

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



## Gessner Widening: T-1701

**What:** Widen the road from a six-lane divided boulevard to an eight-lane divided boulevard street section, increase turn lanes, update traffic signal system, improve drainage by installing two 8 ft. X 5 ft. box culverts, and enhance the streetscape.

**Where:** Gessner Road between IH-10 and Barryknoll Lane

**When:** Phase One of the project is nearly complete. This includes building the east side of the roadway and installing the 8 ft. X 5 ft. box culverts. Groundbreaking began in June 2008. Construction completion along with the streetscape installation is forecasted for the end of 2009.

**Why:** Adding additional travel lanes, improve turning movements and traffic flow, improve surface drainage with added detention, wider sidewalks, and enhanced streetscape is necessary because Gessner Road is a busy commercial corridor and home to retail, medical facilities and restaurants. The increased sewer system will benefit the immediate roadway and adjacent property owners and the drainage channels. W153 or Buffalo Bayou will benefit from the reduction from sheet-flow runoff. W151 will benefit due to the increased watershed storage from the oversized culverts. The increased detention will reduce sheet-flow runoff to the Memorial City Medical Center and the Memorial Hollow neighborhood.

**Who:** The project is a jointly funded effort between the TIRZ 17 Redevelopment Authority and the Texas Department of Transportation (TxDOT). The TIRZ was responsible for design engineering and TxDOT will oversee construction management.

**How much:** The cost for improving this segment of Gessner Road is approximately \$10,085,223. This includes planning, design, construction, construction management and owner's representation costs. The TIRZ 17 has contributed \$6,672,423 and TxDOT has committed as much as \$3,404,800 for construction costs.

**Time Frame:** 18 months

## Bunker Hill Widening Project: T-1702

**What:** Widen to a four-lane boulevard street section from Interstate Highway 10 to the Briar Branch drainage channel. The road section will transition to one travel lane in each direction with a center turn lane from north of the drainage channel to Long Point Road. Improve drainage and safety by having a curbed street section with storm sewers and a 6 ft. wide sidewalk.

**Where:** Bunker Hill Road from IH-10 to Long Point Road

**When:** Conrad Construction has completed the widening of Bunker Hill from IH-10 to Cedardale. The reconstruction of the north bound lanes from Westview to Long Point is underway. Work on the south-bound lanes from Long Point to Westview will follow. Groundbreaking began in April 2008. The projected substantial completion is scheduled July 2009.

**Why:** Additional travel lanes, improving turning movements and traffic flow, better surface drainage, wider sidewalks and enhanced landscape is necessary because Bunker Hill Road has evolved into an active urban travel way.

**Who:** The project is a jointly funded effort between TIRZ 17 and the City of Houston. The TIRZ is responsible for design engineering and oversight of the construction.

**How much:** The cost of improving this segment of Bunker Hill Road is approximately \$6.2 million including construction, construction management, owner's representation services, and material testing. TIRZ 17 has committed to fund the project based upon an agreement with the City of Houston. The City has reimbursed the TIRZ for the cost of improving a segment of Bunker Hill road, north from Pine Lake Drive to Long Point Road which extends beyond the TIRZ 17 boundary (from Pine Lake Drive to Long Point Road).

**Time Frame:** 15 months

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



## Improvements to Lumpkin from IH-10 to Westview –T1709

**What:** This project was among the recommendations from the North/South Mobility Improvement Study. It includes the widening of Lumpkin Road from a two lane roadway to a four-lane median divided road.

**Where:** Lumpkin Road from IH-10 to Westview

**When:** Proposed 2010

**Why:** Large traffic volume from the Houston Community College's Town & Country campus and the adjacent retail development requires additional roadway capacity.

**Who:** A TIRZ 17 funded project. LAN would serve as construction manager on behalf of the TIRZ 17.

**How much:** \$2,967,000. This cost includes all project phases including planning, design, construction, and construction phase services. This cost does not include ROW acquisition

**Time Frame:** 32 months

## Bunker Hill S. Drainage and Mobility Improvements: T-1712 & T-1723

**What:** Improve the existing storm sewer, in conjunction with the road improvement of Bunker Hill, which will benefit drainage channel W151 by supplying more storage for rain runoff and help alleviate sheet-flow runoff to the Memorial Village Estates neighborhood in the City of Bunker Hill.

Re-stripe the roadway and modify the existing traffic signals to accommodate the increasing traffic concern as identified by the North/South Mobility Study.

**Where:** Bunker Hill south between IH-10 and Barryknoll.

**When:** Proposed 2009-2011

**Who:** The TIRZ 17 would fund the proposed project. LAN would serve as construction manager on behalf of the TIRZ 17.

**Why:** The existing storm sewer has been identified by the TIRZ 17 Drainage Study as a key area of improvement to adequately convey water to drainage channel W151.

**How much:** Total cost to improve traffic, without ROW acquisition, is estimated at \$2,666,000 for the design, planning, construction, construction management and owner's representations.

**Total Time Frame:** 24 months

## Memorial near Beltway 8 Drainage & Mobility Improvements: T-1713

**What:** A Preliminary Engineering Report (PER) was performed to examine the adequacy of the drainage and the mobility in the area. The PER concluded the storm sewer system is sufficient, however, the mobility analysis revealed the need for two left turn lanes for east bound side of Memorial.

**Where:** Along Memorial Drive at the Beltway 8 frontage road

**Who:** The TIRZ 17 would fund the proposed project. LAN would serve as construction manager on behalf of the TIRZ 17.

**When:** Proposed 2009-2010

**Why:** The intention of the PER was to learn whether storm sewer improvements are needed to help watershed performance to drainage channel W156 (Rummel Creek) and the adjacent property owners located in the Town & Country development and the Fonn Villas and Memorial Bend neighborhoods.

**How much:** \$1,146,000 for planning, design, construction, construction management and owner's representations.

**Time Frame:** 18 months

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



## Frostwood Drive Drainage Improvements: T-1714

**What:** The project would replace the existing storm sewer to meet the current City of Houston drainage standards and benefit both drainage channels W151 & W153 from a storage and watershed perspective.

**Where:** Along Frostwood between IH-10 and Barryknoll.

**When:** Proposed 2011-2012

**Who:** The TIRZ 17 would fund the proposed project. LAN would serve as construction manager on behalf of the TIRZ 17.

**Why:** The existing storm sewer system has been identified by the City of Houston's Frostwood Drainage Improvements Project as being inadequate and unable to properly convey the two-year storm event. The benefits are intended to provide improved water flow to drainage channel W151 and minimize sheet-flow runoff to the Memorial Meadows and Memorial Hollow neighborhoods.

**How much:** \$2,090,000 for planning, design, construction, construction management and owner's representations.

**Time Frame:** 22 months

## Barryknoll East Drainage Improvements: T-1715

**What:** The storm sewer improvements would benefit the immediate roadway section, watershed performance and the homeowners in the Memorial Hollow and Memorial Woods neighborhoods.

**Where:** Barryknoll Lane from Bunker Hill to drainage channel W151

**When:** Proposed 2009 to 2012

**Who:** The TIRZ 17 would fund the proposed project. LAN would serve as construction manager on behalf of the TIRZ 17.

**Why:** Information from various studies obtained for the TIRZ 17 Drainage Action Plan has revealed drainage improvements are needed to adequately convey sewer water from Barryknoll Lane to drainage channel W151 and alleviate watershed to the adjacent neighborhoods.

**How much:** \$3,612,000 for planning, design, construction, construction management and owner's representations.

**Time Frame:** 26 months

## Queensbury Drainage Improvements: T-1716

**Who:** The TIRZ 17 funded the project, LAN oversaw the construction management. Huff & Mitchell completed the work.

**What:** The project replaced approximately 685 feet of storm sewer with a larger 4 ft. X 5 ft. box culvert.

**Where:** Along Queensbury between Town & Country Boulevard and Beltway 8

**When:** The project is complete

**Why:** This project brought the existing storm sewer along Queensbury into compliance with the City of Houston drainage criteria.

**How much:** The cost of improving and bringing into compliance the Queensbury storm sewer was approximately \$976,842 to include planning, design, construction, construction management, owner's representation services and material testing.

**Time Frame:** Complete

# TIRZ 17/Redevelopment Authority

## Capital Improvements Plan

### Projects 2010-2014



#### Town and Country West Drainage & Mobility Improve- ments: T-1717 & T-1721

**What:** The objective of this project is to improve drainage, in conjunction with the roadway expansion, by updating the existing storm sewer system by supplying more storage to improve watershed performance.

Additionally, the project will extend existing four-lane undivided roadway west to intersect with Beltway 8 north frontage road. Improvements to the intersection of Town and Country Way and Town and Country Blvd. to better align the Town and Country Blvd. alignment.

**Where:** Town and Country Way between Town and Country Boulevard and Beltway 8 north frontage road and Town and Country Boulevard between IH-10 and Town and Country Way.

**When:** Proposed 2010-2011

**Who:** The TIRZ 17 would fund the proposed project. LAN would serve as construction manager on behalf of the TIRZ 17.

**Why:** The storm sewer improvements are intended to upgrade the drainage infrastructure to comply with the City of Houston drainage criteria. The existing storm sewer system was identified by the City of Houston Comprehensive Drainage Plan as being unable to adequately convey the two-year design storm event. Improving the drainage system would benefit the immediate roadway section, improve watershed performance to W156 and minimize sheet-flow runoff to neighboring redevelopment.

#### Kimberley near Beltway 8 Drainage Improvements: T-1718

**What:** The object of this project is to improve the existing storm sewer system by reducing sheet-flow runoff to the commercial area and efficiently redirecting rain runoff to an existing north/south conduit, underneath the Beltway 8, that leads to W153 (Buffalo Bayou). The current roadway is lower than the surrounding areas and does not meet the minimum City

of Houston drainage criteria. The proposed improvements will reconstruct Kimberley from the BW-8 frontage road to West Bough. Additional storm sewer will be installed to compensate for the lost storage and to increase the system level of service to a 10-year event.

**Where:** Along Kimberley between Beltway 8 and West Bough

**When:** Proposed 2009-2010

**Who:** The TIRZ 17 would fund the proposed project. LAN will serve as construction manager on behalf of the TIRZ 17.

**Why:** The existing storm sewer system has been identified by the City of Houston Comprehensive Drainage Plan as being unable to adequately convey the two-year design storm event. The upgrades would benefit W153 by improving watershed performance by reducing the overland sheetflow through residential areas in the W153 watershed.

**How much:** \$1,755,242 for planning, design, construction, construction management and owner's representations.

**Time Frame:** 18 months

#### Kingsride East Bound at Gessner: T-1719

**What:** This project was among the recommendations within the East-West Mobility Improvement Study. A 300 ft. long east-bound turn lane has been added on Kingsride Lane at Gessner Road. The additional lane functions as a right-turn lane with associated signal modifications.

**Where:** Kingsride Lane at Gessner Road

**Why:** To improve traffic flow

**When:** The project is complete. The notice-to-proceed date was issued March 10, 2008. The final walk-through was completed August 29, 2008. The TIRZ Chairman signed the project completion documents December 2, 2008.

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



**Who:** The TIRZ 17 funded the project and oversaw construction management. Craven Partners, the low bid contractor, was awarded the contract for construction.

**How much:** The cost of improving Kingsride Lane is approximately \$869,208 which includes planning, design, construction, construction management, owner's representation services and material testing.

**Time Frame:** Complete

## Kingsride at Frostwood Signalization: T-1720

**What:** As recommended by the East-West Mobility Improvement Study, the addition of a traffic signal at this intersection would decrease congestion by improving the flow of traffic.

**Where:** The intersection of Kingsride at Frostwood

**When:** Proposed 2011

**Why:** Information collected from daily traffic volumes indicate a strong need for signalization and improved pedestrian safety. Traffic volumes will likely increase as the Memorial City Medical complex continues to expand.

**Who:** The project would be funded by the TIRZ 17. LAN would serve as construction manager on behalf of the TIRZ 17.

**How Much:** \$270,500. This cost includes the warrant study, the design, and the construction.

**Time Frame:** 11-12 months

## Town and Country Blvd at Queensbury Signalization: T-1722

**What:** Adding a traffic signal to improve rush hour traffic conditions.

**Where:** Intersection of Queensbury at Town & Country Boulevard

**When:** Proposed 2009-2010

**Why:** Results from the North/South Mobility Improvement Study show the Town and Country Boulevard intersection with Queensbury produces failing conditions in the PM peak hour. A traffic warrant study conducted by LAN concluded the need for a signal light due to the anticipation of increased traffic from the City Centre development.

**Who:** The TIRZ 17 would fund the project. LAN would serve as the construction manager on behalf of the TIRZ 17.

**How much:** The estimated cost of this project to include warrant study, acquisition, design and construction is \$263,000.

**Time Frame:** 8 to 12 months

## Gessner at Barryknoll Intersec- tion Improvements: T-1724

**What:** Recommended by the North/South Mobility Study as a spot improvement to decrease intersection congestion by providing a 325-foot right turn lane to channel traffic. Accepted by the TIRZ 17, TxDOT and the contractor (JD Abrams) for the Gessner Widening Project as a change order.

**Where:** Gessner northbound at Barryknoll Lane

**When:** November 2009

**Why:** Improve traffic flow through the intersection as recommended by the North/South Mobility Study which indicates failing conditions during the peak AM and PM hours because traffic is impeded by northbound traffic turning a right onto Barryknoll.

**Who:** The TIRZ 17 will fund the project and TxDOT will oversee construction management.

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



**How much:** The cost of improving the Gessner northbound intersection at Barryknoll by adding a right-turn lane was originally estimated at \$689,000, but as a change order to the existing Gessner Widening Project, the new reduced estimate is \$347,708. This cost includes planning, design and construction.

**Time Frame:** 7 to 10 months

## Park and Green Space Improvements: T-1725

**What:** To provide a pedestrian friendly environment throughout the TIRZ 17 by adding trails, bikeways and public green space to include linear parks and esplanade improvements.

**Where:** Within the TIRZ 17 boundary

**When:** Proposed 2009-2011

**Why:** To improve the quality of life for the people who work and live in or near the TIRZ 17, and to make the area a more attractive place to live, invest and visit.

**Who:** The TIRZ 17 would take responsibility for funding these areas of opportunity, but it will seek partnerships with management districts, property owners associations and the Harris County Precinct 3 office to maintain the amenities.

**How much:** The \$1,004,500 pledged to park and green space improvements will include funding for route studies, design, and construction and ROW acquisition.

## West Bough Roadway Improvements: T-1726

**What:** To widen the existing two-lane road to a four-lane section and to include drainage improvements.

**Where:** West Bough Lane from Kimberley to Memorial Drive

**When:** 2010-2011

**Why:** Large traffic volume from the Town & Country retail development. Additional storm sewers will help reduce flooding by replacing the existing drainage ditch with a storm sewer.

**Who:** The TIRZ 17 will fund the project. LAN will serve as construction manager on behalf of the TIRZ 17.

**How much:** \$2,862,235. This cost includes planning, design, construction, and construction related costs.

**Time Frame:** 21 months

## North Gessner Area Thoroughfare Improvement Project: T-1727

**What:** Analyze access management and intersection improvements.

**Where:** Gessner and Witte Roads from IH-10 to Long Point

**When:** 2010-2012

**Why:** To enhance mobility and safety through road widening, intersection improvements, drainage upgrades and the embellishment of the esplanades.

Due to the close proximity of Gessner to Witte it's appropriate to examine both thoroughfares in a single analysis. This includes advancing the project to a logical terminating point, i.e., Although Long Point extends outside the TIRZ boundary, an adequate review of Long Point is necessary to compliment the improvements to Gessner and Witte roads.

**Who:** The TIRZ 17 will fund the project. LAN will serve as construction manager on behalf of the TIRZ 17.

**How much:** \$7,273,750. The estimated cost for improving this segment of Gessner and Witte Roads includes the planning, design, construction, construction management and owner's representation.

**Time Frame:** 36 months

# TIRZ 17/Redevelopment Authority Capital Improvements Plan Projects 2010-2014



## Westview and Lumpkin Enhanced Sidewalk/Bus Stop/ Park: T-1728

**What:** Improving pedestrian mobility and safety along with and providing a friendly environment for residents, retail customers and HCC students by installing a sidewalk system, adding a METRO bus stop and developing green space.

**Where:** Intersection of Westview and Lumpkin.

**When:** 2010-2011

**Who:** The TIRZ 17 will fund the project. LAN will serve as construction manager on behalf of the TIRZ 17.

**Why:** To fulfill the responsibility for pedestrian safety, mobility access and the desire for recreational enjoyment.

**How much:** \$1,150,000 for planning, design, construction, construction management and owner's representations.

**Time Frame:** 16 months