



Public Works Department Citywide Profile

The City of Austin's Public Works Department designs, manages, and inspects major capital improvement projects; promotes pedestrian, safe routes to school, and urban trail projects; and maintains the City's network of trails, roadways, and bridges once they are built. The Neighborhood Partnering Program provides opportunities for community and neighborhood organizations to effect public improvements by sharing in the costs of those efforts with the City of Austin government.



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Photo: Public Safety Training Facility

Capital Program Delivery: The Public Works Department manages the majority of projects from the City's Capital Improvement Program (CIP) through all phases of design, construction, and inspection. Many of these projects are funded through voter-approved General Obligation bonds, and can include road reconstruction and utility adjustment projects, new emergency response facilities, civic facilities such as the New Central Library, and parkland improvements. Civic Engineers perform the design and conduct quality standard reviews of CIP projects, Project Managers manage the projects from preliminary through the post-construction phases, and Construction Inspectors perform inspections of work and safety protocols during the construction and post-construction phases of projects.

The Public Works Department is responsible for sponsoring the following CIP programs: Street Reconstruction; Street Rehabilitation; Substandard Streets; Bridges, Culverts & Structures; Urban Trails; ADA Sidewalk & Ramp Potential Projects; Rehabilitation and Replacement of Sidewalks; PWD Facilities; and the Neighborhood Partnering Program. Definitions of each program are provided on the following pages.

The Public Works Department uses the following overarching steps in practicing Infrastructure Asset Management and developing Capital Programs sponsored by PWD:

1. Assess the infrastructure assets.
2. Evaluate the conditions of the assets and identify infrastructure needs.
3. Can individual infrastructure conditions be brought to acceptable standards with Operations and Maintenance programs?

Yes—Add infrastructure type to 5-year annual service program. Coordinate needs with other City departments and partnering agencies in order to maximize dig-once coordination opportunities.

No—Identify infrastructure to be replaced with the Capital Improvement Program. Coordinate needs with other City departments and partnering agencies to maximize dig-once coordination opportunities.

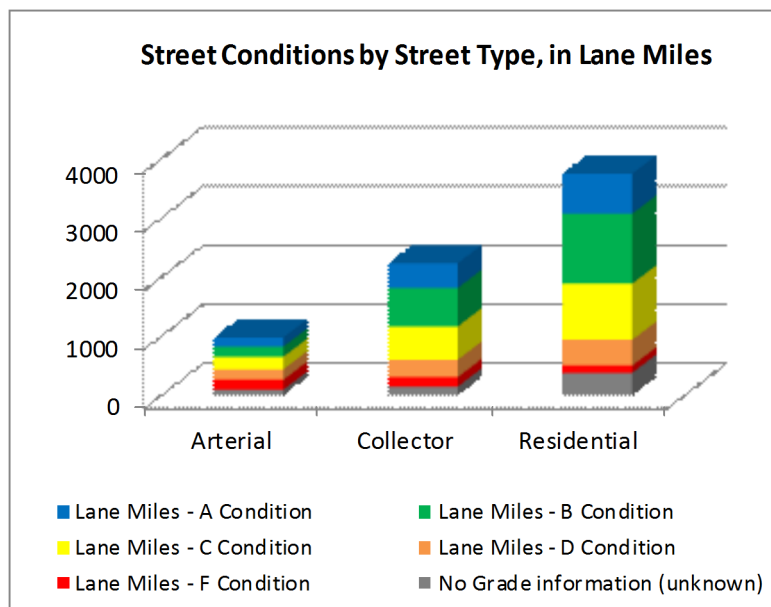


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*Photo: Colorado Street from W. 3rd St to W. 7th St,
Reconstruction and Utility Adjustments*

PWD-Sponsored Capital Programs

Street Reconstruction Program: The Street Reconstruction program is for full-depth street reconstruction of arterial, residential, and neighborhood streets with 'failed' ratings throughout the City of Austin. Improvements may include but are not limited to the following: streets, sidewalks, curbs, gutters, ramps, bicycle lanes, traffic management devices, landscaping/trees, water improvements, wastewater improvements, and drainage improvements. Priority is given to those candidates that participate in dig-once coordination opportunities (thus addressing multiple infrastructure needs), projects designed with prior bond funding, and named projects.



Street Rehabilitation Program: Street rehabilitation funding will be applied to address streets in poor (D) condition. The project planning approach incorporates coordination with other scheduled and pending work. The budget estimates for street rehabilitation projects vary by the functional class of the street (residential, collector, minor arterial, or major arterial) and required program elements (e.g. Great Streets). Street rehabilitation project budget estimates typically include pavement, pedestrian infrastructure such as sidewalks and curb ramps, and soft costs which include project management, design, testing, and inspection.

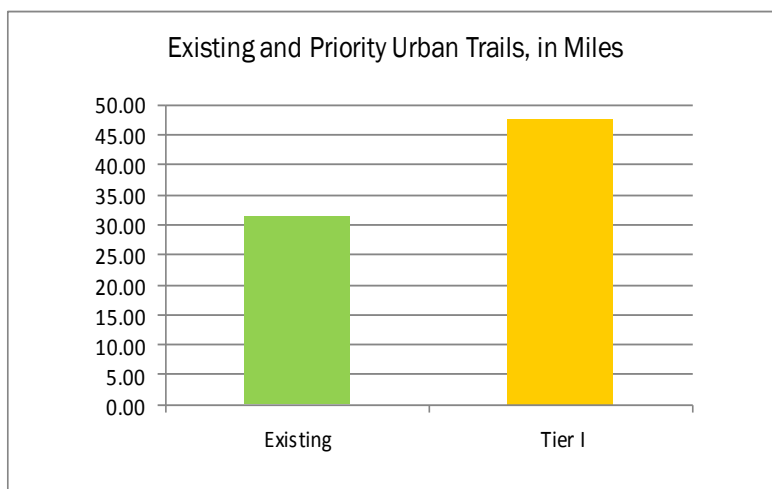
Substandard Streets: Substandard streets are publicly-owned right-of-ways that have pavement widths that are less than 24 feet across. These streets typically lack some curb and gutter, drainage, bicycle facilities and sidewalk infrastructure, which also makes these streets non-standard for City criteria. Some of these streets were either annexed or adopted by the City of Austin, or were developed with much older criteria that does not meet current standards. Substandard streets require aggressive maintenance on shoulders and pavement edges to keep these streets safe with a passable and usable width for two-way traffic. Upgrading substandard streets requires funding for drainage and pavement improvements, and some additional funding for bicycle facilities and sidewalks may be necessary where the respective Master Plans dictate such an investment.



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Photo: Meadowview Triangle Park Neighborhood Partnering Project

Bridges, Culverts & Structures: The Bridges, Culverts & Structures program is to design and implement bridge and retaining wall repairs throughout the City. Funding will be used for improvements that cannot be addressed through the annual maintenance plan. Proposed improvements, if funded, may include but are not limited to the following: bridge repair, retaining walls, and any type of repair necessary to improve on current infrastructure. Bridges and culverts are critical locations in the roadway system which cannot be structurally unsound, deficient in safety, or have damage that is left unaddressed for any substantial length of time. Additionally, railings and other protection systems may be obsolete or may not meet current engineering standards. These structures form critical links within the roadway system with limited or no alternative routes.



Urban Trails: The Urban Trails program is for the construction of multi-use trails that provide important accessible routes for transportation and recreation. Urban trails are those that have a recreational function, but also serve a utilitarian need. This program is for the implementation of portions of the upcoming Urban Trails Master Plan that constructs and improves the City's urban trail network and looks for a match for potential grant funding opportunities.

Neighborhood Partnering Program: In support of the City of Austin's Imagine Austin Comprehensive plan, the Neighborhood Partnering Program provides opportunities for community and neighborhood organizations to affect public improvements by sharing in the costs of those efforts with the City of Austin government. The Mission of the Neighborhood Partnering Program is "Empowering Neighborhoods, Building Community". Examples of projects include: bicycle and pedestrian projects, green streets, pocket parks, pedestrian projects, community gardens, landscaping and median adoption, and neighborhood park improvements. Projects applications are collected twice annually. Projects are prioritized and awarded based on available funding. As a "cost and effort-share" program, the Neighborhood Partnering Program is able to leverage outside resources and build positive working relationships with neighborhoods by providing public improvement projects initiated by the community opportunities for funding and implementation. Project priorities are assigned based on the program's core values of community participation, cost sharing, quality of life enhancement, incorporation of City initiatives (such as sustainability, implementing neighborhood plans, etc.), and geographic equity.

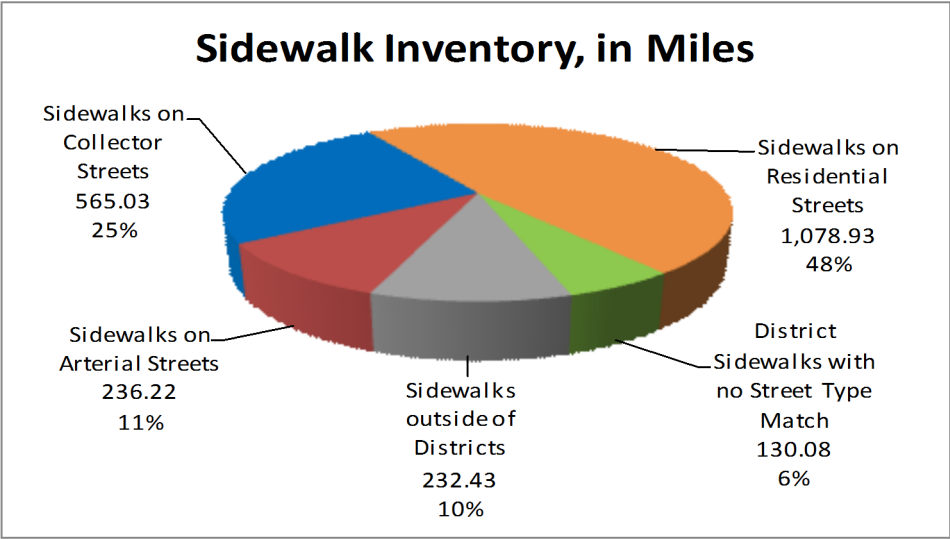


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*Photo: Sidewalk and Curb Ramp improvements at
University Ave and W 30th St*

ADA Sidewalk & Ramp Potential Projects: This program implements the City of Austin Sidewalk Master Plan and ADA Transition Plan. This Program constructs new or rehabilitated sidewalks to provide access to public facilities, remove obstructions, and address the absence of curb ramps according to the requirements of the Americans with Disabilities Act. It is coordinated with other departments and agencies to address multiple needs within the prioritization criteria of the Sidewalk Master Plan. Those priorities include but are not limited to: citizen (3-1-1) requests, neighborhood plans, safe routes to school, transit connections and coordination with other work.

Rehabilitation and Replacement of Sidewalks: The Sidewalk Rehabilitation & Replacement Program is to replace existing failed and/or non-ADA compliant sidewalks and curb ramps. This program is coordinated among departments with identified needs that include but are not limited to 3-1-1 citizen requests, the ADA Transition Plan, and the Sidewalk Master Plan. The Rehabilitation and Replacement of Sidewalks program is to provide access to public facilities, remove obstructions and slopes, and address the absence of curb ramps according to the requirements of the Americans with Disabilities Act.



PWD Facilities: This ongoing program is to repair, renovate, and replace facilities and service yards that directly support Public Works service delivery by housing staff, materials, vehicles and equipment. Funding for this program will provide construction materials and labor and all necessary planning, design and engineering.



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Photo: Pavement Operations Division



Sidewalk and Special Projects Division



District Maintenance Division



Safe Routes to Schools

PWD Annually Funded Programs:

Street and Bridge Operations: Comprised of professional and technically skilled staff, Public Works Street and Bridge Operations manages and maintains public right-of-way infrastructure including streets, bridges, sidewalks, guardrails, trees and vegetation. Street and Bridge Operations patch potholes, resurface streets, repair utility cuts, maintain the City's medians, right-of-way maintenance on trees, and respond after storms. Street and Bridge Operations consists of five divisions: Infrastructure Management Division, District Maintenance Division, Pavement Operations Division, Utilities and Structures Division, and the Sidewalk and Special Projects Division. Services provided by these five divisions include: minor concrete and repair, street preventative maintenance, right of way maintenance, bridge maintenance, alley and roadway repairs, tree pruning and trimming, and sidewalk services.

Safe Routes to Schools: Since 1991, the Safe Routes to School program (formerly the Child Safety Program) has helped Austin's children travel safely to school by educating students on pedestrian and bicycle safety and providing crossing guards at crucial intersections. Over the years, Safe Routes to School has grown to employ 230 Crossing Guards and Crossing Guard Supervisors, stationed at 90 elementary schools in 7 school districts. The Safety Trainer Team visits schools annually to instruct children on how to safely cross the street, ride a bike, or take the bus to school. This free training is available to all local elementary schools in English and Spanish. We partner with schools to encourage more active transportation through events, programming, and educational initiatives.

PWD Safe Routes to Schools Program

- Crossing Guard Location
- In Search of Crossing Guard Applicants
- ▲ Elementary Schools
- ▲ Partner Campus
- ▲ GO SMART Campaign Middle School



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