



Project Concept Report

This is a conceptual report. The project features and layouts will be further refined through planning and design phases.

Project: Staring Lane Extension
(Nicholson Drive – Burbank Drive)

Date: November 12, 2019



Image above represents broad outline of the project area as shown in 2018 MOVEBR tax plan proposition

PROJECT: Staring Lane Extension (Nicholson Drive – Burbank Drive)

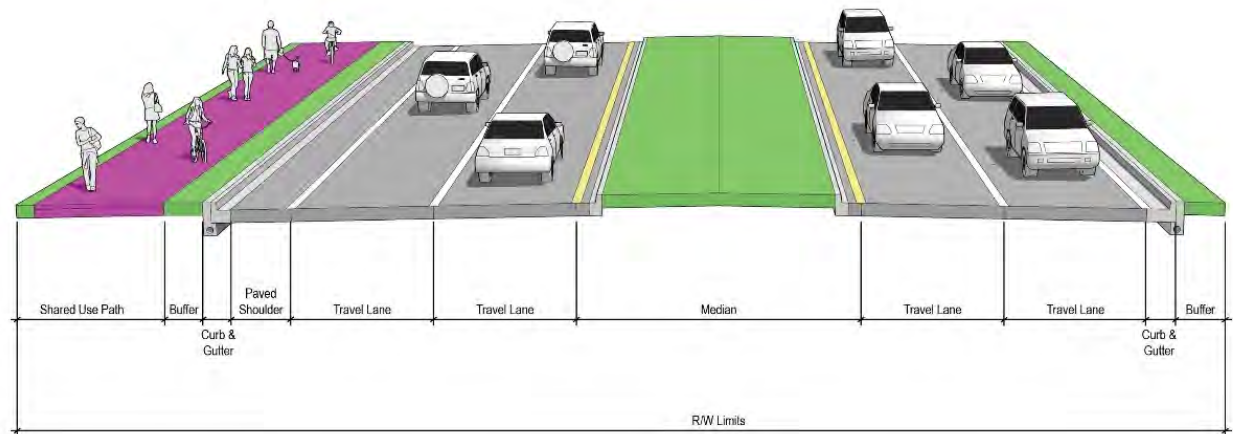
MOVEBR Program ID: 11
Project Length (miles): 1.2
Estimated Cost: \$14,000,000
Funded from Proposition: \$2,000,000

PROJECT OVERVIEW

The proposition scope of work is four-lane capacity. The Staring Lane Extension utilizes existing right of way through greenfield space from Burbank Drive until it ties-in to existing Gardere Lane and continues along Gardere Lane until Nicholson Drive. Gardere Lane in this section is two lanes with open ditches and power lines along the north west side of the corridor. The right of way for the greenfield portion of the project was previously acquired. The proposed roadway is a four-lane roadway with a shared use path on the west side of the corridor. This project intersects MOVEBR No. 9, Nicholson Drive Segment 2 (Ben Hur to Bluebonnet Boulevard.)

TYPICAL SECTION

The graphic below provides a conceptual view of the potential proposed improvements that will be considered for the project.



PROJECT STATUS

This project is currently in the design phase.

COMPLETE STREETS

The MOVEBR Program has developed design guidelines that aim to institutionalize the Complete Streets policy by accommodating people walking, biking or accessing transit, regardless of age and ability. Examples of complete streets policy elements are on-street bike lanes, wide shoulders, one-way cycle tracks, sidewalks, shared use paths, bus stop platforms, and crosswalks.

DRAINAGE AND GREEN INFRASTRUCTURE CONSIDERATIONS

Fill mitigation, which serves to maintain overall floodplain storage, will occur on this project. Stormwater detention areas tying to the drainage system are being developed in conjunction with each new MOVEBR project.

Among the drainage considerations for this specific project are the following:

A portion or all of this project is located within a Special Flood Hazard Area (SFHA).

This project location is NOT in an area identified as an “estimated inundation area” from the 2016 floods. This map can be viewed at <https://www.arcgis.com/home/webmap/viewer.html?webmap=cb332217bdab4572b4930e02d6655f84>

Existing drainage for this project area utilizes an open (ditch) system, and the proposed drainage will utilize a closed (sub-surfaced) system.

Each project budget includes funding for green infrastructure to improve water quality and mitigate impacts of stormwater runoff. Examples of green infrastructure include but are not limited to porous pavement, creation or maintenance of a tree canopy, bioswales, planter boxes, rain gardens, and land conservation efforts.

ENVIRONMENTAL CONSIDERATIONS

Initial reviews support the following:

Minimal environmental considerations have been identified and must be reviewed and potentially addressed. This includes railroad impacts.

**Note that this is not exhaustive of possible future environmental considerations.*

TRAFFIC & SIGNALIZATION INTERSECTIONS

The Projected Average Daily Traffic (ADT) for year 2042 is 19,000 vehicles per day.

The current concept supports turn lanes at major intersections for budget purposes. Future traffic studies will identify locations for turn lanes, median openings and connections (driveways, side streets etc.).

Signal systems will be upgraded as a part of future projects if required due to future configurations.

UTILITIES CONSIDERATIONS

A preliminary assessment of the project area provides for the utilities listed below. Potential utility relocation costs will be included in the project budget if the infrastructure is located within the utility’s own servitude.

Possible Utilities	Existing	Adjust/Relocate
Underground Electric	No	No
Overhead Electric	Yes	Yes
Overhead Electric Transmission	Yes	No
Water	Yes	Yes
Sanitary Sewer	Yes	Yes
Communication	Yes	Yes
CATV	No	Yes
Gas Distribution	Yes	No
Pipeline	Yes	Yes

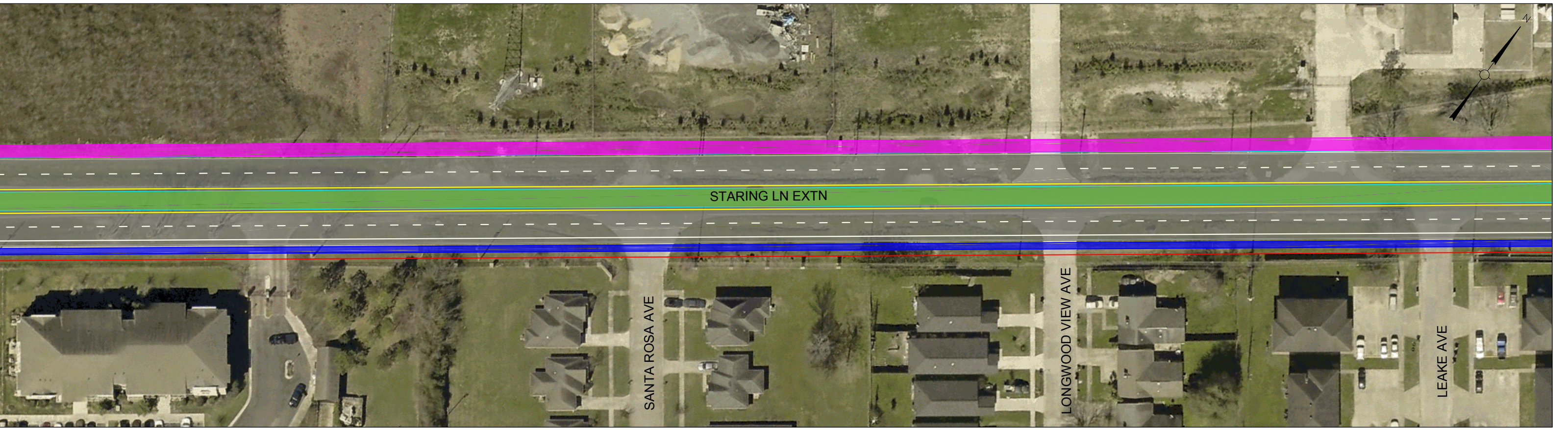
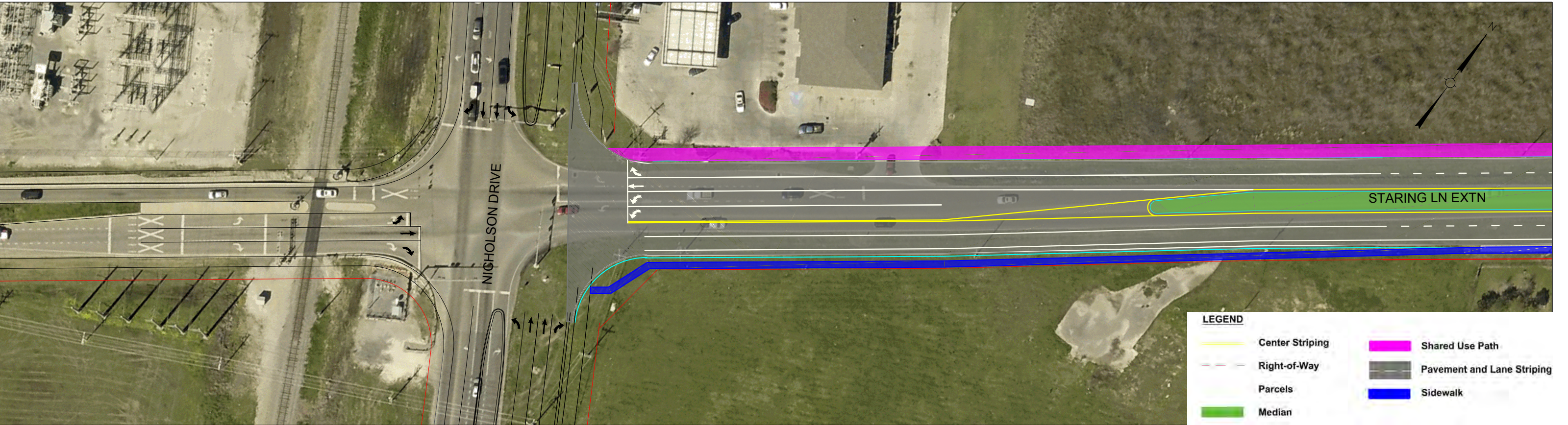
RIGHT OF WAY CONSIDERATIONS

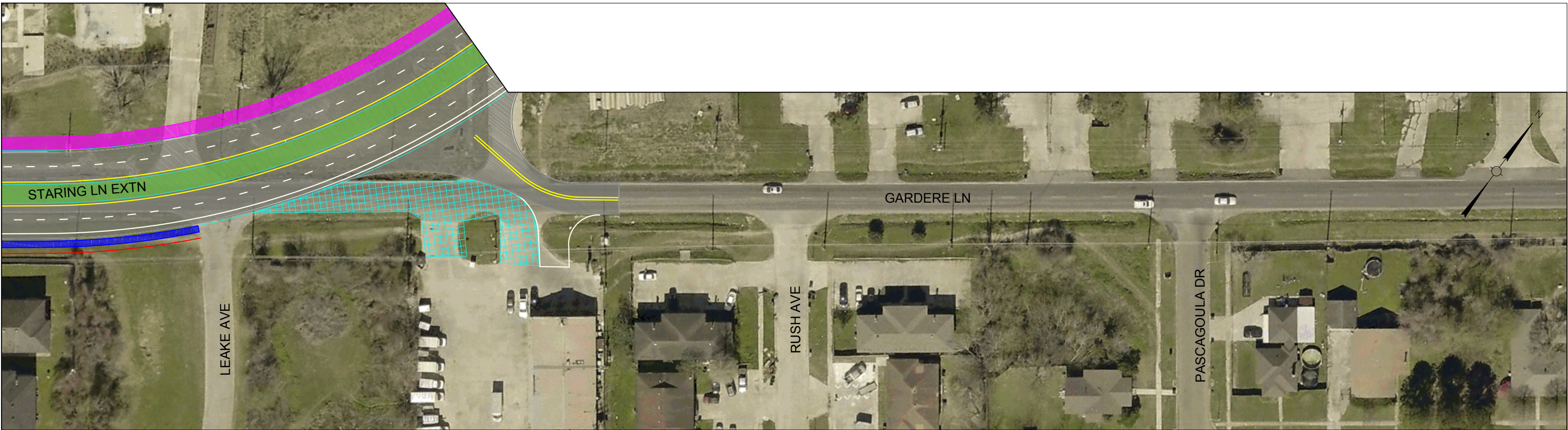
Moderate residential or commercial right of way acquisitions are anticipated at this time.

PROJECT CONCEPT PLANS

The following pages provide a potential solution for the proposed project. The initial project features and layouts, shown within the concept plans, will be further refined through planning and design phases of the project.









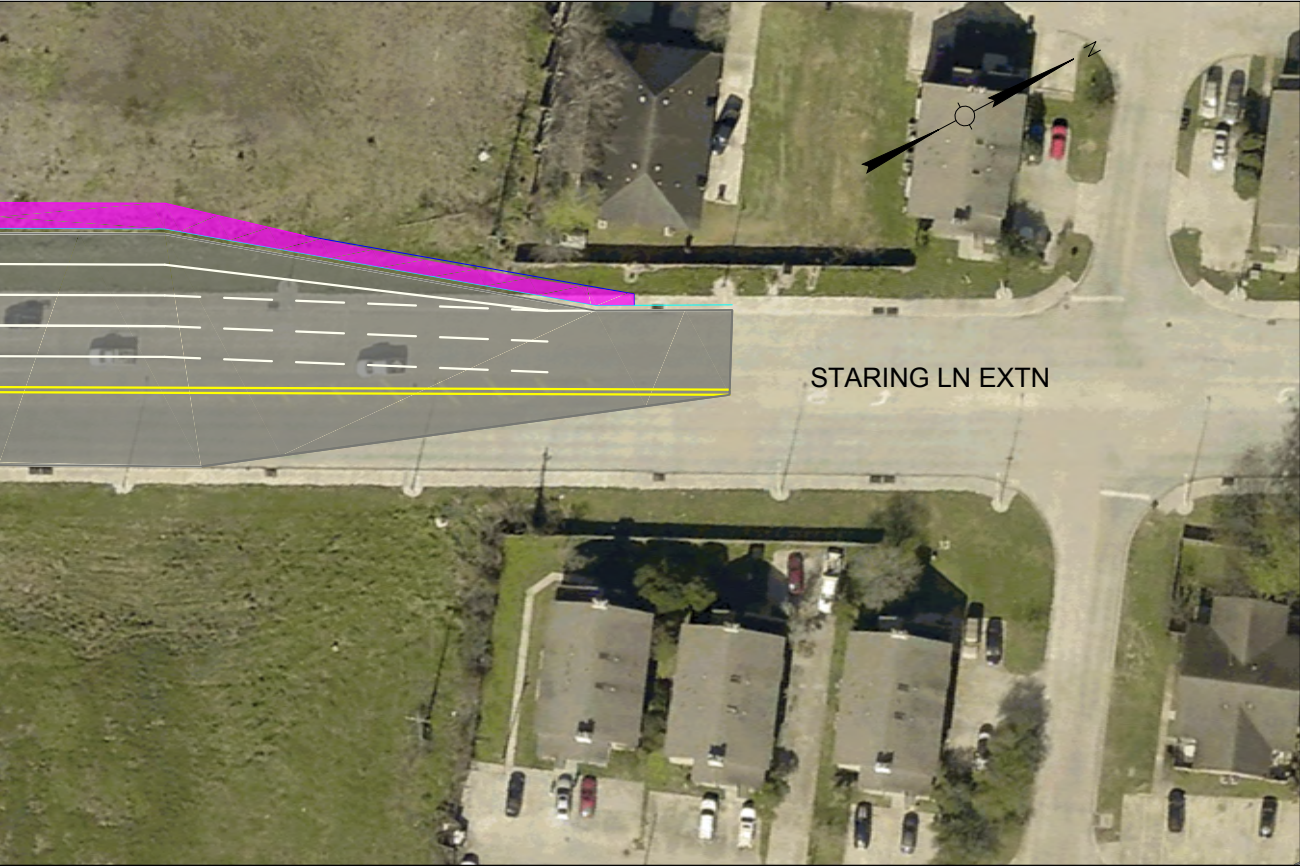
LEGEND

Center Striping	Shared Use Path
Right-of-Way	Pavement and Lane Striping
Parcels	Sidewalk
Median	



STARING LN EXTENSION
(NICHOLSON DR TO BURBANK DR)





LEGEND

- | | |
|---|--|
|  Center Striping |  Shared Use Path |
|  Right-of-Way |  Pavement and Lane Striping |
|  Parcels |  Sidewalk |
|  Median | |