

CITY OF SAN ANTONIO

TO: 2012-2017 Bond Program Streets, Bridges, and Sidewalks Committee Members

FROM: Mike Frisbie, P.E., City Engineer and Director of Capital Improvement Management Services

COPY: Sheryl Sculley, City Manager; Peter Zaroni, Assistant City Manager; T.C. Broadnax, Assistant City Manager; Maria Villagomez, Director of Management and Budget; Majed Al-Ghafry, Director of Public Works

DATE: October 19, 2011

SUBJECT: **REQUESTED PROJECT INFORMATION FROM THE STREETS, BRIDGES, SIDEWALKS 2012 BOND CITIZEN COMMITTEE MEMBER MEETING**

Thank you again for being part of the 2012 Bond project development process. Our Initial meeting was a great start to this important aspect of the proposed bond program development process. This memo addresses requests for information from Citizen Committee Members during the Streets, Bridges, Sidewalks 2012 Bond Citizen Committee Meeting held on Monday, October 3, 2011.

Citywide Bridge Replacement

1. **Question:** A committee member inquired about the bridge replacement program and how bridges are selected. Details were requested.

Answer: The Citywide Bridge Replacement project recommendation for the streets infrastructure area would fund the replacement of select deficient and deteriorated bridges within the City limits. A similar project was included in the City's 2007-2012 Bond Program. In 2007, a study was conducted of the City's approximately 700 bridges in order to identify the 40 bridges with the greatest potential for improvement. Of that group, five were selected for improvement, and are identified in the attached map and Report. A sixth bridge, on Rittiman Road west of IH 35, was identified separately by staff, due to safety issues caused by the bridge restricting water flow in Salado Creek and would become submerged under water during server storms.

Updated bridge evaluation data is being finalized to better identify the best candidate bridges for replacement under the 2012-2017 program. However, the bridges identified as the worst ones in the 2007 report will most likely remain top contenders for replacement in the 2012-2017 Bond Program.

Exhibit A - Map of Top 40 Bridges;

Exhibit B - Bridge Prioritization Report for the City of San Antonio

Additional Details for Staff Recommended Projects

2. **Question:** Committee members requested to see the following additional information for the City's Staff Recommended Project List:
 1. Name of Project;
 2. Budgeted Amount;
 3. Project Description;
 4. Companion project, if applicable;
 5. Whether or not the project is a phase or continuation of 2007-2012 Bond Program, another program, or another phase;
 6. Whether or not the project is currently under design;
 7. Whether or not the project is part of the Bike Master Plan;
 8. Applicable Guiding Principles;
 9. Whether or not the project has leverage funding and the source;
 10. What City Council District the project is located in.

Answer: Please see Exhibit C (Staff Recommended Project List Details)

Fredericksburg Road

3. **Question:** What has been done on Fredericksburg Road, and what remains to be done? Details were requested from.

Answer: The 2007-2012 Bond has a project named Fredericksburg Road Congestion Mitigation, funded at \$10 million. The scope of the project is upgrading the traffic signals and traffic signal communication equipment along the corridor. This includes 21 signalized intersections.

Fredericksburg Road is a TxDOT roadway, but is in need of maintenance and also areas where there are no sidewalks. Within Loop 410 there is approximately 2.7 miles of roadway in need of repair / reconstruction and sidewalks. Outside Loop 410 to Medical Drive there is another approximately 1.7 miles. Packaged as a project, all work would most likely be in the \$70 million range. Sidewalks alone would be approximately \$6 million and would negatively impact some businesses along the corridor. Staff confirmed that TxDOT owns and maintains Fredericksburg Road from curb to curb and it would be the City or County's responsibility to install and maintain sidewalks.

St. Cloud Sidewalks

4. **Question:** A resident commented on the 2007-2012 Bond project sidewalk replacement project on St. Cloud. Details were requested from staff.

Answer: The 2007-2012 Bond Project named St. Cloud Pedestrian Improvement (Woodlawn to Babcock) specifically stated that sidewalks would be constructed on one side of the street. Staff and the design consultant analyzed the merits and challenges of each side of the street and identified the west side of St. Cloud as being the most appropriate, since that side had a children's shelter, restaurants and businesses, a pocket park, a community center and an assisted living facility. Installing east side sidewalks had severe right of way acquisition challenges, which would have required relocation and reconstruction of utility poles and retaining walls. By taking portions of resident's properties, some garages would have become inaccessible.

The project did have inspector oversight, and any construction issues were addressed at that time. Several driveways, wheel chair ramps and a few sections of sidewalk had to be reconstructed, but with one exception it was all done at contractor expense. The sidewalks were designed and constructed to drain to the street. Three public meetings were held on the project, and any citizens who were impacted by construction changes were personally contacted.

District 1 Area Pedestrian Mobility & Street Improvements

5. **Question:** What is the makeup of the staff-presented project titled "District 1 Area Pedestrian Mobility & Street Improvements" project.

Answer: In the 2007-2012 Bond Program, three Council Districts took similar steps by identifying individual "Pedestrian Mobility and Traffic Calming" projects. Those were primarily sidewalk projects, with locations that were determined after the bond election.

Work will be done in one or more neighborhoods but will be done in a contiguous manner, addressing each neighborhood's infrastructure needs which may entail several consecutive blocks within a particular designated area. Staff plans to work with the District 1 council office throughout the bond selection process to better identify specific needs in neighborhood identified, and make recommendations on what type of work should be done. This is envisioned at this time to be sidewalk, ADA, and street work, potentially within specific neighborhood(s).

Other Alternative Projects

6. **Question:** Committee member requested to see a list of additional top priority projects that did not make the City's Staff Recommended List.

Answer: Please see Exhibit D (Priority Projects List, not included in the Staff's \$340 Million street, bridges, sidewalks staff recommendations).

Infrastructure Maintenance Program

7. **Question:** A committee member requested to see the City's 2012-2017 adopted Infrastructure Maintenance Program (IMP).

Answer: The City's Infrastructure Maintenance Program is a five-year rolling plan developed to identify projects and establish schedules for the following programs:

- Street Maintenance
- Alley Maintenance
- Drainage Maintenance
- Sidewalks
- Traffic c Signals
- Pavement Markings
- Advanced Transportation District (ATD)

Funding is appropriated during the City's budget process and an additional year is added to the program annually. The IMP provides the City of San Antonio a structured program schedule, potential for additional multiple year contract awards and improved utility coordination. During the budget process for each City fiscal year, the IMP is presented to City Council for approval. Amendments may occur throughout the year due to coordination with utilities or unforeseen conditions, such as inclement weather. The IMP can be found at the following link:

<http://www.sanantonio.gov/publicworks/imp/IMPApprDatelist.asp>

San Antonio Bicycle Master Plan

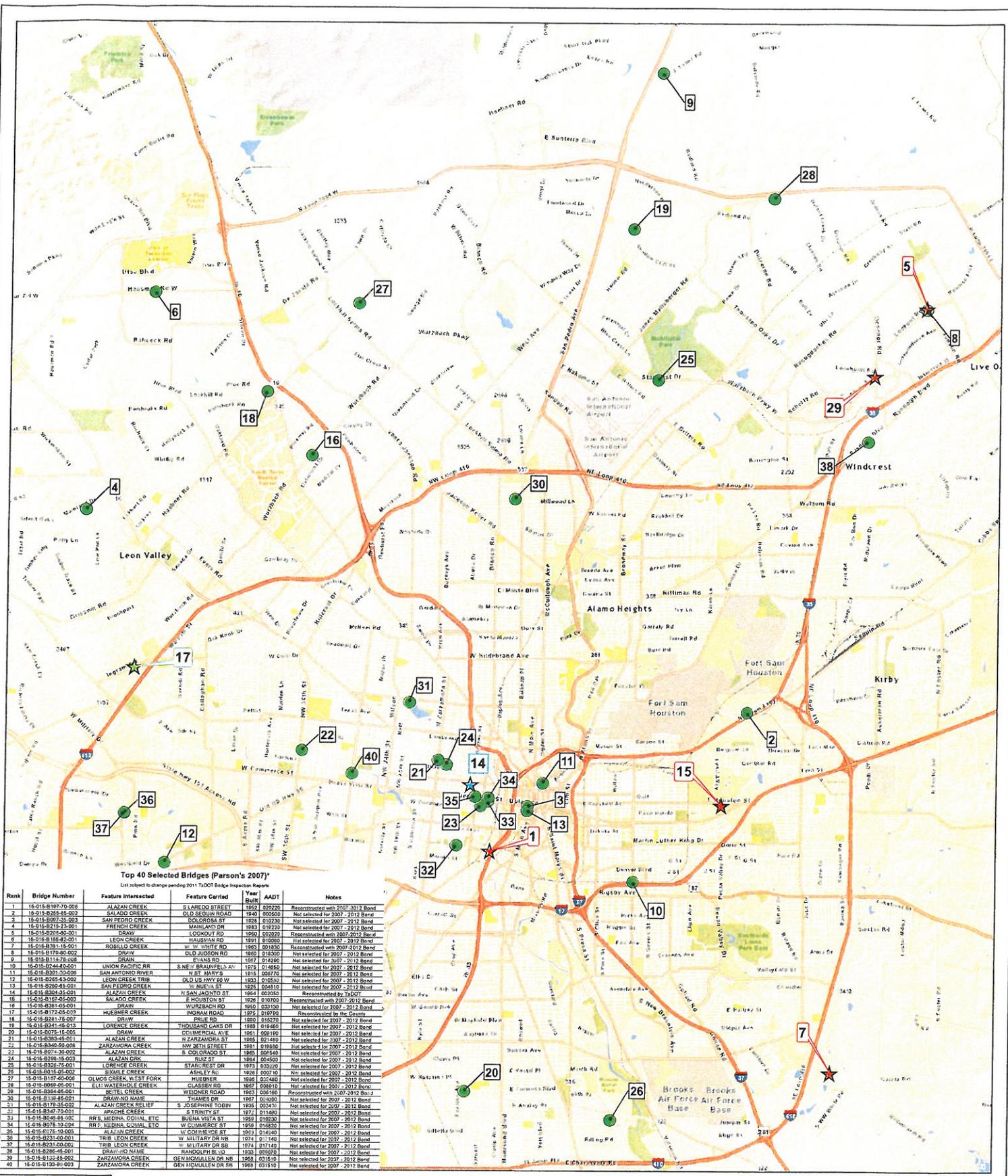
8. **Questions:** A Committee Member requested information about the San Antonio Bicycle Master Plan.

Answer: The City of San Antonio's Bicycle and Pedestrian Program is working to *raise the level of cycling and walking for daily travel and improve cycling and pedestrian safety*. By concentrating on accessibility, directness, and continuity, our goals are to improve and expand infrastructure while raising awareness about "muscle-powered" transportation. This is achieved through a coordinated effort of planning, engineering, policy development, and public education.

The purpose is to create an efficient region-wide bicycle network as well as prioritize bicycle facilities in an effort to create an integrated multi-modal transportation infrastructure as required by the City of San Antonio Master Plan.

The comprehensive Bicycle Master Plan was approved by City council on September 19, 2011. The San Antonio Bike Plan 2011 and Implementation Strategy may be found at:

<http://www.sanantonio.gov/oep/sabikes/bicycleMP.aspx>



Top 40 Selected Bridges (Parson's 2007)
Not subject to change pending 2011 TxDOT Bridge Inspection Reports

Rank	Bridge Number	Feature Intersected	Feature Carried	Year Built	AADT	Notes
1	15-015-017-00-006	ALAZAR CREEK	S. LAUREL STREET	1992	200720	Reconstructed with 2007-2012 Bond
2	15-015-025-05-002	SALADO CREEK	OSBORN ROAD	1940	200000	Not selected for 2007-2012 Bond
3	15-015-007-31-003	SAN PEDRO CREEK	DOLOROSA ST	1978	110730	Not selected for 2007-2012 Bond
4	15-015-015-23-001	FRENCH CREEK	MILLARD DR	1983	119730	Not selected for 2007-2012 Bond
5	15-015-023-00-001	DRAW	LOOKOUT RD	1900	500020	Reconstructed with 2007-2012 Bond
6	15-015-018-42-001	LEON CREEK	HAUSMAN RD	1921	101000	Not selected for 2007-2012 Bond
7	15-015-031-15-001	ROBALO CREEK	W. W. WHITE RD	1961	201800	Reconstructed with 2007-2012 Bond
8	15-015-017-00-002	DRAW	OLD JUDSON RD	1960	213300	Not selected for 2007-2012 Bond
9	15-015-014-78-000	DRAIN	ELGIN RD	1977	218400	Not selected for 2007-2012 Bond
10	15-015-024-40-001	UNION PACIFIC RRR	S. NEW BRAUNFELD AV	1975	218400	Not selected for 2007-2012 Bond
11	15-015-0201-20-008	SAN ANTONIO RIVER	N. ST. MARTYS	1915	209770	Not selected for 2007-2012 Bond
12	15-015-0205-03-002	LEON CREEK TRIB	OLD RED HAY RWY	1953	210500	Not selected for 2007-2012 Bond
13	15-015-0202-05-001	SAN PEDRO CREEK	W. RUELA ST	1928	204810	Not selected for 2007-2012 Bond
14	15-015-0304-35-001	SALADO CREEK	N. SAN JACINTO ST	1964	202000	Reconstructed by TxDOT
15	15-015-0107-05-003	SALADO CREEK	E. HOUSTON ST	1920	210700	Reconstructed with 2007-2012 Bond
16	15-015-0281-05-001	DRAIN	WUPFERACH RD	1950	233700	Not selected for 2007-2012 Bond
17	15-015-0172-05-003	HUSBERG CREEK	INGRAM ROAD	1975	217700	Reconstructed by the County
18	15-015-0281-26-007	DRAW	PRUE RD	1950	215270	Not selected for 2007-2012 Bond
19	15-015-0241-45-013	LORENZE CREEK	THOUSAND LAKE DR	1980	218400	Not selected for 2007-2012 Bond
20	15-015-0075-15-005	DRAW	OSBORN AVE	1951	200100	Not selected for 2007-2012 Bond
21	15-015-0330-45-011	ALAZAR CREEK	N. ZARZAMORA ST	1955	211400	Not selected for 2007-2012 Bond
22	15-015-0300-50-008	ZARZAMORA CREEK	NW. SETH STREET	1951	216500	Not selected for 2007-2012 Bond
23	15-015-0074-30-002	ALAZAR CREEK	S. DOLOROSA ST	1952	210500	Not selected for 2007-2012 Bond
24	15-015-0229-19-003	ALAZAR CREEK	RUIZ ST	1954	204500	Not selected for 2007-2012 Bond
25	15-015-0202-74-001	LORENZE CREEK	STARBUCK DR	1973	233100	Not selected for 2007-2012 Bond
26	15-015-0110-05-002	BIRNALL CREEK	ASHLEY DR	1928	200210	Not selected for 2007-2012 Bond
27	15-015-0110-45-006	OLMOC CREEK, W. ST. FORK	HUSBERG	1960	215400	Not selected for 2007-2012 Bond
28	15-015-0059-09-001	LEON CREEK	CLASBERG DR	1951	206910	Not selected for 2007-2012 Bond
29	15-015-0384-05-001	BETTEL CREEK	WEIDNER ROAD	1953	206160	Reconstructed with 2007-2012 Bond
30	15-015-0138-01-001	DRAW	THAMES DR	1951	200100	Not selected for 2007-2012 Bond
31	15-015-0118-35-002	ALAZAR CREEK RELIEF	S. JOSEPHINE TOWAN	1955	203470	Not selected for 2007-2012 Bond
32	15-015-0247-73-001	APACHE CREEK	S. TRINITY ST	1971	211400	Not selected for 2007-2012 Bond
33	15-015-0048-05-002	R.R. MEDINA CREEK, ETC	BIRNALL VISTA ST	1951	210000	Not selected for 2007-2012 Bond
34	15-015-0076-10-004	R.R. MEDINA CREEK, ETC	W. GUMMERCE ST	1958	216800	Not selected for 2007-2012 Bond
35	15-015-0176-00-005	ALAZAR CREEK	N. COLLEGE ST	1971	216100	Not selected for 2007-2012 Bond
36	15-015-0331-40-001	TRIB. LEON CREEK	W. MILITARY DR NB	1971	216100	Not selected for 2007-2012 Bond
37	15-015-0231-00-002	TRIB. LEON CREEK	W. MILITARY DR SB	1971	217100	Not selected for 2007-2012 Bond
38	15-015-0206-00-001	DRAW/NO NAME	RANDOLPH DR. W	1931	200070	Not selected for 2007-2012 Bond
39	15-015-0133-45-002	ZARZAMORA CREEK	GEN. MC MULLEN DR NB	1954	216100	Not selected for 2007-2012 Bond
40	15-015-0133-40-003	ZARZAMORA CREEK	GEN. MC MULLEN DR SB	1960	216100	Not selected for 2007-2012 Bond

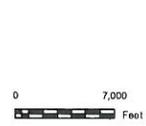


- COSA Bridges
- ★ COSA Bridge (Reconstructed by TxDOT)
- ★ COSA Bridge, Reconstructed with 2007 Bond
- ★ COSA Bridge (Reconstructed by County)

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
Map created by Bevin L. Garcia
 Map file location: f:\common\MapInfo\Technical Services\CMS\GIS\PROJECTS\TECHNICAL_SERVICES\0912_Bond_Bridges\Top 40 Selected 2007.mxd
 Map Label Edited: 19th October 2011
 PDF Filename: 1110TB16.pdf

City of San Antonio EXHIBIT A

Top 40 Bridges as Identified in 2007 showing Funded and Unfunded Bridge Projects



City of San Antonio
 Capital Improvements
 Management Services
 Technical Services
 Director Mike Frisbie, P.E.
 Municipal Plaza Building
 114 West Commerce Street
 San Antonio, TX 78206

EXHIBIT B

Exhibit B

Bridge Prioritization Report

City of San Antonio

September 16, 2008
Advance Report

Prepared for:



City of San Antonio
Capital Improvements Management Services
Razi Hosseini, P.E., R.P.L.S.
Municipal Plaza Building
114 W. Commerce, 5th floor
San Antonio, TX 78205



PARSONS

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Executive Summary

This report is the result of a review of the nearly 700 bridges owned and maintained by the City of San Antonio. Included in this report is a general condition assessment of the San Antonio bridge inventory and a listing of the 40 bridges that are the best candidates for rehabilitation or replacement.

This comprehensive review of the San Antonio bridge inventory was conducted using the National Bridge Inventory data collected by the Texas Department of Transportation and provided by the City of San Antonio. This inspection information is collected on over 100 various bridge specific data items as required by the Federal Highway Administration. These items include geometrics, safety features, structural conditions, and capacity limits. The prioritization considered several key bridge data items such as sufficiency rating, structural element condition, average daily traffic, year of construction, and deficiency status. These keys were examined as follows:

- The sufficiency rating is a federally determined assessment of the overall structural condition of the bridge as indicated by a rating factor from 1-100. This rating considers a bridge's structural adequacy and safety, essentiality for public use and its serviceability and functional obsolescence. It provides an overall picture of the structure and its importance to the system network, and as such is a primary indicator in the selection process.
- Additional consideration was given to the condition ratings of the deck, superstructure, and substructure elements, and average daily traffic to emphasize those bridges in the worst condition carrying the largest volume of users.
- Age plays a significant role in selection since older structures are typically designed to a lesser standard, both structurally and geometrically.
- Lastly, the deficiency status was considered to insure a high likelihood of funding eligibility. Structures that are deficient, either structurally or functionally, and have a sufficiency rating less than 80 should be eligible for Federal Highway Bridge funds. If a bridge appears on the current or prior year selection list as provided by the Federal Highway Administration, the bridge is eligible for this funding. If the sufficiency rating is between 80 and 50, the structure is eligible for rehabilitation. If the sufficiency rating is less than 50, the structure is eligible for replacement.

These factors were weighed during the selection process and the list of 40 bridge candidates was developed through engineering judgment. This list of potential candidates will be reviewed by the City of San Antonio and narrowed to a list of 20 structures that will be advanced for project development.

Overall Assessment

The City of San Antonio is responsible for approximately 700 bridges in its inventory, and the results of this review indicate that the general condition of the inventory is very good. Of the 700 total bridges, there are only 7 structurally deficient bridges, or 1% compared to the national average of around 25%. There are 190 functionally obsolete structures, or 27% compared to the national average around 35%. These categories are defined as follows:

- Structurally Deficient - a structure with one or more major structural elements in poor condition. Additionally, a significantly low load carrying capacity can also result in a bridge being classified structurally deficient.
- Functionally Obsolete – a structure with one or more geometric deficiencies. This can include narrow lane widths, narrow shoulders, inadequate vertical clearance under the structure, inadequate lateral clearance under the structure, poor approach roadway alignment, or a moderately low load carrying capacity.

The overall age distribution of the City of San Antonio bridge inventory is illustrated in Figure 1. It is a generally young bridge population when compared to the Texas statewide inventory. There are a large number of structures constructed in the 1920’s and 1930’s, however many of these are in the River Walk district of downtown San Antonio and as such are historic, which makes replacement or rehabilitation difficult.

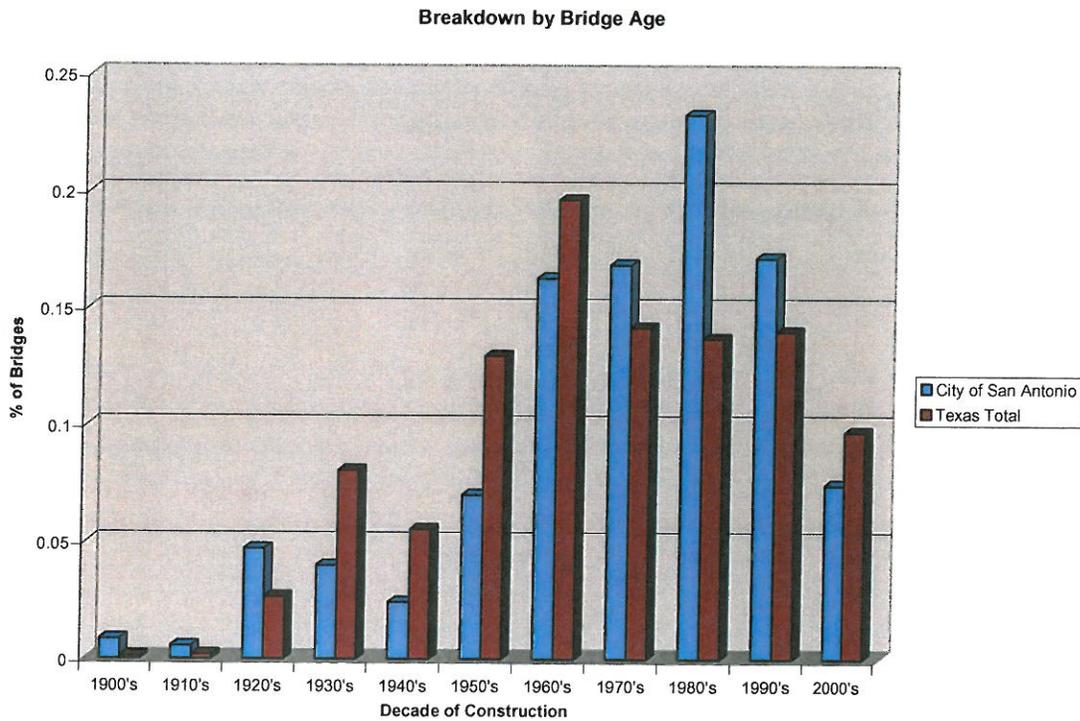


Figure 1

A major indicator of the structural condition of a bridge is found in the condition ratings of the major structural elements. The condition ratings are assigned by visual bridge inspections to each of the major structure components; deck, superstructure, and substructure. Culverts are assigned an overall rating for the entire structure. The inspections are conducted by inspection teams roughly every 24 months and this information is reported to the Federal Highway Administration.

The rating system is a simple scale from 0-9, with 7-9 being good, 5-6 being fair, and 0-4 being poor. Components of a structure assigned a poor condition rating result in the bridge being categorized structurally deficient. The San Antonio inventory was analyzed and the results of that analysis are illustrated in Figure 2. The general condition of the bridge inventory is fairly good, with a very small number of structures with an element rated in poor condition. The predominant element condition rating is good to fair with many of those bridges needing only minor rehabilitation or preventative maintenance. A further review of the inspection reports found the condition rating assessments to be accurate and consistent. This information provides a good “snap-shot” of the condition at the time of the evaluation, and is subject to change as structures deteriorate over time and new inspections are conducted.

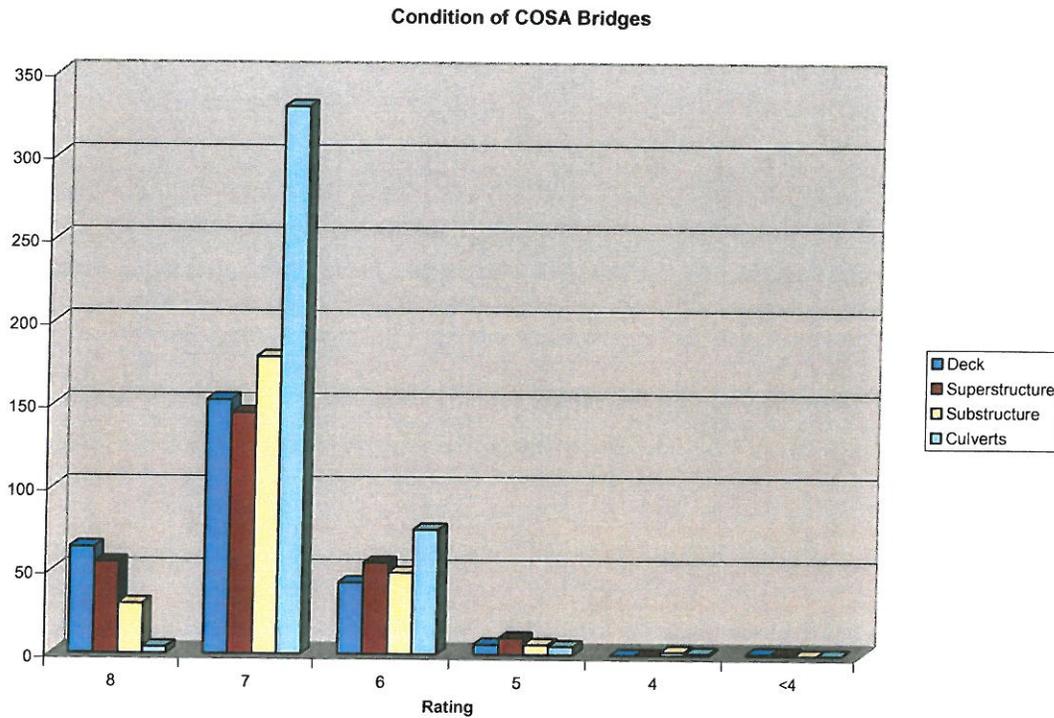


Figure 2

Preliminary Results

The bridge inventory list was reviewed and reduced until a list of 40 viable bridge candidates was determined. Several bridges in poor condition were removed from consideration at the direction of the City of San Antonio. These bridges were either previously selected for project development, or had been determined to not be viable candidates for federal funding. These structures are in poor condition, and if there is any change in their circumstances, they should be given additional consideration to be included here. The list of structures not considered is as follows:

Bridge Number	Feature Intersected	Feature Carried	Year Built	AADT	Status	SR
150150B01165001	MEDINA RIVER	APPLEWHITE ROAD	2005	850	FO	18.7
150150B15665001	SPRR/CHERRY ST./CHES	HAYS ST.	1908	0	SD	32.4
150150B32065001	LEON CREEK	SOMERSET RD.	1914	410	SD	33.8
150150B28000001	SAN ANTONIO RIVER	S PRESA	1900	2320	SD	39.4
150150B00275001	SAN ANTONIO RIVER	AUGUSTA ST	1900	1280		45.8
150150B03825002	SAN ANTONIO RIVER	BRACKENRIDGE	1900	1630	SD	48.1
150150B19470005	APACHE CRK TRIBUTARY	S LAREDO ST	1962	20220	FO	48.5
150150B29000006	RITTIMAN CREEK	RITTIMAN RD	1975	23490	SD	49.2
150150B37973001	WOODLAWN LAKE DRAIN	WOODLAWN PARK RD	1935	1140	FO	49.2
150150B24355004	SAN ANTONIO RIVER	NAVARRO ST	1922	8640		50.2
150150B27995001	SAN ANTONIO RIVER	N. PRESA	1925	2380	FO	57.1
150150B05950001	NOGALITOS ST	CASSIANO ST	1937	8330	FO	57.4
150150B21980015	SAN ANTONIO RIVER	E MARTIN ST	1927	12510	FO	57.4
150150B16165002	SAN ANTONIO RIVER	E. HILDEBRAND AVE.	1928	33700	FO	57.6
150150B08310001	SAN ANTONIO RIVER	CROCKETT ST	1900	1760	FO	62.6
150150B22635001	ZARZAMORA CREEK	MEDICAL DR	1967	16170	FO	63
150150B36780001	SALADO CREEK	WETMORE RD.	1987	34280	FO	63
150150B03260002	DRAIN	BLANCO RD	1955	32040	FO	64
150150B24100003	SIX MILE CREEK	MOURSUND BLVD SB	1972	14330	FO	65.9
150150B30070004	ALAZAN CREEK	ST CLOUD RD	1958	15760	FO	67.3
150150B35600001	BEITEL CREEK	VICAR DR	1965	1320	FO	68.3
150150B07510002	ZARZAMORA CREEK	W COMMERCE ST	1974	22420	FO	68.4
150150B21880004	SAN ANTONIO RIVER	MARKET ST	1927	15680	FO	68.4
150150B09735001	SAN ANTONIO RIVER	DOLOROSA ST	1929	10230	FO	69.1
150150B14975002	ALAZAN CREEK	GUADALUPE ST WB LL	1965	119	FO	71.7
150150B14975003	ALAZAN CREEK	GUADALUPE ST EB LL	1965	125	FO	71.7
150150B36085001	UPRR & LARRY STREET	N WALTERS ST - ML	1972	18880	FO	72.3

SD = Structurally Deficient

FO = Functionally Obsolete

The remaining structures were thoroughly evaluated using the inspection reports and inspection photographs provided by the City of San Antonio. The National Bridge Inventory data was used to develop a complete picture of each structure and its serviceability needs. The following list of 40 bridges are those City of San Antonio structures that are the most qualified candidates for project development consideration.

Rank	Bridge Number	Feature Intersected	Feature Carried	Year Built	AADT	Status	SR
1	150150B19770006	ALAZAN CREEK	S LAREDO STREET	1952	20220	FO	53.3
2	150150B25585002	SALADO CREEK	OLD SEGUIN ROAD	1940	500	SD	53.4
3	150150B09735003	SAN PEDRO CREEK	DOLOROSA ST	1928	10230	FO	65.5
4	150150B21523001	FRENCH CREEK	MAINLAND DR	1983	19220	FO	65.8
5	150150B20860001	DRAW	LOOKOUT RD	1960	2020		66.1
6	150150B15582001	LEON CREEK	HAUSMAN RD	1991	10060	FO	66.5
7	150150B38115001	ROSILLO CREEK	W. W. WHITE RD.	1963	1830		52.6
8	150150B17980002	DRAW	OLD JUDSON RD	1960	18300	FO	63.8
9	150150B11478006	DRAIN	EVANS RD	1987	18290		68.7
10	150150B24480001	UNION PACIFIC RR	S NEW BRAUNFELS AV	1975	14650	FO	69.4
11	150150B30130006	SAN ANTONIO RIVER	N ST. MARY'S	1915	6770	FO	69.6
12	150150B25553002	LEON CREEK TRIB	OLD US HWY 90 W	1933	10580		70.4
13	150150B25065001	SAN PEDRO CREEK	W NUEVA ST	1925	4810		76.9
14	150150B30435001	ALAZAN CREEK	N SAN JACINTO ST.	1964	2050	SD	49.3
15	150150B16705003	SALADO CREEK	E HOUSTON ST	1926	10700	FO	56.7
16	150150B38105001	DRAIN	WURZBACH RD	1950	33130	FO	60.2
17	150150B17205003	HUEBNER CREEK	INGRAM ROAD	1975	19790	FO	63.6
18	150150B28175007	DRAW	PRUE RD	1990	15270	FO	68.4
19	150150B34145013	LORENCE CREEK	THOUSAND OAKS DR	1980	19460		68.4
20	150150B07515005	DRAW	COMMERCIAL AVE	1961	9190		73.3
21	150150B38345001	ALAZAN CREEK	N ZARZAMORA ST	1965	21480	FO	75.4
22	150150B34050008	ZARZAMORA CREEK	NW 36TH STREET	1981	19680	FO	76.6
23	150150B07430002	ALAZAN CREEK	S. COLORADO ST.	1965	8540	FO	77
24	150150B29815003	ALAZAN CRK	RUIZ ST	1964	4500		78
25	150150B32675001	LORENCE CREEK	STARCREST DR	1973	33020	FO	51.5
26	150150B01505002	SIXMILE CREEK	ASHLEY RD	1926	710	FO	55.3
27	150150B16760006	OLMOS CREEK, W FORK	HUEBNER	1986	32480	FO	60.9
28	150150B06905001	ELM WATERHOLE CREEK	CLASSEN RD	1967	8910	FO	63.4
29	150150B36405001	BEITEL CREEK	WEIDNER ROAD	1963	6160	FO	64.2
30	150150B33985001	DRAW-NO NAME	THAMES DR.	1967	4000	FO	68.5
31	150150B17935002	ALAZAN CREEK RELIEF	S. JOSEPHINE TOBIN	1935	3430		68.7
32	150150B34770001	APACHE CREEK	S. TRINITY ST.	1972	11490	FO	69.9
33	150150B04695002	RR'S, MEDINA, COMAL	BUENA VISTA ST.	1959	10230	FO	73.7
34	150150B07510004	RR'S, MEDINA, COMAL	W COMMERCE ST	1959	16820		75.9
35	150150B07510005	ALAZAN CREEK	W COMMERCE ST	1963	14040		76.2
36	150150B23100001	TRIB. LEON CREEK	W. MILITARY DR NB	1974	17140	FO	76.9
37	150150B23100002	TRIB. LEON CREEK	W. MILITARY DR SB	1974	17140	FO	76.9
38	150150B28645001	DRAW-NO NAME	RANDOLPH BLVD	1933	9070	FO	82.5
39	150150B13385002	ZARZAMORA CREEK	GEN MCMULLEN DR NB	1968	31510	FO	66.2
40	150150B13390003	ZARZAMORA CREEK	GEN MCMULLEN DR SB	1968	31510	FO	66.2

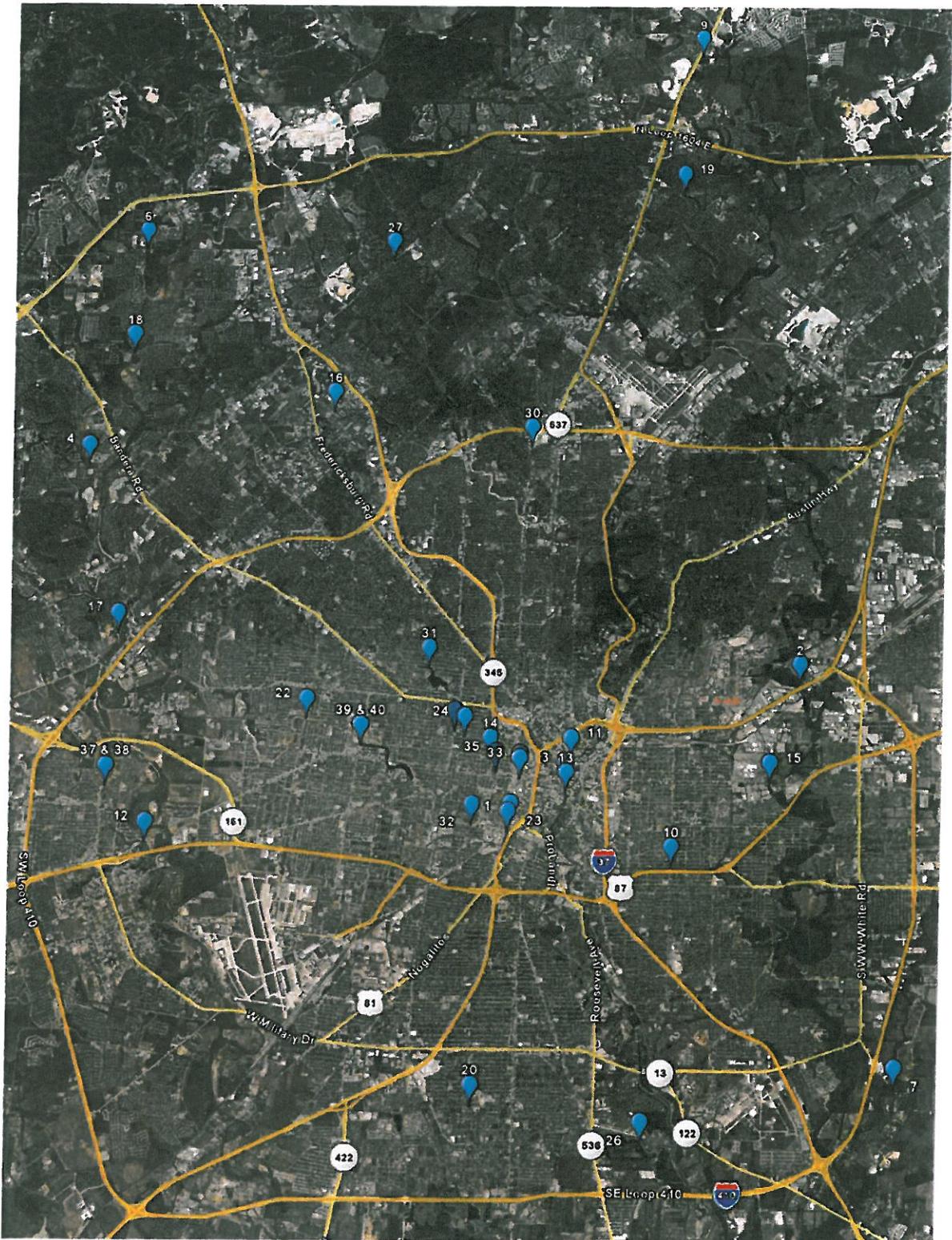


EXHIBIT C

Exhibit C

Proposed 2012-2017 Bond Program Staff Recommended Streets, Bridges, Sidewalks Projects Details									
Project Name	Proposed Budget	Project Description	Companion Project	Phase or Continuation	Currently Under Design	Bike Master Plan	Applicable Guiding Principles	Leverage Funding	Council District
36th Street Phase II B (Billy Mitchell to General Hudnell)	\$6,000,000	Construct new road along new alignment in Port San Antonio in accordance with Master Plan.	None	Continuation of 2007-2012 bond project named 36th Street Extension	Port San Antonio will fund design.	YES	1,2,3,4,8,9,10	\$500,000 from Port SA \$1,700,000 federal grant	Citywide
Citywide Bridge Replacement	\$23,462,000	Replace existing deficient bridges within the City Limits as identified under the TxDOT Bridge Program.	None	Continuation of 2007-2012 bond project named City-Wide Bridge Replacement Program	N/A	N/A	1,2,3,6,8,	N/A	Citywide
Downtown Street Reconstruction	\$40,000,000	Downtown transportation infrastructure to enhance multi-modal options and support economic development.	None	Connected to the 2007-2012 bond program savings for a study	Study funded via 2007-2012 bond program savings.	YES	2,6,8,9,10,11,12	N/A	Citywide
HemisFair Park Area Redevelopment	\$15,000,000	Reconstruct and reconfigure key roadways within HemisFair Park area.	None	Connected to the 2007-2012 bond program savings for a study	Some street design and construction funded via 2007-12 bond program	YES	1,2,8,9,10,11,12	N/A	Citywide
Medical Center Intersection Improvements	\$6,600,000	Continue to improve select intersections in the Medical Center Area. Continued cooperation with the Medical Center Alliance.	None	Continuation of 2007-2012 bond project named Medical Center Intersection Improvements	Survey, Right of Way and schematic previously completed	N/A	1,3,4,5,6,8,9	Medical Center Alliance has funded right of way and design.	Citywide
US 281/1604 Interchange	\$30,000,000	Contribute funds to the construction of ramps at the Highway 281/1604 interchange that will complete all-direction connectivity between these roadways. TxDOT and Bexar County will be partners in this project.	None	N/A	TxDOT has designs to finalize	N/A	1,2,3,6,5,8,9,11	\$30M contribution proposed by Bexar County and additional funding required by TxDOT.	Citywide

Exhibit C

Proposed 2012-2017 Bond Program Staff Recommended Streets, Bridges, Sidewalks Projects Details									
Project Name	Proposed Budget	Project Description	Companion Project	Phase or Continuation	Currently Under Design	Bike Master Plan	Applicable Guiding Principles	Leverage Funding	Council District
Blanco Road Phase II	\$14,656,000	Reconstruct Blanco from Edison to El Monte and from Olmos Creek to Jackson-Keller. Includes drainage improvements, sidewalks, driveway approaches and traffic signal upgrades.	None	Continuation of 2007-2012 bond project named Blanco Phase I	Already designed by Phase I	N/A	3,4,5,6,7,8,12	N/A	1
District 1 Area Pedestrian Mobility & Street Improvements	\$6,068,000	Pedestrian mobility and traffic improvement projects.	None	N/A	N/A	N/A	6,7,8,9,10,11,12	N/A	1
Cherry Street (Dawson to Milam)	\$2,636,000	Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.	None	N/A	N/A	YES	2,6,7,8,10,12	N/A	2
Espada Road	\$6,000,000	Reconstruct and enhance Espada Road from IH 410 to East Ashley to include roadway, pedestrian and drainage improvements as needed.	None	Follow on of 2007-2012 bond program savings.	Design funded by 2007-12 bond program savings.	YES	1,4,7,8,10,12	N/A	3
Pecan Valley Drive (E. Southcross to Hiawatha)	\$5,432,000	Reconstruct the road, sidewalks, curbs and drainage improvements as needed.	None	N/A	N/A	N/A	5,7,8,12	N/A	3
Ray Ellison (Loop 410 to Old Pearsall)	\$22,890,000	Reconstruct and widen to four lanes, with new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage as needed.	None	N/A	N/A	YES	2,5,7,8,9,10,11,12	N/A	4

Exhibit C

Proposed 2012-2017 Bond Program Staff Recommended Streets, Bridges, Sidewalks Projects Details									
Project Name	Proposed Budget	Project Description	Companion Project	Phase or Continuation	Currently Under Design	Bike Master Plan	Applicable Guiding Principles	Leverage Funding	Council District
Villaret (HWY 16 to Jennifer)	\$3,700,000	Reconstruct roadway with curbs, sidewalks, driveway approaches and underground drainage as required.	None	2007-12 Bond program savings began construction	2007-12 Bond program savings began construction	YES	1,2,3,4,5,6,7,8,10,11,12	Palo Alto College funded design and right of way.	4
Buena Vista Corridor	\$1,500,000	Enhance pedestrian facilities with improved sidewalks, lighting and other amenities.	None	N/A	N/A	N/A	5,6,7,8,9,10,12	N/A	5
Commerce Corridor	\$1,500,000	Enhance pedestrian facilities with improved sidewalks, lighting and other amenities.	None	N/A	N/A	N/A	5,6,7,8,9,10,12	N/A	5
Theo & Malone Corridor	\$3,000,000	Improve the road, sidewalks and curbs which are in poor condition. Add lighting for bicycle lanes.	None	N/A	N/A	YES	2,5,7,8,10,12	N/A	5
Tezel Road (Culebra Road to Timber Path)	\$7,251,000	Reconstruct the road, curbs and sidewalks. Add bicycle lanes to match the remaining portions of Tezel.	None	N/A	N/A	YES	2,4,5,7,8,9,12	N/A	6
Marbach Road Phase IIB (Meadow Way to Loop 410)	\$5,301,000	Reconstruct Marbach with curbs, sidewalks, driveway approaches, underground drainage as needed.	None	N/A	N/A	N/A	3,4,5,7,8,12	N/A	6

Exhibit C

Proposed 2012-2017 Bond Program Staff Recommended Streets, Bridges, Sidewalks Projects Details

Project Name	Proposed Budget	Project Description	Companion Project	Phase or Continuation	Currently Under Design	Bike Master Plan	Applicable Guiding Principles	Leverage Funding	Council District
Callaghan Road (Evers to Centerview)	\$16,577,000	Reconstruct and widen to four lanes with left turn lane in sections. Curbs, sidewalks, driveway approaches, traffic and drainage improvements will be added as needed.	None	N/A	N/A	N/A	2,4,5,6,7,8,11,12	N/A	7
Hausman Road (Loop 1604 to IH 10)	\$30,000,000	Reconstruct the road with additional travel lanes, new curbs, sidewalks, bicycle lanes and drainage improvements as needed.	Yes, drainage funds required to supplement funding	Continuation of 2007-12 bond program savings	Initial design schematic work being funded by 2007-12 bond program savings.	YES	1,2,3,4,5,6,7,8,9,11,12	N/A	8
Hardy Oak (Knights to Stone Oak)	\$8,800,000	Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks, bicycle lanes and drainage improvements as needed.	None	N/A	N/A	YES	2,4,5,7,8,9,11	N/A	9
Redland Road (1604 to Ridgewood Pkwy)	\$10,700,000	Reconstruct the road with additional travel lanes, new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage improvements as needed.	Yes, drainage funds required to supplement funding	N/A	N/A	YES	2,4,5,6,7,8,9,11,12	N/A	9
Bulverde and Classen Road Realignment	\$2,000,000	City contribution to developer to widen and realign Bulverde road south of 1604. Construct a new road with two lanes in each direction divided by a raised median. The road will be curbed with sidewalks and bicycle lanes.	None	N/A	Yes, design underway, funded by developer	YES	2,3,4,5,6,7,8,9,11	Private developer providing majority of funding.	10
Redland Road (1604 to Jones Maltzberger)	\$10,700,000	Reconstruct the road with additional travel lanes, new curbs, sidewalks and bicycle lanes. Improve traffic signals and drainage as needed.	None	N/A	N/A	YES	2,3,5,6,7,8,9,11,12	Developer providing Right of Way	10

Exhibit C

Proposed 2012-2017 Bond Program Staff Recommended Streets, Bridges, Sidewalks Projects Details									
Project Name	Proposed Budget	Project Description	Companion Project	Phase or Continuation	Currently Under Design	Bike Master Plan	Applicable Guiding Principles	Leverage Funding	Council District
Higgins/Classen Intersection Improvements (Santa Gertrudis and Corian Springs Drive)	\$2,820,000	Add left turn lanes through corridor at key intersections.	None	N/A	N/A	N/A	5,6,7,8,11,12	N/A	10
Peggy Road Connection	\$5,600,000	Construct a new roadway with drainage improvements as needed to provide neighborhood access to East Houston.	None	N/A	N/A	N/A	2,7,8	N/A	10
East Commerce (Rio Grande to Houston)	\$8,455,000	Improve the East Commerce roadway, sidewalks and drainage as appropriate between Rio Grande to Houston.	None	N/A	N/A	N/A	2,5,7,8,12	N/A	10
Presa Ramp at Highway 90	\$7,000,000	Construct at Presa on Highway 90 an off ramp for eastbound traffic, and an on ramp for westbound traffic.	None	N/A	N/A	N/A	1,2,3,5,7,8,11	TxDOT funding required	3, 5
Cupples Road (Merida Street to Castroville Road)	\$6,504,000	Reconstruct and widen to four lanes with turn lanes at major intersections. Curb sidewalks, driveway approaches, traffic and drainage improvements to added as needed.	None	N/A	N/A	N/A	2,5,6,7,8,11,12	N/A	5, 6
Ingram Road (Culebra to Mabe)	\$7,813,000	Reconstruct and widen to a four lane roadway. Curbs, sidewalks, driveway approaches, traffic and drainage improvements as needed.	None	N/A	N/A	YES	2,3,4,5,6,7,8,9,10,11,12	N/A	6, 7

EXHIBIT D

Exhibit D

Unfunded Streets, Bridges, and Sidewalks Projects		
District	Project Name	Scope
1	Brooklyn Ave (McCullough Ave to IH 35 N Access Rd)	Reconstruct roadway with curb, sidewalk, shared use path, driveway approaches and signal and drainage improvements as needed.
1	N St. Mary's (US 281 N Access Road to E. Mulberry Ave)	Reconstruct roadway to include signal improvements at E. Mulberry Street.
2	Ackerman (Martindale AFB to City Limits)	Reconstruct and widen to five-lanes with curbs, sidewalks, driveway approaches and drainage as needed.
2	N Sulphur Springs (410 to Southcross Ranch)	Reconstruct and widen to a four-lane divided road with curbs, sidewalks, driveway approaches and drainage as needed. Scope includes reconstruction of a bridge.
3	Pecan Valley (S New Braunfels to IH 37)	Reconstruct and widen roadway with bike lanes, curbs, sidewalks and driveway approaches as required.
3	W. Vestal Pl (Commercial Ave to Pleasanton Rd)	Reconstruct with curbs, sidewalks, driveway approaches and drainage improvements as required.
4	Medina Base Road Phase II (Five Palms to Old Pearsall Rd)	Reconstruct and widen to five lanes, a two way shared use path, curbs, sidewalks, driveway approaches and drainage and signal improvements as needed.
4	Briggs @ Summerset Intersection Improvements	Reconstruct intersection
5	Cupples Rd (Thompson Place to US 90)	Reconstruct roadway with curbs, sidewalks, driveway approaches and drainage improvements as needed.
5	Laredo (Zarzamora to Brazos)	Reconstruct roadway
6	Ellison @ Potranco Intersection Improvements	Improve intersection by widening northbound approach to add a left-turn bay.
6	Pinn @ Westfield Intersection Improvements	Reconstruct intersection. Project is already designed via ARRA funding.
7	Evers (Zarzamora Creek to Daughtry)	Reconstruct and widen roadway with curbs, sidewalks, driveway approaches and drainage improvements as needed.
7	Heath (Grissom Rd to 700 Ft North of Grissom Rd)	Reconstruct and widen roadway with curbs, sidewalks, driveway approaches and drainage improvements as needed.
8	Prue Road (Babcock to Laureate Dr)	Reconstruct and widen to a four lane divided roadway with curbs, shared use path, driveway approaches, traffic and drainage improvements as needed.
8	Babcock Road (Loop 1604 access road to W. Hausman Rd)	Reconstruct and widen to four lane divided roadway with curbs, sidewalks, driveway approaches and drainage improvements as needed.
9	Broadway (Loop 410 to E. Sunset)	Reconstruct and widen to a four lane divided roadway with curbs, sidewalks, driveway approaches, and signal and drainage improvements as needed.
9	West Avenue (LWC to Interpark)	Reconstruct roadway with curbs, sidewalks, driveway approaches, turn lanes and signal and drainage improvements as needed.
10	Bulverde (Redland Road to Quiet Meadows)	Reconstruct and widen roadway with curbs, sidewalks, driveway approaches and drainage improvements as needed.
10	Topperwein @ Nacogdoches Intersection Improvements	Reconstruct intersection with right turn lane, signal and drainage improvements as needed.