



**City Council Transportation Committee**

June 27, 2017

5:30 pm or Immediately following City Council Agenda Session  
City Hall Room 326

**Members:** Matthew Petty, Chairman; Adella Gray, Alan Long, Justin Tennant

**City Staff:** Chris Brown, City Engineer

1. **Old Business**

None

2. **New Business**

**A. OLD WIRE ROAD-CROSS SECTION REVIEW:** Review of comments from the Active Transportation Advisory Committee on proposed cross section between Ash Street and Stanton Avenue/Gulley Park, to include a cycle track and sidewalk instead of a shared use path. This cross section was reviewed by the ATAC at their June meeting. The ATAC recommended a reduction in the width of the driving lane to 10 feet, to allow for a 9.5 foot cycle track.

**B. NORTH STREET-COLLEGE AVE TO GREGG AVE:** Review of comments from the ATAC on the proposed striping plan for North Street, as part of the planned overlay project. Proposed striping plans attached.

**C. UNIVERSITY OF ARKANSAS MASTER UTILITY AGREEMENT:** Review of an agreement with the University of Arkansas for installation of University-owned utilities within City right of way. This agreement establishes a permitting process by which staff can approve installations that meet criteria defined in the agreement. This agreement functions like a franchise utility agreement, but includes additional controls and stipulations to protect the City's rights of way. **(A recommendation to the City Council is requested for this item.)**

3. **Reports**

A. Transportation Bond Program Report

B. Fayetteville Mobility Plan Update

4. **Announcements**

Next Meeting July 25, 2017.

5. **Adjourn**

**COMMITTEE TOUR:** A walking tour of the downtown area will begin after the Committee Meeting. Members of the Active Transportation Advisory Committee will lead the tour and present examples of opportunities for improvements to the pedestrian network.



SURVEYED BY: DD  
 DRAWN BY: MB  
 DESIGNED BY: MC

**OLD WIRE ROAD PROTECTED BIKE  
 LANE & SIDEWALK PROJECT  
 (ASH ST. TO GULLEY PARK)  
 TYPICAL SECTION**

TITLE:

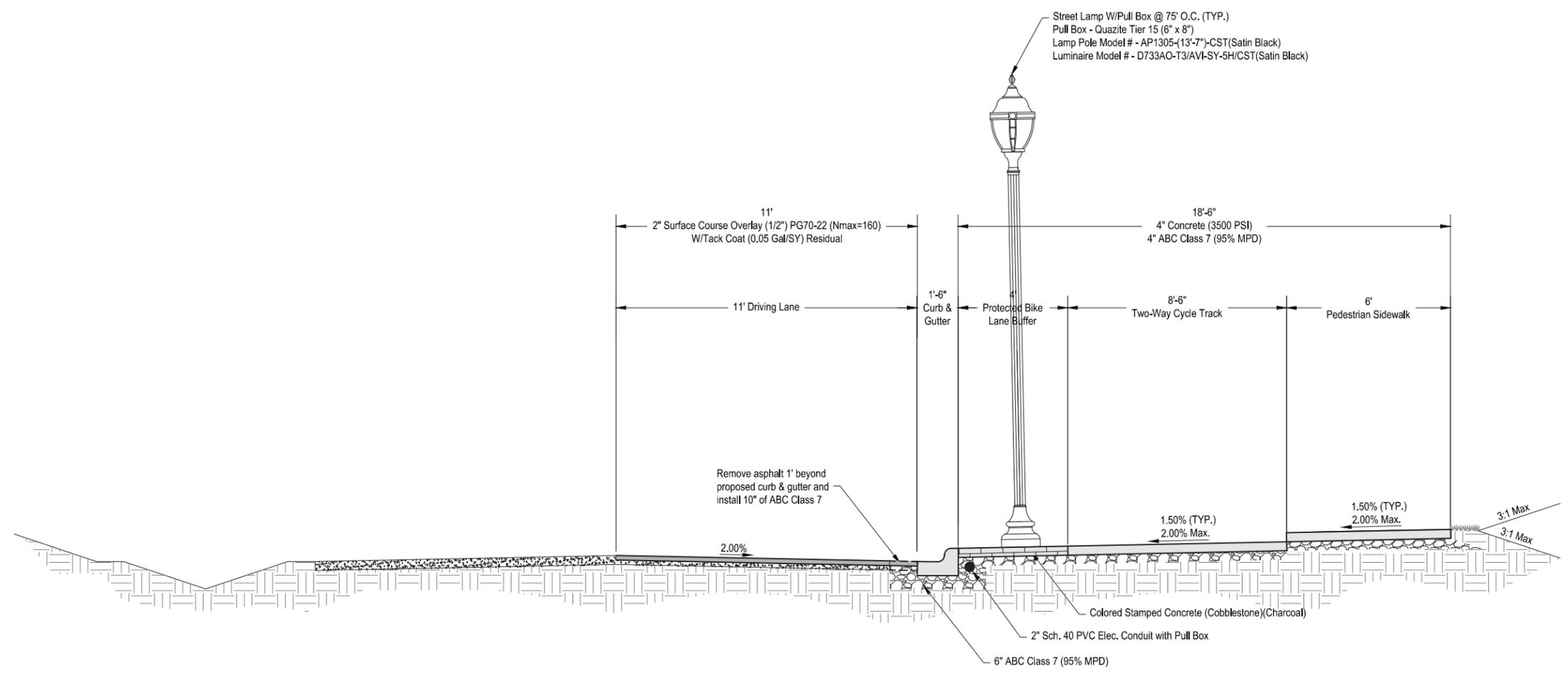
REVISED  
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DATE: May 22, 2017

SHEET: **004**

DRAWING: Typical Sections



**TYPICAL SECTION**  
 Old Wire Road Protected Bike Lane & Sidewalk  
 STATIONS  
 1+25 to 49+00

SURVEYED BY:  
 DRAWN BY: MB  
 DESIGNED BY:  
 FILE NAME: Existing Base Map-Old Wire Rd./Ash to Stanton.dwg

**CITY OF FAYETTEVILLE**  
**TYPICAL SECTION: EXISTING**  
**OLD WIRE ROAD.**

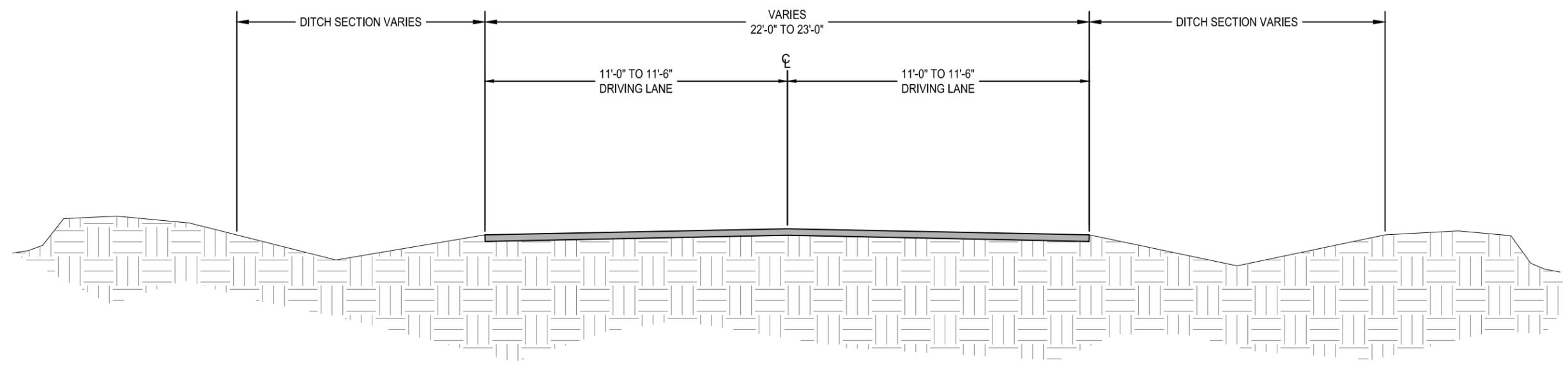
TITLE:

REVISED

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TYPICAL SECTION: EXISTING OLD WIRE RD.  
 ASH TO GULLEY PARK

NOTE:  
 1. NO EDGE STRIPING ALONG ROADWAY

**CITY OF FAYETTEVILLE**  
**ARKANSAS**



**ENGINEERING DIVISION**  
 113 W. MOUNTAIN STREET  
 PHONE NO: (479) 575-8206  
 FAX NO: (479) 575-8202

DATE: Jun 23, 2017

SHEET:

PROJECT: Existing Base Map-Old Wire Rd./Ash to Stanton

# Design Guidance

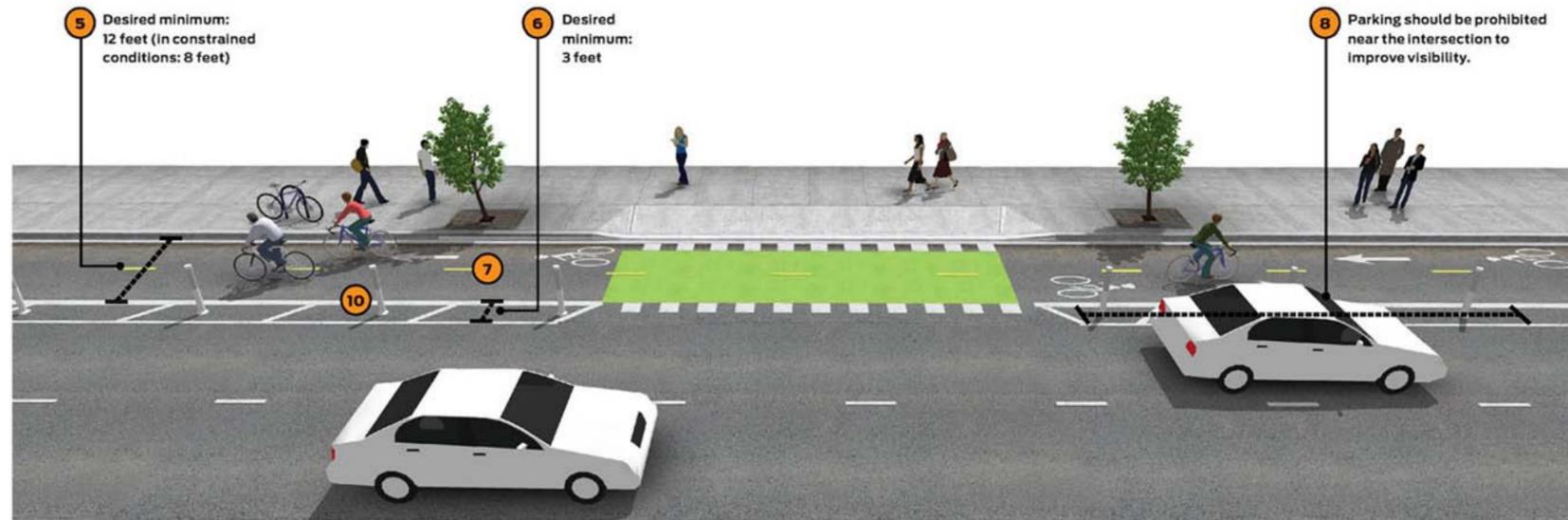
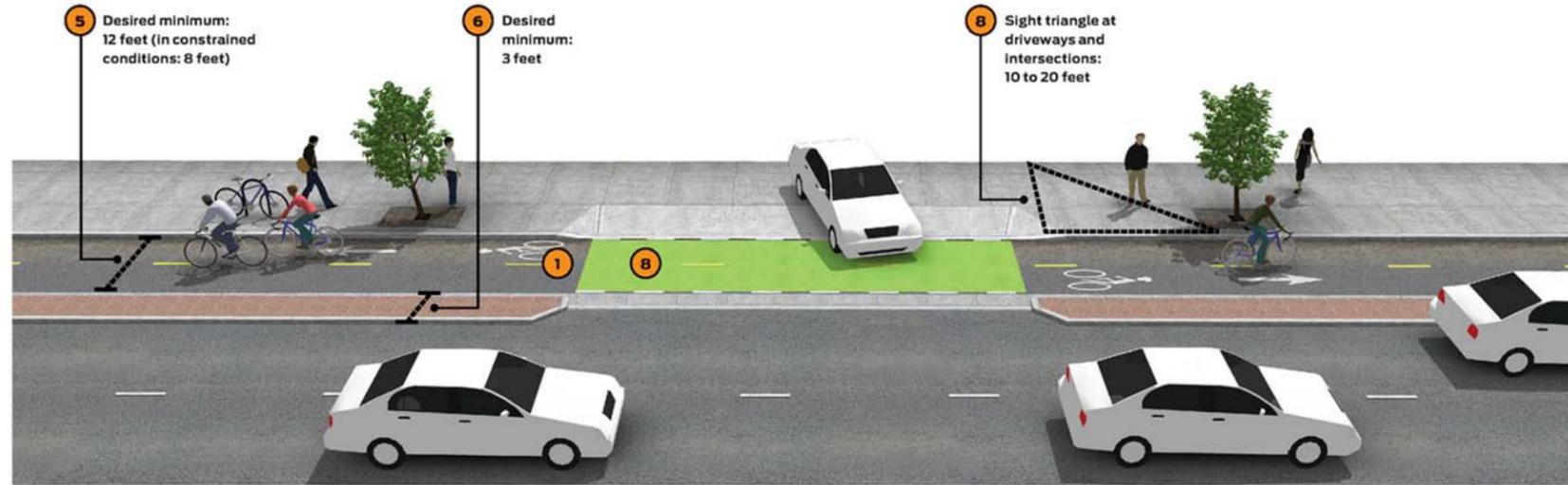
## Two-Way Cycle Track

### Required Features

- 1 Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility to define the bike lane direction and designate that portion of the street for preferential use by bicyclists.
- 2 If configured on a one-way street, a "ONE WAY" sign (MUTCD R6-1, R6-2) with "Except Bikes" plaque shall be posted along the facility and at intersecting streets, alleys, and driveways informing motorists to expect two-way traffic.
- 3 A "DO NOT ENTER" sign (MUTCD R5-1) with "EXCEPT BIKES" plaque shall be posted along the facility to only permit use by bicycles.
- 4 Intersection traffic controls along the street (e.g., stop signs and traffic signals) shall also be installed and oriented toward bicyclists traveling in the contra-flow direction.

### Recommended Features

- 5 The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet.<sup>42</sup>
- 6 When protected by a parking lane, 3 feet is the desired width for a parking buffer to allow for passenger loading and to prevent dooring collisions.<sup>43</sup>
- 7 A dashed yellow centerline should be used to separate two-way bicycle traffic and to help distinguish the cycle track from any adjacent pedestrian area.
- 8 Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:
  - If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.<sup>44</sup>
  - For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
  - Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.<sup>45</sup>



- Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.
- If configured as a raised cycle track, the crossing should be raised, in which the sidewalk and cycle track maintain their elevation through the crossing. Sharp inclines on either side from road to sidewalk level serve as a speed hump for motor vehicles.<sup>46</sup>
- 9 Two-stage turn queue boxes should be provided to assist in making turns from the cycle track facility.

### Optional Features

- 10 Tubular markers may be used to protect the cycle track from the adjacent travel lane. The

color of the tubular markers shall be the same color as the pavement marking they supplement.<sup>47</sup>

- 11 Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists.<sup>48</sup>

- 12 A raised median, bus bulb or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Cyclists should yield to pedestrians crossing the roadway at these points to reach the bus stop. A two-way cycle track may be configured on the left side of a one-way street to avoid conflicts at transit stops.

- 13 May be configured as a raised cycle track.

### Intersection Configuration Alternatives

See the Cycle Track Intersection Approach and Bicycle Signals sections for details on design strategies at intersections.



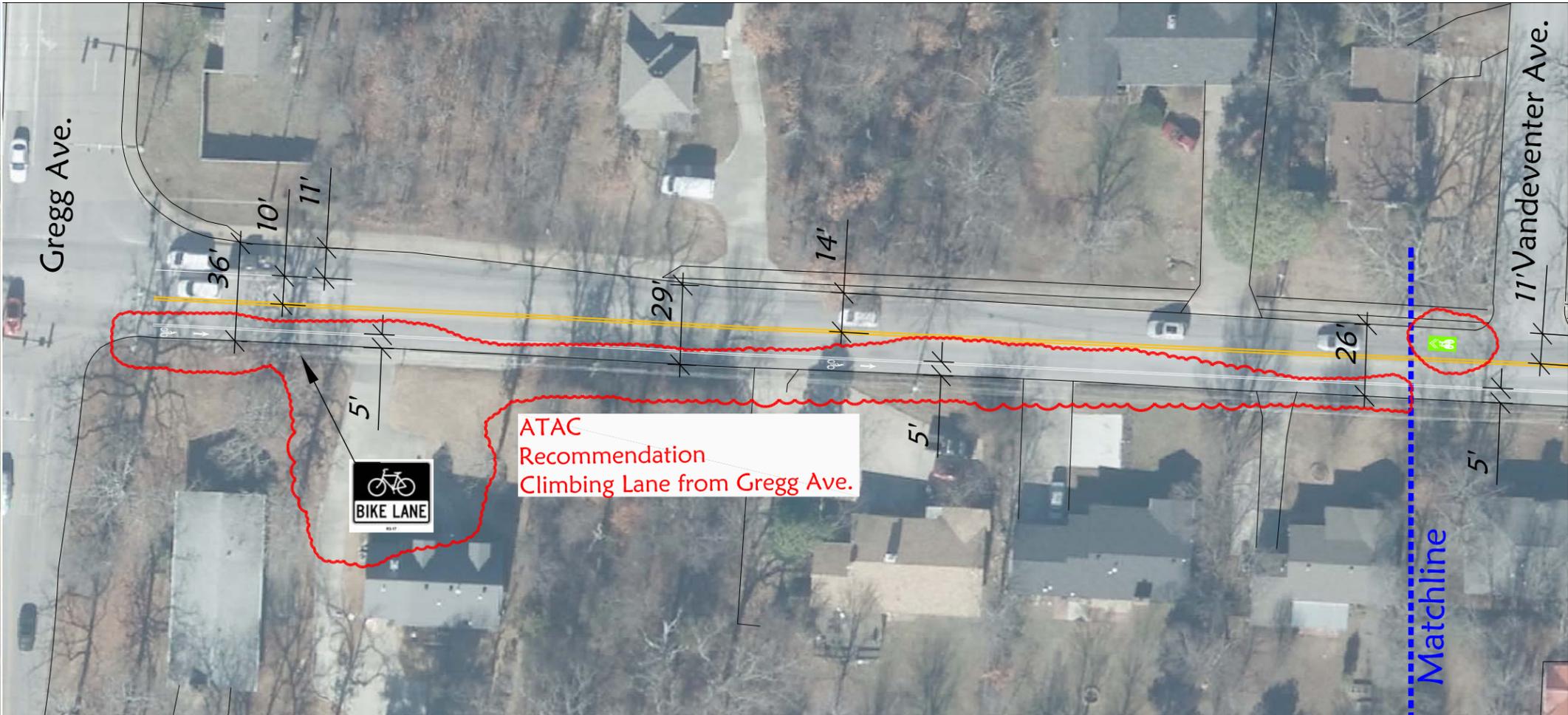
**Bicycle Signal Phase**  
A dedicated bicycle signal phase can eliminate conflict between turning automobiles and bicyclists.

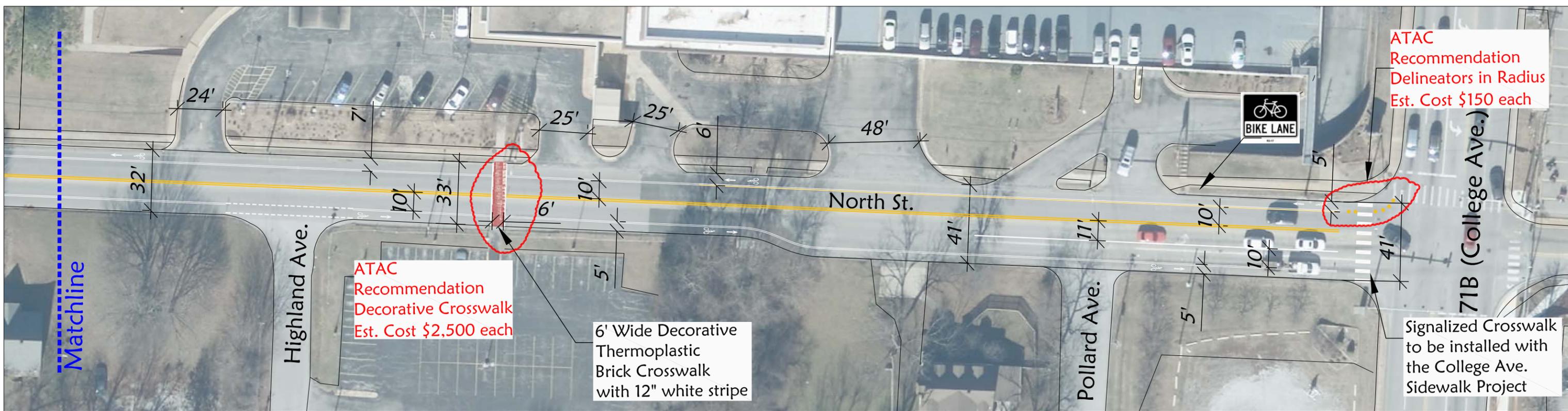
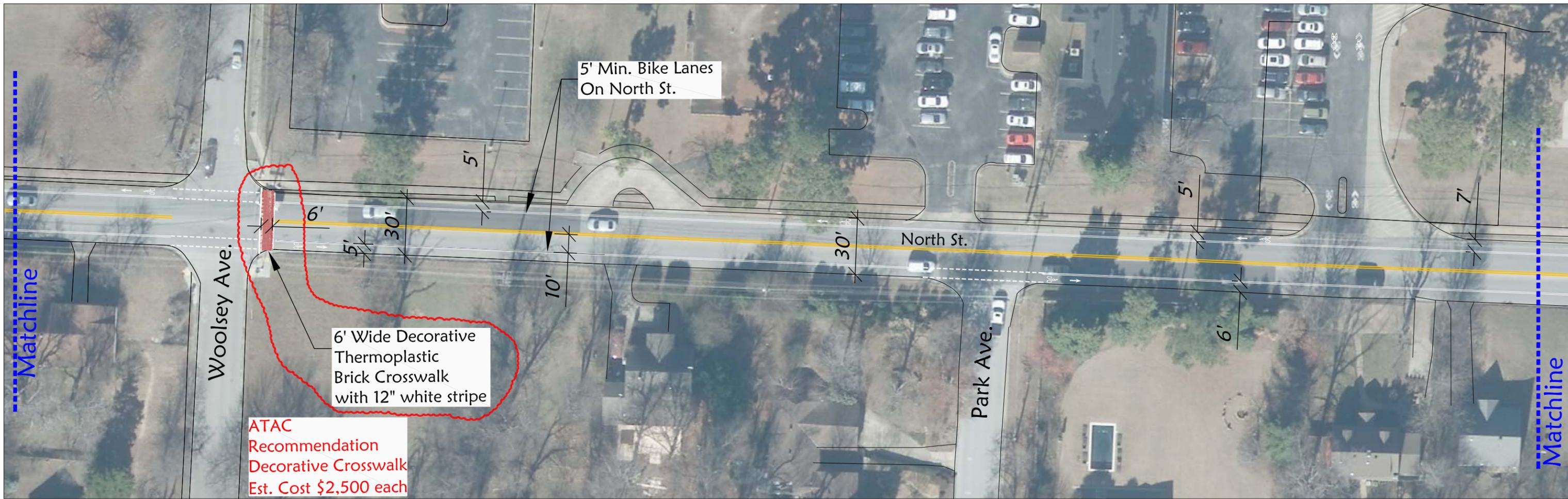


**"Bend In" Crossing**  
Using a curb extension or painted buffer, the cycle track may be bent-in to promote visibility of bicyclists in advance of the intersection.

**5** The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet.<sup>42</sup>











June 8, 2017

Fayetteville Active Transportation Advisory Committee

### **Recommendations to the Transportation Committee:**

The Fayetteville Active Transportation Advisory Committee met on June 7<sup>th</sup>, 2017 to review the proposed bike lanes on North Street and the Old Wire Cycle Track. The following recommendations were expressed by the group to be forwarded to the Transportation Committee in this correspondence.

#### North Street Bike Lanes – Gregg Ave. to College Ave.

- 1.) Place tube counters on North Street before and after the bike lanes are striped to evaluate the potential reduction in traffic speeds after the improvements.
- 2.) Include decorative thermoplastic crosswalks at the UAMS parking lot and Woolsey Ave. Like the trail crosswalks with the decorative brick pattern.
- 3.) Install a very limited number of delineators or ceramic traffic buttons at the intersection of College to prevent vehicles from entering the bike lane when turning onto North Street.
- 4.) Place a “Super Sharrow” where the bike lane ends on the north side and transitions to a shared lane.
- 5.) Incorporate a 5’ wide bike climbing lane along the south side of North Street from Gregg Ave. to Vandeventer Ave.
- 6.) Add a color pavement markings to the intersection of North Street and College Ave. Like the hog in the intersection of Arkansas and Dickson.
- 7.) Include pedestrian heads and a crosswalk at the west leg of the North and College Intersection. (The College Avenue sidewalk improvement plans include the addition of a crosswalk and pedestrian signal heads at this location)

#### Old Wire Cycle Track – Ash to Stanton

- 1.) Reduce the vehicular lane width from the proposed 11’ (center line to face of gutter pan) to 10 feet. Reallocate this additional 12” to the cycle track making it 9.5 feet in width.
- 2.) Include signs with arrows that delineate bikes on the cycle track side and pedestrians on the sidewalk.

# MASTER AGREEMENT

BY AND BETWEEN

BOARD OF TRUSTEES OF THE UNIVERSITY OF ARKANSAS, ACTING FOR THE UNIVERSITY  
OF ARKANSAS, FAYETTEVILLE

AND

CITY OF FAYETTEVILLE, ARKANSAS

REGARDING

PLACEMENT OF UTILITIES AND PIPE LINES TO BE OWNED, OPERATED AND MAINTAINED  
BY THE UNIVERSITY OF ARKANSAS  
IN PUBLIC RIGHTS OF WAY AND UTILITY EASEMENTS IN THE CITY OF FAYETTEVILLE,  
ARKANSAS

WHEREAS, the University of Arkansas, Fayetteville, Arkansas (The University) is located within the city limits of the City of Fayetteville, Arkansas; and

WHEREAS, the City of Fayetteville owns and maintains certain streets and alleys throughout the University Campus; and

WHEREAS, the University owns and maintains certain private utilities to support campus operations; and

WHEREAS, the University has ongoing development projects that include installation, maintenance and operation of utilities and pipelines at various locations within The University utilities planning area and as shown in the attachments; and

WHEREAS, some lengths or areas of these utilities or pipelines are required to be laid within or across public right of way along the route; and

WHEREAS, the University has a goal to increase service area to University properties; and

NOW THEREFORE, the University and the City of Fayetteville, Arkansas agree that proposed utility and pipeline installations shall be implemented and maintained in accordance with the following stipulations.

## STIPULATIONS

### I. CONSTRUCTION AND MAINTENANCE PLAN

This agreement shall govern the construction and maintenance of utilities and pipelines located within the geographic boundary identified on the map attached to this Agreement as Exhibit A.

For each utility or pipeline to be located or constructed within City right of way the University shall, prior to commencing construction, submit to the City Engineer for approval preliminary and final construction documents. Final construction documents shall be stamped and signed by a registered professional engineer, registered in the State of Arkansas.

The following list includes all conditions to lay, construct, equip, operate, repair and maintain private utilities or pipelines in public right of way for purposes of supplying utility services to University property:

- a) The existing right of way owned by the City of Fayetteville shall not be unnecessarily and unreasonably impaired or obstructed without prior written consent of the City of Fayetteville.
- b) No fees or charges of any kind shall be imposed by the City of Fayetteville upon the University for the breaking or opening of any highway, street, road, sidewalk, or other public places for the construction and/or maintenance of the utilities or pipelines. The University, however, shall be responsible to complete all repairs incurred as part of the construction and maintenance of the utilities or pipelines substantially consistent with the established specifications and standards of the City of Fayetteville as set forth in the City's Unified Development Code, standard details, and Minimum Street Standards
- c) The University shall at all times keep and display the necessary danger signals and property guards around all excavations and obstructions and shall keep sufficient space in good condition for the travel of vehicles on at least one side of all excavations and obstructions; and soon as practicable, restore all openings on the highway, street, road, sidewalk, or other public places to condition equally as good as before said openings or obstructions were made. Anything to the contrary notwithstanding, if the University or its contractor needs to close a lane or roadway, either partially or in whole, to construct or to repair the utilities or pipelines at any time during the life of this Agreement, then the University or its contractor shall give notice to the City, and the City must give approval for any such closure in advance. The City agrees to cooperate and respond to such requests in a timely manner.
- d) The University and its contractor shall do no injury to any highway, street, road, sidewalk, or other public places except as specifically allowed, nor with any public or private sewer or drainage system, or water lines, now or hereafter laid or constructed by the City of Fayetteville or by any authorized person or corporation; but no sewer or water pipes, electric conduits, telephone or TV cables shall be so laid as to interfere unnecessarily with the utilities or pipelines, which utilities or pipelines shall have been laid prior to the time of laying such electric conduits, telephone and TV cables, sewer or water lines.
- e) Pursuant to Article XII, Section XII of the Arkansas Constitution, the University may not enter into a covenant or agreement to hold the City harmless or to indemnify the City from prospective damages. However, with respect to loss, expense, damage, liability, claims or demands, either at law or in equity, for actual or alleged personal injuries or property damage arising from work performed under this Memorandum of Agreement by the University and not from the negligence or willful misconduct of the City or its employees, representatives, agents or subcontractors, the University agrees with the City that: (a) the University will cooperate with the City in the defense of any action or claim brought against the City seeking the foregoing damages or relief; (b) the University will in good faith cooperate with the City should the City present any claims of the foregoing nature against the University to the Claims Commission of the State of Arkansas; (c) the University will not take any action to frustrate or delay the prompt hearing on claims of the foregoing nature by the Claims Commission and will make reasonable efforts to expedite any such hearing; provided, however, the University reserves its right to assert in good faith all claims and defenses available to it in any proceeding in the Claims Commission or other appropriate forum. The obligations of this provision shall remain in effect so long as the University

operates the utility or pipeline.

f) The University and/or its contractor shall furnish promptly to the City of Fayetteville's proper authorities or the Arkansas One Call system any and all information which may be asked for by them in regard to the size, location or depths of any of the pipes, mains, conduits, or service pipes, in any form whatsoever, and any other information in regard to its occupation of roads, highways, streets, or public grounds of the City of Fayetteville, which they may demand. The City of Fayetteville shall not be liable for any costs to repair damaged utilities or pipelines if the utilities or pipelines are not marked or located for future roadway, utilities or other construction completed by or on behalf of the City of Fayetteville, if the utilities or pipelines were not located and marked in the field in accordance with state law.

g) The minimum depth of cover over the utilities or pipelines laid within or across public right of way shall be 4 feet below existing grade except as noted below, and as required by owners of utilities which exist within the right of way to be utilized by the University.

h) Reports detailing work undertaken pursuant to the terms of this Agreement shall be submitted weekly by the University for review by the City Engineering Division. Such reports shall include any proposed changes and problems encountered in the efforts to carry out the terms of this Agreement. The City also reserves the right to visit the project site at any time to ensure that work conducted meets standards as set forth in the Agreement. Specific inspections and testing requirements, in accordance with City and industry standard practices, will be set forth by the City prior to commencement of a specific project.

i) Should the City of Fayetteville make any improvements to the roads, highways, streets, or public grounds within the limits of this Agreement and the utilities or pipelines are in conflict with the improvements such that the improvements cannot be executed or it places the utilities or pipelines at risk, and the utilities or pipelines are determined to be within existing right of way owned by the City, then the University, at no cost to the City, shall relocate the utilities or pipelines so as not to interfere with such improvements. Conversely, if any improvements to the roads, highways, streets, or public grounds which are in conflict with the location of the utilities or pipelines are outside existing right of way owned by the City as of the date of execution of this Agreement noted below, the party responsible for the improvements shall be financially responsible for the utilities or pipelines relocation.

j) The City Engineer shall have the authority to alter the minimum specifications set forth in paragraphs (g), (h), and (i) above for specific projects but in no event shall the specifications be established below the minimums set forth in this Agreement without the approval of the City Council.

## II. DURATION

This Agreement shall only expire if ownership of the utilities or pipelines is transferred to a utility that has a franchise agreement in place with the City of Fayetteville.

## III. TRANSFER

This Agreement shall not be transferable unless approved in writing by the City of Fayetteville and the Board of Trustees of the University of Arkansas.

## IV. AMENDING THE MASTER AGREEMENT

Should any of the signatories to this Agreement believe that the terms of this Agreement are not being

met, or cannot be met, that party shall immediately notify the other signatories and request consultation to amend this Agreement. The parties agree to act in good faith to resolve any issues incurred over the term of the Agreement, consistent with any applicable laws, codes or ordinances, and with accepted professional engineering practice. The process to amend this Agreement shall be conducted in a manner similar to that leading to the execution of this Agreement.

**V. TERMINATING THE MEMORANDUM OF AGREEMENT**

This Agreement shall not be terminated except by the authorized respective representatives of the City of Fayetteville and the Board of Trustees of the University of Arkansas.

**VI. COUNTERPARTS AND SIGNATURES**

This Agreement may be executed in one or more counterparts, each of which shall be considered one and the same document. The parties agree that faxed or PDF copies of the signature pages shall be deemed valid and binding upon each of them.

**VII. GOVERNING LAW**

This Agreement shall be governed and construed under the laws of the State of Arkansas without regard to its choice of law principles. By entering into this Agreement, neither the City nor the University waive any immunities to suit that are or may be available to either of them or their respective officials, trustees, representatives or employees.

**SIGNATORIES**

**IN AGREEMENT WITH ALL THE TERMS AND CONDITIONS ABOVE, WE SIGN BELOW:**

**BOARD OF TRUSTEES OF THE  
UNIVERSITY OF ARKANSAS, ACTING  
FOR THE UNIVERSITY OF ARKANSAS,  
FAYETTEVILLE**

**CITY OF FAYETTEVILLE,  
ARKANSAS**

By: \_\_\_\_\_  
**MIKE JOHNSON**, Associate  
Vice Chancellor for Facilities

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

ATTEST:

ATTEST:

By: \_\_\_\_\_

By: \_\_\_\_\_  
**SONDRA SMITH**, City Clerk



## **CITY OF FAYETTEVILLE TRANSPORTATION BOND PROGRAM PROGRESS REPORT – JUNE, 2017**

The Transportation Bond Program consists of projects that will be designed, contracted, and administered by City Staff or consultants/contractors working for the City, along with 5 projects that will be designed and administered by the Arkansas State Highway and Transportation Department (AHTD). Seventeen (17) projects have been completed; all projects in the original program are underway and are in various stages of design or construction. In April 2013, several additional projects were approved by the City Council. A summary of the status of all projects in the program follows below.

Funding for the Bond Program includes \$65.9 million in bonds along with federal aid funding and additional sales tax funding from the City's Capital Improvements fund.

### **1) RUPPLE ROAD (MLK JR. BLVD. TO MT. COMFORT RD.)**

#### **Project Summary**

- Includes Extension of Ruppel Road as a 4-lane boulevard from south of Owl Creek School to Martin Luther King, Jr. Blvd, widening between Persimmon Rd. and Starry Night View, and new location, bridge, and intersection between Starry Night View and Mount Comfort Road. The project will be completed in three separate segments
  - Total project budget: \$13.5 million; includes \$2.5 million in federal-aid funding.
- a. Martin Luther King, Jr. Blvd-Persimmon St.**
- **CONSTRUCTION COMPLETE.** The final inspection for the signal at MLK was performed on May 24<sup>th</sup>. The contractor will be working on the punch list items the next couple of weeks.
- b. Persimmon St.-Congressional Rd.**
- Major elements of this segment include widening with a center median from Persimmon to Wedington, intersection alignment and improvements at Wedington, and completion of the west side of the boulevard section north of Wedington up to Congressional.
  - Recent/Upcoming activities:
    - Sweetser Construction was awarded the construction contract on April 5, 2016. The contract amount was \$2,537,900.00.
    - Construction is approximately 35% complete.
    - Curb and gutter has been placed on most of the east side up near the Wedington Intersection.
    - Construction of the on-street parking and trail on the west side of the roadway is complete between Persimmon and Meadowlands.
    - The waterline relocation is complete and services have been tied over.

- Trail construction is complete from Owl Creek Elementary up to the south side of Persimmon.
- The traffic signals are complete and the Contractor has received approval for a lane closure on Wedington Drive to begin the widening at the intersection and installing new curb & gutter on the south side of Wedington Drive.

**c. Starry Night View-Mount Comfort Rd.**

- This is a federal-aid project; federal funds will supply up to 80% of the funding for the segment. This segment includes a new bridge and a realignment of Ruppel so that it connects to the existing signal at Mount Comfort Road and the segment of Ruppel Road north of Mt. Comfort.
- **Recent Actions:**
  - Certified Appraiser is analyzing the value of affected properties.
  - 90% plans submitted to AHTD for review comments
- **Upcoming Activities:**
  - Appraisal reports will be submitted to AHTD for review.
  - Send offer letters out to affected property owners and negotiate a final settlement.
  - Bids for construction will be solicited after the right of way is acquired and approval given by AHTD.

**2) OLD WIRE ROAD (MISSION BLVD. TO CROSSOVER RD.)**

**Project Summary**

- Includes signalization at Mission and Old Wire, installation of bike lanes, trail and sidewalks and widening at intersections.

**a. Old Wire Rd/Mission Intersection**

- **CONSTRUCTION COMPLETE**

**b. Old Wire Rd (Mission to Ash)**

- This project bids were opened on June 10, 2016. APAC-Central was the low bidder at \$2,574,815.20. \$1,780,867.15 of this contract is from the Transportation Bond Fund and \$793,948.05 is from the Water and Sewer Fund.
- Construction began the week of September 5<sup>th</sup>.
- The project is approximately 35% complete.
- Waterline relocation is complete.
- The sewer line relocation is mostly complete.
- Box culverts and retaining walls at Niokaska creek are complete.
- Storm sewer installation has started in some areas.
- The contractor has moved multiple crews to this project this month in order to meet the completion date of October 2017.

**c. Old Wire Rd (Ash to Stanton)**

- Design 2017, Construction 4th Quarter 2017.
- Surveying of this project is complete.
- Property research and title search are complete.
- Design of these improvements are underway and are expected to be completed by the 4<sup>th</sup> quarter of 2017. The current design includes curb and gutter, a 4 ft. stamped concrete median, an 8½ ft. wide cycle track and an elevated 6 ft. sidewalk adjacent to the cycle track. There will also be a

considerable amount of drainage improvements necessary as part of the project.

- The City has been awarded a \$1.3M grant from the Walton Family Foundation for a portion of the construction costs.

**d. Old Wire Rd (Stanton to Hwy 265 Sidewalk connections)**

- Design 2016 - 2017, Construction, 3<sup>rd</sup> Quarter 2017.
- The Engineering Design Team has completed the sidewalk design, but the scope of the project has been changed to include a signal and pedestrian crossings at the intersection with Old Missouri Rd. Survey for this area is complete and design is 95% complete.
- ROW and easement acquisition began in early August and the Land Agents have acquired all but one of the necessary easements.

**3) ZION ROAD PHASE II (VANTAGE DR. TO CROSSOVER RD.)**

**a. Project Summary/Status**

- Includes addition of curb and gutter, bike lanes, and sidewalks. Also includes widening to three lanes at major intersections.

**b. Recent Actions:**

- 100% design plans were received from McClelland in July 2015.
- Appraisals are complete and right of way and easement acquisition has begun. We have currently acquired 12 of 18 properties necessary for construction.

**c. Upcoming Activities:**

- Property acquisitions will continue.
- A bid date will be set after Ruppel Road and Old Wire Road projects have been bid and the funding has been evaluated.

**4) COLLEGE AVENUE ENHANCEMENTS (MAPLE ST. TO NORTH ST.)**

**a. Project Summary/Status**

- Continuation of sidewalk and landscaping enhancements along College Avenue to match recently completed improvements south of Maple St.
- EAST SIDE - **CONSTRUCTION COMPLETE**

**b. Recent Actions:**

- Construction of the WEST SIDE sidewalk began in March 2017.
- Easement acquisition is complete.
- Construction began at North Street and is progressing to the south.
- The crews discovered that the concrete AT&T conduit bank is only a few inches deep for a large portion of the construction area. The shallow depth will not allow for the construction of the street trees in this area as planned. Staff is looking into alternatives to the tree installation.

**c. Upcoming Activities:**

- Construction will continue progressing south.

**5) INTERSECTIONS AND PEDESTRIAN CROSSING IMPROVEMENTS**

**a. Project Summary/Status**

- Projects (to be determined) to improve pedestrian service and safety at intersections.

**6) SAIN STREET EXTENSION (JOYCE TO FLYOVER)**

**a. Project Summary/Status**

- This project was recently selected for federal STP-A funding. The funding is for planning, design, and environmental review of a connection between Vantage Drive and Sain Street, including a connection to the flyover bridge at 71B and the Fulbright Expressway. Burns & McDonnell is the design consultant.

**b. Recent Actions:**

- Burns & McDonnell submitted a cost breakdown of additional proposed design work which is outside of the original scope of services.
- Review comments on the 30% plans have been received from AHTD.

**c. Upcoming Activities:**

- Consultant is working on 60% design plans

**7) HWY 112 (MAPLE ST) (RAZORBACK RD. TO GARLAND AVE.)**

- Federal-aid (STP-A) will fund \$2.4 million of this amount. The City, UA, and AHTD are partnering to cover the remaining funds.
- In January 2017, The City Council approved an agreement with the AHTD to accept the road for maintenance upon completion of this project and other improvements on 112.
- Re-design to reduce the cost of the project is in progress. Asphalt overlays north and south of the widening project will be added; plans for these overlays are in development as well.
- Consultant has received review comments from the AHTD and the City on the 60% plans and is revising plans accordingly.

<b>COMPLETED PROJECTS</b>			
<b>PROJECT NAME</b>	<b>COMPLETION YEAR</b>	<b>ORIGINAL BUDGET</b>	<b>FINAL COST TO CITY</b>
Wilson Park/Washington Willow Area Traffic Calming and Gregg/North Int.	2008	\$1,440,000	\$898,858
Zion Rd. Phase I (N. College Ave. to Vantage Dr.)	2008	\$2,540,000	\$2,274,560
College Ave. Phase I Enhancements (Rock St. to Maple St.)	2009	\$1,740,000	\$1,840,897
Mt. Comfort Rd. (I-49 to Ruppel Rd.)	2011	\$11,363,000	\$10,199,497
Cato Springs Rd. (U of A Technology Corridor) (Razorback to S School)	2013	\$5,068,000	\$5,590,792
FEEDC Roundabout Project	2013	\$2,575,000	\$2,293,331
Crossover/Hwy 265 (Mission Blvd. to Joyce Blvd.)	2013	\$7,700,000	\$6,749,610
Garland Ave (North St. to Melmar Dr.)	2013	\$6,695,000	\$6,366,487
FEEDC Flyover Project	2014	\$7,800,000	\$7,986,577
Van Asche Drive (Garland Ave. to Gregg Ave.)	2015	\$4,560,000	\$5,307,501
Hwy 16 (Armstrong Ave. to Stonebridge Rd.)	2015	\$10,000,000	\$5,156,736
Razorback Rd./Hwy 112 (MLK Blvd.to Leroy Pond Dr.)	2015	\$2,600,000	\$2,707,345*
Ruppel Road (MLK Blvd. to Persimmon St.)	2016	\$8,155,000	\$8,321,444
College Ave. Enhancements (East Side)(Maple St to North St)	2016	\$1,000,000	\$700,000
Maple St. & Lafayette St. Historic Bridges	2016	\$1,725,000	\$2,332,915
Regional Park Access Road	2016	\$1,400,000	\$1,410,283
Old Wire Rd/Mission Intersection	2017	---	\$1,225,000

\*Includes \$2,080,000 of Federal-aid, \$319,000 from the City, and \$308,000 from the U of A.

