

2017 NOMINATION FORM: TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Additional program information can be found in TxDOT's 2017 Transportation Set-Aside Program Guide

<http://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

City of San Angelo

2. Jurisdiction Population

93,200

(Based on 2010
US Census)

3. Type of Organization/Agency/Authority (Select from dropdown below)

Local Government

Small Urban

Enabling legislation/ legislative authority for Project Sponsor (if applicable):

4. Project Sponsor Contact Information (Authorized representative)

Contact Person:

Rick Weise

Title:

Assistant City Manager

Mailing Address:

72 W. College Ave

Physical Address:

72 W. College Ave.

City:

San Angelo

City:

San Angelo

Zip Code:

76903

Zip Code:

76903

Contact's Phone:

325-657-4241

Entity's Main Phone:

325-657-4241

Email:

rick.weise@cosatx.us

Website:

www.cosatx.us

PROJECT NAME AND LOCATION

5. Project Name

Downtown San Angelo Connectivity Project

6. Eligible Project Activity (Select the activity from the dropdown list that best describes the project)

4) Construction of sidewalks

7. Project Location Information

TxDOT District:

San Angelo

Texas County:

Tom Green

Project location: *Describe using street name, adjacent waterway, or other identifying landmark.*

On or adj. to: Chadbourne Street

From: W. Beauregard Avenue

(ex. 1st Avenue)

(ex. Main Street)

To: Concho River

(ex. 3rd Avenue)

If project involves multiple locations, describe primary location below (latitude/longitude) and provide total project length. Create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude. Label attachment as **Project Location Information - Attachment A** - No more than 2 pages.

Project limits: *Enter latitude/longitude in degrees-minutes-seconds*

Latitude				Longitude				
From:	31	27	45.10	N	100	26	12.20	W
To:	31	27	29.30	N	100	26	5.70	W
(example)	30	15	22.36		97	44	41.03	

Project dimensions

Total length:	0.32	miles
Facility width:	10	feet
Material depth:	6	inches

8. Legislative Representatives

District #:

Name:

Texas House of Representatives

72

Drew Darby

Texas State Senators

28

Charles Perry

US House of Representatives

11

K. Michael Conaway

PROJECT INFORMATION

9. Project Description

Provide a well-developed narrative about the project for which the project sponsor is seeking funding. Describe the **Eligible Project Activity** (topic 6 on page 1). Explain the benefits the project will provide to the surface transportation system. Include details about the proposed improvements and summarize the work activities to be performed.

Review the **Project Evaluation and Selection Criteria** topic in the 2017 TA Set-Aside Program Guide and address criteria categories as part of the project description.

(Limited to 3,000 characters with spaces. Do not add spaces between lines. Use print preview to verify text fits in the box below.)

San Angelo is requesting funding to construct Phase A of a Non-Motorized Transportation Alternative Project along Chadbourne Street (Chadbourne) from W Beauregard Avenue to the Concho River. Chadbourne, a major thoroughfare, is a Last Mile connector to the Concho Valley Transit Center, historic and cultural downtown and the City's regional trail network. This two-lane roadway has a continuous center turn lane, no designated bicycle path, angled parking, deteriorating sidewalks, and limited ADA-access to the adjoining Concho River Trail which was recently designated as one of six Great Places in Texas by the American Planning Association. Proposed project improvements include new, ADA-compliant sidewalks, crosswalks, and ramps, all constructed using reinforced concrete with steel rebar at a depth of 6", as well as a shared use vehicle/bicycle lane to encourage non-motorized traffic. In addition, the project includes an accessibility link designed to connect Chadbourne with the adjoining Concho River Trail and ultimately to a multitude of other areas within San Angelo. An ADA-engineered support structure will take pedestrians from Chadbourne down to the banks of the Concho River, a 25' elevation change. Pedestrian-scale landscaping, site furnishing, and wayfinding signage to direct to trail amenities will also be added and are intended for shade, respite, and traffic calming. Several safety conflicts currently exist within the project area. The project includes striped crosswalks, pedestrian crossing signals, pedestrian push buttons, and ADA-compliant curb ramps to improve pedestrian safety. The Concho Valley Transit Center is located at the northern end of the phased project corridor but is not well connected to downtown. With Phase A improved pedestrian and bicycle connectivity on Chadbourne, transit users can more easily access the station from downtown and other San Angelo area facilities. Once Chadbourne and the existing Concho River Trail are better connected, non-motorized access to recreation and cultural amenities on the Concho River Trail and to important sites downtown will be enhanced. Based on the prior revitalization of the Concho River Trail Project cited here, as these improvements are made along Chadbourne, numerous economic benefits such as private property investment and increase tourism are anticipated throughout the entire downtown area. Improvements to Chadbourne are outlined and supported in numerous local plans, including the MPO Long-Range Transportation and the 2009 San Angelo Strategic Plans. In conjunction with Phase A of the Non-Motorized Transportation Alternative Project, the City of San Angelo will be working on the Chadbourne Street Reconstruction Project. Chadbourne is on the schedule for street maintenance and reconstruction and in consideration of businesses alongside Chadbourne and because it is a major thoroughfare, the City intends to proceed with the projects at the same time.

10. Project Details

Provide maps, typical sections, charts/diagrams, and photographs to describe the proposed project and improvements in detail. **A location map and a project layout map are a minimum requirement.** A typical section is requested. The project layout map must be at a scale to clearly identify street names, community landmarks and features, as well as the project's beginning and ending. If the project plans are 30% or more complete, include only example sheets as attachments & provide a weblink for plan review.

The construction plans for this project are currently: % complete

Insert plan review link:

Primary facility type: Surface type/material:

Does the project include lighting adjacent to a roadway within state-maintained right-of-way?

Does this project include bridge improvements? Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the highest value in the nomination form and identify additional bridges in an attachment.

Structural Materials (Deck/ Beams):

Bridge construction: Bridge length: ft Bridge width: ft Rail type:

Label attachment(s) as **Project Details- Attachment B** - No more than 15 pages.

11. Project Priority Ranking by Project Sponsor (Example: 1 of 1, 2 of 4, 1 of 3)

of

12. Official Project Sponsor Funding Resolution or Ordinance

The project sponsor's resolution/ordinance MUST include the following written commitment:

"The Project Sponsor supports funding this project as described in the 2017 TA Set-Aside Nomination Form (including the construction budget, the department's 15% administrative cost, and the required local match) and is willing to commit to the project's development, implementation, construction, maintenance, management, and financing. The project sponsor is willing and able to enter into an agreement with the department by resolution or ordinance, should the project be selected for funding."

Label attachment(s) as **Certification of LG Funding - Attachment C** - No more than 10 pages.

13. MPO Transportation Improvement Program (TIP) Inclusion Letter (if applicable)

Is this project located within the boundaries of an MPO?

If yes, the nomination package must include a letter from the MPO to the project sponsor indicating their willingness to include the project in the local TIP, if funded.

Label attachment(s) as **MPO TIP Letter - Attachment D** - No more than 2 pages.

14. Public Involvement and Support

a. Provide a summary of the public engagement activities and support for this project in the text box below.

Include dates, event details, and outcomes. (A bulleted list in the box provided or attachment.)

(Limited to 600 characters with spaces: do not add spaces between lines. Keep response within box below.)

3/30/17 Public Meeting #1 - gathered input on potential improvements

5/1/17 Public Meeting #2 - presented three concepts

Support letters: from legislators - Senator Perry and Representative Darby; from key stakeholders - Angelo State University, Concho Valley Transit District, San Angelo ISD, Chamber of Commerce, TIRZ Board, and Goodfellow Air Force Base; from area businesses - Stagno's Coffee, Sunbelt Construction, Fireside Partners, and Museum of Fine Arts. Key letters are attached.

b. Attach letters and other documentary evidence that supports the summary above and/or demonstrates public involvement and/or local support for this project.

Note: In addition to support from the local jurisdiction, the project sponsor needs to provide documentary evidence of support for the project from the affected/adjacent property owners.

Label attachments as **Public Involvement/Support - Attachment E** - No more than 10 pages.

15. Environmental Documentation

An environmental document is required for all federally funded transportation projects. Is the project sponsor aware of the need to prepare an environmental document and coordinate environmental impacts with resource agencies? For example, projects proposing work on or adjacent to historic properties of known or potential historic significance require coordination with and review by the Texas Historical Commission's State Historic Preservation Office (SHPO).

Include documentary evidence of known environmental impacts or protected resources.

Refer to the 2017 TA Set-Aside Program Guide for environmental documentation guidance.

Label attachment(s) as **Environmental Documentation-Attachment F** - No more than 10 pages.

16. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below:

a. Has the property needed for the project already been acquired?

If No - How many parcels will be acquired? Describe in the text box below and/or in an attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

(Limited to 200 characters with spaces)

All of the project is located within the city's ROW that was transferred to the city by TxDOT in 1988. TxDOT has provided a letter of consent for the project included in Att. G. Coordination with TxDOT will continue.

b. Are there any known encroachments? (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments. (Limited to 200 characters with spaces)

c. Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act).

Was property acquired after 1971 in accordance with the Uniform Act?

If No, describe briefly when and how the property was acquired in the text box below.

(Limited to 200 characters with spaces: do not add spaces between lines or paragraphs)

Label attachments as **Property Ownership/Acquisition-Attachment G** - No more than 10 pages.

17. Railroad Support/Right of Entry Letter (if applicable)

Does the project encroach or cross railroad (RR) right-of-way (ROW)?

If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.

If the project encroaches or crosses RR ROW, has coordination with the RR begun?

Does this project include rail banked right-of-way?

Label attachment(s) as **RR Right-of-Entry/Support Letter-Attachment H** - No more than 10 pages.

18. Local Bicycle, Pedestrian, or other Transportation Plan (if applicable)

Is the proposed project included in a local transportation plan?

If yes, include as an attachment only the cover and pages of the plan referring to this project. Projects not identified in a local transportation plan must provide documentary evidence of support for the project.

Label attachment(s) as **Local Plan/Support-Attachment I** - No more than 10 pages.

Insert transportation plan weblink:

<https://www.sanangelompo.org/admin/resources/bicycle-pedestrian-plan-a>

19. Safe Routes to School (SRTS) Plan (if applicable)

Is the proposed project included in a SRTS plan?

Yes ▼

If yes, include as an attachment only the cover and pages of the SRTS plan referring to this project. Projects proposed to improve the ability of students to walk and bicycle to school, that are not identified in a SRTS plan, must provide documentary evidence of coordination between the affected school(s) and the local government.

Insert SRTS plan weblink:

Not available online - included in Attachment J.

Label attachment(s) as **SRTS Plan/Coordination-Attachment J** - No more than 10 pages.

20. Transition Plan for ADA Compliance

Does the project sponsor have a Transition Plan for ADA compliance in place?

No ▼

If yes, include as an attachment only the cover and pages from the plan relevant to this project.

Label attachment(s) as **ADA Transition Plan-Attachment K** - No more than 10 pages.

21. Project Timeline

Estimate the amount of time it will take to complete this project (from planning through construction).

Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, and property acquisition); as a result, the **Total Projected Time Estimate in Months** will be less than the total of the time estimated for each activity. Refer to the 2017 TA Set-Aside Program Guide for additional guidance.

Label attachment(s) as **Project Timeline-Attachment L** - No more than 2 pages.

Months Activities

6

Planning Activities (minimum 6 months)

(Include the project in the STIP, execute local agreement with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)

15

Project Design and Plan Preparation (minimum 6 months)

(Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT District and Division staff, a registered accessibility specialist, and other agencies as needed.)

12

Environmental Clearance (minimum 6 months)

(Complete the Project Scoping Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.

0

ROW Acquisition (acquisitions should occur after environmental clearance)

(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)

12

Project Construction/Implementation

(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

11

Other- Describe briefly additional milestones not addressed.

Incidental utility adjustments and relocation. Note these phases will overlap. See Attachment L.

40

Total Projected Time Estimate in Months

22. Maintenance and Operation

Estimate the annual maintenance and operation costs of the project. If applicable, determine the amount of any anticipated annual income that may be derived from the project.

Maintenance: \$6,000

Operation: \$27,000

Income:

Identify below the entity responsible for project maintenance and operation after construction. Provide the proposed use for any income derived from the project.

City of San Angelo will own, operate, and maintain these facilities. City personnel (Operations Department and Parks Department) are equipped to properly operate and maintain these facilities.

[Click here for TxDOT's Average Low Bid Unit Prices](http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html) (or visit: <http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>)

[illegible]

(Continued on next page)

Subtotal:	\$2,272,852
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2017 NOMINATION FORM: TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Itemized Construction Cost Estimate (continued)

[illegible]

Total:	\$2,272,852
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2017 NOMINATION FORM: TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

24. Additional Construction-Related Costs:

[illegible]

25. In-Kind Contributions: *Eligible cost(s) proposed to reduce Local Government Cash Match*

Identify proposed in-kind contribution costs to be incurred by the project sponsor after project selection and after authorization to proceed. In-kind contributions cannot be used as local match for the department's administrative costs. Provide documentation of estimated in-kind costs. Note: In-kind contributions must be reviewed and authorized by the department. For details refer to TxDOT's 2017 TA Set-Aside rules and Program Guide.

Label attachment(s) as **In-Kind Contributions - Attachment M** - No more than 2 pages.

Eligible Costs:

[illegible]

BUDGET SUMMARY

26. Project Budget Summary *(many lines automatically populate)*

Total Itemized Construction Cost Estimate (topic 23 total, from page 7)			1.	\$2,272,852
Total Additional Construction-Related Costs (topic 24 total, from page 8)			2.	\$0
Total Construction Cost Estimate (line 1 + line 2)			3.	\$2,272,852
TxDOT Administrative Cost (15% of line 3)			4.	\$340,928
Total Project Cost Estimate [line 3 + line 4 (Unless EDCP or In-kind authorized)]			5.	\$2,613,780
Federal Funds Requested (80% Maximum)	75%	of line 5	6.	\$1,960,335
Local Match Required (20% Minimum)	25%	of line 5	7.	\$653,445

Project sponsors may increase the required Local Match by adjusting the Local Match percentage in the box above. If the Economically Disadvantaged Counties Program (EDCP) reduction is applied (amount shown in number 8 below) and/or an eligible in-kind contribution is identified (amount shown in line 10), then the federal participation and local match will be fixed at 80% federal participation and 20% local match (refer to calculations numbered 8 through 18).

Economically Disadvantaged Counties Program (EDCP) Reduction *(Must be authorized by TxDOT)*

Allowable EDCP Adjustment	Tom Green (N/A for EDC)	▼	8a.	\$0
Additional EDCP Adjustment	(select, if applicable)	▼	8b.	\$0
Total EDCP Adjustment	Total	0%	8c.	\$0

Construction Cost Eligible for In-kind Contributions

Total Construction Cost Estimate (line 3 above)	\$2,272,852
Construction Cost using EDCP for local match	- \$0
Construction Cost Eligible for In-kind Contribution	9. \$2,272,852

Eligible In-kind Contributions *(Must be authorized by TxDOT)*

Total In-kind cost(s) from topic 25 on page 8 or a maximum of 25% of line 9, whichever is less.	10. \$0
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Total Construction Cost Estimate (line 3)	11.	\$2,272,852
Eligible in-kind contributions (line 10)	12.	\$0
TxDOT Administrative Cost (line 4)	13.	\$340,928
Total Project Value Estimate (line 11 + line 12 + line 13)	14.	\$2,613,780
Total Federal Participation <i>(fixed at 80% of line 14 only when EDCP and/or In-kind applied)</i>	15.	\$1,960,335
Total Local Match <i>(fixed at 20% of line 14 only when EDCP and/or In-kind applied)</i>	16.	\$653,445

LG Match Adjustment

Total EDCP Reduction (line 8)		\$0
Eligible In-kind contributions (line 10)	+	\$0
Total LG Match Adjustment	17.	\$0
LG Cash Match Required (line 16 - line 17)	18.	\$653,445

COST PARTICIPATION SUMMARY

Federal Participation	\$1,960,335
Construction Costs	\$1,704,639
TxDOT Administrative Costs	\$255,696
State Participation (Only if an EDCP reduction is authorized)	\$0
Local In-Kind Participation (Requires approval)	\$0
Local Cash Participation (local match TxDOT adm must be in cash)	\$653,445
Construction Costs	\$585,259
TxDOT Administrative Costs	\$68,186
Total Project Value/Estimated Cost	\$2,613,780

27. Have you completed the checklist in TxDOT's 2017 Program Guide?

Yes ☐

Note: Completing the checklist is recommended not required. The project sponsor may include the completed checklist as part of the nomination package.

Label attachment as **Nomination Checklist-Attachment N**.

28. Project Commitment

By submitting an application, the project sponsor commits to execute the local agreement and forward to the department its local match for plan review within one year of selection. Additionally, the project sponsor agrees to produce the complete plan set as outlined in topic 21 **Project Timeline** or an alternative timeline agreed to by the project sponsor and the department. Note: TA Set-Aside funding is time sensitive; each project must advance to construction within three years from the date of selection by the commission or the project will be terminated.

Rick Weise

Signature

Rick Weise

Print Name and Title

Assistant City Manager

8/30/17

Date

325-657-4241

Telephone Number

This nomination form must be signed by a representative of the local government who has signature authority.

**TA Set-Aside Project Submittal Deadline for All Documentation is
Monday, May 22, 2017, by 5:00 pm CDT**

See page 42 of TxDOT's 2017 TA Set-Aside Program Guide for delivery instructions.

**DOWNTOWN SAN ANGELO CONNECTIVEY PROJECT
CITY OF SAN ANGELO
2017 TRANSPORTATION ALTERNATIVES SET-ASIDE APPLICATION**

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69-70

PROJECT LOCATION INFORMATION - ATTACHMENT A, 1 of 1

Item No. 7 – Project Location Information

Project Location:

On or adj. to: Chadbourne Street

From: W. Beauregard Ave.

To: Concho River

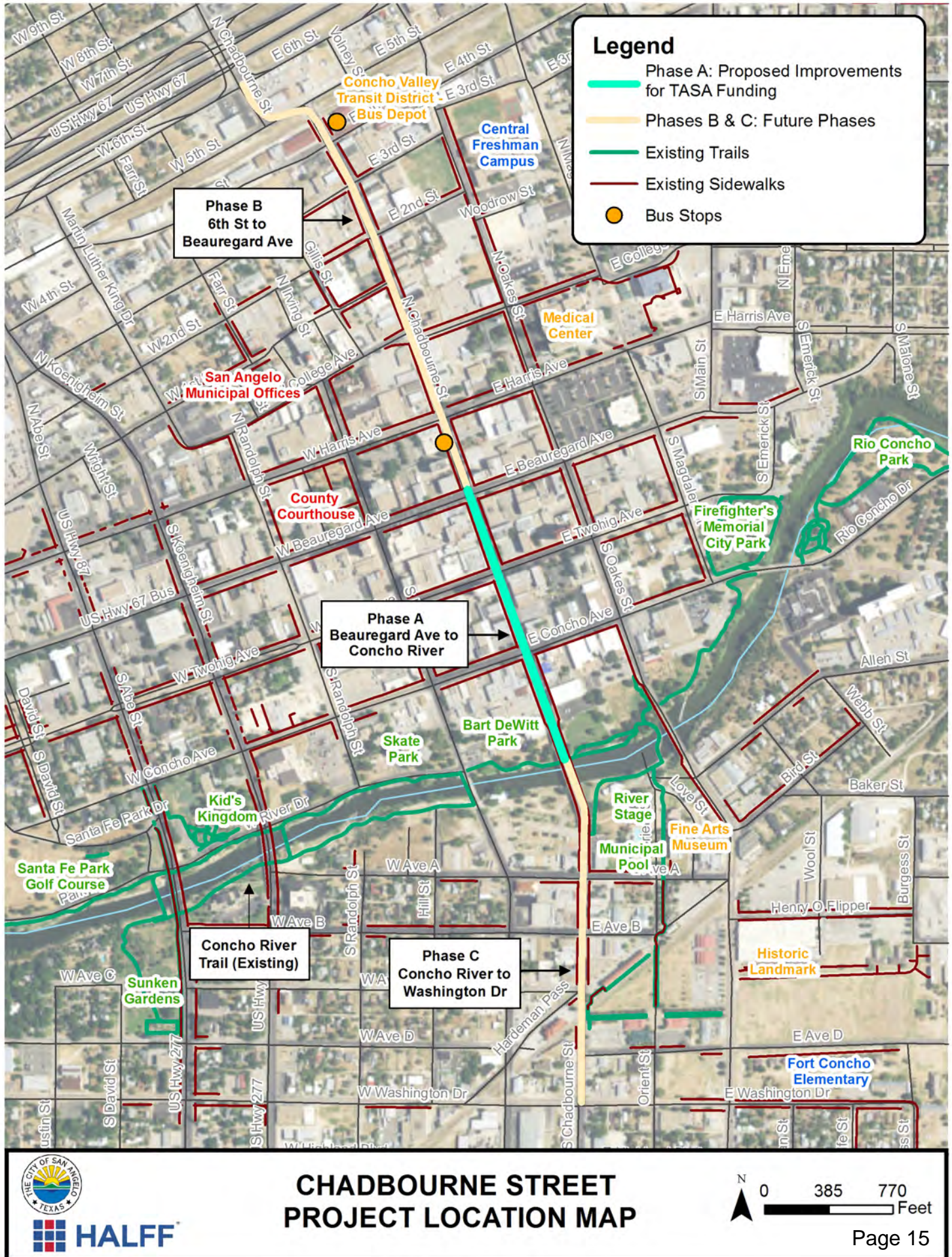
	Latitude					Longitude			
From:	31	27	45.10	N		100	26	12.20	W
To:	31	27	29.30	N		100	26	5.70	W

Project Dimensions

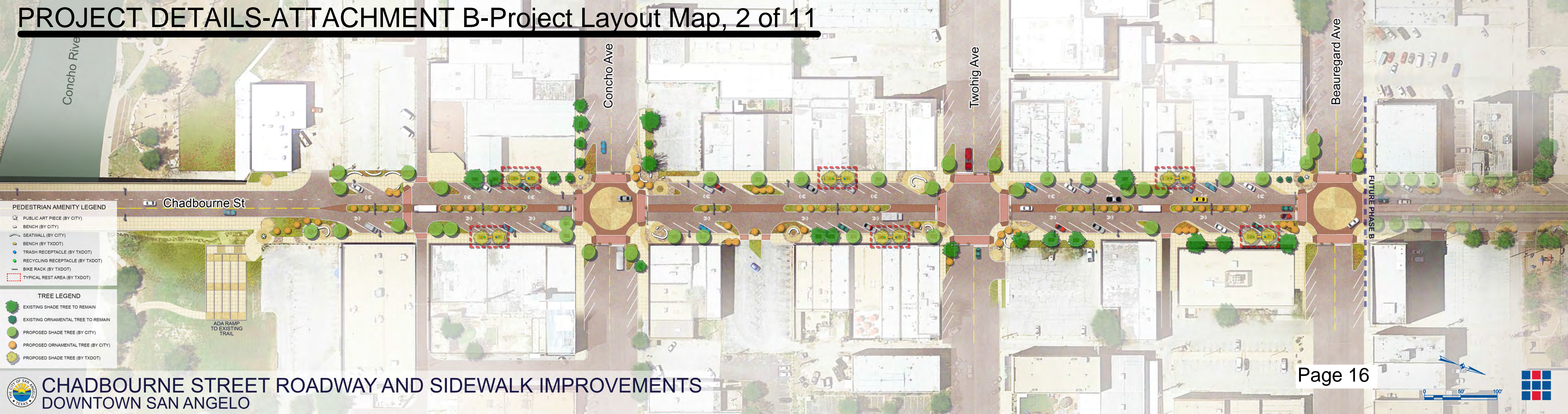
Total Length = 0.32 miles

Facility Width = 10 feet

Material Depth = 6 inches

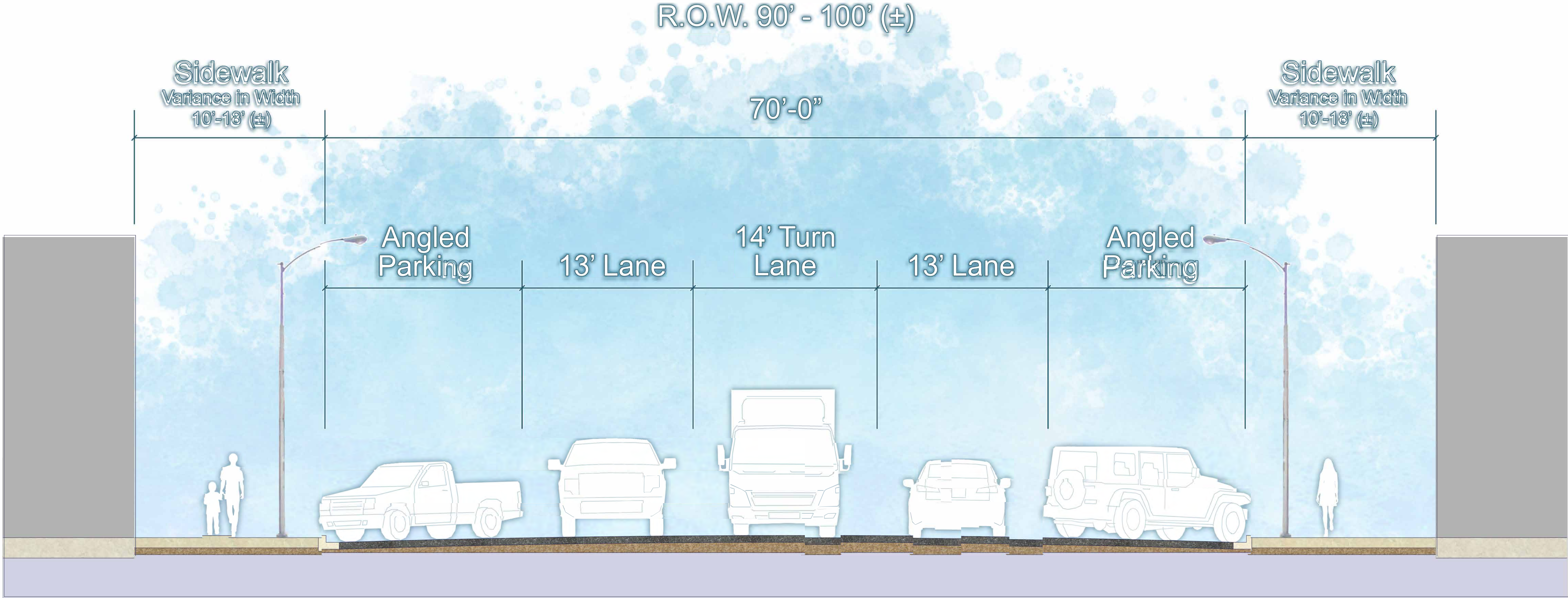


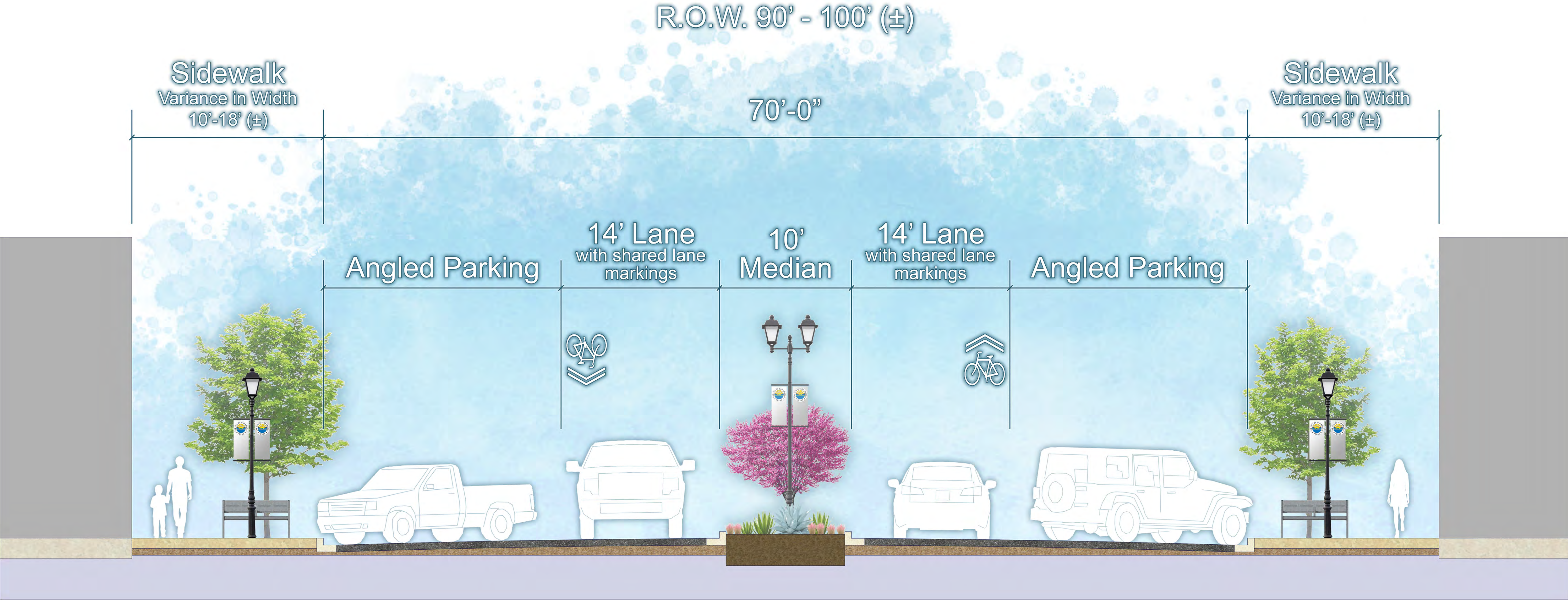
PROJECT DETAILS-ATTACHMENT B-Project Layout Map, 2 of 11

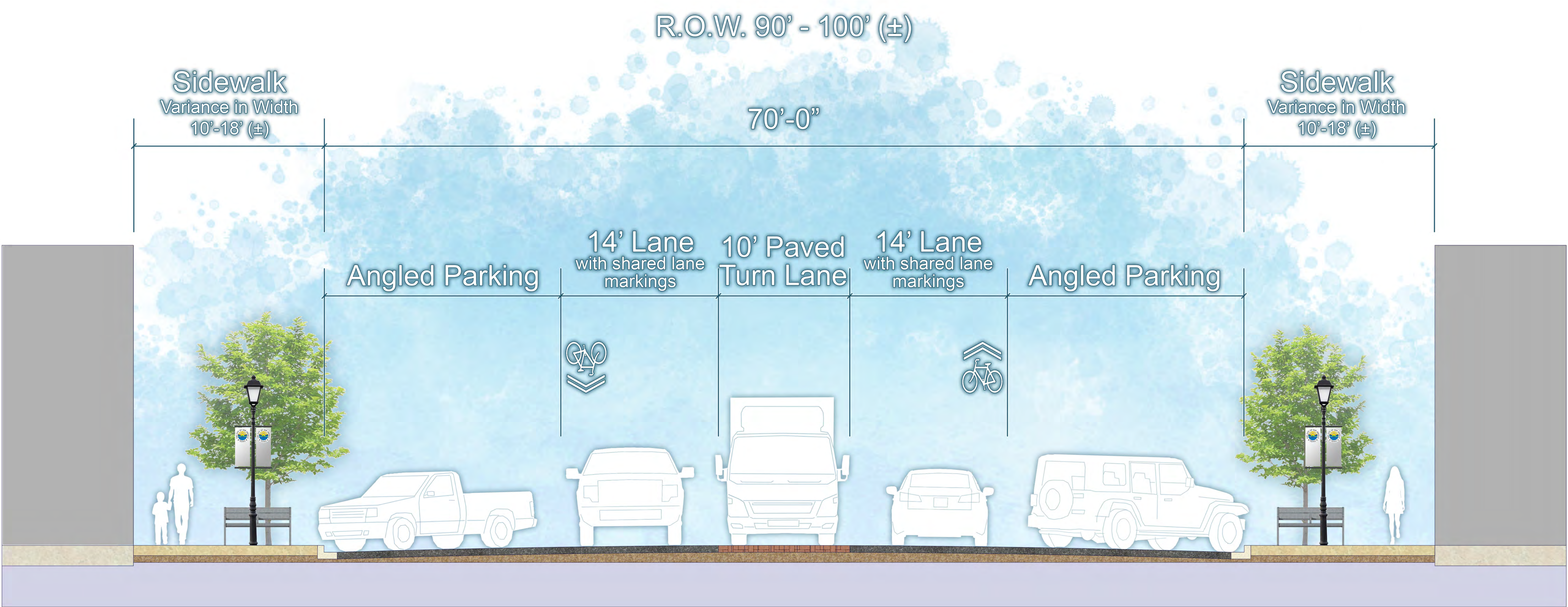


Chadbourne St









Project Details – Attachment B - Itemized Project Budget – Additional Descriptions, 7 of 11

Work Activities

PEDESTRIAN FACILITIES

- Remove Sidewalk and Driveways
- Remove Curb and Gutter
- Prepare Right-of Way for Construction
- Concrete Sidewalk and Driveway Approach (6" Thick w/ Rebar)
- Alternate Intersection Paving Textures – Various pavement textures will be considered with selection during the project design phase. Paving textures will be used to clearly identify pedestrian crossings.
- Handicap Accessible Ramps (Type 1 and Type 7 are only types anticipated)
- Curbs (along Sidewalks and Corner Islands)

CONNECTION TO EXISTING PEDESTRIAN TRAIL ALONG CONCHO RIVER

- Embankment
- ADA-Engineered Support Structure – An Engineered Support Structure will be designed to allow for ADA compliance of the connection to the Concho River Trail. Estimated height of structure is 25'.
- Concrete Sidewalk/Ramp Surface (6" Thick w/ Rebar)
- Concrete Steps
- Railing – Wall Mounted
- Light Pole and Luminair
- Electrical Service
- 2" Conduit
- Electrical Conductor
- Ground Boxes

PEDESTRIAN REST AREA FACILITIES

- Trash Receptacles
- Recycle Receptacles
- Seating (6 ft. long benches or Seating Wall)
- Bike Racks (3-bike)
- Shade Trees – to provide shade for pedestrians – native and/or adaptive drought tolerant species will be used

PROJECT SIGNS, SIGNALS, AND INCIDENTALS

- Directional and Information Signage – *to direct a trail and area amenities*
- Pedestrian Signal Heads
- Pedestrian Push Button Stations
- Bicycle Pavement Markings and Regulatory Signage
- Storm Water Pollution Prevention Plan
- Traffic Control
- Mobilization

CITY-FUNDED LANDSCAPING AND PEDESTRIAN FACILITIES (NOT INCLUDED IN GRANT NOMINATION FORM COSTS)

- *Planting Beds for New Trees and Revegetation - including soil, plants, and mulch*
- *Rest Area Pavement Surface*
- *Additional Shade Trees – to provide shade for pedestrians – native and/or adaptive drought tolerant species will be used*
- *Ornamental Trees - native and/or adaptive drought tolerant tree species such as desert willow will be used*
- *Drip Irrigation and Spray Bubblers*
- *Additional Trash Receptacles*
- *Additional Recycle Receptacles*
- *Additional Seating (6 ft. long benches or Seating Wall)*
- *Additional Bike Racks (3-bike)*

Attachment B, 8 of 11
Photo Documentation: Example Pedestrian and Rest Area Facilities



01 Metal Bench with Armrests



02 Metal Bench with no Backrest



03 Trash and Recycle Receptacles



04 Wood and Metal Square Receptacle

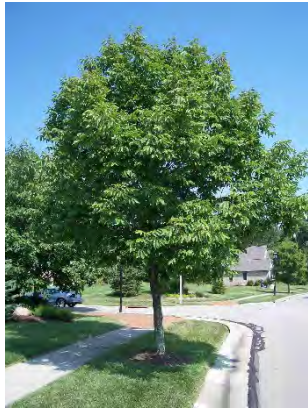


05 Multiple Space Bike Rack



06 Decorative Single or Double Spaces

Attachment B, 8 of 11
Photo Documentation: Example Pedestrian and Rest Area Facilities



07

Small Shade Tree - Pistach



08

Large Shade Tree – Cedar Elm



09

Ornamental Tree - Texas Mountain Laurel



10

Stamped Concrete – Paver Tile Finish



11

Stone or Stamped Concrete Flagstone Paving



12

Stained Concrete with Salt Finish

Attachment B, 8 of 11
Photo Documentation: Example Pedestrian and Rest Area Facilities



13 Stamped Asphalt – Colored Brick Paver Finish



14 Concrete Brick Paving



15 Spiral Concrete Elevated Ramp



16 Concrete Retaining Wall Ramp



17 Metal Structural Ramp



18 Concrete Elevated Wall Ramp



19 Stone Seatwall with Cast Stone Cap



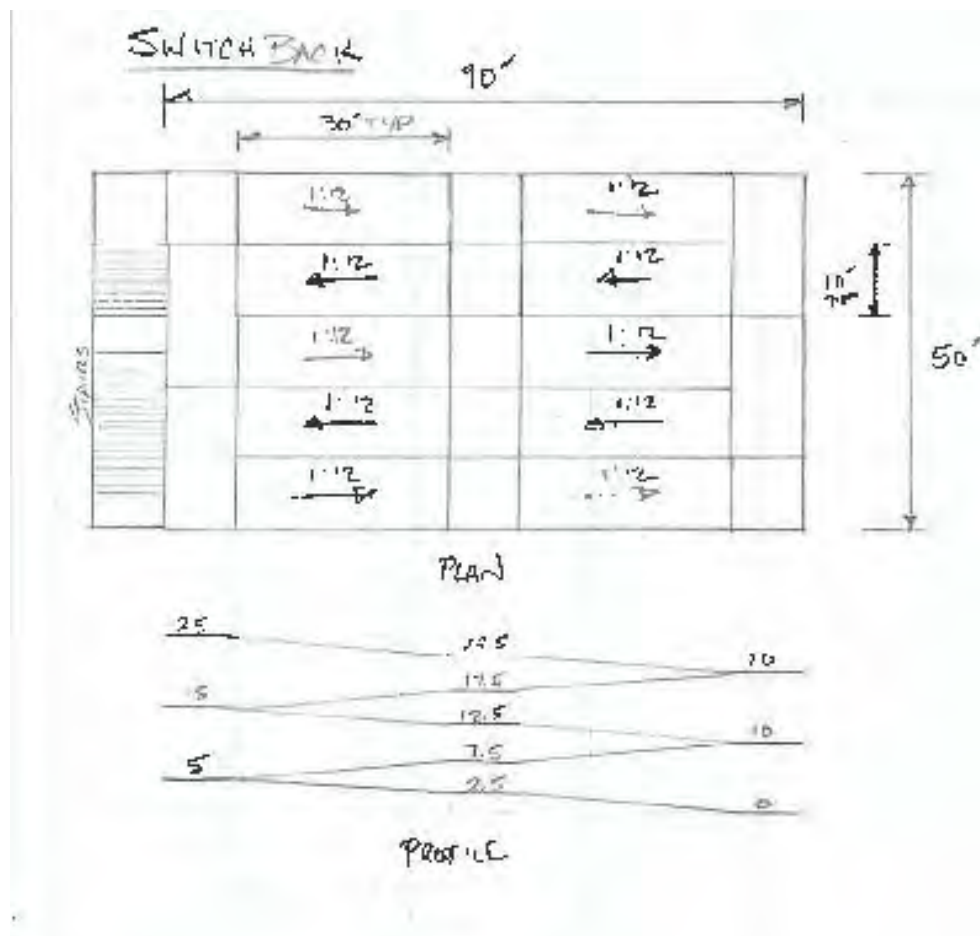
20 Stone and Concrete Seatwall

ATTACHMENT B, 9 of 11
EXAMPLE ADA-ENGINEERING SUPPORT STRUCTURE & ELEVATION

Description

The project includes an accessibility link designed to connect Chadbourne with the adjoining Concho River Trail and ultimately to a multitude of other areas within San Angelo. An ADA-engineered support structure will take pedestrians from Chadbourne down to the banks of the Concho River, a 25' elevation change. Below is a sketch provided by the City's Consultant that was used to determine the estimated cost. This sketch is for a support structure that may or may not be used for the final ramp, but is the basis for our assumptions in the nomination form. The final structure will be determined during the project design phase.

Sketch for the Proposed Ramp Concept



(sketch provided by Halff Associates)

ATTACHMENT B, 9 of 11
EXAMPLE ADA-ENGINEERING SUPPORT STRUCTURE & ELEVATION

Photos of Proposed Ramp Location – Existing Conditions



Photos of Ramp Examples



PROJECT DETAILS - ATTACHMENT B, 10 of 11 - Grant Eligible vs. Non-Grant Eligible Cost Details
HALFF ASSOCIATES, Inc.
4000 Fossil Creek Boulevard, Fort Worth, Texas 76137
(817) 847-1422

CLIENT: The City of San Angelo

PROJECT: Chadbourne Street and Sidewalk Improvements

DATE: 8/25/2017

FILE NAME: 2017-08-25 Grant Request Cost Opinion for Revised Application

FILE PATH: ION ALTERNATIVES GRANT FUNDING\TA Grant App\Cost Estimates

PREPARED BY: APV

REVISED BY COSA FOR TXDOT GRANT (ONLY INCLUDES CONCHO RIVER BRIDGE TO W. BEAUREGARD AVE.)
BEAUREGARD AVE TO CONCHO RIVER CONCEPTUAL
ESTIMATE OF PROBABLE COST

				BEAUREGUARD TO TWOHIG		TWOHIG TO CONCHO		CONCHO TO BRIDGE		TOTAL	TOTAL
ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL	QUANTITY	TOTAL	QUANTITY	TOTAL	QUANTITY	COST
	PEDESTRIAN FACILITIES										
1	REMOVE SIDEWALK AND DRIVEWAYS	SY	\$19.00	1,866	\$35,454	1,899	\$36,081	1,801	\$34,219	5,566	\$105,754
2	REMOVE CURB AND GUTTER	LF	\$6.00	1,200	\$7,200	1,100	\$6,600	1,200	\$7,200	3,500	\$21,000
3	PREPARE RIGHT OF WAY	STA	\$1,722.00	4	\$6,888	4	\$6,888	5	\$8,610	13	\$22,386
4	CONCRETE SIDEWALK AND DRIVEWAY APPROACH (6" THICK W/ REBAR)	SY	\$106.00	2,057	\$218,042	2,092	\$221,752	1,964	\$208,184	6,113	\$647,978
5	ALTERNATE INTERSECTION PAVING TEXTURES	SY	\$99.00	401	\$39,699	296	\$29,304	336	\$33,264	1,033	\$102,267
6	HANDICAP ACCESSIBLE RAMPS - TYPE 1	EA	\$2,628.00	12	\$31,536	8	\$21,024	8	\$21,024	28	\$73,584
7	HANDICAP ACCESSIBLE RAMPS - TYPE 7	EA	\$2,778.00	0	\$0	0	\$0	2	\$5,556	2	\$5,556
8	CURBS (ALONG SIDEWALKS AND CORNER ISLANDS)	LF	\$50.00	1,783	\$89,150	1,733	\$86,650	1,296	\$64,800	4,812	\$240,600
	PEDESTRIAN FACILITIES (GRANT ELIGIBLE) SUBTOTAL				\$427,969		\$408,299		\$382,857		\$1,219,125
	CONNECTION TO EXISTING PEDESTRIAN TRAIL ALONG CONCHO RIVER										
9	EMBANKMENT	CY	\$20.00	0	\$0	0	\$0	3,000	\$60,000	3,000	\$60,000
10	ADA-ENGINEERED SUPPORT STRUCTURE	SF	\$95.00	0	\$0	0	\$0	6,600	\$627,000	6,600	\$627,000
11	CONCRETE SIDEWALK/RAMP SURFACE (6" THICK W/ REBAR)	SY	\$106.00	0	\$0	0	\$0	700	\$74,200	700	\$74,200
12	CONCRETE STEPS	SY	\$100.00	0	\$0	0	\$0	60	\$6,000	60	\$6,000
13	RAILING - WALL MOUNTED	LF	\$50.00	0	\$0	0	\$0	900	\$45,000	900	\$45,000
14	LIGHT POLE AND LUMINAR	EA	\$4,968.00	0	\$0	0	\$0	6	\$29,808	6	\$29,808
15	ELECTRICAL SERVICE	EA	\$10,000.00	0	\$0	0	\$0	1	\$10,000	1	\$10,000
16	2" CONDUIT	LF	\$25.00	0	\$0	0	\$0	200	\$5,000	200	\$5,000
17	ELECTRICAL CONDUCTOR	LF	\$5.00	0	\$0	0	\$0	600	\$3,000	600	\$3,000
18	GROUND BOXES	EA	\$1,200.00	0	\$0	0	\$0	6	\$7,200	6	\$7,200
	CONNECTION TO EXISTING PEDESTRIAN TRAIL (GRANT ELIGIBLE) SUBTOTAL				\$0		\$0		\$867,208		\$867,208

PROJECT DETAILS - ATTACHMENT B, 10 of 11 - Grant Eligible vs. Non-Grant Eligible Cost Details
HALFF ASSOCIATES, Inc.
4000 Fossil Creek Boulevard, Fort Worth, Texas 76137
(817) 847-1422

CLIENT: The City of San Angelo

PROJECT: Chadbourne Street and Sidewalk Improvements

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FILE NAME: 2017-08-25 Grant Request Cost Opinion for Revised Application

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REVISED BY COSA FOR TXDOT GRANT (ONLY INCLUDES CONCHO RIVER BRIDGE TO W. BEAUREGARD AVE.)
BEAUREGARD AVE TO CONCHO RIVER CONCEPTUAL
ESTIMATE OF PROBABLE COST

				BEAUREGUARD TO TWOHIG		TWOHIG TO CONCHO		CONCHO TO BRIDGE		TOTAL	TOTAL
	PEDESTRIAN REST AREA FACILITIES										
19	TRASH RECEPTACLES	EA	\$1,739.00	2	\$3,478	2	\$3,478	2	\$3,478	6	\$10,434
20	RECYCLE RECEPTACLES	EA	\$1,739.00	2	\$3,478	2	\$3,478	2	\$3,478	6	\$10,434
21	SEATING (BENCHES 6 FT LONG OR SEATING WALL)	LF	\$414.00	12	\$4,968	12	\$4,968	12	\$4,968	36	\$14,904
22	BIKE RACKS	EA	\$1,118.00	2	\$2,236	2	\$2,236	2	\$2,236	6	\$6,708
23	SHADE TREES	EA	\$621.00	4	\$2,484	4	\$2,484	4	\$2,484	12	\$7,452
	PEDESTRIAN REST AREA FACILITIES (GRANT ELIGIBLE) SUBTOTAL			\$16,644		\$16,644		\$16,644		\$49,932	
	PROJECT SIGNS, SIGNALS, AND INCIDENTALS										
24	WAYFINDING SIGNAGE	EA	\$869.00	6	\$5,214	6	\$5,214	6	\$5,214	18	\$15,642
25	PEDESTRIAN SIGNAL HEADS	EA	\$745.00	8	\$5,960	8	\$5,960	8	\$5,960	24	\$17,880
26	PEDESTRIAN PUSH BUTTON STATIONS	EA	\$1,242.00	4	\$4,968	4	\$4,968	4	\$4,968	12	\$14,904
27	PAVEMENT MARKINGS AND SIGNAGE	EA	\$373.00	1	\$373	1	\$373	1	\$373	3	\$1,119
28	STORM WATER POLLUTION PREVENTION PLAN	MO	\$190.00	2	\$380	2	\$380	2	\$380	6	\$1,140
29	TRAFFIC CONTROL	MO	\$3,167.00	2	\$6,334	2	\$6,334	2	\$6,334	6	\$19,002
30	MOBILIZATION (5% of Grant Eligible Construction Costs)	LS	\$66,900.00	1	\$23,400	1	\$22,400	1	\$21,100	3	\$66,900
	PROJECT SIGNS, SIGNALS, AND INCIDENTALS (GRANT ELIGIBLE) SUBTOTAL			\$46,629		\$45,629		\$44,329		\$136,587	
	LANDSCAPING AND PED FACILITIES (NOT GRANT ELIGIBLE)										
31	PLANT BEDS AND TREE WELLS WITH GROUND COVER INCLUDING SOIL, PLANTS, AND MULCH. (ENGINEERED SOIL AND PAVERS NOT INCLUDED)	SF	\$8.00	11,700	\$93,600	11,700	\$93,600	11,700	\$93,600	35,100	\$280,800
32	REST AREA PAVEMENT SURFACE	SF	\$12.00	1,717	\$20,604	1,740	\$20,880	1,471	\$17,652	4,928	\$59,136
33	SHADE TREES	EA	\$621.00	19	\$11,799	19	\$11,799	19	\$11,799	57	\$35,397
34	ORNAMENTAL TREES	EA	\$248.00	25	\$6,200	25	\$6,200	25	\$6,200	75	\$18,600
35	IRRIGATION	SF	\$3.00	11,700	\$35,100	11,700	\$35,100	11,700	\$35,100	35,100	\$105,300
36	TRASH RECEPTACLES	EA	\$1,739.00	4	\$6,956	4	\$6,956	4	\$6,956	12	\$20,868
37	RECYCLE RECEPTACLES	EA	\$1,739.00	4	\$6,956	4	\$6,956	4	\$6,956	12	\$20,868
38	SEATING (BENCHES 6 FT LONG OR SEATING WALL)	LF	\$414.00	24	\$9,936	24	\$9,936	24	\$9,936	72	\$29,808
39	BIKE RACKS	EA	\$1,118.00	4	\$4,472	4	\$4,472	4	\$4,472	12	\$13,416
	LANDSCAPING AND PED FACILITIES (NOT GRANT ELIGIBLE) SUBTOTAL		\$195,623		\$195,899		\$192,671		\$584,193		

PROJECT DETAILS - ATTACHMENT B, 10 of 11 - Grant Eligible vs. Non-Grant Eligible Cost Details
HALFF ASSOCIATES, Inc.
4000 Fossil Creek Boulevard, Fort Worth, Texas 76137
(817) 847-1422

CLIENT:

The City of San Angelo

PROJECT:

Chadbourne Street and Sidewalk Improvements

DATE:

8/25/2017

FILE NAME:

2017-08-25 Grant Request Cost Opinion for Revised Application

FILE PATH:

ION ALTERNATIVES GRANT FUNDING\TA Grant App\Cost Estimates

PREPARED BY:

APV

REVISED BY COSA FOR TXDOT GRANT (ONLY INCLUDES CONCHO RIVER BRIDGE TO W. BEAUREGARD AVE.)
BEAUREGARD AVE TO CONCHO RIVER CONCEPTUAL
ESTIMATE OF PROBABLE COST

				BEAUREGUARD TO TWOHIG	TWOHIG TO CONCHO	CONCHO TO BRIDGE	TOTAL	TOTAL			
	UTILITIES										
40	18" STORM DRAIN PIPE	LF	\$62.00	420	\$26,040	420	\$26,040	2,320	\$143,840	3,160	\$195,920
41	GRATE INLETS	EA	\$7,452.00	2	\$14,904	2	\$14,904	2	\$14,904	6	\$44,712
42	WATER IMPROVEMENTS	EA	\$171,396.00	0	\$0	0	\$0	0	\$0	0	\$0
43	SANITARTY SEWER IMPROVEMENTS	EA	\$33,762.00	1	\$33,762	1	\$33,762	1	\$33,762	3	\$101,286
44	STREET LAMPS - ORNATE	EA	\$4,968.00	10	\$49,680	10	\$49,680	12	\$59,616	32	\$158,976
45	UNDERGROUND ELECTRIC	LF	\$621.00	520	\$322,920	520	\$322,920	520	\$322,920	1,560	\$968,760
46	TRAFFIC SIGNALS - COLLEGE, HARRIS, BEAUREARD, TWOHIG, CONCHO	EA	\$290,628.00	1	\$290,628	1	\$290,628	1	\$290,628	3	\$871,884
47	ADJUST WATER VALVE BOX	EA	\$373.00	9	\$3,357	6	\$2,238	3	\$1,119	18	\$6,714
48	ADJUST SANITARY SEWER, GAS, AND COMMUNICATION MANHOLES	EA	\$621.00	3	\$1,863	1	\$621	0	\$0	4	\$2,484
	UTILITY (NOT GRANT ELIGIBLE) SUBTOTAL				\$743,154		\$740,793		\$866,789		\$ 2,350,736
	CONCRETE PAVING										
49	REMOVE ASPHALT PAVING	SY	\$9.00	3,412	\$30,708	3,412	\$30,708	3,737	\$33,633	10,561	\$95,049
50	FLEXIBLE BASE (TYPE A, GRADE 2, COMPLETE IN PLACE)	SY	\$37.00	3,720	\$137,640	3,567	\$131,979	2,302	\$85,174	9,589	\$354,793
51	CONCRETE PAVING - 8-INCH	SY	\$75.00	3,720	\$279,000	3,567	\$267,525	2,302	\$172,650	9,589	\$719,175
52	MISCELLANEOUS DISPLAY PADS	EA	\$13,650.00	1	\$13,650	1	\$13,650	1	\$13,650	3	\$40,950
53	ENTRY MONUMENTS	EA	\$87,950.00	0	\$0	0	\$0	0	\$0	0	\$0
54	PAVEMENT MARKINGS AND SIGNAGE	EA	\$3,353.00	1	\$3,353	1	\$3,353	1	\$3,353	3	\$10,059
55	STORM WATER POLLUTION PREVENTION PLAN	MO	\$435.00	2	\$870	2	\$870	2	\$870	6	\$2,610
56	TRAFFIC CONTROL	MO	\$7,390.00	2	\$14,780	2	\$14,780	2	\$14,780	6	\$44,340
57	MOBILIZATION (5% of Grant Ineligible Construction Costs))	LS	\$210,100.00	1	\$70,900	1	\$70,000	1	\$69,200	3	\$210,100
	CONCRETE PAVING (NOT GRANT ELIGIBLE) SUBTOTAL				\$550,901		\$532,865		\$393,310		\$1,477,076

PROJECT DETAILS - ATTACHMENT B, 10 of 11 - Grant Eligible vs. Non-Grant Eligible Cost Details
HALFF ASSOCIATES, Inc.
4000 Fossil Creek Boulevard, Fort Worth, Texas 76137
(817) 847-1422

CLIENT:

The City of San Angelo

PROJECT:

Chadbourn Street and Sidewalk Improvements

DATE:

8/25/2017

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PREPARED BY:

APV

REVISED BY COSA FOR TXDOT GRANT (ONLY INCLUDES CONCHO RIVER BRIDGE TO W. BEAUREGARD AVE.)
BEAUREGARD AVE TO CONCHO RIVER CONCEPTUAL
ESTIMATE OF PROBABLE COST

				BEAUREGARD TO TWOHIG	TWOHIG TO CONCHO	CONCHO TO BRIDGE	TOTAL	TOTAL
	Construction (Grant Eligible) Subtotal			\$491,242	\$470,572	\$1,311,038		\$2,272,852
	Construction (Not Grant Eligible) Subtotal			\$1,489,678	\$1,469,557	\$1,452,770		\$4,412,005
	CONSTRUCTION SUBTOTAL			\$1,980,920	\$1,940,129	\$2,763,808		\$6,684,857
	DESIGN FEES			\$89,140	\$87,310	\$124,370		\$300,820
	TxDOT ADMINISTRATION FEES FOR GRANT- 15% OF GRANT CONSTRUCTION COST -			\$73,686	\$70,586	\$196,656		\$340,928
	MATERIAL TESTING - 3%			\$59,430	\$58,200	\$82,910		\$201,000
	CITY INSPECTION - 4%			\$79,240	\$77,610	\$110,550		\$267,000
	PERMITTING FEES - 0.5%			\$9,900	\$9,700	\$13,820		\$33,000
	PROJECT TOTAL (ROUNDED)			\$ 2,292,320	\$ 2,243,540	\$ 3,292,110		\$ 7,827,970
	GRANT ELIGIBLE TOTAL			\$ 564,928	\$ 541,158	\$ 1,507,694		\$ 2,613,780

This statement was prepared utilizing standard cost estimate practices. It is understood and agreed that this is an estimate only, and that Engineer shall not be liable to Owner or to a third party for any failure to accurately estimate the cost of the project, or any part thereof.

TOTAL GRANT ELIGIBLE CONSTRUCTION COSTS	\$491,242	\$470,572	\$1,311,038	\$2,272,852
PEDESTRIAN FACILITIES & RAMP CONNECTION (ONLY)	\$427,969	\$408,299	\$1,250,065	\$2,086,333
INCIDENTAL/AMENTITIES CONSTRUCTION	\$63,273	\$62,273	\$60,973	\$186,519
PERCENTAGE	12.9%	13.2%	4.7%	8.2%

Project Details - Attachment B, 11 of 11
Full Project Budget / Funding Sources
Phase A - Concho River to W. Beauregard Ave.

Funding Source	Funds
Streets	\$1,214,415
MPO	\$1,943,063
TIRZ South	\$546,536
COSADC	\$1,821,622
Stormwater	\$241,000
Sewer Fund	\$101,000
TxDOT Grant	\$1,960,335
Total Available Funding	\$7,827,970

<i>Grant Eligible Cost</i>	<i>\$2,613,780</i>
<i>City Cost (Non-Grant Eligible)</i>	<i>\$5,214,190</i>
Total Project Cost	\$7,827,970
Total Available Funding	\$7,827,970

**A RESOLUTION OF THE CITY OF SAN ANGELO CITY COUNCIL
AUTHORIZING THE CITY'S APPLICATION TO THE TEXAS DEPARTMENT
OF TRANSPORTATION FOR ALTERNATIVES SET-ASIDE (TA Set-Aside)
FUNDING FOR CITY OF SAN ANGELO CHADBOURNE STREET
PEDESTRIAN CORRIDOR PROJECT.**

WHEREAS, the City of San Angelo five year Capital Improvement Plan (CIP) includes street improvements on Chadbourne Street, from Houston Hart to Washington streets; and,

WHEREAS, the City of San Angelo desires to include within the scope of its CIP for improvements relating to Chadbourne Street, certain pedestrian infrastructure, including on and off-road pedestrian and bicyclist accommodations; and,

WHEREAS, prior to May 22, 2017, the City of San Angelo intends to submit a transportation alternative project application to the Texas Department of Transportation under its Transportation Alternatives Set-Aside (TA Set-Aside) Program for areas of 200,000 or less population for a grant funding the Chadbourne Street Pedestrian Corridor Project; and,

WHEREAS, a City Council resolution of support is required as part of the application process in response to the Texas Department of Transportation, Transportation Alternatives Set-Aside Call for Project applications; and,

WHEREAS, the City of San Angelo Development Corporation has resolved by resolution adopted on February 22, 2017, to provide funding in an amount not to exceed \$100,000, in support of the City's application; and,

WHEREAS, the City of San Angelo Tax Increment Financing Zone Board has resolved by resolution adopted on February 28, 2017, to provide funding in an amount not to exceed \$50,000, in support of the City's application; and,

WHEREAS, the City Council for the City of San Angelo shall provide additional sources of funding in support of the application;

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1. The foregoing recitals are true and correct and are adopted as a part of this Resolution.
- Section 2. The City of San Angelo supports funding this project as described in the 2017 TA Set-Aside Nomination Form (including the construction budget, the department's 15% administrative cost, and a 30% local match) and is willing to commit to the project's development, implementation, construction, maintenance, management, and financing.

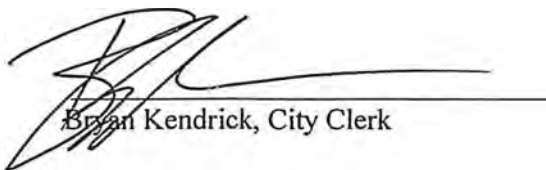
CERTIFICATION OF LG FUNDING - ATTACHMENT C, 1 of 1

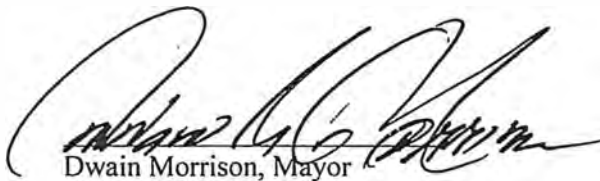
- Section 3. The City of San Angelo will serve as the public sponsor and lead project contact on this project.
- Section 4. The City of San Angelo is willing and able to enter into an agreement with the Texas Department of Transportation by resolution or ordinance, should the project be selected for funding.
- Section 5. The City of San Angelo will designate a Responsible Person in Charge, a Project Manager, and a Qualified Person before beginning any work on the project.

PASSED, APPROVED, and ADOPTED on this the 16th day of May, 2017.

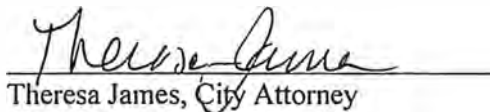
ATTEST:

THE CITY OF SAN ANGELO


Bryan Kendrick, City Clerk


Dwain Morrison, Mayor

Approved As to Form:


Theresa James, City Attorney



April 17, 2017

City of San Angelo
72 W. College St.
San Angelo, Texas 76903
Attn: Rick Weise

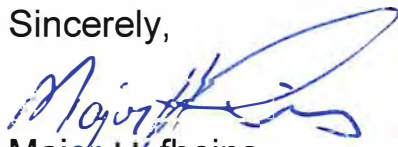
Re: S. Chadbourne Sidewalks and Accessibility Project

Mr. Weise,

As the project now seeking TASA funding is within the MPA and runs through the heart of our City and Central Business District and as the San Angelo Metropolitan Planning Organization supports and approves of this mobility and accessibility project the MPO is willing to and is prepared to include the project in the four year Transportation Improvement Plan if funded.

We feel that this project of new sidewalks and accessibility lends itself well to access to the Concho River community leisure activities and assets for the disadvantaged and elderly. This coupled with the improved accessibility to Public Transportation, Medical Care and everything else that the Central Business District has to offer can only strengthen the availability to opportunity for all in our community.

Sincerely,


Major Hofheins
San Angelo MPO
Director

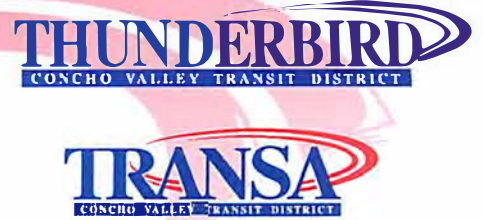
72 West College Street, San Angelo, TX 76903 · 325.481.2800 · www.sanangelompo.org



CONCHO VALLEY TRANSIT DISTRICT

2801 West Loop 306, Suite A
San Angelo, Texas 76904

Office
325 944-9666
Fax
325-947-8286



April 19, 2017

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

Dear Mr. Wise:

On behalf of Concho Valley Transit District (CVTD), which serves the Concho Valley Region, I am pleased to support the Chadbourne Street Roadway and Sidewalk Improvements project.

This project to improve the current condition of streets and sidewalks on Chadbourne from 6th Street to Washington Drive will have an economic and aesthetic impact to our community. CVTD has collaborated with COSA on other Roadway and Sidewalk projects in the past and it has been a great benefit to our community.

CVTD believes there are many benefits to this project. A pedestrian friendly atmosphere will help to draw local citizens and tourist to the downtown district. In addition, the burying of overhead utility cables and the adding of vintage lighting will enhance the overall value of our historic district.

Just as the Concho River Development Project has added to the renewed interest of the downtown district, we believe this project will continue the development and enhancement of downtown San Angelo.

Again, CVTD supports the City of San Angelo's grant application and we encourage TXDOT to consider funding the Chadbourne Street Roadway and Sidewalk Improvement project.

Thank you for your consideration in this matter.

Yours truly,

A handwritten signature in blue ink, appearing to read 'J. Stokes', is written over a light blue circular stamp.

John Austin Stokes
Executive Director



CHARLES PERRY

TEXAS STATE SENATOR
DISTRICT 28

April 10, 2017

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

To Whom It May Concern:

As State Senator for Texas Senate District 28, it is an honor for me to extend my support for the City of San Angelo's grant application that, if approved, the money would be used for the Chadbourne Street Roadway and Sidewalk Improvements Project.

Improvements made through the years to downtown San Angelo have greatly added to the economic impact to the San Angelo community. Each and every improvement continues to help draw more local citizens and tourists to the downtown area, continually boosting the economy. This project would improve the condition of streets and sidewalks on Chadbourne Street from 6th Street to Washington Drive, as well as providing funds to bury overhead utility cables and adding vintage lighting to this historic district of the city.

It is my sincere opinion that if awarded the requested grant, the City of San Angelo would use the funds in ways that would best promote improvement and beautification of downtown San Angelo, thus continuing the vision of so many leaders through the years who have seen the value and economic benefit of these continued improvements. Thank you very much for considering this grant request from the City of San Angelo.

Sincerely,

A handwritten signature in black ink that reads "Charles Perry". The signature is stylized with a large, flowing "C" and a cursive "Perry".

Senator Charles Perry

Texas Senate

District 28

CAPITOL OFFICE:
P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0331 PHONE



DISTRICT OFFICE:
36 WEST BEAUREGARD
SUITE 517
SAN ANGELO, TEXAS 76903
(325) 658-7313 PHONE
(325) 659-3762 FAX

Drew Darby

DISTRICT 72

COKE • CONCHO • GLASSCOCK • HOWARD • IRION • REAGAN • RUNNELS • STERLING • TOM GREEN

April 10, 2017

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

Re: Chadbourne Street Roadway and Sidewalk Improvement Project

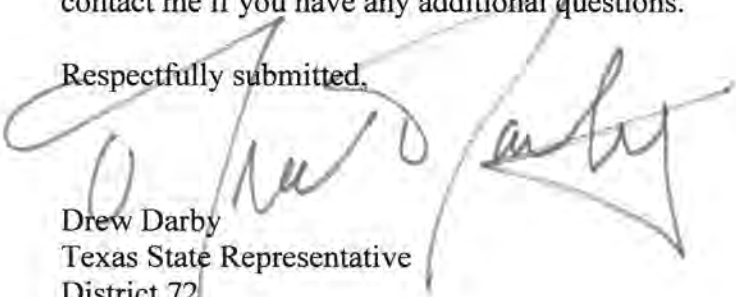
Dear Rick,

As Texas State Representative and as a San Angelo native, I personally am in full support of the Chadbourne Street Roadway and Sidewalk Improvement Project. This project will improve the current condition of the streets and sidewalks by burying overhead utility cables and adding components such as vintage lighting starting at N. Chadbourne Street from 6th Street to Washington Drive. This improvement will not only spur economic growth but will add an aesthetic impact to our community. It will be a pedestrian friendly atmosphere drawing local citizens and tourists to the downtown district.

I personally have a great deal of pride in offering my full endorsement of the accomplishments of Downtown San Angelo, Inc. (DSA). Over the past ten years I have witnessed the achievements in the strengthening of San Angelo's downtown by various projects. The Concho River Development Project renewed interest of the downtown district and I believe this Chadbourne Street Roadway and Sidewalk Improvement Project will continue the development and enhancement of downtown San Angelo.

I encourage TxDOT to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement Project. Thank you for your consideration. Please do not hesitate to contact me if you have any additional questions.

Respectfully submitted,


Drew Darby
Texas State Representative
District 72



Stango's Coffee Shop

221 S. Chadbourne
San Angelo, TX 76903
(325) 659 – 8999

To: City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, TX 76903

On behalf of Stango's Coffee Shop, we are writing in support of the Chadbourne Street Roadway and Sidewalk Improvement project.

This project is to improve the current condition of the streets and sidewalks on Chadbourne from 6th Street to Washington Drive. I believe that improving this area would have a great impact to our community.

A pedestrian friendly atmosphere will help draw local citizens and tourists to the downtown district. In addition, the burying of overhead utility cables and the adding of vintage lighting will enhance the overall value of our historic downtown district.

Just as the Concho River Development Project has added value to the renewed interest of the downtown district, we believe this project will further the development and enhancement of downtown San Angelo.

We encourage the TXDOT to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement project.

Sincerely,



4-5-17



The City Of

San Angelo, Texas

Planning and Development Services
52 West College Avenue, 76903

April 4, 2017

City of San Angelo
TIRZ Board
72 West College
San Angelo, TX 76903

On behalf of the TIRZ Board of San Angelo I am writing in support of the Chadbourne Street Roadway and Sidewalks Improvement plan. This project to improve the current condition of streets and sidewalks from 6th Street to Washington Drive should have an economic and aesthetic impact to our community. A pedestrian friendly atmosphere will help draw local citizens and tourists to the downtown district. In addition, the burying of overhead cables and the adding of vintage lighting will enhance the value of our historic district. Just as the Concho River Development Project has added to renewed interest of the downtown district, I believe this project will greatly assist the development and enhancement of San Angelo's downtown area. I encourage TXDOT to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement project.

Respectfully submitted,

Bill Dendle, Chair
TIRZ Board of San Angelo



ANGELO STATE UNIVERSITY

Office of the President

March 30, 2017

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

Dear Rick:

On behalf of Angelo State University, I am writing in support of the Chadbourne Street Roadway and Sidewalk Improvements Project.

This project to improve the condition of streets and sidewalks on Chadbourne Street from 6th Street to Washington Drive will have a positive economic and aesthetic impact on our community.

The downtown area has become a robust venue for shopping, dining and entertainment that Angelo State University students and employees enjoy. Indeed, it has become one of the highlights in promoting San Angelo to prospective students.

An increasing number of our students, particularly international students, attend college without bringing a vehicle. They travel downtown using the Ram Tram and public transportation. The improvements in this project would make walking in that area more practical and safe, as well as more aesthetically pleasing.

Additionally, the installation of vintage lighting and the removal of overhead electrical lines will give our students and employees an even greater feel and appreciation for the fascinating history of downtown San Angelo.

We encourage the Texas Department of Transportation to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement Project.

Sincerely,

A handwritten signature in black ink, reading "Brian J. May". The signature is written in a cursive, flowing style.

Dr. Brian J. May
President

Page 40



PUBLIC INVOLVEMENT/
SUPPORT -
ATTACHMENT E, 7 of 10

Dr. Carl Dethloff
Superintendent

March 29, 2017

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

On behalf of San Angelo ISD we are writing in support of the Chadbourne Street Roadway and Sidewalk Improvements project.

This project to improve the current condition of streets and sidewalks on Chadbourne from 6th Street to Washington Drive will have an economic and aesthetic impact to our community.

A pedestrian friendly atmosphere will help to draw local citizens and tourist to the downtown district. In addition, the burying of overhead utility cables and the adding of vintage lighting will enhance the overall value of our historic district.

Just as the Concho River Development Project has added to the renewed interest of the downtown district, we believe this project will continue the development and enhancement of downtown San Angelo.

We encourage TXDOT to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement project.

Sincerely,


Carl Dethloff
Superintendent



DEPARTMENT OF THE AIR FORCE
17TH TRAINING WING (AETC)
GOODFELLOW AIR FORCE BASE TEXAS



PUBLIC INVOLVEMENT/SUPPORT -
ATTACHMENT E, 8 of 10

17 TRW/CC
351 Kearney Blvd, Suite 220
Goodfellow AFB, TX 76908-4122

City of San Angelo
Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

On behalf of Goodfellow Air Force Base I am writing in regards to the Chadbourne Street Roadway and Sidewalk Improvements project.

Goodfellow values and maintains a strong partnership with San Angelo, a large portion of our members make their homes in the downtown area. As members of the San Angelo community, infrastructure improvements that bring added safety as well as beautification of the local area are invaluable to our installations population and visitors. We encourage support for any project that aims to improve the city, increase the quality of life and build stronger community relations.

Sincerely,

MICHAEL L. DOWNS, Col, USAF
Commander

PUBLIC INVOLVEMENT/SUPPORT - ATTACHMENT E, 9 of 10



2007 W. Beauregard Ave., San Angelo, TX 76901

City of San Angelo

Attn: Rick Wiese, Assistant City Manager
72 W. College
San Angelo, Texas 76903

On behalf of Fireside Partners, LLC we are writing in support of the Chadbourne Street Roadway and Sidewalk Improvement project.

This project to improve the current condition of streets and sidewalks on Chadbourne from 6th Street to Washington Dr. will have an economic and aesthetic impact to our community.

A pedestrian friendly atmosphere will help to draw local citizens and tourist to the downtown district. In addition, the burying of overhead utility cables and the adding of vintage lighting will enhance the overall value of our historic district.

Just as Concho River Development Projects has added to the renewed interest of the downtown district, we believe this project will continue the development and enhancement of the downtown San Angelo.

We encourage TXDOT to support this request for funding of the Chadbourne Street Roadway and Sidewalk Improvement project.

Sincerely,



Steve Sorrells

Michael Biggerstaff

What phase is most important to you?

Please place (1) sticky dot in the section most important to you and add comments about the importance of the area.

PUBLIC INVOLVEMENT/SUPPORT -
ATTACHMENT E, 10 of 10

Comments:



STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATIONTOM GREEN County

MINUTE ORDER

Page 1 of 1 PagesDistrict No. SAN ANGELO (7)

WHEREAS, in TOM GREEN COUNTY, it has been requested by the City of San Angelo to rearrange the routing of State Spur 126, State Loop 378, 545, Farm to Market Road 380, 388 and 1223; and

WHEREAS, the modification and rearrangement of these routes would improve traffic conditions in the city and would be beneficial to local traffic as well as to the traveling public;

NOW, THEREFORE, IT IS ORDERED that FARM TO MARKET ROAD 380 be and is hereby designated extending westward from its present junction of Loop 306 along Pulliam Street to the junction of Main Street; and then be routed northward from Pulliam Street along Main Street to its junction of U.S. Highway 67, a total distance of approximately 2.97 miles.

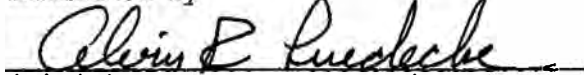
FURTHER, that Farm to Market Road 388 be designated extending westward from its present junction of Chadbourne Street along Avenue "L" to the junction of U.S. Highway 87, a total distance of approximately 0.44 mile.

FURTHER, that Chadbourne Street from Avenue "L" northward to U.S. Highway 87, a total distance of approximately 5.86 miles, and that Oaks Street from Avenue "L" northward to Avenue K, a total distance of approximately 0.05 mile and that Beauregard Avenue and Main Street from U.S. Highway 87 eastward and northward to the junction of Pulliam Street, a total distance of approximately 1.22 miles be removed from the State Highway System and be returned to the City of San Angelo for maintenance.

FURTHER, that State Loop 378 from its junction with Farm to Market Road 1223 northwestward to the junction of Farm to Market Road 388 be redesignated as Farm to Market Road 1223, a total distance of approximately 1.7 miles.

It is understood, that within the City of San Angelo, these designated highways will be eligible for normal maintenance in accordance with present policies of the Department.

Submitted by

(Title) State Transportation
Planning Engineer

Examined and recommended by:



Approved

Deputy Director


Engineer-DirectorMinute Number 87192Date Passed MAR 29 88

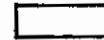
TEXAS

SCALE IN MILES

1980

1980 CENSUS FIGURES

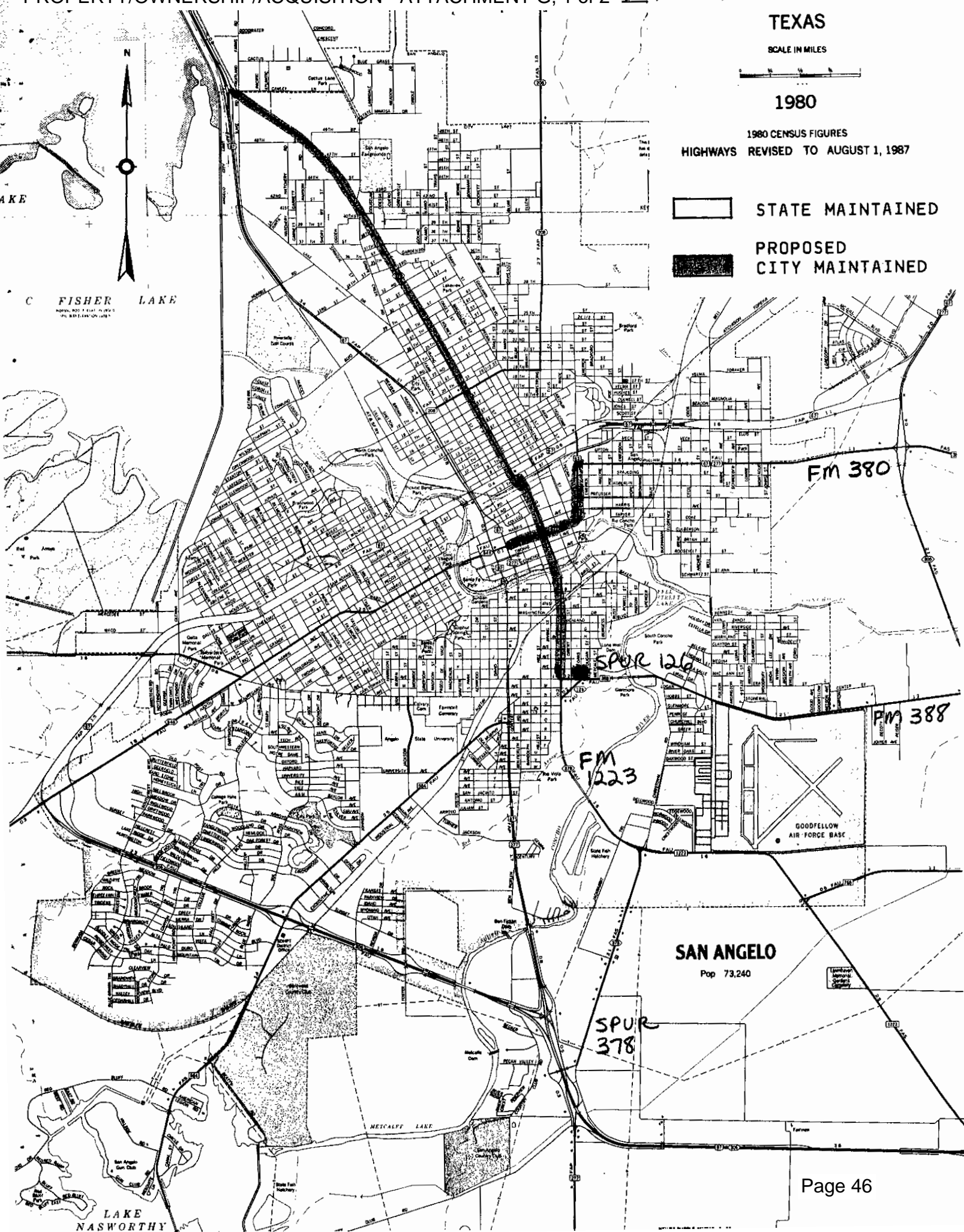
HIGHWAYS REVISED TO AUGUST 1, 1987



STATE MAINTAINED



PROPOSED
CITY MAINTAINED





125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

May 3, 2017

Honorable Dwain Morrison
Mayor, City of San Angelo
72 W. College
San Angelo, Texas 76903

RE: TxDOT Letter of Consent for a project proposed in TxDOT's 2017 Transportation Alternatives Set-Aside Program Call for Projects that is within or affecting state-maintained right-of-way

Dear Mayor Morrison:

The Texas Department of Transportation (TxDOT) offers no objection to the City of San Angelo nomination of the Chadbourne Street Corridor project in TxDOT's *2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects*. The project is a Pedestrian Improvement Project along Chadbourne Street from West 6th Street to the Concho River, and pedestrian crossings at South Orient Railroad Line and Orient Street/Avenue B and the Concho River/Rio Concho Drive in San Angelo, Texas. Proposed improvements include improving sidewalks, addressing ADA accessibility issues, adding a shared vehicle/bicycle lane, installing landscaping and lighting. It would also fill in gaps to the adjoining Concho River Walk/Bike trail. The project location will be within or adjacent to the TxDOT right-of-way at Chadbourne Street/6th Street and US Highway 67, Chadbourne St/5th St and the existing South Orient Railroad line, and the pedestrian crossing of the railroad at Orient Street/Avenue B. If selected for TA Set-Aside funding, the project must be developed in accordance with TxDOT procedures and meet state and federal guidance. Final project plans must be reviewed and approved by TxDOT.

If selected for funding, the City of San Angelo will be required to commit to the project's development, implementation, construction, maintenance, management, and financing by executing an *Advance Funding Agreement for a Transportation Alternatives Set-Aside Project* with TxDOT. The City of San Angelo understands that the TA Set-Aside is a cost reimbursement program and that the City of San Angelo must commit to fund a minimum 20% local match for eligible construction costs plus 20% of TxDOT's administrative fee and be responsible for any cost overruns. In addition, the City of San Angelo will be responsible for maintaining the completed improvements for a period of time commensurate with the federal investment as outlined in TxDOT TA Set-Aside rules. It may be necessary to execute or update a *Municipal Maintenance Agreement or Advance Funding Agreement for Voluntary Maintenance By a Local Government (On System)* with TxDOT.

Thank you for coordinating with our office, TxDOT looks forward to working with the City of San Angelo. Please continue to coordinate with our staff as this project moves forward. Should you have any questions or need further assistance, please contact Kristan Hereford, TxDOT San Angelo District TA Set-Aside Coordinator at 325-947-9242.

Sincerely,

Mark E. Jones, P.E.
District Engineer
San Angelo District

Cc: Kristan Hereford, District TAP Coordinator

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer



April 25, 2017

To Whom It May Concern:

Texas-Pacifico Transportation, Ltd. has an operating agreement with the State of Texas to operate a railroad in West Texas. The Texas Department of Transportation administers the agreement for the rail line that is historically known as the South Orient Railroad. The railroad is approximately 391 miles long and runs through a number of small communities, the largest of which is San Angelo.

It is my understanding that the City of San Angelo is applying for funding through the Texas Department of Transportation's TASA (Transportation Alternatives Set Aside) program for a sidewalk accessibility and mobility project that would involve two vehicular/pedestrian rail crossings at milepost 717.37 and 717.49, and one pedestrian rail crossing at milepost 717.01, where the walkway is approximately 20 feet in width. Texas-Pacifico's corporate offices are in downtown San Angelo, and we are very supportive of the City's efforts to enhance the historic downtown, while improving its pedestrian amenities.

To that end, Texas-Pacifico will allow the eventual contractor a "Right of Entry" to work within the railroad right-of-way, with prior written approval, and with the understanding that contractors and their subcontractors must first meet the safety requirements set forth by the Federal Railroad Administration. For more information on those requirements, including training for contractors and their subs, please contact TXPF Safety Manager Jake Ward at 325.942.8164.

Please contact me if you have any questions or comments. My email address is e.grindstaff@txpf.us and my office number is 325.942.8164

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Grindstaff".

Elizabeth Grindstaff
Vice President of Sales & Marketing
Texas-Pacifico Transportation, Ltd.

San Angelo Area Bicycle & Pedestrian Plan

prepared for the

Metropolitan Planning Organization
San Angelo, Texas

by

Wilbur Smith Associates

Economist, Planners, Engineers

Chapter 5 – Program of Bicycle and Pedestrian Facilities

1) Southwest Blvd to Lamar Elementary - Need sidewalks on both sides for Safe Route to School. (This is one example of many needed safe routes to school that should be brought forward by the school district).

2) **Downtown District.**

3) University area and area between university and downtown. Live Oak Street has been identified as a potential street corridor for modification to enhance bicycle and pedestrian travel.

4) Additional crossings of Paint Rock Road for access to Goodfellow A.F.B from the residential area just north of the base, as well as connecting sidewalks and trails from residential areas just east of the base.

5) Sidewalks are needed in essentially every neighborhood, though some streets are more in need of dedicated walking space than others. These improvements should be developed further in neighborhood meetings to discuss bicycle/pedestrian as well as other issues.

6) **Repair and upgrading of existing sidewalks must be considered in the City's long-range plan to comply with the Americans with Disabilities Act.** Federal rules for the ADA pursuant to the right-of-way are expected to go into effect within the next two years. An inventory of sidewalk conditions would be conducted and a Transition Plan established for compliance with ADA.

7) Trail connectors or sidewalks are proposed along 14th Street, 19th Street and 29th Street between MLK Drive and the Concho River trail, connecting the residential areas east of Bryant Street to the trails amenities and parks along the Concho River.

8) Trail along MLK Drive, 29th Street, Travis Street and 50th Street to serve as a spine through the north part of town. A current Safe Routes to

San Angelo MPO Bicycle and Pedestrian Plan

School project would be incorporated into the corridor, along with potential extensions of that project.

9) Potentially, all neighborhoods within a one-half mile distance of a trail corridor should be evaluated for the potential and desire to have a trail connector into their neighborhood.

Pedestrian Districts

To give focus to the extensive effort of providing sidewalks in the walkable areas of San Angelo, the identification of specific neighborhood areas were formulated, with City of San Angelo Planning Department staff input, to envision Pedestrian Districts. As described in Chapter 4, a Pedestrian District identifies areas with predisposition for walking, based upon geographic, socioeconomic, and development conditions. A Pedestrian District will be a target area for funding of needed new or improved pedestrian facilities.

The following pedestrian districts have been identified for beginning this effort. An initial prioritization of these districts is included in Appendix B.

Pedestrian District #1	Martin Luther King area
Pedestrian District #2	Santa Rita area
Pedestrian District #3	Rio Vista area
Pedestrian District #4	near Goodfellow AFB
Pedestrian District #5	College Hills area
Pedestrian District #6	Lakeview area
Pedestrian District #7	Belaire area
Pedestrian District #8	Jefferson Heights/River Park area
Pedestrian District #9	Southland Hills area
Pedestrian District #10	Downtown area

A recommended approach to addressing the needs of these pedestrian districts would be to conduct the needs assessment, community involvement,

VISION PLAN SUMMARY

This section details the fundamental intent, goals, and policies for the individual categories of use detailed in the map on the previous page. As shown, this plan map is an illustration and does not constitute zoning regulations, establish zoning district boundaries, or indicate official City policy relating to specific sites. The categories and colors must be interpreted based on the goals and policies detailed within this document. The Vision Plan map should be used as a general guide to shape zoning and land use, while also considering site-specific and area-specific issues.

***Note: For more general (non-location-specific) strategies and policy recommendations, please refer to the IMPLEMENTATION Chapter.

**DOWNTOWN**

INTENT: To reinforce downtown San Angelo's position as the principal commercial, service, and cultural center within the region, while restoring its potentialities for residential development, neighborhood services, and amenities, while promoting and enhancing its existing and historic character.

** Note - A detailed downtown plan is illustrated on page 83 with specific catalyst projects and recommendations. This list suggests general policies, strategies, and vision for downtown San Angelo.

Goal 1: Increase the permanent residential population of downtown San Angelo.

Purpose: The primary missing ingredient in the current mix of use in downtown is lack of residential. High-quality housing and diversity of housing choices are necessary for stable population providing a basis for commercial success, sustainability, and vibrancy.

Action Steps: Incentivize residential development and opportunities within downtown.

- ☐ Consider expanding the extent of CBD zoning district to encompass more (if not all) of the downtown area designated on the Vision Plan map, in order to allow for greater variety of residential types in the area.
- ☐ Adopt Design Guidelines for new residential development and catalyst projects to ensure design quality.
- ☐ Create and adopt form-based code for all of downtown, to create predictability for private development.
- ☐ Encourage, participate in, and streamline the process for renovating historic structures into unique residential opportunities.
- ☐ Eliminate CG/CH zoning inappropriate and incompatible within downtown, encouraging many of the more intensive business-to-business uses allowed therein to relocate into commercial and industrial areas as designated on the Vision Plan map.

Goal 2: Improve the pedestrian experience throughout downtown.

Purpose: For downtown to succeed once again as a populated and energetic place, it must be designed for a pleasurable pedestrian experience and amenitized appropriately through beautification projects.

Action Steps: **Create a master streetscape and sidewalk plan.**

- ☐ Distinguish individual streets within downtown San Angelo, through unique design to create a visual and physical hierarchy.
- ☐ When renovating or improving existing streets downtown, they should be upgraded with enhanced streetscaping, crosswalks, and street furniture.
- ☐ Coordinate with a landscape ordinance with provisions for street trees and trail connections into and through downtown.
- ☐ Bury all utilities as part of catalyst or streetscape renovation projects.
- ☐ Encourage the use of xeriscaping methods in the landscaping for purposes of water conservation.

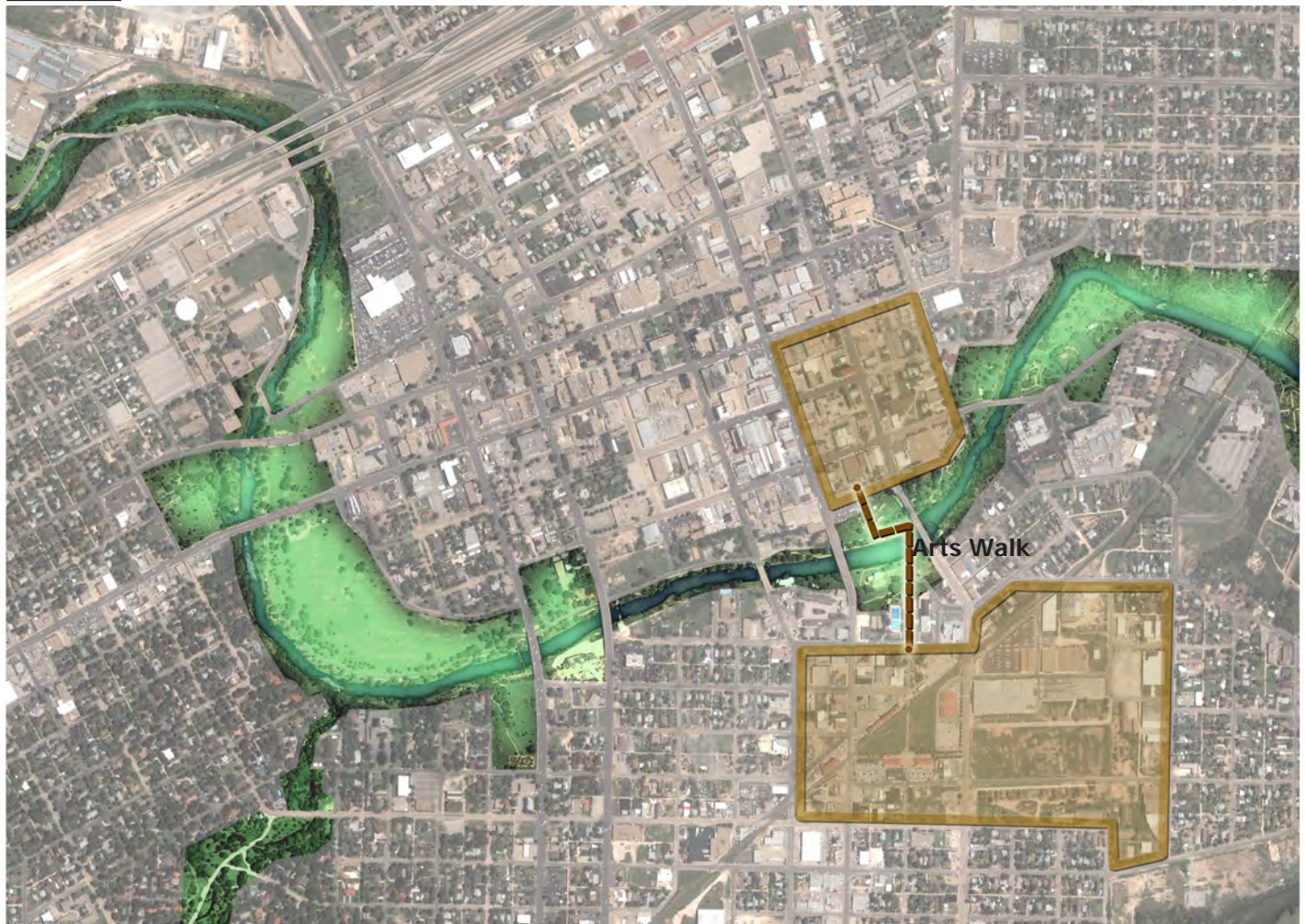
Downtown Sub-District #4**Theme: Historic Chadbourne Corridor and Arts Walk**Description

The sub-district shown in brown on the graphic is the Historic Chadbourne Corridor where adaptive reuse and historic preservation of existing buildings is encouraged.

The two most historically significant portions of Downtown San Angelo include the historic core on Chadbourne Street between Concho Avenue and Beauregard Avenue, and the area between and including the rail depot and Fort Concho. These historic assets could be connected through the use of consistent signage and monumentation for wayfinding, as well as historical and cultural interpretation. A trail would link and extend from the art walls in the historic core, south along Chadbourne to the Riverfront Park. From there, it would cross Celebration Bridge, past the Museum of Fine Arts to the rail depot and end at Fort Concho.

Urban Design Elements

- ☐ An arts / history walk linking the City's two historic districts
- ☐ Public art installations, as well as historic learning and interpretive elements

Illustration

City of San Angelo - 2012 Parks, Recreation, & Open Space Master Plan

Recreation Diversity

City staff should work to implement new and different (non-traditional) elements and programming in the parks and recreation offerings. The “same old, same old” way of doing things should be avoided and creative, diverse programming choices and park facilities should be considered at every opportunity.

- Implement outdoors-based programming and facilities such as canoe/kayak launches, disc golf courses, disc golf lessons or leagues, skateboard parks, skateboard clinics, and BMX bike tracks.
- Develop linear parks and/or hike and bike trails to link existing parks and neighborhoods in the city and to promote exercise and healthy living.
- Develop a new Recreation Center/Multi-use Complex that is truly multi-generational instead of the traditional “seniors only” or “youth only.” Efforts should be made to develop a new multi-use facility given the survey results showing a community need, but the center should be designed and developed for the entire community. A multi-generational facility could have gyms, workout areas, indoor pools, meeting space, and office space that could be programmed for all generations to utilize. A multi-purpose complex also would provide greater opportunities for revenue streams to make a self-sufficient facility.
- Focus on the top 10 priority facilities identified through the online survey results as follows:

Top 10 Priority Facilities needed in Parks

- | | |
|-------------------------------------|--|
| 1. Hike/Bike Trails | 6. Recreation Center/Multi-use Complex |
| 2. Dog Park | 7. Outdoor Aquatic Park |
| 3. Picnic Shelters/Picnic Pavilions | 8. BBQ Grills |
| 4. Playgrounds and Play Equipment | 9. Outdoor Fitness Equipment |
| 5. Canoe/Kayak Launches | 10. Lighted Outdoor Basketball Courts |

Water-Based Recreation Opportunities

Any time water-based recreation opportunities can be added to an arid West Texas region is a bonus to residents and visitors alike. Water for drinking supplies obviously comes first in the level of priorities in a region currently facing a drought, but water-based recreation opportunities should also be high on the list given the benefit to residents and the economic impact of the regional tourism that is dependent on it. Additionally, preserving land for parks around our water sources benefits the water quality and the health of the watershed overall, while also benefiting the recreationists who utilize them.

- Focus on enhancing the water-based recreation experience at Lake Nasworthy Parks.
- Maintain public access to Lake Nasworthy & Twin Buttes Reservoirs via boat ramps and parks.
- Continue enhancements to the water-based recreation opportunities on the Concho River downtown. Public parks and trails along the river downtown give recreationists access to the river for fishing and kayaking and that trend should continue.
- Develop additional access along the South Concho River between Lake Nasworthy and Bell Street Lake for canoeing, kayaking, fishing, and scenic waterfront trails.

VOYAGE2040

LONG-RANGE TRANSPORTATION PLAN
SAN ANGELO, TX



Chadbourne Street Pedestrian Improvement Project

The Chadbourne Street Pedestrian Improvement Project is intended to provide pedestrian streetscape improvements such as ADA ramps, sidewalks, crosswalks, and lighting along Chadbourne Street from the downtown area north to East 30th Street. Located in and near San Angelo's Central Business District, the Chadbourne Street Pedestrian Improvement Project was developed for several purposes including enhancing pedestrian access, improving safety for motorist and non-motorists and most important providing the community with access to the Concho Valley Transit Plaza. Planned in multiple phases and implemented with three funding awards totaling more than \$1.5 million, New Freedom funds have been used to provide pedestrian improvements along North and South Chadbourne Street.

Phase 1

Completed in 2011, Phase 1 of this \$692,000 project is along South Chadbourne and extends from East 5th Street to East Concho Avenue. This portion of the project has provided greater connectivity to the Concho Valley Transit District Multimodal terminal and encourages pedestrians to use the sidewalks and crosswalks in the Central Business District.

Phase 2

This phase of the project, funded under the 2010 New Freedom grant, extends along North Chadbourne from East 7th Street to East 12th Street. The project is cost is approximately \$343,000 and this phase is intended to provide connectivity from the CVTD terminal to areas of North Chadbourne Street.

Phase 3

The third phase of the project further improves on the other two phases, continues along North Chadbourne, and spans six blocks from East 12th Street to East 18th Street. Infrastructure improvements planned with this phase of the project include sidewalks, curbs, ADA rams, crosswalks, and pedestrian lighting. Costs associated with this phase are nearly \$300,000.

Future projects are planned north of the transit terminal. The subsequent phases will continue to provide accessibility and mobility for public transportation users. Installation of more pedestrian infrastructure will improve the quality of life and provide safer access for non-motorized users. The planned installations of bicycle lanes, these projects help relieve congestion and encourage a healthier lifestyle.



- Removed On-Street Bike Lane
- Proposed On-Street Bike Lane
- Current Off-Street Bike Trail_K
- Planned TxDOT Shared Use Traffic Lane
- Proposed Sidewalk
- Red Arroyo Trail Project (funded - scheduled completion 2014)
- School
- Park
- Central Business District

Past Transportation Enhancement Funding Submittal



The Texas Chapter of the American Planning Association celebrates excellence in planning



RIVERWALK

SAN ANGELO, TEXAS

GREAT TEXAS PUBLIC SPACE DESIGNEE - 2017

The River Walk of San Angelo, Texas, serves to unite healthy living and tourism along the North Concho River near historic Fort Concho. With the support of the San Angelo citizens, which allocated \$15 million in sales tax revenue for beautification and enhancement, the River Walk now serves as the city's primary social, cultural, and recreational focal point.

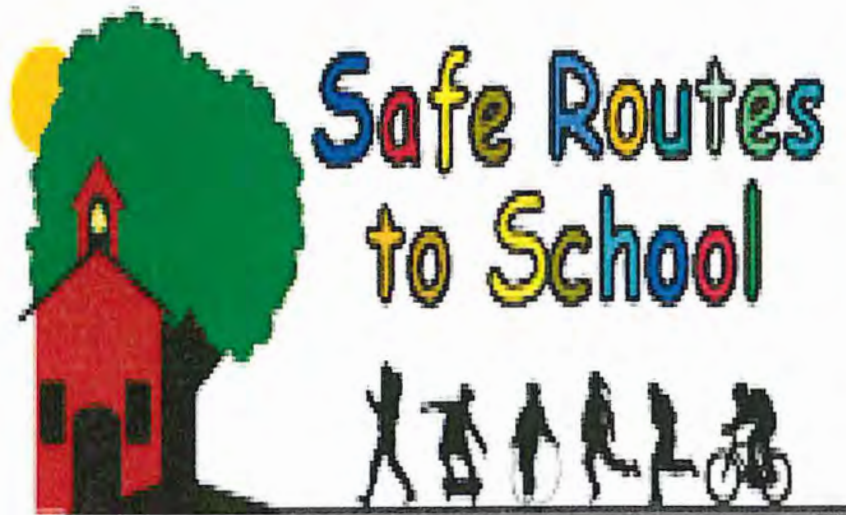
The 4.5 mile River Walk not only features peaceful rock gardens and natural spaces but, also, sports centers for volleyball, bocce ball, golf, and more, as well as, picnic tables and children's play areas. All the enjoyments of the Concho River are a short walk from local hotels, restaurants, museums, the YMCA, and amphitheatre. The City of San Angelo hosts a number of great family and tourism events on the River Walk such as, the Tour of Lights in the Christmas season.



SAN ANGELO I.S.D.

Safe Routes to School Plan

May 2007



SRTS PLAN/COORDINATION - ATTACHMENT J, 1 of 1

- ◇ Multiple schools in a two-mile proximity
- ◇ The district as a whole
- ◇ The city and its projects
- ◇ Our county and its improvements

The schools included in our district’s Safe Routes to School Plan are:

◇ Alta Loma Elementary	1700 Garfield Street
◇ Austin Elementary	700 North Van Buren
◇ Blackshear Head Start	2223 Brown Street
◇ Belaire Elementary	700 Stephens Street
◇ Bonham Elementary	4630 Southland Street
◇ Bowie Elementary	3700 Forest Trail
◇ Bradford Elementary	1202 East 22 nd Street
◇ Central High School	100 Cottonwood Street
◇ Central Freshman Campus	218 North Oaks Street
◇ Crockett Elementary	2104 Johnson Street
◇ Day Head Start	3026 North Oaks Street
◇ Fannin Elementary	1702 Wilson Street
◇ Ft. Concho Elementary	310 East Washington Street
◇ Glenn Middle School	2201 University Avenue
◇ Glenmore Elementary	323 Penrose Street
◇ Goliad Elementary	3902 Goliad Street
◇ Holiman Elementary	1900 Rick’s Drive
◇ Lamar Elementary	3444 School House Road
◇ Lee Middle School	2500 Sherwood Way
◇ Lincoln Middle School	255 East 50 th Street
◇ McGill Elementary	201 Millspaugh Street
◇ Reagan Elementary	1600 Volney Street
◇ Rio Vista Head Start	2800 Ben Ficklin Road
◇ San Jacinto Elementary	800 Spaulding Street
◇ Santa Rita Elementary	615 South Madison Street

(Site maps and district boundary maps are included in Appendix I)

Our district is located within the city limits of rural San Angelo, Texas. Our district encompasses 143 square miles of territory. We have approximately 14,145 students enrolled in our district. There are 25 campuses within our district, with 218 individual buildings.

- Of the 14,145 students enrolled in San Angelo ISD,
- ◇ 68 % of the students live within two miles of their schools.
 - ◇ 54 % of our students participate in a free or reduced lunch program.

Our district mission is to provide a meaningful, challenging education, delivered in a safe environment, which includes passage to and from school. Other characteristics of our district include five departmental facilities, seven athletic

facilities, two alternative educational environments. In our 103-year existence here in San Angelo, we have developed and maintained many cooperative partnerships that have proven to be beneficial to our students and community.

5. Travel Environment

These are the approximations of how our students travel to and from school.

Travel Mode	Walk	Bike	Bus	Vehicle	Carpool
Percentage of Students	12%	3%	25%	58%	2%

These are the approximations of how far our students live from their schools.

Distances lived from school	Up to ½ miles	½ mile to 1 mile	1 mile to 1 ½ miles	1 ½ miles to 2 miles	Over 2 miles
Percentage of students	26%	20%	13%	9%	32%

The following supportive procedures are in place during students’ travel:

- ◇ Employed Crossing Guards at major intersections
- ◇ Volunteer Crossing Guards
- ◇ Staff Patrols
- ◇ Parent Volunteer Groups
- ◇ Police Enforcement
- ◇ Designated Neighborhood Watch Programs

Each school has individualized dismissal procedures which include:

- ◇ Pedestrian locations and paths
- ◇ Bicycle retaining areas and walking locations
- ◇ Designated bus pick-up locations, monitors, and times
- ◇ Vehicle traffic controls which include pick-up locations and procedures
- ◇ Staff parking and route determinations

District travel exceptions would include transportation of students to non-route determined locations if safety factors were identified that would cause harm or injury to students walking or bicycling to and from school.

Our district currently reviews situations and conditions that exist, and has adapted procedures to ensure students’ safe arrivals and departures. Constant monitoring of traffic patterns, construction development, and existing weather conditions plays into our determinations of adjustments to our current procedures.

6. Barriers to Current Transportation

The identification of barriers that would prevent our students from reaching either school or home are constantly being performed and prioritized. The following methods are utilized:

SRTS PLAN/COORDINATION - ATTACHMENT J, 1 of 1

- ◇ The use of law enforcement reports and statistics identifying accidents and injuries in walking and biking distances of each school.
- ◇ The reviews of neighborhoods to determine existing conditions of designated routes.
- ◇ A review of possible safety concerns that might be encountered by bicyclists.
- ◇ A review of intersections that might have developed into dangerous or unsafe locations.
- ◇ The development of major roadways that separate residences from the assigned schools.
- ◇ Sidewalks and walkways that are not accessible according to state-mandated guidelines.
- ◇ The changing of school boundaries which would create adjustments to bus routes.
- ◇ The upgrading or modifying of bicycle storage or retaining areas.
- ◇ The changing of traffic patterns such as speed and conditions that would affect students walking or biking to and from school.
- ◇ The constant review of drop-off and pick-up locations and procedures.
- ◇ A review of possible community or neighborhood violence.
- ◇ A review of city ordinances that would affect the ability of our students to walk or bike to and from school.

7. Outreach and Public Strategy

As has been noted previously, the school district is dedicated to offering information and forums in which public and private comments or suggestions can be received to make sure that suggested recommendations benefit all stakeholders. Notices and articles submitted to local newspapers, magazines, district-issued flyers, the district Web page, and the local district television channel will all be utilized to make sure that as many citizens as possible are reached. All comments and concerns will be reviewed by the Safe Routes to School District Committee, as well as by the school’s Safe Routes Team, to determine if another method or procedure is necessary. Any and all viable comments or suggestions will be taken into consideration before a final determination is made to proceed. Results of findings will also be submitted through the same resources to allow for continued communication and collaboration.

8. Creating Solutions

Goal

Our primary goal of this plan is to remain focused on the needs and concerns around our schools, which will in turn promote the increase of:

- ◇ Walking and bicycling to and from school.

- ◇ Creating a safe environment in surrounding neighborhoods in which all residents can benefit.
- ◇ Sustaining a commitment through a unity of diverse entities with aligned priorities.

9. **Strategies**

We have identified strategies involving the 5 E’s (Engineering, Education, Enforcement, Encouragement, and Evaluation) of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goal. We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement, and Evaluation, in addition to any Engineering strategies that are indicated. The strategies we will use include:

9.a. Engineering Strategies within two miles of each school

◇ Construct, replace, or repair sidewalks.

Studies will be performed to determine which method of improvement would best serve the need. Engineering data and statistics will be utilized to determine the costs and effects the changes would have on the existing areas.

◇ Create “on-road” bicycle lanes.

◇ Install, enhance, or repair crosswalks.

◇ Install curb extensions to reduce the crossing distance required.

◇ Install new or improved signals and/or lighting.

◇ Install new or repair signage.

◇ Install or upgrade pavement and curb markings.

◇ Make existing walkways handicapped accessible for all pedestrians.

◇ Install or renovate bicycle storage or parking near and in site of school.

◇ Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes).

◇ Create traffic control using traffic lights or signs.

◇ Redesign pick-up and drop-off procedures to increase safety and access.

9. b. Education Strategies

◇ Continue to support Safety City, which trains students on pedestrian and bicycle safety.

◇ Organize a Bicycle Rodeo to teach and train bicycle skills.

◇ Teach personal safety skills to parents and students through the PTA/PTO Programs.

◇ Teach the health, environmental, and sustainable transportation benefits of walking and bicycling to students and parents.

◇ Educate parents and guardians about safe driving procedures around the school.

◇ Create bicycle and pedestrian safety educational materials.

(See Appendix II)

◇ Train school and community audiences about Safe Routes to School.



The City Of

San Angelo, Texas

72 West College Avenue, San Angelo, Texas 76903

City of San Angelo - Accessibility to City Owned Facilities 2017

The City of San Angelo (COSA) will make every reasonable effort to remove barriers associated with COSA owned facilities which may prevent individuals with disabilities from receiving the same services, facilities, opportunities and activities that are available to persons without disabilities. The overall goal for the City of San Angelo is to fully comply with the Americans with Disabilities Act of 1990 (ADA) and create a positive atmosphere which integrates individuals with disabilities into the economic and social mainstream of this community.

This policy is intended to address requirements for accessibility to sites, facilities, buildings, and elements by individuals with disabilities. COSA considers that certain requirements are to be applied during the design, construction, additions to, and alteration of sites, facilities, buildings, and elements to the extent required by regulations issued by the Texas Department of Licensing and Regulation under the authority of Texas Government Code, Chapter 469. In addition to these requirements, COSA intends to comply with the regulations issued by federal agencies, the U. S. Department of Justice and the U. S. Department of Transportation under the Americans with Disabilities Act. This policy does not address existing facilities unless altered at the discretion of COSA.

The Texas Department of Licensing and Regulation has authority over existing facilities that are subject to the requirement for removal of barriers under Texas Government Code, Chapter 469. In addition, the U.S. Department of Justice has authority over existing facilities that are subject to the requirement for removal of barriers under title III of the ADA. Applicability of standards for removal of barriers under Title III of the ADA is solely within the discretion of the U.S. Department of Justice and is effective only to the extent required by regulations issued by the U. S. Department of Justice.

PROJECT TIMELINE - ATTACHMENT L, 1 of 1

DOWNTOWN SAN ANGELO CONNECTIVITY PROJECT TIMELINE - ATTACHMENT L

TASK	Responsible Entity	2017				2018												2019												2020													
		S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D		
PLANNING																																											
Project Award	TxDOT																																										
Add project to TIP/STIP	TxDOT																																										
Local Government Risk Assessment	San Angelo/TxDOT																																										
Execute project agreement	San Angelo/TxDOT																																										
Project kick-off meeting	San Angelo/TxDOT																																										
State Letter of Authority for engineering	TxDOT																																										
PROJECT DESIGN & PLAN PREPARATION																																											
Submit 30% plans for review	San Angelo																																										
Submit 60% plans for review	San Angelo																																										
Submit 90% plans for review	San Angelo																																										
Submit 100% plans for review	San Angelo																																										
PS&E approval	TxDOT																																										
ENVIRONMENTAL CLEARANCE																																											
Complete TxDOT's NEPA Scope Development Tool	San Angelo																																										
Technical Reports	San Angelo																																										
Resource agency review	TxDOT																																										
Environmental approval	TxDOT																																										
UTILITY COORDINATION/CONSTRUCTION																																											
Relocate incidental utilities	San Angelo																																										
PROJECT CONSTRUCTION/IMPLEMENTATION																																											
Federal Project Authorization Agreement	TxDOT																																										
Award construction contract	San Angelo/TxDOT																																										
Final inspection & acceptance of construction	San Angelo/TxDOT																																										

Note: Project timeline shown above is for both the pedestrian facilities improvements, partially funded through the TxDOT grant, and the road reconstruction. Both phases of the project will occur concurrently and will operate as a single project during the design and construction phases, with the exception of necessary separations for satisfying the grant requirements and the separation of funds.

NOMINATION CHECKLIST - ATTACHMENT N, 1 of 1

Project Nomination Checklist:

- ✓ **Required:** A completed **2017 TA Set-Aside Project Nomination Form** in Microsoft Windows Excel (.xlsm) format with all text boxes filled-in and dropdown selections completed. Type N/A for not applicable, where appropriate.
- ✓ **Required: A single color PDF document that includes:**
 - ✓ Completed 2017 TA Set-Aside project nomination form (required)
 - ✓ Signed copy of signature page (required)
 - ✓ Required attachments (refer to page 56)
 - ✓ Additional attachments that may be necessary (refer to page 56)
- ✓ **Attachment A (optional)**

Refer to **7. Project Location Information**

Attach a complete list of all improvement locations using descriptive limits and longitude/latitude.

Label attachment as **Project Location Information - Attachment A** - No more than 2 pages.
- ✓ **Attachment B (required)**

Refer to **10. Project Details**

Attach the following exhibits:

 - ✓ Location map (required)
 - ✓ Project layout map (required)
 - ✓ Typical section(s) (recommended)
 - ☐ Representative construction plan sheets (as applicable)
 - ☐ Additional bridge details (as applicable)
 - ✓ Photographs (recommended)
 - ✓ Additional maps, charts, diagrams, drawings, etc. (recommended)

Label attachment(s) as **Project Details-Attachment B** - No more than 15 pages.
- ✓ **Attachment C (required)**

Refer to **12. Official Project Sponsor Funding Resolution or Ordinance**

Attach the project sponsor's resolution or ordinance.

Label attachment(s) as **Certification of LG Funding - Attachment C** - No more than 10 pages.
- ✓ **Attachment D (as applicable)**

Refer to **13. Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) Inclusion Letter**. Attach a letter from the MPO if the project is located within the boundaries of an MPO.

Label attachment(s) as **MPO TIP Letter - Attachment D** - No more than 2 pages.

NOMINATION CHECKLIST - ATTACHMENT N, 1 of 1

☒ **Attachment E** (required)

Refer to **14. Public Involvement and Support**

Attach the following exhibits, as appropriate:

- ☐ Supplemental public engagement summary (as needed)
- ☐ Evidence of public/stakeholder support (required)
- ☐ Evidence of support from affected/adjacent property owners (required)

Label attachments as **Public Involvement/Support - Attachment E** - No more than 10 pages.

☐ **Attachment F** (optional)

Refer to **15. Environmental Documentation**

Attach the following exhibits, as appropriate:

- ☐ TxDOT's NEPA Project Scope Development Tool (if completed)
- ☐ Prior environmental approval documentation (if completed)
- ☐ Prior resource agency coordination letters (if completed)

Label attachment(s) as **Environmental Documentation-Attachment F** - No more than 10 pages.

☒ **Attachment G** (required)

Refer to **16. Property Ownership and Acquisition Information**

Attach the following exhibits, as appropriate:

- ☐ Evidence of property rights by title of ownership, lease, or easement (required)
- ☐ Commitment letter(s) from affected property owners demonstrating a willingness to transfer property (as applicable)
- ☐ Letter from TxDOT District Engineer consenting to project on state ROW (as applicable)

Label attachments as **Property/Ownership/Acquisition-Attachment G** - No more than 10 pages.

☒ **Attachment H** (optional)

Refer to **17. Railroad Support/Right-of-Entry Letter**

Attach documentary evidence of coordination with railroad.

Label attachment(s) as **RR Right of Entry/Support Letter-Attachment H** - No more than 10 pages.

NOMINATION CHECKLIST - ATTACHMENT N, 1 of 1

☒ **Attachment I (optional)**

Refer to **18. Local Bicycle, Pedestrian, or other Transportation Plan**

Attach the cover and pages from the plan referring to this project.

Label attachment(s) as **Local Plan/Support-Attachment I** - No more than 10 pages.

☒ **Attachment J (optional)**

Refer to **19. Safe Routes to School (SRTS) Plan**

Attach the cover and pages from the plan referring to this project.

Label attachment(s) as **SRTS Plan/Coordination-Attachment J** - No more than 10 pages.

☒ **Attachment K (optional)**

Refer to **20. Transition Plan for ADA Compliance**

Attach the cover and pages from the plan that are relevant to this project.

Label attachment(s) as **ADA Transition Plan-Attachment K** - No more than 10 pages.

☒ **Attachment L (required)**

Refer to **21. Project Timeline**

Attach a chart documenting the project development and implementation timeline.

Label attachment(s) as **Project Timeline-Attachment L** - No more than 2 pages.

☐ **Attachment M (optional)**

Refer to **25. In-Kind Contributions**

Attach documentation of estimated in-kind costs.

Label attachments **In-Kind Contributions - Attachment M** - No more than 2 pages.

☒ **Attachment N (optional)**

Refer to **27. Nomination Checklist**

Attach the completed checklist.

Label as: **Nomination Checklist-Attachment N.**

ADDITIONAL INFORMATION – ATTACHMENT O

COMMENTS ADDRESSING ADDITIONAL TXDOT QUESTIONS

As a result of TxDOT's district/division evaluations, we are requesting supplemental project information from Project Sponsors to complete our evaluation process. Because a majority of the proposed projects are in the early stages of project planning/development, supplemental information will be used to determine general feasibility and constructability of a project and does not constitute a comprehensive review of project details and costs. A complete and thorough response to TxDOT's request for clarifications and supplemental information will be necessary for competitive projects to be considered for funding.

Please contact me as soon as possible to schedule a brief (15 minute) conference call to discuss TxDOT's request for supplemental information on your project. Identified below are the project details requiring clarification.

112 Downtown San Angelo Connectivity Project:

- 1) For long-term durability of 10-foot-wide sidewalks, TxDOT recommends reinforced pavement depth of 6" or greater using steel rebar, dependent on location and the professional engineer's pavement design. The estimated sidewalk and driveway concrete unit cost in the Itemized Budget is sufficient recommended 6" reinforced pavement depth. Additionally, having a consistent pavement thickness reduces labor costs to form differing pavement thicknesses at driveways.

[RESPONSE: We have revised our nomination form, attachments, and cost opinion to reflect 6" reinforced concrete with steel rebar for sidewalks.](#)

- 2) Update the Project Description in the 2017 TASA Nomination Form to describe the sidewalk improvements as **6" reinforced concrete with steel rebar**, update the material depth in item 7 from 4 inches to 6 inches, update the material description in the Itemized Budget to show **6" REINFORCED CONCRETE** and update other exhibits as needed.

[RESPONSE: We have revised our nomination form, attachments, and cost opinion to reflect 6" reinforced concrete with steel rebar for sidewalks.](#)

- 3) Provide details on the retaining wall (location, length, height, materials, etc.).

[RESPONSE: Additional information on the ramp and ADA-engineered support structure has been included in the Project Description \(#9 on Page 2 of 10\) and Attachment B, 9 of 11. Other Attachment have been modified accordingly to reflect changes in description.](#)

- 4) The ramp connecting to the existing Red Arroyo Trail will need to be ADA compliant. Provide verification that the proposed connection will be ADA compliant.

[RESPONSE: The ramp connection to the Concho River Trail \(not Red Arroyo Trail\) will be ADA complaint. Descriptions in both the nomination form and attachments have been updated accordingly.](#)

- 5) The Itemized Budget includes **24 Pedestrian signal heads** and **12 pedestrian push button stations**. These improvements were not discussed in the Project Description and there are no exhibits showing where these improvements are proposed, provide details for itemized costs.

RESPONSE: Pedestrian signal heads and pedestrian push button stations will be installed at all three intersections on the project (Chadbourne/Beauregard, Chadbourne/Twohig, and Chadbourne/Concho). Eight pedestrian signals and four push buttons will be installed at each intersection to enhance pedestrian safety and convenience. The pedestrian signals and push buttons are reflected in the project cost details in Attachment B, 10 of 11.

- 6) ~~The timeline bar chart is difficult to read. Recommend rotating the image 90 degrees counterclockwise and increase the image size on the 8 1/2" X 11" format.~~

- 7) Label Attachments.

RESPONSE: Attachments have been labeled and page numbers have been added. The Table of Contents was also adjusted.

- 8) Review Itemized Budget Quantities, Units describing work activities, and costs.

RESPONSE: The itemized budgeted quantities and costs have been reviewed. Small variations have been made where appropriate. Variations include, but are not limited to, adding 6" reinforced concrete with steel rebar for sidewalks and two ADA-compliant ramp types.

- 9) Confirm timeline to construction.

RESPONSE: Timeline has been reviewed with no additional edits.

Please revise the original nomination form and affected exhibits. Upload the revised Excel nomination form and complete updated nomination package in PDF format to TxDOT's Dropbox as outlined in the 2017 Program Guide on pp. 42-43 of the Program Guide. All requested information must be received by TxDOT no later than 5:00 PM on August 30, 2017. We look forward to working with you.

Thank you.

Teri Kaplan

Statewide Bicycle and Pedestrian Coordinator
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