

Status Report: Glade Road Project

June 23, 2014

PROJECT BACKGROUND

Colleyville has grown up around Glade Road. However, today, it is a deteriorating roadway, experiencing heavy traffic congestion in peak hours and requiring improvements for better safety.

In May 2013, the city held the first public meeting to garner input on the Glade Road Project, an initiative to update and upgrade Glade Road to improve traffic flow and safety on one of the city's primary east-west corridors. A second public meeting was conducted in November 2013, which incorporated citizen feedback received at the first public meeting. Both meetings were conducted by [TranSystems](#), the city's consultant on the Glade Road Project.

On March 3, 2014, the Colleyville City Council conducted the first of several worksessions dedicated to reviewing TranSystems' preliminary recommendations on the project. TranSystems formulated their recommendations on many factors, including the road's topography and geometry, traffic volumes, and input gathered at the public meetings and through individual surveys. At a second worksession on April 16, 2014, TranSystems presented additional options and recommendations based on input from the City Council during the first session.

[View the Glade Road Project presentation from March 3 worksession](#)
[View the Glade Road Project presentation from April 16 worksession](#)

LATEST DEVELOPMENTS

At a third worksession on June 17, 2014, TranSystems presented further options and recommendations based on City Council guidance to "improve the road with as little impact to residential properties and trees as possible." The issues evaluated included:

- refinements to the proposed roundabout at Bransford Rd.
- options for different curb types
- options for different trail and sidewalk configurations
- reclamation of existing pavement versus roadway reconstruction
- options for a tree mitigation program
- project phasing

[View the Glade Road Project presentation from June 17 worksession](#)

While the City Council is still weighing a variety of issues and options, there is a general consensus on the design parameters for Section 2 (from Bransford Rd. to Thompson Terrace, including a new roundabout at Bransford) and Section 3A (from Thompson Terrace to Manning Dr., including a new roundabout at Riverwalk Dr., realignment of the Bedford Rd. intersection, and lowering Glade Road at the Bluebonnet Rd. intersection to improve sight distance).



The City Council agreed that this work in Section 2 and 3A ought to begin as soon as possible, since there is an immediate need for the proposed traffic flow and safety enhancements, since funding is available, and since a summer 2015 start on construction will help minimize disruptions to Bransford Elementary traffic.

As a result, the City Council requested that the project consultant, TranSystems, prepare a contract to begin the final design work on these sections of the project, with a goal of starting construction in 2015. This contract will be considered for approval at an upcoming City Council meeting.

Additionally, the City Council agreed to hold another worksession this summer to discuss the remaining project sections (Sections 1, 3B, 3C and 4). The future worksession will include further discussion on pavement reclamation instead of reconstruction, a closer look at potential right-of-way needs, depending on different design scenarios, and consideration of how best to minimize any possible impact to homeowners and trees.

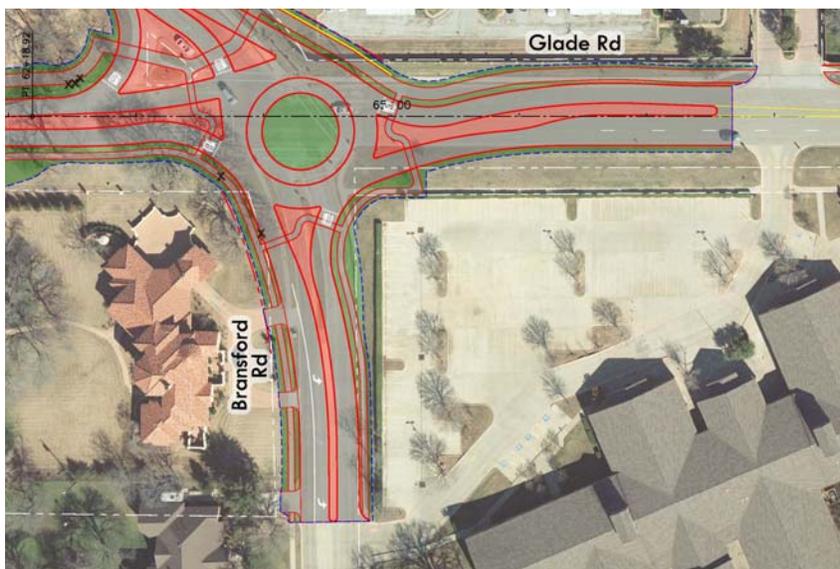
A public meeting will be scheduled to update the public on the final design and construction plans for the initial phase of the project (Sections 2 and 3A) later this year.

RECOMMENDATIONS FOR SECTIONS 2 AND 3A

The following recommendations have preliminarily been approved by the City Council. These proposed improvements will now proceed to the design phase before the City Council considers them for final approval and construction.

Section 2 of Glade Road extends from Bransford Rd. to Thompson Terrace. Most of this primarily commercial section of roadway is already marked for four lanes. Proposed improvements to this section would include:

- the addition of a roundabout at Bransford
- the addition/connection of a 5' sidewalk on the south side and a 10' trail on the north side
- new lane markings on the existing pavement



The Bransford roundabout would help address traffic flow issues at this intersection, particularly at peak hours. Construction on the roundabout is a priority for the summer of 2015, in order to minimize disruption during the school year.

TranSystems also recommended an extended, 170-foot left-turn lane for southbound traffic on Bransford turning into Bransford Elementary. This would help prevent back-ups into the main lane of traffic as cars arrive to drop off or pick up schoolchildren.

Portions of the proposed sidewalk and trail already exist within Section 2, so the preliminary design plan primarily includes adding connections between the existing segments. The City Council has provided direction to the consultant to explore acquisition of any necessary right-of-way, subject to negotiation with willing property owners.

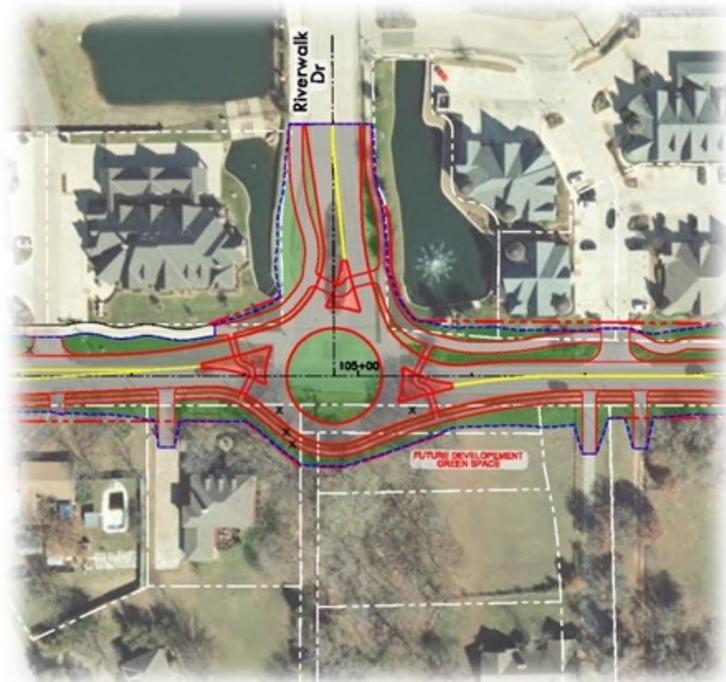
Within Section 2, left-turn lanes would be available or added at:

- SH 26 (both eastbound and westbound)
- Thompson Terrace (eastbound)

Section 3A of Glade Road extends from Thompson Terrace to Manning Dr. The portion from Thompson Terrace to Bluebonnet Rd. would be two lanes with a continuous left-turn lane to facilitate better mobility in the largely commercial section. Other proposed improvements to this section include:

- the addition of a roundabout at Riverwalk Dr. to relieve traffic congestion
- lowering of the hill at Bluebonnet Rd. to improve sight distance and elimination of the east-west stop signs along Glade at that intersection to improve mobility
- re-alignment of the Bedford Rd. intersection to improve sight distance
- the addition/connection of a 5' sidewalk on the south side and a 10' trail on the north side
- the installation of a 6" barrier curb and engineered drainage system

The roundabout at Riverwalk Dr. would appear as follows:



At the Bluebonnet Rd. intersection, the eastbound and westbound stop signs on Glade Rd. would be removed, and the road would be lowered 5-6 feet in order to improve sight

distance at that intersection. Access onto Glade Rd. from Bluebonnet Rd. would continue to be controlled with a single stop sign.

The intersection at Bedford Road and Glade Road would continue to be stop-sign-controlled, but Bedford Road would be realigned to the east to improve the sight distance. This would improve the intersection sight distance by approximately 120 feet, increasing decision time for drivers by over two seconds.

Within Section 3A, left-turn lanes would be available at:

- Oak Timbers Ct. (eastbound)
- Bedford Rd. (westbound)
- Garry Lynne (westbound)
- Bluebonnet Rd. (eastbound)
- Stafford Dr. (westbound)

The recommended 6" barrier curb and engineered drainage system requires the least amount of right-of-way.

PROJECT SCHEDULE & FUNDING

Improvements to the Glade Road Project are being planned and phased on a "pay as you go" basis from existing revenue sources. Funding for the project will be derived from the city's tax increment finance (TIF) district, as well as perimeter and impact fees.

A TIF, or tax increment financing district, is a funding vehicle for cities and TIF partners to use to finance projects and to aid in economic development and infrastructure improvements. It is derived from property taxes collected within the district by TIF partners. In Colleyville, the TIF encompasses most of the Colleyville Boulevard corridor, as well as Glade Road and Cheek-Sparger Road rights-of-way. The original TIF was established in 1998; most of Colleyville's TIF dollars come from property taxes on commercial properties.

While the final design work still has to be done, the cost for Sections 2 and 3A is anticipated to be approximately \$5.1 million. This cost includes design services, right-of-way and construction. Construction is anticipated to begin as early as summer 2015 and to last until mid-2016.

For more information and timely updates, please visit the Glade Road Project website, www.gladeroadproject.com, or the city website, www.colleyville.com.