INFORMAL STAFF REPORT

MEMORANDUM

To: **Margie C. Rose, City Manager** MR

Thru: **Mark Van Vleck, P.E., Assistant City Manager** MVV
Valerie H. Gray, P.E., Executive Director Public Works

From: **Jeff Edmonds, P.E., Director of Engineering Services**

Date: **February 2, 2017**

Subject: **CITY COUNCIL ACTION REQUEST (CCAR) – January 31, 2017 BIDDING STREET BOND PROJECTS WITH BOTH PORTLAND CEMENT CONCRETE (PCC) AND HOT-MIX-ASPHALT-CONCRETE (HMAC)**

ISSUE:

During the January 31, 2017 City Council meeting, Mayor Pro Tempore Vaughn requested Staff to provide an informal report explaining past council directives relative to the selection of PCC or HMAC for street reconstruction projects.

BACKGROUND & FINDINGS:

BOND 2012 PROJECTS:

In late 2014, there was recognition that the majority of the Bond 2012 projects were under budgeted. Various strategies were considered to address the funding shortfall. A council resolution **(see ATTACHMENT 1)** was approved on February 17, 2015 that provided specific guidance on project deferrals, bicycle accommodation and pavement design. The pavement design guidance indicated that certain Bond 2012 projects were to be bid HMAC, others PCC and most were to be bid both HMAC and PCC.

BOND 2014 PROJECTS:

In April 2013 Council approved a Bond 2014 Execution Strategy that involved funding and initiating the project design efforts in advance of the Bond referendum. In July 2013, Council approved a Reimbursement Resolution to fund design efforts and directed staff to begin procuring design services for the streets listed on Proposition One of the Council-approved project list. Those design contracts were approved by City Council in early 2014. Consultants were directed to take the design effort to an Engineering Letter Report (ELR) level **(see ATTACHMENT 2)** in order to provide a better budget basis for the Bond referendum. Included in the scope of work for the Bond 2014 ELR's was a pavement lifecycle cost analysis and recommendation.

Determining the required pavement section is primarily based the *Association of State Highway Transportation Officials (AASHTO) Guide for Design of Pavement Structures*. The inputs include anticipated vehicle loads, the structural properties of the subbase soil, the desired reliability level and the desired service life. For the lifecycle cost analysis, equivalent pavement sections are

developed for both HMAC and PCC using a 30-year service life. The lifecycle analysis is conducted for a minimum of 30 years considering the cost for initial construction, anticpated maintenance and major repairs at the end of the design life. In some cases, there are other factors that may drive a recommendation for HMAC or PCC such as underground utilities, driveway access requirements and compatibility with existing adjacent pavement.

After the Bond 2014 referendum passed in November 2014, the design engineers were released to complete the designs for the Proposition One projects. The original guidance in late 2014 was to base the roadway design on the ELR pavement recommendation for each of the projects. That guidance has not been modified.

Amendments have been negotiated on many of the Bond 2014 projects. Those amemdments; however, only addressed the *Bicycle Mobility Plan* recommendations and Value Engineering on drainage systems. Staff is unaware of any formal council direction to negotiate contract amendments to redesign Bond 2014 projects for both PCC and HMAC pavement structures.

RESIDENTIAL RECONSTRUCTION:
On December 13, 2016 Council passed a Motion of Direction **(see ATTACHMENT 3)** that the residential reconstruction pilot projects should be designed as both HMAC and PCC pavement structures. That direction was clarified during the December 20, 2016 meeting to indicate that both designs were to be applied for full reconstruction projects and not situations where the existing pavement can be rehabilitated **(see ATTACHMENT 4).**

SEPTEMBER 22, 2015 COUNCIL MEETING:
During the January 13th 2017 City Council Retreat, the question was raised about a discussion that took place during the September 22, 2015 City Council meeting. There was a discussion of pavement design during the item awarding the construction contract for the Bond 2012 Proposition 1 Project - Williams Drive Phase 3 **(see ATTACHMENT 5)**.

During the discussion, a question was asked whether projects would continue to be bid both ways. There was perhaps a misunderstanding regarding the staff response to this question. Some council members may have considered this as a motion of direction to design all future projects with both HMAC and PCC pavement. The staff response was intended to mean that many of the future projects on both the 2012 and 2014 Bond Programs were being designed to bid both ways. Staff did not consider this discussion as formal direction to pursue design amendments for all Bond 2014 projects that were not scoped at that time to bid with both HMAC and PCC pavement.

NEXT STEPS:

Staff will continue with the designs of the Bond 2012 projects in accordance with the February 2015 resolution. Additionally, staff has reviewed the Bond 2014 ELR recommendations and determined which projects could be designed with both PCC and HMAC without significantly impacting the schedule.

Staff is proposing to include three projects (current ELR's recommended HMAC) that will be re-scoped and designed to include a PCC and HMAC pavement structure. This will involve negotiation of staff-approvable contract amendments. The attached table **(see ATTACHMENT 6)** shows the currently proposed and recommended pavement structure for the Bond 2014 projects.

FEBRUARY 17, 2015
CITY COUNCIL RESOLUTION
ATTACHMENT 1

Resolution directing staff to proceed with bidding remaining Bond 2012 Projects; and providing direction on specific projects.

WHEREAS, at the regular council meetings of January 27, 2015 and February 17, 2015, staff presented the City Council with information related to the Bond 2012 program;

WHEREAS, Council has considered general items applicable to all projects as well as items that apply to individual projects;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:

SECTION 1. To the extent that the funds authorized under the Bond 2012 Proposition 1 are insufficient to cover total project costs, the City will issue Certificates of Obligation (COs) to provide additional funding.

SECTION 2. The following Bond 2012 projects are directly affected by the new Harbor Bridge construction and will be deferred and reassessed at a later date: *the Twigg Street Project, from Shoreline Boulevard to Lower Broadway Street;* and *the Leopard Street Project, from Crosstown Expressway to Palm Drive.*

SECTION 3. The following streets recommended to be constructed with Hot Mix Asphalt Concrete (HMAC) will be bid for both HMAC and Concrete unless underlying structural conditions warrant otherwise: *South Alameda Street, from Ayers Street to Louisiana Avenue; South Staples Street, from Brawner Parkway to Kostoryz Road; Staples Street from I-37 to Morgan Avenue; Kostoryz Road Project, from Brawner Parkway to Staples Street,* and *Williams Drive, from South Staples Street to Airline Road.*

SECTION 4. The following projects are to be designed and constructed without designated bike lanes: *Kostoryz Road Project, from Brawner Parkway to Staples Street; Greenwood Drive Project, from Gollihar Road to Horne Road,* and *Tuloso Road Project (wide shoulders only), from IH-37 to Leopard Street.*

SECTION 5. In connection with the following project, staff will plan a future hike and bike trail project along Airport Ditch through H.P. Garcia Park with access to *Greenwood at Horne Road and Gollihar Road: the Greenwood Drive Project, from Gollihar Road to Horne Road.*

SECTION 6. The following project is to be designed and constructed to improve pedestrian/ADA crossings at both Kostoryz Road and Texan Trail to replace the

030482

INDEXED

existing crosswalk to Ray High School: *the South Staples Street Project, from Brawner Parkway to Kostoryz Road.*

SECTION 7. Exhibit "A" (attached and incorporated herein), describes more fully the design and construction directives for certain projects.

SECTION 8. Staff is directed to proceed with the Bond 2012 Program.

ATTEST:
Rebecca Huerta
Rebecca Huerta
City Secretary

THE CITY OF CORPUS CHRISTI
Nelda Martinez
Mayor

EXHIBIT A

BOND 2012

Streets:	Discussion and Notes:
• Twigg • Leopard	Remain on Deferral.
• Morgan (Staples to Crosstown)	• Include in active project list (additional funding may be required). • Continue coordination with Hospital including monthly meetings are held with hospital and development.
• Alameda • Staples (I-37 to Morgan) • Williams	• Bid with both Concrete and HMAC.
• Kostoryz	• Bid with both Concrete and HMAC; • No Bike Lane; • Evaluate bicycle connectivity to Del Mar and nearby schools during final design.
• Staples (Kostoryz to Brawner Pkwy)	• Bid with both Concrete and HMAC • Existing crosswalk to Ray High School removed with improved pedestrian/ADA crossings at both Kostoryz and Texan Trail. This was coordinated with Ray HS, Police, Traffic Engineer, and RTA to improve safety for parents, children and general public.
• Tuloso	• Constructed as concrete with wide shoulders to accommodate bikes.
• Ocean Drive	• Constructed as HMAC; HMAC recommended to avoid potential joint failures (separation, raised & depressed panels, cracking, etc.) associated with poor subgrade materials (dredged fill).
• Greenwood	• No Bike Lane; plan future project for hike & bike along Airport Ditch through H.P. Garcia Park with access to Greenwood at Horne and Gollihar.
• Holly	• Proposed median approximately 70% Xeriscape plantings and 30% grass is under review for additional Hardscape, project is a 80/20 shared cost with TxDOT (80%).

Corpus Christi, Texas

21st of April, 2015

The above resolution was passed by the following vote:

Nelda Martinez	Aye
Rudy Garza	Aye
Chad Magill	Aye
Colleen McIntyre	Aye
Lillian Riojas	Aye
Brian Rosas	Aye
Lucy Rubio	Aye
Mark Scott	Aye
Carolyn Vaughn	Aye

SEPTEMBER 12, 2014
SAMPLE ENGINEERING LETTER REPORT (ELR) EXCERPT
ATTACHMENT 2

FINAL

ENGINEERING LETTER REPORT

GOLLIHAR ROAD IMPROVEMENTS

Kostoryz Road to Weber Road

(Bond 2014)

CITY PROJECT NO(s) E13088 & E13089

SUBMITTED TO:

CITY OF CORPUS CHRISTI, TEXAS
CAPITAL PROGRAMS

Corpus Christi
Capital Programs

STATE OF TEXAS
D. SCOTT JONES
81986
REGISTERED
PROFESSIONAL ENGINEER
9-12-14

SUBMITTED BY:

RVE, Inc.
engineering – surveying
TBPE Firm Reg. No. F-2037

September 12, 2014

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Appendix J – Ultimate Offsite Drainage Improvements
Appendix K – Existing Storm Trunk Line Profile
Appendix L – Proposed Storm Trunk Line Profile
Appendix M – Existing 14" HP Gas Line Profile
Appendix N – Opinion of Probable Cost

Executive Summary

On March 18, 2014 the City of Corpus Christi City Council executed a contract for engineering services with RVE, Inc. ("RVE") for **Gollihar Road Improvements – Kostoryz Road to Weber Road (City Project No(s) E13088 & E13089)** – the "Project". On March 20, 2014, RVE received a Notice to Proceed on the Project from the City Engineer. The Project includes the complete reconstruction of Gollihar Road from Kostoryz Road to Weber Road, approximately 5,300 feet in length. The objectives of the Project are to replace the existing deteriorated hot-mix asphalt concrete (HMAC) road, sidewalks and curb ramps with new infrastructure, provide bike lanes inside the curbs on both sides of the roadway, increase the capacity of the existing underground storm sewer system and upgrade the existing water and wastewater infrastructure. The Project will be funded by two (2) 2014 Bond Projects: Gollihar Road from Kostoryz Road to Carroll Lane (City Project No. E13089) and Gollihar Road from Carroll Lane to Weber Road (City Project No. E13088). The Project will be bid, however, as one project.

Per the City's Urban Transportation Plan, Gollihar Road from Kostoryz Road to Weber Road is classified as an A1 Arterial Street, which is to contain five (5) lanes in a 95' right-of-way. The existing road contains five (5) lanes - two (2) travel lanes in each direction and a center, continuous left-turn lane – in an 80' right-of-way. The Project does not include right-of-way acquisition to create a 95' right-of-way. The 5-lane configuration will be maintained with the Project, however, in order to provide bike lanes within the curb on both sides of the road within the existing 80' right-of-way, the lane widths will be reduced. Two (2) 10.5' wide travel lanes will be provided in both directions with an 11' wide continuous left-turn lane down the middle. Two (2) 4' wide bike lanes will be created on both sides of the new road adjacent to the curb. Tied, 5' wide concrete sidewalks will be provided on both sides of the new road. The total width of surface improvements is 75' with minor variances along the Project length, which allows a 2' to 3' separation between the back of proposed sidewalk and the 80' right-of-way. RVE recommends a new pavement section composed of HMAC based upon facts presented in this report.

The local underground storm sewer collection system (laterals and curb inlets) will be replaced with new infrastructure with a 25-year storm capacity. Additional large box culverts will be installed adjacent to the existing storm trunk line (box culverts) beneath Gollihar Road to increase the existing capacity to a 25-year frequency rain event in accordance with the City's Drainage Criteria Manual. All non-PVC water laterals and all VCP wastewater mains and laterals will be replaced with new infrastructure. All wastewater manholes will be replaced or rehabilitated with fiberglass manholes or liners.

The Project will be funded through a combination of street funds (2014 Bond) and C.I.P. utility funds. The City's estimated construction budget is $16.3 million. The preliminary Opinion of Probable Cost of the Project is $13.8 million: $4.3 million for street improvements and $9.5 million for utility improvements.

with the **60% Submittal Package**.

B. PAVEMENT IMPROVEMENTS

On May 7, 2014, Rock Engineering and Testing, Inc. ("ROCK") prepared a geotechnical report containing information on the existing soils and pavement recommendations. ROCK performed eleven (11) pavement/soil borings in the field. Six (6) of the borings were taken to a depth of 20', and five (5) were taken to a depth of 5'. ROCK's report is attached in ***Appendix E***. RVE analyzed two (2) 30-year pavement sections listed below:

- Hot-mix, asphalt concrete (HMAC) section; and
- Reinforced concrete section.

We performed a 30-year Life Cycle Cost Analysis (LCCA) on the two (2) options to determine the more economical section. Based upon the existing soil conditions on the Project, ROCK recommended the following 30-year pavement sections:

HMAC Pavement
2.0" Type 'D' HMAC over
3.0" Type 'B' HMAC over
9" Type 'A', Grade 1 Limestone Base over
TX-5 Geogrid (or equal)

Reinforced Concrete Pavement
8" Jointed, Reinforced Concrete over
1" Type 'D' HMAC over
6" Type 'A', Grade 1 Limestone Base

Typically, subgrade soils in the Corpus Christi area are found to be highly expansive with a Plasticity Index between 30 and 40. In those soil conditions, RVE recommends lime-stabilization of the subgrade under new pavement. The average Plasticity Index of the subgrade soils encountered on this Project, however, is 20. As such, lime-stabilization of the subgrade is not recommended on the Project.

RVE used the *Federal Highway Administration*'s (FHWA) *RealCost V2.5* program to perform a 30-year LCCA on the two (2) pavement section options – attached in ***Appendix F***. The results of the analysis indicate that the **Reinforced Concrete Pavement** section is the more economical section after 30 years when both City Costs and User Costs are considered. The analysis results for each pavement option are listed below. The number in RED represents the lesser cost for each category.

Pavement Section	**Initial Construction Cost**	***30-Yr. Present Value Cost* (w/o User Costs)**	***30-Yr. Present Value Cost* (w/ User Costs)**
HMAC Pavement	$2.82 Million	$3.72 Million	$5.75 Million
Reinf. Concrete Pavement	$4.00 Million	$4.30 Million	$6.00 Million

Based upon the cost comparison presented above, RVE recommends that the City use the HMAC pavement option for the new road surface.

DECEMBER 13, 2016
CITY COUNCIL MEETING MINUTES
ATTACHMENT 3

Council Member Garza made a motion to approve the ordinance, seconded by Council Member McComb. This Ordinance was passed on second reading as amended and approved with the following vote:

Aye: 8 - Council Member Garza, Council Member Hunter, Council Member Rubio, Council Member Vaughn, Council Member Guajardo, Council Member McComb, Council Member Smith and Mayor McQueen

Absent: 1 - Council Member Molina

Abstained: 0

Enactment No: 031011

17. **Second Reading Ordinance - Appropriating funds and approving Engineering Design Contracts for Residential Reconstruction Test Projects - Ralston Avenue and Rogerson Drive**

Ordinance appropriating $2,500,000 from the Unreserved Fund Balance in No. 1042 Residential and Local Street Fund for the Residential Reconstruction Test Projects - Ralston Avenue and Rogerson Drive; amending the FY 2017 Operating Budget adopted by Ordinance No. 030965; authorizing the City Manager, or designee, to execute a contract for engineering design services with Urban Engineering of Corpus Christi, Texas in the amount of $88,420 for design of Ralston Avenue and Freese & Nichols, Inc. of Corpus Christi, Texas in the amount of $97,764 for the design of Rogerson Drive.

Mayor McQueen referred to Item 17. Executive Director of Public Works Valerie Gray stated that the purpose of this item is to appropriate $2.5 million from the Residential and Local Street Fund for the Residential Reconstruction Test Projects - Ralston Avenue and Rogerson Drive and to execute two design contracts, one with Urban Engineering for the design of Ralston Avenue from Staples Street to Alameda, and one with Freese and Nichols for the design of Rogerson Drive from McArdle to Sunnybrook. Staff will use these two projects to provide better pricing information and data to further develop the program. Projects are planned to go out for bid in the May/June 2017 timeframe with construction projected for July 2017.

Council members spoke regarding the following topics: the use of internal staff or consultants to monitor the program; Ralston Avenue and Rogerson Drive being two good candidates for the program; bidding both asphalt and concrete; what other cities are doing on residential streets; the reason the engineering fees are different for the two projects; a future discussion of the use of concrete when developing new neighborhoods; the budgeted amount for residential and local streets; the initial intent of staff to design both streets using asphalt; the pothole repairs on both streets; public notification for residents regarding construction on the streets; a lifecycle cost analysis for concrete and asphalt; the current cost for concrete; whether the funding will include curb and gutter; the cost matrix used to determine the difference in cost between pothole repair and reconstruction; options for cost-plus contracts; the percentage that these test projects are of all residential streets

that require repairs; the opportunity to manufacture our own materials; creation of a council committee for residential streets; financing for residential streets; and the test projects providing better pricing information and data.

Mayor McQueen called for comments from the public. Abel Alonzo, 1701 Thames, spoke in support of the use of concrete for residential streets. Sir Frederick von USA King VII, 1442 Arlington Drive, spoke in support of the use of asphalt.

MOTION OF DIRECTION
Council Member Vaughn made a motion directing the City Manager to bid the projects in both concrete and asphalt, seconded by Council Member Guajardo.

This Motion of Direction was passed with the following vote: McQueen, Garza, Hunter, Guajardo, McComb, Molina, Rubio, and Vaughn, voting "Aye", Smith voting "No".

Council Member Garza made a motion to approve the ordinance, seconded by Council Member Rubio. This Ordinance was passed on second reading and approved with the following vote:

Aye: 9 - Council Member Garza, Council Member Hunter, Council Member Rubio, Council Member Vaughn, Council Member Guajardo, Council Member McComb, Council Member Smith, Mayor McQueen and Council Member Molina

Abstained: 0

Enactment No: 031013

18. **Second Reading Ordinance - Continuing Texas Municipal Retirement System (TMRS) Updated Service Credits for Current Participants and Increases for Prior and Current Annuities**

Ordinance authorizing and allowing, under the Act governing the Texas Municipal Retirement System, "Updated Service Credits" in said system for service performed by qualifying members of such system who presently are members of the City of Corpus Christi; providing for increased prior and current service annuities for retirees and beneficiaries of deceased retirees of the City; establishing an effective date for such actions; and providing for severance.

Mayor McQueen referred to Item 18. Interim Director of Human Resources Steven Viera stated that the purpose of this item is to continue the Texas Municipal Retirement System (TMRS) updated service credits for current participants and increases for current and prior annuities. These provisions adhere to the terms of the collective bargaining agreement with the Corpus Christi Police Officers' Association. Mr. Viera explained that unlike most public retirement systems, TMRS is a hybrid design instead of a defined benefit plan based on the percentage of salaries such as the City of Dallas. The TMRS plan is cash balanced in nature, meaning it is based on the contributions made by the employee, the matching amount by the City and interest income credited to the employee's account over the employee's career. Mr. Viera provided

December 20, 2016
CITY COUNCIL MEETING MINUTES
ATTACHMENT 4

MOTION TO RECONSIDER
Council Member McComb made a motion to reconsider the motion of direction for Item No. 17 on the December 13, 2016 agenda, seconded by Council Member Vaughn. This motion to reconsider was passed and approved with the following vote: McQueen, Guajardo, Hunter, McComb, Molina, Smith, Vaughn, and Garza, voting "Aye"; Rubio voting "No".

MOTION OF DIRECTION
Council Member McComb made a motion directing the City Manager to bid reconstruction projects in both concrete and asphalt, not repair projects, seconded by Council Member Smith and passed unanimously.

J. CONSENT AGENDA: (ITEMS 3 - 26)

Approval of the Consent Agenda

Mayor McQueen referred to the Consent Agenda. Council members requested that Items 8, 12, 13, 15, 16, 17, 18 be pulled for individual consideration. City Manager Rose requested that Item 26 be pulled for individual consideration.

A motion was made by Council Member Garza, seconded by Council Member Smith, to approve the Consent Agenda. The consent agenda items were passed and approved by one vote as follows:

Aye: 9 - Mayor McQueen, Council Member Garza, Council Member Guajardo, Council Member Hunter, Council Member McComb, Council Member Molina, Council Member Rubio, Council Member Smith and Council Member Vaughn

Abstained: 0

3. **Appointing Board Members to the Corpus Christi Housing Finance Corporation and the Corpus Christi Industrial Development Corporation**

Motion appointing Council Members Dan McQueen, Michael T. Hunter, Joe McComb, Paulette Guajardo, Carolyn Vaughn, Ben Molina, Lucy Rubio, Greg Smith, and Rudy Garza as Board Members to the Corpus Christi Housing Finance Corporation and the Corpus Christi Industrial Development Corporation.

This Motion was passed on the Consent Agenda.

Enactment No: M2016-162

4. **Appointing Board Members to the Coastal Bend Health Facilities Development Corporation and the Coastal Bend Cultural Education Facilities Finance Corporation**

Motion appointing Council Members Dan McQueen, Michael T. Hunter, Joe McComb, Paulette Guajardo, Carolyn Vaughn, Ben Molina, Lucy Rubio, Greg Smith, and Rudy Garza as Board Members to the Coastal Bend Health Facilities Development Corporation and

SEPTEMBER 22, 2015
CITY COUNCIL MEETING MINUTES
ATTACHMENT 5

18. **First Reading Ordinance - Construction Contract and Construction Materials Testing Contract for Williams Drive Phase 3 from Staples Street to Airline Road (Bond 2012)**

Ordinance appropriating anticipated revenues; authorizing the City Manager or designee to execute a construction contract with Reytec Construction Resources, Inc. of Houston, Texas in the amount of $8,698,783.50 for the Base Bid; and to execute a construction materials testing contract with Tolunay-Wong Engineers, Inc. of Corpus Christi, Texas in the amount of $112,135 for Williams Drive Phase 3 from Staples Street to Airline Road (BOND 2012).

Mayor Pro Tem Vaughn referred to Item 18. Executive Director of Public Works Valerie Gray stated that the purpose of this item is to execute a construction contract with Reytec Construction Resources, Inc. and a construction materials testing contract with Tolunay-Wong Engineers, Inc. for Bond 2012 Street Project, Williams Drive Phase 3 from Staples Street to Airline Road. This project is a joint project with the City of Corpus Christi and the Texas Department of Transportation (TxDOT), which includes: the widening of Williams Drive and the replacement of the existing two-lane asphalt road with a new four-lane concrete road; new 10-foot wide, combined pedestrian/bicycle paths on both side of the street; the replacement of six RTA pads; and utility improvements. The project is estimated to be completed by February 2017. There were no comments from the public.

Council members spoke regarding the following topics: bidding the project with asphalt and concrete (Additive Alternate Nos. 1 and 2); indication that other projects are being bid with concrete as the lowest bids; and Additive Alternate No. 2 including wastewater lines.

Council Member Garza made a motion to approve the ordinance, seconded by Council Member McIntyre. This Ordinance was passed on first reading and approved with the following vote:

Aye: 6 - Council Member Garza, Council Member Magill, Council Member McIntyre, Council Member Rubio, Council Member Scott and Council Member Vaughn

Absent: 3 - Mayor Martinez, Council Member Riojas and Council Member Rosas

Abstained: 0

19. **First Reading Ordinance - Appropriating capital proceeds accrued from June 1, 2014 through July 31, 2015 in their respective Capital Improvement Program Funds**

Ordinance appropriating amounts of (a) $13,184.50; (b) $290,604.57 (c) $484,822.06; (d) $47,395.11; and (e) $192,120.28 into the Airport CIP, Bond Proceed, Utility Revenue Bond, Specialty Bond Proceeds and other Unappropriated Funds, respectively, for the following purposes: City's match for future FAA Grant Projects, Bayfront, Public Facilities, Fire, Police, Public Health and Safety, Sanitary Landfill,

BOND 2014
CURRENT AND PROPOSED
PAVEMENT RECOMMENDATION
ATTACHMENT 6

Street Bond Projects - Pavement Recommendations

PROJECT NUMBER	PROJECT TITLE	Bond	STATUS	Current Design	Proposed Design
E13099	Waldron Rd (Airdome Dr to Caribbean Dr)	Bond 2014 Prop 1	Complete	HMAC	HMAC
E13100	Santa Fe St (Elizabeth St to Hancock St)	Bond 2014 Prop 1	Complete	HMAC	HMAC
E13095	Southern Minerals Rd (Up River Rd to IH-37)	Bond 2014 Prop 1	Construction	PCC	PCC
E13086	Alameda St (Kinney St to Lipan St)	Bond 2014 Prop 1	Construction	HMAC	HMAC
E15111	North Padre Island Beach Access Road 3A	Bond 2014 Prop 2	Construction	PCC	PCC
E13088/E13089	Gollihar Rd (Weber Rd. to Carroll Ln.)	Bond 2014 Prop 1	Council Award	HMAC	HMAC
E13087	Gollihar Rd (South Staples to Weber Rd)	Bond 2014 Prop 1	Council Award	HMAC	HMAC
E15109	Ennis Joslin Road Extension (Holly to Williams)	Bond 2014 Prop 2	Council Award	HMAC	HMAC
E13092	Ayers St (Alameda St to Ocean Dr)	Bond 2014 Prop 1	Bidding	HMAC	HMAC
E13096	Yorktown Blvd (Everhart Rd to Staples St)	Bond 2014 Prop 1	Pending Bid	Both	Both
E13097	Carroll Lane (Houston St to McArdle Rd)	Bond 2014 Prop 1	Pending Bid	HMAC	HMAC
E13091	Corona Dr (Flynn Pkwy to Everhart Rd)	Bond 2014 Prop 1	Pending Bid	HMAC	HMAC
E15122	Creek View Drive Extension	Bond 2014 Prop 2	Final	HMAC	HMAC
E15111	North Padre Island Beach Access Road 2	Bond 2014 Prop 2	Pre-Final	PCC	PCC
E13098	Old Robstown Rd (Highway 44 to Leopard St)	Bond 2014 Prop 1	Pre-Final	HMAC	HMAC
E13093	Yorktown Blvd (Lake Travis to Everhart Rd)	Bond 2014 Prop 1	Pre-Final	HMAC	HMAC
E15106	Ayers St - Pedestrian Improvements and Turn Lane	Bond 2014 Prop 2	75%	HMAC	HMAC
E13094	Staples St (Alameda St to Morgan St)	Bond 2014 Prop 1	60%	Both	Both
E15107	Chaparral Street - Phase 2 (Schatzel to Taylor)	Bond 2014 Prop 2	30%	HMAC	Both
E15110	Flato Road - Agnes to Bates	Bond 2014 Prop 2	30%	HMAC	Both
E15112	Rodd Field Road Expansion (Saratoga to Yorktown)	Bond 2014 Prop 2	30%	HMAC	Both
E13090	Morgan Ave (Staples St to Ocean Dr)	Bond 2014 Prop 1	On Hold	Both	Both

Advertised or in Construction

PCC
HMAC
Both