

6.0 CONCLUSION

The following recommendations are based on the results from the preliminary drainage analysis, and the roadway geometric evaluation and condition assessment. The impacts of each alternative to right-of-way, pedestrian amenities, tree inventories, and underground utilities have been considered.

Complete roadway reconstruction is recommended for Kimberley Lane based on the study findings. The roadway will be widened to 44-feet between the Beltway 8 Northbound Frontage Road to 400 feet east of Town and Country Blvd. The roadway will then transition to its existing geometric condition of 40-feet and continue to the project eastern termini at West Bough Lane. The pavement profile is also proposed to be raised approximately 6 inches to minimize street flooding and to meet City of Houston extreme event sheet flow criteria. Approximately 1,100-feet of 5' x 3' box culvert is also proposed along Kimberley to provide between a 10-year to 25-year storm protection level of service. As part of the construction, pedestrian facilities will be added or modified to meet current ADA requirements. Due to the age of the underground utilities, all existing water lines will be replaced as part of the reconstruction and sanitary sewers will be adjusted or rehabilitated as required.

The total estimated construction cost for the recommended improvements is estimated \$2.9 Million (cost excludes any right of way acquisition, private utility relocation and landscape/hardscape improvement costs). The recommended proposed improvements will increase storm level protection, reduce roadway ponding and improve mobility, safety and access along the existing roadway facility.