



# COLLIN COUNTY

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## MEMO

Date: January 2, 2016  
To: Commissioners Court  
From: Clarence Daugherty, P.E., Director of Engineering  
Subject: Frontier Parkway Improvement Project

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The Councils of the Town of Prosper and the City of Celina have passed the attached resolutions agreeing with a concept plan for the improvements to Frontier Parkway. The concept plan includes development of the first stage of an ultimate six-lane thoroughfare, including a grade separation over the BNSF Railroad and an access road to the properties on the north side of the grade separation. The Town and City agree in the resolution that the County should manage the project since it is on the common boundary between the Town and City.

The funding that has been made available for this project is shown below:

Prosper	\$ 3.65M – (Town Bond Funds)
Celina	\$ 3.97M – (County Bond Funds)
RTR	\$ 4.35M
<u>NCTCOG</u>	<u>\$ 4.00M</u>
Total	\$15.97M

The first stage that Prosper and Celina approved of in their resolutions consists of four lanes of roadway, one-half of the grade separation and the two-lane service road. Our estimate of cost for that first stage is \$16.6M. With COG's additional contribution last year, the gap that the County needs to cover for this first stage should be about \$600,000.

There are two other options that the Court could consider. The following are brief descriptions of those options and the planning level cost estimates of each:

- Option 2: one side of future six-lane thoroughfare, half of GS, service road - \$16.1M
- Option 3: 4 lanes (divided), full grade separation, service road - \$21.0M

Obviously the advantage of the first two options is the lower cost. The negative of the basic option is that four lanes of traffic will have to be narrowed into two lanes over the grade separation. For the first few years the amount of traffic will probably not exceed the capacity of two lanes. The negative of Option 2 is that it does not expand the capacity that exists today (two lanes). One advantage of Option 3 is that the capacity of the grade separation matches that of the roadway (four lanes) and will provide adequate capacity on the whole thoroughfare for a longer period of time. Another advantage is that

more of the project is built now when prices are lower than they inevitably will be in the future. The negative is the higher cost.

The funding available from the sources above totals approximately \$16.0M. After considerable time and discussions, it is clear that the only other source that is available to cover the additional amount for any of the options is the County. We are asking the Commissioners Court to determine if you want pursue Option 2 or 3, knowing the funding amounts required.

It is also requested that the Commissioners Court make a determination that the firm of Birkhoff, Hendricks and Carter, LLP (BHC), is the best qualified firm to design the project. BHC has worked with the City of Celina for several years doing the preliminary engineering required to get the project to this point. Based on previous experience with BHC and on the Statement of Qualifications that BHC submitted to us, it is our conclusion that they are well-suited to provide engineering services for this project.

Therefore, the Engineering Department requests the Commissioners Court

1. Authorize the Engineering Department to manage this project
2. Determine the appropriate option for the first phase with the related funding
3. Authorize the Engineering Department to coordinate with the appropriate agencies to re-align funding so it is under the control of the County for use on this project
4. Determine that Birkhoff, Hendricks and Carter are the best qualified engineering firm for this project and authorize staff to negotiate a fee for the design services.