



31 March 2022

To: Mayor and City Council members
 Update on the Smith Ranch Road widening south of Hughes Ranch Road to match what's north of Broadway. Been delayed but getting on track; being helped by Congressman Nehls-sponsored allocation. Clay

Smith Ranch Road Extension

(Hughes Ranch Rd to 2,040 LF north of FM518)

Is it in Budget?		Is it on Schedule for the Current Phase per the Contract?		Community Benefit
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Improves Mobility
Project Phase?				
Engineering/Design				

Highlights:

- **Smith Ranch Rd. was originally scheduled to bid in February 2022, provided acquisition was complete by April 2021.**
 - **The letting schedule was changed to October 2022 to accommodate a long delay in receiving an amended Advanced Funding Agreement (AFA) from TxDOT as reported in previous memos.** The delay places the letting within TxDOT's FY2023 allowing it to bid earlier, if ready, or to slip back but stay within the fiscal year if further complications are encountered.
- **The Right of Way acquisition process has been complicated by parcel owner boundary disputes, incomplete county records, deceased owners with no clear chain of title and protracted negotiations finally leading to condemnation.**
 - These complexities increased the work to close offers managed by the original title company forcing that title company to back out of their commitments to the project. This required Staff to find and contract with another firm and start the entire process over.
 - Recent ownership changes to one parcel required the modification of the title documentation and survey forcing the survey to go back through an extensive TxDOT review process.
 - Council passed condemnation resolutions on three parcels in February that should be complete within three months.
 - The City initiated negotiations with 19 property owners. 8 parcels have been acquired, 4 are in closing, 4 are in condemnation, 2 are in negotiations and 1 parcel is closed via plat dedication.
 - All acquisition activities should be complete by September 2022.
- **95% Plans and Specifications were submitted to TxDOT for the final review and comment which should complete in August.**
- **Staff is reviewing a contract amendment request from the design engineer, which will be on a forthcoming council agenda.** Items included in the amendment are:
 - Address the issue of a temporary signal operation plan and modification to the existing signal to accommodate construction sequencing and the Hughes Ranch/ T-Ramp intersection.
 - The extended time and management fees for dealing with Right of Way acquisition administration and coordination fees
 - City Staff requested that the engineer address the ponding that is now occurring at the north limit of Smith Ranch south of the Hughes Ranch Rd. intersection. The engineer has been asked to analyze and correct the standing water issue.
- **Project Letting date is set for October 2022.** As with previous Local Government Procurement (LGP) Projects, the City will let the project using its standard bidding processes and forward the results to



TxDOT for review and concurrence. Upon TxDOT concurrence with the bid results the proposed contract will be forwarded to Council for review and award in late November or early December.

- TxDOT pre-construction paperwork requirements of the contractor generally require 45 days to complete which would place the Notice to Proceed into late December at the earliest and more likely into January 2023.
- The project design started in November 2016, so the design, survey, and right of way acquisition cost are outdated. Since November 2016, there have been several factors that have caused schedule delays. Some of the delays included:
 - The amended AFA that is mentioned above.
 - There was a funding source issue that originated within TxDOT's Legal Department which made the original AFA void. The amended funding source approval took thirteen months to complete.
 - The right of way acquisition could not begin before the amended AFA.
 - The right of way acquisition was not approved until September 2020. Due to the time delay for the amended AFA, preliminary right of way work that had begun after the final National Environmental Policy Act (NEPA) report was completed had expired and had to be redone.
 - Several of the parcels had changed ownership during the schedule delay, so title searches and new surveys had to be performed.
 - The 3rd party right of way appraiser was replaced in 2020.
- These delays along with increased construction cost are all factors that are contributing to the project being out of budget currently.
- The City was notified on March 29th that the requested Community Funding through Congressman Nehls was included in the recent appropriations bills passed by Congress. This allocates \$2.0M to the project, which should make up any current project shortfalls. We are awaiting instruction from Congressman Nehls' office on how to incorporate the funding into the project.

Budget Info:

Funding Sources	Series	To Date	Future	Total Budget
General Revenue - Cash				-
Certificates of Obligation	TBS 2022	2,028,785		2,028,785
General Obligation Bonds	2015	114,700		114,700
General Obligation Bonds	2017	609,628		609,628
General Obligation Bonds	2018	716,000		716,000
General Obligation Bonds	TBS 2022	2,340,000		2,340,000
Other Funding Sources (Hughes Ranch Rd)		201,505		201,505
Other Funding Sources (Old Alvin)		609,700		609,700
Other Funding Sources (Traffic Improv)		91		91
Other Funding Sources (TIP)		3,899,591		3,899,591
Total Funding Sources		10,520,000	-	10,520,000

Expenditures	To Date	Future	Total
PER			-
Land	802,407	1,397,593	2,200,000
Design	1,397,398	65,160	1,462,558
Construction	45,369	7,500,277	7,545,645



Expenditures	To Date	Future	Total
Construction Management/Inspection		700,000	700,000
Construction Materials Testing		75,000	75,000
FF&E			-
Total Expenditures	2,245,174	9,738,030	11,983,203

Project Contingency	0%	
Project Balance		(1,463,203)

This project is funded through TxDOT's LGPP program where the Federal government will reimburse the City 80% of the acquisition and construction cost as outlined in the AFA. The project limits extend into Brazoria County and MUD 6 from which the City has a sales tax agreement. Neither the County nor the MUD are participating in the cost share.

Staff is requesting additional allocation/funding at mid-year. The expectation is that the above noted allocation from Congress will make up the current shortfall.

Schedule Info:

	Base Line	Current
Design Start	November-16	November-16
Bid Start	November-18	October-22
Construction Start	March-23	
Construction Completion	March-24	

Upcoming Work Items:

- Finalize the change amendment to the design engineer's contract to continue the Right of Way administration, address the signal operation during construction and the ponding issues. Staff will report on that upon completion in the next memo
- Schedule condemnation hearings with the Court docket and finalize closing documents on three of the outstanding parcels.
- Design engineer will add the inlets to address the ponding at the Hughes Ranch Rd. intersection into the plans and change out the sheets in the plan set in TxDOT's review so as not to delay the approval.

Project Manager: Jennifer Lee

Construction Manager: N/A

Designer: DEC Engineering (*formally Dannenbaum*)

Contractor: N/A

Scope: Expansion of Smith Ranch Rd. from a 2-lane asphalt roadway to a divided 4-lane roadway with raised medians, concrete curb and gutter, storm sewer, shared use path, landscaping, and irrigations. Limits are from Hughes Ranch Rd., south approximately 3,250 LF to 2,040 LF north of Broadway (FM 518). The project also includes approximately 6,000 ft. of fiber from FM 518 to the Westside Event Center.



Justification: Construction of the SH 288 toll lanes and the T-ramp access point at Hughes Ranch Rd. will increase traffic on this roadway. Demand for improved access to the toll lanes from FM 518 requires the expansion of this roadway. The project also provides additional north/south capacity by running parallel to the SH 288 corridor and Cullen Parkway. HGAC selected the project to receive 80% federal funding through the 2013 TIP.

Previous Memos: 09/02/16, 01/26/17, 07/27/17, 02/15/18, 05/31/18, 01/10/19, 02/04/21

Project Location Map:

