

Cabot, Arkansas Strategic Transportation Planning Report April 15, 2016



***Health, safety, education, quality, professionalism,
and progress every day!***

Background

- ❖ ***Cabot has exploded over the last several decades from a small hamlet to the twentieth largest city in Arkansas***
- ❖ ***Metroplan projections indicate the current population of 26,000 plus will double by 2050***
- ❖ ***Our aggressive quality of life infrastructure improvements underway will support community and economic development and include:***
 - ***North Cabot Interchange and transportation loop concept development in progress, planning started in 2002 and 2012 respectively***
 - ***New Sports and Water Complexes near completion***
 - ***New Event Center under construction, complete early 2017***
 - ***New Library complete and in operation***
 - ***Significant Waste Water Collection System Improvements near completion***
 - ***Long Term Water Supply in place as well as wastewater treatment***
 - ***Appropriate strategic infrastructure planning***

Strategic Transportation Capacity Planning Principals

- ❖ ***Lane expansion two to four lanes***
 - ***When traffic volume reaches 12,000 vehicles per day, planning to expand lanes should begin, cycle two to four years***
 - ***At 15,000 plans should be in place for expansion***
 - ***Plans should be effectuated with funding by 18,000***
- ❖ ***In Cabot, given the city is essentially split by a very busy major dual inter modal railroad limiting east west traffic to one major at grade and a north and south overpass with a Main Street that is too costly to widen (projected at \$50,000,000 plus), a looping traffic network around the city is the best traffic management concept***

CITY OF CABOT
HWY 89-TRAFFIC RELIEF PLAN



SCALE: 1" = 500'



WHEELER CONSULTING SERVICES, INC.
271 N. MAIN STREET, SUITE 205
CABOT, ARIZONA 85115
(520) 257-5533 • (520) 279-9900 FAX



Specific Needs

- ❖ ***North Cabot Interchange ,Cabot has provided \$9,500,000 and AHTD will provide \$11,000,000+***
- ❖ ***SH 321 Widening from Exit 16 to Diederich Lane, \$16,000,000***
- ❖ ***SH 5 Widening from SH 89 to Magness Creek, \$17,000,000***
- ❖ ***Exit 19 Interchange Improvements, \$14,000,000***
- ❖ ***Exit 16 Interchange Improvements, \$14,000,000***
- ❖ ***US 67 / 167 Widening to six lanes from Jacksonville Redmond road, \$126,000,000***



Facts:

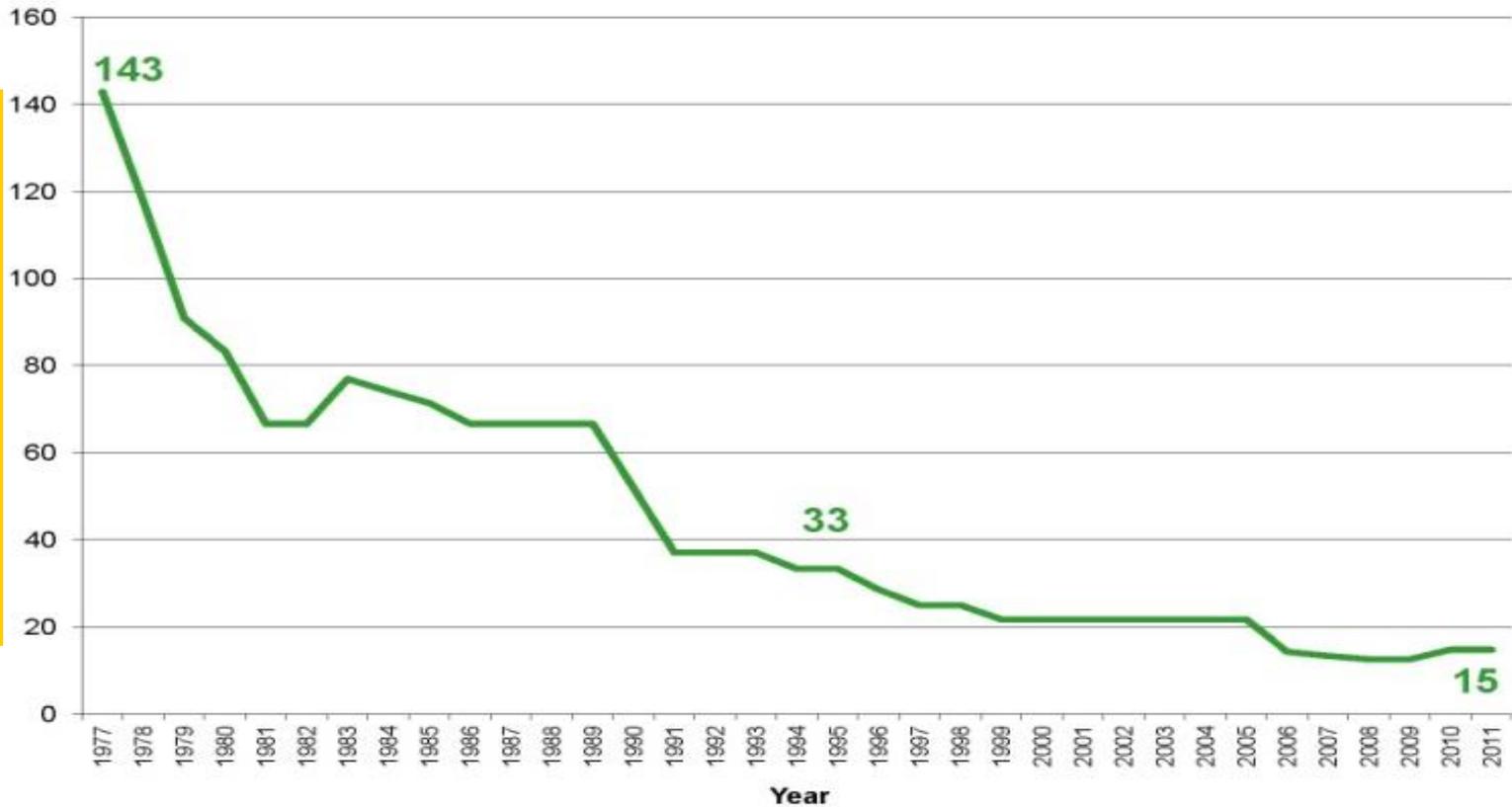
- **12th** Largest System in USA
- **40th** Highway Revenue Per Mile



The Shrinking Highway Dollar

\$100,000,000 Widening Program

Miles of Widening
Rural Highway 2 to 5 lanes



Strategic Planning Challenges

- ❖ ***Every major principal arterial in Cabot is a state highway and the Arkansas Highway and Transportation Department (AHTD) is responsible for maintenance and capacity enhancements***
- ❖ ***Metroplan, Cabot is a member, is the designated Metropolitan Planning Organization responsible for the transportation planning process in central Arkansas under federal law and along with the AHTD is responsible for establishing a State Transportation Improvement Program (STIP) (TIP with Metroplan) that designates federal and state funded capacity and improvement projects for the next four year period 2016 to 2020***
- ❖ ***Funding for these projects comes from the Federal Highway Trust Fund and AHTD funding resources, the city of Cabot cannot, with the current revenue base, support state highway maintenance and capacity improvements***
- ❖ ***Cabot with a Strategic Vision and Transportation Plan formally requests by City Council Resolution projects that we want included in the next STIP 2016 to 2020***

Cabot's Request to Metroplan

City Council Resolution No. 15 of 2014

City Council resolution No. 15 of 2014 regarding requests for the 2016 - 2019 STIP included:

- ❖ The North Cabot Interchange***
- ❖ The widening of SH 321 from Exit 16 east to SH 89 from two to four lanes with a turn lane***
- ❖ US 67 /167 from Jacksonville to Exit 16 at a minimum and ultimately the North Cabot Interchange be widened from four to six lanes with intermediate remedial pavement improvements, which have been completed***
- ❖ Major renovations to both Exits 16 and 19***
- ❖ SH 5 widening from two to four lanes with a median from SH 89 north to at least Magness Creek entrance and Elementary School***

Cabot Has been Very Proactive Regarding Transportation Planning What has been done!

- ❖ Both the Transportation Vision and Improvement Plan (Resolution No. 21 of 2014) and Updated Master Street Plan were completed in early 2014 and keep current***
- ❖ Both have been approved by City Council Resolutions and sent to both Metroplan and the AHTD***
- ❖ Cabot consistently evaluates traffic management and improvements that can not only be accomplished with local authorization and funding, but partnerships with the Cabot School District, Lonoke County and the AHTD***
- ❖ We are currently waiting on the AHTD and Metroplan to approve the 2016 / 2020 STIP for approval by the Metroplan Board, of which Cabot is a member, normally finalized and approved by now and the Arkansas State Highway Commission***
- ❖ Until 12/04/2015 we were waiting on Congress to approve major new legislation supporting the Federal Highway Trust Fund including major innovations to funding as well as waiting on the Governor's "Working Group on Highway Funding" for major innovations to state funding for AHTD capacity improvements***

Cabot Has been Very Proactive Regarding Transportation Planning What has been done! Continued

- ❖ ***Right turn lane southbound SH 89 at Panther Trail***
- ❖ ***Left turn lane westbound SH 321 at Lakewood Drive***
- ❖ ***New traffic signal SH 89 and 367 constructed to include the new leg from the North Cabot Interchange***
- ❖ ***Three bridge widenings one on Camp Ground Road and two on Kerr Station Road***
- ❖ ***Stacking lanes at Cabot Middle School North***
- ❖ ***Traffic signal improvements:***
 - ***LED lighting***
 - ***Upgraded traffic detection system at east side of Exit 16***
 - ***Installed state-of-the-art controllers and technology in cabinets at major intersections***
 - ***Installed state-of-the-art conflict monitors in cabinets at major intersections***
 - ***Certified a staff Traffic Management Technician***

Where are we?

- ❖ *The Federal Highway Trust Fund is Virtually broke and will not be fixed short term.*
- ❖ *Congress has only been dealing with short term financing versus a long term plan, while the nations highway infrastructure is literally crumbling as well as stalled capacity improvements. Concerns are now forthcoming regarding health and safety issues with the motoring public.*
- ❖ *The federal fuel tax has not been raised since 1993 and is not pegged to inflation.*
- ❖ *The fuel tax only scratches the surface at to what is needed for highway maintenance and capacity improvements.*
- ❖ *Congress is not exploring innovative state-of-the-art alternatives for funding to meet the tremendous financial backlog for highway maintenance and capacity improvements.*
- ❖ *The major principal arterials in the Cabot are not being adequately maintained and Consequently, the AHTD and Metroplan have yet to approve the STIP for 2016-2020. Governor Hutchinson is mulling state financing alternatives under the flag of a Governor's task force called "The Working Group on Highway Funding". Like Congress, Arkansas needs to explore innovative and state-of-the-art alternatives for funding of state highway maintenance and capacity improvements. The AHTD Commission is being guarded regarding bidding and funding construction projects.*

***Where are we?
Federal Highway Trust Fund
12/04/2015***

❖ Congress passed a 5-year Transit Bill , However:

- It doesn't include as much money or last quite as long as it should***
- Senator Boozman and Representative Crawford voted for the Bill***
- Senator Cotton did not, stating:***
- "a bad deal for Arkansas taxpayers and Arkansas Infrastructure***
- "yet another Washington kick-the-can exercise"***
- "avoids any attempt to find a sustainable solution for the long-term infrastructure issues we face"***

Working Group on Highway Funding 11/20/2015

- ❖ This Group and state officials do not seem to be focusing on realism and long term funding and strategy beginning to follow the same pattern as Congress.***
- ❖ The AHTD also needs to be precision focused on transportation needs relevant directly to both current and projected workloads and investing in infrastructure that will support community and economic development.***
- ❖ Considering increasing state taxes on fuel, shifting revenue, and taking road funds from cities and counties, which at this juncture probably will not happen due to opposition. Cabot does not support.***

The Bottom Line!

The Cabot Transportation Vision and Improvement Plan is a good part on hold due to lack of financing for capacity improvements to the major principal arterials in the City of Cabot. Residents should communicate with the following and express their concerns and ask for action:

Mailing, email, and telephone numbers on Congress and Arkansas General Assembly Web Sites

Senator John Boozman

Senator Tom Cotton

Representative Rick Crawford

Governor Asa Hutchinson

Senator Eddie Joe Williams

Representative Tim Lemons

Representative Joe Farrer

We recently visited with Senators Boozman and Cotton and Representative Crawford along with the Vice Mayor and Chairman of the City Council Public Works Committee Ed Long as well as the Director of Operations for the city

Here is what we told them!

We need your help!

- ❖ ***Recognize that the uncertainty and lack of funding of the Federal Highway Trust fund is hurting motorists with additional vehicle costs, a safety issue with the motoring public, loss of jobs and wages, and detrimental to community and economic development***
- ❖ ***Move taking care of our nation's infrastructure from the back seat to high priority and stop sending money overseas and invest right here at home***
- ❖ ***Quickly evaluate alternative and additional funding sources for the Federal Highway Trust Fund starting with raising the fuel tax and/or certainly adjust for inflation as we need funding for the 2016 -2020 State Transportation program, also consider tax on vehicle staples like batteries, windshield wipers, tires, etc.***

We need your help!

- ❖ ***We also need funding from Surface Transportation Grants and the Federal Highway Trust Fund for advanced traffic signal coordination and real time traffic management often referred to as "Adaptive" traffic signal management***
- ❖ ***Support for interstate status of US 67 / 167 to northeast Arkansas***
- ❖ ***We provided the following visuals to make our point:***

Main Street Downtown Destinations



Main Street at Union Pacific Crossing



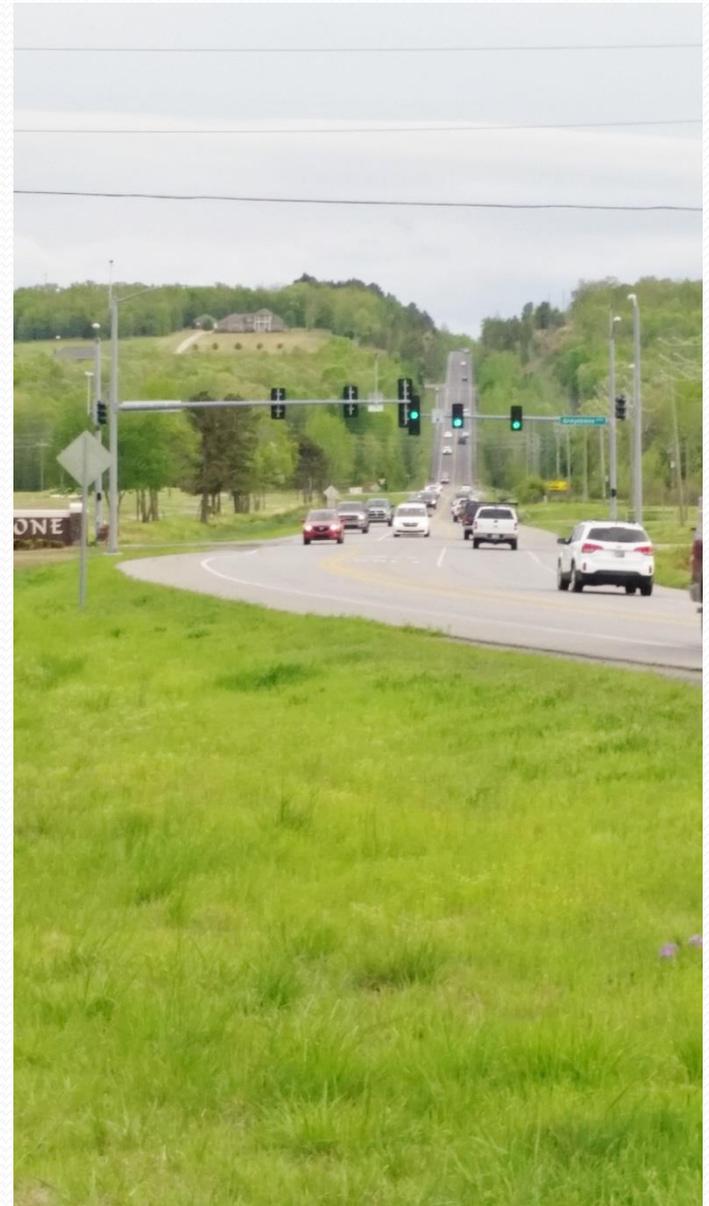
Main Street at Exit 19



Exit 16, SH 321 & SH 5



SH 5 at Greystone



Cabot Current State Highway Maintenance issues



SH 367 North

Cabot Current State Highway Maintenance issues

SH 321 near South Railroad Overpass

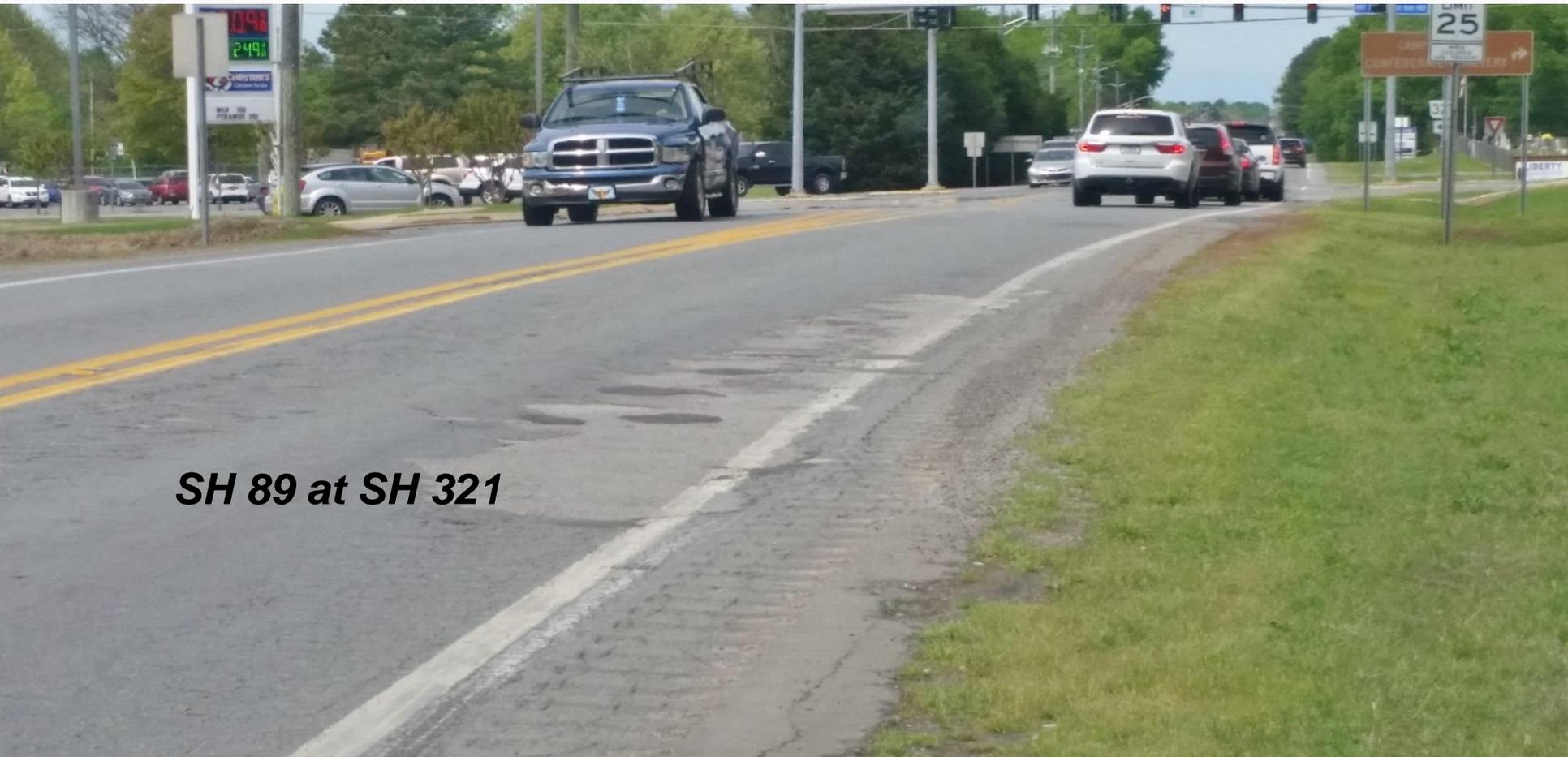


Cabot Current State Highway Maintenance issues



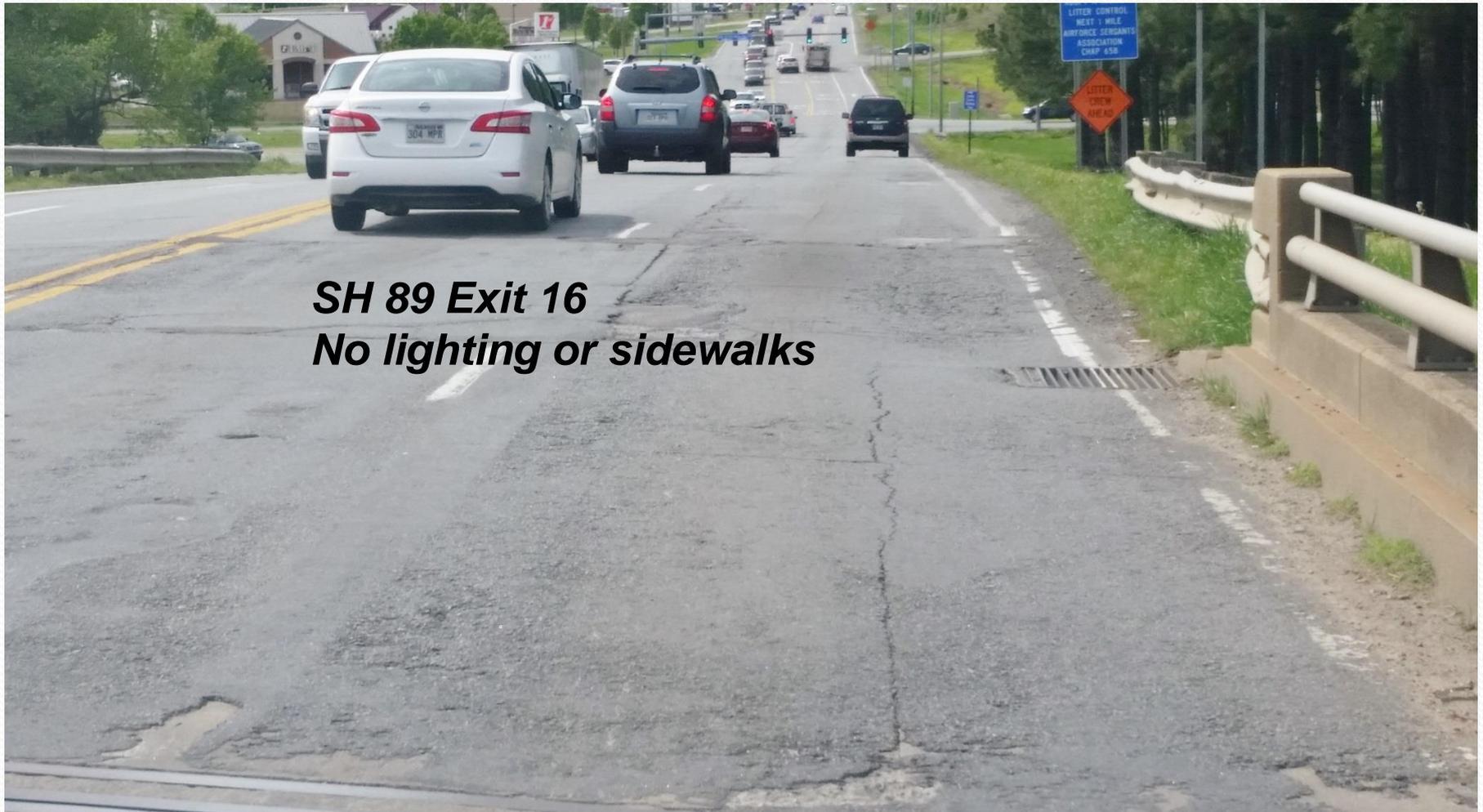
***SH 321
Near
SH 89***

Cabot Current State Highway Maintenance issues



SH 89 at SH 321

Cabot Current State Highway Maintenance issues



***SH 89 Exit 16
No lighting or sidewalks***

Cabot Current State Highway Maintenance issues



Exit 19



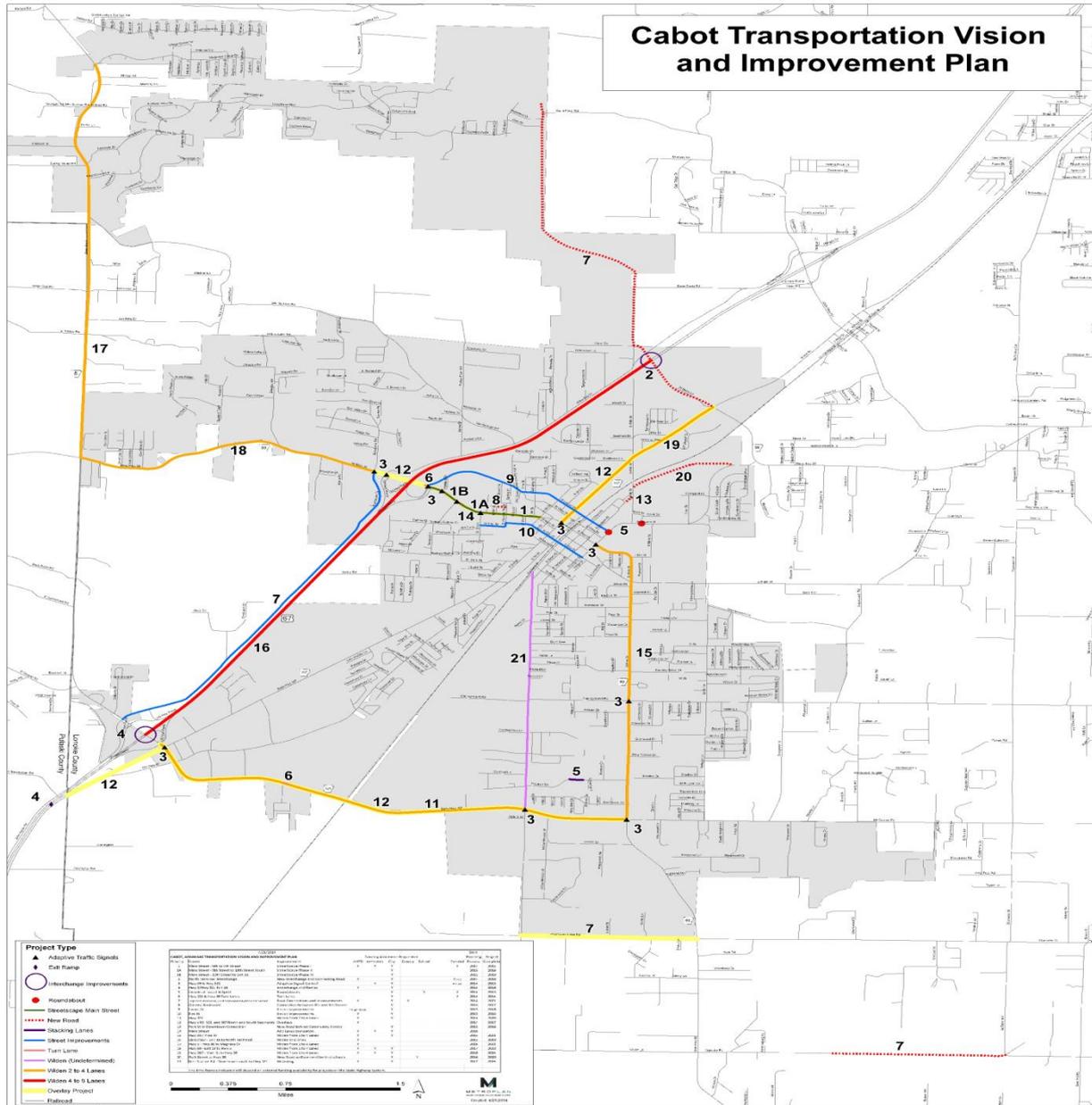
Exit 16

CABOT, ARKANSAS TRANSPORTATION VISION AND IMPROVEMENT PLAN

12/1/2015

CABOT, ARKANSAS TRANSPORTATION VISION AND IMPROVEMENT PLAN										Start			
										Funding Assistance Requested		Planning	Project
Priority	Street	Improvement	AHTD	Metroplan	City	County	School		Funded	Process	Complete		
1	Main Street - 5th to 9th Street	StreetScape Phase I	Y	Y	Y				Y	2014	Yes 2015		
1A	Main Street - 9th Street to 10th Street South	StreetScape Phase II	Y	Y	Y					2015	2017		
1B	Main Street - 10th Street to Exit 19	StreetScape Phase III	Y	Y	Y					2015	2020		
2	North Cabot Interchange	New Interchange and Connecting Road	Y		Y				Y City	2011	2019		
3	Hwy 89 & Hwy 321	Adaptive Signal Control	Y	Y	Y				Partial	2014	2017		
4	Exit 16 and 19	Interchange and Ramp Improvements	Y		Y					2014	2019		
5	Lincoln at Locust & Spirit	Roundabouts			Y		Y		Y	2014	Yes 2014		
6	Hwy 321 & Hwy 89 Turn Lanes	Turn Lanes			Y				Y	2014	Yes 2014		
7	Dogwood, Rockwood, Pickthorne and Greystone Connection*	Road Connections and Improvements	Y	Partial	Y	Y				2014	2023		
8	Cinema Boulevard	Connection between 8th and 9th Streets			Y					2014	2017		
9	Locust St	Street Improvements	Y		Y					2014	2018		
10	Elm St	Street Improvements	Y		Y					2016	2017		
11	Hwy 321	Widen from 2 to 4 Lanes	Y		Y					2014	2020		
12	Hwy's 89 and 367 all Cabot Segments	Overlays	Y							2014	2017		
13	Polk St to Downtown Connection	New Road behind Community Center			Y					2015	2016		
14	Main Street	Add Lanes Evaluation	Y	Y	Y					2016	NA		
15	Hwy 89 / Pine St	Widen from 2 to 4 Lanes	Y		Y					2015	2022		
16	US 67/167 - Exit 16 to North Terminal	Widen to 6 lanes	Y							2015	2019		
17	Hwy 5 - Hwy 89 to Magness Cr	Widen from 2 to 4 Lanes	Y							2016	2022		
18	Hwy 89 - Exit 19 to Hwy 5	Widen from 2 to 4 Lanes	Y	Y	Y					2018	2023		
19	Hwy 367 - Main St to Hwy 38	Widen from 2 to 4 Lanes	Y	Y	Y					2019	2024		
20	Polk Street to Hwy 38	New Road on Easement behind schools			Y		Y			2017	2021		
21	Kerr Station Rd - Downtown south to Hwy 321	Widening	Y		Y					2019	2024		
M	Highway 89 Corridor improvement to I 40	From Coffelt Crossing to I 40 Mayflower	Y	Partial						2015	2021		
M	*Connectivity No Cabot Interchange to Greystone	To Omni Farm Road								2015	2021		
H	*Connectivity Mt Tabor via Oglesby Road to SH 89									2015	2018		
M	Back connection to Kerr Station Road	From Cabot Sports and Aquatic Complex			Y	Y				2015	2017		
NOTES: Tiger Grants for the City of Cabot are no longer be available as of May 2015, must be partnerships with other public entities such as Lonoke County The time frames indicated will depend on external funding availability for projects on the State Highway System.													

Cabot Transportation Vision and Improvement Plan



- Project Type**
- ▲ Adaptive Traffic Signals
 - Full Ramp
 - Interchange Improvements
 - Roundabout
 - Streetscape Main Street
 - New Road
 - Reducing Lanes
 - Street Improvements
 - Turn Lane
 - Widens (Unimproved)
 - Widens 2 to 4 Lanes
 - Widens 4 to 6 Lanes
 - Overlay Project
 - Paving

Project ID	Project Name	Project Type	Priority	Phase	Start Date	End Date	Estimated Cost	Funding Source
1	Lowell County Road 17	Street Improvements	High	Phase 1	2023	2024	\$1,200,000	Local
2	Lowell County Road 19	Street Improvements	High	Phase 1	2023	2024	\$1,500,000	Local
3	Lowell County Road 21	Street Improvements	Medium	Phase 1	2024	2025	\$800,000	Local
4	Lowell County Road 23	Street Improvements	Medium	Phase 1	2024	2025	\$900,000	Local
5	Lowell County Road 25	Street Improvements	Medium	Phase 1	2024	2025	\$700,000	Local
6	Lowell County Road 27	Street Improvements	Medium	Phase 1	2024	2025	\$600,000	Local
7	Lowell County Road 29	Street Improvements	Medium	Phase 1	2024	2025	\$500,000	Local
8	Lowell County Road 31	Street Improvements	Medium	Phase 1	2024	2025	\$400,000	Local
9	Lowell County Road 33	Street Improvements	Medium	Phase 1	2024	2025	\$300,000	Local
10	Lowell County Road 35	Street Improvements	Medium	Phase 1	2024	2025	\$200,000	Local
11	Lowell County Road 37	Street Improvements	Medium	Phase 1	2024	2025	\$150,000	Local
12	Lowell County Road 39	Street Improvements	Medium	Phase 1	2024	2025	\$100,000	Local
13	Lowell County Road 41	Street Improvements	Medium	Phase 1	2024	2025	\$80,000	Local
14	Lowell County Road 43	Street Improvements	Medium	Phase 1	2024	2025	\$60,000	Local
15	Lowell County Road 45	Street Improvements	Medium	Phase 1	2024	2025	\$40,000	Local
16	Lowell County Road 47	Street Improvements	Medium	Phase 1	2024	2025	\$30,000	Local
17	Lowell County Road 49	Street Improvements	Medium	Phase 1	2024	2025	\$20,000	Local
18	Lowell County Road 51	Street Improvements	Medium	Phase 1	2024	2025	\$15,000	Local
19	Lowell County Road 53	Street Improvements	Medium	Phase 1	2024	2025	\$10,000	Local
20	Lowell County Road 55	Street Improvements	Medium	Phase 1	2024	2025	\$8,000	Local
21	Lowell County Road 57	Street Improvements	Medium	Phase 1	2024	2025	\$6,000	Local



❖ *Cabot, Arkansas will continue to focus and work diligently and relentlessly in partnerships to build a traffic infrastructure and state-of-the-art signalization that will support reasonable traffic maneuverability as well as community and economic development.*