Transportation Vision and Improvement ***Strategic PLAN***

Cabot, Arkansas North Lonoke County

April 15, 2016

Plan completed first quarter of 2014

TRANSPORTATION VISION AND IMPROVEMENT PLAN

CABOT, ARKANSAS

BACKGROUND

Work began in late 2012 in earnest and completed in early 2014 for a Transportation Vision and Improvement Plan and a major update to the Master Street Plan. The adoption by resolution No. 14 of 2014 of the City Council of the revised Master Street Plan in 2014 that was originally approved in April 2007 is a guide to provide plans for new streets and provide standards for developer and city improvements to existing streets over time. Since the Master Street Plan does not stipulate specific plans or obligate funding for improvements, it is important for the city to have more specific transportation improvement plans for the near, intermediate and long term future.

The City of Cabot has dramatically grown over the last several decades without a state-of-the-art strategic planning process for transportation standards and improvements. The process is now changing from a reactive to a proactive mode. The City is divided by a major east / west traffic flow inhibitor, a dual and busy north / south railroad. Fortunately, there exists at the north and south end of the city railroad overpasses, one four and one two lane. Strategic planning at the time should have considered constructing a four lane overpass versus a two lane on the south end. There are four remaining at grade crossings, primarily in the immediate downtown area that supports east / west and destination traffic. Destination traffic is traffic destined for a specific location in the downtown and west Main Street areas for business and shopping while another segment of east / west traffic is through traffic primarily from the US 67 / 167 corridor to local residential streets on the east side of the City. The existing major east / west arterials in many cases are inhibited from widening by expensive easement procurement and utility relocations. A fifth at grade crossing, Polk Street, was closed, in the interest of public safety after the north railroad overpass on SH 38 was opened to traffic.

The evolution of congregated public school construction and development in the central area of the City further complicates traffic flow and management during peak periods of school opening and closing in addition to many total blockages of east / west traffic flow by a number of trains daily. The likelihood of additional at grade crossings is extremely low. Additional over or under pass railroad crossings is extremely low also. Future development of public school facilities should consider areas outside the downtown area, yet amenable to the loop and arterials that would facilitate growing traffic workload. It must also be noted that school traffic in the downtown area is confined to short periods in the morning and afternoons, which makes it harder to justify extended peak period improvements.

All of the major principal arterials in Cabot are State Highways. The Arkansas Highway and Transportation Department (AHTD) is responsible for maintenance and capacity improvements. However, the State of Arkansas is in the top tier of mileage, (12th in the nation), of state highways the AHTD has to maintain and in the lower tier, (44th in the nation), of federal and state funding to support maintenance and improvements. The AHTD has more highway miles to maintain than the states of California, Illinois, and New York. On the revenue side, those three states have at least four times more revenue annually per mile for maintenance and improvements than Arkansas. Therefore, local municipalities who are willing

to partner in funding for transportation improvements are more likely to achieve higher priorities with the AHTD Commission. This fact emanated from our partnership planning, design, and funding for the North Cabot Interchange, which had been talked about for well over a decade until the City was able, through sales and use tax refunding, to commit nine and half million dollars to the over twenty one million dollar project. The project is now under design and construction projected for completion within five years.

Since a good part of Cabot residents work, seek specialized medical care, and shop in the Central Arkansas area; high speed roadway connectivity is very important. Although Cabot has two major roadway connections to the Central Arkansas area, (SH 89 South to I 40 and US 67 / 167), the Jacksonville US 67 / 167 alternative is fast becoming inadequate in both capacity and road surface. Thanks to the voters of Arkansas who approved a one half cent sales tax increase in 2012, the six lane facility will continue through Jacksonville to Cabot, Exit 16, with intermediate roadway condition improvements on the existing four lanes. Ultimately the six lanes will extend from Exit 16 to the North Cabot Interchange with significant redesign improvements to both Exits 16 and 19. Cabot will partner with the AHTD to plan, design, and fund these improvements. Cabot fully supports the development of a new Exit at Coffelt Crossing, which will significantly develop both commercially and residentially benefiting both Cabot and Jacksonville. This will provide a new connectivity to the Little Rock Air Force Base, and potentially be the catalyst for a state-of-the-art skilled medical facility at this location as well as major principal arterial development west to SH 107 and SH 89 to I 40.

Both Cabot and the AHTD are in consensus of planning for a central interchange between Exits 16 and 19. This will facilitate the development of property immediately east of US 67 / 167 and the triangle west bordered by US 67 / 167, SH's 5 & 89.

US 67 / 167 through Cabot to the Missouri State line has been targeted for a potential Interstate Route, in fact, I 30. This would more than likely increase the traffic count and visibility for Cabot as well as making it more attractive to larger restaurant and travel center chains and other businesses. Particularly, if the route were either Interstate or high speed four lane controlled access to St. Louis.

Transportation improvement planning can be a long process from establishing plans to the reality of vehicular traffic on constructed pavement. Therefore, it is important to begin transportation improvement planning with adequate lead times. Accepted rule of thumb for lane capacity planning is that when a two lane facility in an urban area reaches twelve to thirteen thousand vehicles per day, the planning process should begin for plans, design, and funding for any given project to be complete within a projected time frame that that traffic workload would increase by fifty percent, which will vary by specific roadway and factors driving traffic growth.

The Statewide Transportation Improvement Program (STIP) is in cycles. The current STIP cycle is Fiscal Year (FY) 2013-2016 with the draft for FY 2016-2020 complete subject to approval of the Transportation Improvement Plan (TIP) by the Metroplan Board of Directors and the STIP by the Arkansas Highway Commission. This is anticipated to be final by June 2016. Cabot has formally communicated with Metroplan, the

designated Metropolitan Planning Organization responsible for the transportation planning process in central Arkansas under federal law, its' Vision and Transportation Plan traffic improvement action plans both short and long term desired to be included in the STIP. Metroplan and the AHTD then work jointly in a process for the final approval of the Metroplan Transportation Improvement Program and the ultimate STIP for a given period. Reference City Council resolution No. 15 of 2014 regarding requests for the 2016 -2020 STIP which includes:

- The North Cabot Interchange -**Included in the draft STIP 2016-2020 let year (bid and award) 2017**
- The widening of SH 321 from Exit 16 east to SH 89 from two to four lanes with a turn lane -**Included in the draft STIP 2016-2020 to Diederich Lane let year 2020, have asked the AHTD to accelerate due to new sports and aquatic complex with roundabouts at complexes and Lakewood Drive**
- 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 -**Jacksonville to exit 16 in progress 2017 / 2018**
- Major renovations to both Exits 16 and 19 -**Included in the draft STIP 2016-2020 let year 2019 for both**
- SH 5 widening from two to four lanes with a median from SH 89 north to a least Magness Creek entrance and Elementary School -**Not included in the draft STIP 2016-2020**
- **SH 89 System Preservation through Cabot Included in the draft STIP 2016-2020 let year 2016 /2017**
- **SH 367 System Preservation through Cabot Included in the draft STIP 2016-2020 let year 2017**

This process includes the option for amendments along the way. Cabot will submit action plans to Metroplan and the AHTD by Resolution from the City Council for any given projects.

Major funding for AHTD capacity improvements come from the Federal Highway Trust Fund and is generally applied to the State Transportation Improvement Plans as recommended by the AHTD and Metroplan. The AHTD does fund capacity improvements within their revenue base, which is also stretched. The city of Cabot cannot, with the current revenue base, support state highway maintenance and capacity improvements.

All traffic improvement activity will consider walkability and bike ability to be included and currently being updated by Metroplan in concert with the city.

Within this document, near term is reference to be the immediate five year period, mid-term is the next ten year period and long-term is beyond.

OVERALL TRAFFIC MANAGEMENT LOOPING CONCEPT FOR CABOT

Given the background information, the most practical approach to traffic management improvements in the City is a looping concept whereby traffic can use more effective arterials to access within or toward the inner part of the city from any geographic direction coming into the city. The designated looping corridors are:

- **North**, From SH 5 Greystone Boulevard east to Omni Farms Road to the new south connection to the North Cabot Interchange, on the Master Street Plan, and then SH 38 east to Dogwood Lane, also longer term the new connection shown on the Master Street Plan from Magness Creek North would also connect to the new south connection to the North Cabot Interchange
- **South**, SH 321 from Exit 16 to Dogwood Lane
- **East**, Dogwood Lane from SH 38 to SH 321
- **West**, SH 5 and US 67 / 167 both north and south

The looping concept includes traffic rerouting options in the plan including Locust Street, Elm Street, and Cinema Boulevard in the downtown area.

Strategic planning must strive for the reduction of traffic workload on Main Street from Exit 19 through the downtown area. This includes:

- The North Cabot Interchange and connectivity to the SH 38 railroad overpass.
- Improvements to Locust Street including three lanes from Olive to SH 367.
- Ultimately widening and improvements of Main Street from SH 367 to Lincoln Street.
- The completion of construction and improvements to Elm Street from 10th Street to Lincoln with only one traffic signal and no stop signs to facilitate east west ingress and egress.
- Completion of Cinema Boulevard from 8th to 9th Streets.

These plans will reduce the traffic workload on Main Street. It must be recognized that Main Street will be a major destination street for a long period of time.

These plans are a sub plan entitled the Hwy 89 Main Street Traffic Relief Plan. A pictorial is included at the end of this overall plan.

The south part of the loop or bypass has been in place for some time as SH 321, although two lanes. Historically, at the time it was planned and built, many people thought and proclaimed the bypass was not needed and a waste of taxpayer money. Realistically it was a sound and solid planning decision and currently planning needs to begin for a four lane from Exit 16 to SH 89.

The west loop or SH 5 is currently four lanes from Exit 16 to SH 89. This was a wise planning decision. SH 5 from SH 89 north to Magness Creek is currently being planned for expansion to four lanes by the AHTD and Cabot will fully support to design, plan, and fund with federal and state dollars.

The major component of the north loop is SH 38 as exists from SH 367 east to Dogwood Lane. The four lane railroad overpass was a very wise strategic planning decision. The four lane SH 38 connectivity to the North Cabot Interchange within the next two to three years will complete

another major part of this roadway loop to the east. The west portion will be Greystone Boulevard from SH 5 east and connect directly to Omni Farms Road and then go south with a new connection shown on the Master Street Plan to the North Cabot Interchange. Longer term the new connection east from Magness Creek North to an extended section north to Lewisberg Road will also funnel traffic from that subdivision to the North Cabot Interchange. The connectivity to the west and ultimately to Mountain Springs Road and Greystone will be facilitated by developers and partnerships with Lonoke County. The north loop will facilitate both residential and commercial growth in the portions that are inside the city limits of Austin, Arkansas.

Likewise the Dogwood Lane corridor as an east part of the looping concept will be a longer term partnership with Lonoke County and supported by development. Both the city and county will promote this facility longer term as a state highway. This area for the most part is outside the Cabot WaterWorks service area, which could possibly inhibit major development.

Additional longer term transportation improvement initiatives are included and shown on the Master Street Plan; a Central Interchange that will disburse traffic both east and west before Exit 19. The city fully supports an interchange at Coffelt Crossing which will spurn community and economic development between Jacksonville and Cabot. This will facilitate a new connection to the Little Rock Air Force Base easing traffic workload at the current Base Interchange, and a new east west major principal arterial connectivity along SH 89 west to I 40, whereby north Lonoke County residents can have better and faster access to the I 630 corridor in Little Rock.

EAST WEST ARTERIALS

The limited arterials east and west, particularly the **Main Street "traffic tunnel"** present a challenge for strategic planning. SH 89 from Lincoln to 4th Street is already four lanes with no turn lane westbound to SH 367 south, which is more than likely cost prohibitive to retrofit with a turn lane. From 4th street to Exit 19 there will be space curb to curb after StreetScape for four lanes with no turn lane with some modifications; and, utility relocation, water and wastewater, data cables and fiber will be a serious prohibiting factor to construct four lanes with a turn lane as well as the fact that this street will remain a high destination street for a long period of time, which seriously affects the flow of traffic due to ingress and egress and traffic for retail and other businesses. Expanding the easement on both sides another twenty feet for four lanes with a turn lane will be most difficult regarding available space and cost of procurement and relocation of private signage.

The conceptual estimate prepared in 2014 to construct Main Street to four lanes with a turn lane from 2nd Street to Exit 16 is approximately $15,280,169. From Grant to 2nd Streets would be impossible without purchasing very expensive buildings, at approximately $5,800,000; and, from Lincoln to 1st Street would conceptually be an additional $2,419,495 for street improvements. $8,200,000 is projected for relocation of utilities, private signage, and additional easements. A railroad overpass is projected at $15,000,000. The railroad is another major inhibitive to the widening of the Main Street corridor. It is one of the busiest intermodal dual railroad tracks in the country stopping traffic many times a day. Additionally, traffic

management rule of thumb indicates that changing a roadway in a high destination area from two lanes with a turn lane to four lanes without a turn lane is basically unproductive with associated safety issues with both left and right turns from traffic lanes. The total projected cost of $46,699,664 at a minimum weighed to the $9,500,000 city investment for the North Cabot Interchange indicates it is prudent to proceed with the North Cabot Interchange with a $11,500.000 match by the AHTD as a priority due to the looping concept and potential economic development of the area and support of residential growth in the northwest segment of the city.

These improvements would cause relocation, disruption to, and potential closure of other businesses in the corridor from Grant to 4th Street due to the lack of access and visibility from the raised overpass over the railroad tracks. Our neighboring city to the south, Jacksonville, is evidence of the very negative effect an overpass can have in a downtown area. Additionally the extra footage required for easements would take away as much as 50% or more in some cases of critical customer parking area for businesses along the corridor. The requirement to relocate signage back away from the new easement widths could also restrict the ability to advertise and further restrict customer parking.

With the new library in operation and expected redevelopment along the corridor, additional destination traffic will be added over the next decade. Considering the reduction of traffic workload by the North Cabot Interchange, Locust and Elm Streets and the completion of Cinema Boulevard from 8th to 9th Streets, it is projected that the traffic workload on this section will be reduced by thirty five to forty percent of the current level. The Metroplan model and projection is actually 38%. Additionally, as the Pine Street, SH 321, SH 5, and SH 367 north corridors develop retail; this will further ease the destination traffic workload on Main Street. This reduced workload makes it amendable longer term. Plans could ultimately in the longer term have to be evaluated for four lanes for this section of SH 89; although, more than likely will remain two wide traffic lanes and a turn lane, due to the traffic safety issues with left turns across oncoming lanes. An independent traffic engineering assessment will need to be done and would require AHTD and Metroplan approval, which may be difficult. SH 89 from Exit 19 west to SH 5 within the next five years will need evaluation of consideration from a two to a four lane facility. Stricter access to Main Street and potential closing of existing access will need to be considered with any redevelopment. The capacity and roadway are adequate for the near term.

Main Street west from downtown to Exit 19 being high density retail with associated destination traffic and being immediately adjacent to high density multi residential units also warrants the need for sidewalks on both sides as well as adequate crosswalks.

MAIN STREET DOWNTOWN LONG TERM STRATEGY

Main Street from Lincoln to Exit 16 will primarily be a destination street with a high level of ingress and egress for retail and public entities. The current two lane facility with a turn lane could ultimately be retrofitted to a four lane facility without a turn lane after the current StreetScape project is completed with conditions stated in the previous section. However it

could only be a four lane with no turn lane without expansion of right of way. With that in mind, the following considerations are prevalent:

- The total conceptual cost estimate in 2014 to reconstruct Main Street to four lanes with a turn lane is approximately $46,699,664 with minimal Federal and state funding available and far stretches beyond the city's standalone ability to finance at this juncture. Additionally, inflation will potentially add to this cost annually. The AHTD is dealing with the reduction of gas and diesel fuel consumption taxes for roadway use and the shrinking federal funds from the Federal Highway Trust Fund for infrastructure projects thereby essentially limiting the AHTD to operations and maintenance on existing facilities with very little available for capacity improvements and new construction.
- The projected conceptual cost would increase substantially if the railroad and highway department would require the overpass to extend over SH 367 (2nd Street) and close more north south local streets in the process.
- Buildings along the way would either have to be purchased in entirety or partially reconstruction to expand the right of way. Others might then be too close to the street affecting available parking and restricting customer traffic and visibility.
- The dual intermodal railroad track is one of the busiest in the nation and would require an expensive overpass estimated at a cost of $15,000,000 at a minimum and be detrimental and disruptive to business in downtown area from Grant to 4th Streets.
- The corridor would require expansive and very expensive relocation of all utilities; water, wastewater, telephone, cable, data, massive fiber optic ducts and facilities, some fiber serving the Little Rock Air Force Base, and relocating private signs along the entire corridor, if; in fact, there would be room enough between the expanded lanes and parking that is left to relocate the signs.
- Of even more importance and complexity, there is a potential estimated loss of 123 parking spaces to 22 small businesses and 8 of those small businesses could go out of business due to loss of substantial parking and access from the lanes to parking lots.
- The completion of the North Cabot Interchange and looping concept around Cabot plus the improvement to other existing and new east west arterials in the area will reduce the traffic workload on Main Street conceptually as much as 40%.
- Traffic management rule of thumb indicates that changing a roadway in a high destination area from two lanes with a turn lane to four lanes without a turn lane is basically unproductive and presents safety issues with left and right turns from traffic lanes.
- Streetscape will continue in support of Community Development which requires a pristine landscape and setting for the main gateway into the city plus the need of walkability for citizens and visitors.

NORTH SOUTH ARTERIALS

SH 89 or Pine Street from the High School at Lincoln to SH 321 is a major north / south arterial and also a fast developing destination street. It is currently two lanes with a continuous turn lane. Continuing commercial development will afford opportunity for developer funded half

street improvements ultimately facilitating improving traffic flow. Planning for design of and implementation of four lanes with a turn lane should begin in earnest in the next several years.

SH 367 through downtown is currently adequate regarding traffic flow, although with completion of the North Cabot Interchange, the section from SH 38 to downtown will need evaluation for four lanes.

Kerr Station Road from SH 321 to downtown will ultimately in the next five to ten years be evaluated for expansion of lanes and improved surface. This improvement could also reduce workload on Main Street as an improved facility would encourage more traffic to utilize Exit 16 versus Exit 19.

INTERSECTIONS NEEDING WARRANT STUDIES FOR TRAFFIC SIGNALS OR ROUNDABOUTS

- Main Street and SH 89, Not warranted by AHTD 10/15/2012, Requested again 04/14/2016
- SH 321 and Funtastic Drive, Not warranted by AHTD 05/24/2012, will be part of widening
- SH 321 and Lakewood Drive, Not warranted by AHTD 04/25/2013 and 03/10/2015, will be part of widening
- SH 321 and Marlou Drive, Not Warranted by AHTD 10/15/2012, could be part of widening
- SH 89 and Douglas Road, Not Warranted by AHTD 08/19/2013, request again 2018

STATE HIGHWAY PRESERVATION (OVERLAYS)

- SH 89 from Locust Street west over Exit 19 to Rockwood, will be part of renovation to interchange 2016 – 2020 STIP
- SH 367 from the Lonoke County Line north through town to Austin City Limits, included on the 2016 - 2020 STIP
- SH 89 from City Limits north to SH 321, included on the 2016 – 2020 STIP

TURN LANES NEEDED

- SH 89 right turn lane to SH 321 west, will be part of widening on 2016 - 2020 STIP
- SH 5 Left and west to Springhill Valley Road, will be part of eventual widening of SH 5, included on the four lane long term AHTD program

MEDIAN CUTS NEEDED

- SH 5 at ARcare and Bruno's PowerSports, Request in 2015 to AHTD, no action to date, still in process

PEDESTRIAN SIGNALS AND CROSSWALKS NEEDED

Main and 10th Streets, SH 89, funding available and part of Streetscape from 9th to 10th Streets
Main and Ryeland Drive, permit requested from AHTD, no response as of yet

DETAILED TRAFFIC IMPROVEMENT ACTION PLANS

- **Priorities will be dictated by year for the City budget and STIP and funding by the Federal Highway Trust Fund**

- **StreetScape Main Street**
  Phase I: 4th to 9th Streets is complete. Phase II: 9th to 10th Streets designed and grant funding obtained, projected time frame 2016 / 2017, pedestrian crosswalks and signalization could occur sooner for 10th and Main. Phase III: planned for 2017 and beyond with potential funding by the Transportation Alternative Program (TAP) through MetroPlan and other grant funding resources.

- **North Cabot Interchange**
  Funded by City and committed to funding by AHTD, design near completion bid letting by the AHTD in December 2016, with projected completion 2019.

- **Adaptive Traffic Signal Management or "Intelligent Transportation Systems"**
  The implementation of real time "adaptive" traffic signal management and continued tuning whereby automated and state-of-the-art systems and technology keep traffic moving on major arterials but allowing reasonable ingress and egress to collectors and businesses is critical. Phase I is complete. Phase II and III are targeted for 2016 and beyond subject to grants that are being applied for which could accelerate implementation, unless affected by lack of Federal Highway Transportation funding and Transportation Alternative Program funding.

- **Exit 16 SH 5 and SH 321 Ramp and Intersection Improvements**
  Given the four to six lane projected improvements from Jacksonville to Exit 16 in Cabot targeted to be complete by late 2019, serious consideration should be given beginning in 2015 for ramp and intersection improvements at Exit 16. Consideration should be given to relocating or adding an additional off ramp at or near the county line to SH 367 with a free flow fly over SH 367 northbound route to First Street and then a free flow right turn and merge lane at First Street and SH 321 eastbound.

- **City and School District Partnerships**
  Continued partnerships with the Cabot School District including the completion of two roundabouts in the summer of 2014 at Lincoln Street and Spirit Drive and another at Lincoln and Locust Streets will minimize dead vehicle movement time for thousands of vehicles per day. Additionally, the City and district will continually evaluate partnership alternatives to stack school traffic off road on school and City property that minimizes blockages and improves traffic flow on City streets. A near term consideration in the next several years is off Panther Trail stacking lanes on school property or public

easement for Cabot Middle School South. The city and district must work intently together regarding future locations of school facilities in the school district geographic area.

- **Short Term Projects with Minimal Investment**
  Continued evaluation of short term and fairly inexpensive projects for left and right turn lanes, signalization allowing restricted left turns, and other improvements that will improve specific location traffic flow will continue. A right turn lane from Locust Street to SH 89 west at Exit 19 was targeted for 2014 and a left turn lane westbound on SH 321 at Lakewood Drive, both projects now complete.

- **Overlays and Street Renovation**
  Implementation of city street overlays and street repair and enhancements city wide over the next decade will have a positive impact on ease of travel locally and improve traffic flow. Annual project targets will be on the city website under "Major Projects. The city has and maintains an inventory of existing streets and conditions which based on severity of roadway conditions and traffic workload will formulate the annual priority of overlays and repairs. Maintenance includes center striping, stop lines, and pedestrian cross walks. More funding will be include in forthcoming annual budgets for street maintenance.

- **Partnerships with Lonoke County and the AHTD**
  Continued partnerships with Lonoke County to improve existing roadways and new connectivity to support the looping concept and other traffic improvement opportunities such as the Dogwood Lane corridor including a new connectivity to SH 89 from Mt Tabor Road south of Dogwood via connection to SH 89 by extension east of Oglesby Road, the Rockwood frontage corridor on the west side of US 67 / 167, and a connection from the North Cabot Interchange to the road from Austin connecting to the east side of Greystone will be pursued with a Tiger Grant. Longer term this project is projected to extend to Lewisburg Road to the north. A partnership with Lonoke County for overlaying Pickthorne from Kerr Station to SH 89 is complete as well as a partnership on overlaying Camp Ground Road from the city limits to SH 89, also complete. There also is the possibility of working with the AHTD for them to include overlaying existing principal arterials and including major looping arterials in the state highway system that are not currently in their system.

  Strategic planning will continue regarding an alternate back connection from the Sports and Aquatic Complex to Kerr Station Road and improvements to Rockwood Road from SH 89 to SH 5.

- **Roundabouts**
  Given the proven success of traffic flow improvement with the use of roundabouts in the city, serious consideration will be given to this technology for future use such as the entrance to the new Cabot Sports and Aquatic Complex off of SH 321 as well as Lakewood Drive.

- **Right and Left Turn Lanes**
  Right and left turn lanes will be considered and planned at major intersections where a directional flow is inhibited due to traffic flow being blocked by motorists waiting on a right or left turn and a potential health and safety condition exists from rear end collisions. Currently, SH 89 south right turn to SH 321 west and Main Street east to Dakota south is on the list for consideration and planning.

- **SH 321 Two to Four Lanes**
  Work began in 2014 with the AHTD for plans, design, and funding to expand SH 321 from Exit 16 to SH 89 from two to four lanes as soon as possible. This project will include a right turn and merge lane from SH 89 south to SH 321 west.

- **State Highway Overlay Improvements**
  The city has requested the AHTD to overlay:
    - SH 89 Exit 19, Rockwood to Locust, the current six and four lane
    - SH 367 from Main Street to SH 38 except where completed
    - SH 321 from Exit 16 to SH 89, segments needed
    - SH 367 from the Lonoke County Line to Exit 16

- **Alternate Connectivity Downtown to School Complexes**
  Plan for the design and construction of an alternate new connectivity from the Freshman and Junior High North facilities to the downtown area which would traverse across currently owned city property from Polk to Jackson Streets will be developed. This would be west of the new Community Center Event and Exercise Facility.

- **New Road Connectivity from Polk Street To SH 38 Via Easement behind the Freshman Academy and Junior High North**
  Planning for this roadway should begin in 2017 in partnership with the Cabot School District.

- **New Road Connectivity from Polk Street to Downtown via Grant Street**
  This will be considered and potentially be a part of the new Event Center Construction through the parking lot to be complete in late 2016.

- **Cinema Boulevard**
  Complete Cinema Boulevard from 8th to 9th Streets in 2017 subject to grant and city funding.

- **Locust Street Improvements**
  Apply for federal and other grant funding for improvements to Locust Street as discussed in this Traffic Improvement Plan. It has been established in 2015 that Federal Tiger Grant funding is not eligible for this project.

- **Elm Street Improvements**
  Apply for an AHTD State Aid Design Grant in 2016 for the Elm Street improvement project as discussed in this Traffic Improvement Plan.

- **Add Lanes to Main Street**
  Evaluate upon completion of StreetScape phases upgrading SH 89, Main Street downtown, from two lanes with a turn lane to four lanes with no turn lane. A prerequisite traffic engineering study regarding the warranty of such by the city and third party traffic engineer will be undertaken at that time. Approval will have to be sought from the AHTD and Metroplan. This roadway will be for the long term a major destination street for downtown Cabot. This is not conducive to a major east west major arterial. Redevelopment should focus on access management as well as rerouting of traffic workload to alternates including the North Cabot Interchange, Locust Street, Elm Street, and Cinema Boulevard.

- **SH 89 South Pine Street Four Lanes**
  Begin working with the AHTD for plans, design, and funding to expand SH 89, (Pine Street), from Lincoln to SH 321 from two to four lanes with a turn lane by 2018.

- **US 67 / 167 Six Lanes from Exit 16 to the North Cabot Interchange with Exit 19 ramp modifications**
  Begin working with the AHTD for plans, design, and funding for potential six lanes from Exit 16 to the North Cabot Interchange with ramp modifications to Exit 19 by 2019.

- **SH 5 Four Lanes from SH 89 to Magness Creek**
  Begin working with the AHTD for plans, design, and funding to expand SH 5 from SH 89 to Magness Creek from two to four lanes by 2020. This is currently on the Arkansas Highway and Transportation four lane grid plan with potential state funding.

- **SH 89 Four Lanes from Exit 19 to SH 5**
  Begin working with the AHTD for plans, design, and funding to expand SH 89 from Exit 19 to SH 5 from two to four lanes with a turn lane by 2018.

- **SH 367 Four Lanes from Main Street to SH 38**
- Begin working with the AHTD for plans, design, and funding to expand SH 367 from Main Street to SH 38 from two to four lanes with a turn lane by 2019.

- **Kerr Station Widening**
  Begin planning in 2019 the widening of Kerr Station Road from downtown to SH 321.

- **US 67 / 167 Interstate level corridor to St. Louis**
  Work the TEX-21 Transportation Excellence for the 21st Century supporting and advocating the I 30 Corridor through the States of Texas and Arkansas. Additionally, explore expanding or creating another group or subgroup on the US 67 / 167 corridor from Little Rock to the Missouri State Line for the same purpose of promoting and advocating an interstate quality route in Arkansas to St. Louis. This could conceptually be called ARK-21.

- **Highway 89 Coalition Longer Term**

The North Belt Freeway project after long term planning and becoming virtually impossible to fund due to excessive costs is off the Metroplan table. This project would have given north Lonoke County residents a quicker access to west Little Rock for work, medical needs, and shopping. The need for such access still exists; therefore, emanating out of Metroplan members is a concept to use SH 89 west from Cabot and/or Coffelt Crossing to connect to I 40 potentially satisfying this need. An interchange at Coffelt Crossing is in discussion planning with the AHTD, with preliminary concept on record. Preliminary discussions and an organizational meeting have occurred with the Mayor of both Jacksonville and Mayflower and encouraged by Congressman French Hill. This group has asked the AHTD to formally study the possibility with signatories of local mayors, county judges, and elected officials. The effort seems to be picking up support. Potential benefits in addition to quicker access to west Little Rock could include, but not limited to; better access for North Lonoke County motorists to the Little Rock Air Force Base, north Pulaski motorists to have access to US 67 /. 167 and avoid the congested Vandenburg Interchange in north Jacksonville to access the Base, and be a catalyst for both commercial and residential growth in the area between Cabot and Jacksonville.

We will also look again at the possibility while avoiding wildlife refuge and wetland issues of a more direct east connection from US 67 / 167 or associated east frontage road to connect to SH 89 to the east.

CURRENT STATUS OF THE FEDERAL HIGHWAY TRUST FUND and 2016 / 2019 STIP STATE TRANSPORTATION IMPROVEMENT PLAN

At this juncture there are major outstanding prevalent issues:

The Federal Highway Trust Fund is:

- **Virtually broke and will not be fixed short term**
- Congress is only dealing with short term financing versus a long term plan, a minimum of five years or more 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 tax only scratches the surface at to what is needed for highway maintenance and capacity improvements.
- Congress is not exploring innovation 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 capacity improvements are stalled.**

Consequently, the AHTD and Metroplan **plan to have the TIP STIP for 2016-2020 approved by June 2016**. 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. Results of this initiative will not be formalized or passed by the Arkansas General Assembly until a special session or the regular session in 2017.

So, **the bottom line is virtually nothing is being done to provide long term financing for capacity improvements to the major principal arterials in the City of Cabot**. Residents should continue to communicate with the following and express their concerns and ask for action:

- Senator John Boozman
- Senator Tom Cotton
- Representative Crawford
- Governor Asa Hutchinson
- Senator Williams
- Representative Tim Lemons
- Representative Joe Farrer

The City of Cabot has personally talked with all of these and provided detailed information as to current conditions and what is needed.

STREET OVERLAY PROJECTS 2014 / 2015 COMPLETE

PRIORITY	STREETS	FROM	TO
1	LOCUST STREET	2ND	OLIVE
2	FRANCIS STREET	HWY 89 SOUTH PINE	MEADOWLARK DRIVE
3	CONFEDERATE	CHELSEA	CUMBERLAND
4	PLEASANT STREET	LILLIE STREET	E. MAIN STREET
5	GUM STREET	HWY38/N.LINCOLN ST.	CAMPBELL DRIVE
6	CAMPBELL ST.	LINCOLN	GUM
7	"G" STREET	LINDA LANE	END
8	PICKTHORNE ROAD	KERR STATION ROAD	HWY 89/S. PINE
9	GETTYSBURG NORTH	SHENANDOAH WAY	SHENANDOAH WAY
	GETTYSBURG SOUTH	SHENANDOAH WAY	CONFEDERATE DR
10	N. 4th STREET	HWY89/W.MAIN	W. CHERRY STREET
11	SOUTH GRANT ST.	HWY89/PINE STREET	SUDA

STREET OVERLAY PROJECTS 2016 / 2017

Street	From	To
MEADOWLARK DRIVE	ROBINSON STREET	ROBINSON STREET
GLENDALE DRIVE	E.MT.SPRINGS ROAD	END
RED OAK DRIVE	LINDA LANE	END (CUL)
GLENEAGLE DRIVE	GREYSTONE BLVD.	END
WAR EAGLE DRIVE	TIMBERWOOD DRIVE	ELK BEAR LANE
PINE TERRACE DR	HWY 89/S.PINE	END (CUL)
KNOLLWOOD DRIVE	GLENWOOD DRIVE	END
SPRING VALLEY RD	HWY 5 NORTH	CITY LIMITS
S. POLK STREET	HWY 38/N.LINCOLN ST	RR TRACKS
TEMPLETON DRIVE	PLAZA BLVD.	END
DINA LANE	MT. CARMEL	END

Subject to State Aid Grant Funding

	12/1/2015									Start	
CABOT, ARKANSAS TRANSPORTATION VISION AND IMPROVEMENT PLAN			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.										

CITY OF CABOT
HWY 89-TRAFFIC RELIEF PLAN
SCALE: 1" = 300'
WHITLOW ENGINEERING SERVICES, INC.
301 EAST LINCOLN AVE #2
SEARCY, ARKANSAS 72143
(501) 279-9200 • (501) 279-9205 FAX
EXISTING 3-LANE
LOCUST STREET
MINOR ARTERIAL:
IMPROVE TO 3-LANE
W/CUBR & GUTTER
CINEMA BLVD
LOCAL ROAD:
2 LANE CURB & GUTTER
CONNECTION TO N 8TH ST
EXISTING
TRAFFIC SIGNAL
EXISTING
TRAFFIC SIGNAL
EXISTING
TRAFFIC SIGNAL
WEST ELM ST
COLLECTOR:
2 LANE W/CURB & GUTTER
CONNECTION
EXISTING
ROUND-A-BOUT
(COMPLETE 2014)
CABOT HIGH
W LOCUST
N MAIN ST
VINE ST
BALDWIN ST
N 1ST ST
N 3RD ST
W LOCUST (ASDT=4,800)
W OLIVE ST
CINEMA BLVD
N 8TH ST
N 6TH ST
N 5TH ST
SPRING ST
STATE HWY 89 (ADT=21,000)
STATE HWY 89
STATE HWY 367 (ADT=11,000)
OLD HWY 67
W MAIN ST
E MAIN ST
W ELM
W ELM ST
N ADAMS ST
W GRANT ST
N JACKSON ST
E OLIVE ST
S 1ST ST
S 8TH ST

22/33

RESOLUTION NO. 14 OF 2014

A RESOLUTION TO ADOPT A MASTER STREET PLAN FOR THE CITY OF CABOT, ARKANSAS; AND FOR OTHER PURPOSES

WHEREAS, under the provisions of A.C.A. §14-56-412, cities of the first and second class and incorporated towns in Arkansas have the power to adopt and enforce plans for the coordinated, adjusted, and harmonious development of the municipality and its environs; and

WHEREAS, the Planning Commission of Cabot, Arkansas has prepared a work program and made comprehensive studies of the present conditions and the probable future growth of the city's Planning Area Boundary; and

WHEREAS, the Planning Commission held a duly advertised public hearing on April 1, 2014 to allow public review and comment on the plan revision; and

WHEREAS, the Planning Commission has approved an amendment to the City's Comprehensive Plan consisting of a Master Street Plan which is attached hereto as Exhibit "A"; referring the same to this governing body for approval.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CABOT, ARKANSAS, THAT:

SECTION 1: The City of Cabot hereby adopts the Master Street Plan for the City of Cabot as recommended by the Cabot Planning Commission.

SECTION 2: This resolution shall be in full force and effect from and after its passage.

SPONSOR:
Referred By: Planning Commission
Passed: April 2, 2014
Vote: 6-1 (Reid Abstained)

PASSED: 7-0
DATE: 4/21/2014
APPROVED:

William A. "Bill" Cypert, Mayor

APPROVED AS TO FORM:

Jim Taylor, City Attorney

ATTEST:

Tammy Yocom, City Clerk-Treasurer

Filed
APR 16 2014
City of Cabot

-133

COPY

RESOLUTION NO. 15 OF 2014

A RESOLUTION AFFIRMATIVELY STATING TO METROPLAN AND THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD) THE CITY OF CABOT'S COMMITMENT TO PARTNERING WITH AHTD FOR THE CONSTRUCTION OF THE NORTH TERMINAL INTERCHANGE ON U.S. 67/167; THE CONSTRUCTION OF FOUR LANES ON ARKANSAS HIGHWAY 5 FROM ARKANSAS HIGHWAY 89 INTERSECTION TO MAGNESS CREEK; TO REQUEST METROPLAN TO INCLUDE SAID MAJOR PROJECTS IN METROPLAN'S 2016 – 2019 TRANSPORTATION IMPROVEMENT PLAN; AND FOR OTHER PURPOSES

WHEREAS, the City of Cabot, Arkansas has an evolving Transportation Vision and Improvement Plan defining the long term strategy for transportation and cost effective traffic management and timelines for implementing specific and recommended projects; and

WHEREAS, the City already has a partnership agreement, which is attached hereto as Exhibit "A" and incorporated herein by this reference, with the Arkansas Highway and Transportation Department for the design and construction of the North Terminal Interchange during the 2016-2019 Statewide Transportation Improvement Program period, as stated in the referenced agreement; and

WHEREAS, a plan for major improvements to a major arterial and State Highway 321 need to begin in 2014, due to the extended timeline from planning to completed project; and

WHEREAS, longer term projects are requested for consideration in the Statewide Transportation Program for 2016 to 2019; and

WHEREAS, the City of Cabot and AHTD have committed to partnership of the North Cabot Interchange Improvement Program with the AHTD and Metroplan connectivity to the new railroad overpass on SH 38, the culmination of the looping concept for the north sector of the City, and long term connectivity to the projected growth area is vital to economic development and orderly residential development; and

WHEREAS, Resolutions in support of the North Terminal Interchange have been previously adopted in 2009 by Lonoke County, the Cabot Chamber of Commerce, and the Cabot Public Schools.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CABOT, ARKANSAS THAT:

SECTION 1: The Mayor on behalf of the City submits a request to Metroplan to include in the Statewide Transportation Program for 2016 to 2019 the following project requests:

- The completion of the North Terminal Interchange.

- The widening of SH 321 from Exit 16 east to State Highway 89 from two to four lanes with a turn lane.

COPY

- US 67 / 167 from Jacksonville to Exit 16 at a minimum and ultimately the North Terminal be widened from four to six lanes with intermediate remedial pavement improvements.

- Major renovations to both Exits 16 and 19.

- And, State Highway 5 widening from two to four lanes with a median from State Highway 89 North to at least Magness Creek entrance and Elementary School.

SECTION 2: This resolution shall be in full force and effect from and after the date of its passage.

SPONSOR: Public Works Committee
Passed: To Full Council
Date: April 7, 2014

Ed Long, Committee Chairman

PASSED: 7-0
DATE: 4/21/2014
APPROVED:

William A. "Bill" Cypert, Mayor

APPROVED AS TO FORM:

Jim Taylor, City Attorney

ATTEST:

Tammy Yocom, City Clerk~Treasurer

Filed
APR 16 2014
City of Cabot

21/33

RESOLUTION NO. 21 OF 2014

A RESOLUTION TO ADOPT THE TRANSPORTATION VISION AND IMPROVEMENT PLAN FOR THE CITY OF CABOT, ARKANSAS; AND FOR OTHER PURPOSES

WHEREAS, under the provisions of A.C.A. § 14-56-412, cities of the first and second class and incorporated towns in Arkansas have the power to adopt and enforce plans for the coordinated, adjusted, and harmonious development of the municipality and its environs; and

WHEREAS, the administration of Cabot, Arkansas has made comprehensive analysis of the present roadway conditions and the probable future development of such for a transportation vision and improvement plan; and

WHEREAS, the Transportation Vision and Improvement Plan is vital to requesting and obtaining state and federal funding through MetroPlan, and working in a partnership and consensus manner with the Arkansas State Highway and Transportation Department (AHTD); and,

WHEREAS, The Transportation Vision and Improvement Plan has been reviewed by the City Council, MetroPlan, AHTD, Lonoke County Judge, Urban Planning Associates, the Planning Commission, and the Cabot Public School District; and,

WHEREAS, the Transportation Vision and Improvement Plan which is attached hereto as Exhibit "A" and incorporated herein by this reference, includes the priority project funding assistance, a project map, a timeline and a map of project locations.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CABOT, ARKANSAS, THAT:

SECTION 1: The City of Cabot hereby adopts the Transportation Vision and Improvement Plan as updated from time to time by administration.

SECTION 2: This resolution shall be in full force and effect from and after its passage.

SPONSOR:
Public Works Committee

Ed Long, Committee Chairman

PASSED: 7-0
DATE: May 19, 2014
APPROVED:

William A. "Bill" Cypert, Mayor

Filed
MAY 14 2014
City of Cabot

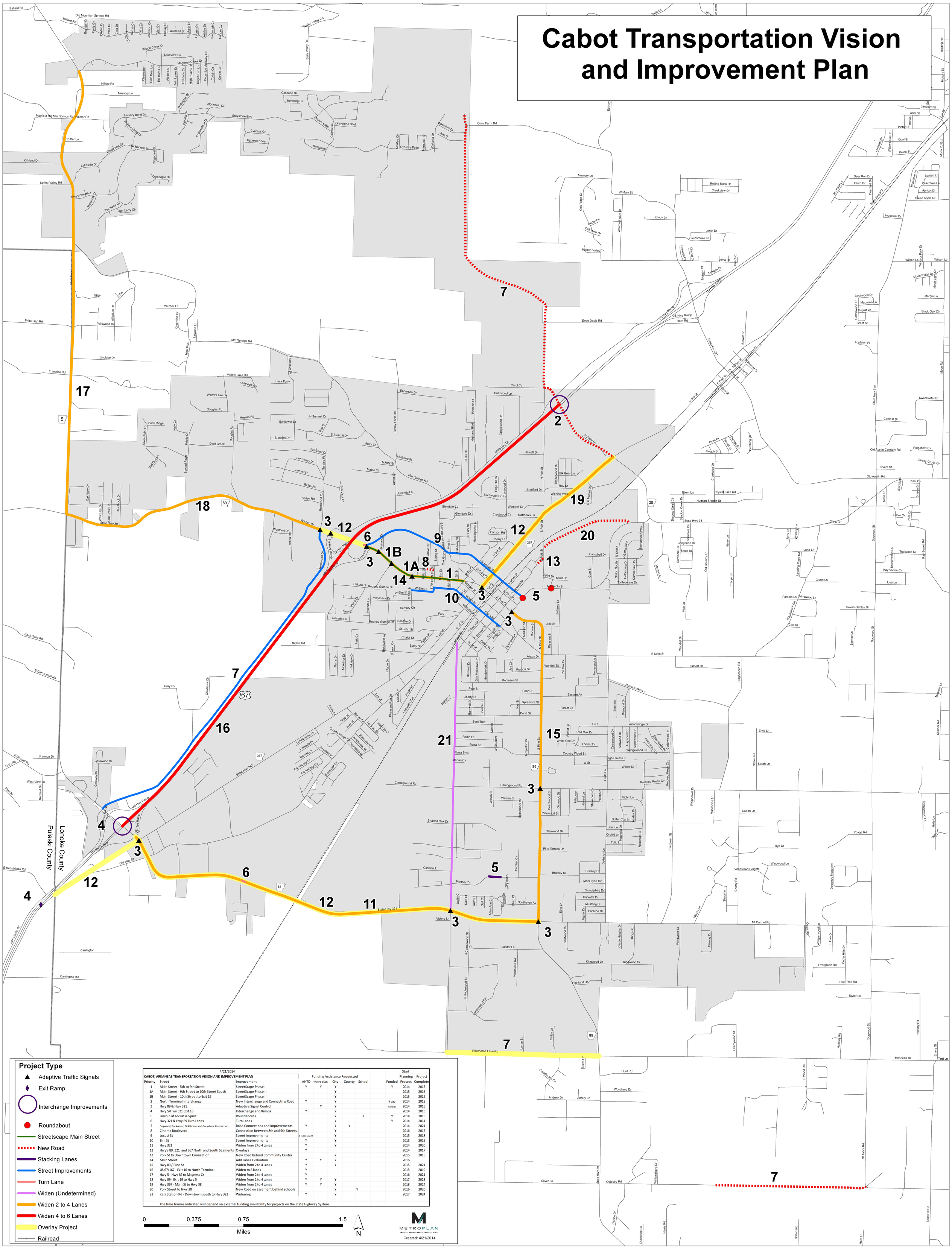
APPROVED AS TO FORM:

Jim Taylor, City Attorney

ATTEST:

Tammy Yocom, City Clerk-Treasurer

Cabot Transportation Vision and Improvement Plan



4/21/2014

CABOT, ARKANSAS TRANSPORTATION VISION AND IMPROVEMENT PLAN

			Funding Assistance Requested						Start		
Priority	Street	Improvement	AHTD	Metroplan	City	County	School	Funded	Planning Process	Project Complete
1	Main Street - 5th to 9th Street	StreetScape Phase I	Y	Y	Y			Y	2014	2015
1A	Main Street - 9th Street to 10th Street South	StreetScape Phase II			Y				2015	2016
1B	Main Street - 10th Street to Exit 19	StreetScape Phase III			Y				2015	2019
2	North Terminal Interchange	New Interchange and Connecting Road	Y		Y			Y City	2014	2018
3	Hwy 89 & Hwy 321	Adaptive Signal Control		Y	Y			Partial	2014	2015
4	Hwy 5/Hwy 321 Exit 16	Interchange and Ramps	Y		Y				2014	2018
5	Lincoln at Locust & Spirit	Roundabouts			Y		Y	Y	2014	2015
6	Hwy 321 & Hwy 89 Turn Lanes	Turn Lanes			Y			Y	2014	2014
7	Dogwood, Rockwood, Pickthorne and Greystone Connection	Road Connections and Improvements	Y		Y	Y			2014	2021
8	Cinema Boulevard	Connection between 8th and 9th Streets			Y				2016	2017
9	Locust St	Street Improvements	Y Tiger Grant		Y				2015	2018
10	Elm St	Street Improvements	Y		Y				2015	2016
11	Hwy 321	Widen from 2 to 4 Lanes	Y		Y				2014	2020
12	Hwy's 89, 321, and 367 North and South 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	
15	Hwy 89 / Pine St	Widen from 2 to 4 Lanes	Y		Y				2015	2021
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	2021
18	Hwy 89 - Exit 19 to Hwy 5	Widen from 2 to 4 Lanes	Y	Y	Y				2017	2023
19	Hwy 367 - Main St to Hwy 38	Widen from 2 to 4 Lanes	Y	Y	Y				2018	2024
20	Polk Street to Hwy 38	New Road on Easement behind schools			Y		Y		2016	2020
21	Kerr Station Rd - Downtown south to Hwy 321	Widening	Y		Y				2017	2024

The time frames indicated will depend on external funding availability for projects on the State Highway System.