

2006 Bond Program
Prop 1 - Transportation (not including Street Reconstruction)

NAME	DESCRIPTION	STATUS	PHASE	APPROPRIATION	OBLIGATED	BALANCE
Bike Blvd. Rio Grande And Nueces From 3rd To Mlk	To conduct a traffic analysis and economic impact study and to plan, design and develop of a bicycle boulevard (traffic calming) in the downtown area. This project was originally proposed on Nueces. However, further stakeholder feedback, investigation of traffic volumes and speeds, and economic impact data show that using both Rio Grande and Nueces as a downtown bicycle boulevard would be the staff recommendation.	Most utilities have been installed at 18th/Rio Grande. Water line work will be complete this week except for water line tie-in. 3 of the four corners have been complete, with the 4th requiring a hydrant removal (needing the new waterline to be tied in). The intersection will be closed starting 4/30 to complete the 4th corner and the center of the roundabout. Bridge over Shoal Creek to be combined with PARD, AE, and Watershed project and will be managed by Darryl Haba in PMD.	Post Const	\$ 984,548	\$ 907,582	\$ 76,966
Bikeway Improvements - Future		All project running smoothly.		\$ 2,238,955	\$ 1,562,373	\$ 676,582

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Bowie Underpass	This project will continue the dedicated bicyclist and pedestrian facility from the Pfluger Bridge and Gables development and will provide a safe undercrossing of the Union Pacific Railroad. The undercrossing of the Union Pacific Railroad will be a bicyclist and pedestrian facility only. The bicyclist and pedestrian route will come to grade at 3rd Street and provide various connections to future mass transit facilities as well as other destinations.	Survey on the project location has begun (3/27/12). Survey began later than anticipated due to the coordination/availability of UPRR flagging and ROE in order to obtain survey of the bridge and track.	Design	\$ 1,851,861	\$ 1,060,994	\$ 790,867
Mopac Bicycle Bridge Over Barton Creek	Add a dedicated bicycle facility to the existing TxDOT bridge on Mopac over Barton Creek	Coordination with environmental groups continue. Geotechnical drilling began today and will be complete this week for the Barton Creek portion. Alignment is being finalized with TxDOT next week. Construction on the Barton Creek portion is anticipated to begin November 2013 and construction of the Loop 360 portion is anticipated to begin November 2014 Both portions will be completed by December 2015.	Preliminary	\$ 2,369,000	\$ 2,143,081	\$ 225,919

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Sidewalk Repairs City-Wide (2006 Bonds)		Since FY 2007, Street & Bridge concrete crews completed repairs on 761 sidewalk locations, including ADA curb ramps and curb and gutter, citywide. The IDIQ contract which was executed in June 2008 for \$450,000 worth of downtown repairs is due to be complete in June 2009. Street & Bridge continues to receive requests for sidewalk, curb and gutter repairs citywide. In FY 08, approximately 354 service requests were received. David Magaña	Construction	\$ 4,966,176	\$ 4,958,251	\$ 7,925
Ada Sidewalk & Ramp Improvements, Group 6 City Wide	Installation and repair of existing ADA sidewalks and associated ramps throughout the City of Austin via an Indefinite Delivery Indefinite Quantity (IDIQ) construction contract. Project also includes	Construction reached Substantial Completion on 6/10/10. The projects completed were: (1) Metcalfe, Catalina to Reeves (2) William Cannon, existing to Brushy (3) Govalle, Gunter to Springdale (4) Riverplace ramps (5) Greenbrook, Berkman to Westminster (6) S. Meadows, Parkfield to Plains Trail (7) Rochester Ramp Improvements (8) Downtown repair	Post Const	\$ 1,235,820	\$ 1,226,676	\$ 9,144
Ada Sidewalk & Ramp Improvements 2010 Group 8 City Wide	Construction of sidewalks and ADA ramps City wide.	Awaiting submittal of close out documents from Contractor so final payment can be made.	Post Const	\$ 1,974,849	\$ 1,974,861	\$ (12)

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City-Wide Traffic Signal Warrant Studies	Traffic Signal Warrant Study will identify the need for a traffic signal at a particular location. The State of Texas MUTCD(Manual on Uniform Traffic Contrl Devices) clearly states that " Traffic control signals should not be installed unless one or more of the signal warrants in the Manual are met". The City receives over 100 signal request a year and only 15 to 20 will meet the warrants.	Traffic Signal Warrant Study will identify the need for a traffic signal at a particular location. The State of Texas MUTCD(Manual on Uniform Traffic Contrl Devices) clearly states that " Traffic control signals should not be installed unless one or more of the signal warrants in the Manual are met". The City receives over 100 signal request a year and only 15 to 20 will meet the warrants.		\$ 764,067	\$ 764,066	\$ 1
City-Wide Traffic Signal Modifications / Upgrades	This program allows us to modify and upgrade the hardware at intersections where traffic pattern has changed and the existing hardware does not allow efficient traffic signal operation and flow. Modifications and upgrades of signals will increase capacity of signalized intersection resulting in less delay, stops and consequently shorter travel time	2010 Bonds □ Procurement efforts are continuing for various equipment associated with the ATMS system as well as traffic signal pedestrian equipment. Accessible pedestrian signals are being rebid with bids scheduled to close March 13. RFQ response evaluation is continuing for the first phase of the off-peak signal retiming project. Interviews with firms are scheduled March 26 with anticipated Council action April 26. 2006 Bonds □ Installation of the new radio controlled school speed zone flasher system is continuing.		\$ 14,242,772	\$ 12,266,070	\$ 1,976,702

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City-Wide New Traffic Signal Installations	Once an intersection meets one or more of warrants indicated in Texas MUTCD and engineering judgement supports its installation, city staff will then design and proceed with installation. A contractor will construct all underground infrastructure that includes conduits, pull boxes, and foundations and city forces will install above ground hardware, i.e., mast arms, signal heads, ped push-buttons and contrlr cabinet. Pedestrian Hybrid Beacons are also installed under this sub-project.	2010 Bonds □ New pedestrian hybrid beacons have been placed into operation at two locations near St. Edwards University (Congress @ Coleman & Congress @ La Vista) and on S. 1st @ Thelma. Pedestrian hybrid beacons are under construction on: Pleasant Valley north of Riverside, Riverside west of Pleasant Valley, Cameron @ Corona. Additional pedestrian beacons are planned for FY12 on: Red River @ Frank Erwin Center (2 locations), 13th @ San Jacinto, and 16th @ San Jacinto. 2006 Bonds □ New traffic signals are planned for Congress @ Little Texas, 6th @ Baylor, and 5th @ Walsh.		\$ 3,770,742	\$ 2,937,293	\$ 833,449
Wireless School Flasher System	Wireless radio system to allow for remote and automated operation of school flasher system.			\$ 600,000	\$ 541,590	\$ 58,410

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Downtown Synchronizat ion Effort	evaluate, coordinate, and reprogram the traffic signal system in the downtown core bounded by IH 35, Martin Luther King, Jr. Boulevard, MoPac, and Barton Springs Road/Riverside Drive, inclusive. This area encompasses approximately 190 signalized intersections.			\$ 100,000	\$ 100,000	\$ -