

TOWN OF FLOWER MOUND, TEXAS

RESOLUTION NO. 20-10

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING AND SUPERSEDING RESOLUTION NO. 20-09; APPROVING THE MORRISS ROAD/GERAULT ROAD CAPACITY IMPROVEMENT PROJECT WITH CERTAIN DESIGN, ENGINEERING AND IMPLEMENTATION ELEMENTS, AND OTHER RECOMMENDATIONS, AS NOTED HEREIN; MAKING FINDINGS RELATIVE THERETO; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town's 1981 Master Thoroughfare Plan, which is a component of the Town's Master Plan, indicated that Morriss Road should be a major arterial, or 6-lane divided roadway; and

WHEREAS, the Master Thoroughfare Plan was adopted again in 1985, as a component of the "Land Use and Thoroughfare Plan Flower Mound," and added Gerault Road as a major arterial, or 6-lane divided roadway, adopted again in 1994 as a component of the "Flower Mound Comprehensive Master Plan," and again in 2000, 2004, and most recently in 2009 as part of the "Master Plan," with no changes to the designation of Morriss Road/Gerault Road ("Morriss/Gerault") as a major arterial; and

WHEREAS, during the Fiscal Year 2008-2009 Town budget process, the widening of Morriss/Gerault was approved, with design to occur during Fiscal Year 2008-2009 and construction to begin in Fiscal Year 2009-2010, or as soon as design is complete; and

WHEREAS, the expansion of Morriss/Gerault was also included in the Denton County Roadway bond election held in November 2008, which was approved by Denton County voters on November 4, 2008; and

WHEREAS, plans to expand Morriss/Gerault are proceeding in conjunction with The River Walk at Central Park project, to-wit: the Transportation Impact Analysis ("TIA") for The River Walk at Central Park project indicated that the level of service on Morriss/Gerault would be negatively impacted once the project was constructed and therefore, as a condition of the approval of this large-scale project, the developer was required to contribute toward the expansion of the roadway; and

WHEREAS, Morriss/Gerault was the subject of a work session of the Town's Transportation Commission on April 21, 2009, at which time Commissioners were allowed the opportunity to ask detailed questions of the Town's staff and the Town's consultants for the Morriss/Gerault project; and

WHEREAS, on May 26, 2009, after an extensive staff/consultant presentation, a public hearing was conducted by the Town's Transportation Commission at which time numerous citizens asked questions and voiced their support or opposition to the Morriss/Gerault project; and

WHEREAS, at that meeting of the Town's Transportation Commission, the following information was provided by the Town and/or Town consultants to attendees about the Morriss/Gerault project:

- This roadway capacity expansion project includes the addition of two lanes within the existing median;
- Improvements to various intersections will be examined during project design;
- The project is needed to serve the short-term and long-term traffic demands projected for the Morriss Road/Gerault Road corridor and that even with the increased capacity provided by the two new lanes, long-range traffic volumes will exceed capacity on Morris Road/Gerault Road, FM 2499, and Garden Ridge;
- The addition of two lanes to Morriss Road and Gerault Road will provide necessary near-term capacity to accommodate planned growth in the corridor and to serve as an alternate north-south corridor for Flower Mound residents;
- Planned improvements to the intersection of Gerault Road at FM 2499 will improve access to the scheduled improvements on FM 2499 associated with the DFW Connector project;
- Improvements to the interchanges of SH 121 at Freeport Parkway and Grapevine Mills Parkway will result in the Gerault Road-to-Lakeside Parkway-to-SH 121 route becoming a viable alternative to FM 2499 for Flower Mound commuters;
- It has been determined that if the capacity improvements are not made, the same north-to-south traffic demands will exist in these corridors, resulting in higher congestion levels, undesirable cut-through traffic in neighborhoods, increased commute times and delays, and higher vehicle emissions; and

WHEREAS, at the conclusion of the May 26, 2009, meeting of the Transportation Commission, the Commission voted to recommend to the Town Council approval of the Morriss/Gerault Capacity Improvement Project with certain design, engineering, and implementation elements, as noted in this Resolution; and

WHEREAS, Town Council held a public hearing regarding the Morriss/Gerault Capacity Improvement Project on June 15, 2009; and

WHEREAS, Town Council thereafter approved Resolution No. 20-09 regarding the Morriss/Gerault Capacity Improvement Project with certain amendments addressing issues and concerns identified during the June 15, 2009 public hearing; and

WHEREAS, Town now desires to amend Resolution No. 20-09 to defer the construction of Phase 2 of the Morriss/Gerault Capacity Improvement Project until such improvements are required for conformity to SMARTGrowth.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

All of the above premises are hereby found to be true and correct legislative and factual findings of the Town of Flower Mound and they are hereby approved and incorporated into the body of this Resolution as if copied in their entirety.

SECTION 2

This Resolution shall amend and supersede Resolution No. 20-09 in all things from and after its date of passage and adoption as provided by law.

SECTION 3

The Town of Flower Mound sincerely appreciates the efforts undertaken by the Transportation Commission to inform citizens of the details associated with the Morriss/Gerault project and after consideration of the presentations and comments made at the Town Council meeting on June 15, 2009, and after a detailed review of all pertinent documentation, the Town Council generally endorses the recommendation of the Transportation Commission and adopts this Resolution in support of the Morriss/Gerault Capacity Improvement Project as follows:

The Town Council hereby approves the Morriss/Gerault Capacity Improvement Project with the following design, engineering, and implementation elements as follows:


- The project shall be designed in one phase in its entirety and construction shall occur in two phases as follows:
 - Phase 1 will begin after design is complete and shall include construction improvements to Gerault Road and the flyover at FM 2499 and Phase 1 shall include the landscaping, fencing, safety, and intersection improvements for the entire Morriss/Gerault corridor; further, trees, sod, irrigation, and decorative plantings and living sound walls, where applicable, shall be installed in the medians and right-of-way, with the focus being on the full-width median sections, and 8' fences where possible, shall be utilized.
 - Phase 2 would begin when needed per SMARTGrowth, and in no event prior to January 1, 2020.
- During design the Town and/or Town consultants shall identify visibility issues that may create safety problems and identify solutions that consider both impacts and benefits, including access issues;

- The Town and/or Town consultants shall explore improvements and enhancements to below grade crossings;
- The Town and/or Town consultants shall consider replacing existing perimeter screening fences with the Town-standard wooden fence, and/or explore other fencing options and other methods to mitigate sound impacts;
- Trees, sod, irrigation, and decorative plantings shall be installed in the medians and rights-of-way, with the focus being on the full-width median sections;
- The Town agrees to commit to establishing the lowest lawful speed limit throughout the corridor;
- The Town agrees to program the installation of any new, warranted signals;
- The Town agrees to study and where appropriate, enhance the pedestrian routes throughout the corridor, specifically for school-related pedestrian activity to include pedestrian actuated flashers, reviewing the location of school cross walks, and reviewing with Lewisville Independent School District the pedestrian and vehicular access at schools;
- The Town and/or Town consultants shall consider ideas that will address safety issues near any schools in the area of the project;
- Town staff shall review additional input from neighborhood groups, convened for the purpose of additional input during the engineering and design phases of the project; and
- The Town shall consider and review the propriety of median pedestrian barriers in the design of the project at all areas deemed high pedestrian areas, as determined by professional staff.

SECTION 4

This Resolution shall take effect immediately from and after its date of passage.

PASSED, APPROVED AND ADOPTED THIS 7TH DAY OF SEPTEMBER, 2010.



Melissa D. Northern, Mayor

ATTEST:



Tracy Krierim, Interim Town Secretary

APPROVED AS TO FORM AND LEGALITY:



Terrence S. Welch, Town Attorney