

ENVIRONMENTAL MASTER PLAN

INTERNATIONAL MANAGEMENT DISTRICT

DATE: DECEMBER 18, 2009 (FINAL)



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1.1 PROJECT SCOPE AND PURPOSE

GOAL: The goals of the environmental design master plan is to enhance the visual appeal of the international theme of the District to attract and retain investors and residents, increase property values, and facilitate business development. The master plan will identify opportunities to increase the appeal of the District and create a more attractive place to live, work, shop, and invest.

STUDY AREA: The study area encompasses the entire International Management District with emphasis on the following corridors:

- Bellaire from Brays Bayou to S.H.6
- Beechnut from Sam Houston Tollway to S.H.6
- Bissonnet from Sam Houston Tollway to S.H.6
- Wilcrest from Brays Bayou to W. Bellfort
- Kirkwood from Dashwood to W. Bellfort
- Dairy Ashford from Rodeo Square to Bissonnet
- Eldridge from Clarewood to Bissonnet
- Howell Sugarland from Bissonnet to the Westpark Toll road.
- Synott from Rodeo Square to Bissonnet

POTENTIAL EXPANDED STUDY AREA: While not specifically within the boundaries of the District, the area north of Bellaire up to the Westpark Tollway between Eldridge and Wilcrest was included in the study. This area is not included in the adjacent Westchase District and is being considered for future inclusion in the International Management District

SCOPE: The Consultant focused on the following objectives:

- **Objective - Systems Inventory:**

Inventory of existing transportation corridors, traffic mobility (limited), mass transit systems, roadway infrastructure, street lighting, pedestrian mobility, parks and open spaces, land use, commercial activity centers, and wayfinding systems.

- **Objective – Strengths and Weaknesses**

Review of the District’s relative competitiveness to other communities, districts, and regions based upon the systems inventory with an emphasis on the quantity and quality of transportation infrastructure, wayfinding signage, and beautification.

- **Objective – District Design Vision and Tactical Plan**

Develop a strategic vision and branding for the District to be implemented on 5-year and 10-year milestones. The tactical plan shall provide a defined set of goals and objectives to guide the District, local government, and private sector decision-makers. The plan shall identify specific projects that best suite the design vision for the District, their costs, benefits, potential funding sources, and time frame for implementation

- **Objective – Wayfinding Signage System**

The wayfinding signage system is to create a “sense of place,” by informing and guiding users, enhancing the District’s visual appeal and identity, and ultimately making the District more memorable to residents and visitors.

- **Objective – Mass Transit Interface**

Consideration of enhancements to current and future transit stops along the District corridors in conjunction with the Metropolitan Transit Authority of Harris County (METRO). Inventory of current mass transit routes through the District, rider-ship levels, distribution, and utilization within the District.

- **Objective – Parks and Open Spaces**

Inventory and profile existing and planned parks and open spaces within the District to include City of Houston, Harris County, Alief ISD, and local community facilities. Establish opportunities for potential linkages to develop an interconnected system of parks, trails, and open spaces that will serve both the commercial and residential population.

- **Objective – District Branding and Logo Development**

Develop a comprehensive branding and logo concept for the District to compliment the proposed wayfinding signage component. The Branding and logo shall embody the goals and objectives for the District.

1.2 Implementation Strategies

The Consultant team has thoroughly reviewed all applicable private and public entities proposing near and long term improvements within, adjacent to, or effecting the District in the next ten(10) years. Based upon current District funding resources it will be necessary for the District to coordinate their activities with those of other agencies and groups to leverage available funds to implement the design components proposed within this report.

Potential Sources of funding:

- Texas Department of Transportation Statewide Enhancement Program
- Capital Improvements Bond Issuance

Potential Partners

- Harris County Precinct 2 Parks
- Alief Supper Neighborhood Group
- City of Houston
- Texas Department of Transportation
- Alief ISD
- Westchase District
- Greater Sharpstown Management District

1.3 Project Overview

The International Management District (hereafter referred to as the “District”), is one of the largest management districts in Houston with more than 12 square miles within its boundary. The District is located in the area known as the Alief community, which was first settled in 1861 as a ranch and farm community. The area was known for rice, corn, cattle, cotton, and dairy farms. Located 15 miles southwest of Houston at the Brays Bayou headwaters, it was also known as a flood prone prairie called Dairy. With the area being so close in proximity to Houston, it was heavily influenced by suburbanization in the 60’s and 70’s. The District has seen it’s share of economic setback’s, especially during the 80’s, but has seen a resurgence in recent years.

DISTRICT FACTS:

- The District falls within the City of Houston Council District F, the City of Houston ETJ, and partially within Houston City Council Districts C & G.
- Almost all of the district is located within Harris County and Alief ISD, with only a small southwest portion near the intersections of SH 6 and Bissonnet being in Fort Bend County and Fort Bend ISD.
- The District has historically developed in a typical grid pattern, with major corridors running in an east-west and a north-south direction.
- The District is bordered by Greater Sharpstown Management District to the east, the Westchase Management District to the north and the Brays Oaks Bayou Management District to the Southeast. Part of the Tax Increment Reinvestment Zone #20 overlaps the District as well.
- Alief Super Neighborhood #25, organized in 2000 by Mayor Lee P. Brown overlays a majority of the District.
- With it’s large size, the District enjoys a diverse businesses development, ethnic population, and land use.
- The Districts population is home to approximately 100,000 residents and more than 2500 businesses. More than half of those residents reside in multi-family dwelling units. The community is also relatively young with an average age of 30.

INTERNATIONAL MANAGEMENT DISTRICT BOARD

Chairman

- Mr. Wea Lee, Southern News Group

Secretary

- Karen Loper,(Secretary) Office of Huber Vo, State Representative
- Gladys Brumfield, Fort Bend YMCA
- Fred Bhandara, Ardenwood Group
- Thuy Vu, Radio Saigon
- Shawn Guo, Sowin Corporation DBA RE/Max United
- Leeshan Birney, Stone Mountain
- Stephen Le, Great Land Inc.
- Dr. Louis Stoerner, Alief Independent School District
- Vican Tan Sun, Tansco
- Anthony Chan Le, Double Eight Properties

ENVIRONMENTAL DESIGN COMMITTEE MEMBERS

- Karen Loper,(Secretary) Office of Huber Vo, State Representative
- Stephen Le, Great Land Inc.
- Dr. Louis Stoerner, Alief Independent School District
- Anthony Chan Le, Double Eight Properties
- Barbara Quattro
- Scott Pierce

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Other Consultants

- Minor Design Inc., Graphic Design Consultant

1.4 Community Participation

A community meeting has held on August 6, 2009 at Alief ISD's Hasting Ninth Grade Center. Forty one people were in attendance. The following organizations were represented:

- Houston Police Department
- Alief ISD
- Community Connection Network
- Campaign of Change
- Alief Noon Lions Club
- Viet Civic Center
- Kirkwood Village Homeowner's Association
- Greater Mission Bend Area Council
- Westchase District
- Golden Bamboo Village
- Harris County Precinct 5
- Alief Super Neighborhood Council
- Braewood Glen Community Association
- Unity Youth

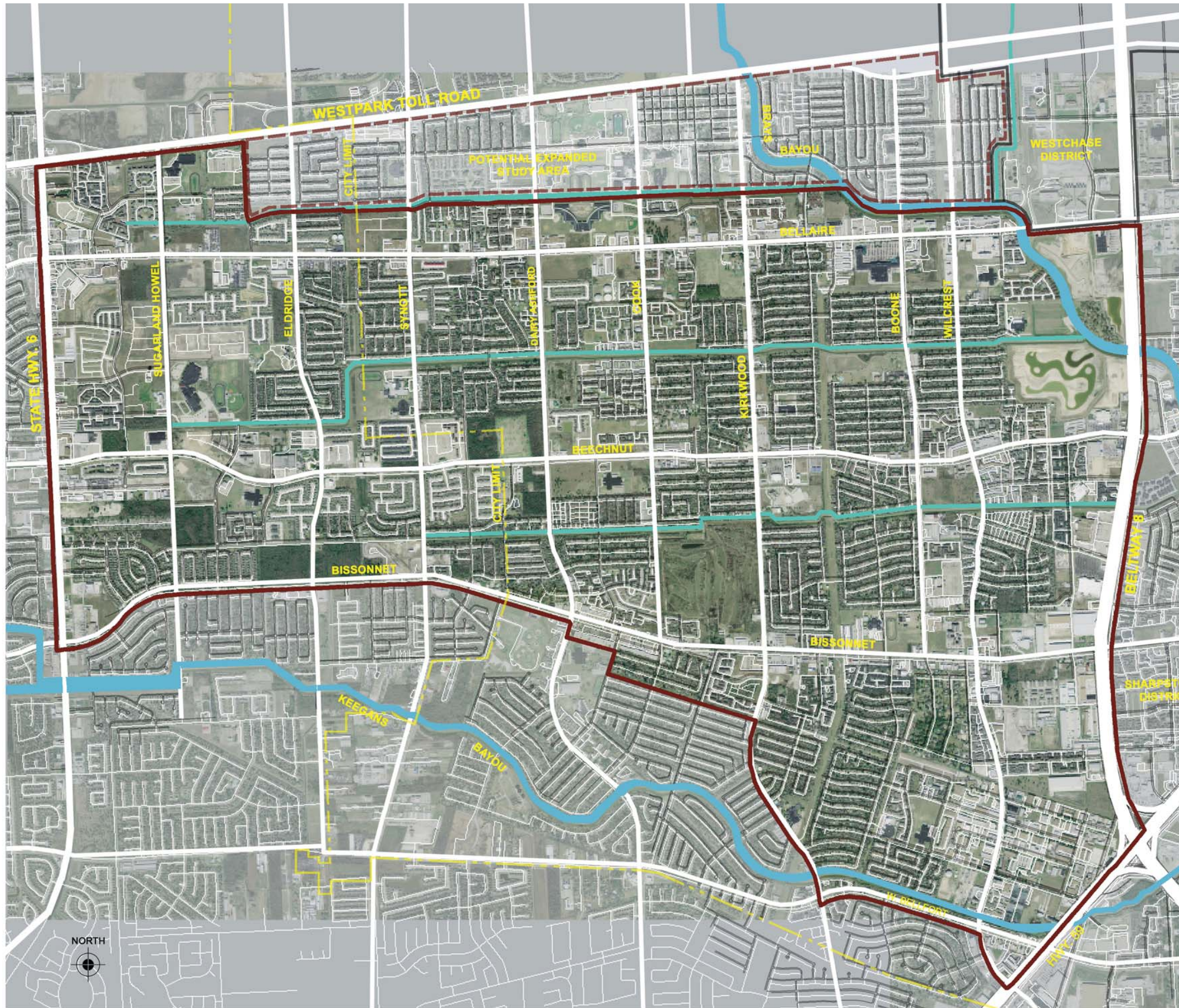
In addition, the following elected officials were presented at the meeting:

- State Congress Al Green, District 9
- State Representative Kristi Thibaut, District 133
- State Senator Rodney Ellis, District 13







Site Assessment

- 2.1 AERIAL PHOTO
- 2.2 EXISTING LAND USE
- 2.3 PARKS AND OPEN SPACES
- 2.4 MAJOR TRANSPORTATION CORRIDORS / NODES
- 2.5 TRAFFIC AND TRANSPORTATION
- 2.6 PLANNED INFRASTRUCTURE IMPROVEMENTS
- 2.7 MASS TRANSIT
- 2.8 AREAS OF INTEREST



LEGEND

-  IMD BOUNDARY
-  POTENTIAL EXPANDED STUDY AREA
-  CITY LIMIT
-  BAYOU

DISTRICT AT A GLANCE:
 Area: > 12 square miles
 Highway Frontage: 7.25 miles
 Major Thoroughfare / Collector: 32.3 miles

2.1 AERIAL PHOTO

2.2 EXISTING LAND USE

Land Use Distribution

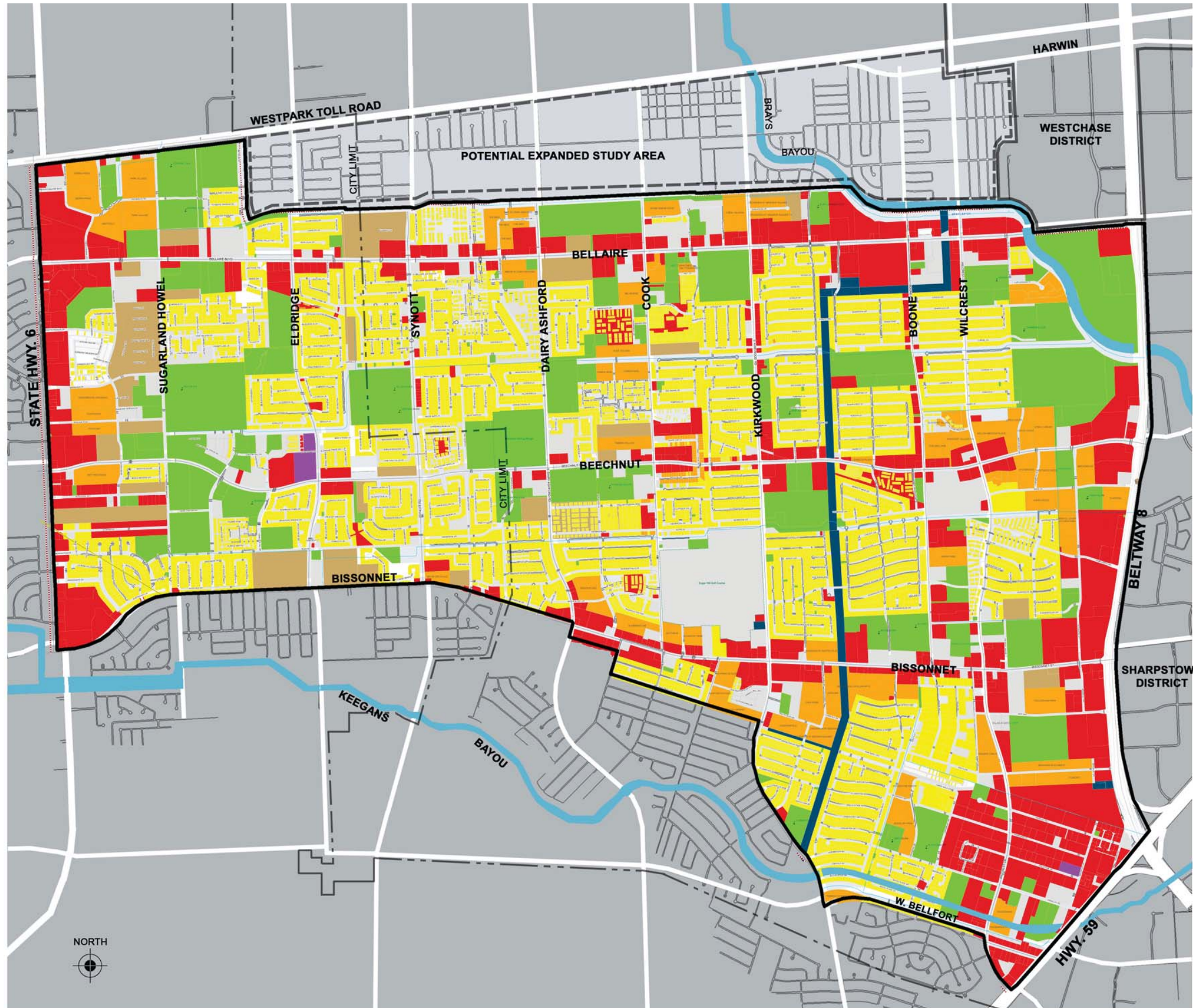
Residential communities, single and multi-family, account for 42% of the total land use of the District followed by commercial properties at 23%. The distribution of single family units is evenly distributed throughout the District with multi-family units are generally located near major thoroughfares adjacent to retail development

Three Major Commercial Districts

The District has convenient access to Highway 6 on the west and Beltway 8 on the east along with three major thoroughfares running east/west through the District. The District, however, lacks a centralized business core or organizing commercial zone. A majority of the business development has developed in a traditional fashion along major transportation corridors. The heaviest concentration of retail/commercial development is along Sam Houston Parkway (The “Belt”), SH6 (The “Fringe”) and a portion of Bellaire Boulevard. (The “Core”) near Beltway 8. Another typical development pattern is retail/commercial concentrations around the intersections of major transportation corridors.

Bellaire Boulevard, the section from east of Wilcrest to west of Boone Road, is emerging as a strong retail core with the development of the Hong Kong Shopping Center (Chinese and S. Asia flavor), Universal Shopping Center (Vietnamese flavor), Southern Chinese Daily News headquarter, and International Trade Center.

Several new developments along Beltway 8 have created a strong presence that is beginning to surpass the dominant retail/commercial environment along the S.H.6 corridor to the west. Additional commercial momentum could be infused into the Beltway 8 corridor with the potential development of a high-rise mixed use development planned just south of Arthur Storey Park. It is currently stalled due to the recent world-wide credit crunch.



LEGEND

- SINGLE-FAMILY (32%)
- MULTI-FAMILY (10%)
- VACANT (5%)
- AGRIC. LAND - QUALIFIED (4%)
- COMMERCIAL (23%)
- INDUSTRIAL (1%)
- UTILITY (2%)
- OPEN (1%)
- EXEMPT (22%)

2.2 EXISTING LAND USE MAP

2.3 PARKS AND OPEN SPACES INVENTORY

Background

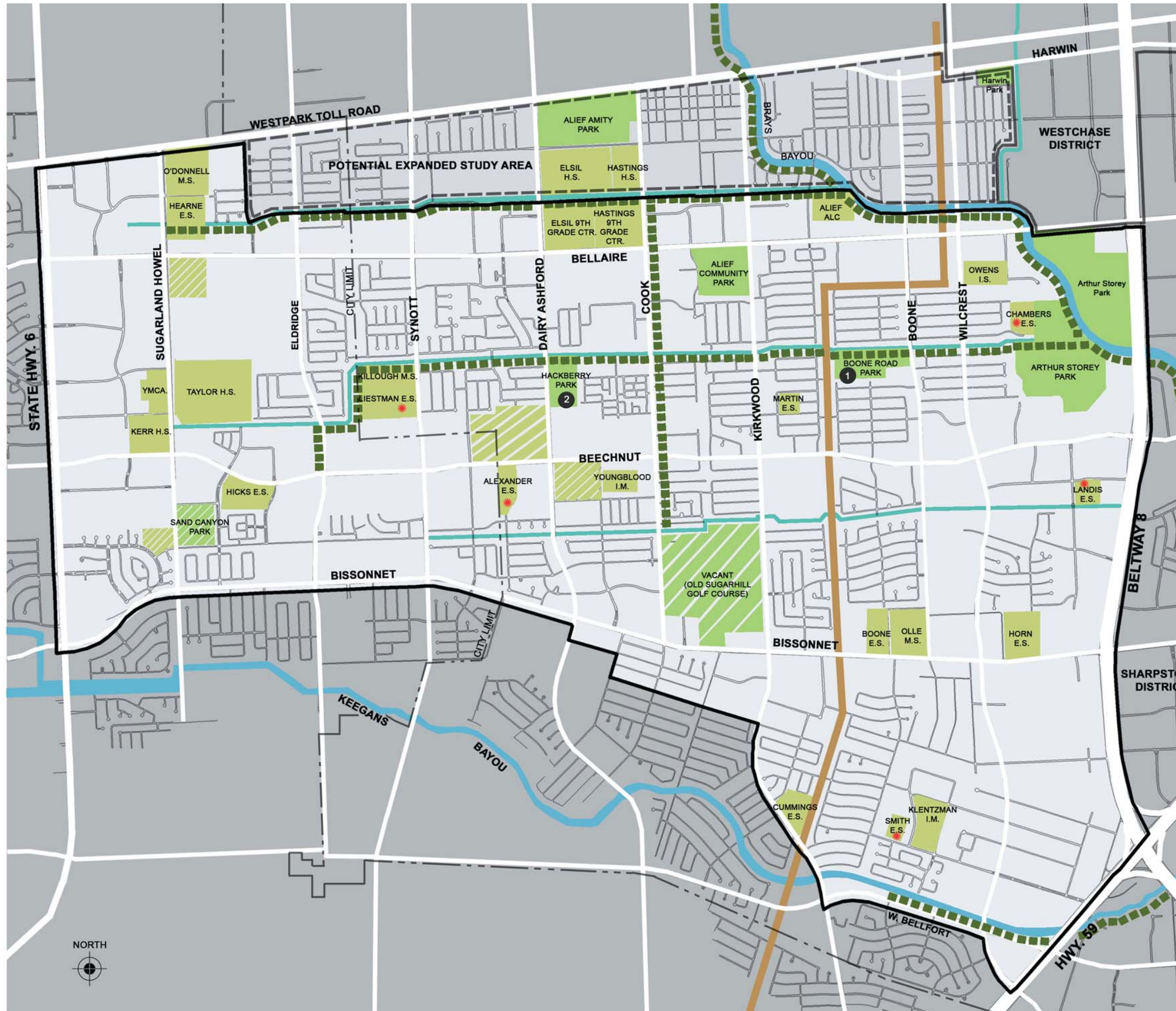
The District has 281.7 acres of public parks and open spaces distributed among City of Houston and Harris County Facilities. A majority of the parks are located in eastern half of the District with one exception being Sand Canyon Park, which is an undeveloped City of Houston park located between Beechnut and Bissonnet along Sugarland Howell. A major attraction within the District is Harris County's Arthur Storey Park located at the southwest corner of Beltway 8 and Bellaire Blvd. which has successfully combined storm water detention with passive and active recreational opportunities

The City of Houston operates two community parks in the District, Alief and Boone Road. Both of these parks are scheduled to receive Houston Parks and Recreation Department improvements in the near future. A third city park, Hackberry Park, located on Dairy Ashford north of Beechnut, recently received improvements from the City of Houston and the Alief Super Neighborhood organization. Another Park, Alief Amity Park, located along the Westpark Tollway between Cook and Dairy Ashford, is heavily used while not currently within the District, but is in an area being considered for District expansion.

In the past, although it is a large green space, Sugarhill Golf Course has been, and is currently being investigated for potential development but it is not likely to include any significant recreational improvements that would be available outside of any new development.

- Located along Howell Sugar Land, the Alief branch YMCA is a contemporary recreational facility which offers child care, camp, fitness, sports, and aquatic activities, as well as many family-oriented programs. The facility is a great asset to the District and is located near two of the four Alief ISD's high schools. The YMCA plays a very important role with the youth of the District.

- A large number of schools are located within the District. There are (2) high schools, (2) 9th grade centers, (4) middle schools, (4) intermediate schools and (14) elementary schools. Due to the lack of park facilities on the west side of the District, some of these schools could be integrated into the open space and recreation system by applying a program similar to the City of Houston and the Houston Independent School District's "SPARKS" program. The SPARK School Park program is a non-profit organization created to develop public school grounds into neighborhood parks. There are currently five (5) SPARK parks within the District, Liestman E.S., Alexander E.S., Chambers E.S., Landis E.S., and Smith E.S.
- Drainage corridors are major physical features in the district that are under-utilized from a recreational standpoint. Most of these corridors are wide and spacious, with sufficient room to accommodate hike and bike trails. The hike-and-bike plans of the City of Houston include several proposed trails along drainage corridors, one which will connect Hackberry and Boone Parks with Arthur Storey Park.



LEGEND

- IMD BOUNDARY
- BAYOU / DRAINAGE DITCH
- POWER LINE EASEMENT
- PARK / OPEN SPACE
- VACANT OR UNDEVELOPED PARK
- ALIEF SCHOOL / YMCA
- ALIEF ISD (VACANT)
- PLANNED HIKE/BIKE TRAIL (HOUSTON BIKEWAY NETWORK)
- SPARK PARK

FUTURE PLANNED PROJECTS:

1. BOONE ROAD PARK - Install new trails (Houston CIP)
2. HACKBERRY PARK - Install a new water park (Houston Parks Board)

CITY OF HOUSTON PARKS

Alief Community Park	37.30 AC
Boone Road Park	27.38 AC
Hackberry Park	22.00 AC
Sand Canyon Park	20.00 AC

HARRIS COUNTY PARKS

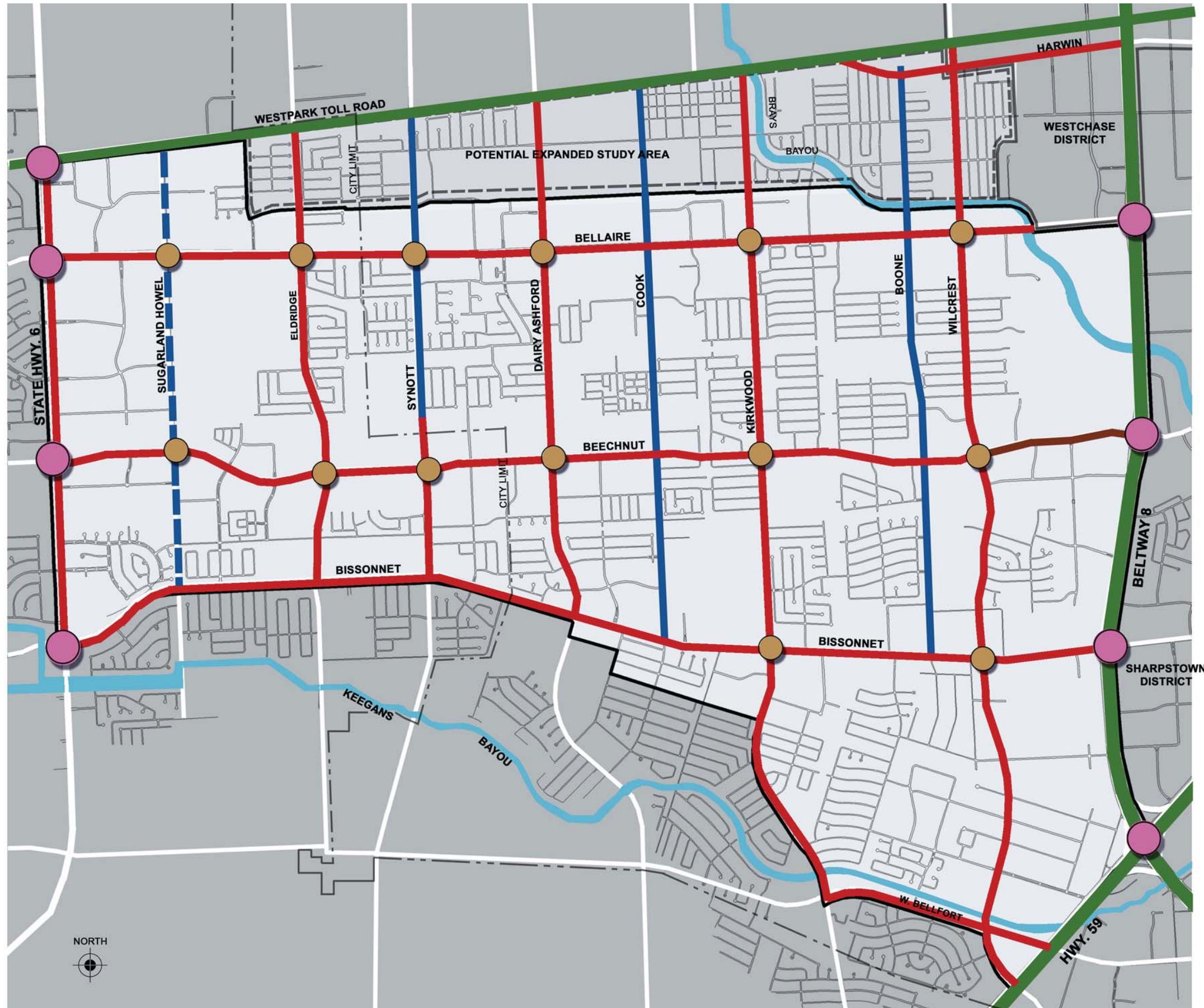
Arthur Storey Park	175.00 AC
Total Park Acreage	281.68 AC

Drainage / Utility Corridor 17.84 Miles

RESOURCES:

- City of Houston Park & Recreational Department
- Houston Parks Board
- Houston Bikeway Network
- Alief School District
- Harris County Precinct 3
- Harris County Flood Control District

2.3 PARKS AND OPEN SPACES INVENTORY



- LEGEND**
- IMD BOUNDARY
 - BAYOU / DRAINAGE DITCH
 - FREEWAY / HIGHWAY
 - MAJOR THOROUGHFARE
 - MAJOR COLLECTOR
 - FREEWAY FRONTAGE
 - MAJOR INTERSECTION
 - NOT DESIGNATED IN COH MAJOR THOROUGHFARE PLAN, BUT HAS SIGNIFICANT VALVE

RESOURCES:
City of Houston Major Thoroughfare and Freeway Plan (2008)

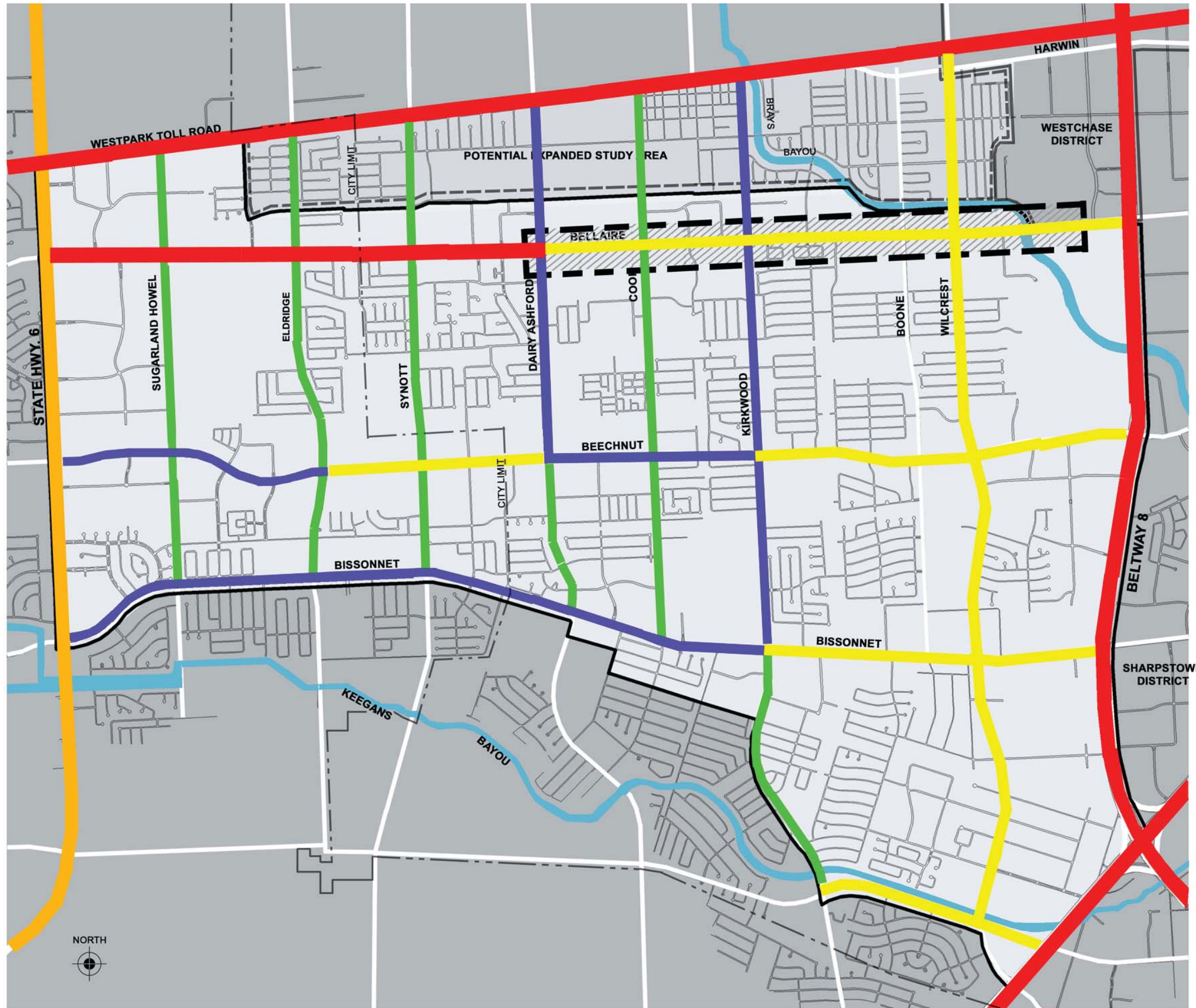
2.4 MAJOR TRANSPORTATION CORRIDORS AND NODES

2.5 TRAFFIC AND TRANSPORTATION

In general, the east-west corridors carry more significant traffic volumes than north-south corridors with the exceptions of Hwy 6 and Beltway 8. Significant volumes of traffic feed off of Beltway 8 into the District's neighborhoods or to neighborhoods to the west of the District. Significant traffic volumes coincide with both access to the major highways and to the location of local businesses.

The extent of the traffic volume review does not include a detailed look at turning movements, which can significantly impact traffic. The daily volumes also do not factor in peak times coinciding with school drop-off and pickup periods nor retail peak periods. These and other local factors may create traffic congestion along corridors that do not have high daily traffic volumes.

As part of the overall district wide study, the M2L design team reviewed a limited (6) six intersection corridors a demonstration project. This study was limited in nature. M2L recommends that the District conduct a comprehensive mobility study in conjunction with other regional entities to understand not only district wide traffic issues but outside factors influencing traffic conjunction.



- LEGEND**
- IMD BOUNDARY
 - VOLUMES EXCEEDING 35,000
 - VOLUMES EXCEEDING 30,000
 - VOLUMES EXCEEDING 25,000
 - VOLUMES EXCEEDING 15,000
 - VOLUMES LEES THAN 15,000
 - TRAFFIC STUDY AREA

RESOURCES:
 Houston Galveston Area Council (2006)
 City of Houston
 Harris County

2.5 TRAFFIC AND TRANSPORTATION

Traffic Engineering Study - Bellaire Boulevard

AECOM has been requested by the International Management District (IMD) to conduct a traffic engineering study along Bellaire Boulevard, from Cook Road to Turtlewood Drive, located in Houston, Texas. The purpose of this traffic engineering study is to analyze existing traffic conditions along the Bellaire Boulevard corridor, propose operational improvements, and determine the measures of effectiveness (MOE) for those improvements.

The traffic engineering analysis utilizes the methods outlined in the 2004 edition of the American Association of State Highway Transportation Officials (AASHTO) Geometric Design of Highways and Streets and the 2000 edition of the Highway Capacity Manual (HCM)

The Bellaire Boulevard study corridor is a 1.7 mile segment of a major east-west arterial traversing a heavy populated commercial and residential area. Within the study area, Bellaire Boulevard is signalized at the following intersections:

- Turtlewood
- Wilcrest
- Boone Road
- Belle Park Drive
- South Kirkwood
- Cook Road

Bellaire Boulevard provides east-west access through the IMD between State Highway 6 and the West Sam Houston Tollway. In addition to the commercial developments in the vicinity of Bellaire Boulevard, larger residential neighborhoods exist to the north and south along the length of the corridor. Halliburton Energy Services Group is located at the corner of Beltway 8 and Bellaire Boulevard and Alief Independent School District has four educational facilities located north of the intersection of Bellaire Boulevard and Cook Road.

Field observations were performed at the project location and turning movement counts were performed at all six signalized intersections in the study corridor. In order to develop year 2019 projected turning movement counts, existing traffic volumes were adjusted to year 2019 using a 1.55 percent annual growth rate. A traffic operations analysis was performed for the Bellaire Boulevard corridor using Synchro 7.0 in order to determine and compare the operational impacts on Bellaire Boulevard of the potential improvements.

Field observations revealed congestion in the morning peak hour particularly on southbound Cook Road at Bellaire Boulevard due to Alief ISD school campuses. During the PM peak period, westbound traffic volume was heavy, but through capacity appeared adequate. Major traffic operational issues were observed near the intersections of Bellaire Boulevard with Boone Road, Wilcrest Drive and Kirkwood Road due to heavy left turn demands causing spill over from the left-turn storage bays, which blocked through traffic and reduced the through capacity of the intersections. Also, left -turn traffic at several mid block median openings where storage bays are not present caused through traffic blockages.

To address these operational issues, the following improvements are proposed:

Wilcrest Drive at Bellaire Boulevard

- Add a right turn storage bay for westbound traffic

The designated right turn bay will allow three through lanes to use the green time effectively and prevent through traffic volumes from being delayed by vehicles turning right. This recommendation will require additional pavement and striping on Bellaire Boulevard,

- Close the first median opening east of the intersection

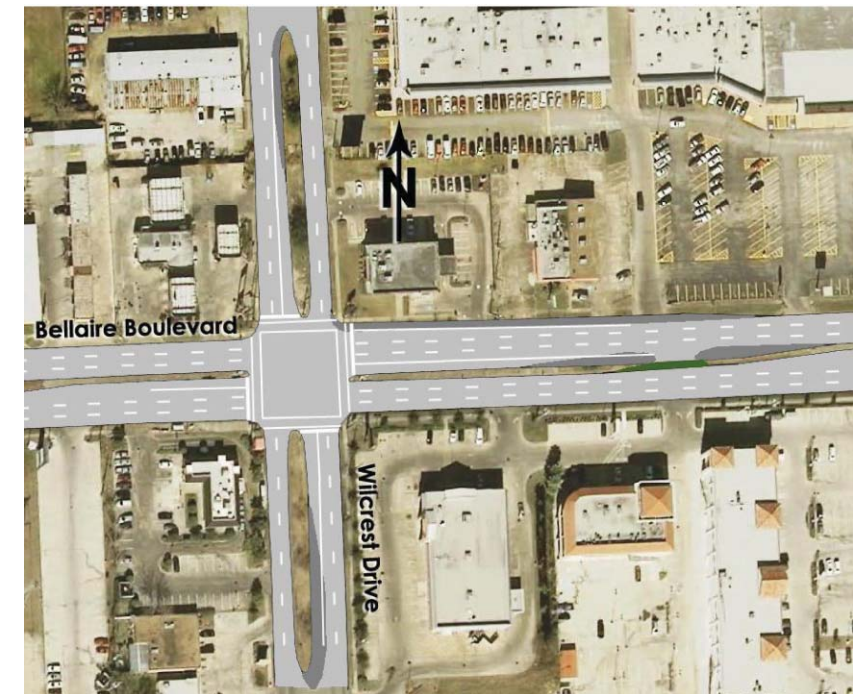
The closed median will prevent left turn movements from interrupting the functionality of the green time for westbound traffic. Drivers heading eastbound will still be able to access the commercial center via the left turn bay at the next median opening to the east. This improvement will also allow for the extension of the westbound left turn bay at the intersection.

- Extend the northbound and southbound left turn storage bays

Currently, traffic overflows the storage bays causing delays to the through lanes. The additional storage space will help reduce this overflow. Additional pavement and striping is required for this improvement.

- Widening to six lanes north of Bellaire Boulevard

Wilcrest Road will become a six lane road north of Bellaire Boulevard. The additional lane heading southbound would terminate as an additional left turn lane at Bellaire Boulevard. It should be noted that this improvement is listed in the H-GAC regional Transportation Plan (RTP) as a short term improvement (2015 let date, MPO ID 165). However, a schedule as not been set as to when this improvement will be implemented)



Bellaire Boulevard at Wilcrest Drive Proposed Intersection Layout



Bellaire Boulevard at Boone Road Proposed Intersection Layout

Boone Road at Bellaire Boulevard

- Add an additional left turn storage bay for westbound traffic
During the PM peak hour, traffic routinely overflows the storage bay and blocks through traffic. The additional left turn lane will help prevent vehicles from blocking the through lanes and increase the effectiveness of the green time allowed for the through traffic. Relocation of a signal mast arm, additional pavement, and new striping is required for this improvement.
- Extend the southbound left turn storage bay
The southbound left turn volume during the PM peak hour overwhelms the left turn storage bay causing delays to the through lanes. Additional pavement on both sides of the roadway, along with striping modifications, is required for this improvement.
- Add a left turn storage bay for the first median opening west of Boone Road
An eastbound turning bay is recommended for the first median opening west of Bone Road. Vehicles turning left routinely block through traffic at this location reducing capacity of the through lanes on Bellaire Boulevard. Additional pavement and striping is required for this improvement

Belle Park Drive and Bellaire Boulevard

- Re-stripe the southbound approach at Belle Park Drive
This will provide a right-turn only lane plus a shared left turn lane. This improvement will reduce the delays for the vehicles traveling southbound on Belle Park Drive and allow for more right turns on red. Additional striping is required for this improvement.



Bellaire Boulevard at Belle Park Drive Proposed Intersection Layout

South Kirkwood Road and Bellaire Boulevard

- Left turn bay for the first median opening west of South Kirkwood
Traffic turning into the park located to the south of Bellaire Boulevard routinely blocks through traffic, reducing capacity on Bellaire Boulevard. A left turn bay at this median opening would help prevent turning traffic from blocking the through lanes on Bellaire Boulevard. Additional pavement and striping is required for this improvement.



Bellaire Boulevard at Kirkwood Road Proposed Intersection Layout

Cook Road and Bellaire Boulevard

- Extend the southbound left turn storage bay on Cook Road
This will provide more vehicle storage space. During the morning school drop-off periods, there is spillover into the through lanes, blocking the through traffic. Extending the left turn storage bay would help prevent turning traffic from blocking the through lanes on Cook Road. This recommendation will require additional pavement and striping modifications.



Bellaire Boulevard at Cook Road Proposed Intersection Layout

The level of service (LOS) analysis results show that the proposed improvements will reduce the vehicular delay at the intersections of Bellaire Boulevard with Boone Road and Wilcrest Drive during the PM peak hour, improving the LOS from E to D. These improvements also slightly reduce delay during the AM peak hour by allowing more green time to be allocated to critical movements.

In order to determine if the proposed improvements maintain their effectiveness overtime, 2019 traffic volumes were modeled on the existing and proposed geometry for the AM and PM peak hours. During the PM peak hour, the proposed storage bays reduce the delay for Wilcrest Drive and Boone Road in the 2019 conditions; however, LOS and Fare still maintained. Westbound through demand during the PM peak hour in the vicinity of Boone Road and Wilcrest Drive exceeds capacity. Longer green time could be allotted to this movement; however, this solution would cause excessive side street delays while only marginally improving westbound operations.

Therefore, the construction of a fourth westbound through lane between Turtlewood Drive and Belle Park Road, using a portion of the existing median, is proposed. The results of the anal analysis show that the proposed westbound lane improved LOS from F to D at the Bellaire Boulevard at Boone Road intersection and improved LOS f from E to D at the Bellaire Boulevard at Wilcrest Drive intersection.

Given the results of the LOS analysis, it is recommended that the proposed turning bays be constructed. This will provide adequate short-term improvement for traffic flow through the study area.

To prevent conflicts in the proposed right turn bay at Wilcrest Drive it is recommended to close the median opening immediately east of the intersection. This will prevent drivers from blocking through traffic in the eastbound and westbound directions while making a left turn into the commercial center on the northeast corner. It should be noted that even by closing the median opening immediately east of the intersection, drivers heading eastbound will still be able to access the commercial center via the left turn bay at the next median opening to the east. Motorists can also access the enter by turning left at the Wilcrest signal and turning right into the center.

Adding thru capacity on Bellaire Boulevard does not appear to be necessary in the near future. However, additional capacity (for the westbound movement particularly) will likely be necessary by year 2019 as the projected volumes cause large delays along Bellaire Boulevard in the westbound direction. The additional lane should extend from just east of Turtlewood Drive and terminate as a right-turn only lane at Belle Park Drive. This proposed improvement is not listed in the H-GAC Transportation Improvement Plan (TIP) nor is it listed a short-term improvement in the Regional Transportation Plan (RTP). The RTP lists smart street improvements for Bellaire Boulevard as a long-term project with a let date of 2023.

Probable Cost of Construction

Probable cost of construction estimates were developed for the investigated improvements based on general linear-foot unit cost. The estimate costs, in thousands of US dollars, are shown below:

Intersection	Improvement	Cost Estimate (\$US)
Bellaire Blvd at Boone Rd	Westbound Left Turn Lane	\$397,000
Bellaire Blvd at Boone Rd	Southbound Left Turn Lane Extension	\$57,700
West of Bellaire Blvd at Boone Rd	Eastbound Left Turn Lane at Median Opening	\$41,000
Bellaire Blvd at Cook Rd	Southbound Left Turn Lane Extension	\$49,600
West of Bellaire Blvd at S Kirkwood Rd	Westbound Left Turn Lane at Median Opening	\$50,400
Bellaire Blvd at Wilcrest Dr	Westbound Right Turn Lane	\$121,900
Bellaire Blvd at Wilcrest Dr	Southbound Left Turn Lane Extension	\$37,300
Bellaire Boulevard at Wilcrest Dr	Northbound Left Turn Lane Extension	\$41,500
Bellaire Boulevard at Wilcrest Dr	Westbound Left Turn Lane Extension	\$54,400
Bellaire Boulevard (From Belle Park Rd. to Turtlewood Dr.)	Fourth Westbound Lane	\$1,341,100

*Note: Right of way costs are not included in the probable cost of construction.

The detailed cost estimate are available in **Appendix ‘C’**

2.6 PLANNED INFRASTRUCTURE IMPROVEMENTS

City of Houston CIP Future Planned Projects

1. Wilcrest (Bellaire to Beechnut)
Rehabilitation of the existing divided roadway with concrete paving, curbs, sidewalks, street lighting, and necessary underground utilities as needed.
2. Beechnut (Wilcrest to Cook)
Rehabilitation of the existing divided roadway with concrete paving, curbs, sidewalks, street lighting, and necessary underground utilities as needed.
3. West Bellfort (Kirkwood to Wilcrest)
Rehabilitation of the existing divided roadway with concrete paving, curbs, sidewalks, street lighting, and necessary underground utilities as needed.

Harris County Future Planned Projects

4. Sugarland Howell (Beechnut to Bissonnet)
Combined four-lane undivided concrete roadway and four-lane concrete boulevard with median - if funded, it will be built in 2010.
5. Eldridge (Bissonnet to County Line)
Reconstruct as standard four-lane concrete boulevard. Construction starts end of 2nd quarter to complete in 4th quarter of 2009.

Harris County Toll Road Future Planned Projects

6. Sam Houston Tollway (US 59 to SH 288)
Widening to eight lanes
10. Sam Houston Tollway (Westpark to US 59)
Improving access at Bellaire, Westpark Tollway, Westheimer, and Briar Forest.

TxDOT Future Planned Projects

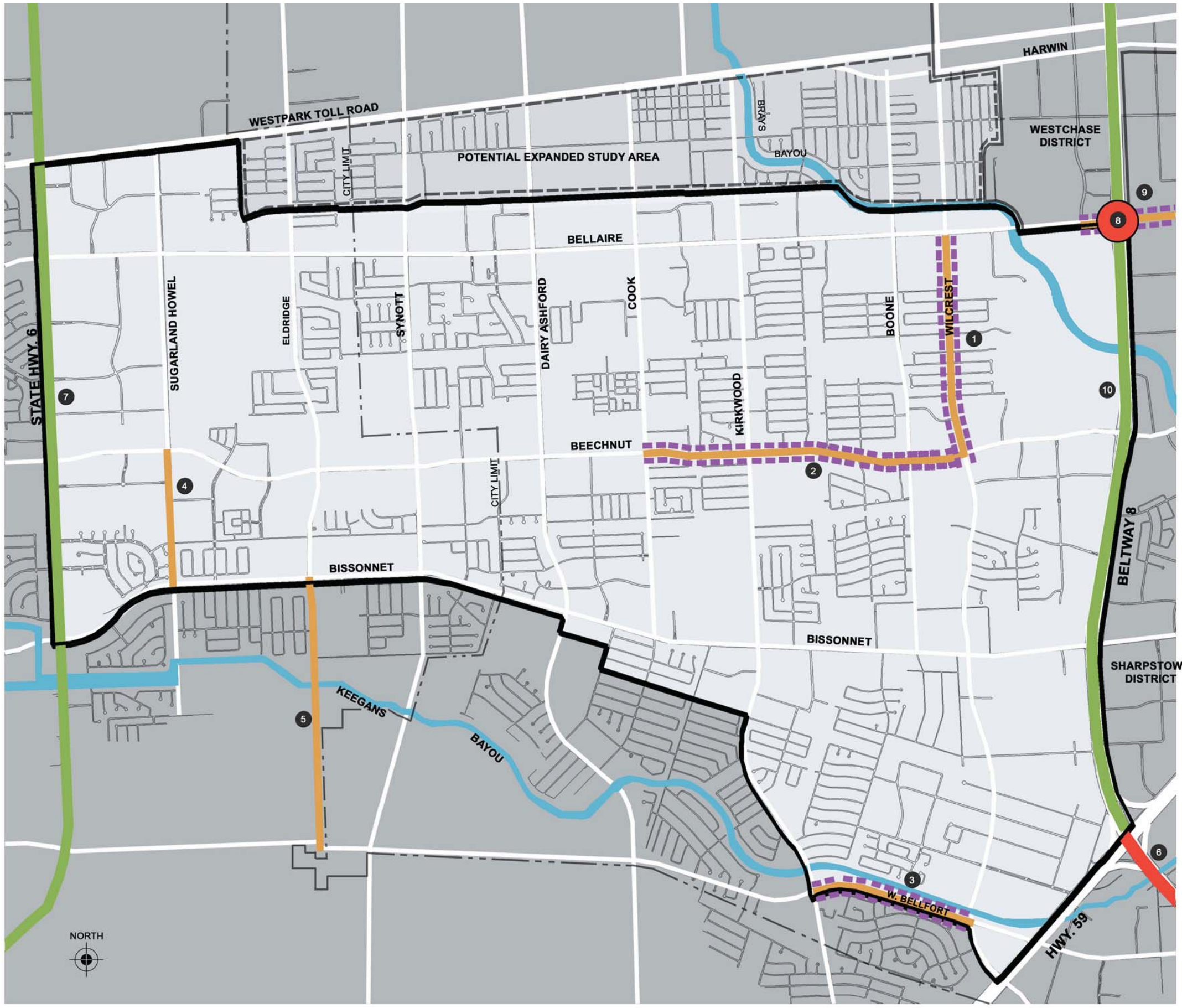
7. State Highway 6 (SH 249 to SH 288)
Rehabilitation of the existing divided roadway with concrete paving, curbs, sidewalks, street lighting, and necessary underground utilities as needed.

Future Planned Westchase District Projects

8. Bellaire and Beltway Intersection
Landscape improvement.

Sharpstown TIRZ Future Planned Projects

9. Bellaire (Rogerdale to Harbor Town)
Rehabilitation of the existing divided roadway with concrete paving, curbs, sidewalks, street lighting, and necessary underground utilities as needed.



LEGEND

- IMD BOUNDARY
- BAYOU / DRAINAGE DITCH
- ROADWAY REHAB
- SIDEWALK IMPROVEMENTS
- INCREASED LANES
- ACCESS MANAGEMENT
- INTERSECTION ENHANCEMENT

- Future Planned City of Houston CIP Projects:
1. WILCREST (BELLAIRE TO BEECHNUT)
 2. BEECHNUT (WILCREST TO COOK)
 3. WEST BELLFORT (KIRKWOOD TO WILCREST)
- Future Planned Harris County Projects:
4. SUGARLAND HOWELL (BEECHNUT TO BISSONNET)
 5. ELDRIDGE (BISSONNET TO COUNTY LINE)
- Future Planned Harris County Toll Road Projects:
6. SAM HOUSTON TOLLWAY (US 59 TO SH 288)
 10. SAM HOUSTON TOLLWAY (WESTPARK TOLLWAY TO US 59)
- Future Planned TxDOT Projects:
7. SH 6 (SH 249 TO SH 288)
- Westchase District Future Planned Project:
8. BELLAIRE AND BELTWAY 8 INTERSECTION
- Sharpstown TIRZ Future Planned Project:
9. BELLAIRE (ROGERDALE TO HARBOR TOWN)

RESOURCES:
 City of Houston CIP 2009-2013
 Safe Sidewalk Program
 Harris County Precinct 3
 Harris County Flood Control District
 Houston Galveston Area Council
 Houston Metro
 TxDOT
 Westchase Management District
 Sharpstown Management District

2.6 PLANNED INFRASTRUCTURE IMPROVEMENTS

2.7 MASS TRANSIT SYSTEM

The review of existing mass transit systems within the District is limited to reviewing the location of existing routes and facilities. No detailed review of how Houston Metro serves the community and whether there are coverage area deficiencies was conducted. The environmental design master plan recommendations are based on the condition or quality of the amenities at the bus stops. In addition, the quality of sidewalks to and from, and the quality of other right-of-way improvements encountered along the way to each stop as reviewed.

Currently six of the twelve study areas have full or partial route coverage. The majority of routes are in the eastern half of the District. The major east and west corridors have routes from Beltway 8 west to Dairy Ashford. Bellaire is the only east and west corridor to have a route that extends to the District's western boundary of Highway 6. Of the 153 bus stops inventories over half do not have any pedestrian amenities and a quarter do not have basic, accessible sidewalk access to the bus stop.

Based upon a detailed review of transit stops the quality of pedestrian amenities and design is inadequate functionally and aesthetically. Houston METRO does not have any current or future plans to update the transit stop amenities or modify their routes. Houston METRO is, however, open to District proposed and financed improvements that would increase accessibility and provide for enhanced amenities.



LEGEND

- 2 BELLAIRE - State HWY. 6 to TMC Transit Ctr.
- 4 BEECHNUT - Dairy Ashford to TMC Transit Ctr.
- 8 W. BELLFORT - Wilcrest to Wheeler Station
- 19 WILCREST - I10 to W. Bellfort Station
- 65 BISSONNET - Synott to Wheeler Station
- 67 DAIRY ASHFORD - Bissonnet to Memorial Dr.
- 68 BEECHNUT - Beltway 8 to TMC Transit Ctr.
- 132 COOK - Westpark to Wheeler Station
- 265 HWY. 59 - W. Bellfort to Wheeler Station
- TRANSIT WITH SHELTER (Quantity: 36)
- TRANSIT PAD AND SIGN (Quantity: 79)
- TRANSIT SIGN ONLY (Quantity: 38)
- TRANSIT STATION (PARKS & RIDE)



RESOURCES:
Metro System Map Transit routes & Facilities

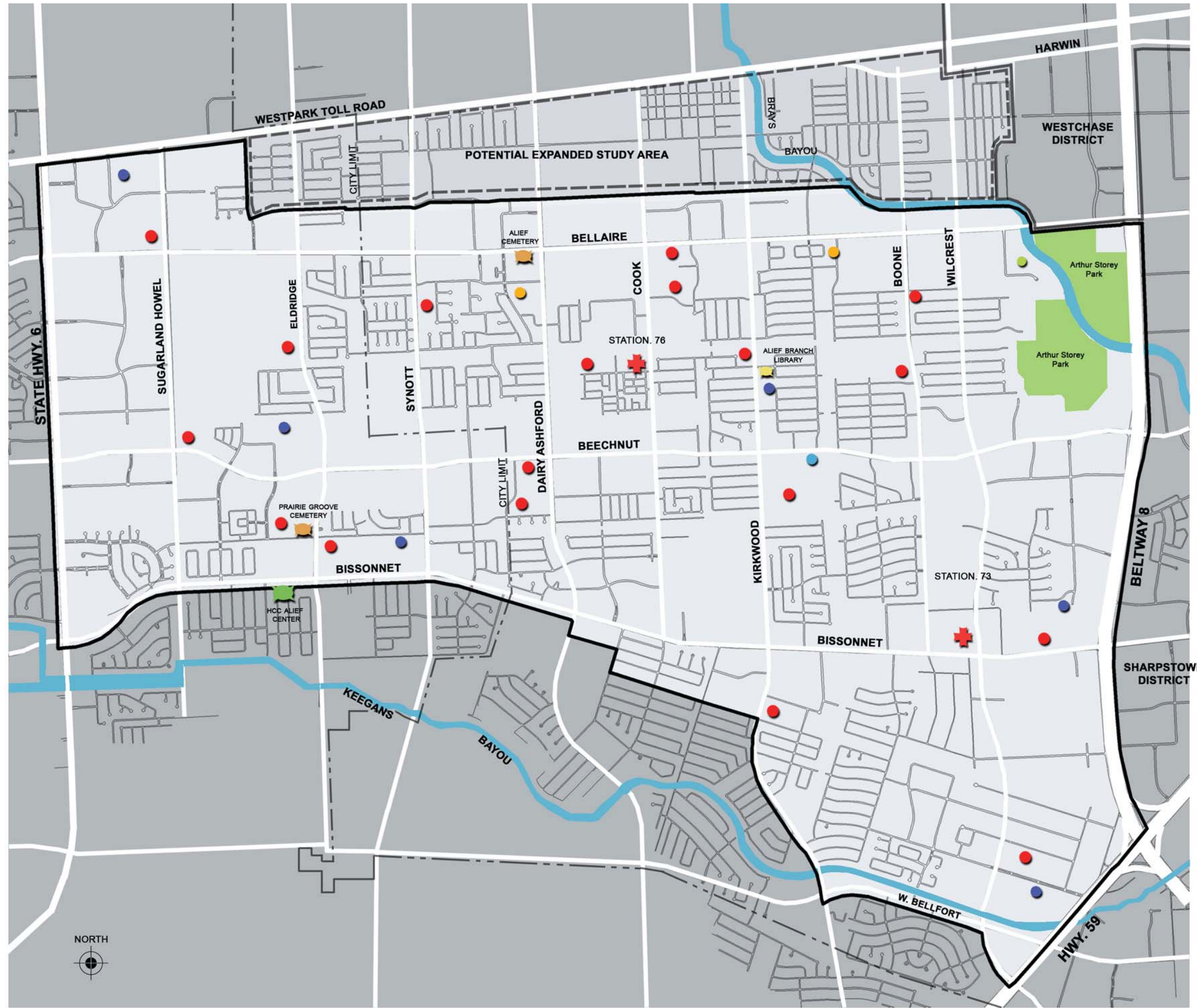
2.7 MASS TRANSIT SYSTEM

2.8 AREAS OF INTEREST

As a residential suburb of Houston, a large number of Latin American and Asian immigrants, notably from Vietnam and the Philippines, moved to Alief during the 1990's and continuing into the next decade . Alief is also home to a large African, Middle Eastern, and Caribbean population. The District has witnessed a +/-15% increase in population since the last census in 2000. The Latin American businesses that have originated in Alief have now spread over the broader metropolitan area. In addition to the Little Saigon and Chinese owned Hong Kong Shopping Center, the Pakistani community has plans to build a retail center located at the corner of Kirkwood & Bissonnet. The Nigerian and Caribbean communities own cultural catering grocery stores and dancehalls along Bissonnet and the Middle Eastern community has built a Lebanese buffet in the District. As evidence of this diversity, Alief ISD, which serves the neighborhoods of the District is arguably the most ethnically diverse of any school district in Texas. Alief's 45,000 students on 41 campuses speak more than 60 languages and dialects.

As a reflection of this diversity the area includes twenty-six (26) religious facilities from Christian churches to Buddhist temples.

Alief Cemetery, located in the southwest corner of Bellaire and Dairy Ashford, is a designated Texas Historical Property. Established in 1900 by a donation of Francis Meston, the cemetery has over 100 named and unnamed graves. Many of the grave stones carry Hispanic surnames, reflective of a diverse ethnic population even in the early development years of the Alief community.



- LEGEND**
- IMD BOUNDARY
 - BAYOU / DRAINAGE DITCH
 - LIBRARIES
 - FIRE STATIONS
 - POLICE STATIONS
 - COLLEGES/UNIVERSITIES
 - CIVIC ART
 - RELIGIOUS ESTABLISHMENT
 - CHRISTIAN
 - ISLAM
 - HINDU
 - BUDDHIST
 - TAOIST

RESOURCES:
 City of Houston Designated Historic Sites
 Texas Historical Commission
 ALIEF ISD.

2.8 AREAS OF INTEREST MAP

Corridors Aanlysis

- 3.1 CORRIDOR AND INTERSECTION ANALYSIS SUMMARY
- 3.2 BELLAIRE CORRIDOR ANALYSIS
- 3.3 BEECHNUT CORRIDOR ANALYSIS
- 3.4 BISSONNET CORRIDOR ANALYSIS
- 3.5 WILCREST CORRIDOR ANALYSIS
- 3.6 KIRKWOOD CORRIDOR ANALYSIS
- 3.7 DAIRY ASHFORD CORRIDOR ANALYSIS
- 3.8 SYNOTT CORRIDOR ANALYSIS
- 3.9 ELDRIDGE CORRIDOR ANALYSIS
- 3.10 SUGARLAND HOWELL CORRIDOR ANALYSIS

3.1 CORRIDOR AND INTERSECTION ANALYSIS SUMMARY

Evaluation Method:

Existing conditions were reviewed and classified in three categories:

- 1) Roadway Infrastructure
- 2) Pedestrian Amenities
- 3) Intersections

Roadway and intersection infrastructure was limited to visible conditions and not a detailed engineering study of the conditions and capacities of underground utilities. Detailed traffic mobility was not explored due to limitations of the study except for the limited traffic mobility plan along Bellaire Boulevard contained within this report. Each corridor was reviewed and the items evaluated as to the estimated degree of improvements that would be needed to bring the specific item up to current engineering and design standards.

Explanation of Existing Conditions Components Review

- **Little or No Improvements Needed (0 point)**
Roadway or Pedestrian components are generally sufficient or up to current standards, but may require minor improvements to fix substandard or deficient segments.
- **Moderate Improvements Needed (1 point)**
Segments of Roadway or Pedestrian components are substandard or deficient to an extent that it has the potential to impact its intended or desired use along the entire corridor or intersection
- **Maximum Improvements Needed (2 point)**
Significant Roadway or Pedestrian components are either non-existent or are substandard to an extent that it prohibits its intended or desired use.

Each specific component was reviewed, scored, and then totaled for each category to arrive at a quantitative evaluation of the relative needs for the District along the various corridors within the study area.

Review of roadway infrastructure included the following conditions:

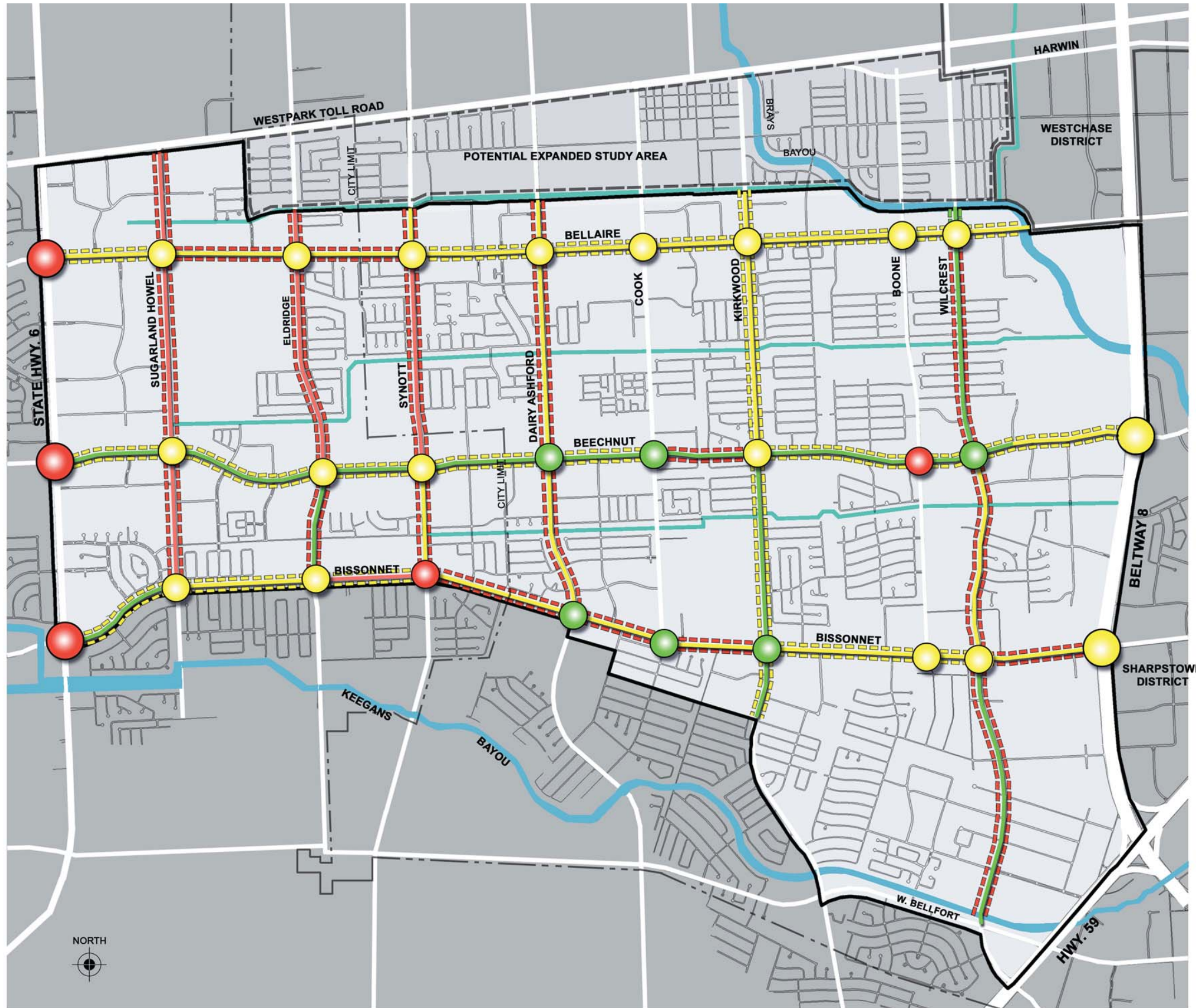
- 1) Roadway surface and curbing
- 2) Overhead utility conditions
- 3) Street Lighting

Review of Pedestrian amenities included the following conditions:

- 1) Sidewalks and Ramps
- 2) Street Trees
- 3) Street amenities
- 4) Seating
- 5) Trash receptacles
- 6) Transit stops

Review of Intersections included the following conditions:

- 1) Crosswalks
- 2) Traffic Signalization
- 3) Pedestrian actuators
- 4) Sidewalks
- 5) Ramps
- 6) Roadway surface and curbing



LEVEL OF IMPROVEMENTS

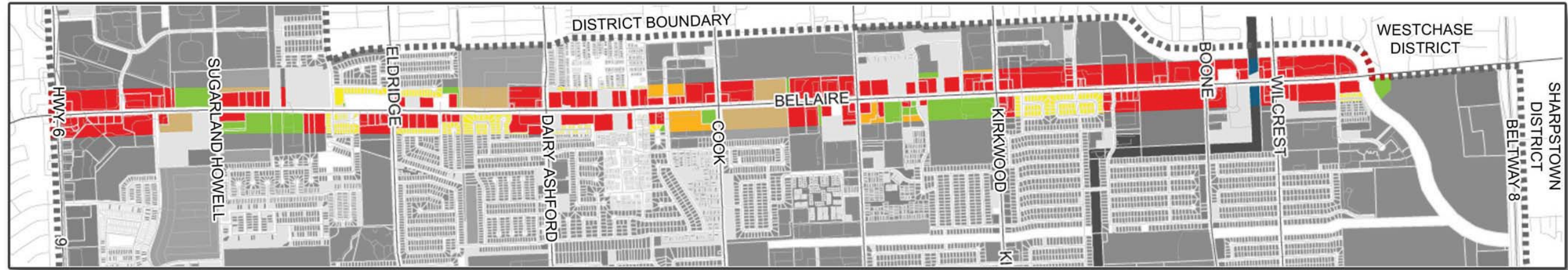
ROADWAY INFRASTRUCTURE
(Roadway, Curb, Utility Cluster, & Street Light)
 — LITTLE TO NO IMPROVEMENTS NEEDED
 — MODERATE IMPROVEMENTS NEEDED
 — MAXIMUM IMPROVEMENTS NEEDED

PEDESTRIAN AMENITIES
(Sidewalks, Ramps, Street Trees, Street Amenities, & Transit Stops)
 — LITTLE TO NO IMPROVEMENTS NEEDED
 — MODERATE IMPROVEMENTS NEEDED
 — MAXIMUM IMPROVEMENTS NEEDED

INTERSECTIONS
(Crosswalk, Traffic Signalization, Pedestrian Actuator, Sidewalks, Ramps, Roadway, & Curbs)
 ● LITTLE TO NO IMPROVEMENTS NEEDED
 ● MODERATE IMPROVEMENTS NEEDED
 ● MAXIMUM IMPROVEMENTS NEEDED

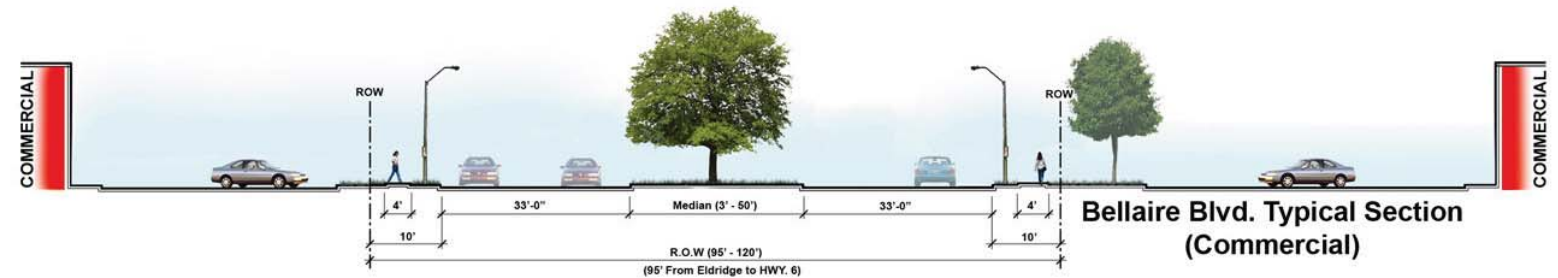
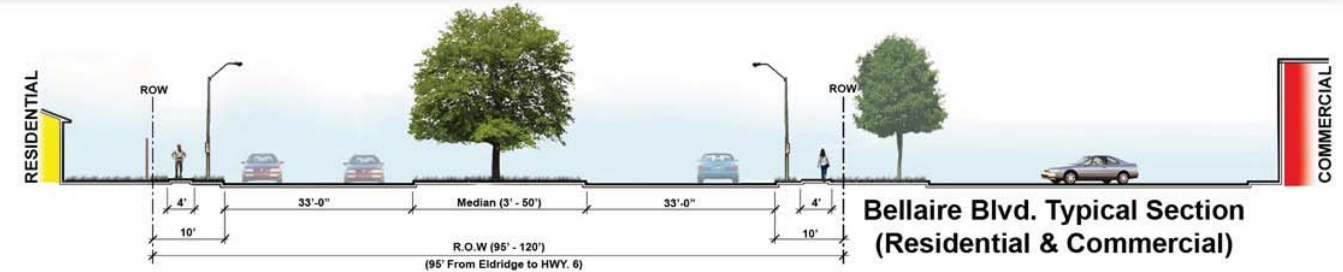
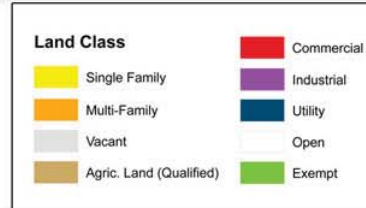
ADDITIONAL NOTE:
 See Appendix A for detailed corridor and intersection assessments.

3.1 CORRIDOR AND INTERSECTION ANALYSIS SUMMARY



EXISTING CONDITIONS

- High traffic, major thoroughfare
- Predominantly commercial, dense development concentration near Beltway 8
- Majority of pedestrian systems are adequate
- Intermittent street trees and landscaping
- Parking areas are not screened from street
- Streetscape amenities are inadequate
- Served by METRO along entire corridor
- Some businesses have chainlink fencing at ROW West of Dairy Asford that is unsightly
- Some visual utility clutter
- Corridor lacks consistent image or theme



OPPORTUNITIES

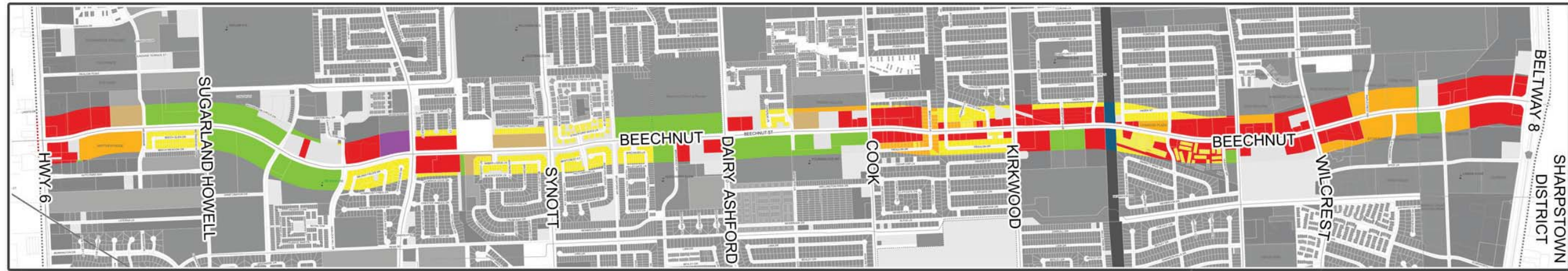
- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Explore themed graphics on Center Point Poles
- Bus stop improvements to enhance pedestrian experience

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Negative impact of chain link fencing along Bellaire
- Landscape improvements will require maintenance



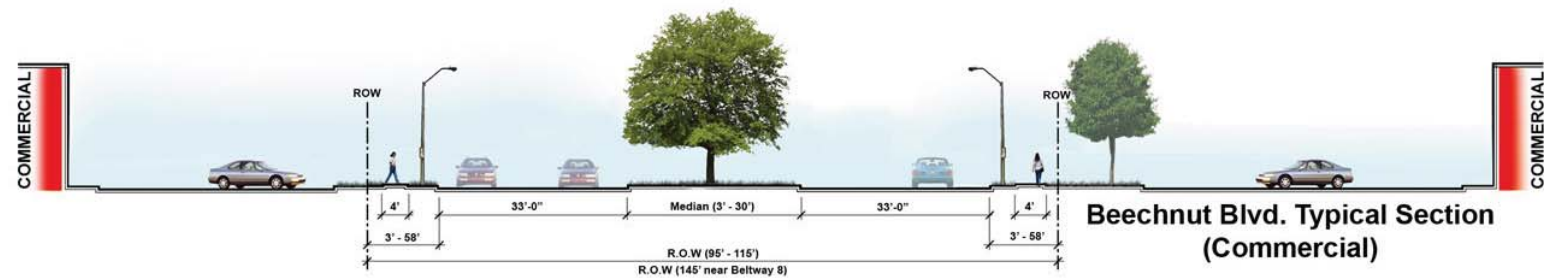
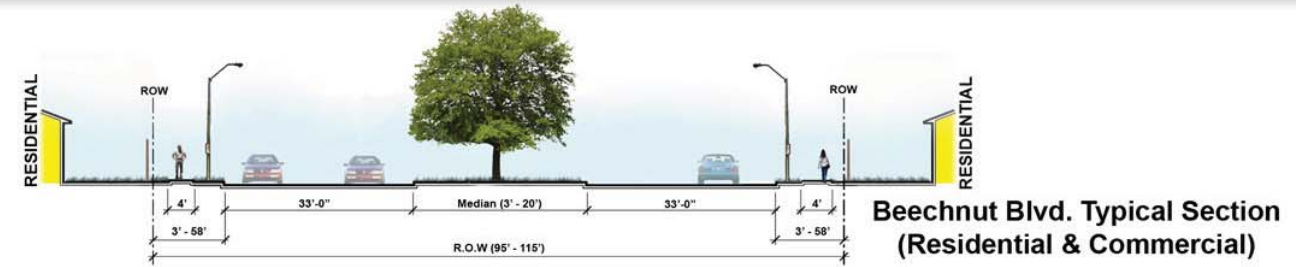
3.2 BELLAIRE CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Moderate traffic, major thoroughfare
- Predominantly commercial, dense development concentration near Beltway 8
- Majority of pedestrian systems are adequate do not have sidewalks
- Intermittent street trees and landscaping
- Parking areas are not screened from street
- Streetscape amenities are inadequate
- Partially served by METRO along entire corridor
- Corridor lacks consistent image or theme

Land Class	
Single Family	Commercial
Multi-Family	Industrial
Vacant	Utility
Agric. Land (Qualified)	Open
	Exempt



OPPORTUNITIES

- Wide medians offer landscaping opportunity
- Street tree infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Explore themed graphics on Center Point Poles
- Bus stop improvements to enhance pedestrian experience

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Landscape improvements will require maintenance



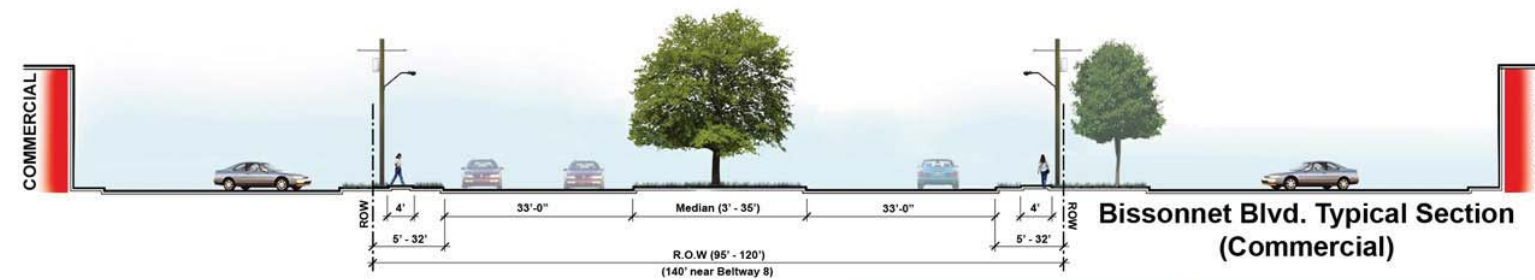
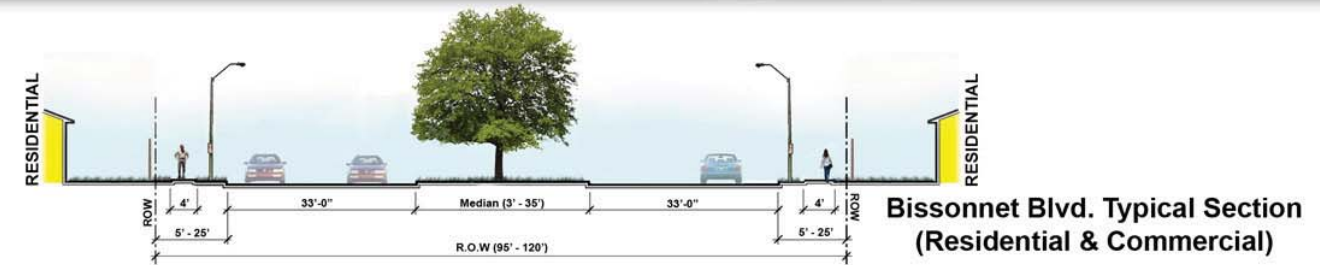
3.3 BEECHNUT CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Moderate traffic, major thoroughfare
- Predominantly commercial, dense development concentration near Beltway 8
- Large areas of inadequate pedestrians systems
- Intermittent or non-existent street trees and landscaping
- Parking areas are not screened from street
- Streetscape amenities are inadequate
- Significant utility clutter, lights on wood poles
- Partially served by METRO along corridor
- Corridor lacks consistent image or theme

Land Class	
Single Family	Commercial
Multi-Family	Industrial
Vacant	Utility
Agric. Land (Qualified)	Open
	Exempt



OPPORTUNITIES

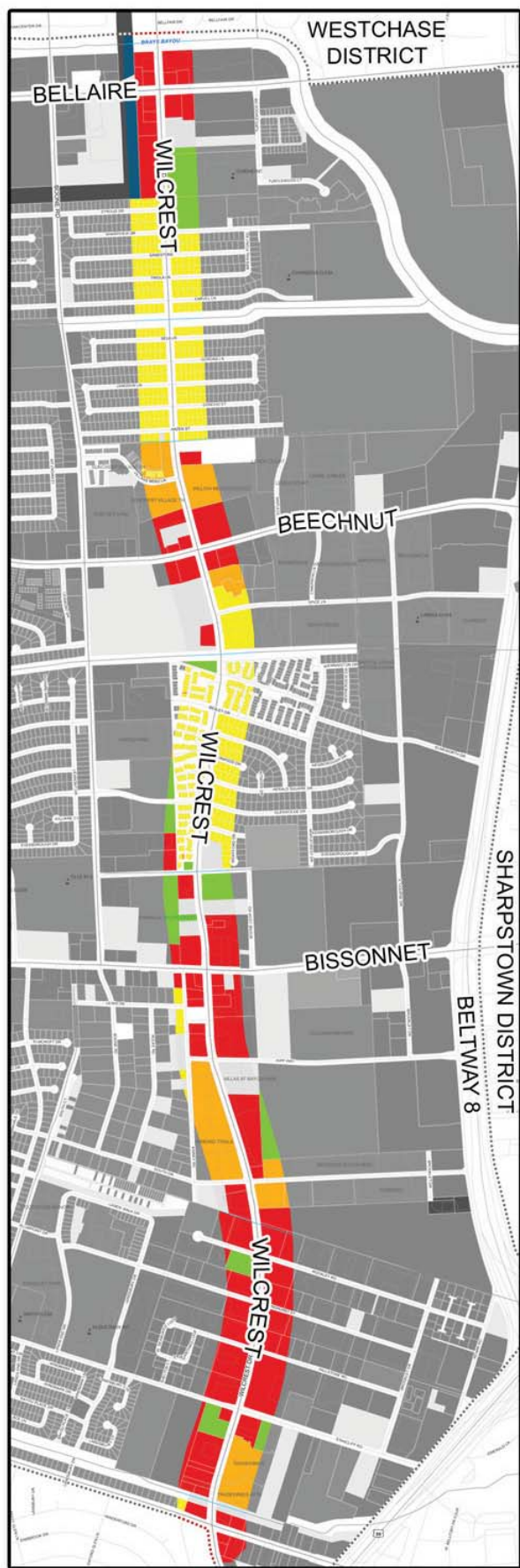
- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Explore themed graphics on Center Point Poles
- Bus stop improvements to enhance pedestrian experience

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter, lights on wood poles
- Lack of pedestrian mobility in large areas of corridor
- Landscape improvements will require maintenance



3.4 BISSONNET CORRIDOR ANALYSIS



EXISTING CONDITIONS

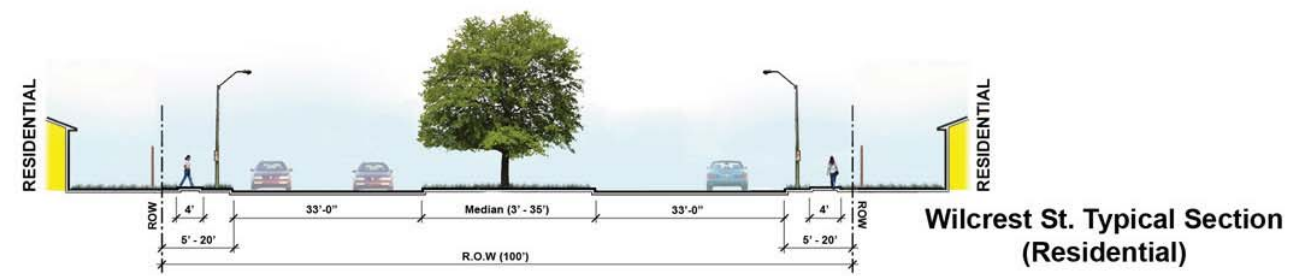
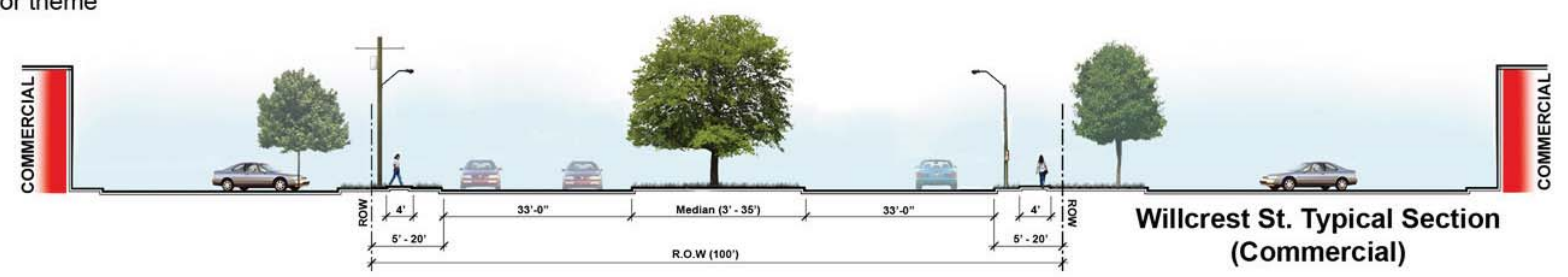
- Moderate to High traffic, major thoroughfare
- Commercial/Residential mix.
- Majority of pedestrian systems are adequate
- Intermittent street trees and landscaping
- Streetscape amenities are inadequate
- Served by METRO along entire corridor
- Corridor lacks consistent image or theme

OPPORTUNITIES

- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Explore themed graphics on Center Point Poles
- Bayou bridge crossings offer opportunity for themed element
- Bus stop improvements to enhance pedestrian experience

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Landscape improvements will require maintenance



3.5 WILCREST CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Moderate to Low traffic, major thoroughfare
- Predominantly residential
- Majority of pedestrian systems are adequate
- Intermittent street trees and landscaping
- No METRO Service except for E/W routes
- Some visual utility clutter, lights on wood poles
- Corridor lacks consistent image or theme

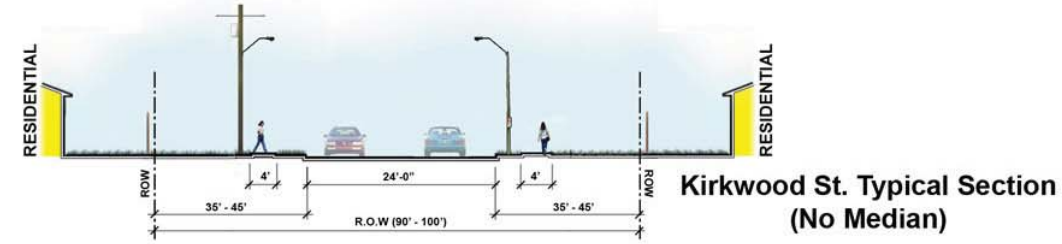
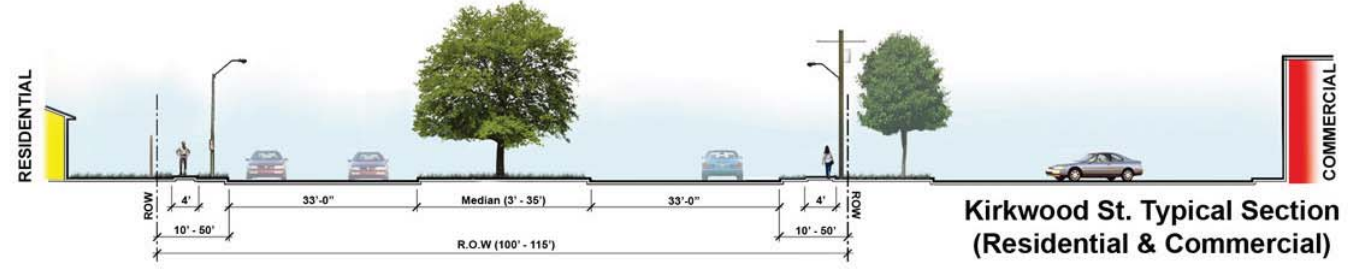


OPPORTUNITIES

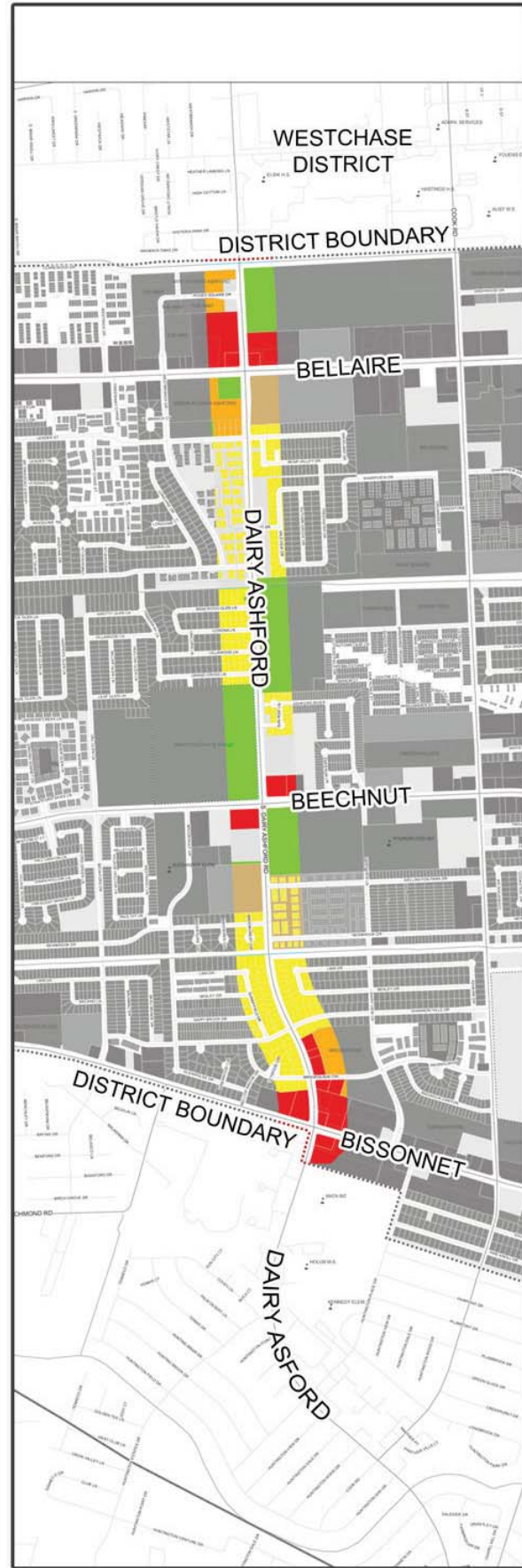
- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Bayou bridge crossings offer opportunity for themed element

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Landscape improvements will require maintenance



3.6 KIRKWOOD CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Moderate to low traffic, major thoroughfare
- Predominantly residential
- Majority of pedestrian systems are adequate
- Limited street trees and landscaping
- Streetscape amenities are inadequate
- Served by METRO along entire corridor
- Some visual utility clutter
- Corridor lacks consistent image or theme

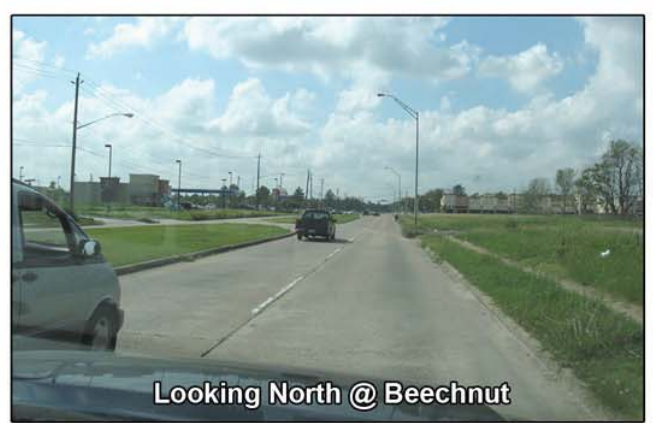
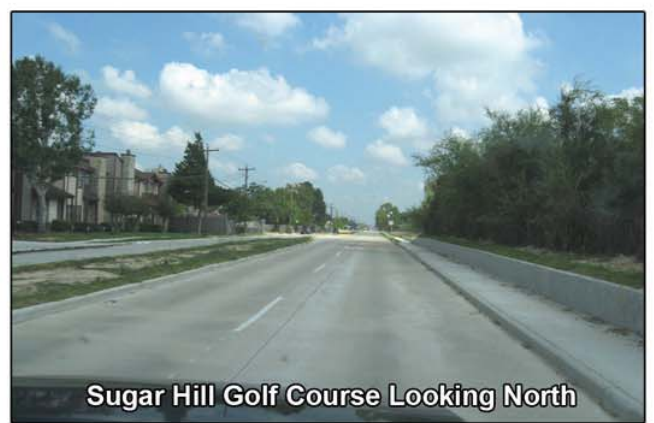
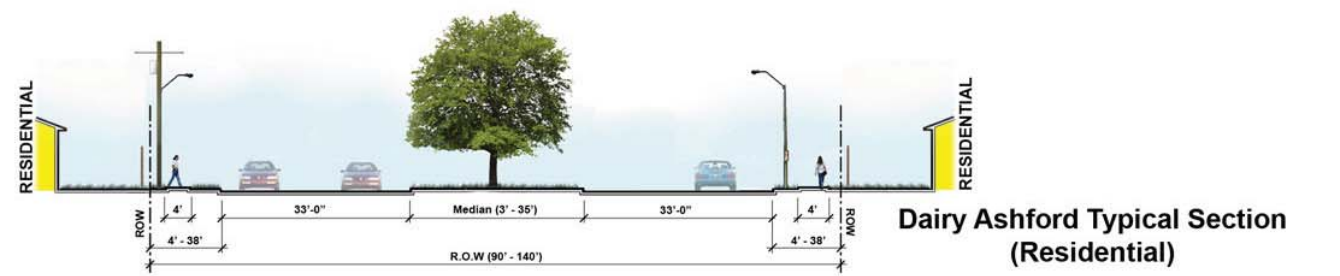
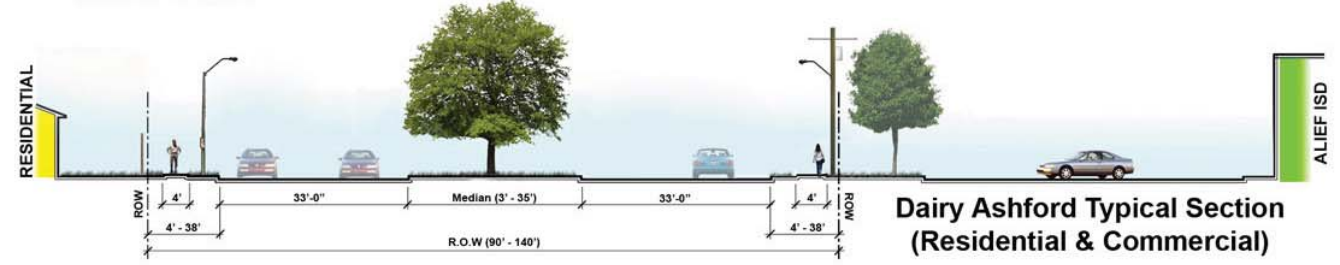
Land Class	
Single Family	Commercial
Multi-Family	Industrial
Vacant	Utility
Agric. Land (Qualified)	Open
	Exempt

OPPORTUNITIES

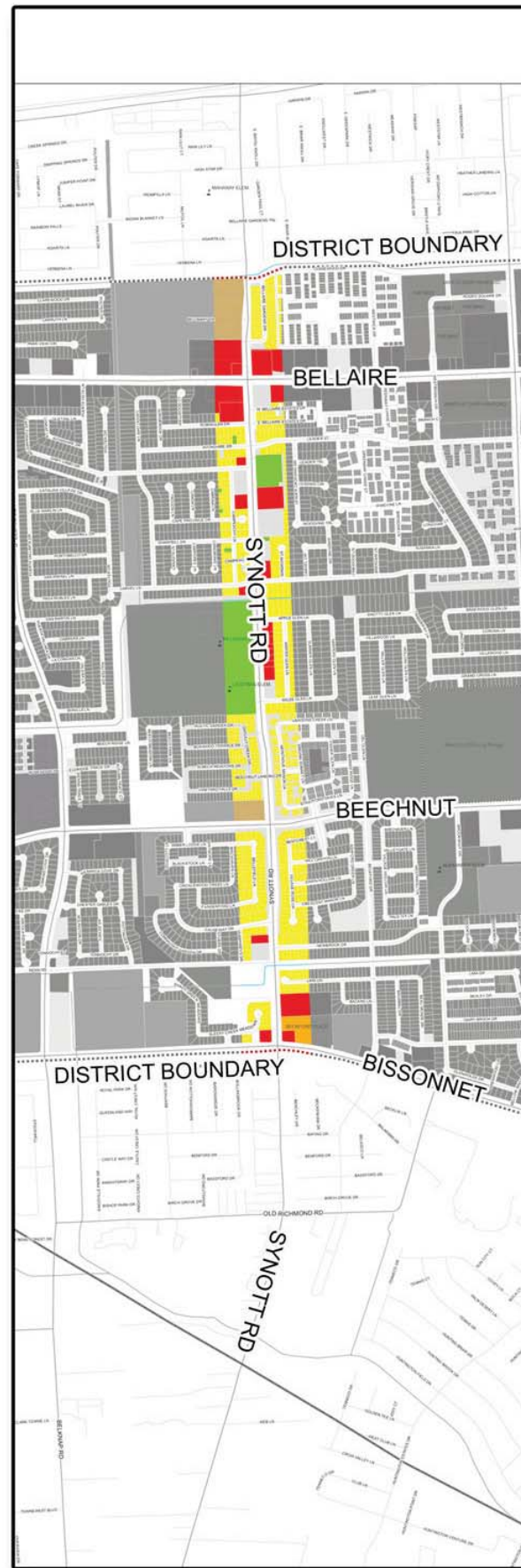
- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Bus stop improvements to enhance pedestrian experience
- Bayou bridge crossings offer opportunity for themed element

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Landscape improvements will require maintenance



3.7 DAIRY ASHFORD CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Low traffic, major thoroughfare
- Predominantly residential
- Significant areas of inadequate pedestrians systems
- Intermittent street trees and landscaping
- No METRO Service except for E/W routes
- Some visual utility clutter
- Corridor lacks consistent image or theme

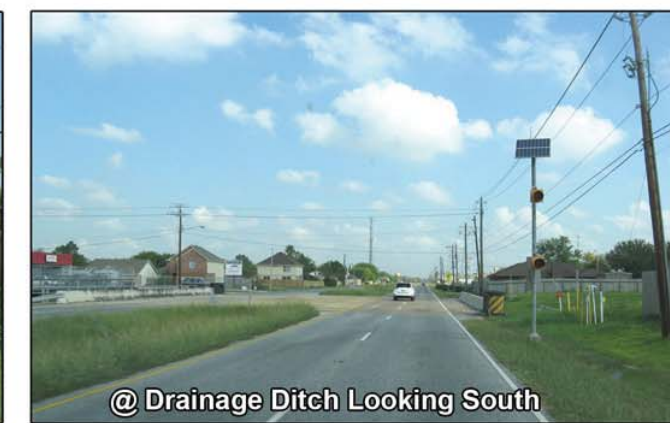
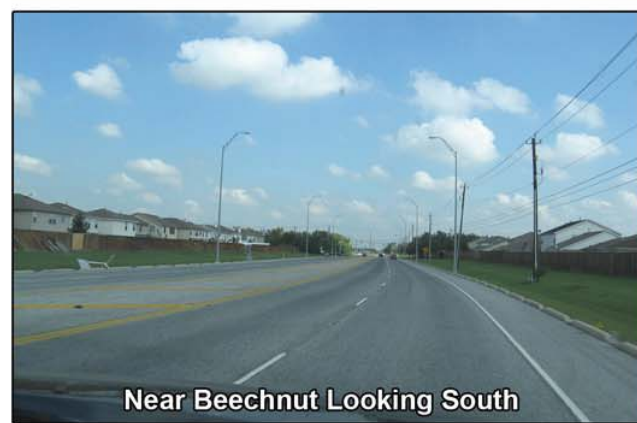
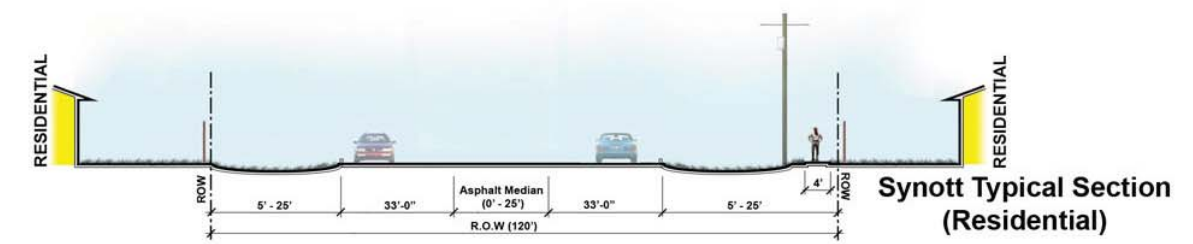
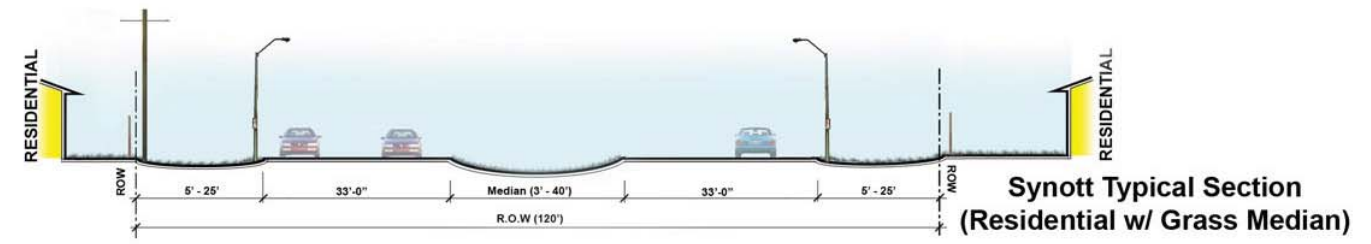
Land Class	
Single Family	Commercial
Multi-Family	Industrial
Vacant	Utility
Agric. Land (Qualified)	Open
	Exempt

OPPORTUNITIES

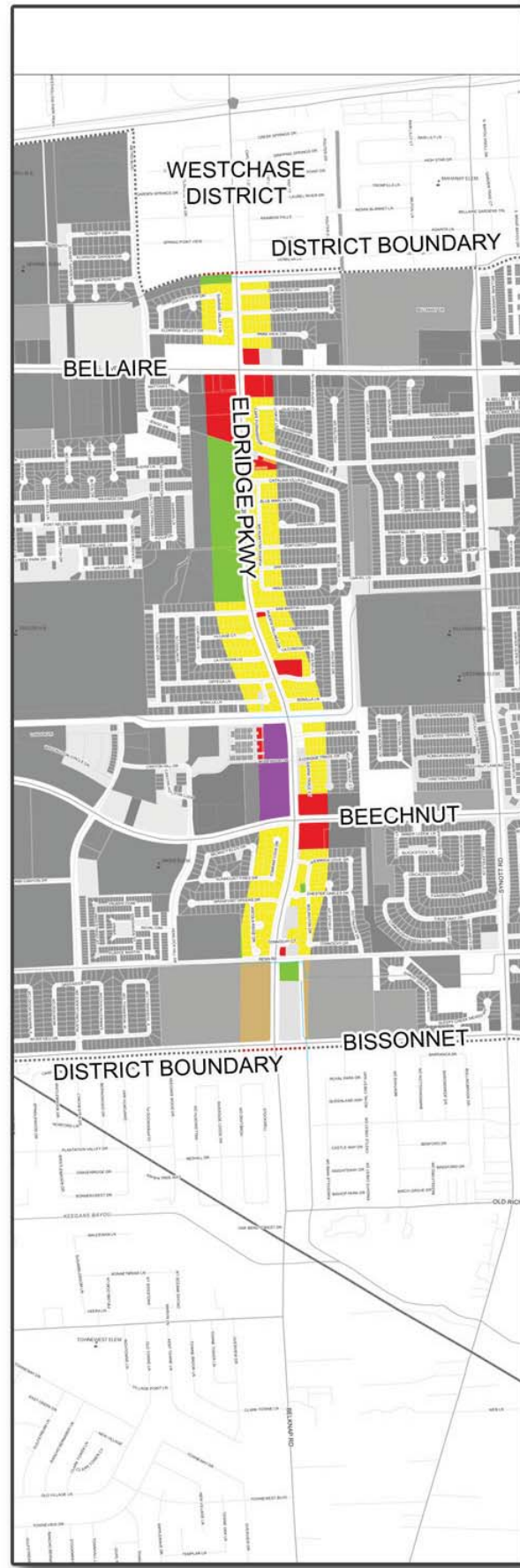
- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Bayou bridge crossings offer opportunity for themed element

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Landscape improvements will require maintenance
- Lack of pedestrian systems in some areas
- Open ditch configuration to the south limits potential improvements

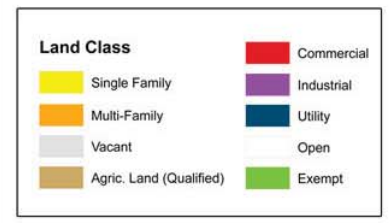


3.8 SYNOTT CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Low daily traffic, major thoroughfare
- Predominantly residential
- Significant areas of inadequate pedestrians systems
- Intermittent street trees and landscaping
- No METRO Service except for E/W routes
- Some visual utility clutter
- Corridor lacks consistent image or theme

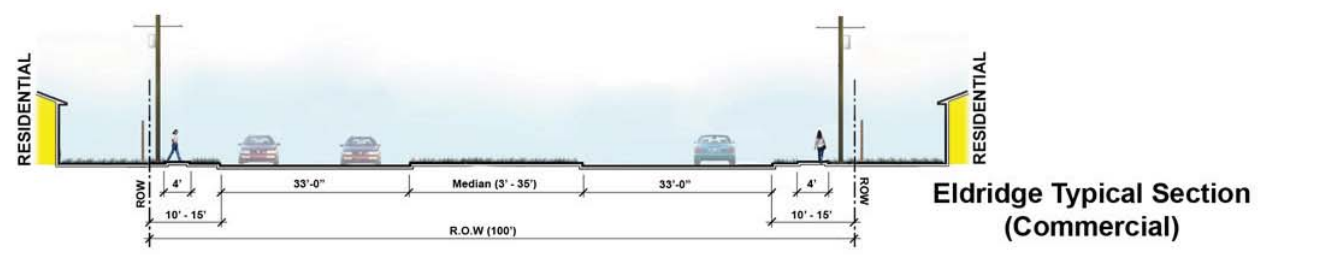
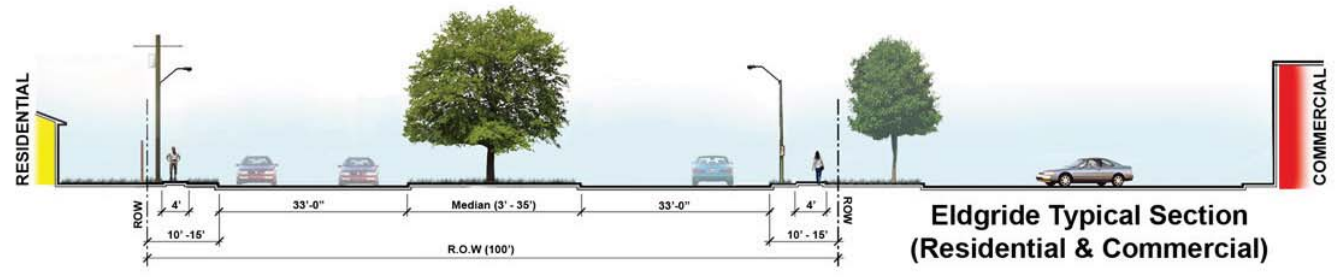


OPPORTUNITIES

- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Landscape improvements will require maintenance
- Lack of consistent pedestrian systems



3.9 ELDRIDGE CORRIDOR ANALYSIS



EXISTING CONDITIONS

- Low daily traffic, no COH designation
- Predominantly residential with institutional (educational)
- Majority of pedestrians systems inadequate or missing
- Intermittent street trees and landscaping
- No METRO Service except for E/W routes
- Several Alief ISD schools along corridor
- Some visual utility clutter
- Corridor lacks consistent image or theme

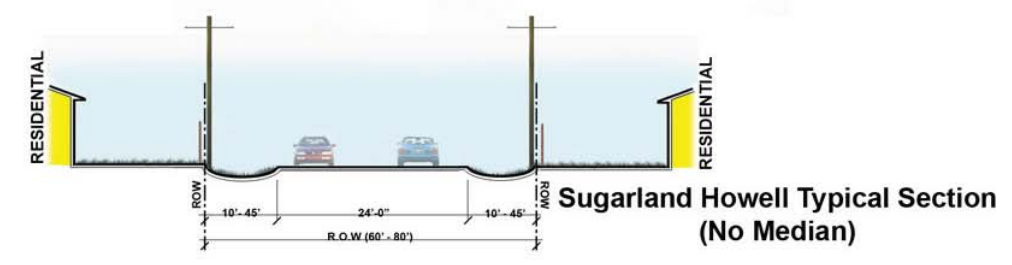
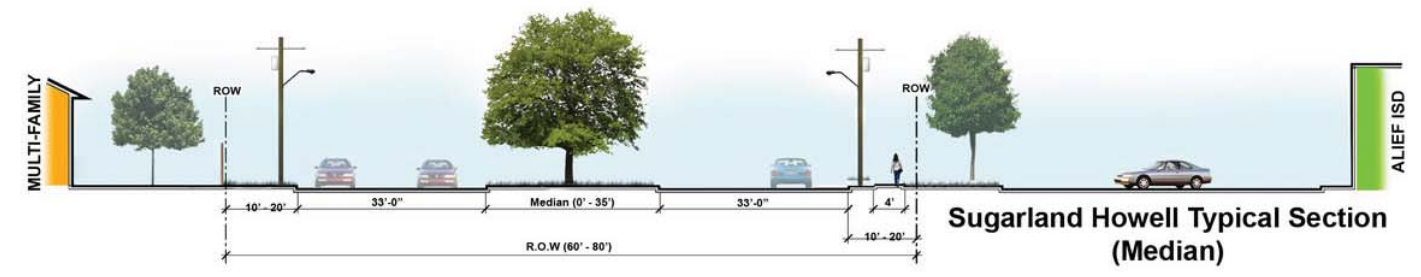
Land Class	
Single Family	Commercial
Multi-Family	Industrial
Vacant	Utility
Agric. Land (Qualified)	Open
	Exempt

OPPORTUNITIES

- Medians offer width for landscaping opportunity
- Landscape infill possible in back of curb conditions
- Themed wayfinding signage will improve Continuity
- Sidewalks to promote better pedestrian mobility

CONSTRAINTS

- Back of Curb ROW limited in some areas
- Utility Clutter
- Landscape improvements will require maintenance
- Open ditch configuration to the south limits improvements

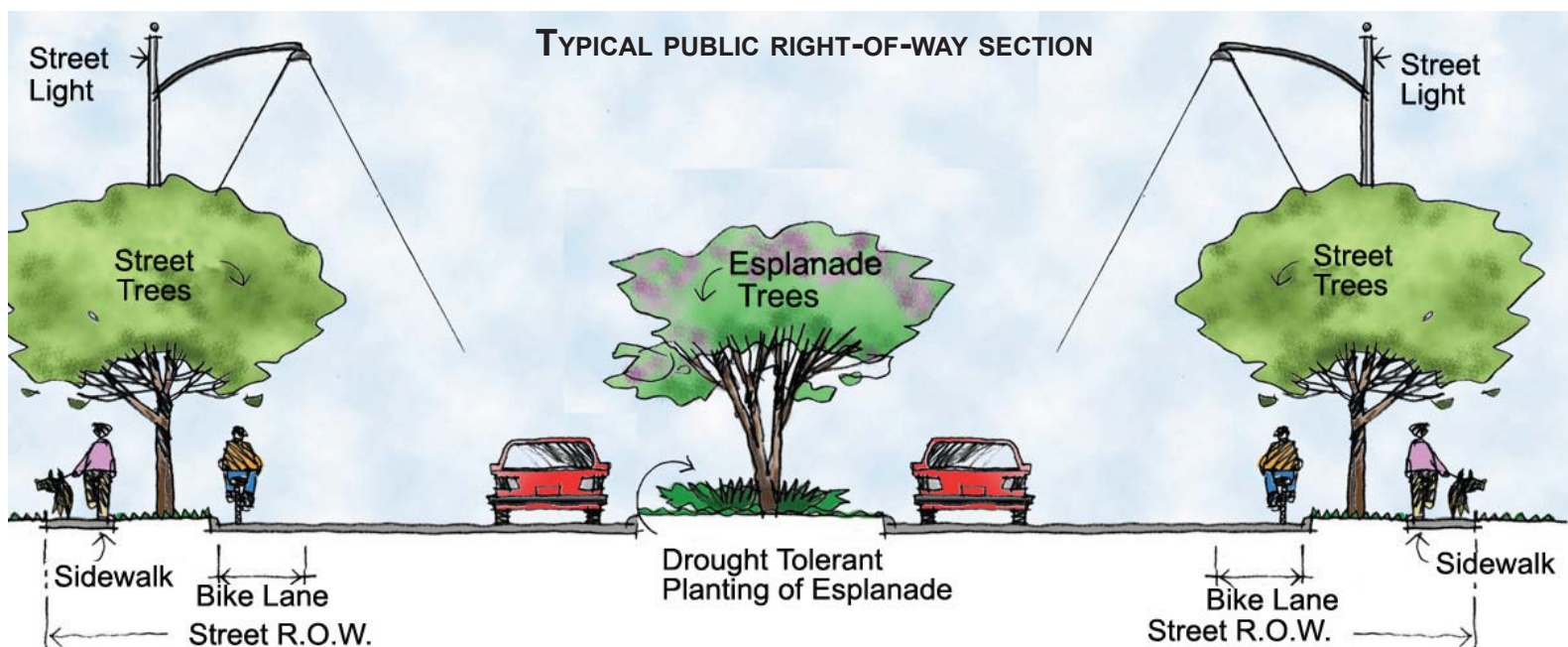


3.10 SUGARLAND HOWELL CORRIDOR ANALYSIS

4.0 Environmental Master Plan Approach



POTENTIAL WAYFINDING COMPONENTS



The scope of work for the environmental master plan is generally limited to the areas within the District that lie within the public rights-of-way. To better understand the overall impact to potential improvements and character of the District other facilities, both outside of the ROW and District, were inventoried and reviewed such as Alief Independent School District facilities, City of Houston and Harris County Parks, Religious institutions, private recreational facilities, historical properties, public emergency facilities, libraries, and college/universities.

The definition of public rights-of-way is defined as the area between the legal property lines in which the public roadway, sidewalks, and utilities are located. The configuration of public rights-of-way varies for each street type. Section 3 illustrates each specific corridor condition that occurs within the District study areas. While this study does explore the integration of public and private properties with regards to function, design, and impact to the District, the design proposals focus on those wayfinding components that can be readily implemented either in the public rights-of-way, or in limited occasions, on private property easements. Certain design elements can be easily implemented by the District or in conjunction with other private/public institutions.

The proposed design elements under consideration are as follows:

- Median and Setback Landscaping
- Signage/Monuments
- Special Sidewalk Paving
- Sidewalks/Ramps
- Bus Shelters
- Street Furniture
- Bicycle Facilities
- Parks and Open Spaces
- Hike and Bike Trails
- Freeway Infrastructure/Embankment
- Bridge Structures

The proposed wayfinding design elements under consideration, but not included in the Environmental Master Plan include:

- Street Lights
- Special Crosswalk/Street Paving
- Midblock Seating Areas
- Parking/Service Area Screening
- Public Art

5.0 Wayfinding Master Plan

GOAL OF WAYFINDING SIGNAGE

Wayfinding signage, both regulatory and non-regulatory, has the potential to impact the greatest number of people over the entire District. When implemented at major intersections and District 'Gateways', wayfinding signage will be a highly visible design element to project a collective, positive image of the community.

The goal of the wayfinding signage system is to create a "sense of place," by informing and guiding users as they travel throughout the District, and enhancing the Districts visual appeal and identity, and ultimately making the District more memorable to residents and visitors.

OBJECTIVES OF WAYFINDING SIGNAGE

1. *Celebrate the unique character of the District.*
2. *Reinforce the District's 'Sense of Place'*
3. *Reinforce the boundaries of the District.*
4. *Identify and increase awareness of important activity or destination points within the District.*
5. *Improve the streetscape character for the District corridors.*
6. *Identify and reinforce linkages and pathways between the different parks and open spaces within and out of the District.*
7. *Enhance the perception of the International Management District as a safe, clean and welcoming environment.*
8. *Effective, low cost design that can be easily implementable on a District wide basis.*

IMPLEMENTATION

Implementation of the wayfinding signage master plan will require coordination with several governmental agencies such as, Transtar, City of Houston, TxDOT, Center Point Energy, and individual stakeholders. The proposed scope of work includes improvements to street signs, street light poles, and freestanding monuments both inside public rights-of-way and in limited stakeholder easements. due to limitations imposed by the City of Houston. Implementation of the wayfinding signage master plan can occur in multiple phases and in key locations as funds are available

POTENTIAL FUNDING SOURCES AND PARTNERS

Sources of funding outside of District revenue will be limited as well as potential partners to share in implementation costs



- LEGEND**
- A A. STREET SIGN (65)
 - B B. DISTRICT ID / EDGE (13)
 - C C. DISTRICT ID / INTERIOR (37)
 - D D. STREET LIGHT CLADDING (166)
 - E E. COMMUNITY/PARK/TRAIL MARKER (9)
 - POTENTIAL HIKE/BIKE TRAIL

5.1 PROPOSED WAYFINDING SIGNAGE MASTER PLAN



5.2 SIGNAGE TYPES



5.3 LOGO & BRANDING

6.0 Transit Improvements

GOAL OF TRANSIT IMPROVEMENTS

Houston METRO services a majority of the District, predominantly along the major corridors of Bellaire, Bissonnet, Beechnut, Wilcrest, Cook, and Dairy Ashford. There are 143 bus stops within the District with a majority that do not have basic pedestrian amenities such as accessible pads, benches, or trash receptacles. METRO daily serves thousands of riders within and from outside of the District. Enhanced transit improvements, both functional and aesthetic, have the potential to impact a very large number of stakeholders on a daily basis.

The goals of the transit improvements is to improve pedestrian mobility and comfort while at the same time reinforcing the District's 'Sense of Place'.

OBJECTIVES OF WAYFINDING SIGNAGE

1. *Improve pedestrian amenities and accessibility at existing transit stops.*
2. *Improve the streetscape character for the District corridors.*
3. *Enhance the perception of the International Management District as a safe, clean and welcoming environment.*
4. *Increase visibility and character of District*

IMPLEMENTATION

Due to the large number of transit stops, the master plan is recommending only improving those stops that are along the major east-west corridors that impact the largest number of stakeholders.

METRO has a policy of cost sharing for bus stop shelters with other entities when they are either planning new shelters or replacing old shelters. Currently only a few shelters are being proposed by METRO to be replaced in the near future. METRO is also willing to explore a non-METRO shelter type for the District so that the District can explore a unique theme.

POTENTIAL FUNDING SOURCES AND PARTNERS

Immediate sources of funding will be limited to METRO's ability and willingness to replace or install new shelters. Other long term sources of funding may be available through several Federal transportation programs that focus on pedestrian mobility. The City of Houston has been successful in securing funds for the Museum District, OST/Almeda Redevelopment Authority, and the Greater Southeast Management District.



- LEGEND**
- PROPOSED SHELTER IMPROVEMENTS
Shelter, seating, special paving, & site furniture
(Quantity: 28)
 - PROPOSED BUS STOP IMPROVEMENTS
Seating wall, district marker, special paving,
& site furniture (Quantity: 34)
 - PROPOSED BUS STOP IMPROVEMENTS
Seating, special paving, & site furniture
(Quantity: 26)
 - EXISTING TRANSIT WITH SHELTER
(Quantity: 36)
 - EXISTING TRANSIT PAD AND SIGN
(Quantity: 79)
 - EXISTING TRANSIT SIGN ONLY
(Quantity: 38)
 - Ⓜ TRANSIT STATION (PARKS & RIDE)

RESOURCES:
Metro System Map Transit routes & Facilities

6.1 PROPOSED TRANSIT STOP IMPROVEMENTS



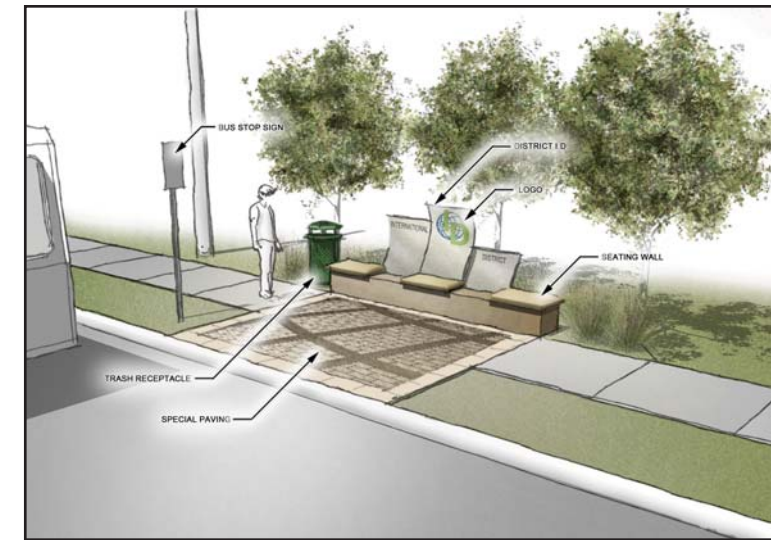
TRANSIT WITH SHELTER



A. Potential New Shelter Concept



TRANSIT WITH PAD AND SIGN



B. Potential Bus Stop w/District Marker



TRANSIT WITH SIGN ONLY



C. Potential Bus Stop w/Seating Wall



Concept Images

6.2 TRANSIT FACILITY IMPROVEMENTS

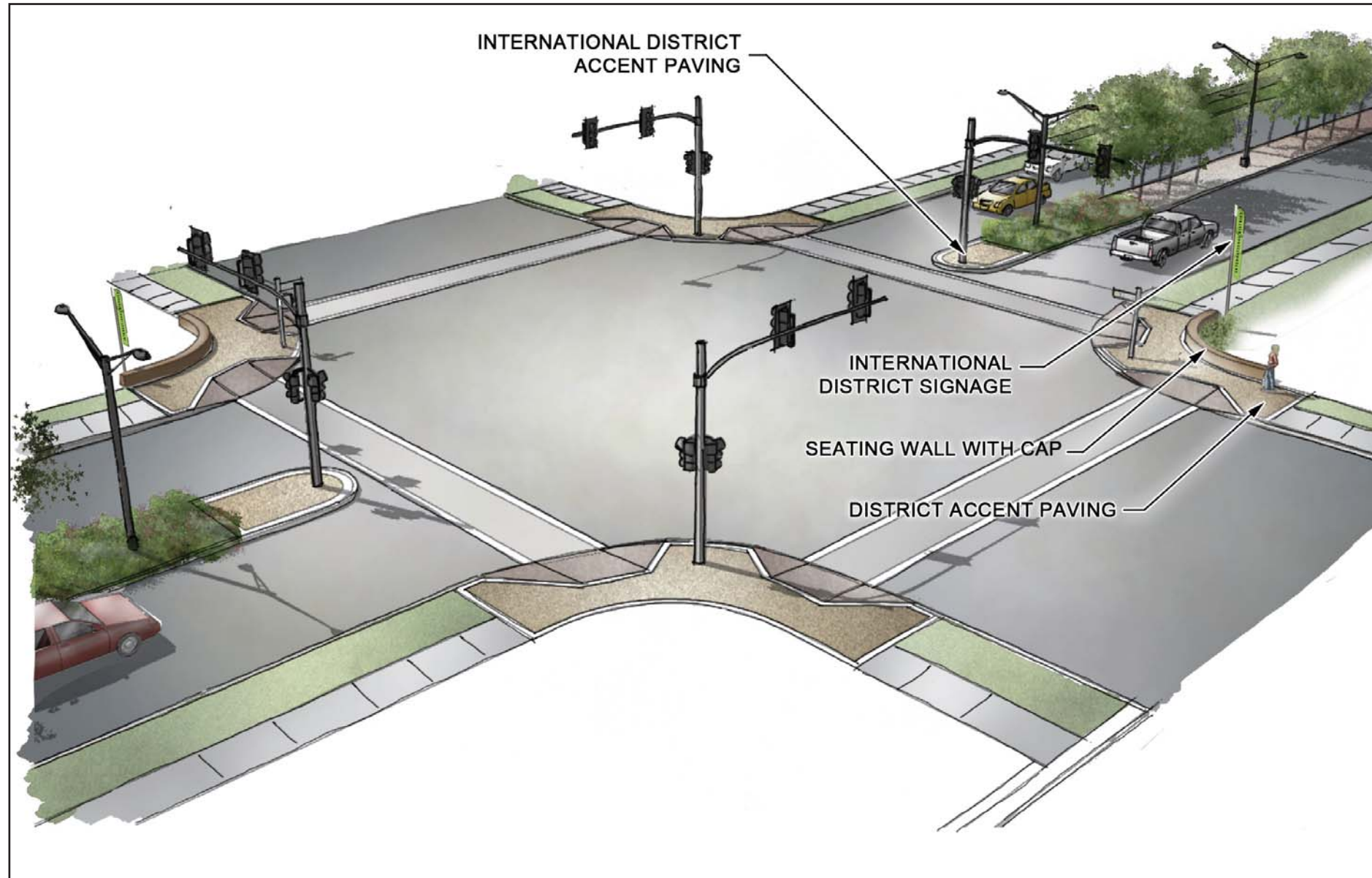
Additional Environmental Design Recommendations

- 7.1 Intersection Treatments
- 7.2 Pedestrian Mobility
- 7.3 Hike and Bike Trails
- 7.4 Median Treatments
- 7.5 Bridge Enhancements
- 7.6 Freeway Interchange Enhancements
- 7.7 Parks/Open Spaces



- LEGEND**
- 1. INTERSECTION TREATMENT
 - 2. SIDEWALK IMPROVEMENTS
 - 3. SETBACK LANDSCAPE IMPROVEMENTS
 - 4. MEDIAN LANDSCAPE IMPROVEMENTS
 - 5. BRIDGE TREATMENT
 - A. Vehicle Bridge
 - B. Pedestrian Bridge
 - 6. FREEWAY FRONTAGE TREATMENT
 - A. Interchange Improvements
 - B. Frontage Landscape
 - 7. PARKS/OPEN SPACES IMPROVEMENTS
 - DRAINAGE DITCH
 - BAYOU

PRELIMINARY ENVIRONMENTAL DESIGN MASTER PLAN



GOAL OF INTERSECTION IMPROVEMENTS

Major intersections of the east-west and north-south corridors are the ‘crossroads’ of the District. The greatest amount of interaction between pedestrians and automobiles occurs at these intersections.. To reflect this, the master plan proposes a blend of automobile and pedestrian improvements to provide improve pedestrian and automobile mobility. When combined with a traffic mobility plan, traffic flow through the District can be significantly improved while at the same time improving the visual quality of the District’s streetscape.

OBJECTIVES OF INTERSECTION IMPROVEMENTS

1. Celebrate the unique character of the District.
2. Reinforce the District’s ‘Sense of Place’
3. Increase pedestrian safety by identifying pedestrian routes
4. Create ADA accessible routes through the intersection
5. Improve the streetscape character for the District corridors.
6. Provide visual cues for navigation throughout the District

IMPLEMENTATION

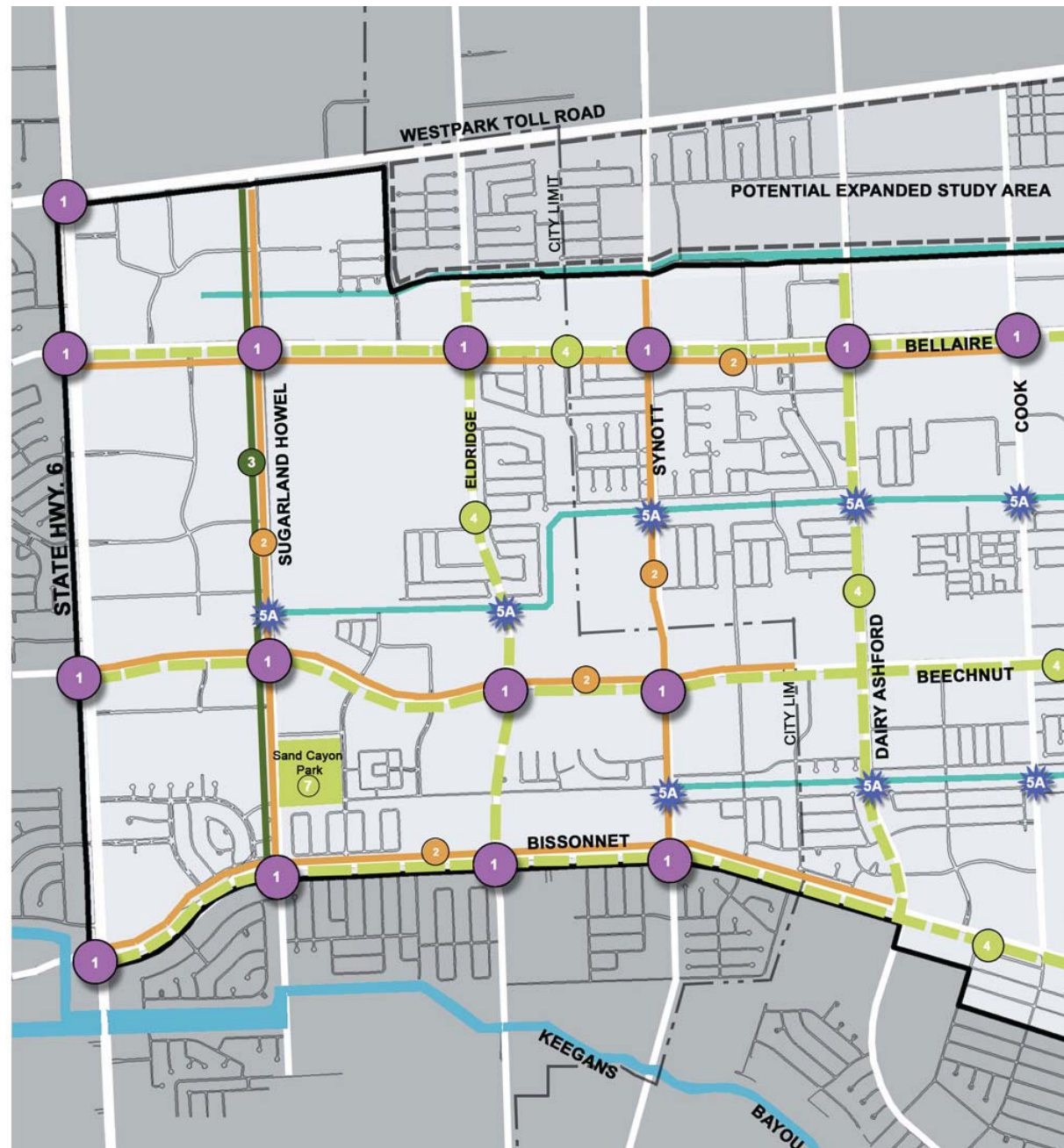
To maintain cost effectiveness, improvements will be focused on pedestrian systems and landscape areas. Minimal roadway work will be limited to pedestrian crosswalks and signalization systems. New access ramps and sidewalks will be needed to bring intersections up to current ADA standards.

POTENTIAL FUNDING SOURCES AND PARTNERS

As previously mentioned potential partners in securing federal funding is the City of Houston who has been successful in securing federal funding for several districts and TIRZ’s in Houston. Harris County may also provide another opportunity for partnering in areas outside of the City of Houston limits.



CONCEPT IMAGES



GOAL OF PEDESTRIAN MOBILITY

Based upon the detailed corridor analysis and review of specific land uses, several corridors are significantly deficient in large areas. The master plan recommends that pedestrian mobility improvements be explored. to create safe, accessible sidewalks in these key areas.

- **Bellaire:**
Significant portions of Bellaire from Cook Road west to Highway 6 are deficient or non-existent.
- **Bissonnet:**
Significant portions of Bellaire from Dairy Ashford west to Highway 6 are deficient or non-existent.
- **Synott:**
Synott is missing sections of sidewalks, especially as the roadway narrows south of Beechnut. The presence of open ditches as the roadway narrows south of Beechnut pose a hindrance to sidewalks.
- **Sugarland Howell**
Sugarland Howell is similar to Synott, but with wider ROW's. The presence of several schools creates a potentially unsafe condition for students going to and from school.

OBJECTIVES OF PEDESTRIAN MOBILITY

1. Enhance pedestrian mobility in sidewalk deficient corridors
2. Provide safe routes to and from pedestrian intensive land uses such as schools and retail establishments.
3. Provide safe, accessible routes to mass transit stops.

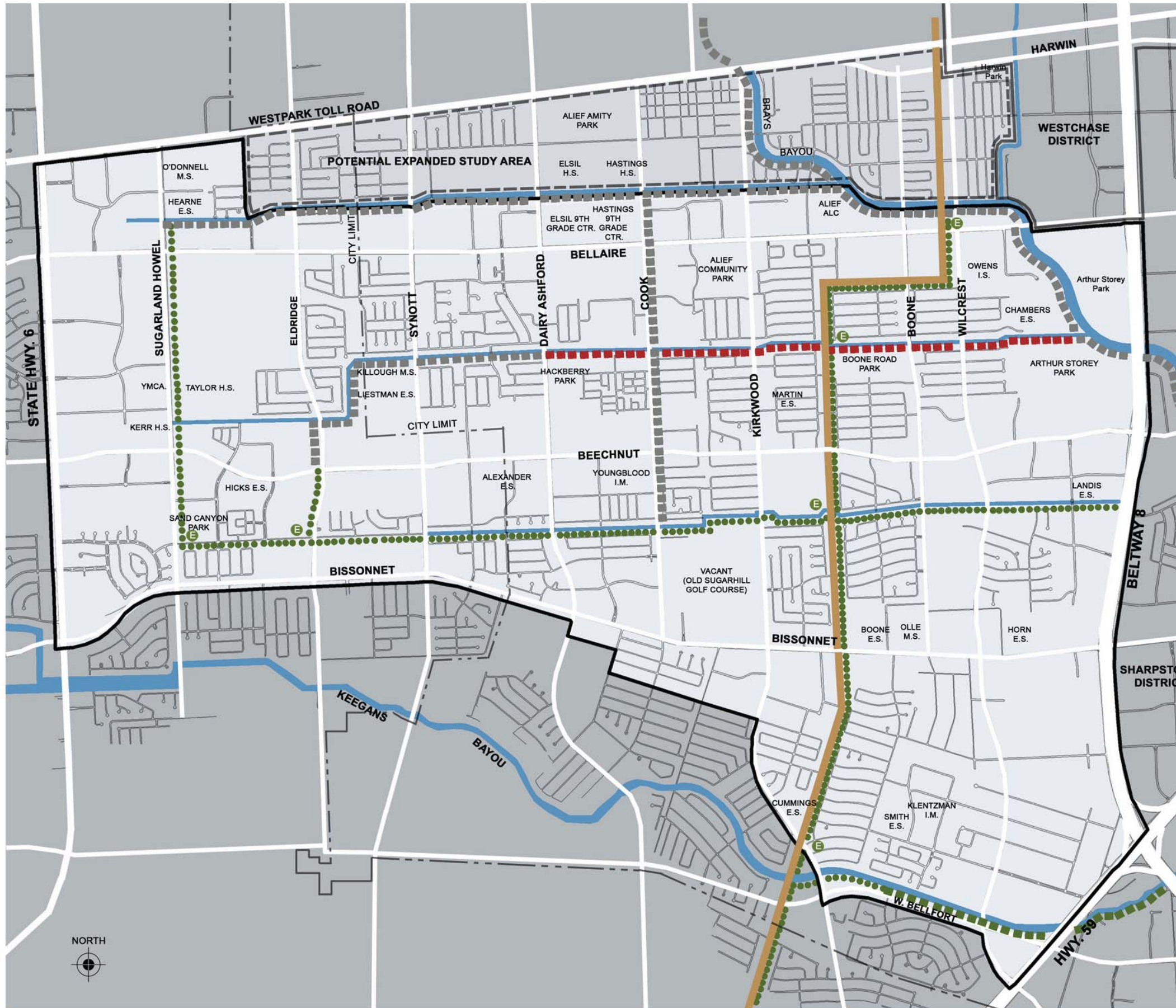
IMPLEMENTATION

Currently, the City of Houston is planning a roadway project along Beechnut from Cook to Wilcrest and then from Wilcrest up to Bellaire which will improve pedestrian mobility in these areas. Harris County is also planning a project along Sugarland Howell from Beechnut to Bissonnet. This still leaves significant portions of Sugarland Howell, Synott, Bissonnet, and Bellaire without accessible sidewalks.

POTENTIAL FUNDING SOURCES AND PARTNERS

The City of Houston has recently reduced it's Safe Sidewalk program scope, but future opportunities to partner with the City of Houston may still exist. Harris County may also be a potential partner for the District to pursue projects and explore ways to fund and implement pedestrian enhancement in the District

7.2 PEDESTRIAN MOBILITY



- LEGEND**
- IMD BOUNDARY
 - BAYOU / DRAINAGE DITCH
 - POWER LINE EASEMENT
 - POTENTIAL HIKE/BIKE TRAIL (NOT IN HOUSTON BIKEWAY PLAN)
 - PROPOSED HIKE/BIKE TRAIL (IN HOUSTON BIKEWAY PLAN, PART OF TXDOT TRANSPORTATION ENHANCEMENT APPLICATION)
 - PLANNED CITY OF HOUSTON HIKE/BIKE TRAIL
 - TRAIL MARKER

7.3 PROPOSED HIKE & BIKE TRAIL

GOAL OF HIKE AND BIKE TRAIL

Harris County Flood Control District (“HCFCD”) east/west drainage channels between Beechnut and Bellaire and Bellaire and the West-park Tollway are included in the City of Houston’s Bikeway network Master Plan. Additionally, Cook road from Beechnut to Bellaire and along Sims Bayou will provide north-south connections through the District

The Goal of the Hike and Bike Trail improvements is to further connect the Districts open spaces, parks, and schools it is proposed to utilize the HCFCD’s drainage channel between Bissonnet and Beechnut and along Eldridge up to Bellaire to create unique, continuous recreational loops.

OBJECTIVES OF HIKE AND BIKE TRAIL

1. Enhance pedestrian mobility and dependence on vehicles
2. Link the Districts open spaces, parks, and schools.
3. Provide additional recreational opportunities in the District
4. Promote a healthy, vibrant image for the District.

IMPLEMENTATION

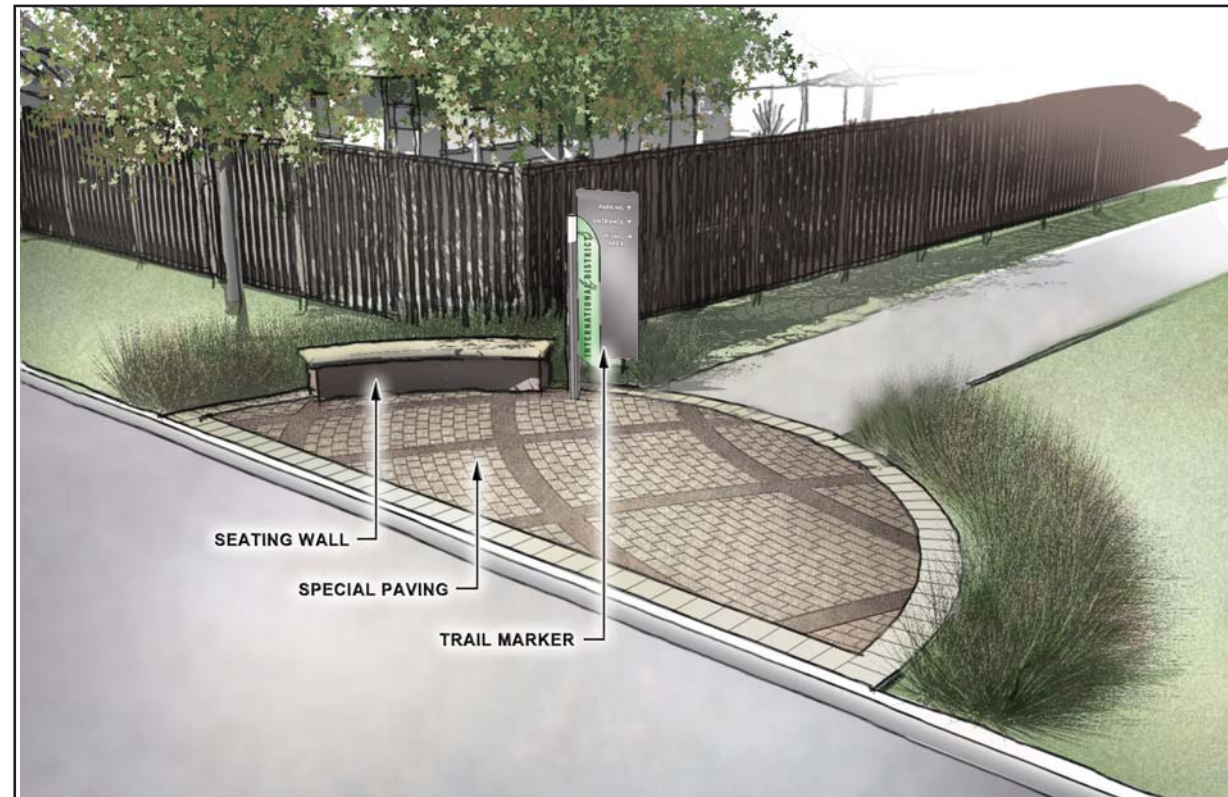
While not a highly visible component, hike and bike trails provide a valuable resource for local residents. Implementation will likely require joint partnership with other public/private entities to secure funding outside the District due to the costs involved in constructing hike and bike trails..

POTENTIAL FUNDING SOURCES AND PARTNERS

HCFCD is currently not planning any improvements in the drainage areas proposed by the master plan. HCFCD is flexible and supportive of trail improvements along their drainage ways, but no funding is currently available. Other sources of funding will need to be explored, as well lobbying the City of Houston to expand their proposed Bikeway Network.

The Houston Galveston Area Council has been active in Bikeway planning as evident by Third Ward Pedestrian Bike Facility Pilot Study conducted in 2004. The study, funded by HGAC, was subsequently used by the Greater Southeast Management District to secure federal funding for implementation of a portion of this study.

TxDOT is another potential long term source from funding. The east-west channel between Dairy Ashford and Bellaire is being nominated for a TxDOT Transportation Enhancement which will be awarded by June 2010.



B. Trail Head Sketch



A. Seating Area and Amenities Along Trail



Concept Images

7.3 HIKE/BIKE TRAILS

GOAL OF MEDIAN LANDSCAPE

The major east-west corridors of Bellaire, Beechnut, and Bissonnet have significant median widths. Bellaire and Beechnut have varying degrees of tree planting. Bissonnet has wide median widths without any significant tree planting.

The goal of median landscape treatments is to increase the quality of streetscapes throughout the District and significantly improve the image of the corridors.

OBJECTIVES OF MEDIAN PLANTING

1. Celebrate the unique character of the District.
2. Reinforce the District's 'Sense of Place'
3. Improve the streetscape character for the District corridors.
4. Reinforce corridor identity
5. Create a maintainable and sustainable landscape feature.
6. Promote the District as a clean and safe neighborhood.

IMPLEMENTATION

Planting materials should be grouped into maintainable groupings either formally or informally. Ornamental planting should be limited to major median cuts with plant material that is low maintenance and drought tolerant. Special paving nosing should be utilized to increase visibility and aesthetics at key intersections.

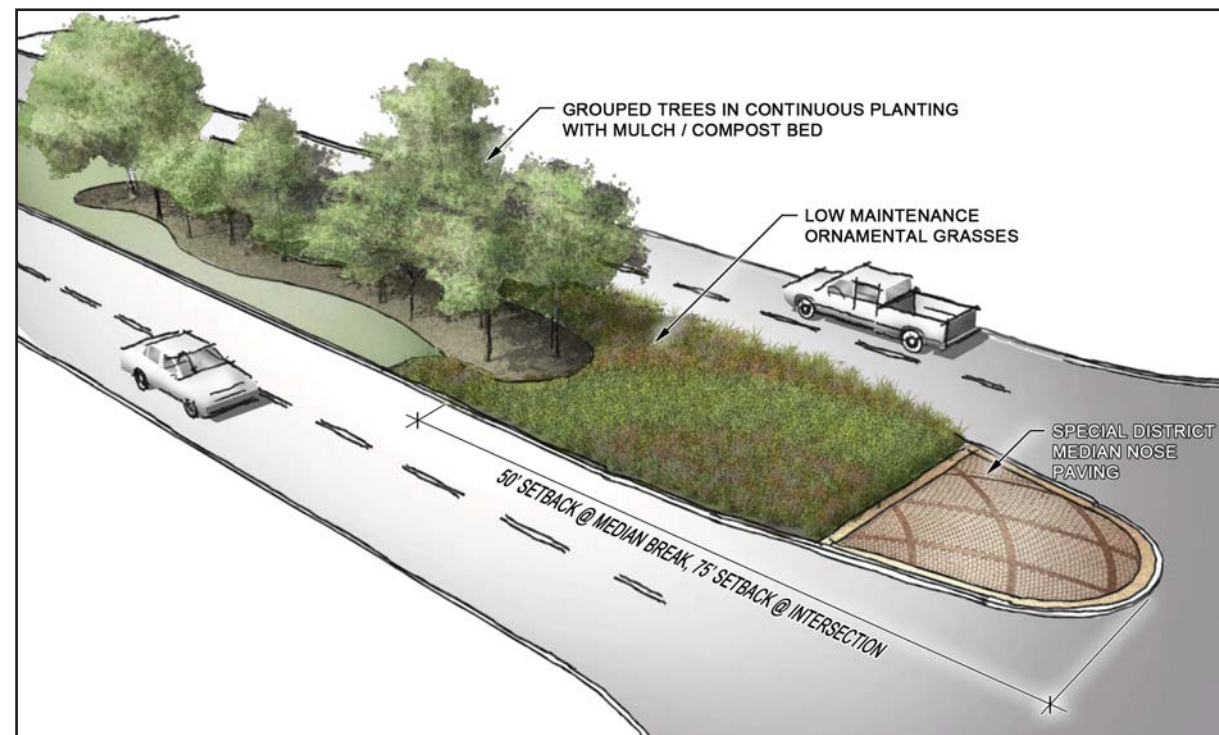
The master plan proposes that the landscape treatments be focused on the corridors with large enough median widths to maximize impact to the District. Focusing planting materials into the median and into groups will promote easier maintenance and establishment of plant materials.

POTENTIAL FUNDING SOURCES AND PARTNERS

The Alief Super Neighborhood Group has been a significant contributor to tree planting in the District. Other entities such as Trees for Houston may also be a source of tree planting within the District.



B. Median Enhancement (11' ~ 15' wide)

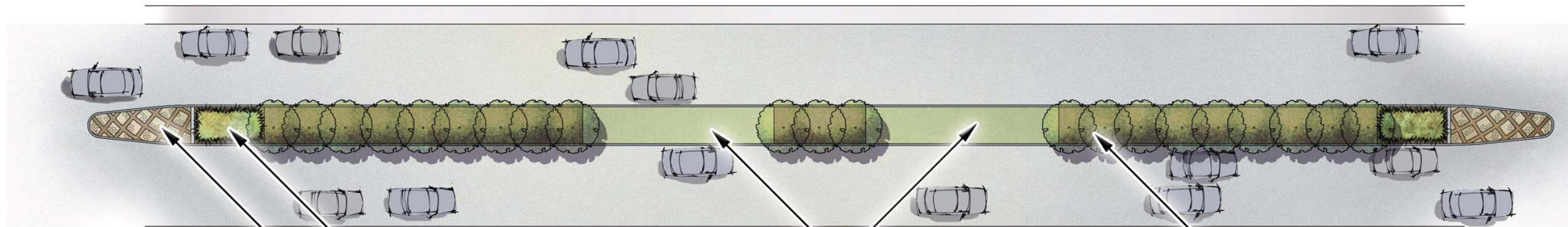


A. Median Enhancement (16' ~ 35' wide)



Concept Images

7.4 MEDIAN ENHANCEMENTS

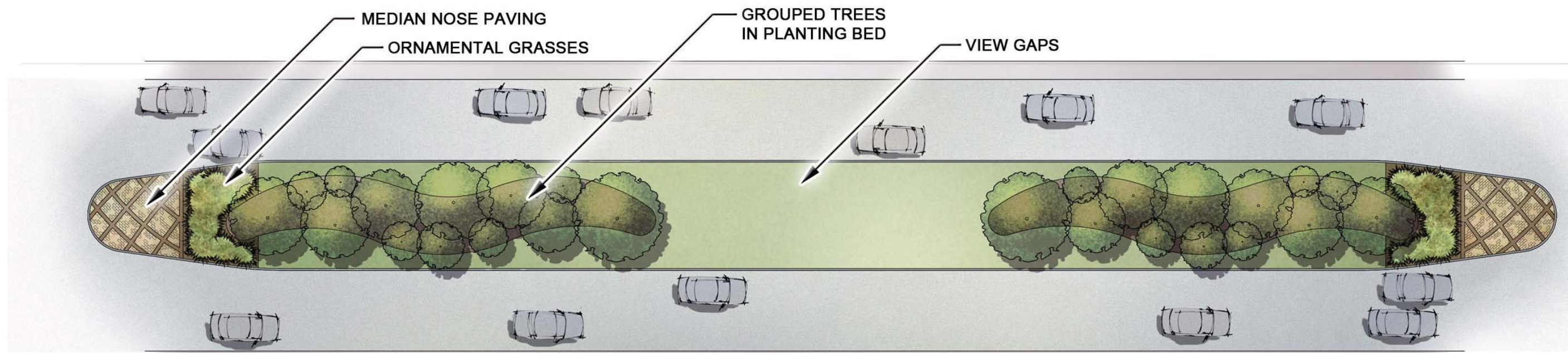


ORNAMENTAL GRASSES
 MEDIAN NOSE PAVING

VIEW GAPS

GROUPED TREES IN PLANTING BED

**B. Typical Median Planting Concept Plan
 (11' ~ 15' wide)**



MEDIAN NOSE PAVING
 ORNAMENTAL GRASSES

GROUPED TREES
 IN PLANTING BED

VIEW GAPS

**A. Typical Median Planting Concept Plan
 (16' ~ 35' wide)**

7.4 MEDIAN ENHANCEMENTS

GOAL OF BRIDGE ENHANCEMENTS

Three Harris County Flood Control drainage channels run east-west through the District along with Brays Bayou to the northeast and Keegans Bayou to the south. Nineteen (19) automobile bridges, of varying configurations, cross these drainage channels.

The goal of bridge enhancements is to further extend the Districts identity and character into infrastructure components.

OBJECTIVES OF BRIDGE ENHANCEMENTS

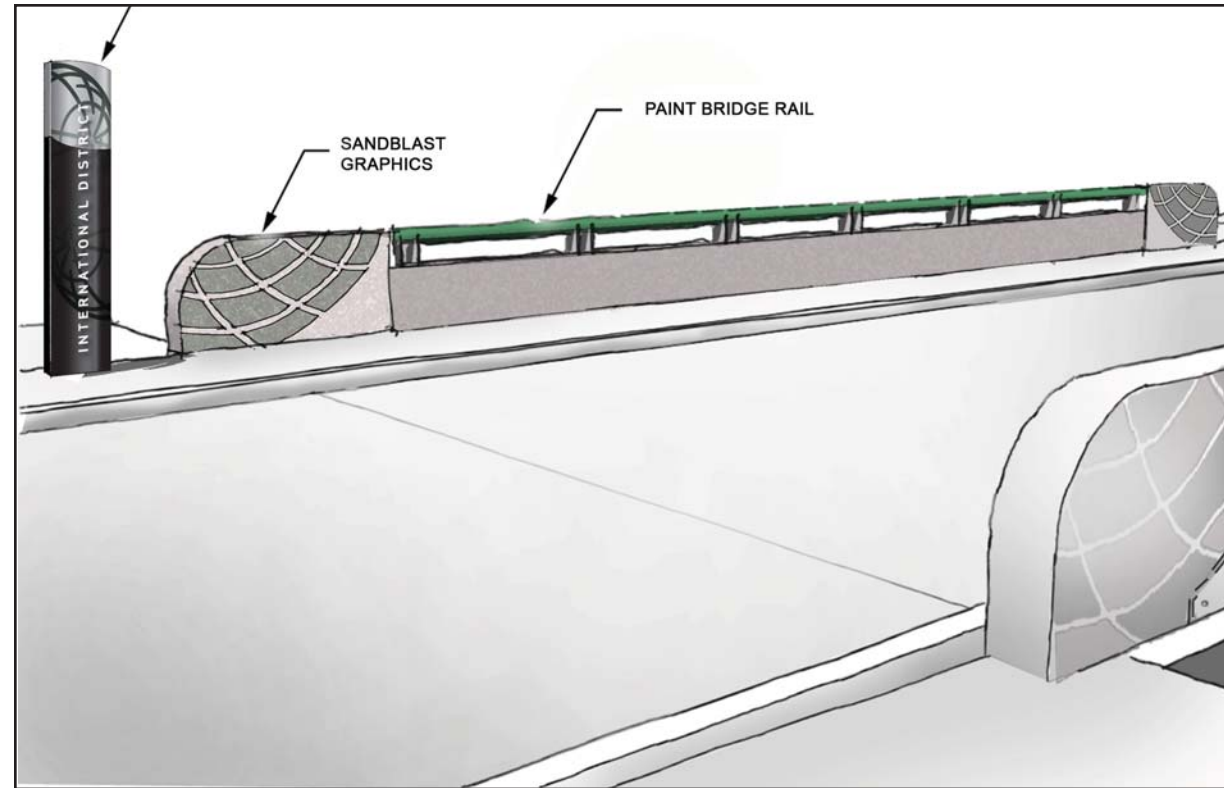
- 1. Celebrate the unique character of the District.
- 2. Reinforce the District's 'Sense of Place'
- 3. Improve the streetscape character for the District corridors.
- 4. Highlight the east-west drainage channels that are being proposed for hike and bike trails.

IMPLEMENTATION

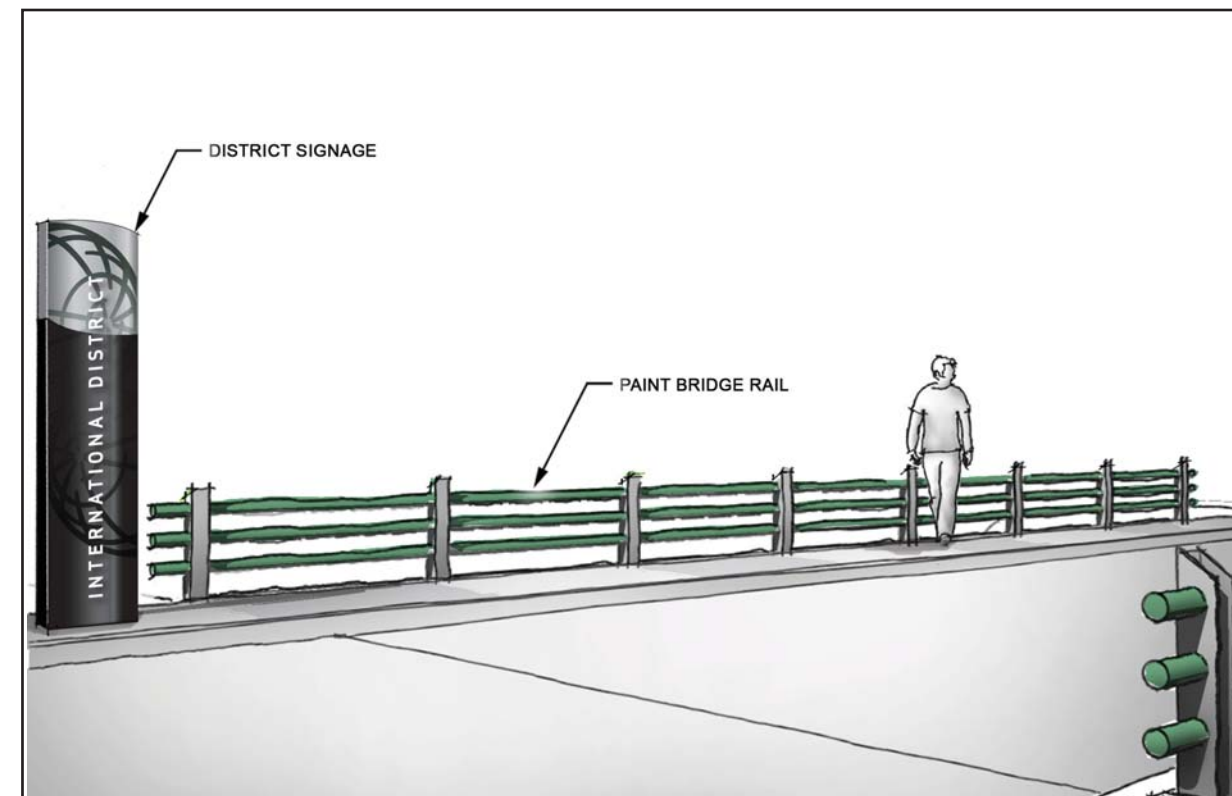
Since the District occupies portions of the City of Houston, both the City and Harris County will need to be consulted concerning improvements to existing bridge structures. Due to weight limitations, proposed improvements will need to be lightweight and low maintenance. The mater plan proposes to extend the Districts environmental graphic signage and logo into the proposed bridge rail improvements.

POTENTIAL FUNDING SOURCES AND PARTNERS

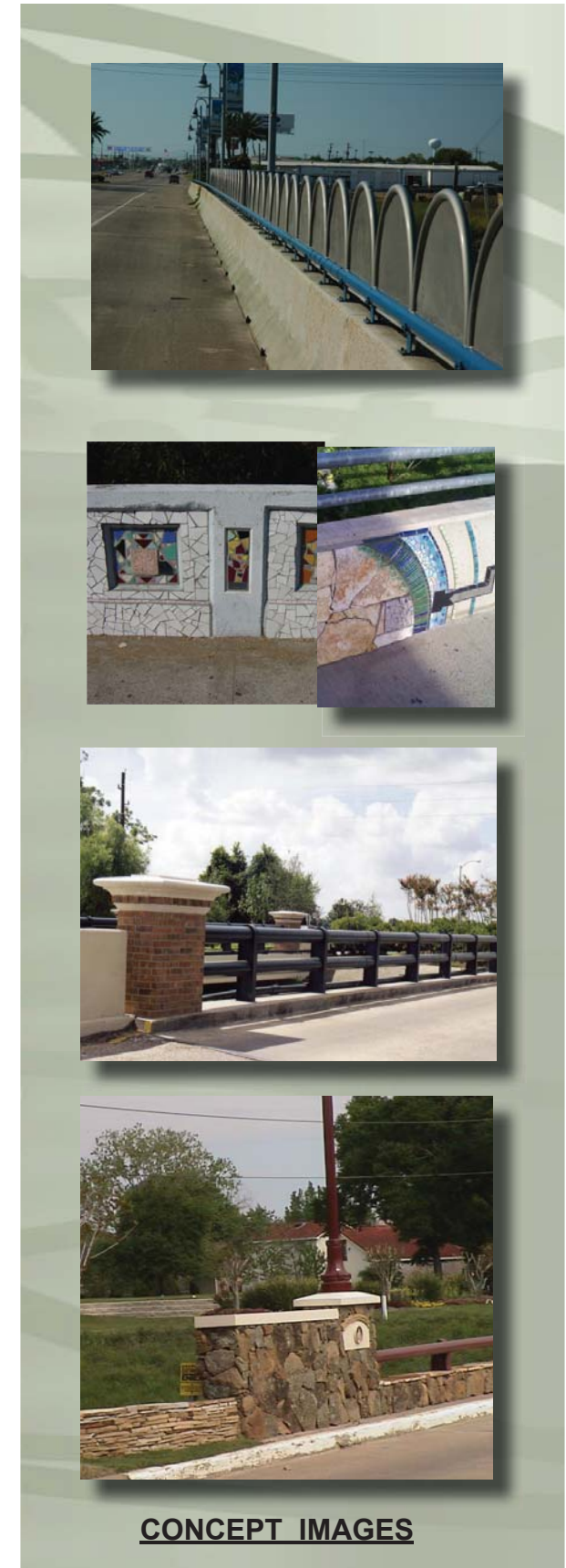
Sources of funding outside of District revenue will be limited due to the nature of the proposed improvements.



B. Bridge Rail Enhancement



A. Bridge Rail Enhancement



CONCEPT IMAGES

7.5 BRIDGE ENHANCEMENTS

GOAL OF FREEWAY INTERCHANGE ENHANCEMENTS

The District is bordered by four major highways, the Westpark Toll Road to north, State Highway 6 to the west, Beltway 8 to the east, and a small portion of Highway 59 to the south. The freeway edges represent the first impression when entering the District. It is these first impressions that will set the stage for how the District is perceived.

The goal of freeway interchange enhancements is to present a positive first impression when entering the District and to soften the character of the freeway infrastructure.

OBJECTIVES OF BRIDGE ENHANCEMENTS

1. Celebrate the unique character of the District.
2. Create a positive first impression when entering the District
3. Improve the streetscape character for the District corridors.
4. Soften the character of the freeways.
5. Extend the Districts branding and logo into the landscape.

IMPLEMENTATION

Since Beltway 8 serves as the major highway serving the District and those beyond the District borders, the master plan proposes focusing on these corridor initially in order to have the most impact.

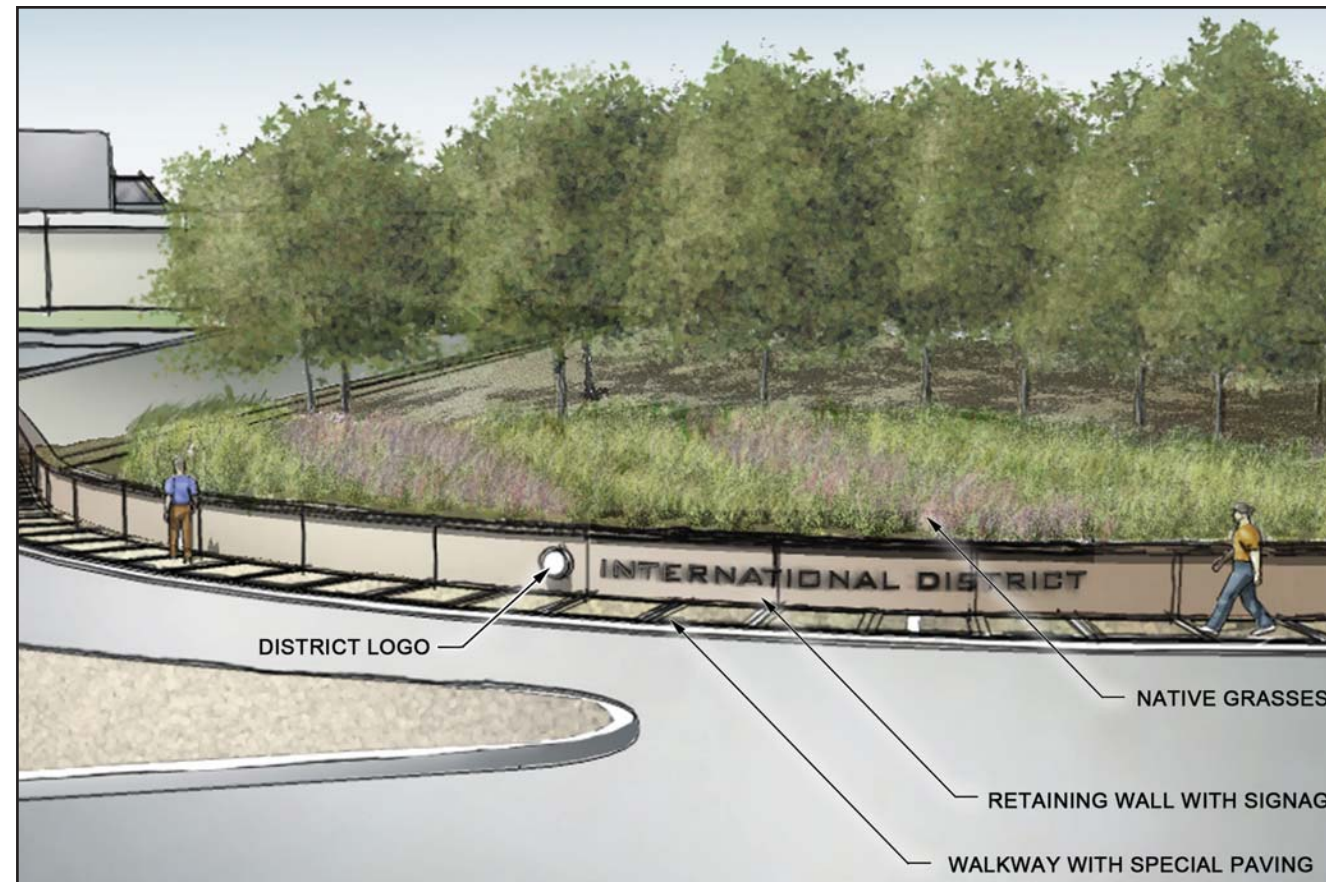
Highway frontages are harsh environments for plant material, so careful selection and organization of plant material is critical to their success. Regulatory control over Beltway 8 is multi faceted. The Harris County Tollway Authority regulates the main lanes and the underpass, TxDOT regulates the feeder roads and embankments, and the City of Houston regulates traffic control and a minimum of 120 feet back from the feeder road lanes.

The Westchase District has implemented several freeway enhancement projects in the past north of Bellaire. They are currently planning on landscape improvements to both sides of the Bellaire interchange of a similar, natural planting style.

POTENTIAL FUNDING SOURCES AND PARTNERS

Beyond District funding sources, TxDOT has reorganized it's local cost sharing program and currently allocates approximately \$2,000,000 a year in their District for freeway landscape projects. This program is funding Westchase Districts proposed landscape improvements for the Bellaire Interchange.

TxDOT also distributes Federal Highway money through it's Statewide Enhancement money periodically. The current call for projects is underway with projects awards in 2010. Typically this program is every 3-5 years depending on Federal Funding sources.



Freeway Interchange Landscape Enhancement



Concept Images

7.6 FREEWAY INTERCHANGE ENHANCEMENT

GOAL OF SAND CANYON PARK

The 20 acre Sand Canyon Park is a City of Houston park that many do not know exists since it is an unimproved and unmarked plot of land.

Distribution of parks and open spaces within the District is inadequate. There are several parks in the northeast portion of the District (Alief, Alief Amity, Hackberry Park, and Art Storey Park), but little recreational opportunities in the western portion of the District. The existing Alief ISD schools provide some opportunities for recreation, but they are not sufficient for the District as a whole. Future hike and bike trails will extend recreational opportunities to the larger District population.

The goal of the Sand Canyon Park improvements are to expand the recreational opportunities of the District and create interconnected parks and open spaces.

OBJECTIVES OF SAND CANYON PARK

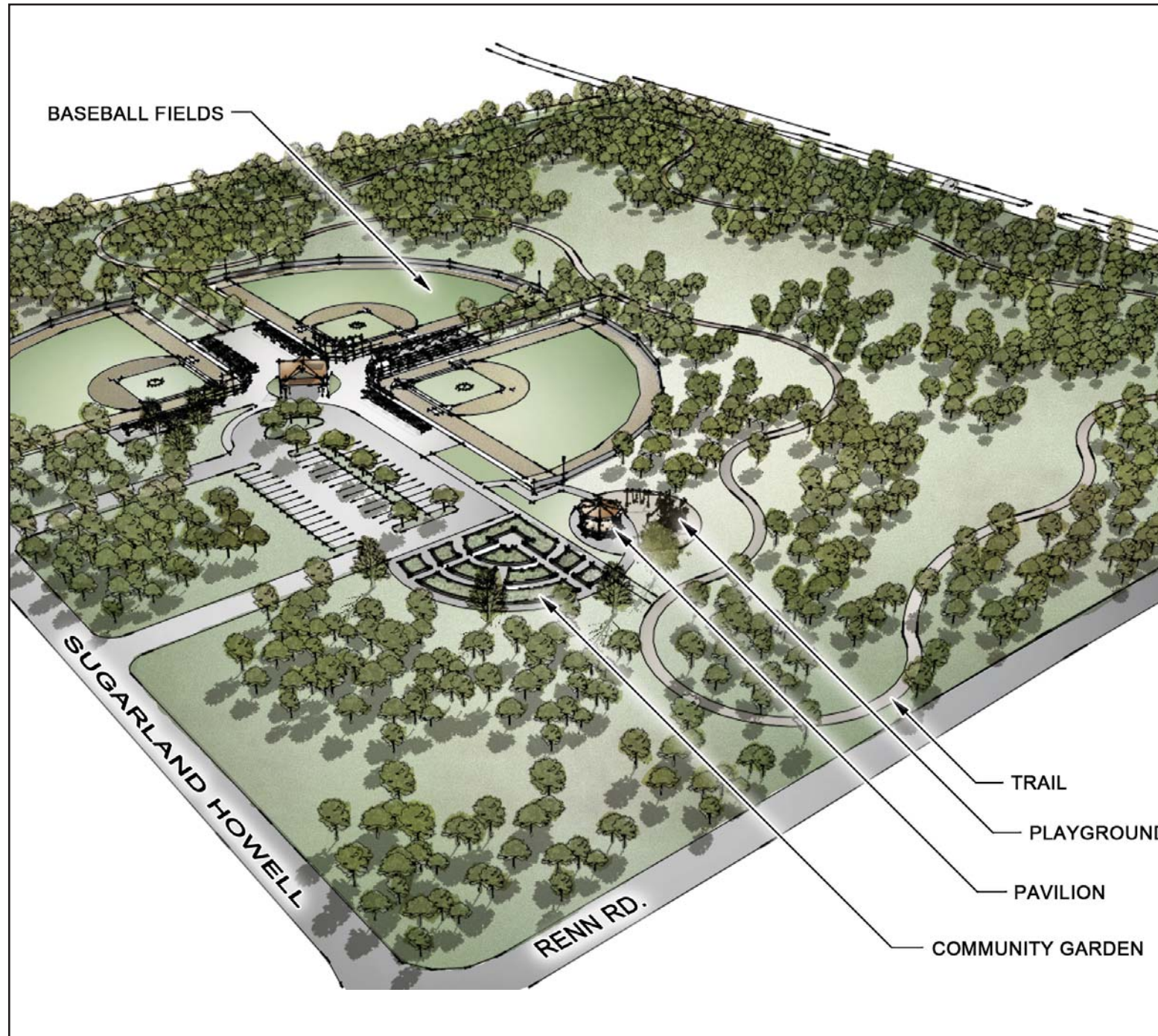
1. Increase recreational opportunities for the District.
2. Provide a facility for public interaction.

IMPLEMENTATION

The site is heavily wooded and with significant under-story. The site requires cleaning to provide accessibility. The park could be developed in phases with hike and bike trails being installed first with more active uses installed at a later date. The site is large enough to accommodate more active uses such as baseball and soccer.

POTENTIAL FUNDING SOURCES AND PARTNERS

The City of Houston currently does not have Sand Canyon Park on its list of parks to improve. It is recommended that the District Lobby the Houston Parks and Recreation Department to place the park on its future capital improvements program list. The Houston Parks board is also a potential partner for improvements to the park, as they have on the recently improved Hackberry Park.



Concept Images

7.7 SAND CANYON PARK CONCEPT

APPENDIX 'A'
SITE ASSESSMENT

1 Bellaire / Wilcrest Intersection				7 Bellaire / Eldridge Intersection		
a) Crosswalk	1	Stripes need new paint		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	No sidewalk
e) Ramps	2	Utility pole in ramp		e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	6	
2 Bellaire / Boone Intersection				8 Bellaire / Sugarland Howell Intersection		
a) Crosswalk	1	Broken stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	1	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	No sidewalk
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	7	
3 Bellaire / Kirkwood Intersection				9 Bellaire / State HWY. 6 Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	2	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	2	
Total	5			Total	8	
4 Bellaire / Cook Intersection				10 Beechnut / Beltway 8 Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	2	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	2			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	6	
5 Bellaire / Dairy Ashford Intersection				11 Beechnut / Wilcrest Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	2			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	4	
6 Bellaire / Synott Intersection				12 Beechnut / Boone Intersection		
a) Crosswalk	1			a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	2	
d) Sidewalks	1			d) Sidewalks	2	
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	8	

13 Beechnut / Kirkwood Intersection				19 Beechnut / State HWY. 6 Intersection		
a) Crosswalk	1			a) Crosswalk	2	none
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	2	none
d) Sidewalks	1			d) Sidewalks	2	none
e) Ramps	2			e) Ramps	2	none
f) Roadway / Curb	1			f) Roadway / Curb	1	No curb
Total	5			Total	9	
14 Beechnut / Cook Intersection				20 Bissonnet / Beltway 8		
a) Crosswalk	1			a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	1			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	4			Total	5	
15 Beechnut / Dairy Ashford Intersection				21 Bissonnet / Wilcrest Intersection		
a) Crosswalk	1			a) Crosswalk	1	Stripes need new paint
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	1	not truncated dome		e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	4			Total	5	
16 Beechnut / Synott Intersection				22 Bissonnet / Boone Intersection		
a) Crosswalk	1			a) Crosswalk	1	Stripes need new paint
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	2	No sidewalk		d) Sidewalks	1	
e) Ramps	1			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	5	
17 Beechnut / Eldridge Intersection				23 Bissonnet / Kirkwood Intersection		
a) Crosswalk	1			a) Crosswalk	1	Stripes need new paint
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	2			d) Sidewalks	1	
e) Ramps	1			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	4	
18 Beechnut / Sugarland Howell Intersection				24 Bissonnet / Cook Intersection		
a) Crosswalk	1			a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	2	No sidewalks		d) Sidewalks	1	
e) Ramps	1			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	4	

1 Bellaire / Wilcrest Intersection				7 Bellaire / Eldridge Intersection		
a) Crosswalk	1	Stripes need new paint		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	No sidewalk
e) Ramps	2	Utility pole in ramp		e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	6	
2 Bellaire / Boone Intersection				8 Bellaire / Sugarland Howell Intersection		
a) Crosswalk	1	Broken stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	1	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	No sidewalk
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	7	
3 Bellaire / Kirkwood Intersection				9 Bellaire / State HWY. 6 Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	2	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	2	
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	2	
Total	5			Total	8	
4 Bellaire / Cook Intersection				10 Beechnut / Beltway 8 Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	2	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	2			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	6	
5 Bellaire / Dairy Ashford Intersection				11 Beechnut / Wilcrest Intersection		
a) Crosswalk	1	Stripes		a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	0	
d) Sidewalks	1			d) Sidewalks	1	
e) Ramps	2			e) Ramps	1	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	4	
6 Bellaire / Synott Intersection				12 Beechnut / Boone Intersection		
a) Crosswalk	1			a) Crosswalk	1	
b) Traffic Signalization	0			b) Traffic Signalization	0	
c) Pedestrian Actuator	0			c) Pedestrian Actuator	2	
d) Sidewalks	1			d) Sidewalks	2	
e) Ramps	2			e) Ramps	2	
f) Roadway / Curb	1			f) Roadway / Curb	1	
Total	5			Total	8	

Bellaire Blvd.	RANKING	COMMENTS
Brays Bayou to Wilcrest		
Predominate Land Use		Commercial
Available Right-of-way		From 15' - 20' wide
Median and Width		Widest point - 25'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	1	Wood poles
Total	4	
Pedestrian Amenities		
4 Sidewalks / Ramps	1	4' concrete sidewalk
5 Street Trees	2	Trees in median, few trees at R.O.W.
6 Street Amenities		
a) Seating	1	At bus stop
b) Trash Receptacle	1	At bus stop
7 Transit Stops	1	Shelter
Total	6	
Wilcrest to Boone		
Predominate Land Use		Commercial
Available Right-of-way		From 15' - 20' wide
Median and Width		Widest point - 20'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood pole
3 Street Lighting	1	Medal light pole in median. Wood pole in R.O.W.
Total	4	
Pedestrian Amenities		
4 Sidewalks / Ramps	1	
5 Street Trees	2	Oaks in median. Few trees in R.O.W.
6 Street Amenities	0	
a) Seating	0	
b) Trash Receptacle	0	
7 Transit Stops	1	
Total	4	
Boone to Kirkwood		
Predominate Land Use		Commercial / Single-Family
Available Right-of-way		From 8' - 12' wide
Median and Width		Widest point - 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	0	Metal light pole with two arms in median
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	1	
5 Street Trees	1	Trees in median
6 Street Amenities		
a) Seating	2	
b) Trash Receptacle	2	
7 Transit Stops	1	Bus stop shelter
Total	7	

Bellaire Blvd.	RANKING	COMMENTS
Kirkwood to Cook		
Predominate Land Use		Commercial
Available Right-of-way		From 8' - 12' wide
Median and Width		Widest is 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	
3 Street Lighting	0	Metal light pole with two arms in median
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	1	
5 Street Trees	1	
6 Street Amenities		
a) Seating	2	
b) Trash Receptacle	2	
7 Transit Stops	1	Bus stop shelter
Total	7	
Cook to Dairy Ashford		
<i>Predominate Land Use</i>		Commercial / Multi-Family
<i>Available Right-of-way</i>		From 10' - 15' wide
<i>Median and Width</i>		Widest point - 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	1	Medal light pole in median. Wood light pole in R.O.W.
Total	4	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	2 on North Side, 1 on South Side
5 Street Trees	1	Trees in median. Few trees in R.O.W.
6 Street Amenities		
a) Seating	1	
b) Trash Receptacle	1	
7 Transit Stops	1	Bus stop shelter
Total	6	
Dairy Ashford to Synott		
<i>Predominate Land Use</i>		Commercial
<i>Available Right-of-way</i>		From 0' - 25' wide
<i>Median and Width</i>		Widest point - 32'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	0	Metal light pools in median
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	
5 Street Trees	2	Few/small trees
6 Street Amenities		
a) Seating	1	
b) Trash Receptacle	1	
7 Transit Stops	1	Bus Stop shelter
Total	7	

Bellaire Blvd.	RANKING	COMMENTS
Synott to Eldridge		
Predominate Land Use Available Right-of-way Median and Width		Commercial / Residential From 5' - 13' wide Widest point -50'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	0	Metal pole
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	
5 Street Trees	0	
6 Street Amenities		
a) Seating	2	
b) Trash Receptacle	2	
7 Transit Stops	2	Bus stops w/ no shelter/seating
Total	8	
Eldridge to Sugarland Howell		
Predominate Land Use Available Right-of-way Median and Width		Commercial / Single-Family From 11' - 20' wide Widest point - 50'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	0	Metal pole
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalk on South Side
5 Street Trees	2	Trees only in median
6 Street Amenities		
a) Seating	2	
b) Trash Receptacle	2	
7 Transit Stops	1	Bus stop shelter
Total	9	

Bellaire Blvd.	RANKING	COMMENTS
Sugarland Howell to State HWY. 6		
Predominate Land Use Available Right-of-way Median and Width		Commercial From 9' - 20' wide Widest point - 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles
3 Street Lighting	0	Metal pole
Total	3	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	Sidewalk only on North from Tres Lagunas to HW 6
5 Street Trees	2	
6 Street Amenities		
a) Seating	1	
b) Trash Receptacle	1	
7 Transit Stops	1	Bus stop shelter
Total	7	

LEVEL OF TREATMENT

	LITTLE TO NO TREATMENT
	MODERATE TREATMENT
	MAXIMUM TREATMENT

BEECHNUT	RANKING	COMMENTS		BEECHNUT	RANKING	COMMENTS
Beltway 8 to Wilcrest				Kirkwood to Cook		
Predominate Land Use		Commercial / Multi-Family		Predominate Land Use		Commercial / Single-Family
Available Right-of-way		From 3' - 58' wide		Available Right-of-way		From 15' - 18' wide
Median and Width		Widest point - 30'		Median and Width		Widest point - 12'
Infrastructure				Infrastructure		
1 Roadway / Curb	1			1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles		2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole		3 Street Lighting	0	Metal pole
Total	3			Total	2	
Pedestrian Amenities				Pedestrian Amenities		
4 Sidewalks / Ramps	1			4 Sidewalks / Ramps	1	
5 Street Trees	2			5 Street Trees	2	
6 Street Amenities				6 Street Amenities		
a) Seating	1			a) Seating	2	
b) Trash Receptacle	1			b) Trash Receptacle	1	
7 Transit Stops	1			7 Transit Stops	2	Bus Stop w/ trash receptacle (no shelter / seating)
Total	6			Total	8	
Wilcrest to Boone				Cook to Dairy Ashford		
Predominate Land Use		Commercial		Predominate Land Use		Alief ISD / Commercial
Available Right-of-way		From 10' - 15' wide		Available Right-of-way		From 8' - 21' wide
Median and Width		Widest point - 10'		Median and Width		Widest point - 15'
Infrastructure				Infrastructure		
1 Roadway / Curb	1			1 Roadway / Curb	1	
2 Overhead Utility Clutter	1	Wood poles		2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole		3 Street Lighting	0	Metal light poles on both sides of street
Total	2			Total	2	
Pedestrian Amenities				Pedestrian Amenities		
4 Sidewalks / Ramps	1			4 Sidewalks / Ramps	1	Sidewalk width varies
5 Street Trees	2			5 Street Trees	2	
6 Street Amenities				6 Street Amenities		
a) Seating	1			a) Seating	1	
b) Trash Receptacle	1			b) Trash Receptacle	1	
7 Transit Stops	1	Bus Stop w/ shelter near Boone intersection		7 Transit Stops	2	Two bus stops (one with shelter / seating)
Total	6			Total	7	
Boone to Kirkwood				Dairy Ashford to Synott		
Predominate Land Use		Commercial / Single-Family		Predominate Land Use		Single-Family / Alief ISD
Available Right-of-way		From 5' - 20' wide		Available Right-of-way		From 10' - 15' wide
Median and Width		Widest point - 12'		Median and Width		Widest point -30'
Infrastructure				Infrastructure		
1 Roadway / Curb	1			1 Roadway / Curb	1	
2 Overhead Utility Clutter	1	Wood pole		2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole		3 Street Lighting	0	Metal pole
Total	2			Total	2	
Pedestrian Amenities				Pedestrian Amenities		
4 Sidewalks / Ramps	1			4 Sidewalks / Ramps	2	No sidewalk after city limits
5 Street Trees	2			5 Street Trees	1	Trees in median and @ intersection
6 Street Amenities				6 Street Amenities		
a) Seating	1			a) Seating	1	
b) Trash Receptacle	1			b) Trash Receptacle	2	
7 Transit Stops	1	Bus Stop w/ shelter		7 Transit Stops	1	Two bus stops (one with shelter / seating)
Total	6			Total	7	

BEECHNUT	RANKING	COMMENTS
Synott to Eldridge		
Predominate Land Use		Multi-Family / Single-Family
Available Right-of-way		From 5' - 20' wide
Median and Width		Widest point - 30'
Infrastructure		
1 Roadway / Curb	0	
2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole
Total	1	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalk
5 Street Trees	2	Only in median
6 Street Amenities		
a) Seating	1	School near by
b) Trash Receptacle	1	
7 Transit Stops	0	
Total	6	
Eldridge to Sugarland Howell		
Predominate Land Use		Alief ISD / Single-Family
Available Right-of-way		From 5' -20' wide
Median and Width		Widest point - 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole
Total	2	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalks
5 Street Trees	1	Only in median
6 Street Amenities		
a) Seating	1	
b) Trash Receptacle	1	
7 Transit Stops	1	
Total	6	
Sugarland Howell to State HWY. 6		
Predominate Land Use		Alief ISD / Residential
Available Right-of-way		From 5' -20' wide
Median and Width		Widest point - 30'
Infrastructure		
1 Roadway / Curb	1	
2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	0	Metal pole
Total	2	
Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalks
5 Street Trees	1	Trees in Median
6 Street Amenities		
a) Seating	1	
b) Trash Receptacle	1	
7 Transit Stops	1	
Total	6	
LEVEL OF TREATMENT		
 LITTLE TO NO TREATMENT		
 MODERATE TREATMENT		
 MAXIMUM TREATMENT		

A2.2 BEECHNUT BLVD. CORRIDOR ASSESSMENT

BISSONNET			RANKING	COMMENTS	BISSONNET			RANKING	COMMENTS
Beltway 8 to Wilcrest					Kirkwood to Cook				
Predominate Land Use				Commercial	Predominate Land Use				Commercial
Available Right-of-way				From 5' wide to 32' wide	Available Right-of-way				From 5' - 25' Wide
Median and Width				Widest point - 30'	Median and Width				Widest point - 30'
Infrastructure					Infrastructure				
1	Roadway / Curb		0		1	Roadway / Curb	1		
2	Overhead Utility Clutter		2	Wood poles at south side of Wilcrest	2	Overhead Utility Clutter	2	Wood poles	
3	Street Lighting		1	Wood poles	3	Street Lighting	1	Wood poles	
Total			3		Total			4	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps	1		
5	Street Trees		2		5	Street Trees	2		
6	Street Amenities				6	Street Amenities			
	a) Seating		2			a) Seating	2		
	b) Trash Receptacle		2			b) Trash Receptacle	2		
7	Transit Stops		2	Two bus stops w/ no shelter / seating	7	Transit Stops	2	Bus stop @ corner of Cook - no shelter / seating	
Total			9		Total			9	
Wilcrest to Boone					Cook to Dairy Ashford				
Predominate Land Use				Commercial	Predominate Land Use				Commercial
Available Right-of-way				From 5' - 15' wide	Available Right-of-way				
Median and Width				Widest point - 32'	Median and Width				
Infrastructure					Infrastructure				
1	Roadway / Curb		1		1	Roadway / Curb	1		
2	Overhead Utility Clutter		2	Wood poles	2	Overhead Utility Clutter	2	Wood poles	
3	Street Lighting		1	Wood poles	3	Street Lighting	0	Wood poles	
Total			4		Total			3	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps	1		
5	Street Trees		2		5	Street Trees	1		
6	Street Amenities				6	Street Amenities			
	a) Seating		2			a) Seating	2		
	b) Trash Receptacle		2			b) Trash Receptacle	2		
7	Transit Stops		0		7	Transit Stops	2	Two bus stops (one shelter / seating)	
Total			7		Total			8	
Boone to Kirkwood					Dairy Ashford to Synott				
Predominate Land Use				Commercial	Predominate Land Use				Commercial / Residential
Available Right-of-way				From 10' - 25' wide	Available Right-of-way				From 5' - 20' wide
Median and Width				Widest point - 30'	Median and Width				Widest point - 30'
Infrastructure					Infrastructure				
1	Roadway / Curb		1		1	Roadway / Curb	1		
2	Overhead Utility Clutter		2	Wood poles	2	Overhead Utility Clutter	2	Wood poles	
3	Street Lighting		1	Wood poles	3	Street Lighting	2	Wood light poles stop at Backford	
Total			4		Total			5	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps	2	No sidewalk from Old Richmond to HWY 6	
5	Street Trees		2		5	Street Trees	2		
6	Street Amenities				6	Street Amenities			
	a) Seating		1			a) Seating	2		
	b) Trash Receptacle		1			b) Trash Receptacle	2		
7	Transit Stops		1		7	Transit Stops	2	Bus stop (no shelter / seating)	
Total			6		Total			10	

BISSONNET	RANKING	COMMENTS	BISSONNET	RANKING	COMMENTS
Synott to Eldridge			Sugarland Howell to State HWY. 6		
Predominate Land Use		Signal-Family and Multi-Family	Predominate Land Use		Commercial / Single-Family
Available Right-of-way		From 5' - 15' Wide	Available Right-of-way		From 15' - 20' wide
Median and Width		Widest point - 30'	Median and Width		Widest point -35'
Infrastructure			Infrastructure		
1 Roadway / Curb	1		1 Roadway / Curb	1	
2 Overhead Utility Clutter	2	Wood poles	2 Overhead Utility Clutter	1	Wood pole
3 Street Lighting	2	none	3 Street Lighting	0	Metal pole
Total	5		Total	2	
Pedestrian Amenities			Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalk	4 Sidewalks / Ramps	2	
5 Street Trees	1		5 Street Trees	0	
6 Street Amenities			6 Street Amenities		
a) Seating	1		a) Seating	1	
b) Trash Receptacle	1		b) Trash Receptacle	1	
7 Transit Stops	1		7 Transit Stops	1	
Total	6		Total	5	
Eldridge to Sugarland Howell			LEVEL OF TREATMENT		
Predominate Land Use		Signal-Family and Multi-Family			LITTLE TO NO TREATMENT
Available Right-of-way		From 10' - 15' Wide			
Median and Width		Widest point - 30'			MODERATE TREATMENT
Infrastructure					MAXIMUM TREATMENT
1 Roadway / Curb	1				
2 Overhead Utility Clutter	1	Only on South Side, wood pole			
3 Street Lighting	2	none			
Total	4				
Pedestrian Amenities					
4 Sidewalks / Ramps	2				
5 Street Trees	1				
6 Street Amenities					
a) Seating	1				
b) Trash Receptacle	0				
7 Transit Stops	1				
Total	5				

WILCREST			RANKING	COMMENTS	WILCREST			RANKING	COMMENTS
Brays Bayou to Bellair					Bissonnet to West Bellfor				
Predominate Land Use				Commercial	Predominate Land Use				Commercial
Available Right-of-way				From 10' -15' wide	Available Right-of-way				From 5' - 20' wide
Median and Width				Widest point - 30'	Median and Width				Widest point - 30'
Infrastructure					Infrastructure				
1	Roadway / Curb		1		1	Roadway / Curb		1	
2	Overhead Utility Clutter		0	None	2	Overhead Utility Clutter		0	None
3	Street Lighting		1	Metal poles	3	Street Lighting		0	Metal poles
Total					Total				
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps		1	
5	Street Trees		1	Median only	5	Street Trees		2	
6	Street Amenities				6	Street Amenities			
	a) Seating		1	None		a) Seating		2	
	b) Trash Receptacle		1	None		b) Trash Receptacle		2	
7	Transit Stops		0		7	Transit Stops		2	9 bus stops, no shelter / seation
Total					Total				
Bellaire to Beechnut					LEVEL OF TREATMENT				
Predominate Land Use				Residential					
Available Right-of-way				From 5' - 20' Wide					
Median and Width				Widest point - 35'					
Infrastructure									
1	Roadway / Curb		1						
2	Overhead Utility Clutter		0	None					
3	Street Lighting		0	Metal poles					
Total									
Pedestrian Amenities									
4	Sidewalks / Ramps		1						
5	Street Trees		2						
6	Street Amenities								
	a) Seating		2						
	b) Trash Receptacle		2						
7	Transit Stops		2	11 Bus Stops, 1 shelter					
Total									
Beechnut to Bissonnet									
Predominate Land Use				Commercial / Residential					
Available Right-of-way				From 5' - 20' wide					
Median and Width				Widest point - 35'					
Infrastructure									
1	Roadway / Curb		0						
2	Overhead Utility Clutter		2	Wood poles					
3	Street Lighting		1	Wood pole and metal pole					
Total									
Pedestrian Amenities									
4	Sidewalks / Ramps		1						
5	Street Trees		1	Median only					
6	Street Amenities								
	a) Seating		2						
	b) Trash Receptacle		2						
7	Transit Stops		2	8 bus stops, no shelters / seating					
Total									

KIRKWOOD			RANKING	COMMENTS	KIRKWOOD			RANKING	COMMENTS
Dashwood to Bellair					Bissonnet to Spring Grove				
Predominate Land Use				Commercial	Predominate Land Use				Commercial / Residential
Available Right-of-way				From 10' - 38' wide	Available Right-of-way				From 10' - 20' wide
Median and Width				None	Median and Width				Widest point - 35'
Infrastructure					Infrastructure				
1	Roadway / Curb		1		1	Roadway / Curb		1	
2	Overhead Utility Clutter		1	East side, wood pole	2	Overhead Utility Clutter		0	None
3	Street Lighting		1	Wood pole and metal pole	3	Street Lighting		1	Metal pole
Total			3		Total			2	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps		1	
5	Street Trees		2		5	Street Trees		1	
6	Street Amenities				6	Street Amenities			
	a) Seating		1			a) Seating		1	
	b) Trash Receptacle		1			b) Trash Receptacle		1	
7	Transit Stops		1	No bus stops	7	Transit Stops		1	No bus stops
Total			6		Total			5	
Bellaire to Beechnut					LEVEL OF TREATMENT				
Predominate Land Use				Single-Family	LITTLE TO NO TREATMENT				
Available Right-of-way				From 15' - 40' wide	MODERATE TREATMENT				
Median and Width				Widest point - 10'	MAXIMUM TREATMENT				
Infrastructure									
1	Roadway / Curb		1						
2	Overhead Utility Clutter		1	West Side, wood pole					
3	Street Lighting		1	Wood pole and metal pole					
Total			3						
Pedestrian Amenities									
4	Sidewalks / Ramps		1						
5	Street Trees		2	Few in median					
6	Street Amenities								
	a) Seating		1						
	b) Trash Receptacle		1						
7	Transit Stops		1	No bus stops					
Total			6						
Beechnut to Bissonnet									
Predominate Land Use				Single-Family					
Available Right-of-way				From 10' - 20' wide					
Median and Width				Widest point - 35'					
Infrastructure									
1	Roadway / Curb		1						
2	Overhead Utility Clutter		0	None					
3	Street Lighting		1	Metal pole					
Total			2						
Pedestrian Amenities									
4	Sidewalks / Ramps		1						
5	Street Trees		1	In Median					
6	Street Amenities								
	a) Seating		1						
	b) Trash Receptacle		1						
7	Transit Stops		1	No bus stops					
Total			5						

DAIRY ASHFORD			RANKING	COMMENTS	DAIRY ASHFORD			RANKING	COMMENTS
Rodeo Square to Bellair					Beechnut to Bissonne				
	Predominate Land Use			Commercial		Predominate Land Use		Residential	
	Available Right-of-way			From 5' - 15' wide		Available Right-of-way		From 0' - 19' wide	
	Median and Width			Widest point - 30'		Median and Width		Widest point - 35'	
Infrastructure					Infrastructure				
1	Roadway / Curb		1		1	Roadway / Curb		1	
2	Overhead Utility Clutter		1	Wood poles	2	Overhead Utility Clutter		1	
3	Street Lighting		2	Wood poles	3	Street Lighting		1	
	Total		4			Total		3	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		1		4	Sidewalks / Ramps		1	
5	Street Trees		1	Median only	5	Street Trees		2	
6	Street Amenities				6	Street Amenities			
	a) Seating		2			a) Seating		2	
	b) Trash Receptacle		2			b) Trash Receptacle		2	
7	Transit Stops		2	Bus stops no shelter / seating	7	Transit Stops		2	
	Total		8			Total		9	
Bellaire to Beechnut					LEVEL OF TREATMENT				
	Predominate Land Use			Residential					
	Available Right-of-way			From 5' - 40' wide				LITTLE TO NO TREATMENT	
	Median and Width			Widest point - 30'					
Infrastructure								MODERATE TREATMENT	
1	Roadway / Curb		1						
2	Overhead Utility Clutter		1	Wood poles				MAXIMUM TREATMENT	
3	Street Lighting		1	Wood poles and metal poles					
	Total		3						
Pedestrian Amenities									
4	Sidewalks / Ramps		1						
5	Street Trees		2	None					
6	Street Amenities								
	a) Seating		2						
	b) Trash Receptacle		2						
7	Transit Stops		2	10 bus stops, only 1 shelter / seating					
	Total		9						

SYNOTT	RANKING	COMMENTS	SYNOTT	RANKING	COMMENTS
Clarewood to Bellair			Beechnut to Bissonne		
Predominate Land Use		Residential	Predominate Land Use		Residential
Available Right-of-way		From 8' - 55' wide	Available Right-of-way		From 15' - 25' wide
Median and Width		Widest point - 40'	Median and Width		Widest point - 25'
Infrastructure			Infrastructure		
1 Roadway / Curb	1		1 Roadway / Curb	2	No curb along median, four lane traffic
2 Overhead Utility Clutter	2	Wood poles	2 Overhead Utility Clutter	1	East side, wood pole
3 Street Lighting	0	Metal pole	3 Street Lighting	0	Metal pole
Total	3		Total	3	
Pedestrian Amenities			Pedestrian Amenities		
4 Sidewalks / Ramps	2	No sidewalk on portion of West Side	4 Sidewalks / Ramps	2	No sidewalk
5 Street Trees	2		5 Street Trees	2	
6 Street Amenities			6 Street Amenities		
a) Seating	2		a) Seating	2	
b) Trash Receptacle	2		b) Trash Receptacle	2	
7 Transit Stops	0		7 Transit Stops	0	
Total	8		Total	8	
Bellaire to Beechnut			LEVEL OF TREATMENT		
Predominate Land Use		Residential			
Available Right-of-way		From 5' - 25' wide			LITTLE TO NO TREATMENT
Median and Width		Widest point - 40'			
Infrastructure					MODERATE TREATMENT
1 Roadway / Curb	2	No curb, four lane traffic, open ditch on median, & both sides of street			MAXIMUM TREATMENT
2 Overhead Utility Clutter	2	East side, wood pole			
3 Street Lighting	1	Wood poles			
Total	5				
Pedestrian Amenities					
4 Sidewalks / Ramps	2	Majority has no sidewalk			
5 Street Trees	2				
6 Street Amenities					
a) Seating	2				
b) Trash Receptacle	2				
7 Transit Stops	0				
Total	8				

ELDRIDGE	RANKING	COMMENTS	ELDRIDGE	RANKING	COMMENTS
Clarewood to Bellair			Beechnut to Bissonne		
Predominate Land Use		Residential	Predominate Land Use		Residential
Available Right-of-way		10'~12'	Available Right-of-way		10'~15'
Median and Width		Widest is 30'	Median and Width		Widest is 35'
Infrastructure			Infrastructure		
1 Roadway / Curb	1		1 Roadway / Curb	1	
2 Overhead Utility Clutter	1	Wood poles	2 Overhead Utility Clutter	0	Metal pole
3 Street Lighting	2		3 Street Lighting	0	Street lights with metal pole on both sides
Total	4		Total	1	
Pedestrian Amenities			Pedestrian Amenities		
4 Sidewalks / Ramps	2		4 Sidewalks / Ramps	2	
5 Street Trees	2	Trees in median, no street trees	5 Street Trees	2	No trees at neither median and street
6 Street Amenities			6 Street Amenities		
a) Seating	2		a) Seating	2	
b) Trash Receptacle	2		b) Trash Receptacle	2	
7 Transit Stops	0		7 Transit Stops	0	
Total	8		Total	8	
Bellaire to Beechnut			LEVEL OF TREATMENT		
Predominate Land Use		Residential			
Available Right-of-way		10'~15'			LITTLE TO NO TREATMENT
Median and Width		Widest is 32'			
Infrastructure					MODERATE TREATMENT
1 Roadway / Curb	1				
2 Overhead Utility Clutter	2	Wood poles			MAXIMUM TREATMENT
3 Street Lighting	2	No street lights			
Total	5				
Pedestrian Amenities					
4 Sidewalks / Ramps	2				
5 Street Trees	2	Only Crepmytle in median, no street trees			
6 Street Amenities					
a) Seating	2				
b) Trash Receptacle	2				
7 Transit Stops	0				
Total	8				

SUGARLAND HOWELL			RANKING	COMMENTS	SUGARLAND HOWELL			RANKING	COMMENTS
Westpark Toll Rd. to Bellaire					Beechnut to Bissonne				
Predominate Land Use				Residential	Predominate Land Use				Residential
Available Right-of-way				10'~35'	Available Right-of-way				10'~30'
Median and Width				none	Median and Width				No median, only at intersections
Infrastructure					Infrastructure				
1	Roadway / Curb		1	Four lane traffic	1	Roadway / Curb	2	No curb, open ditch on both sides of street, & two lane traffic	
2	Overhead Utility Clutter		2	Wood poles	2	Overhead Utility Clutter	2	Wood poles	
3	Street Lighting		2	No street lights	3	Street Lighting	2	No street lights	
Total			5		Total			6	
Pedestrian Amenities					Pedestrian Amenities				
4	Sidewalks / Ramps		2	No sidewalks	4	Sidewalks / Ramps	2	No sidewalks	
5	Street Trees		2	No street trees	5	Street Trees	2	No street trees	
6	Street Amenities				6	Street Amenities			
	a) Seating		2			a) Seating	2		
	b) Trash Receptacle		2			b) Trash Receptacle	2		
7	Transit Stops		0		7	Transit Stops	0		
Total			8		Total			8	
Bellaire to Beechnut					LEVEL OF TREATMENT				
Predominate Land Use				Residential		LITTLE TO NO TREATMENT			
Available Right-of-way				10'~50'		MODERATE TREATMENT			
Median and Width				none		MAXIMUM TREATMENT			
Infrastructure									
1	Roadway / Curb		1	Four lane traffic					
2	Overhead Utility Clutter		2	Wood poles					
3	Street Lighting		2	No street lights					
Total			5						
Pedestrian Amenities									
4	Sidewalks / Ramps		2	Sidewalk on east of Sugarland Howell					
5	Street Trees		2	No trees neither in median and street					
6	Street Amenities								
	a) Seating		2						
	b) Trash Receptacle		2						
7	Transit Stops		0						
Total			8						

CRITERIA		COMMENTS
A	Sand Canyon Park (COH)	SEE PICTURES
	SIZE	
	LOCATION AND ACCESS	
	a) Centrally located within neighborhood	yes
	b) Is park adjacent to major thoroughfare	no
	c) Adjacent residence front or side loaded	no
	Parking	
	a) Steetside or curbside	no
	b) Streets not curbed or guttered	yes
	Recreational Facilities	
	a) Playground	
	b) Swing Set	
	c) Water Park	
	d) Sports Field(s)	yes
	e) Basketball Pavilion	
	f) Swimming Pool	
	g) Community Center	
	h) Restrooms	
	Site Amenities	
	a) Picnic Shelter	
	b) Benches	
	c) Trails	
	d) Drinking Fountain	
	e) Security Lights	
	f) Passive Open Space	
	Future Development	

CRITERIA		COMMENTS
B	Hackberry Park (COH)	SEE PICTURES
	SIZE	
	LOCATION AND ACCESS	
	a) Centrally located within neighborhood	yes
	b) Is park adjacent to major thoroughfare	
	c) Adjacent residence front or side loaded	yes
	Parking	
	a) Steetside or curbside	
	b) Streets not curbed or guttered	
		off street parking for community center
	Recreational Facilities	
	a) Playground	yes
	b) Swing Set	yes
	c) Water Park	
	d) Sports Field(s)	
	e) Basketball Pavilion	
	f) Swimming Pool	
	g) Community Center	yes
	h) Restrooms	
	Site Amenities	
	a) Picnic Shelter	
	b) Benches	yes
	c) Trails	yes
	d) Drinking Fountain	
	e) Security Lights	
	f) Passive Open Space	yes
	Future Development	

CRITERIA		COMMENTS
C	Alief Community Park (COH)	SEE PICTURES
	SIZE	
	LOCATION AND ACCESS	
	a) Centrally located within neighborhood	
	b) Is park adjacent to major thoroughfare	
	c) Adjacent residence front or side loaded	
	Parking	
	a) Steetside or curbside	off street parking
	b) Streets not curbed or guttered	
	Recreational Facilities	
	a) Playground	(2) playgrounds
	b) Swing Set	
	c) Water Park	
	d) Sports Field(s)	
	e) Basketball Pavilion	
	f) Swimming Pool	
	g) Community Center	
	h) Restrooms	
	Site Amenities	
	a) Picnic Shelter	yes
	b) Benches	yes
	c) Trails	no
	d) Drinking Fountain	yes
	e) Security Lights	no
	f) Passive Open Space	yes
	Future Development	

CRITERIA		COMMENTS
D	Boone Road Park (COH)	SEE PICTURES
	SIZE	
	LOCATION AND ACCESS	
	a) Centrally located within neighborhood	yes
	b) Is park adjacent to major thoroughfare	no
	c) Adjacent residence front or side loaded	yes
		the park is next to Boone Rd.
	Parking	
	a) Steetside or curbside	yes
	b) Streets not curbed or guttered	no
		with curb
	Recreational Facilities	
	a) Playground	yes
	b) Swing Set	yes
	c) Water Park	no
	d) Sports Field(s)	yes
	e) Basketball Pavilion	no
	f) Swimming Pool	no
	g) Community Center	no
	h) Restrooms	no
	Site Amenities	
	a) Picnic Shelter	yes
	b) Benches	yes
	c) Trails	yes
	d) Drinking Fountain	yes
	e) Security Lights	no
	f) Passive Open Space	yes
	Future Development	

CRITERIA		COMMENTS
E	Arthur Storey Park (Harris County-Precinct 3)	SEE PICTURES
	SIZE	
	LOCATION AND ACCESS	
	a) Centrally located within neighborhood	no
	b) Is park adjacent to major thoroughfare	yes at the corner of Beltway 8 and Bellaire
	c) Adjacent residence front or side loaded	yes
	Parking	
	a) Steetside or curbside	yes it is next to Beltway 8
	b) Streets not curbed or guttered	yes
	Recreational Facilities	
	a) Playground	yes
	b) Swing Set	yes (3) sets
	c) Water Park	no
	d) Sports Field(s)	no
	e) Basketball Pavilion	no
	f) Swimming Pool	no
	g) Community Center	yes
	h) Restrooms	yes
	Site Amenities	
	a) Picnic Shelter	yes
	b) Benches	yes
	c) Trails	yes some areas of the trail have railing for protection
	d) Drinking Fountain	yes
	e) Security Lights	yes
	f) Passive Open Space	yes
	Future Development	

CRITERIA		COMMENTS
1 O'Donnell Middle School		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>	no	
<i>Are there any sidewalks connecting to school</i>		
<i>Are the sidewalk in good condition</i>		
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>		
Recreational Facilities		
<i>Baseball Field</i>	yes	
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>		
<i>Basketball Pavilion</i>		
<i>Tennis Courts</i>	yes	tennis courts in bad condition
Play Area		
<i>Playground</i>		
<i>Swing Set</i>		
<i>Trail</i>		
2 Hearne Elementary School		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		
<i>Baseball Field</i>		
<i>Soccer Field</i>		
<i>Basketball Courts</i>		
<i>Basketball Pavilion</i>		
<i>Tennis Courts</i>		
Play Area		
<i>Playground</i>	yes	
<i>Swing Set</i>	yes	
<i>Trail</i>		

CRITERIA		COMMENTS
3 Taylor High School		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>	yes	
<i>Are there any sidewalks connecting to school</i>	yes	the sidewalks are to Bellaire
<i>Are the sidewalk in good condition</i>		
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>		
Recreational Facilities		
<i>Baseball Field</i>		
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>		
<i>Basketball Pavilion</i>	yes	
<i>Tennis Courts</i>	yes	
<i>Football Field</i>	yes	
Play Area		
<i>Playground</i>		
<i>Swing Set</i>		
<i>Trail</i>		
<i>Gym</i>	yes	
4 Kerr High School		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>	yes	
<i>Are there any sidewalks connecting to school</i>	no	the sidewalk is on both Beechnut and Sugarland-Howell
<i>Are the sidewalk in good condition</i>		
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>		
Recreational Facilities		
<i>Baseball Field</i>	yes	
<i>Soccer Field</i>		
<i>Basketball Courts</i>	yes	
<i>Basketball Pavilion</i>		
<i>Tennis Courts</i>	yes	
Play Area		
<i>Playground</i>		
<i>Swing Set</i>		
<i>Trail</i>		

CRITERIA		COMMENTS
5	Hicks Elementary School	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	yes
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	yes
	<i>Soccer Field</i>	
	<i>Basketball Courts</i>	
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	
	Play Area	
	<i>Playground</i>	yes
	<i>Swing Set</i>	yes
	<i>Trail</i>	
6	Killough Middle School	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	no
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	no
	Recreational Facilities	
	<i>Baseball Field</i>	
	<i>Soccer Field / Football Field</i>	yes
	<i>Basketball Courts</i>	yes
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	yes
	<i>Track</i>	yes
	Play Area	
	<i>Playground</i>	
	<i>Swing Set</i>	
	<i>Trail</i>	

CRITERIA		COMMENTS
7	Liestman Elementary School	SEE PICTURES
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	no
	Recreational Facilities	
	<i>Baseball Field</i>	
	<i>Soccer Field</i>	
	<i>Basketball Courts</i>	
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	
	Play Area	SPARK
	<i>Playground</i>	yes
	<i>Swing Set</i>	
	<i>Trail</i>	yes
8	Elsik 9th Grade Center	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	no
	<i>Are there any sidewalks connecting to school</i>	no
	<i>Are the sidewalk in good condition</i>	yes/no
	<i>Is there a drop-off area</i>	no
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	yes
	<i>Soccer Field</i>	yes
	<i>Basketball Courts</i>	no
	<i>Basketball Pavilion</i>	no
	<i>Tennis Courts</i>	no
	Play Area	GYMNASIUM BUILDING
	<i>Playground</i>	no
	<i>Swing Set</i>	no
	<i>Trail</i>	no

CRITERIA		COMMENTS
9 Hastings 9th Grade Center		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		GYMNASIUM BUILDING
<i>Baseball Field</i>	no	
<i>Soccer Field</i>	no	
<i>Basketball Courts</i>	no	
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		
<i>Playground</i>	no	
<i>Swing Set</i>	no	
<i>Trail</i>	no	
10 Alexander Elementary School		SEE PICTURES
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>	yes	
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes/no	sidewalk is in fair condition
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	no	
Recreational Facilities		
<i>Baseball Field</i>	yes	
<i>Soccer Field</i>		
<i>Basketball Courts</i>		
<i>Basketball Pavilion</i>		
<i>Tennis Courts</i>		
Play Area		SPARK
<i>Playground</i>	yes	
<i>Swing Set</i>	yes	
<i>Trail</i>	yes	
<i>Picnic Shelter</i>	yes	

CRITERIA		COMMENTS
11 Youngblood I.M.		SEE PICTURES
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		
<i>Baseball Field</i>	no	
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>	yes	
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		
<i>Playground</i>	no	
<i>Swing Set</i>	no	
<i>Trail</i>	no	
12 Alief ALC		
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		
<i>Baseball Field</i>		
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>	no	
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		
<i>Playground</i>	yes	(2) playgrounds: (1) 2-5 and (1) 5-12
<i>Swing Set</i>	no	
<i>Trail</i>	no	

CRITERIA		COMMENTS
13	Martin Elementary School	
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	no	the main sign to the school is damaged
Recreational Facilities		
<i>Baseball Field</i>	no	
<i>Soccer Field</i>	no	
<i>Basketball Courts</i>	yes	basketball court is open to the neighborhood
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		
<i>Playground</i>	yes	the play area is open to the neighborhood
<i>Swing Set</i>	yes	
<i>Trail</i>	no	
14	Owens I.M.	SEE PICTURES
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	certain areas of the sidewalk are buckling
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		
<i>Baseball Field</i>	no	
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>	no	
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		
<i>Playground</i>	no	
<i>Swing Set</i>	no	
<i>Trail</i>	no	

CRITERIA		COMMENTS
15	Chambers Elementary School	SEE PICTURES
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes	
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	yes	
Recreational Facilities		
<i>Baseball Field</i>	no	
<i>Soccer Field</i>	yes	
<i>Basketball Courts</i>	no	
<i>Basketball Pavilion</i>	no	
<i>Tennis Courts</i>	no	
Play Area		SPARK
<i>Playground</i>	yes	(3) playgrounds
<i>Swing Set</i>	yes	
<i>Trail</i>	yes	it is an asphalt trail around play area
16	Mildred Rickard Landis Elementary School	SEE PICTURES
Sidewalk & Access		
<i>Is school adjacent to major thoroughfare</i>		
<i>Are there any sidewalks connecting to school</i>	yes	
<i>Are the sidewalk in good condition</i>	yes/no	the sidewalk is in fair condition
<i>Is there a drop-off area</i>	yes	
<i>Are the school signs adequate</i>	no	
Recreational Facilities		
<i>Baseball Field</i>		
<i>Soccer Field</i>		
<i>Basketball Courts</i>	yes	
<i>Basketball Pavilion</i>		
<i>Tennis Courts</i>		
Play Area		SPARK
<i>Playground</i>	yes	
<i>Swing Set</i>		
<i>Trail</i>		

CRITERIA		COMMENTS
17	Boone Elementary School	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	
	<i>Soccer Field</i>	yes
	<i>Basketball Courts</i>	
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	
	Play Area	
	<i>Playground</i>	yes (2) playgrounds
	<i>Swing Set</i>	yes
	<i>Trail</i>	
	18 Olle Middle School	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	no
	<i>Soccer Field</i>	yes
	<i>Basketball Courts</i>	no
	<i>Basketball Pavilion</i>	no
	<i>Tennis Courts</i>	yes
	Play Area	
	<i>Playground</i>	no
	<i>Swing Set</i>	no
	<i>Trail</i>	no
	<i>Track</i>	yes the asphalt track is shared with the recreational facilities

CRITERIA		COMMENTS
19	Cummings Elementary School	SEE PICTURES
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	no
	<i>Soccer Field</i>	no
	<i>Basketball Courts</i>	no
	<i>Basketball Pavilion</i>	no
	<i>Tennis Courts</i>	no
	Play Area	
	<i>Playground</i>	yes (4) playgrounds: (1) 2-5, (1) 2-5 inclosed by a brick wall, and (2) 5-12
	<i>Swing Set</i>	yes
	<i>Trail</i>	no
	20 Smith Elementary School	SEE PICTURES
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	no
	<i>Are there any sidewalks connecting to school</i>	yes
	<i>Are the sidewalk in good condition</i>	no
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	
	Recreational Facilities	
	<i>Baseball Field</i>	
	<i>Soccer Field</i>	
	<i>Basketball Courts</i>	
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	
	Play Area	SPARK
	<i>Playground</i>	no
	<i>Swing Set</i>	no
	<i>Trail</i>	
	<i>Picnic Shelter</i>	yes

CRITERIA		COMMENTS
21	Klantzman I.M.	
	Sidewalk & Access	
	<i>Is school adjacent to major thoroughfare</i>	no
	<i>Are there any sidewalks connecting to school</i>	yes but no sidewalk on the residential side
	<i>Are the sidewalk in good condition</i>	yes
	<i>Is there a drop-off area</i>	yes
	<i>Are the school signs adequate</i>	yes
	Recreational Facilities	
	<i>Baseball Field</i>	no
	<i>Soccer Field</i>	no
	<i>Basketball Courts</i>	no
	<i>Basketball Pavilion</i>	
	<i>Tennis Courts</i>	
	Play Area	
	<i>Playground</i>	no
	<i>Swing Set</i>	
	<i>Trail</i>	

APPENDIX 'B'
ENVIRONMENTAL DESIGN PROJECT COSTS

Cost Summary								
CORRIDORS	BELTWAY 8	SIDEWALKS & RAMPS	SETBACK LANDSCAPING	MEDIAN LANDSCAPING	BRIDGE	BUS SHELTER STOP	WAYFINDING SIGNAGE *	SUBTOTAL
Grand Total	\$1,274,600.00	\$3,419,910.00	\$609,500.00	\$7,859,100.00	\$333,100.00	\$1,397,400.00	\$471,000.00	\$14,090,010.00
BELLAIRE	\$366,100.00	\$882,900.00	\$0.00	\$1,606,950.00	\$0.00	\$468,000.00	\$98,250.00	\$3,056,100.00
BEECHNUT	\$421,900.00	\$650,100.00	\$0.00	\$1,176,000.00	\$0.00	\$481,500.00	\$193,000.00	\$2,500,600.00
BISSONNET	\$486,600.00	\$789,600.00	\$0.00	\$1,529,850.00	\$0.00	\$447,900.00	\$54,500.00	\$2,821,850.00
WILCREST		\$0.00	\$0.00	\$1,615,800.00	\$68,600.00	\$0.00	\$0.00	\$1,684,400.00
KIRKWOOD		\$0.00	\$0.00	\$465,000.00	\$68,600.00	\$0.00	\$0.00	\$533,600.00
DAIRY ASHFORD		\$0.00	\$0.00	\$661,500.00	\$62,000.00	\$0.00	\$0.00	\$723,500.00
SYNOTT		\$540,600.00	\$300,500.00	\$0.00	\$65,300.00	\$0.00	\$0.00	\$906,400.00
ELDRIDGE		\$0.00	\$0.00	\$706,500.00	\$34,300.00	\$0.00	\$0.00	\$740,800.00
SUGARLAND HOWELL		\$556,710.00	\$309,000.00	\$30,000.00	\$34,300.00	\$0.00	\$0.00	\$930,010.00
WEST BELLFORT		\$0.00	\$0.00	\$67,500.00	\$0.00	\$0.00	\$13,500.00	\$81,000.00
WESTPARK TOLLWAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$44,250.00	\$44,250.00
BELTWAY 8 FRONTAGE		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00
HWY. 59		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22,500.00	\$22,500.00
TRAIL		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00
<i>* N.I.C. Easement Acquisition and Security Box</i>								
SUBTOTAL	\$1,274,600.00	\$3,419,910.00	\$609,500.00	\$7,859,100.00	\$333,100.00	\$1,397,400.00	\$471,000.00	\$14,090,010.00
ENGINEERING FEE (15%)	\$191,190.00	\$512,986.50	\$91,425.00	\$1,178,865.00	\$49,965.00	\$209,610.00	\$70,650.00	\$2,113,501.50
TOTAL WI/SOFT COST	\$1,465,790.00	\$3,932,896.50	\$700,925.00	\$9,037,965.00	\$383,065.00	\$1,607,010.00	\$541,650.00	\$16,203,511.50

OTHER ITEMS NOT INCLUDED ABOVE:

TRAIL IMPROVEMENTS	\$2,418,620.00
SAND CANYON PARK	\$5,000,000.00

BELLAIRE	\$244,850.00	\$104,450.00	\$349,100.00	\$271,400.00	\$374,300.00	\$500,400.00	\$382,100.00	\$415,600.00	\$413,900.00	\$3,056,100.00
Enhancement	Brays Bayou to Wilcrest	Wilcrest to Boone	Boone to Kirkwood	Kirkwood to Cook	Cook to Dairy Ashford	Dairy Ashford to Synott	Synott to Eldridge	Eldridge to Sugarland Howell	Sugarland Howell to HWY 6	Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00	\$156,000.00	\$184,800.00	\$169,800.00	\$196,500.00	\$175,800.00	\$882,900.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Median Landscape	\$115,500.00	\$63,450.00	\$262,500.00	\$189,000.00	\$189,000.00	\$262,500.00	\$178,500.00	\$157,500.00	\$189,000.00	\$1,606,950.00
Bridge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bus Shelter & Stop	\$125,100.00	\$36,000.00	\$72,600.00	\$71,400.00	\$18,300.00	\$36,600.00	\$18,300.00	\$53,100.00	\$36,600.00	\$468,000.00
Signage	\$4,250.00	\$5,000.00	\$14,000.00	\$11,000.00	\$11,000.00	\$16,500.00	\$15,500.00	\$8,500.00	\$12,500.00	\$98,250.00
BEECHNUT	\$280,600.00	\$89,000.00	\$290,500.00	\$87,800.00	\$133,100.00	\$264,400.00	\$359,500.00	\$574,100.00	\$421,600.00	\$2,500,600.00
Enhancement	Beltway 8 to Wilcrest	Wilcrest to Boone	Boone to Kirkwood	Kirkwood to Cook	Cook to Dairy Ashford	Dairy Ashford to Synott	Synott to Eldridge	Eldridge to Sugarland Howell	Sugarland Howell to HWY 6	Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$93,900.00	\$150,000.00	\$231,600.00	\$174,600.00	\$650,100.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Median Landscape	\$94,500.00	\$42,000.00	\$105,000.00	\$0.00	\$63,000.00	\$147,000.00	\$189,000.00	\$315,000.00	\$220,500.00	\$1,176,000.00
Bridge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bus Shelter & Stop	\$161,100.00	\$36,000.00	\$160,500.00	\$70,800.00	\$53,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$481,500.00
Signage	\$25,000.00	\$11,000.00	\$25,000.00	\$17,000.00	\$17,000.00	\$23,500.00	\$20,500.00	\$27,500.00	\$26,500.00	\$193,000.00
BISSONNET	\$283,700.00	\$143,750.00	\$257,000.00	\$296,750.00	\$266,000.00	\$369,550.00	\$255,700.00	\$490,100.00	\$459,300.00	\$2,821,850.00
Enhancement	Beltway 8 to Wilcrest	Wilcrest to Boone	Boone to Kirkwood	Kirkwood to Cook	Cook to Dairy Ashford	Dairy Ashford to Synott	Synott to Eldridge	Eldridge to Sugarland Howell	Sugarland Howell to HWY 6	Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$226,500.00	\$163,200.00	\$201,600.00	\$198,300.00	\$789,600.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Median Landscape	\$189,000.00	\$103,500.00	\$180,000.00	\$220,500.00	\$189,000.00	\$28,350.00	\$84,000.00	\$283,500.00	\$252,000.00	\$1,529,850.00
Bridge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bus Shelter & Stop	\$89,700.00	\$36,000.00	\$72,000.00	\$72,000.00	\$72,000.00	\$106,200.00	\$0.00	\$0.00	\$0.00	\$447,900.00
Signage	\$5,000.00	\$4,250.00	\$5,000.00	\$4,250.00	\$5,000.00	\$8,500.00	\$8,500.00	\$5,000.00	\$9,000.00	\$54,500.00
WILCREST	\$63,000.00	\$492,100.00	\$349,300.00	\$780,000.00						\$1,684,400.00
Enhancement	Brays Bayou to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet	Bissonnet to W. Belfort						Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Median Landscape	\$63,000.00	\$457,800.00	\$315,000.00	\$780,000.00						\$1,615,800.00
Bridge	\$0.00	\$34,300.00	\$34,300.00	\$0.00						\$68,600.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Signage	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
KIRKWOOD	\$15,000.00	\$184,300.00	\$184,300.00	\$150,000.00						\$533,600.00
Enhancement	Dashwood to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet	Bissonnet to Spring Grove						Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Median Landscape	\$15,000.00	\$150,000.00	\$150,000.00	\$150,000.00						\$465,000.00
Bridge	\$0.00	\$34,300.00	\$34,300.00	\$0.00						\$68,600.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
Signage	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00
DAIRY ASHFORD	\$84,000.00	\$325,000.00	\$314,500.00						\$723,500.00	
Enhancement	Rodeo Square to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet						Subtotal	
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00						\$0.00	
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00						\$0.00	
Median Landscape	\$84,000.00	\$294,000.00	\$283,500.00						\$661,500.00	
Bridge	\$0.00	\$31,000.00	\$31,000.00						\$62,000.00	
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00						\$0.00	
Signage	\$0.00	\$0.00	\$0.00						\$0.00	

SYNOTT	\$107,500.00	\$523,200.00	\$275,700.00							\$906,400.00
	Rodeo Square to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet							Subtotal
Sidewalks/Ramps (5'-0" wide)	\$69,000.00	\$314,400.00	\$157,200.00							\$540,600.00
Setback Landscape (Street Tree)	\$38,500.00	\$174,500.00	\$87,500.00							\$300,500.00
Median Landscape	\$0.00	\$0.00	\$0.00							\$0.00
Bridge	\$0.00	\$34,300.00	\$31,000.00							\$65,300.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00							\$0.00
Signage	\$0.00	\$0.00	\$0.00							\$0.00
ELDRIDGE	\$126,000.00	\$443,800.00	\$171,000.00							\$740,800.00
	Clarewood to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet							Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00							\$0.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00							\$0.00
Median Landscape	\$126,000.00	\$409,500.00	\$171,000.00							\$706,500.00
Bridge	\$0.00	\$34,300.00	\$0.00							\$34,300.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00							\$0.00
Signage	\$0.00	\$0.00	\$0.00							\$0.00
SUGARLAND HOWELL	\$245,060.00	\$515,800.00	\$169,150.00							\$930,010.00
	Westpark Tollway to Bellaire	Bellaire to Beechnut	Beechnut to Bissonnet							Subtotal
Sidewalks/Ramps (5'-0" wide)	\$157,560.00	\$300,000.00	\$99,150.00							\$556,710.00
Setback Landscape (Street Tree)	\$87,500.00	\$166,500.00	\$55,000.00							\$309,000.00
Median Landscape	\$0.00	\$15,000.00	\$15,000.00							\$30,000.00
Bridge	\$0.00	\$34,300.00	\$0.00							\$34,300.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00							\$0.00
Signage	\$0.00	\$0.00	\$0.00							\$0.00
WESTPARK	\$0.00	\$9,000.00	\$750.00	\$8,250.00	\$750.00	\$8,250.00	\$750.00	\$8,250.00	\$8,250.00	\$44,250.00
	Beltway 8 to Wilcrest	Wilcrest to Boone	Boone to Kirkwood	Kirkwood to Cook	Cook to Dairy Ashford	Dairy Ashford to Synott	Synott to Eldridge	Eldrige to Sugarland Howell	Sugarland Howell to HWY 6	Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Setback Landscape (Street Tree)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Median Landscape	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bridge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bus Shelter & Stop	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Signage	\$0.00	\$9,000.00	\$750.00	\$8,250.00	\$750.00	\$8,250.00	\$750.00	\$8,250.00	\$8,250.00	\$44,250.00
W. BELLFORT	\$26,750.00	\$54,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$81,000.00
	HWY. 59 to Wilcrest	Wilcrest to Kirkwood								Subtotal
Sidewalks/Ramps (5'-0" wide)	\$0.00	\$0.00								\$0.00
Setback Landscape (Street Tree)	\$0.00	\$0.00								\$0.00
Median Landscape	\$22,500.00	\$45,000.00								\$67,500.00
Bridge	\$0.00	\$0.00								\$0.00
Bus Shelter & Stop	\$0.00	\$0.00								\$0.00
Signage	\$4,250.00	\$9,250.00								\$13,500.00

BELLAIRE CORRIDOR							\$3,056,100.00
Enhancement	Quantity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Brays Bayou to Wilcrest							\$244,850.00
Sidewalks/Ramps (5'-0" wide)	8250	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	275	EA	0.0	\$500.00			\$0.00
Median Landscape	7700	SF	1.0	\$15.00			\$115,500.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$125,100.00
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	5	EA	1.0	\$17,700.00	\$88,500.00		
Signage							\$4,250.00
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Wilcrest to Boone							\$104,450.00
Sidewalks/Ramps (5'-0" wide)	2500	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	84	EA	0.0	\$500.00			\$0.00
Median Landscape	4230	SF	1.0	\$15.00			\$63,450.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$36,000.00
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	1	EA	1.0	\$17,700.00	\$17,700.00		
Signage							\$5,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Boone to Kirkwood							\$349,100.00
Sidewalks/Ramps (5'-0" wide)	7760	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	259	EA	0.0	\$500.00			\$0.00
Median Landscape	17500	SF	1.0	\$15.00			\$262,500.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$72,600.00
Bus Shelter	3	EA	1.0	\$18,300.00	\$54,900.00		
Bus Stop	1	EA	1.0	\$17,700.00	\$17,700.00		
Signage							\$14,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	9	EA	1.0	\$1,000.00	\$9,000.00		

BELLAIRE CORRIDOR							\$3,056,100.00
Enhancement	Quantity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Kirkwood to Cook							\$271,400.00
Sidewalks/Ramps (5'-0" wide)	5000	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	167	EA	0.0	\$500.00			\$0.00
Median Landscape	12600	SF	1.0	\$15.00			\$189,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$71,400.00
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	3	EA	1.0	\$17,700.00	\$53,100.00		
Signage							\$11,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	6	EA	1.0	\$1,000.00	\$6,000.00		
Cook to Dairy Ashford							\$374,300.00
Sidewalks/Ramps (5'-0" wide)	5200	LF	1.0	\$30.00			\$156,000.00
Setback Landscape (Street Tree)	174	EA	0.0	\$500.00			\$0.00
Median Landscape	12600	SF	1.0	\$15.00			\$189,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$18,300.00
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	3	EA	1.0	\$17,700.00	\$0.00		
Signage							\$11,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	6	EA	1.0	\$1,000.00	\$6,000.00		
Dairy Ashford to Synott							\$500,400.00
Sidewalks/Ramps (5'-0" wide)	6160	LF	1.0	\$30.00			\$184,800.00
Setback Landscape (Street Tree)	206	EA	0.0	\$500.00			\$0.00
Median Landscape	17500	SF	1.0	\$15.00			\$262,500.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$36,600.00
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	1	EA	1.0	\$17,700.00	\$0.00		
Signage							\$16,500.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditsict ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	8	EA	1.0	\$1,000.00	\$8,000.00		

BELLAIRE CORRIDOR							\$3,056,100.00
Enhancement	Qanity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Synott to Eldridge							\$382,100.00
Sidewalks/Ramps (5'-0" wide)	5660	LF	1.0	\$30.00		\$169,800.00	
Setback Landscape (Street Tree)	189	EA	0.0	\$500.00		\$0.00	
Median Landscape	11900	SF	1.0	\$15.00		\$178,500.00	
Bridge			1.0			\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA		\$34,300.00	\$0.00		
Bus Shelter & Stop			1.0			\$18,300.00	
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	5	EA		\$17,700.00	\$0.00		
Signage						\$15,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	7	EA	1.0	\$1,000.00	\$7,000.00		
Eldridge to Sugarland Howell							\$415,600.00
Sidewalks/Ramps (5'-0" wide)	6550	LF	1.0	\$30.00		\$196,500.00	
Setback Landscape (Street Tree)	218	EA	0.0	\$500.00		\$0.00	
Median Landscape	10500	SF	1.0	\$15.00		\$157,500.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$53,100.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	3	EA	1.0	\$17,700.00	\$53,100.00		
Signage						\$8,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Sugarland Howell to HWY. 6							\$413,900.00
Sidewalks/Ramps (5'-0" wide)	5860	LF	1.0	\$30.00		\$175,800.00	
Setback Landscape (Street Tree)	195	EA	0.0	\$500.00		\$0.00	
Median Landscape	12600	SF	1.0	\$15.00		\$189,000.00	
Bridge			1.0			\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA		\$34,300.00	\$0.00		
Bus Shelter & Stop			1.0			\$36,600.00	
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	1	EA		\$17,700.00	\$0.00		
Signage			1.0			\$12,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

BEECHNUT CORRIDOR							\$2,500,600.00
Enhancement	Qanity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Beltway 8 to Wilcrest							\$280,600.00
Sidewalks/Ramps (5'-0" wide)	1530	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	251	EA	0.0	\$500.00			\$0.00
Median Landscape	6300	SF	1.0	\$15.00			\$94,500.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$161,100.00
Bus Shelter	3	EA	1.0	\$18,300.00	\$54,900.00		
Bus Stop	6	EA	1.0	\$17,700.00	\$106,200.00		
Signage							\$25,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	20	EA	1.0	\$1,000.00	\$20,000.00		
Wilcrest to Boone							\$89,000.00
Sidewalks/Ramps (5'-0" wide)	2690	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	90	EA	0.0	\$500.00			\$0.00
Median Landscape	2800	SF	1.0	\$15.00			\$42,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$36,000.00
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	1	EA	1.0	\$17,700.00	\$17,700.00		
Signage							\$11,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	6	EA	1.0	\$1,000.00	\$6,000.00		
Boone to Kirkwood							\$290,500.00
Sidewalks/Ramps (5'-0" wide)	8040	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	268	EA	0.0	\$500.00			\$0.00
Median Landscape	7000	SF	1.0	\$15.00			\$105,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$160,500.00
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	7	EA	1.0	\$17,700.00	\$123,900.00		
Signage							\$25,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	20	EA	1.0	\$1,000.00	\$20,000.00		

BEECHNUT CORRIDOR							\$2,500,600.00
Enhancement	Qanity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Kirkwood to Cook							\$87,800.00
Sidewalks/Ramps (5'-0" wide)	5000	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	170	EA	0.0	\$500.00			\$0.00
Median Landscape	0	SF	1.0	\$15.00			\$0.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$70,800.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	4	EA	1.0	\$17,700.00	\$70,800.00		
Signage							\$17,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	12	EA	1.0	\$1,000.00	\$12,000.00		
Cook to Dairy Ashford							\$133,100.00
Sidewalks/Ramps (5'-0" wide)	5165	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	173	EA	0.0	\$500.00			\$0.00
Median Landscape	4200	SF	1.0	\$15.00			\$63,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$53,100.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	3	EA	1.0	\$17,700.00	\$53,100.00		
Signage							\$17,000.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	12	EA	1.0	\$1,000.00	\$12,000.00		
Dairy Ashford to Synott							\$264,400.00
Sidewalks/Ramps (5'-0" wide)	6260	LF	0.5	\$30.00			\$93,900.00
Setback Landscape (Street Tree)	209	EA	0.0	\$500.00			\$0.00
Median Landscape	9800	SF	1.0	\$15.00			\$147,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$23,500.00
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	15	EA	1.0	\$1,000.00	\$15,000.00		

BEECHNUT CORRIDOR							\$2,500,600.00
Enhancement	Quantity	Cond. Factor	Cond. Factor	Unit Cost	Subtotal	Total	
Synott to Eldridge							\$359,500.00
Sidewalks/Ramps (5'-0" wide)	5000	LF	1.0	\$30.00		\$150,000.00	
Setback Landscape (Street Tree)	167	EA	0.0	\$500.00		\$0.00	
Median Landscape	12600	SF	1.0	\$15.00		\$189,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$20,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	12	EA	1.0	\$1,000.00	\$12,000.00		
Eldridge to Sugarland Howell							\$574,100.00
Sidewalks/Ramps (5'-0" wide)	7720	LF	1.0	\$30.00		\$231,600.00	
Setback Landscape (Street Tree)	258	EA	0.0	\$500.00		\$0.00	
Median Landscape	21000	SF	1.0	\$15.00		\$315,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$27,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	19	EA	1.0	\$1,000.00	\$19,000.00		
Sugarland Howell to HWY. 6							\$421,600.00
Sidewalks/Ramps (5'-0" wide)	5820	LF	1.0	\$30.00		\$174,600.00	
Setback Landscape (Street Tree)	194	EA	0.0	\$500.00		\$0.00	
Median Landscape	14700	SF	1.0	\$15.00		\$220,500.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$26,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	14	EA	1.0	\$1,000.00	\$14,000.00		

BISSONNET CORRIDOR							\$2,821,850
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Beltway 8 to Wilcrest							\$283,700.00
Sidewalks/Ramps (5'-0" wide)	7080	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	236	EA	0.0	\$500.00		\$0.00	
Median Landscape	12600	SF	1.0	\$15.00		\$189,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$89,700.00	
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	3	EA	1.0	\$17,700.00	\$53,100.00		
Signage						\$5,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Wilcrest to Boone							\$143,750.00
Sidewalks/Ramps (5'-0" wide)	2500	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	84	EA	0.0	\$500.00		\$0.00	
Median Landscape	6900	SF	1.0	\$15.00		\$103,500.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$36,000.00	
Bus Shelter	1	EA	1.0	\$18,300.00	\$18,300.00		
Bus Stop	1	EA	1.0	\$17,700.00	\$17,700.00		
Signage						\$4,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Boone to Kirkwood							\$257,000.00
Sidewalks/Ramps (5'-0" wide)	95200	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	317	EA	0.0	\$500.00		\$0.00	
Median Landscape	12000	SF	1.0	\$15.00		\$180,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$72,000.00	
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	2	EA	1.0	\$17,700.00	\$35,400.00		
Signage						\$5,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

BISSONNET CORRIDOR							\$2,821,850
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Kirkwood to Cook							\$296,750.00
Sidewalks/Ramps (5'-0" wide)	5100	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	170	EA	0.0	\$500.00		\$0.00	
Median Landscape	14700	SF	1.0	\$15.00		\$220,500.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$72,000.00	
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	2	EA	1.0	\$17,700.00	\$35,400.00		
Signage						\$4,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Cook to Dairy Ashford							\$266,000.00
Sidewalks/Ramps (5'-0" wide)	4480	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	149	EA	0.0	\$500.00		\$0.00	
Median Landscape	12600	SF	1.0	\$15.00		\$189,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$72,000.00	
Bus Shelter	2	EA	1.0	\$18,300.00	\$36,600.00		
Bus Stop	2	EA	1.0	\$17,700.00	\$35,400.00		
Signage						\$5,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Dairy Ashford to Synott							\$369,550.00
Sidewalks/Ramps (5'-0" wide)	7550	LF	1.0	\$30.00		\$226,500.00	
Setback Landscape (Street Tree)	252	EA	0.0	\$500.00		\$0.00	
Median Landscape	1890	SF	1.0	\$15.00		\$28,350.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$106,200.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	6	EA	1.0	\$17,700.00	\$106,200.00		
Signage						\$8,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

BISSONNET CORRIDOR							\$2,821,850
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Synott to Eldridge							\$255,700.00
Sidewalks/Ramps (5'-0" wide)	5440	LF	1.0	\$30.00		\$163,200.00	
Setback Landscape (Street Tree)	186	EA	0.0	\$500.00		\$0.00	
Median Landscape	5600	SF	1.0	\$15.00		\$84,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$8,500.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Eldridge to Sugarland Howell							\$490,100.00
Sidewalks/Ramps (5'-0" wide)	6720	LF	1.0	\$30.00		\$201,600.00	
Setback Landscape (Street Tree)	224	EA	0.0	\$500.00		\$0.00	
Median Landscape	18900	SF	1.0	\$15.00		\$283,500.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$5,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
District ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Sugarland Howell to HWY. 6							\$459,300.00
Sidewalks/Ramps (5'-0" wide)	6610	LF	1.0	\$30.00		\$198,300.00	
Setback Landscape (Street Tree)	230	EA	0.0	\$500.00		\$0.00	
Median Landscape	16800	SF	1.0	\$15.00		\$252,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop		EA	1.0	\$17,700.00	\$0.00		
Signage						\$9,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
District ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

WILCREST CORRIDOR							\$1,684,400.00
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Brays Bayou to Bellaire							\$63,000.00
Sidewalks/Ramps (5'-0" wide)	1320	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	44	EA	0.0	\$500.00		\$0.00	
Median Landscape	4200	SF	1.0	\$15.00		\$63,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$492,100.00
Sidewalks/Ramps (5'-0" wide)	10760	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	360	EA	0.0	\$500.00		\$0.00	
Median Landscape	30520	SF	1.0	\$15.00		\$457,800.00	
Bridge						\$34,300.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$349,300.00
Sidewalks/Ramps (5'-0" wide)	7865	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	262	EA	0.0	\$500.00		\$0.00	
Median Landscape	21000	SF	1.0	\$15.00		\$315,000.00	
Bridge						\$34,300.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bissonnet to W. Bellfort							\$780,000.00
Sidewalks/Ramps (5'-0" wide)	16266	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	542	EA	0.0	\$500.00		\$0.00	
Median Landscape	52000	SF	1.0	\$15.00		\$780,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

SYNOTT CORRIDOR							\$906,400.00
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Clarewood to Bellaire							\$107,500.00
Sidewalks/Ramps (5'-0" wide)	2300	LF	1.0	\$30.00		\$69,000.00	
Setback Landscape (Street Tree)	77	EA	1.0	\$500.00		\$38,500.00	
Median Landscape	4200	SF	0.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$523,200.00
Sidewalks/Ramps (5'-0" wide)	10480	LF	1.0	\$30.00		\$314,400.00	
Setback Landscape (Street Tree)	349	EA	1.0	\$500.00		\$174,500.00	
Median Landscape	21000	SF	0.0	\$15.00		\$0.00	
Bridge						\$34,300.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$275,700.00
Sidewalks/Ramps (5'-0" wide)	5240	LF	1.0	\$30.00		\$157,200.00	
Setback Landscape (Street Tree)	175	EA	1.0	\$500.00		\$87,500.00	
Median Landscape	10000	SF	0.0	\$15.00		\$0.00	
Bridge						\$31,000.00	
Bridge Type 'A'	1	EA	1.0	\$31,000.00	\$31,000.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

WILCREST/SYNOTT COST ESTIMATE

KIRKWOOD CORRIDOR							\$533,600.00
Enhancement	Qanity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Dashwood to Bellaire							\$15,000.00
Sidewalks/Ramps (5'-0" wide)	2540	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	85	EA	0.0	\$500.00			\$0.00
Median Landscape	1000	SF	1.0	\$15.00			\$15,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$184,300.00
Sidewalks/Ramps (5'-0" wide)	10355	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	345	EA	0.0	\$500.00			\$0.00
Median Landscape	10000	SF	1.0	\$15.00			\$150,000.00
Bridge							\$34,300.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$184,300.00
Sidewalks/Ramps (5'-0" wide)	9610	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	320	EA	0.0	\$500.00			\$0.00
Median Landscape	10000	SF	1.0	\$15.00			\$150,000.00
Bridge							\$34,300.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

Bissonnet to Spring Grove							\$1
Sidewalks/Ramps (5'-0" wide)	3570	LF	0.0	\$30.00			
Setback Landscape (Street Tree)	119	EA	0.0	\$500.00			
Median Landscape	10000	SF	1.0	\$15.00			\$1
Bridge							
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

ELDRIDGE CORRIDOR							\$740,800.00
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Clarewood to Bellaire							\$126,000.00
Sidewalks/Ramps (5'-0" wide)	2270	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	76	EA	0.0	\$500.00		\$0.00	
Median Landscape	8400	SF	1.0	\$15.00		\$126,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA		\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$443,800.00
Sidewalks/Ramps (5'-0" wide)	10880	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	363	EA	0.0	\$500.00		\$0.00	
Median Landscape	27300	SF	1.0	\$15.00		\$409,500.00	
Bridge						\$34,300.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$171,000.00
Sidewalks/Ramps (5'-0" wide)	2695	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	90	EA	0.0	\$500.00		\$0.00	
Median Landscape	11400	SF	1.0	\$15.00		\$171,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

DAIRY ASHFORD CORRIDOR							\$723,500.00
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Rodeo Square to Bellaire							\$84,000.00
Sidewalks/Ramps (5'-0" wide)	2640	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	88	EA	0.0	\$500.00		\$0.00	
Median Landscape	5600	SF	1.0	\$15.00		\$84,000.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$325,000.00
Sidewalks/Ramps (5'-0" wide)	10350	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	345	EA	0.0	\$500.00		\$0.00	
Median Landscape	19600	SF	1.0	\$15.00		\$294,000.00	
Bridge						\$31,000.00	
Bridge Type 'A'	1	EA	1.0	\$31,000.00	\$31,000.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$314,500.00
Sidewalks/Ramps (5'-0" wide)	8640	LF	0.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	280	EA	0.0	\$500.00		\$0.00	
Median Landscape	18900	SF	1.0	\$15.00		\$283,500.00	
Bridge						\$31,000.00	
Bridge Type 'A'	1	EA	1.0	\$31,000.00	\$31,000.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$0.00	
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

ELDRIDGE/DAIRY ASHFORD COST ESTIMATE

SUGARLAND HOWELL CORRIDOR							\$930,010.00
Enhancement	Qanity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Westpark Tollway to Bellaire							\$245,060.00
Sidewalks/Ramps (5'-0" wide)	5252	LF	1.0	\$30.00			\$157,560.00
Setback Landscape (Street Tree)	175	EA	1.0	\$500.00			\$87,500.00
Median Landscape	0	SF	1.0	\$15.00			\$0.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Bellaire to Beechnut							\$515,800.00
Sidewalks/Ramps (5'-0" wide)	10000	LF	1.0	\$30.00			\$300,000.00
Setback Landscape (Street Tree)	333	EA	1.0	\$500.00			\$166,500.00
Median Landscape	1000	SF	1.0	\$15.00			\$15,000.00
Bridge							\$34,300.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	1	EA	1.0	\$34,300.00	\$34,300.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Beechnut to Bissonnet							\$169,150.00
Sidewalks/Ramps (5'-0" wide)	3305	LF	1.0	\$30.00			\$99,150.00
Setback Landscape (Street Tree)	110	EA	1.0	\$500.00			\$55,000.00
Median Landscape	1000	SF	1.0	\$15.00			\$15,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$0.00
Street Sign	0	EA	1.0	\$750.00	\$0.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

W. BELLFORT CORRIDOR							\$81,000.00
Enhancement	Qanity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
HWY. 59 to Wilcrest							\$26,750.00
Sidewalks/Ramps (5'-0" wide)	2988	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	100	EA	0.0	\$500.00			\$0.00
Median Landscape	1500	SF	1.0	\$15.00			\$22,500.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$4,250.00
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	1	EA	1.0	\$3,500.00	\$3,500.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Wilcrest to Kirkwood							\$54,250.00
Sidewalks/Ramps (5'-0" wide)	8000	LF	0.0	\$30.00			\$0.00
Setback Landscape (Street Tree)	265	EA	0.0	\$500.00			\$0.00
Median Landscape	3000	SF	1.0	\$15.00			\$45,000.00
Bridge							\$0.00
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop							\$0.00
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage							\$9,250.00
Street Sign	3	EA	1.0	\$750.00	\$2,250.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	2	EA	1.0	\$3,500.00	\$7,000.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

SUGARLAND HOWELL/W. BELLFOT COST ESTIMATE

WESTPARK CORRIDOR							\$44,250
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Wilcrest to Boone							\$9,000.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$9,000.00	
Street Sign	2	EA	1.0	\$750.00	\$1,500.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Boone to Kirkwood							\$750.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$750.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Kirkwood to Cook							\$8,250.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$8,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Cook to Dairy Ashford							\$750.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$750.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

WESTPARK CORRIDOR							\$44,250
Enhancement	Quantity	Unit	Cond. Factor	Unit Cost	Subtotal	Total	
Dairy Ashford to Synott							\$8,250.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$8,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Synott to Eldridge							\$750.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$750.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	0	EA	1.0	\$7,500.00	\$0.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Eldridge to Sugarland Howell							\$8,250.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$8,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		
Sugarland Howell to HWY. 6							\$8,250.00
Sidewalks/Ramps (5'-0" wide)	0	LF	1.0	\$30.00		\$0.00	
Setback Landscape (Street Tree)	0	EA	1.0	\$500.00		\$0.00	
Median Landscape	0	SF	1.0	\$15.00		\$0.00	
Bridge						\$0.00	
Bridge Type 'A'	0	EA	1.0	\$31,000.00	\$0.00		
Bridge Type 'B'	0	EA	1.0	\$34,300.00	\$0.00		
Bus Shelter & Stop						\$0.00	
Bus Shelter	0	EA	1.0	\$18,300.00	\$0.00		
Bus Stop	0	EA	1.0	\$17,700.00	\$0.00		
Signage						\$8,250.00	
Street Sign	1	EA	1.0	\$750.00	\$750.00		
District ID (Freeway Edge)	1	EA	1.0	\$7,500.00	\$7,500.00		
Ditrsict ID (Interior)	0	EA	1.0	\$3,500.00	\$0.00		
Street Light Cladding	0	EA	1.0	\$1,000.00	\$0.00		

WESTPARK TOLLWAY COST ESTIMATE

BELTWAY 8 FRONTAGE						\$1,274,600.00
Enhancement	Qanity	Unit	Cond. Factor	Unit	Subtotal	Total
Bellaire to Beechnut						\$366,100.00
Sidewalks/Ramps	120	LF	1.0	\$30.00	\$3,600.00	
Signage Wall	120	LF	1.0	\$125.00	\$15,000.00	
Special Graphics	4	LS	1.0	\$2,500.00	\$10,000.00	
Shrubs/Ground Covers	50000	SF	1.0	\$4.00	\$200,000.00	
Street Tree	400	EA	1.0	\$250.00	\$100,000.00	
Irrigation	50000	SF	1.0	\$0.75	\$37,500.00	
Beechnut to Bissonnet						\$421,900.00
Sidewalks/Ramps	480	LF	1.0	\$30.00	\$14,400.00	
Signage Wall	480	LF	1.0	\$125.00	\$60,000.00	
Special Graphics	4	LS	1.0	\$2,500.00	\$10,000.00	
Shrubs/Ground Covers	50000	SF	1.0	\$4.00	\$200,000.00	
Street Tree	400	EA	1.0	\$250.00	\$100,000.00	
Irrigation	50000	SF	1.0	\$0.75	\$37,500.00	
Beechnut to Bissonnet						\$486,600.00
Sidewalks/Ramps	480	LF	1.0	\$30.00	\$14,400.00	
Signage Wall	480	LF	1.0	\$125.00	\$60,000.00	
Special Graphics	4	LS	1.0	\$2,500.00	\$10,000.00	
Shrubs/Ground Covers	59300	SF	1.0	\$4.00	\$237,200.00	
Street Tree	660	EA	1.0	\$250.00	\$165,000.00	
Irrigation	59300	SF	1.0	\$0.75	\$44,475.00	

TRAIL TREATMENT							2,418,620.00
Enhancement	Qanity	Unit	Cond. Factor	Unit Cost	Subtotal	Subtotal	
Powerline Esmt.							1,032,640.00
Trail Head	4	EA	1.0	\$16,660.00	66,640.00		
10'-0" Wide Trail	19500	LF	1.0	\$48.00	936,000.00		
Bench with Concrete Pad	15	EA	1.0	\$2,000.00	30,000.00		
Drainage on south of Beechnut							1,385,980.00
Trail Head	3	EA	1.0	\$16,660.00	49,980.00		
10'-0" Wide Trail	27000	LF	1.0	\$48.00	1,296,000.00		
Bench with Concrete Pad	20	EA	1.0	\$2,000.00	40,000.00		
Typical Trail Head Cost							16,660.00
General Conditions/Soft Costs	1	LS	1.0	\$ 3,500.00	3,500.00		
Mobilization	1	LS	1.0	\$ 3,500.00	3,500.00		
Special paving	245	SF	1.0	\$ 8.00	1,960.00		
Seating wall with Cap	20	LF	1.0	\$ 120.00	2,400.00		
Landscape Development	120	SF	1.0	\$ 15.00	1,800.00		
Irrigation	1	LS	1.0	\$ 3,500.00	3,500.00		

TYPICAL TRANSIT/BRIDGE COST							
Enhancement	Unit	Quantity	Unit Cost	Subtotal	Total		
Bus Stop Treatment							\$ 17,700.00
General Conditions/Soft Costs	LS	1	\$ 3,500.00	\$ 3,500.00			
Mobilization	LS	1	\$ 3,500.00	\$ 3,500.00			
Special paving	SF	120	\$ 10.00	\$ 1,200.00			
Demolition	LS	1	\$ 1,500.00	\$ 1,500.00			
Seating wall with Cap	LF	20	\$ 250.00	\$ 5,000.00			
Landscape Development	SF	200	\$ 15.00	\$ 3,000.00			
Bus Shelter Treatment							\$ 18,300.00
General Conditions/Soft Costs	LS	1	\$ 3,500.00	\$ 3,500.00			
Mobilization	LS	1	\$ 3,500.00	\$ 3,500.00			
Demolition	LS	1	\$ 1,500.00	\$ 1,500.00			
Special paving	SF	180	\$ 10.00	\$ 1,800.00			
Seating wall with Cap	LF	20	\$ 250.00	\$ 5,000.00			
Landscape Development	SF	200	\$ 15.00	\$ 3,000.00			
Bridge Treatment Type 'A'							\$ 31,000.00
General Conditions/Soft Costs	LS	1	\$ 3,500.00	\$ 3,500.00			
Mobilization	LS	1	\$ 3,500.00	\$ 3,500.00			
Traffic Control	LS	1	\$ 3,500.00	\$ 3,500.00			
Powerwash and Paint Existing Rails	LF	300	\$ 35.00	\$ 10,500.00			
New District Marker	EA	2	\$ 5,000.00	\$ 10,000.00			
Bridge Treatment Type 'B'							\$ 34,300.00
General Conditions/Soft Costs	LS	1	\$ 3,500.00	\$ 3,500.00			
Mobilization	LS	1	\$ 3,500.00	\$ 3,500.00			
Traffic Control	LS	1	\$ 3,500.00	\$ 3,500.00			
Powerwash and Paint Existing Rails	LF	300	\$ 30.00	\$ 9,000.00			
New District Marker	EA	2	\$ 5,000.00	\$ 10,000.00			
Sandblast existing concrete wall/paint	SF	600	\$ 8.00	\$ 4,800.00			

APPENDIX 'C'
BELLAIRE BOULEVARD TRAFFIC CONSTRUCTION COSTS
COOK ROAD TO TURTLEWOOD DRIVE

COST ESTIMATE FOR COOK ROAD

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	3	\$5,000.00	\$15,000.00
104	2001	REMOVING CONC (PAV)	SY	250	\$4.41	\$1,102.50
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	350	\$5.00	\$1,750.00
529	2007	CONC CURB (DOWEL)	LF	0	\$8.03	\$0.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	0	\$0.59	\$0.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	260	\$0.67	\$174.20
666	2191	PAVEMENT SEALER 8"	LF	0	\$0.08	\$0.00
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	28	\$3.06	\$85.68
678	2003	PAV SURF PREP FOR MRK (8")	LF	260	\$0.07	\$18.20
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	250	\$68.92	\$17,230.00
SUBTOTAL						\$41,344.09
CONTINGENCY						\$8,268.82
TOTAL						\$49,612.91

COST ESTIMATE FOR LEFT TURN LANE WEST OF SOUTH KIRKWOOD ROAD

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	3	\$5,000.00	\$15,000.00
104	2001	REMOVING CONC (PAV)	SY	0	\$4.41	\$0.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	300	\$5.00	\$1,500.00
529	2007	CONC CURB (DOWEL)	LF	300	\$8.03	\$2,409.00
5316	2022	FIRE HYDRANT	EA	1	\$2,500.00	\$2,500.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	1	\$300.00	\$300.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	250	\$0.59	\$147.50
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	1	\$87.10	\$87.10
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	1	\$111.32	\$111.32
666	2191	PAVEMENT SEALER 8"	LF	300	\$0.08	\$24.00
666	2219	PAVEMENT SEALER (ARROW)	EA	1	\$27.06	\$27.06
666	2220	PAVEMENT SEALER (WORD)	EA	1	\$27.95	\$27.95
672	2012	REFL PAV MRKR TY I-C	EA	26	\$3.06	\$79.56
678	2003	PAV SURF PREP FOR MRK (8")	LF	250	\$0.07	\$17.50
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	1	\$11.03	\$11.03
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	1	\$10.98	\$10.98
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	200	\$68.92	\$13,784.00
SUBTOTAL						\$42,020.51
CONTINGENCY						\$8,404.10
TOTAL						\$50,424.61

COST ESTIMATE FOR SB LEFT TURN LANE EXTENSION AT BOONE ROAD

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	3	\$5,000.00	\$15,000.00
104	2001	REMOVING CONC (PAV)	SY	20	\$4.41	\$88.20
104		REMOVING CONC (CURB)	LF	600	\$5.00	\$3,000.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
529	2007	CONC CURB (DOWEL)	LF	600	\$8.03	\$4,818.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	175	\$0.59	\$103.25
666		REFL PAV MRK TY I (W) 8" (BRK) (100MIL)	LF	600	\$0.59	\$354.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	300	\$0.67	\$201.00
666	2191	PAVEMENT SEALER 8"	LF	1075	\$0.08	\$86.00
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	1075	\$0.07	\$75.25
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	267	\$68.92	\$18,401.64
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
SUBTOTAL						\$48,110.85
CONTINGENCY						\$9,622.17
TOTAL						\$57,733.02

COST ESTIMATE FOR WB LEFT TURN LANE AT BOONE ROAD

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	5	\$5,000.00	\$25,000.00
104	2001	REMOVING CONC (PAV)	SY	100	\$4.41	\$441.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	450	\$5.00	\$2,250.00
529	2007	CONC CURB (DOWEL)	LF	300	\$8.03	\$2,409.00
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	2	\$3,313.10	\$6,626.20
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
624	2004	GROUND BOX TY 2 (243636) W / APRON	EA	1	\$1,431.44	\$1,431.44
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	200	\$0.59	\$118.00
666	2048	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	40	\$3.66	\$146.40
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	1	\$87.10	\$87.10
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	1	\$111.32	\$111.32
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	110	\$0.67	\$73.70
666	2191	PAVEMENT SEALER 8"	LF	310	\$0.08	\$24.80
666	2219	PAVEMENT SEALER (ARROW)	EA	1	\$27.06	\$27.06
666	2220	PAVEMENT SEALER (WORD)	EA	1	\$27.95	\$27.95
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	410	\$0.07	\$28.70
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	1	\$11.03	\$11.03
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	1	\$10.98	\$10.98
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	350	\$68.92	\$24,122.00
		SINGLE INTERSECTION MAST ARMS	PER INT	1.5	\$175,000.00	\$262,500.00
SUBTOTAL						\$331,430.19
CONTINGENCY						\$66,286.04
TOTAL						\$397,716.23

COST ESTIMATE FOR LEFT TURN LANE WEST OF BOONE ROAD

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	2	\$5,000.00	\$10,000.00
104	2001	REMOVING CONC (PAV)	SY	0	\$4.41	\$0.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	200	\$5.00	\$1,000.00
529	2007	CONC CURB (DOWEL)	LF	200	\$8.03	\$1,606.00
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	75	\$0.59	\$44.25
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	75	\$0.08	\$6.00
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	75	\$0.07	\$5.25
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	225	\$68.92	\$15,507.00
SUBTOTAL						\$34,152.01
CONTINGENCY						\$6,830.40
TOTAL						\$40,982.41

COST ESTIMATE FOR SB LEFT TURN LANE EXTENSION AT WILCREST DRIVE

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	2	\$5,000.00	\$10,000.00
104	2001	REMOVING CONC (PAV)	SY	0	\$4.41	\$0.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	170	\$5.00	\$850.00
529	2007	CONC CURB (DOWEL)	LF	170	\$8.03	\$1,365.10
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	0	\$3,313.10	\$0.00
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	170	\$0.59	\$100.30
666	2048	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	0	\$3.66	\$0.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	170	\$0.08	\$13.60
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	170	\$0.07	\$11.90
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	185	\$68.92	\$12,750.20
		SINGLE INTERSECTION MAST ARMS	PER INT	0	\$175,000.00	\$0.00
SUBTOTAL						\$31,074.61
CONTINGENCY						\$6,214.92
TOTAL						\$37,289.53

COST ESTIMATE FOR LEFT TURN LANE AT WILCREST DRIVE (WB)

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	4	\$5,000.00	\$20,000.00
104	2001	REMOVING CONC (PAV)	SY	0	\$4.41	\$0.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	280	\$5.00	\$1,400.00
529	2007	CONC CURB (DOWEL)	LF	430	\$8.03	\$3,452.90
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	0	\$3,313.10	\$0.00
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
628	2006	ELC SRV TY A 120/240 060 (SS) SS 9E) GC (U	EA	0	\$4,935.00	\$0.00
682	2014	PED SIG SEC (12 IN) LED (2 INDICATIONS)	EA	0	\$395.62	\$0.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	150	\$0.59	\$88.50
666	2048	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	0	\$3.66	\$0.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	1	\$87.10	\$87.10
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	1	\$111.32	\$111.32
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	150	\$0.08	\$12.00
666	2219	PAVEMENT SEALER (ARROW)	EA	1	\$27.06	\$27.06
666	2220	PAVEMENT SEALER (WORD)	EA	1	\$27.95	\$27.95
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	150	\$0.07	\$10.50
678	2006	PAV SURF PREP FOR MRK (24")	LF	0	\$0.14	\$0.00
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	1	\$11.03	\$11.03
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	1	\$10.98	\$10.98
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	205	\$68.92	\$14,128.60
6266	2003	VIVDS SET - UP SYSTEM	EA	0	\$475.66	\$0.00
6964	2001	CTMS RELOCATION (CCTV)	EA	0	\$17,710.00	\$0.00
		SINGLE INTERSECTION MAST ARMS	PER INT	0	\$175,000.00	\$0.00
					SUBTOTAL	\$45,351.45
					CONTINGENCY	\$9,070.29
					TOTAL	\$54,421.74

COST ESTIMATE FOR RIGHT TURN LANE AT WILCREST DRIVE (WB)

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	5	\$5,000.00	\$25,000.00
104	2001	REMOVING CONC (PAV)	SY	140	\$4.41	\$617.40
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	500	\$5.00	\$2,500.00
529	2007	CONC CURB (DOWEL)	LF	500	\$8.03	\$4,015.00
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	2	\$3,313.10	\$6,626.20
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
628	2006	ELC SRV TY A 120/240 060 (SS) SS 9E) GC (U	EA	1	\$4,935.00	\$4,935.00
682	2014	PED SIG SEC (12 IN) LED (2 INDICATIONS)	EA	1	\$395.62	\$395.62
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	300	\$0.59	\$177.00
666	2048	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	10	\$3.66	\$36.60
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	310	\$0.08	\$24.80
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	300	\$0.07	\$21.00
678	2006	PAV SURF PREP FOR MRK (24")	LF	10	\$0.14	\$1.40
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	480	\$68.92	\$33,081.60
6266	2003	VIVDS SET - UP SYSTEM	EA	1	\$475.66	\$475.66
6964	2001	CTMS RELOCATION (CCTV)	EA	1	\$17,710.00	\$17,710.00
		SINGLE INTERSECTION MAST ARMS	PER INT	0	\$175,000.00	\$0.00
					SUBTOTAL	\$101,600.79
					CONTINGENCY	\$20,320.16
					TOTAL	\$121,920.95

COST ESTIMATE FOR NB LEFT TURN LANE EXTENSION AT WILCREST DRIVE

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	2	\$5,000.00	\$10,000.00
104	2001	REMOVING CONC (PAV)	SY	0	\$4.41	\$0.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1	\$5,983.51	\$5,983.51
104		REMOVING CONC (CURB)	LF	250	\$5.00	\$1,250.00
529	2007	CONC CURB (DOWEL)	LF	250	\$8.03	\$2,007.50
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	0	\$3,313.10	\$0.00
5316	2022	FIRE HYDRANT	EA	0	\$2,500.00	\$0.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	0	\$300.00	\$0.00
628	2006	ELC SRV TY A 120/240 060 (SS) SS 9E) GC (U	EA	0	\$4,935.00	\$0.00
682	2014	PED SIG SEC (12 IN) LED (2 INDICATIONS)	EA	0	\$395.62	\$0.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	200	\$0.59	\$118.00
666	2048	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	0	\$3.66	\$0.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	0	\$87.10	\$0.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	0	\$111.32	\$0.00
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	200	\$0.08	\$16.00
666	2219	PAVEMENT SEALER (ARROW)	EA	0	\$27.06	\$0.00
666	2220	PAVEMENT SEALER (WORD)	EA	0	\$27.95	\$0.00
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	200	\$0.07	\$14.00
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	0	\$11.03	\$0.00
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	0	\$10.98	\$0.00
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	220	\$68.92	\$15,162.40
		SINGLE INTERSECTION MAST ARMS	PER INT	0	\$175,000.00	\$0.00
					SUBTOTAL	\$34,551.41
					CONTINGENCY	\$6,910.28
					TOTAL	\$41,461.69

COST ESTIMATE FOR ADDITIONAL WESTBOUND LANE

ITEM	CODE	ITEM DESCRIPTION		TOTAL	UNIT PRICE	ESTIMATE
100	2002	PREPARING ROW	STA	54	\$5,000.00	\$270,000.00
104	2001	REMOVING CONC (PAV)	SY	800	\$4.41	\$3,528.00
110	2001	EXCAVATION (ROADWAY)	CY	0	\$5.59	\$0.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	3	\$5,983.51	\$17,950.53
104		REMOVING CONC (CURB)	LF	4675	\$5.00	\$23,375.00
529	2007	CONC CURB (DOWEL)	LF	4675	\$8.03	\$37,540.25
610	2042	INS RD IL AM (TY SA) 50T - 8 (.4 KW) S	EA	4	\$3,313.10	\$13,252.40
624	2004	GROUND BOX TY 2 (243636) W / APRON	EA	4	\$1,431.44	\$5,725.76
666	2036	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	935	\$0.59	\$551.65
666	2042	REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	LF	160	\$1.87	\$299.20
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	11	\$87.10	\$958.10
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	11	\$111.32	\$1,224.52
666	2123	REFL PAV MRK TY I (Y) 8" (SLD) (100MIL)	LF	0	\$0.67	\$0.00
666	2191	PAVEMENT SEALER 8"	LF	935	\$0.08	\$74.80
666	2195	PAVEMENT SEALER 24"	LF	160	\$1.33	\$212.80
666	2219	PAVEMENT SEALER (ARROW)	EA	11	\$27.06	\$297.66
666	2220	PAVEMENT SEALER (WORD)	EA	11	\$27.95	\$307.45
672	2012	REFL PAV MRKR TY I-C	EA	0	\$3.06	\$0.00
678	2003	PAV SURF PREP FOR MRK (8")	LF	935	\$0.07	\$65.45
678	2006	PAV SURF PREP FOR MRK (24")	LF	160	\$0.14	\$22.40
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	11	\$11.03	\$121.33
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	11	\$10.98	\$120.78
3061	2004	FAST TRK CONC (CONT REINF HY STL) (13")	SY	350	\$68.92	\$24,122.00
5316	2022	FIRE HYDRANT	EA	3	\$2,500.00	\$7,500.00
5316	2023	REMOVE AND SALVAGE FIRE HYDRANT	EA	3	\$300.00	\$900.00
6007	2001	REMOVING TRAFFIC SIGNALS	EA	8	\$1,183.28	\$9,466.24
		SINGLE INTERSECTION MAST ARMS	PER INT	4	\$175,000.00	\$700,000.00
SUBTOTAL						\$1,117,616.32
CONTINGENCY						\$223,523.26
TOTAL						\$1,341,139.58