



COLLIN COUNTY

Public Works Department
700 A. Wilmeth Road
McKinney, Texas 75069
www.collincountytx.gov
972-548-3700 (Phone)
972-548-3754 (Fax)

Date: August 5, 2012
To: Judge Self and Commissioner's Court
From: Jon Kleinheksel, Director of Public Works *JK*
Re: Mutual Boundary Situation Report

In the 8 months since Commissioners' Court adopted the Mutual Boundary initiative last November, PW staff has recorded favorable progress. The latest developments are available in the attached MB spreadsheet. Many cities have responded enthusiastically to the County's overtures with their favorable terms (1/2 the cost of materials, no labor or equipment charge). However, a few remain intransigent and have chosen not to participate.

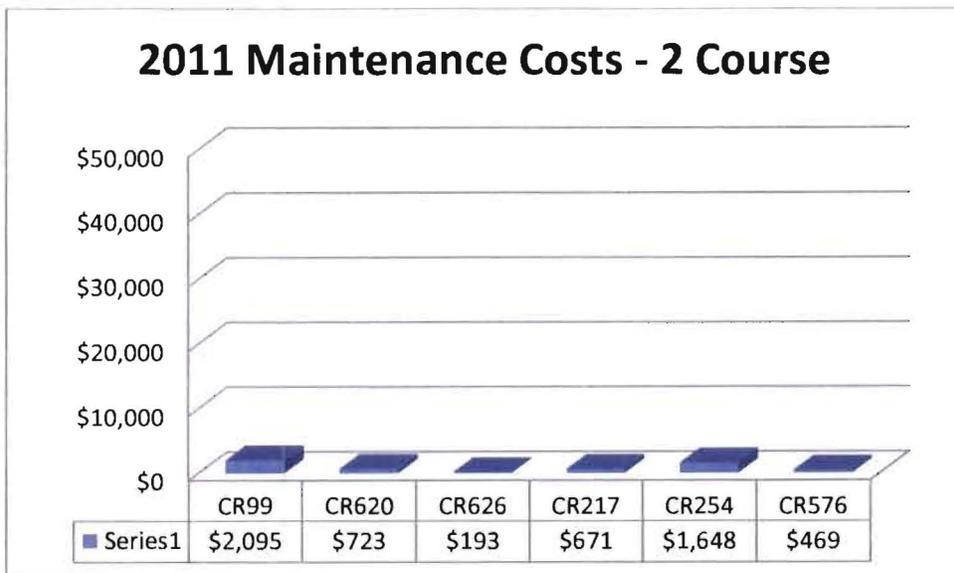
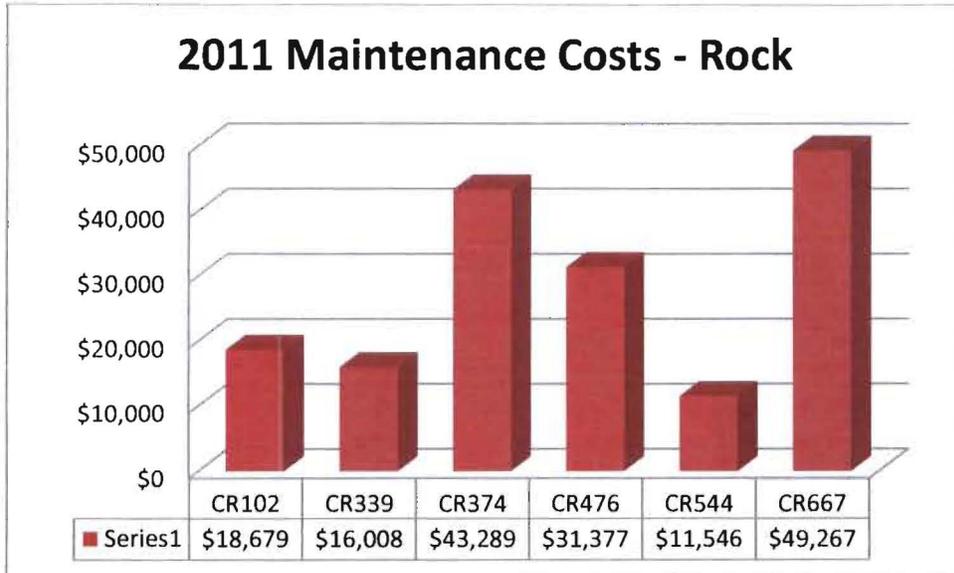
As a result, PW requested a legal opinion regarding the County's authority to recover funds associated with the MB program. The attorney researched the Texas Transportation Code and found no provision to aid our objective. Please see attached documents prepared by the law firm.

Benefits

Recently, Commissioners' Court requested a brief synopsis of the benefits of paved roads. With the proliferation of paved county roads due to the "50 Mile" program, the residents and the County are realizing tangible benefits. Years ago, PW staff cited University and Government studies extolling the advantages of paved roads to promote the ambitious new program. The amount of dust and road material dissipated into the air has declined emphatically as well as requests for road oiling. Safety has improved considerably due to numerous factors. The superior coefficient of friction of pavement vs. rock translates to shorter braking distances and greater control in both wet and dry conditions. Also, regulatory signs can be installed and enforced on paved roads.

Comparative Analysis

PW recently embarked on a comparison to gauge the monetary benefits of the “50 Mile” program. Rock and 2-Course roads were sampled, each approximately 1 mile in length. Maintenance reports for calendar year 2011 were generated for each road excluding costs for ROW mowing and litter control since these costs should be constant. The results appear below:



The 2 Course roads were paved in 2007 and 2008. While there are exceptions, the data reveals an unmistakable pattern which trends toward vastly reduced maintenance costs years after the project concluded.

As the "50 Mile" progresses toward its ultimate conclusion, PW understands that some roads will prove exceptionally challenging in terms of cost participation for MB roads. Although PW has experienced appreciable success, some cities could remain inflexible. Despite this, a compelling argument could be advanced to pave these roads anyway when one considers the preponderance of health, safety and budgetary benefits. Regardless, PW will continue working diligently with the parties involved to promote the County's goals.

If you have any questions, please do not hesitate to contact me and I will respond accordingly.