

**Sidewalk Master Plan
City of Huntsville
2009**

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INTRODUCTION

A well planned sidewalk system makes an affordable mode of transportation available to all citizens connecting homes, schools, parks, and other points of commerce and interest. Adoption of this sidewalk master plan is an important first step in meeting these important goals.

A sidewalk master plan is designed to provide a single source document for the City of Huntsville, property owners and developers to determine where sidewalks are needed to create an effective network of sidewalks within the city. The adoption of a sidewalk master plan will satisfy many of the elements of the Huntsville Horizon Comprehensive Plan.

As a first step, the creation of this sidewalk master plan is to serve as a guide for a more extensive master plan to be developed with the following key points:

- Identifying the major destinations that would benefit by being connected by a complete sidewalk system. Those destinations include Sam Houston State University, HISD schools, parks, churches, community facilities, apartment complexes and other points of commerce and interest.
- Identifying existing and proposed streets (as defined in the City's Thoroughfare Plan) which connect major destinations and should incorporate sidewalks on one or both sides.
- Inventorying the location of the existing sidewalk system and documenting their condition.

Until a thorough pedestrian and bicycle transportation master plan can be developed and adopted, this plan will also serve as the document that recommends where sidewalks be constructed within Huntsville and for the development of new sidewalk facilities in the future. Currently, the City of Huntsville *Development Code* requires the installation of sidewalks only along arterial streets. Upon its adoption, this plan will serve as the basis for determining where sidewalks would be required in redeveloping areas within the current city limits. This would represent a policy change and would require an amendment to the City's *Development Code* in order to be implemented. Therefore, following adoption of this plan, the *Development Code* will be reviewed and changes recommended to City Council regarding amendments needed to create harmony between the plan and that ordinance.

GOALS AND OBJECTIVES

The goal of a sidewalk master plan is to enrich the pedestrian environment through the development of a transportation system that offers a variety of safe and efficient modes of travel.

Objectives of This Plan

The objectives of this plan in summary are to:

- Provide an inventory of the location and condition of current sidewalk facilities;
- Identify policies and standards that facilitate the development and completion of a sidewalk system;
- Identify and prioritize missing links in the system;
- Estimate the cost of developing new facilities;
- Identify and project existing and future maintenance needs;
- Identify agencies and partners to assist in meeting program objectives;
- Identify possible funding sources for sidewalk construction; and,
- Integrate the plan into existing City plans for future development and make it available to the public.

Relationship to the *Huntsville Horizon Comprehensive Plan*

While this plan focuses chiefly on sidewalk construction and location, there are many associated items discussed in other plans which may be incorporated into future modifications to this plan. These include incorporating bicycle facilities and other amenities along sidewalks such as benches, lighting and signs.

During the public input process of the *Huntsville Horizon Comprehensive Plan*, sidewalks and pedestrian safety were key elements in the transportation chapter. An excerpt from the Comprehensive Plan that discusses bicycle and pedestrian facilities is included in Appendix A.

EXISTING SIDEWALK AND TRAIL SYSTEM

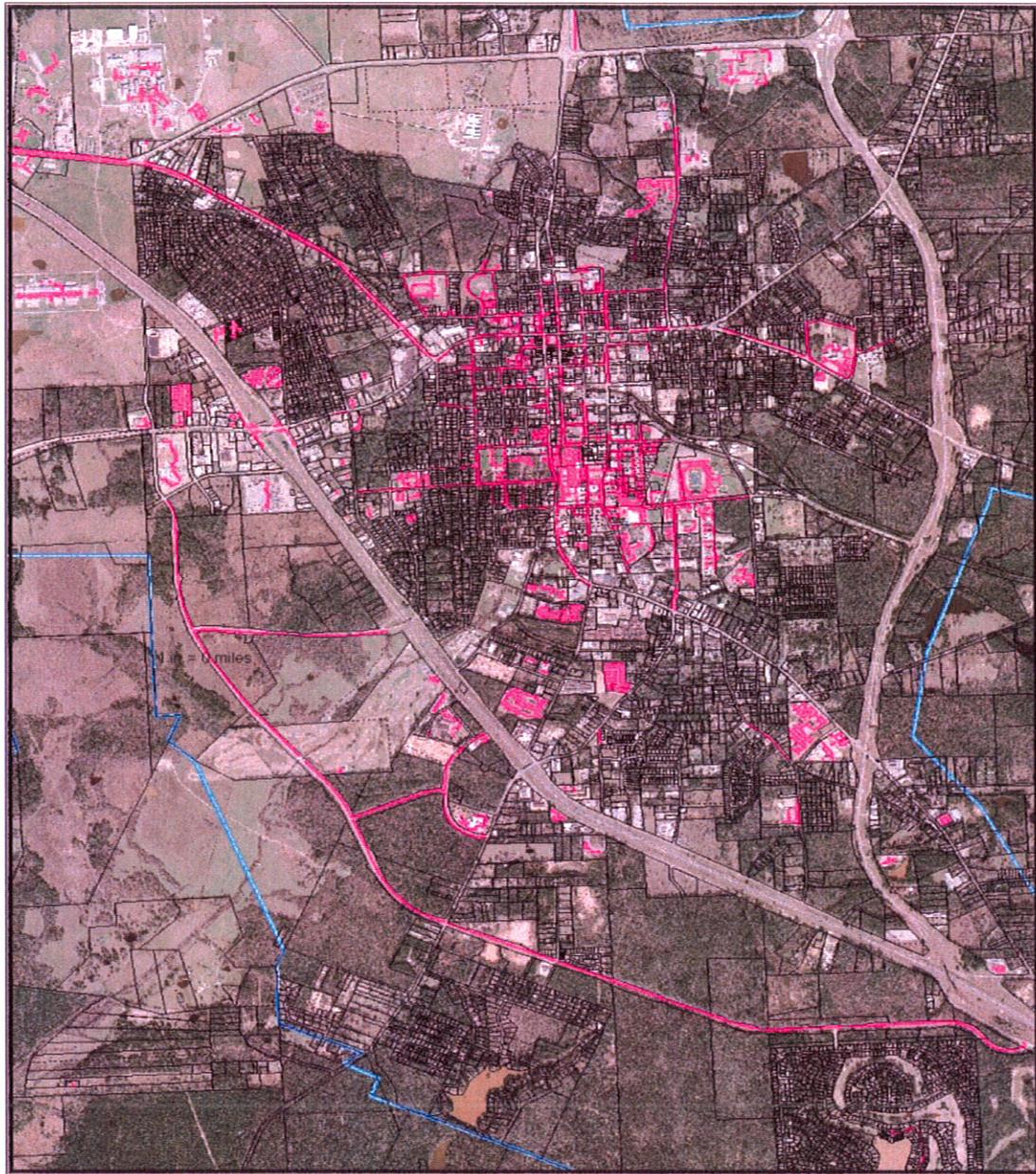
The existing sidewalk system in Huntsville consists of a combination of sidewalks maintained by several different entities and trails throughout some of the local parks. While a majority of the sidewalks are on public property, some are on private land and should be included in the consideration of the overall system.

The map shown in Figure 1 outlines all of the existing sidewalk facilities in Huntsville. This map includes both public and private sidewalks, including those that are only used for interior pedestrian circulation within a given property. This map serves as a baseline for an inventory of the existing facilities and helps to identify areas in which sidewalks are lacking.

The map in Figure 2 shows the existing trail system through Eastham-Thomason Park. While sidewalks are the main focus of this plan, it is important to remember the trail facilities such as these can also serve as alternate routes to destinations. There should be linkages to this trail system within the overall sidewalk system throughout Huntsville.

While the sidewalk system has been mapped, a detailed inventory of the system needs to be completed. This inventory should include the width, condition, maintenance needs, length, curb ramps, and other notes essential to describe the sidewalk segment. This inventory could be conducted by volunteers or university students but should be coordinated with city staff to ensure that all of the information is linked with the GIS system and is in a format appropriate for city use. It is estimated that a thorough inventory of sidewalks and the input of the information into the City's database could be completed within 60-90 days, provided that the resources are made available for the project.

Huntsville Existing Sidewalks



Legend

- City Limits
- Sidewalk



1 inch = 2,000 feet

* NOTE: These data are to be used for graphical representation only. The accuracy is not to be taken as data provided for engineering purposes, or by a Registered Professional Land Surveyor for the State of Texas. For this level of detail, accuracy cannot be guaranteed. The accuracy of the data is not guaranteed. The City of Huntsville is not responsible for the accuracy of the data provided by a Registered Professional Land Surveyor for the State of Texas. The City of Huntsville.

Figure 1: Existing sidewalks in Huntsville
(map is not to scale)

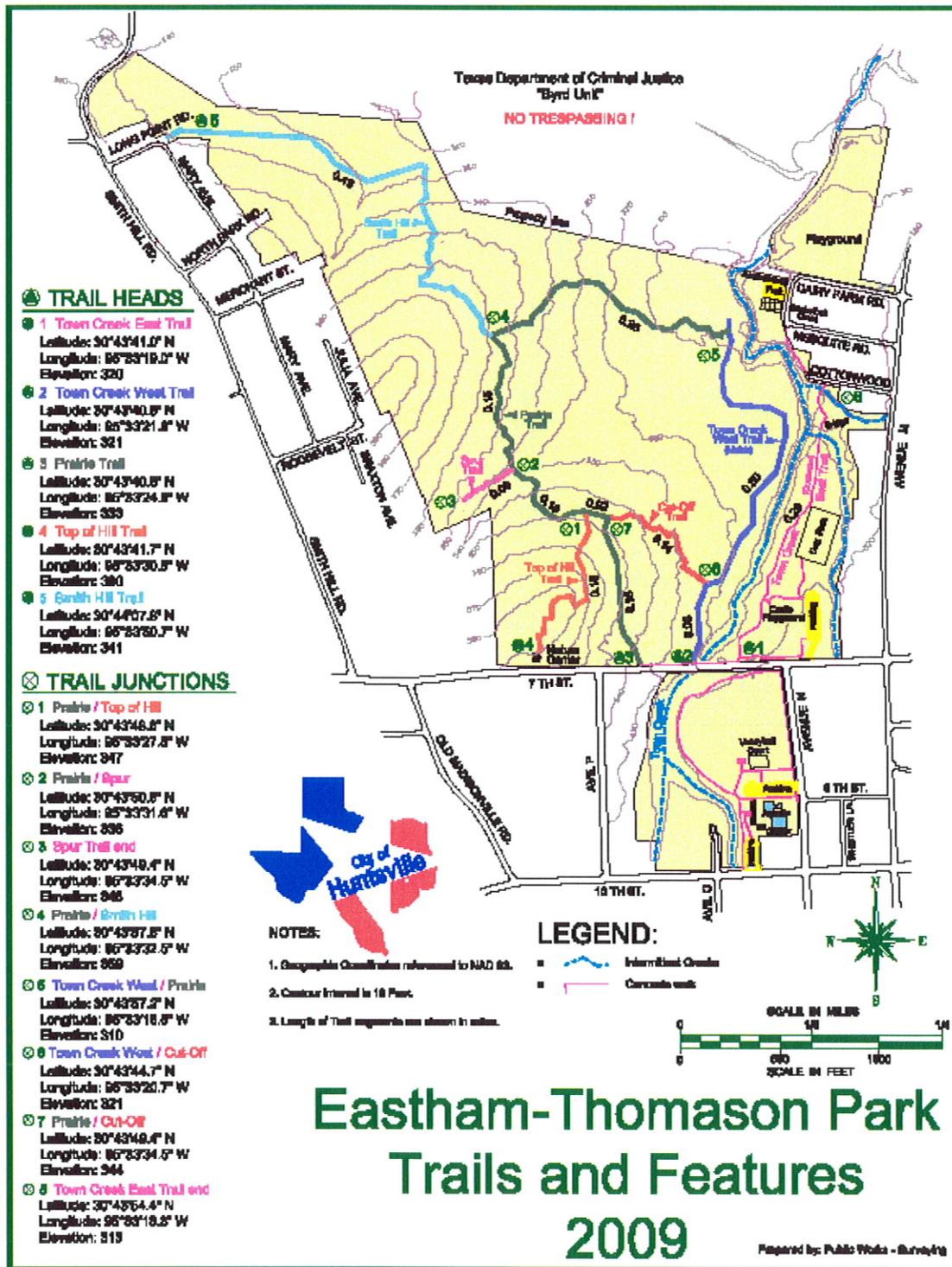


Figure 2: Existing Trails in Eastham-Thomason Park

POLICY ANALYSIS

The current *Development Code* of the City of Huntsville requires that sidewalks be placed on all arterial streets as designated on the City's Thoroughfare Plan.

Changes should be made to the *Development Code* to reflect the desires of the community for future sidewalk development. These changes to the *Code* need to consider the following types of development projects when constructed:

- **Sidewalks along collector and arterial roadways**

It is recommended that sidewalks be constructed along both sides of the street for development along arterial and collector roadways. The construction of sidewalks along roads that are already developed should be done in a fashion that is compatible with existing conditions and would align with future development. Unique circumstances may exist in which a sidewalk is not feasible along both street frontages and these should be evaluated on a case-by-case basis by the appropriate authority.

- **Sidewalks associated with commercial construction**

Sidewalks should be constructed along all street frontages during commercial construction. Commercial construction is defined by ordinance as anything other than a one- or two-family dwelling. Variances to this requirement may be granted where unique circumstances exist rendering the construction of sidewalks not feasible.

- **Sidewalks in established residential areas**

While the construction of sidewalks in existing residential areas can be very difficult due to landscaping, right-of-way width and other conditions, their construction is recommended where they provide connections to schools, parks, or other popular pedestrian destinations.

- **Coordination with other plans**

The sidewalk master plan and its recommendation should be used in concert with other existing plans, including but not limited to, the Huntsville Horizon Comprehensive Plan, the Parks and Recreation Plan, the Sam Houston University Master Plan and other plans making recommendations for future development. Periodic reviews of any changes made to these other plans will identify opportunities to refine this plan to ensure compatible future development.

Figure 3 shows sample cross sections that can serve as a guide for future development of arterial and collector streets. These cross sections are meant to serve as examples only and a visual concept of cross sections to be included in future design criteria revisions.

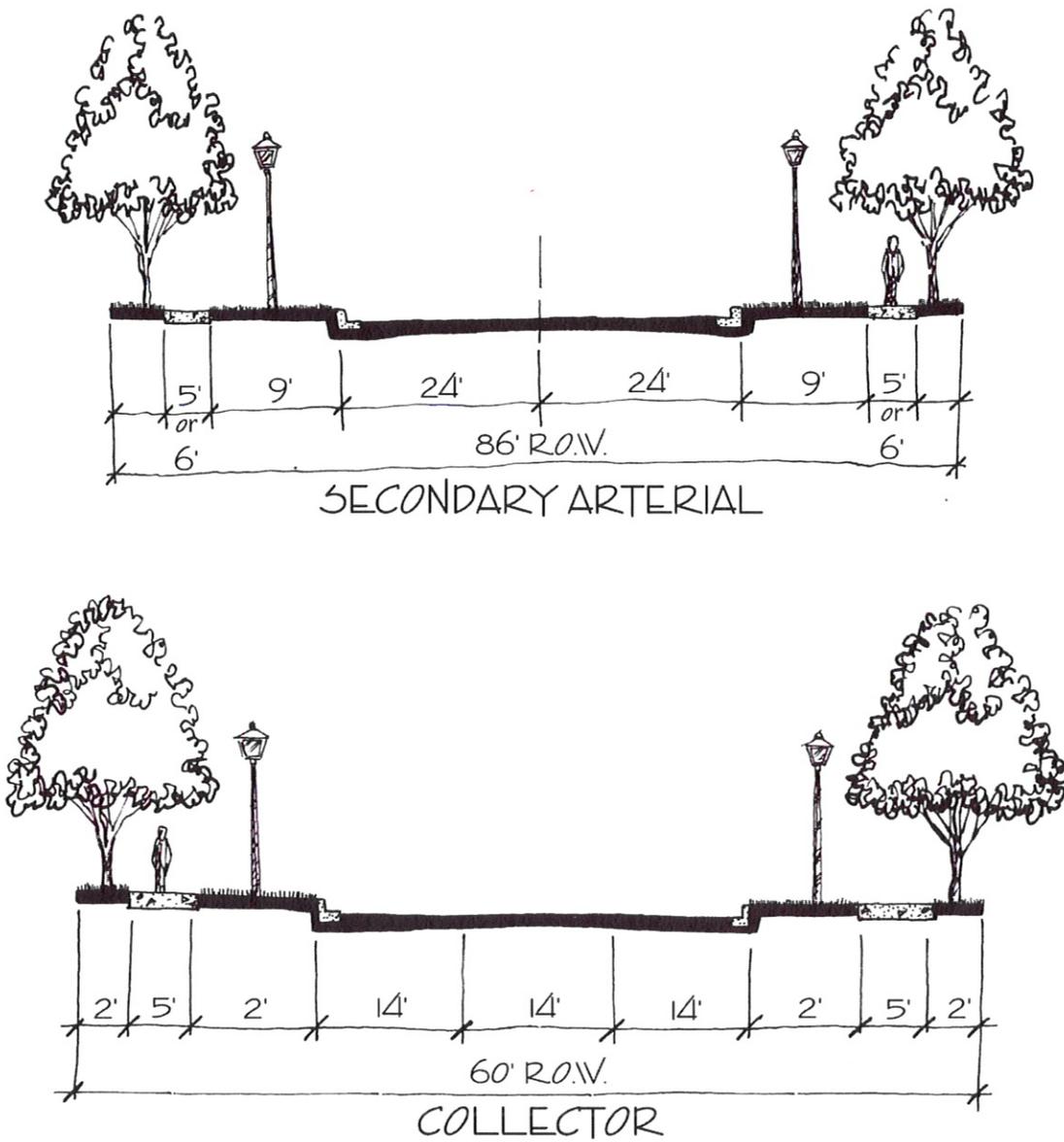


Figure 3: Sample cross sections including 5' sidewalks (not to scale)

SIDEWALK AND TRAIL STANDARDS

The standards for sidewalk and trail construction in the *Huntsville Design Standards* should be updated to reflect current technology and design criteria. The following are recommended minimum standards.

Materials:

- Sidewalks: 4" of concrete
- Hard surfaced trails: concrete or asphalt
- Soft surfaced trails: improved natural cover or crushed fine material
- Other materials such as rubber or other recycled materials may be considered.

Width:

- Sidewalks: 5 feet minimum unless prohibited by right-of-way or terrain
- Shared use paths: 12 feet
- Trails: width dependant on the amount of traffic and designated use
- Sidewalk widths may be increased to match existing segments but may not be less than the required minimum width.

Construction:

All construction of sidewalks shall be in compliance with the City of Huntsville's Design Standards and the intent of the Americans with Disabilities Act and other applicable standards and specifications. Trails shall be constructed in a manner consistent with current trail system standards.

PROPOSED NEW SIDEWALKS

The proposal and prioritization of new sidewalk construction is one of the most important aspects of this plan. While this plan outlines how to prioritize new sidewalk facilities and contains proposals for the most pressing needs, it does not intend to be all inclusive. This plan, like all plans is a dynamic document that necessitates ongoing review and updating.

As the City continues to grow and evolve, priorities included in this plan should be reevaluated and updated to meet the current needs of citizens. In addition, if a pedestrian facility is not included in this plan, it does not relieve a developer from the installation of a sidewalk if otherwise required or the conditions surrounding the development warrant sidewalk construction.

Figure 4 shows proposed sidewalk improvements currently contained in the City's Capital Improvement Program (CIP) which are listed in Table 1.

Additional sidewalk projects should be included in updates to this plan. These projects should be identified through a means of prioritization as well as public input. Criteria for prioritizing future sidewalk projects should include:

- Street classification in which the sidewalks will be constructed;
- Provision of access to pedestrian destinations such as parks, schools, civic facilities;
- Neighboring land use;
- Connectivity;
- Safety; and,
- Funding sources.

Each of these criteria should be more narrowly defined and a factor weight assigned to each one. By assigning a score to each of the proposed facilities based on the above criteria, objective recommendations can be made to prioritize future projects.

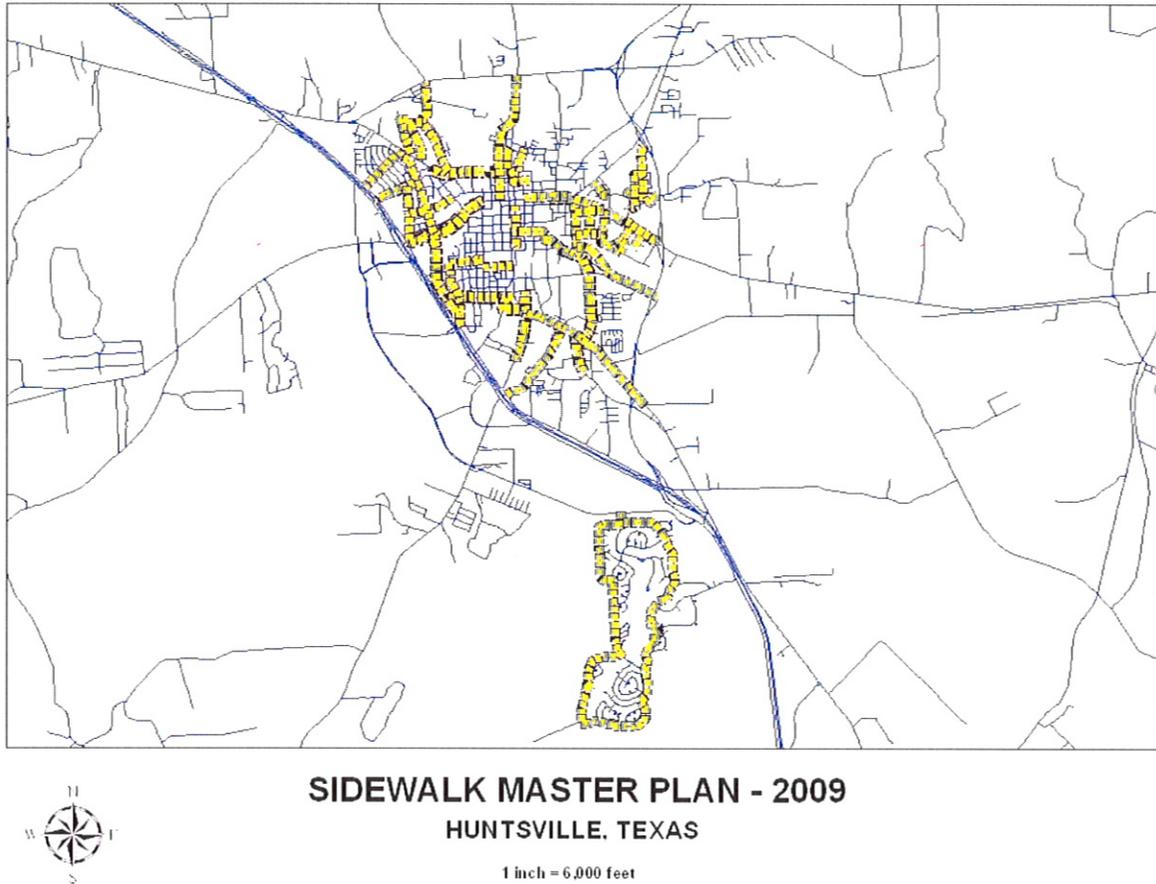


Figure 4: Sidewalks included in the City of Huntsville CIP

Projected Costs

While it is very difficult to make a blanket estimate for the costs of developing sidewalk facilities, a safe number for general planning purposes is \$40 per linear foot. It should be noted however that this figure is just a rough estimate and conditions on the site making construction more difficult, such as topography, can have a significant impact on this cost. There could also be hidden costs such as acquiring right-of-way or easements to construct the facility.

In Appendix B, Table 1 lists the cost estimates for the construction of the sidewalks identified in the City of Huntsville's CIP. These costs are somewhat detailed and represent a reasonably accurate estimate of the actual construction of these facilities.

MAINTENANCE

Initially, a detailed report of the existing conditions of the current sidewalk system should be completed as recommended in this plan. The cost of any required upgrade to these existing facilities should be planned for and budgeted through the City's annual budget process. In addition, once the sidewalk system expands, additional monies are necessary to fund ongoing maintenance needs. A 5% reserve from the monies budgeted for construction will be used for on-going maintenance of the sidewalk system. This allocation can be adjusted as problems are resolved and assessments are completed to ensure that funding is adequate for maintenance requirements.

POSSIBLE FUNDING SOURCES FOR SIDEWALKS

There are several funding sources for the construction and improvement of the sidewalk and trail system. While the following list is not all inclusive, it identifies several possibilities for the funding of sidewalks. It should be the decision of the City Council or the governing body of other entities to determine which funding source is best to meet the overall goals of this plan.

- **General Funds/CIP monies**
 - General expenditures by the City for the construction and maintenance of sidewalks.

- **Debt**
 - The issuance of debt by the City to construct or improve pedestrian transportation facilities including sidewalks, signals, and ancillary improvements. These can be either Certificates of Obligation or municipal bonds.

- **Public Improvement Districts(PID)**
 - A public improvement district is a taxing entity that can finance, construct, and maintain public improvements through a special assessment on property within the City or its Extraterritorial Jurisdiction (ETJ).

- **Private Funding**
 - Requirements of developers to construct sidewalks through local codes and ordinances.
 - Utilization of donations to provide additional amenities to sidewalk facilities such as benches and lighting.

- **Grants**
 - Funding for sidewalks is available through a variety of outside sources including the Safe Routes to School program and other programs typically administered by the Texas Department of Transportation (TxDOT).

IMPLEMENTATION AND CONCLUSION

The implementation of a plan is probably the most difficult part of the entire planning process. The components of this plan are merely recommendations and amount to nothing without action by the Community. The City leaders should take the recommendations of this plan and work with citizens to incorporate changes to codes and policy to ensure that the ideas of this plan turn into a reality. In addition, the City should work with various other entities in the community including but not limited to SHSU, TDCJ, Walker County and HISD to achieve the desired outcomes of this plan. This will take the coordination of efforts and funding to meet the goals outlined in this plan.

Sidewalks are an important part of the transportation system in a community. As the community expands, the need for sidewalks expands with it, especially in those areas that are more pedestrian friendly. It is also important to realize that sidewalks are just a component of the overall community and it is essential to ensure that this plan is maintained and updated in a manner that is consistent with other plans and programs adopted by the City.

Again, this plan is not intended to be a static document. The intent is to lay a foundation to build upon for future sidewalk development. A more thorough plan that encompasses all aspects of pedestrian and bicycle transportation can be built upon this foundation and provide more detail for moving forward. This plan makes some recommendations as to how this could be done, what should be included, and how to incorporate this plan into such documents. Such a plan would provide more details on the existing pedestrian and bicycle system, amenities associated with such facilities, and a prioritized list of future projects more inclusive than the one herein.

APPENDIX A – Excerpt from the Huntsville Horizon Comprehensive Plan

In addition to providing transit service, making the community more pedestrian and bike friendly and accessible can help alleviate traffic on local streets through providing for another alternative mode of travel. Bicycle and pedestrian facilities add to the quality of life of the community and help create a cohesive environment that is interconnected not only through roadways but through a system of bike lanes, trails and sidewalks. In addition to their practical function of getting people around, pedestrian and bicycle opportunities can help meet some of the recreational needs in the community.

Opportunities exist to increase pedestrian and bicycle activity and safety in particular in the Downtown and University area as many students walk to and from campus and nearby destinations. Safety and access will be instrumental in creating an environment that encourages walking and biking to and from destinations in the community. Comments received during the public involvement process called for improvements in pedestrian safety as many felt it was unsafe to cross major intersections in the community and residents also noted limited opportunities for biking. If transit or a shuttle service is implemented pedestrian amenities will be equally important in its overall effectiveness and use. Appropriate pedestrian amenities should also be in place to ensure users of transit service feel safe in arriving at their final destinations.

Currently there are limited bicycle facilities in the University area making it unsafe for students to bike to and from campus. Sidewalks are not present in most neighborhoods or commercial areas and where they are present, they are often discontinuous and in need of repair. Sidewalks are present in the Downtown area but also need repair in many cases. Crossing major roadways like Sam Houston Avenue (for example at 17th Street and Lake Road) and University Avenue in the Downtown and University area is also a critical issue due to high-speed traffic and conflict points with cars turning left and right while pedestrians are crossing. Some intersections like 12th Street have a cross walk, but it is difficult to cross the roadway with the volume and speed of traffic traveling along Sam Houston Avenue.

Pedestrian amenities should be improved and enhanced in the University and Downtown area, around schools and in other areas where pedestrian activity is predominant. Additionally opportunities exist for linking parks, schools and other destinations together through a series of sidewalks, trails and bike lanes. Improved bicycle facilities include bicycle lanes, bike paths, clear signage and pavement markings, and bicycle storage/parking facilities. One of the community's initial priorities should include providing bicycle lanes, where feasible, along roadways between student apartment complexes and SHSU. Pedestrian improvements include installation or repair of

sidewalks in residential and commercial areas, as well as crosswalks and cross lights. Additionally the Downtown area and the corridors linking it to the University should be enhanced as a more pedestrian friendly environment through street landscaping, sidewalks, street furniture, street lights and signs.

Furthermore, the *Huntsville Horizon Comprehensive Plan* outlined specific goals and objectives related to bicycle and pedestrian facilities that are important to consider in the formation of a sidewalk master plan:

GOAL 3.3: A mobility system that offers a variety of choice in modes of travel.

Develop new and/or enhance existing pedestrian and bicycle amenities and facilities throughout the City.

- 1. Prepare a comprehensive bike and pedestrian plan for the community that identifies a network of bike lanes, trails, greenways, and pedestrian linkages throughout the city limits and extraterritorial jurisdiction (ETJ). The resulting study should identify a network of on- and off-street linear connections between neighborhoods, parks, and schools, with prioritization of improvement packages. Attention should be given to identifying bikeway and sidewalk improvements in and around the University area in particular where roadways could be “retrofitted” to accommodate bike lanes or sidewalks.*
- 2. Amend the Development Code to include alternative cross section standards for collectors and minor arterials that include sufficient right-of-way for bike lanes.*
- 3. Amend the Development Code to require sidewalks on collector and residential streets concurrent with all new development, in addition to the current requirement for sidewalks on all arterial streets (Development Code Section 606).*
- 4. Make it standard practice to add sidewalks along roadways where they are not already present when roadways are improved or widened.*
- 5. Identify heavily used pedestrian intersections in the community and prioritize and implement safety improvements at these intersections. Intersections should be prioritized based on use and pedestrian risk. Many of these include intersections along Sam Houston Avenue and University Avenue near the Downtown and University area or near schools, the library or other public buildings. Improvements could include walk overs; installing accessible ramps for persons*

with disabilities; marked; signed and/or signaled pedestrian crossings; and pedestrian-actuated signal detectors.

- 6. Conduct a sidewalk inventory to denote the existence or non-existence of sidewalks along each street. Also, inventory segments that are in poor condition or unfit for safe use, as well as barriers to connectivity. Barriers may include major roadways, utility poles/boxes, and buildings. Subsequently, prepare a five-year capital improvement program (CIP). The program should include a prioritization of projects with the highest priority assigned to areas around the University, schools, Downtown, parks, and other areas where there is a high propensity for walking. An established amount should be budgeted annually for sidewalk improvement, replacement, and construction. Alternatively, the City could establish a public improvement district (PID), where appropriate, whereby the improvement costs would be proportionately allocated to individual property owners.*
- 7. Amend the Development Code and adopted City construction standards to increase the minimum width of sidewalks from four to five feet.*
- 8. Prepare a Safe Sidewalks Program to identify those locations where the condition and maintenance of the sidewalk are particularly important, such as around, adjacent to, and leading to/away from schools; around Sam Houston State University; near and adjacent to public buildings and spaces; and other areas prone to heavy utilization of the sidewalks. In these priority areas, conduct regular inspections of safety conditions to ensure the walking surface is free from hazards and dangerous obstructions. Also organize a public education program to notify the community of the Safe Sidewalks Program, the priority pedestrian areas, and the individual responsibilities for care and maintenance. The City should submit a proposal to the Texas Safe Routes to School (SRS) program.*
- 9. Install bicycle racks at key locations and buildings throughout the community including the University, Downtown, library, schools and parks.*
- 10. Amend the City's street design standards for the installation of pedestrian and bicycle actuated traffic signals. Also coordinate with TxDOT to ensure their installation at signals on state highways in town.*

APPENDIX B - Table 1: Huntsville CIP Sidewalks

CAPITAL IMPROVEMENT PROJECTS PLAN SUMMARY - SIDEWALKS													
JUNE, 2009													
PROJECT DESCRIPTION	TYPE	LENGTH	TOTAL COST	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	FUTURE	NARRATIVE	C/LF
AVENUE B	CONCRETE	1250	\$ 36,414.00	\$36,414.00								Changed from Boettcher Dr.	\$29.13
AVE J (7TH - THOMASON)	CONCRETE	1400	\$ 131,995.00		\$ 131,995.00							Mance Park Middle School	\$94.28
9TH STREET (UNIVERSITY - AVE I)	CONCRETE	875	\$ 103,841.00		\$ 103,841.00							Mance Park Middle School	\$118.68
UNIVERSITY AVE (8TH - 9TH)	CONCRETE	215	\$ 24,132.00		\$ 24,132.00							Mance Park Middle School	\$112.24
190 EAST	CONCRETE	7000	\$ 369,119.00			\$369,119.00						TXDOT/HIS	\$52.73
TRINITY CUT OFF(OLD COLONY-HWY 19)	CONCRETE	3000	\$ 176,113.00				\$ 186,679.78					Huntsville Intermediate School	\$58.70
OLD COLONY ROAD (GOODRICH-EL RD)	CONCRETE	500	\$ 21,979.00				\$ 23,297.74					Huntsville Intermediate School	\$43.96
EL RD (TRINITY-OLD COLONY)	CONCRETE	2030	\$ 107,394.00				\$ 113,837.64					Huntsville Intermediate School	\$52.90
GOODRICH (LOUIS DAVIS - EL RD)	CONCRETE	700	\$ 36,637.00					\$ 38,835				Huntsville Intermediate School	\$52.34
HAZEL (LOUIS DAVIS - BUSI HWY 30)	CONCRETE	930	\$ 51,564.00					\$ 54,658				Huntsville Intermediate School	\$55.45
LOUIS DAVIS (ELM - HAZEL)	CONCRETE	310	\$ 14,453.00					\$ 15,320				Huntsville Intermediate School	\$46.62
DOGWOOD	CONCRETE	900	\$ 42,498.00					\$ 45,048				Huntsville Intermediate School	\$47.22
PINE STREET	CONCRETE	1500	\$ 65,287.00					\$ 69,204				Huntsville Intermediate School	\$43.52
HOLLEY BEND	CONCRETE	680	\$ 32,898.00					\$ 34,872				Huntsville Intermediate School	\$48.38
AVE. J NORTH (SH-21)	CONCRETE	1125	\$ 65,599.46						\$ 73,707.55				\$58.31
LAKE ROAD SOUTH	CONCRETE	2500	\$ 154,024.20						\$183,445.29				\$61.61
AVE. C (16TH-13TH)	CONCRETE	1200	\$ 59,124.00							\$ 70,417.63			\$49.27
AVENUE M (JOSEY - 22ND ST)	CONCRETE	650	\$ 41,611.00							\$ 49,559.37			\$64.02
AVE S (19TH - 18TH)	CONCRETE	400	\$ 15,889.00							\$ 18,924.05			\$39.72
JOSEY STREET (SH - AVE M)	CONCRETE	950	\$ 44,113.00							\$ 52,539.29			\$46.43
18TH ST (AVE S TO AVE O)	CONCRETE	1800	\$ 103,876.00							\$123,717.98			\$57.71
SYCAMORE AVE (BOWERS - HWY190)	CONCRETE	4200	\$ 245,887.00								\$ 310,426.67		\$58.54
SYCAMORE AVE (SH - BOWERS)	CONCRETE	3600	\$ 214,158.00								\$ 270,369.54		\$59.49
13TH STREET (SYC -AVE B)	CONCRETE	1600	\$ 81,091.00								\$ 102,375.52		\$50.68
7TH (AVE M - AVE J)	CONCRETE	905	\$ 81,024.00								\$ 102,290.93		\$89.53
AVENUE M (11TH - FM2821)	CONCRETE	7000	\$ 337,635.00								\$ 426,256.41		\$48.23
OLD COLONY (TRINITY - HWY 19)	CONCRETE	910	\$ 86,988.00								\$ 109,820.35		\$95.59
OLD HOUSTON (HAYMAN - SAM HOUST)	CONCRETE	2090	\$ 158,206.00								\$ 199,731.43		\$75.70
16TH STREET (SYC-16TH)	CONCRETE	1385	\$ 77,110.00								\$ 97,349.60		\$55.68
GOSPEL HILL (75N-GAINOUS)	CONCRETE	2450	\$ 116,882.00								\$ 147,560.83		\$47.71
BRUNCH (75N-GAINOUS)	CONCRETE	1950	\$ 74,540.00								\$ 94,105.03		\$38.23
GAINOUS-HILL ST (BRUNCH-SMITHILL)	CONCRETE	1200	\$ 54,410.00								\$ 68,691.37		\$45.34
SMITH HILL (7TH-FM2821)	CONCRETE	5200	\$ 369,119.00								\$ 466,004.23		\$70.98
NORMAL PARK (AVE S - 11TH)	CONCRETE	4600	\$ 206,925.00								\$ 261,238.04		\$44.98
22 ND STREET (SH - NP)	CONCRETE	3600	\$ 180,632.00								\$ 228,043.74		\$50.18
AVE S (19TH - EAST FEEDER RD)	CONCRETE	3150	\$ 171,960.00								\$ 217,095.54		\$54.59
NORMAL PARK (11TH-EASTHAM)	CONCRETE	4850	\$ 251,419.00								\$ 317,410.69		\$51.84
HICKORY (-11TH-CROSSTIMBERS)	CONCRETE	2900	\$ 152,013.00								\$ 191,912.91		\$52.42
PINE SHADOWS (HICKORY-75N)	CONCRETE	2500	\$ 102,279.00								\$ 129,124.88		\$40.91
CROSSTIMBERS (IH45-NP)	CONCRETE	2225	\$ 93,190.00								\$ 117,650.23		\$41.88
EASTHAM (IH45-75N)	CONCRETE	2700	\$ 150,778.00								\$ 190,353.75		\$55.84
BEARKAT BLVD. (SYC-HWY19) RR TRAIL	CONCRETE	5000	\$ 172,507.00								\$ 217,786.11		\$34.50
BEARKAT BLVD (BKM - SYC)	CONCRETE	4400	\$ 132,000.00								\$ 166,646.96		\$30.00
UNIVERSITY AVE (13TH-17TH)	CONCRETE	1900	\$ 268,777.00								\$ 339,324.77		\$141.46
SAM HOUSTON (UNIVERSITY - 7TH)	CONCRETE	1400	\$ 64,200.00								\$ 81,051.02		\$45.86
19TH STREET (SH - AVE O)	BRICK PAVERS	1550	\$ 115,550.00								\$ 145,879.21		\$74.55
14TH STREET(SH-UNIV.)	CONCRETE	250	\$ 18,642.20								\$ 23,535.35		\$74.57
DOWNTOWN STREETScape - II	BRICK PAVERS	300	\$ 185,000.00								\$ 233,558.24		\$616.67
ELKINS LAKE WEST LOOP	CONCRETE	15000	\$ 687,278.00								\$ 867,672.64		\$45.82
ELKINS LAKE EAST LOOP	CONCRETE	17000	\$ 796,985.00								\$ 1,006,175.20		\$46.88
7TH STREET (AVE M - HWY 75 N)	CONCRETE	3900	\$ 268,506.00								\$ 338,982.64	INCLUDED INTO STREET PROJECT	\$68.85
AVENUE M (FM247) (11TH - FM2821)	CONCRETE	7000	\$ 337,635.00								\$ 426,256.41	TXDOT	\$48.23
SAM HOUSTON (LAKE RD-GRAHAM)	CONCRETE	8150	\$ 448,748.00								\$ 566,534.01	TXDOT	\$55.06
11TH STREET (AVE O - IH45)	CONCRETE	8500	\$ 482,075.00								\$ 608,608.58	TXDOT	\$56.71
FM1374 (IH45-SH)	CONCRETE	5000	\$ 262,322.00								\$ 331,175.48	TXDOT	\$52.46
TOTALS		168280	\$ 9,145,031.86	\$36,414.00	\$259,968.00	\$369,119.00	\$323,815.16	\$257,937.22	\$257,152.84	\$315,158.32	\$ 9,400,998.32		\$54.34