



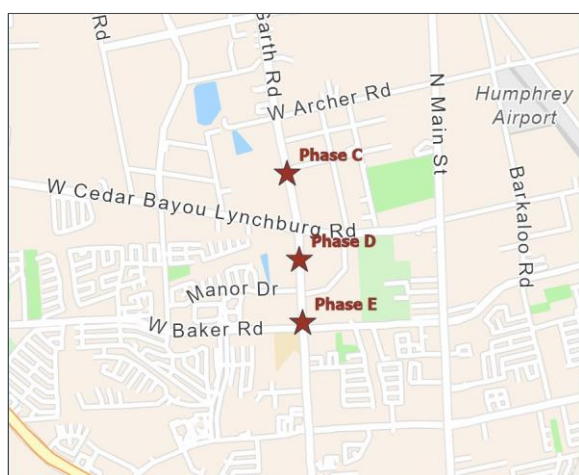
Garth Road Reconstruction

Phases C, D, E



Map Symbolology

Project Extent



Location:

Garth Road from Archer Road to south of Baker Road

Description:

Reconstruction and widening of Garth Road roadway from four to six lanes from I-10 to Baker Road with upgraded utilities.

Benefits:

Facilitate mobility for anticipated population growth in Harris County and enhance safety for the traveling public by adding travel lanes to increase capacity.

PCI:

C: 66 (Fair), D: 69 (Fair), E: 76 (Satisfactory)

Project Timeline

Grant Application	Grant Award	Design Start	Construction Start
2026	2027	-	2027

Project Budget

\$89,645,000

Bond Funding	\$35,858,000
Grant Funding	\$53,787,000



Garth Road Reconstruction

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Additional Information

The Garth Road Reconstruction Phases C, D, E, Project is the second phase of a comprehensive program to improve Garth Road from I-10 to S.H. 146.

Garth Road Reconstruction Phases C, D, E, will include variety of enhancements to improve safety, mobility, and aesthetics. Some of these enhancements include:

1. Additional travel lanes to improve the capacity of Garth which will improve mobility and lessen travel times.
2. Sidewalk along both sides of Garth to improve pedestrian access and safety
3. Center medians with turn lanes to improve safety
4. Landscaping within the center medians to improve aesthetics
5. Dedicated deceleration lanes to allow motorists to safer access to driveways.

When the funding request package for Garth Road was prepared by the City of Baytown for consideration by TxDOT and their funding partners, the issues that were of foremost importance to the evaluators and that ultimately qualified Garth to be funded were related to safety. Garth, due to the unprotected center lane that is used for left turning movements, has historically had a high number of significant vehicle crashes when compared to similar corridors throughout the region. The addition of the raised median and corresponding turn lanes will significantly reduce the number of significant vehicular accidents.

In addition to this, the lack of a complete sidewalk network along Garth was also a factor in the assessment of the safety of Garth Road. The deep ditches along portions of Garth preclude the installation of sidewalk. As the proposed roadway improvements include underground storm sewer the need for the deep ditches will be eliminated and sidewalk can be installed which will improve pedestrian safety. The storm drainage system will be upgraded to meet new standards and will reduce the potential for flooding.

Through these enhancements, Garth Road will become a signature corridor for the City of Baytown. The aesthetic enhancements, coupled with the safety enhancements, will hopefully draw new businesses to Garth while encouraging the existing businesses to reinvest in the community.

Assumptions:

1. Project will be fully designed and Right of Way (ROW) acquired by 2026.
2. Grant: Project will be funded in 2027 Transportation Improvement Program (TIP) through Houston-Galveston Area Council (HGAC) at 80% of construction costs.
3. City will contribute 20% of construction costs, 100% of design costs (these have already been budgeted), 100% of ROW acquisition, 100% of construction management and 100% of materials testing.

Length (Miles)	Paving Construction	Drainage Construction	Water Construction	Sanitary Sewer Construction	Intersection Construction	ROW Acquisition Cost	Engineering (15% Const.)	Const. Mgmt. (3% of Const.)	Total Estimated Project Cost
1.36	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	\$89,645,000

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