

CLIENTS:



PEARLAND MUNICIPAL
MANAGEMENT DISTRICT #2

PEARLAND

BEAUTIFICATION STRATEGY: 288 CORRIDOR MASTER IMPROVEMENTS PLAN

APRIL 2014

PREPARED BY:



IDENTIFY BEAUTIFICATION LIVE WORK
FAMILY TRADITION PEARS TIMELESS
COMMUNITY COMMERCE PROGRESS
TECHNOLOGY ICONIC CONTEMPORARY
SOPHISTICATED SLEEK GROWTH M
YOUNG UNIQUE FLEXIBLE LANDSCAPE
SUSTAINABLE CRESCENDO POTENTIAL
288 CORRIDOR PROMOTE HIGH END

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288 CORRIDOR

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PROJECT INTRODUCTION

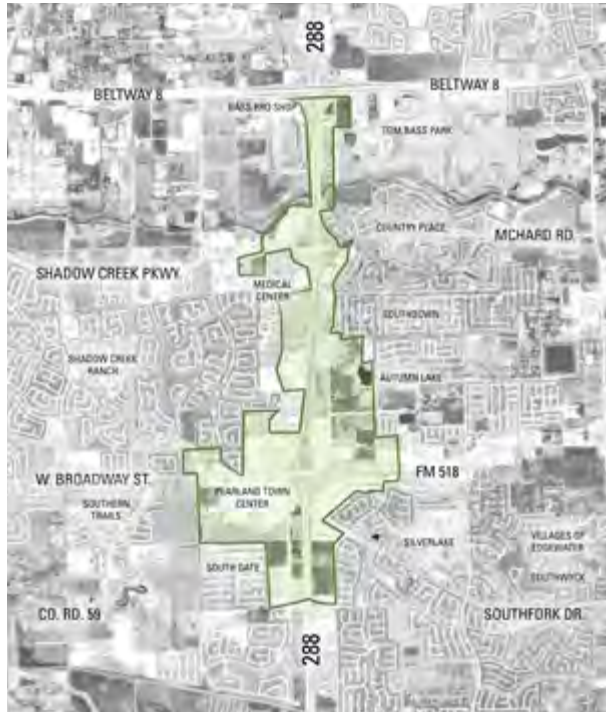


Fig 1.1 Limits of the area controlled by Pearland Municipal Management District #2

In 1892 William Zychlinski bought 2560 prime acres of land along the Gulf, Colorado and Santa Fe Railways, and by 1894 he had platted out the original “pear land” town site. He named the east-west streets after fruit trees such as Walnut and Pear, and named the north-south streets after cities including Austin, San Antonio and Pearland. The following year the Southern Homestead Company promoted the area as having agriculturally prosperous land, which spurred development and established the community.

Today Pearland is one of the fastest growing cities in the Houston-Metropolitan area and the state of Texas. Recent development provides a vibrant community with close proximity to Houston, as well as quick access to NASA’s Johnson Space Center/Clear Lake City area, Galveston Island and the Gulf Coast.

In 1995 the Pearland Economic Development Corporation (PEDC), was established to lead economic development and attract and retain businesses. The PEDC addresses transportation concerns, mobility and infrastructure issues and the Lower Kirby Urban Center. The PEDC also spearheads strategic improvements to City corridors and helps support City beautification efforts.

A City goal and a priority of the Pearland 20/20 Strategic Plan is to enhance the appearance of the 288 Corridor in order to sustain its economic prosperity, particularly as it is one of the main points of entry into the City of Pearland. This strategic objective is defined as the following:

Optimize the development potential of Pearland’s principal commercial corridors. Quality corridor development pairs traffic management solutions

with land use planning, commercial development strategies, and multi-modal connectivity solutions. Taken together, these strategies can turn corridors into vibrant and interesting spaces that are visually appealing, create a sense of place, stimulate investment from private business and ensure Pearland’s retail sector remains vibrant.

As a result of this priority, the Pearland Municipal Management District #2 was established in 2013 with the goal of providing capital and leadership to see this objective into fruition. In the impetus of creating a Master Improvements Plan for the District, Clark Condon Associates, Inc. was retained to develop the Beautification Strategy Study. The goals of this study were three-fold:

- Design a conceptual prototype for City Gateways and identify entry points into the City.
- Develop a Master Improvements Plan for the beautification of key intersections along the 288 Corridor.
- Provide a Streetscape Landscape Evaluation with re-evaluated maintenance specifications and recommendations for future improvements.

A diverse committee was established to help lead this effort. Representing a broad group of PEDC and City Staff, the District Board of Directors, Keep Pearland Beautiful and the Chamber of Commerce, the Committee was involved in guiding the scope of work, reviewing project deliverables and providing feedback through a series of workshops.

The following report outlines the process that led to the solution for the 288 Corridor Master Improvements Plan.



The strength of design in corridors and intersections can determine the identity of place and create an experience for all who pass through. The use of vertical structures, strong forms and intensive landscaping are tools that can establish a lasting dynamic for the 288 Corridor, which acts as the major arterial for the City of Pearland. The collection of precedent images shown here in Fig. 1.1 shows examples of measurable intersection and corridor development.



Fig 1.1 Examples of how a city or place can utilize distinctive features to create character, drama, and identity.

SITE ANALYSIS GRAPHICS & EXISTING CONDITIONS

The 288 Corridor through Pearland extends from the southern side of the Beltway 8 intersection for 3.8 miles south to County Road 59, the extent of the City limits.

The current state of the corridor is inconsistent. Tarnished concrete, broken curbs and sidewalks, litter, weed growth and unkempt landscape distract from the new and vibrant development flanking both sides of the corridor. Some areas between the access roads and the right-of-way limit are nicely landscaped by adjacent businesses, but much of the undeveloped property along the frontage appears overgrown. Remnants of abandoned pavement are apparent in the large TXDOT land parcels at the intersections of Broadway/FM 518 and McHard. The abundance of signage and electrical poles add to the visual clutter. Additionally, the corridor presently has north-south lanes generously separated by a large greenspace between the lanes. The future toll road development for 288 is scheduled to occur in this greenspace which will significantly increase the expanse of concrete.

The current aesthetic does not project the image that the City of Pearland wishes to portray to residents and visitors nor increase the marketability of the 288 Corridor for development.



Fig 1.2a Picture matrix depicting current state of 288 Corridor hardscape



Fig 1.2b Picture matrix depicting current state of 288 Corridor vegetation

In the development of a Master Improvements Plan for the beautification of the 288 Corridor, it will be necessary to define opportunities and areas to make effective improvement.

The TxDOT land parcels at the intersections of 288 and McHard and 288 and Broadway/FM 518 offer an opportunity for a comprehensive, 'signature' landscape development that would be apparent to travelers along 288. It would also have the dual benefit of visually establishing the roadways of Broadway/FM 518 and McHard as two of the most important gateways into the City. Proactive coordination with TxDOT as the tollway plans are developed would be a great benefit to the beautification effort, especially for any new construction that may be done at interchanges and tollway signage.

Secondary intersections along the corridor, the linear landscape areas between the main lanes and the access roads, and the areas between the access roads and the highway rights-of-way limits also offer some opportunity for improvements and increased landscaping along the corridor.

A comprehensive maintenance plan for landscape and litter control of the entire 288 Corridor would help significantly to increase the aesthetic of this important roadway through the City.

SITE ANALYSIS GRAPHICS & EXISTING CONDITIONS

A drive down the 288 Corridor reveals an artificial topography to the driver as the car moves from bridge overpass to natural grade and back up to the next overpass. This undulation creates a sense of vertical movement through a linear space.

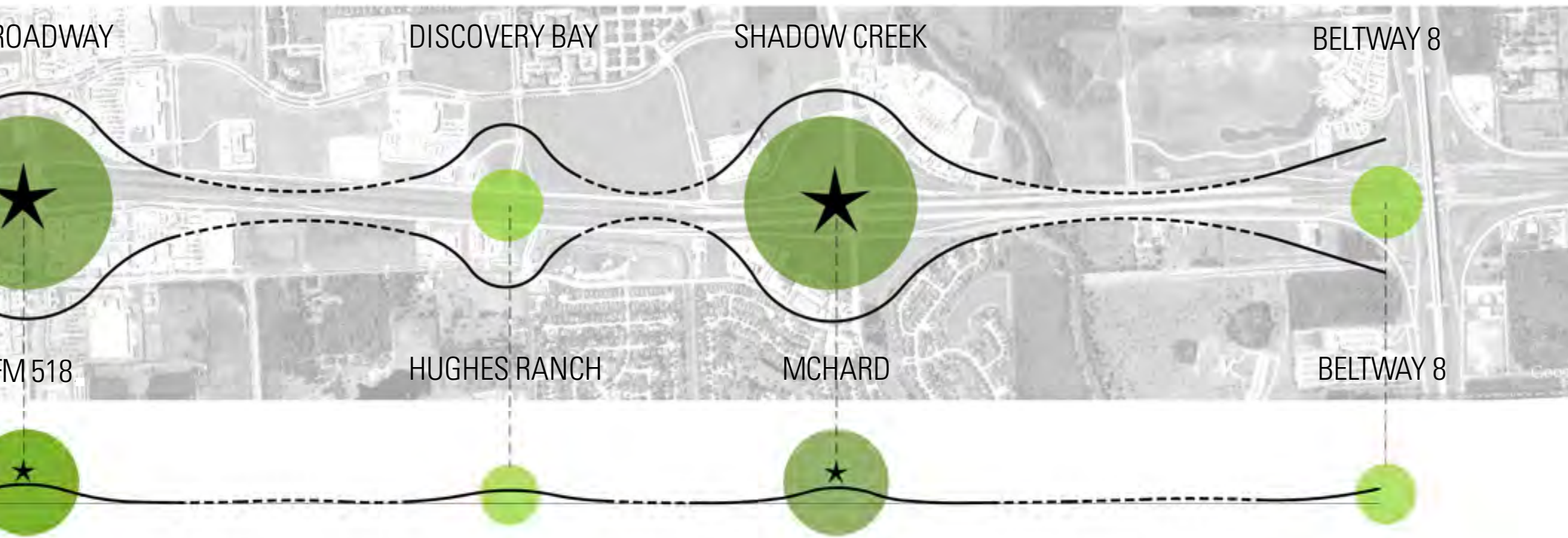
The traveler along the corridor can also perceive that the roadway visually expands horizontally at the Broadway/FM 518 and McHard intersections due to the large, undeveloped TxDOT land parcels. Overpasses at these two major intersections facilitate views down into the open spaces.

Improvements at these intersections would create special nodes within the Pearland 288 continuum. Along with increasing the visual aesthetic of the corridor, these nodes would provide drivers with a sense of visual crescendos and decrescendos.



Fig 1.3 Graphic illustrating the vertical and horizontal movement of the 288 Corridor.





SITE ANALYSIS GRAPHICS & EXISTING CONDITIONS

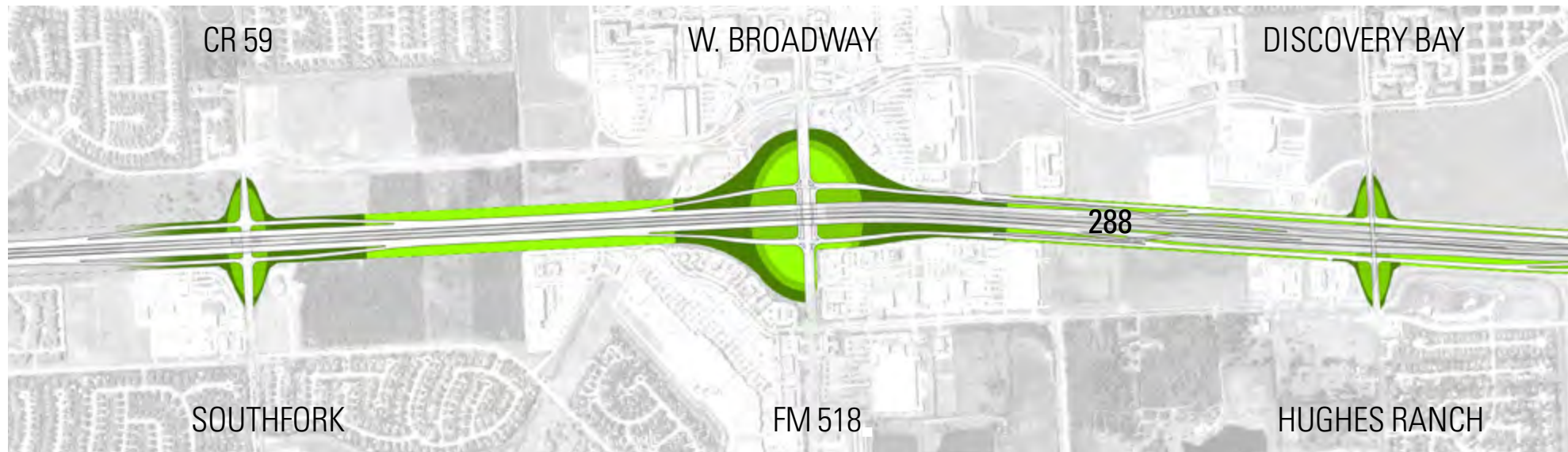
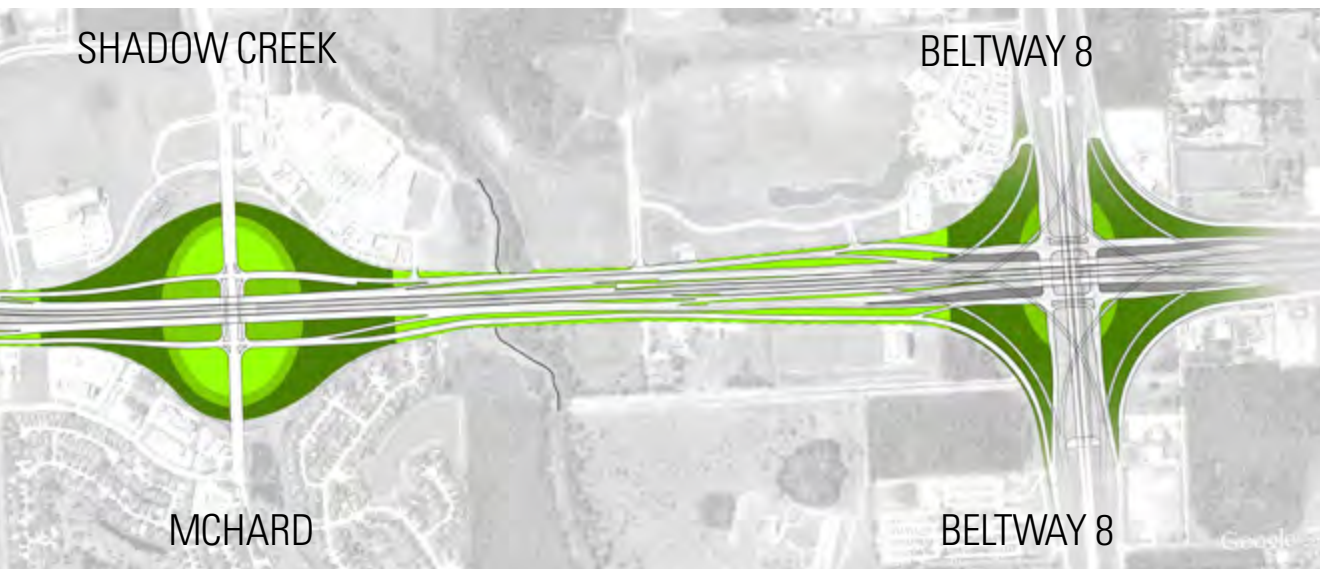


Fig 1.4 Graphic illustrating spatial delineation of the 288 Corridor



The vertical and horizontal movement of Highway 288 and the open space at each of the major cross-streets suggest the development of nodes that would accent the experiences of openness and enclosure, helping to soften the effect of the expansive highway. To highlight these nodes and strengthen their spatial development, mass plantings of trees, shrubs and wildflowers are proposed. The manipulation of the landform through grading would add drama to these areas with the added benefit of providing detention storage required for the tollway additions.

The experience of passing through these spaces from the cross streets, under the overpasses, provides another 'local' layer to the driving experience.

Figure 1.4 illustrates the spatial development of the varying landscape components utilized to articulate the sense of openness and enclosure. Light to dark, the three colors indicate the increasing height of plant material. A specific combination of plant species would provide interest by varying forms, textures and colors.

WORKSHOP SUMMARIES

PROCESS

This study began with a series of workshops moderated by Clark Condon Associates, Landscape Architects; Matt Buchanan, PEDC; and the Pearland Municipal Management District #2 with the various stakeholders to the project and interest groups in the City to explore ideas and goals for improvements to the City Gateways and 288 Corridor. These workshops included a City Gateways Workshop, 288 Corridor Workshop, Pearland Municipal Management District Board of Directors meeting and additional meetings with City staff and TxDOT representatives. The information received throughout the workshop process was relevant to the development of both the City Gateways and 288 Corridor, thus the documentation of all workshops can be found in both reports. The following pages outline the significant points from each workshop.

WORKSHOPS

September 26, 2013: City Gateways Workshop

Participants: Staff from the PEDC, City of Pearland, Keep Pearland Beautiful, the Pearland Convention and Visitors Bureau and the Pearland Chamber of Commerce.

The City Gateways Workshop participants explored the character of the City and the goals for the development of Pearland's City Gateways. The following comments and ideas emerged from this workshop:

Observations:

- The citizens of Pearland are excited about their community and have strong ideas about new opportunities and improvements.
- Pearland has good proximity to Houston and the Gulf Coast, the airport and medical center.
- The image of Pearland is generally of a population that is young, educated, and culturally diverse; the City is considered welcoming and affordable.
- Employment sectors include medical, NASA, tourism and the energy sector.
- The group considers Pearland to be in the upper tier of communities in the region; it's a 'big city with a small town feel.'
- Pearland is the only town in the world with the name Pearland and citizens identify with the use of the Pear as a logo. The name denotes the agricultural history of the town.
- Gateways should identify Pearland in an appropriate scale.
- Designs should blend the old with the new; the traditional with the modern - and should be timeless and classic.
- The 'swoosh' design on existing gateways is not popular and the consensus of opinion is that existing signs should be phased out.
- Multiple logos for signage and print graphics are being used by different groups such as the City Parks Department, PEDC, KPB and CVB.

The consensus from the group was not to create a new logo, but to be aware of the style and colors that currently exist and incorporate them into the City Gateway development.

October 2, 2013: 288 Corridor Master Improvements Plan Workshop

Participants: Staff from the PEDC and the City of Pearland.

The 288 Corridor Master Improvements Plan Workshop participants explored the vision for this highway and the goals for its future development. The following comments and ideas emerged from this workshop:

Observations

- 288 Corridor improvements should create a city 'brand' – a global image that can be used consistently throughout the City
- Travelers on 288 should know they are passing through Pearland.
- The uniqueness of the City name could be used in branding opportunities.
- Design should bring together new development and older/rural areas.
- Creativity should not be limited but should still be acceptable to City businesses.
- The scale should be 'large,' in keeping with the scale of the 288 Corridor.

Improvements along the 288 Corridor were discussed to include both hardscape and planting solutions. The numerous bridges along the 288 Corridor through Pearland create opportunities for a powerful design statement. Underpasses can help set a character for the City and streetscapes as these intersections can be considered points of entry to the City. Improvements could include upgrades to paving, bridge retaining walls, unique lighting, new signals, pavers, paint, and

special plantings. Elements at intersections, bridges and along the corridor could include tiered plantings, TxDOT standard reforestation, ornamental lighting and special signage. Old 288 exit ramps should be removed as a part of corridor improvements. There are opportunities for design between the main lanes and the access roads, access roads to the rights-of-way, areas of existing sloped pavements and other existing elements along the corridor. Design should allow for future expansion and be able to connect existing elements to improvements. The triangular open spaces at the intersections of McHard and Broadway/FM 518 with 288 could provide opportunities for dramatic improvements. A strong landscape planting scheme would project a positive, memorable image.

Overhead power lines along 288 are unsightly and major transmission lines are a dominant visual. The preference would be to bury lines, although the cost may be prohibitive. Consideration of other ideas to help draw eyes away from visual clutter include street light fixtures more in scale with the community. These street lights could function as a design element, and LED fixtures have the added benefit of power savings.

Long-term sustainability of the project is important. Long-term maintenance strategies for any landscape plantings installed should be considered and defined. Irrigation should be included where needed to maintain plantings.

Other points of discussion included coordination elements of the 288 Corridor. HDR Engineering is working on the Brazoria County Section of the toll lanes.

October 2, 2013: Municipal Management District Master Improvements Plan: Directors Meeting

Participants: The attendees of the 288 Municipal Management District Meeting on the Master Improvements Plan: This Directors meeting explored the vision and goals for the development, funding and maintenance of Pearland's 288 Corridor. The following comments and ideas emerged from this workshop:

Observations:

- Young professionals working in Houston are the primary growth sector for the City of Pearland, as the City is sometimes called a "bedroom community."
- New development is modern and people are drawn to the shopping, healthcare and neighborhoods available in Pearland. There is a question as to whether the goal for marketing the area is more adapted to citizens or visitors.
- The marketing emphasis is that Pearland is attractive to corporations because of available land and business-friendly economic policies.
- Wayfinding is an issue in Pearland as some streets have two different names and street names often change at 288.
- Identification is a community-wide issue. The east and west areas of the City are distinctively different with contemporary vs. traditional characters.

Comments Informing Design:

- Overall design character should be crisp, clean and timeless.
- The design should create an image for Pearland

that is easily identifiable. The identifier of the Pear is distinctive; it sells the idea of warmth and small town community.

- The 288 Corridor can become a catalyst for future development by creating important identifiers on north and south ends of 288.
- Consider the sustainability of any design options.

The group discussed strategies for identifiable features, including the plantings at Greenway Plaza and holiday decorations at The Galleria as examples. Ideas included the use of color in hardscapes, as well as seasonal changes such as banners and holiday decorations. In the short term more frequent mowing, curb repair, power washing and trash pickup along 288 can help to improve the City's image. The group is also tasked to explore funding methods. Contributors identified to aid the 288 Corridor development could be PEDC, City of Pearland, TxDOT and KPB.

October 8, 2013: Review Engineering Plans for 288 Corridor

Participants: City of Pearland Engineering staff, TxDOT representatives and Engineers for 288 Tollway development plans.

Plans for the development of the toll lanes and associated improvements along the 288 Corridor through Pearland were reviewed and discussed. Opportunities for improvements were explored as a part of the two phase tollway development and/or in tandem with the tollway development.

The possibility of a new overpass at Broadway/FM 518 could allow for design input on hardscape elements

WORKSHOP SUMMARIES

such as bridge abutments, retaining walls, pavers and paint. Modifications to TxDOT signage are possible.

October 31, 2013: Meeting to Review Goals for 288 Corridor

Participants: TxDOT Landscape Architect, Staff from the PEDC and the City of Pearland.

TxDOT has a 20' x 20' guideline for the area allowed for typical monumentation at bridge overpasses. TxDOT is open to ideas from development partners, and implementation is not limited as long as the partner is willing to be responsible for maintenance.

November 13, 2013: Initial Master Improvements Plan Presentation

Participants: Staff from the PEDC, City of Pearland, Keep Pearland Beautiful, the Pearland Convention and Visitors Bureau and the Pearland Chamber of Commerce.

Clark Condon Associates presented the Beautification Strategy Study at the PEDC office where the stakeholders and committee members were exposed to the 288 Corridor landscape plans and City Gateway concepts for the first time. While the meeting was largely informative for the audience, it was equally beneficial to the progression of the study as a whole. Comments from the meeting included the following:

Comments:

- Do not split the words 'pear' and 'land' in the

City Gateways. Use color to help with graphic distinction.

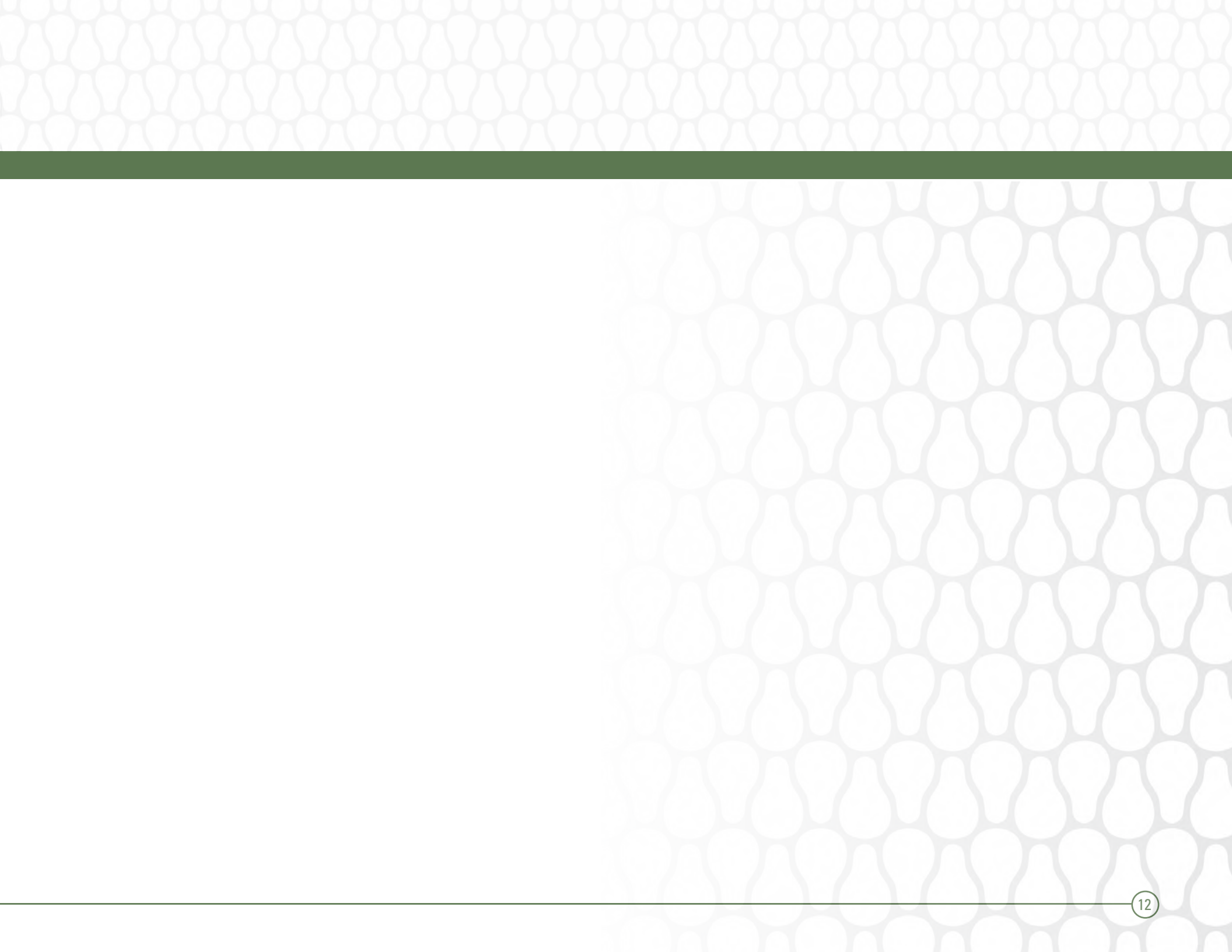
- Be careful using "trendy" colors in both the gateways and the art sculptures.
- TxDOT may reconstruct the entire intersection at Broadway/FM 518; we can influence design decisions if we coordinate early on in the process.
- The art sculpture should look more like a pear slice and less abstract.
- The project should have the ability to be broken into phases to be completed over time.

February 26, 2014: Final Master Improvements Plan Presentation

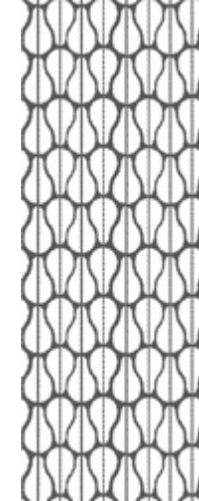
Participants: Staff from the PEDC, City of Pearland, the Pearland Convention and Visitors Bureau, the Pearland Chamber of Commerce and the Pearland Municipal Management District #2.

Clark Condon Associates presented the final design options based on input from previous presentations and participant comments.

Opportunities for layering and partnership were discussed as tactics for leveraging this plan into reality. The final solution was designed specifically so that improvements could be prioritized and allow for enough 'low hanging fruit' to initiate small but impactful changes. The Master Plan was well-received and the next step is to determine partnerships, funding and the timeline of the tollroad construction before proceeding to a further level on the design.



DESIGN INSPIRATION



Pearland is a truly unique place as it is the only City in the world bearing this name; thus the use of the pear form is an important identifier for the City. The pear, and all its inherent properties, can be integrated and represented through interesting patterns of design.

The curvature of the pear and the sprawling form of the tree suggest an organic texture that could be incorporated into design. Undulating, purposeful and strong textures can evoke feelings of growth and represent the changing City.

The rich colors of the pear tree's fruit and foliage from spring to fall suggest a palette of warm colors. The use of the pear, along with its colors and patterns, were considered in the design of improvements reflected in the Master Improvements Plan.

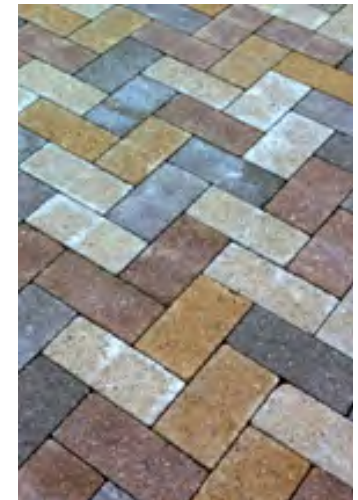
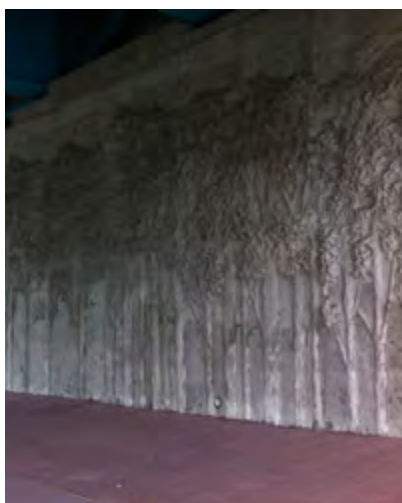


Fig 1.5 Picture matrix illustrates how a variety of inspiration points can be derived from a single object - the pear



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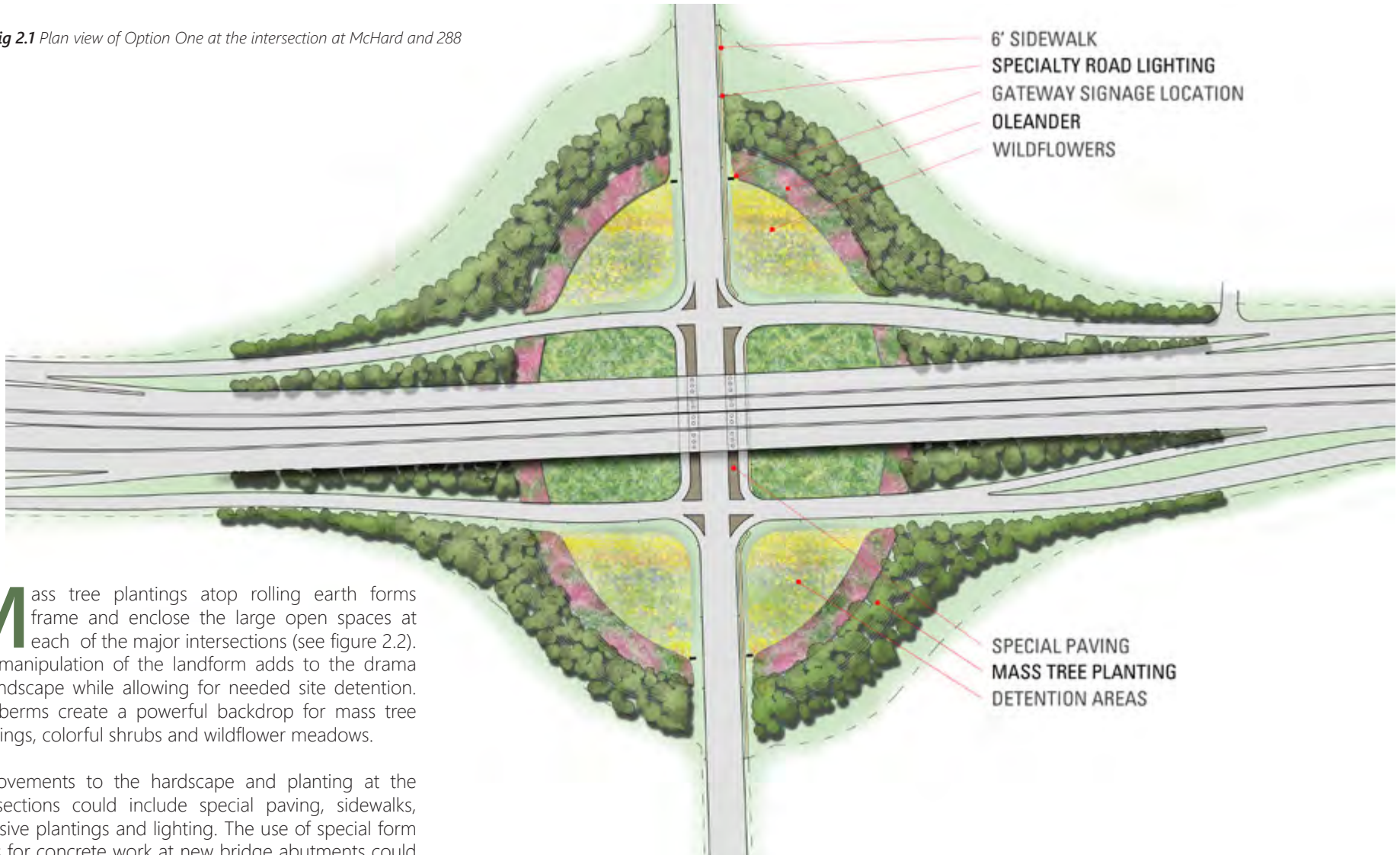
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288 CORRIDOR DESIGN CONCEPTS



LANDSCAPE EXPRESSION: OPTION ONE

Fig 2.1 Plan view of Option One at the intersection at McHard and 288



Mass tree plantings atop rolling earth forms frame and enclose the large open spaces at each of the major intersections (see figure 2.2). The manipulation of the landform adds to the drama of landscape while allowing for needed site detention. The berms create a powerful backdrop for mass tree plantings, colorful shrubs and wildflower meadows.

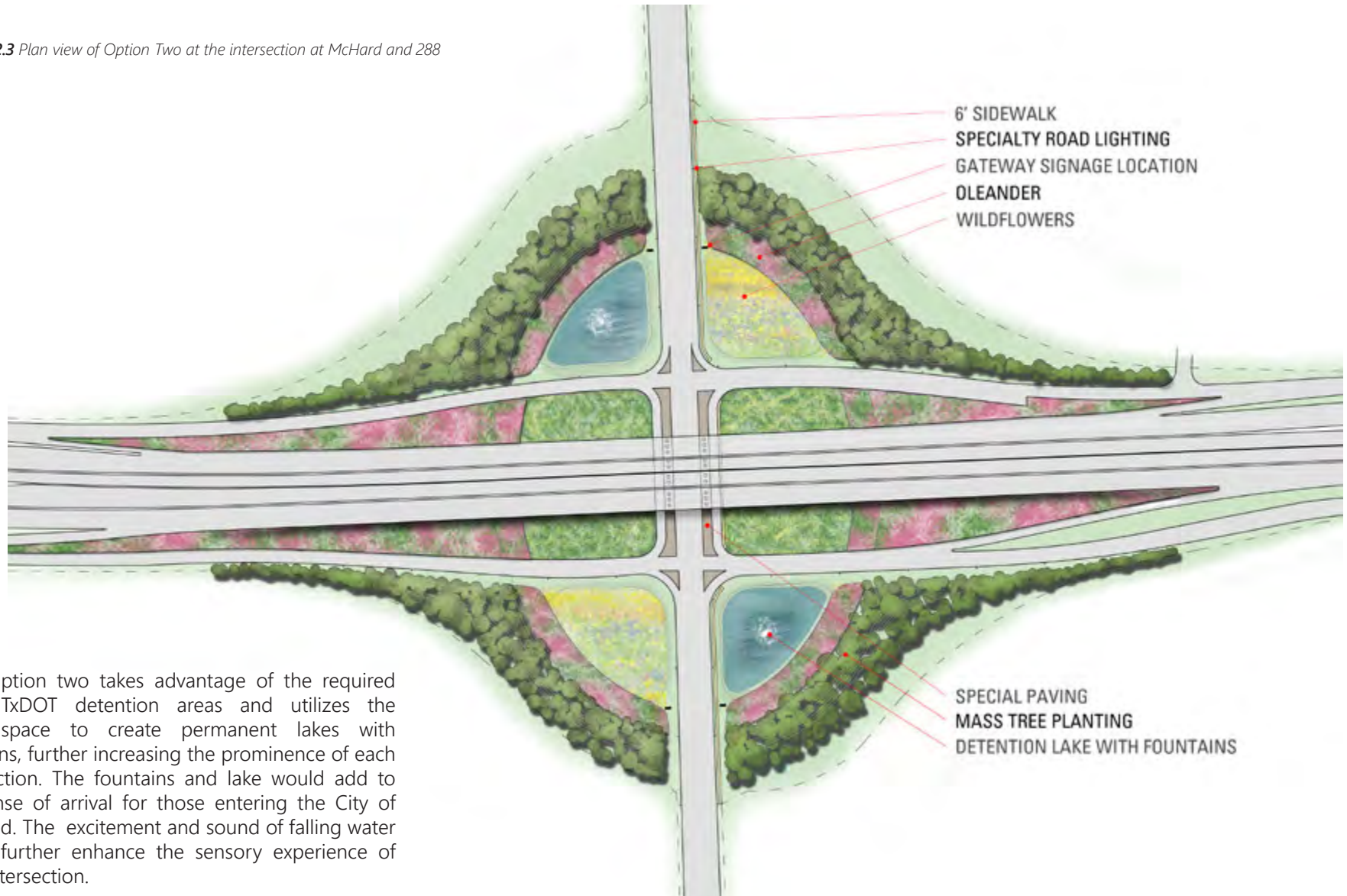
Improvements to the hardscape and planting at the intersections could include special paving, sidewalks, intensive plantings and lighting. The use of special form liners for concrete work at new bridge abutments could greatly enhance the appearance of the underpasses.

Fig 2.2 *Cross-section of a typical intersection corner*



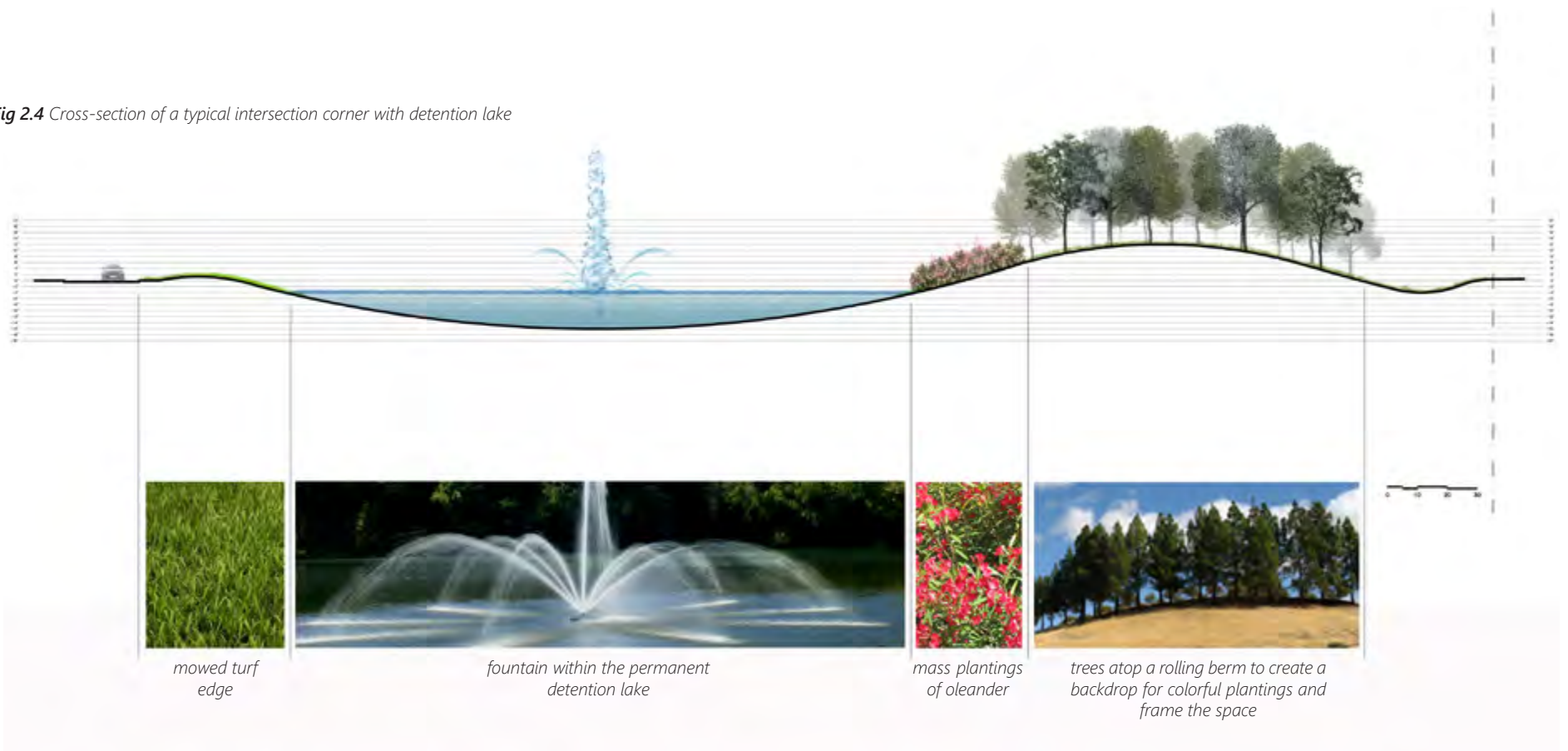
LANDSCAPE EXPRESSION: OPTION TWO

Fig 2.3 Plan view of Option Two at the intersection at McHard and 288



Option two takes advantage of the required TxDOT detention areas and utilizes the space to create permanent lakes with fountains, further increasing the prominence of each intersection. The fountains and lake would add to the sense of arrival for those entering the City of Pearland. The excitement and sound of falling water would further enhance the sensory experience of each intersection.

Fig 2.4 Cross-section of a typical intersection corner with detention lake



DESIGN CHARACTER

Detail components can reinforce the design aesthetic employed throughout a project. Lighting, form liners, special paving, increased planting, and maintenance are being employed as detail components for the 288 Corridor.

The addition of appropriately scaled decorative lighting at the intersections of Broadway/FM 518 and McHard would introduce a complimentary element to further define the nodes and increase safety and ease of travel.

Working with TxDOT in the planning phases could allow for upgraded design elements at the proposed new development at the intersections. The current TxDOT standard for the region is the wave pattern, which can be seen at the CR 59 intersection. A slight variation (Fig 2.5b) is proposed for the 288 Corridor as a possible upgrade for the new headwall structure. The application of the custom pattern maintains continuity with the TxDOT wave theme but separates Pearland as a distinctive place to live.

Increased planting at the two main intersections (and to a reduced level at secondary intersections) would help to designate these spaces as important areas. Special pavers in the medians and under the overpasses would add a rich character through the use of color and pattern (see Fig 2.10). Sidewalks should be added to improve pedestrian safety and encourage alternate forms of transportation across the corridor.

Between developed intersections, large groups of wildflowers could be added at strategic locations. Increased maintenance in mowing and litter removal would improve the appearance and image of the City as a whole.

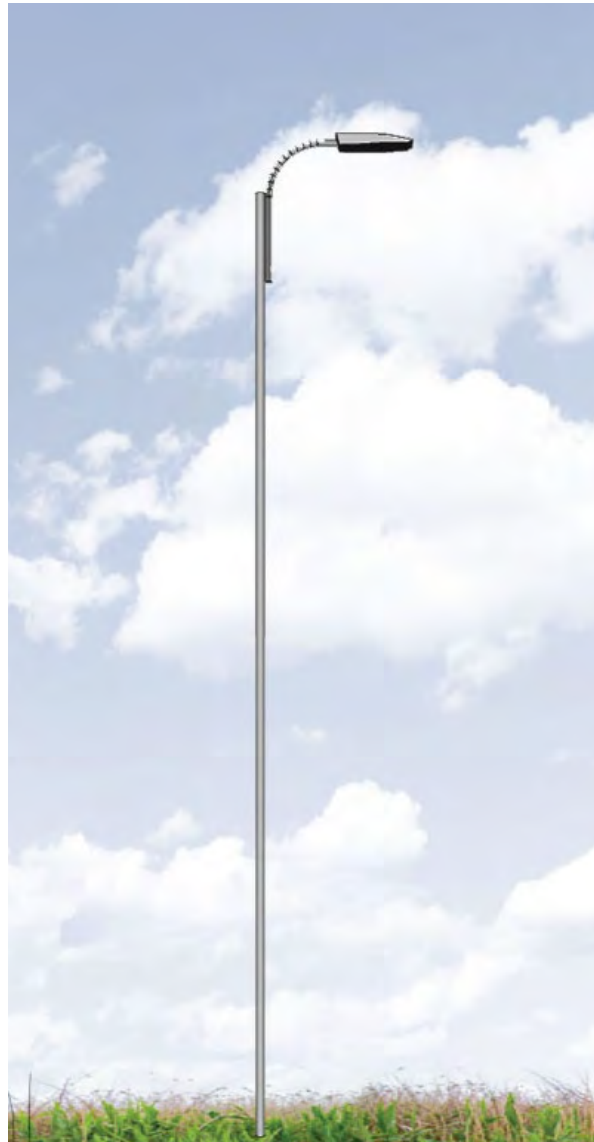


Fig 2.5a Suggestion for scale of specialty road lighting

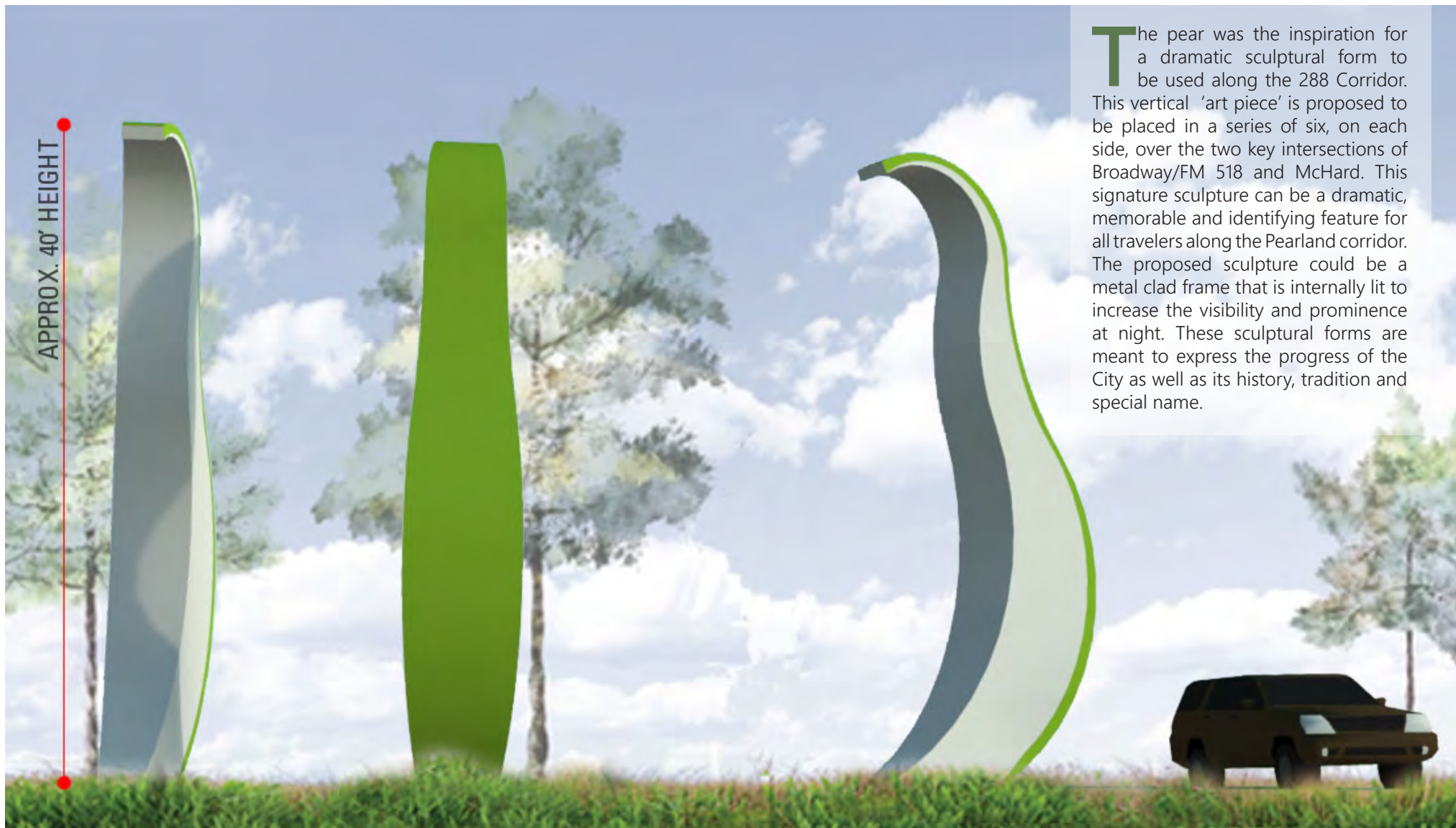


Fig 2.5b Detail view of custom concrete form liner



Fig 2.5c Contextual view of custom concrete form liner

SCULPTURAL PEAR ELEMENT



The pear was the inspiration for a dramatic sculptural form to be used along the 288 Corridor. This vertical 'art piece' is proposed to be placed in a series of six, on each side, over the two key intersections of Broadway/FM 518 and McHard. This signature sculpture can be a dramatic, memorable and identifying feature for all travelers along the Pearland corridor. The proposed sculpture could be a metal clad frame that is internally lit to increase the visibility and prominence at night. These sculptural forms are meant to express the progress of the City as well as its history, tradition and special name.

Fig 2.6 Abstract pear sculpture scale in reference to an SUV vehicle.

INTERSECTION AERIAL RENDERINGS

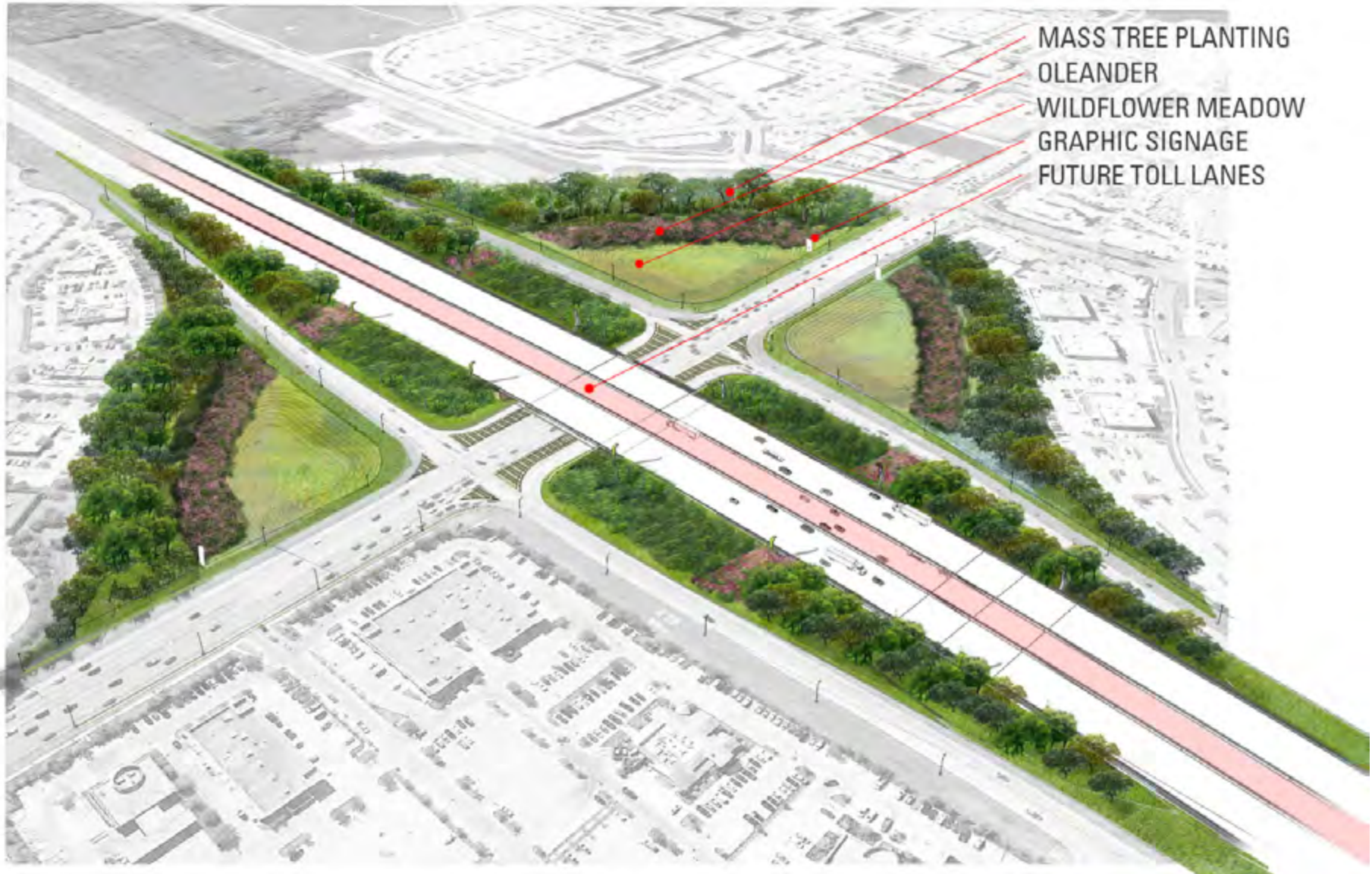


Fig 2.7 A bird's eye view of the intersection at Broadway/FM 518 and 288

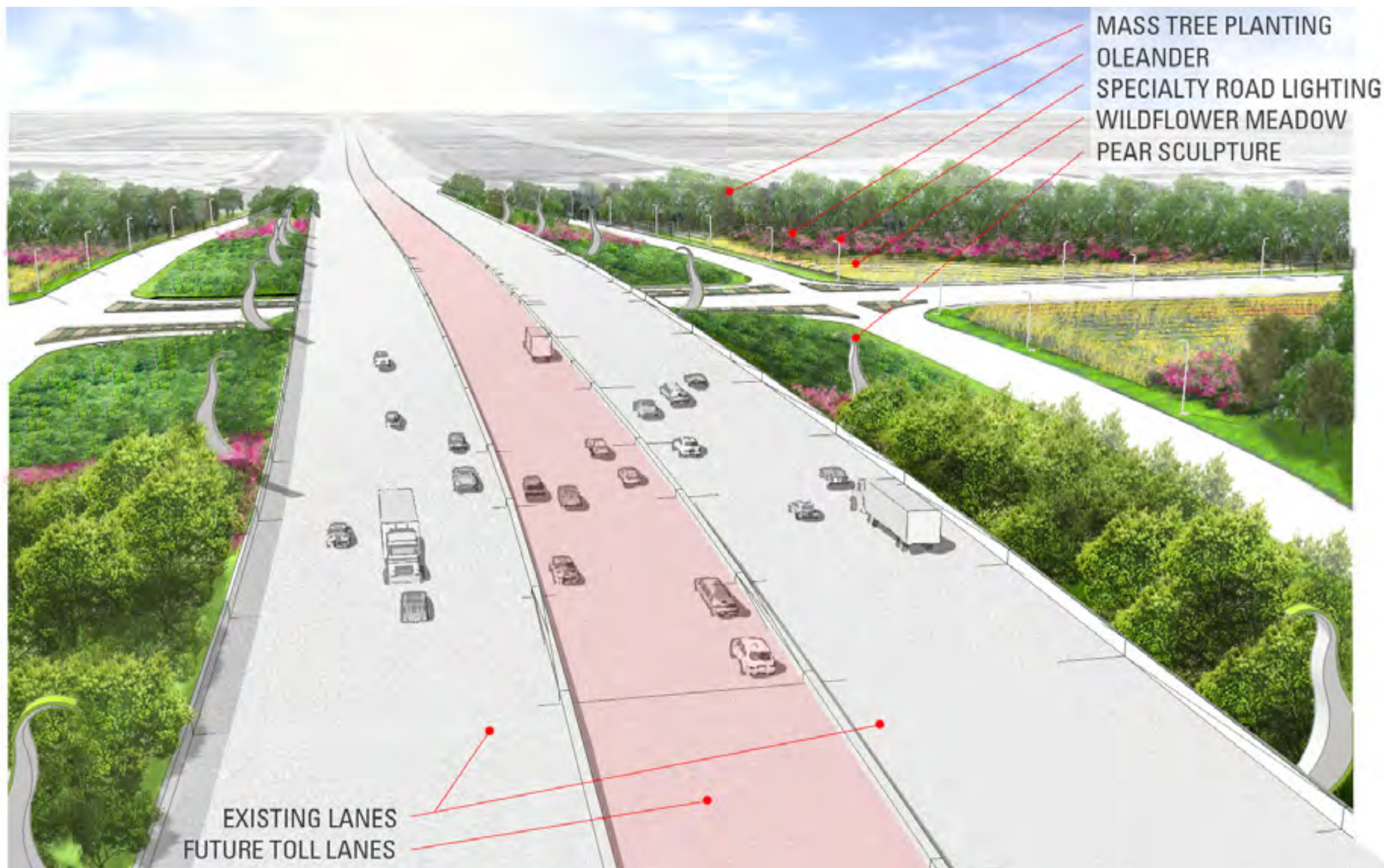


Fig 2.8 An aerial view approaching the intersection of Broadway/FM 518 and 288

INTERSECTIONS AND UNDERPASSES

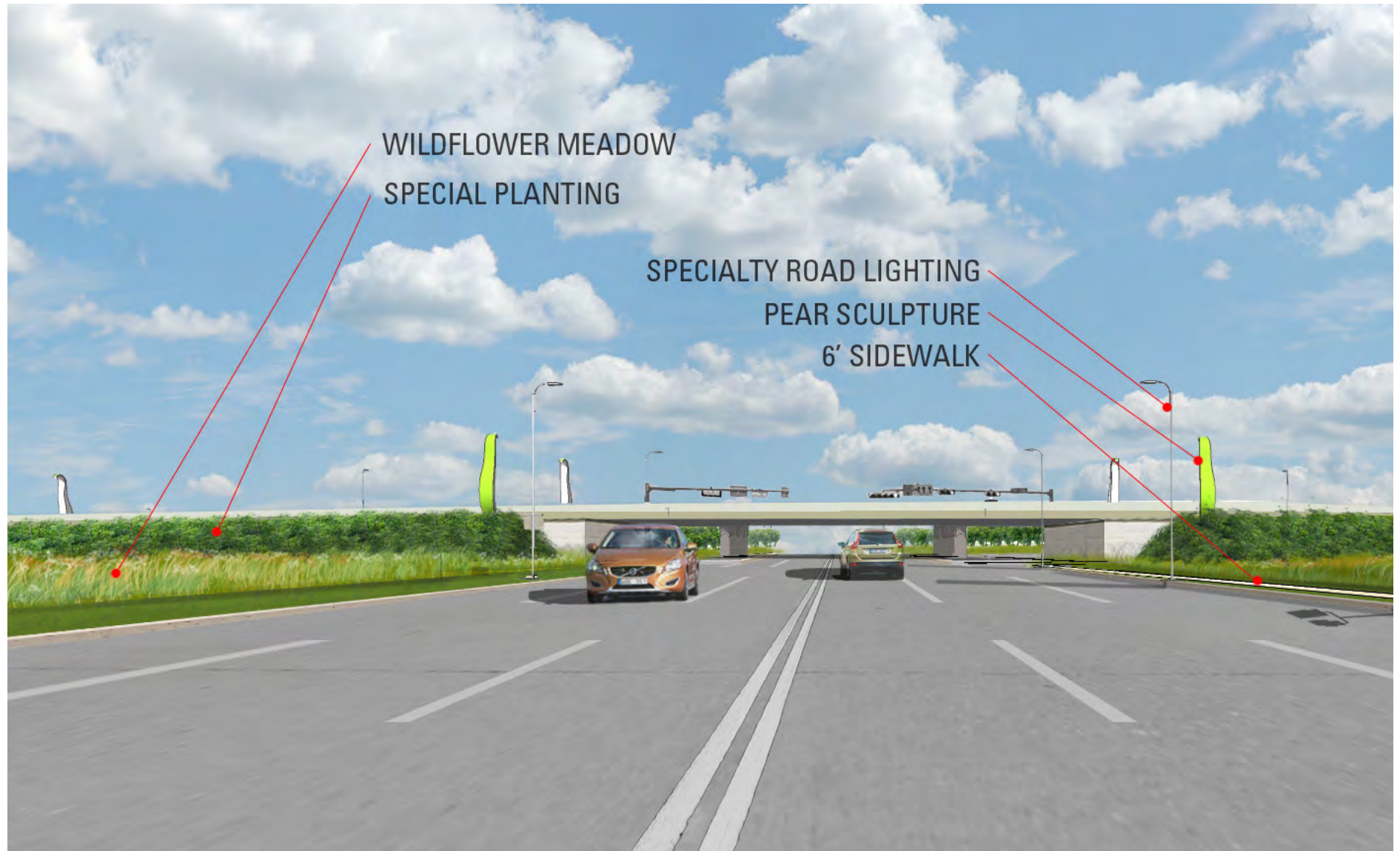


Fig 2.9 Elevation of proposed 288 intersection and underpass.



Fig 2.10 Detail view of a proposed 288 underpass

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ESTIMATED COSTS



SITE BREAKDOWN AND PHASING

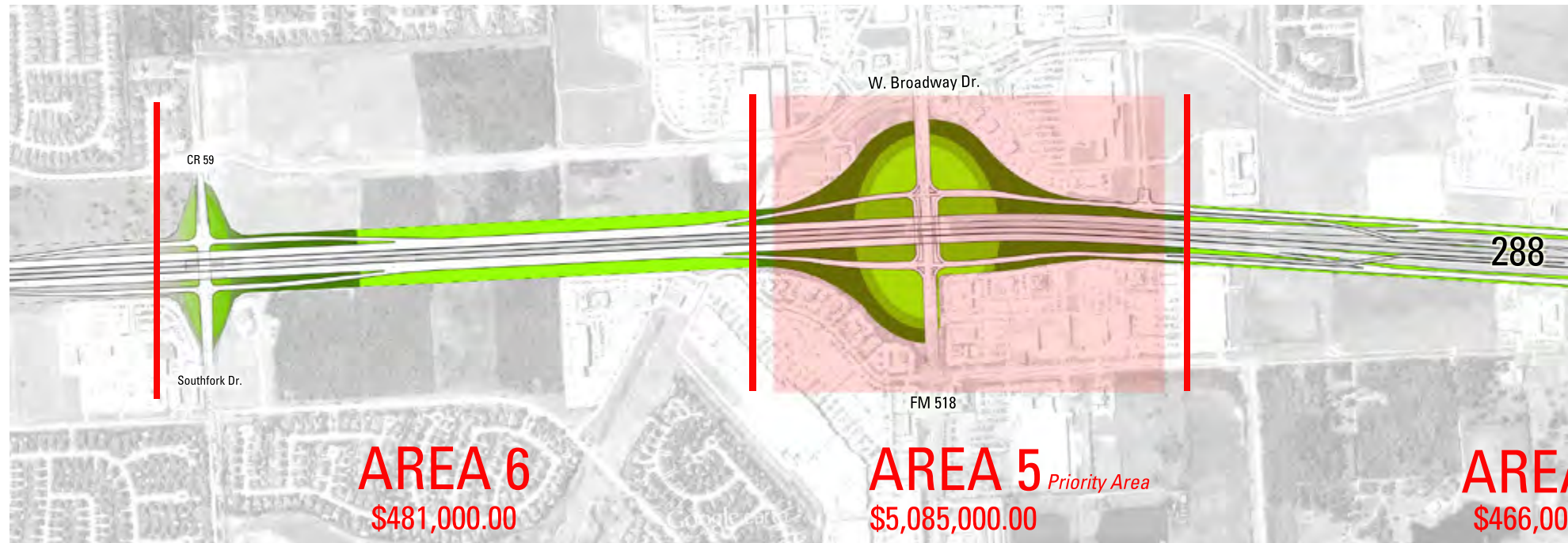
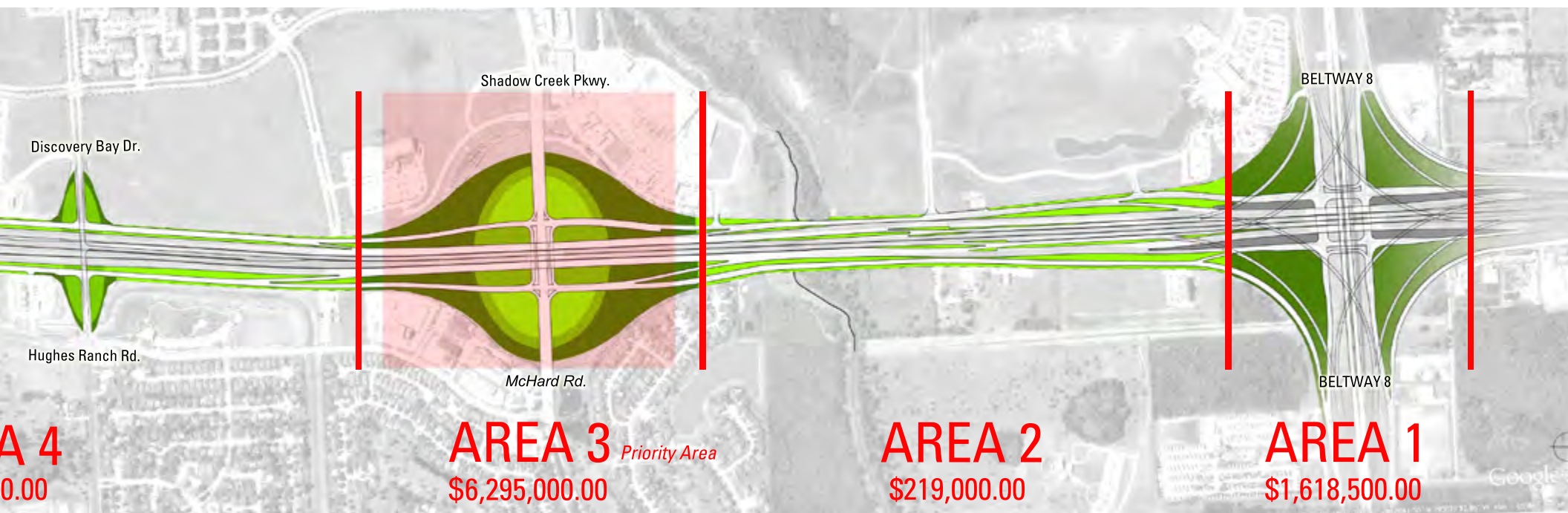


Fig 3.1 Site map with nominal costs by area

To increase the feasibility of the project the scope of improvements has been broken down by area. Each area represents a segment of the 288 Corridor that is part of the Pearland Municipal Management District #2. The following pages divide the preliminary costs of each area with break down of line items. The intersections of Broadway/FM 518 and McHard (areas 3 and 5, respectively) have been deemed priority areas due to their importance to the City now and in the future.



PRELIMINARY COST ESTIMATE

Summary

Area 1 - Beltway 8 Intersection: All Four Corners	\$	1,618,428.00
Area 2 - Beltway 8 Intersection to McHard Intersection	\$	218,709.00
Area 3 - McHard and 288 Intersection	\$	6,295,072.00
Area 4 - McHard Intersection to FM 518/Broadway Intersection	\$	465,876.00
Area 5 - FM 518/Broadway and 288 Intersection	\$	5,085,247.00
Area 6- Broadway Intersection through CR 59/South Fork and 288 Intersection	\$	480,736.00
Total of Master Plan Improvements	\$	14,164,068.00

Area 1 - Beltway 8 Intersection: All Four Corners

Item	Qty.	Unit	Unit Cost	Extension
Gateway Markers	2	EA	\$ 40,000.00	\$ 80,000.00
Tree Plantings (45 gal., 20' o.c.)	2,835	EA	\$ 300.00	\$ 850,500.00
Temporary Tree Irrigation	1	LS	\$ 141,750.00	\$ 141,750.00
General Conditions	1	LS	\$ 53,612.50	\$ 53,612.50
Professional Fees	1	LS	\$ 281,465.63	\$281,465.63
			Subtotal	\$ 1,407,328.13
			15% Contingency	\$ 211,099.22
Total Area 1-Beltway 8-All Four Corners				\$ 1,618,427.35

PRELIMINARY COST ESTIMATE

Area 2 - Beltway 8 Intersection to McHard Intersection

Item	Qty.	Unit	Unit Cost	Extension
Fine Grade and Hydromulch	450,000	SF	\$ 0.25	\$ 112,500.00
Wildflowers (20% of area)	90,000	SF	\$ 0.50	\$ 45,000.00
General Conditions	1	LS	\$ 7,875.00	\$ 7,875.00
Professional Fees	1	LS	\$ 24,806.25	\$ 24,806.25
			Subtotal	\$ 190,181.25
			15% Contingency	\$ 28,527.19
Total Area 2 - Beltway 8 Intersection to McHard Intersection				\$ 218,708.44

Area 3 - McHard and 288 Intersection

Item	Qty.	Unit	Unit Cost		Extension
Hardscape					
Grading	630,000	SF	\$	0.15	\$ 94,500.00
Concrete Walk-6' width	10,050	SF	\$	4.50	\$ 45,225.00
Curb Ramps	12	EA	\$	1,500.00	\$ 18,000.00
Pavers (demo existing and replace)	37,700	SF	\$	14.00	\$ 527,800.00
Paint (existing abutments & columns)	8,200	SF	\$	7.50	\$ 61,500.00
Gateway Markers	4		\$	40,000.00	\$ 160,000.00
Pear Art Columns	12	EA	\$	80,000.00	\$ 960,000.00
Total Hardscape				\$	1,867,025.00
Softscape					
Tree Plantings (45 gal., 20' o.c.)	1,620	EA	\$	300.00	\$ 486,000.00
Shrubs (Oleander, 5' o.c.)	12,800	EA	\$	25.00	\$ 320,000.00
Mulch	5,000	CY	\$	35.00	\$ 175,000.00
Wildflowers	242,500	SF	\$	0.50	\$ 121,250.00
Fine Grade and Hydromulch	325,500	SF	\$	0.25	\$ 81,375.00
Temporary Tree Irrigation	1	LS	\$	81,000.00	\$ 81,000.00
Irrigation	630,000	SF	\$	0.60	\$ 378,000.00
Total Softscape				\$	1,642,625.00
Permanent Water & Fountain (partial excavation by TxDOT)	2	EA	\$	200,000.00	\$ 400,000.00
Lighting					
Street lights	41	EA	\$	3,500.00	\$ 143,500.00
Electrical Run	7,380	LF	\$	20.00	\$ 147,600.00
Electrical Service	1	LS	\$	10,000.00	\$ 10,000.00
Total Lighting				\$	301,100.00
General Conditions	1	LS	\$	210,537.50	\$ 210,537.50
Professional Fees	1	LS	\$	1,052,687.50	\$ 1,052,687.50
Subtotal				\$	5,473,975.00
15% Contingency				\$	821,096.25
Total Area 3-McHard and 288 Intersection				\$	6,295,071.25

PRELIMINARY COST ESTIMATE

Area 4 - McHard Intersection to Broadway/FM 518 Intersection

Item	Qty.	Unit	Unit Cost		Extension
Tree Plantings (45 gal., 20' o.c.)	460	EA	\$ 300.00	\$	138,000.00
Fine Grade and Hydromulch	463,000	SF	\$ 0.25	\$	115,750.00
Wildflowers (20% of area)	66,000	SF	\$ 0.50	\$	33,000.00
Temporary Tree Irrigation	1	LS	\$ 23,000.00	\$	23,000.00
General Conditions	1	LS	\$ 14,337.50	\$	14,337.50
Professional Fees	1	LS	\$ 81,021.88	\$	81,021.88
			Subtotal	\$	405,109.38
			15% Contingency	\$	60,766.41
Total Area 4 - McHard Intersection to Broadway/FM518 Intersection				\$	465,875.79

Area 5 - Broadway/FM 518 and 288 Intersection

Item	Qty.	Unit	Unit Cost	Extension
Hardscape				
Grading	473,000	SF	\$ 0.15	\$ 70,950.00
Concrete Walk-6' width	9,395	SF	\$ 4.50	\$ 42,277.50
Curb Ramps	12	EA	\$ 1,500.00	\$ 18,000.00
Form liner - addition	8,200	SF	\$ 35.00	\$ 287,000.00
Paint and Pavers - by TxDOT	39,600	SF	\$ -	\$ -
Gateway Markers	4		\$ 40,000.00	\$ 160,000.00
Pear Art Columns	12	EA	\$ 80,000.00	\$ 960,000.00
			Total Hardscape	\$ 1,538,227.50
Softscape				
Tree Plantings (45 gal., 20' o.c.)	1,220	EA	\$ 300.00	\$ 366,000.00
Shrubs (Oleander, 5' o.c.)	9,625	EA	\$ 25.00	\$ 240,625.00
Mulch	3,750	CY	\$ 35.00	\$ 131,250.00
Wildflowers	182,000	SF	\$ 0.50	\$ 91,000.00
Fine Grade and Hydromulch	238,000	SF	\$ 0.25	\$ 59,500.00
Temporary Tree Irrigation	1	LS	\$ 61,000.00	\$ 61,000.00
Irrigation	473,000	SF	\$ 0.60	\$ 283,800.00
			Total Softscape	\$ 1,233,175.00
Permanent Water & Fountain (partial excavation by TxDOT)	2	EA	\$ 200,000.00	\$ 400,000.00
Lighting				
Street Lights	31	EA	\$ 3,500.00	\$ 108,500.00
Electrical Run	5,580	LF	\$ 20.00	\$ 111,600.00
Electrical Service	1	LS	\$ 10,000.00	\$ 10,000.00
			Total Lighting	\$ 230,100.00
General Conditions	1	LS	\$ 170,075.13	\$ 170,075.13
Professional Fees	1	LS	\$ 850,375.63	\$ 850,375.63
			Subtotal	\$ 4,421,953.25
			15% Contingency	\$ 663,292.99
Total Area 5 - Broadway/FM 518 and 288 Intersection				\$ 5,085,246.24

PRELIMINARY COST ESTIMATE

Area 6- Broadway Intersection through CR 59/South Fork and 288 Intersection

Item	Qty.	Unit	Unit Cost	Extension
Gateway Markers	2		\$ 40,000.00	\$ 80,000.00
Tree Plantings (45 gal., 20' o.c.)	260	EA	\$ 300.00	\$ 78,000.00
Temporary Tree Irrigation	1	LS	\$ 13,000.00	\$ 13,000.00
Fine Grade and Hydromulch	500,000	SF	\$ 0.25	\$ 125,000.00
Wildflowers (20% of area)	45,000	SF	\$ 0.50	\$ 22,500.00
General Conditions	1	LS	\$ 15,925.00	\$ 15,925.00
Professional Fees	1	LS	\$ 83,606.25	\$ 83,606.25
			Subtotal	\$ 418,031.25
			15% Contingency	\$ 62,704.69
Total Area 6 - Broadway Intersection through CR 59/South Fork and 288 Intersection			\$	480,735.94

Annual 288 Corridor Landscape Maintenance Cost Estimate

Area 3 - McHard and 288 Intersection

Item	Qty.	Unit	Unit Cost	Extension
Trees - fertilizer	1,620	EA	\$ 10.00	\$ 16,200.00
Tree pruning	1,620	EA	\$ 15.00	\$ 24,300.00
Shrubs fertilizer	12,800	EA	\$ 2.00	\$ 25,600.00
Mulch (1 per year)	2,500	CY	\$ 35.00	\$ 87,500.00
Wildflowers (reseed 2 years 50%)	242,000	SF	\$ 0.25	\$ 60,500.00
Mowing - monthly (\$125/acre)	12	EA	\$ 1,000.00	\$ 12,000.00
Turf Fertilization	2	EA	\$ 20,000.00	\$ 40,000.00
Irrigation (1 visit/month)	12	EA	\$ 800.00	\$ 9,600.00
			Subtotal	\$ 275,700.00
			15% Contingency	\$ 41,355.00
			Total	\$ 317,055.00

Area 5 - Broadway and 288 Intersection

Tree fertilization	1,220	EA	\$ 10.00	\$ 12,200.00
Tree pruning	1,220	EA	\$ 15.00	\$ 18,300.00
Shrubs (Oleander, 5' o.c.)	9,625	EA	\$ 2.00	\$ 19,250.00
Mulch (1 per year)	2,250	CY	\$ 35.00	\$ 78,750.00
Wildflowers (reseed 2 years 50%)	181,770	SF	\$ 0.25	\$ 45,442.50
Mowing - monthly (\$125/ac)	12	EA	\$ 700.00	\$ 8,400.00
Turf Fertilization	2	EA	\$ 14,000.00	\$ 28,000.00
Irrigation (Tree & Shrub areas only)	12	EA	\$ 800.00	\$ 9,600.00
			Subtotal	\$ 219,942.50
			15% Contingency	\$ 32,991.38
			Total	\$ 252,933.88

**All prices are estimated based on current construction costs. Allowances must be made for increasing costs during future development.*

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Pearland Municipal Management District #2

The City of Pearland

Pearland Chamber of Commerce

Keep Pearland Beautiful

Pearland Convention and Visitors Bureau

Texas Department of Transportation

HDR

Brazoria County Toll Road Authority



