

# **PUBLIC WORKS PROJECTS OVERVIEW**

**CITIZENS' BOND COMMITTEE MEETING #3  
SEPTEMBER 1, 2022**



**WELCOME**  
**Ethan McDaniel**  
**Committee Chair**



**PUBLIC  
COMMENTS**



# PREVIOUS MEETING FOLLOW-UP

- **Parks Density and Development Map**
- **Parks Prioritization by Project Category**



# ARLINGTON MWBE POLICY FOR ALL PROJECTS

- Policy established in 2021 as a result of the 2020 Disparity Study for the City of Arlington
- Implemented and Monitored by the City's Office of Business Diversity and Purchasing Division
- Applies to all City-funded projects
- MWBE Utilization Goals are established for each project based on the business availability, nature of the contract, City's past experience with similar contracts, price competitiveness, subcontracting opportunities, and other relevant factors
- The City has an aspirational annual MWBE goal of 30% of all expenditure contracts for total dollars spent annually, including all bond-funded capital projects

# ARLINGTON POLICIES FOR ALL PROJECTS

- All Capital Projects are subject to the most recent codes, ordinances, and best practices at the time of construction. This includes:
  - Federal Requirements
  - State Requirements
  - Local Codes and Ordinances
  - Permits and Inspections

# BOND PROJECT COST ESCALATION

- Project Costs presented to the Committee represent a 4-year, 7% annual increase to account for increase in construction costs
- This approach ensures that the projects that occur in Year 4 of the Bond Program are not under-funded
- The application of the escalation factor results in cost estimates that appear quite specific/not rounded. The original base project estimates are largely in whole dollar numbers.



# PUBLIC WORKS DEPARTMENT OVERVIEW

CITIZENS' BOND COMMITTEE MEETING

SEPTEMBER 1, 2022





# CITY OF ARLINGTON PUBLIC WORKS DEPARTMENT



**Accredited by American Public Works Association in 2010**

**3<sup>rd</sup> Accredited Agency in Texas**

**60<sup>th</sup> Accredited Agency Nationwide**

**Successfully completed third reaccreditation evaluation July 2022**

# WHAT WE PROVIDE

Roadway Capital Improvements

Traffic Engineering and Operation

Stormwater Management

Infrastructure Maintenance



# CITY ASSETS

2,979 Lane Miles of Pavement

366 Signalized Intersections

23,015 Streetlights

43,656 Signs

956 Miles of Pavement Markings



# CITY ASSETS



186,330 Linear Feet of Concrete Channels

105,726 Linear Feet of Flumes

42,099 Linear Feet of Box and Pipe Culverts

12,246 Curb Inlets

# HOW WE PROVIDE IT



**184 Full-time; 96 Part-time Employees**



**\$28.5M Street Bond Funds**



**\$38M Stormwater Utility Funds**



**\$31M Street and Traffic Maintenance**

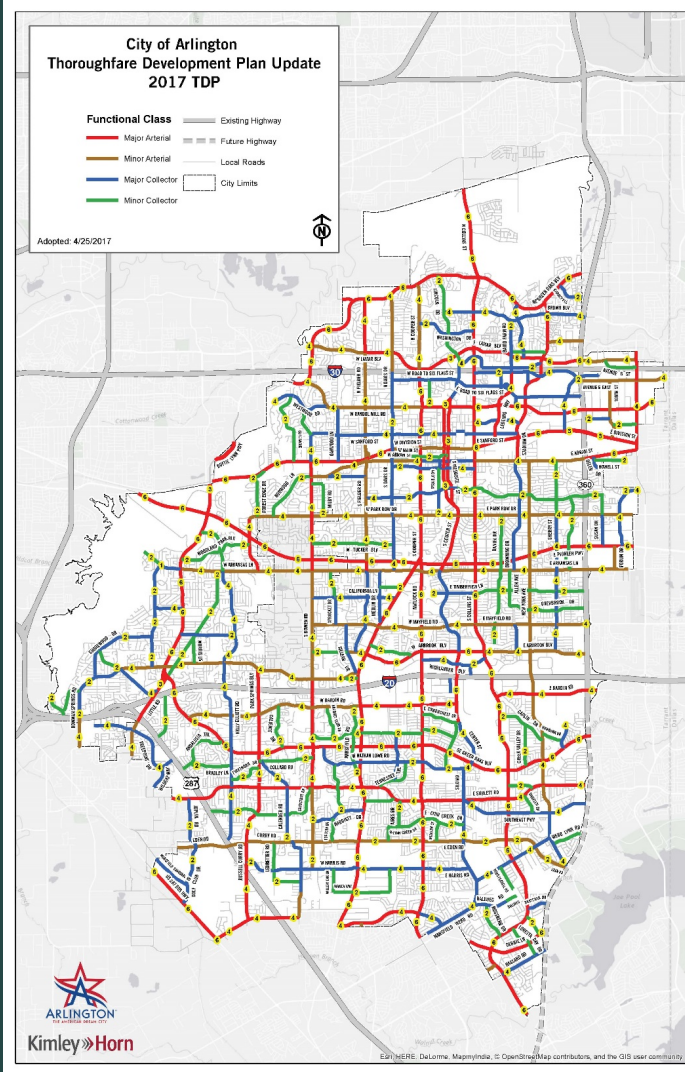


# CITY OF ARLINGTON STREET NETWORK

2,979 LANE-MILES EXISTING

- 1,802 LANE-MILES OF RESIDENTIAL STREETS
- 1,177 LANE-MILES OF COLLECTOR AND ARTERIAL STREETS

214 LANE-MILES TO BE  
CONSTRUCTED TO COMPLETE THE  
THOROUGHFARE DEVELOPMENT  
PLAN





# FINANCIAL RESOURCES FOR STREETS

**STREET MAINTENANCE  
SALES TAX**

**GENERAL OBLIGATION  
BONDS**

**STREET  
MAINTENANCE  
GENERAL FUND**

**COST SHARING  
WITH WATER UTILITIES**

**COMMUNITY  
DEVELOPMENT  
BLOCK GRANT  
FUNDING**

**TARRANT COUNTY**

**ROADWAY  
IMPACT  
FEES**

# MAINTENANCE AND RECONSTRUCTION COSTS



## 1/4 CENT SALES TAX / GENERAL FUND

<u>MAINTENANCE</u>	<u>COST</u>
• CRACK SEAL	\$256,000 / YR
• CONCRETE PANEL	\$592,000 / LM
• MILL AND OVERLAY	\$143,000 / LM
• RECLAMATION	\$433,000 / LM

AVERAGE ANNUAL TOTAL \$15 - \$18 MILLION

## GENERAL OBLIGATION BONDS

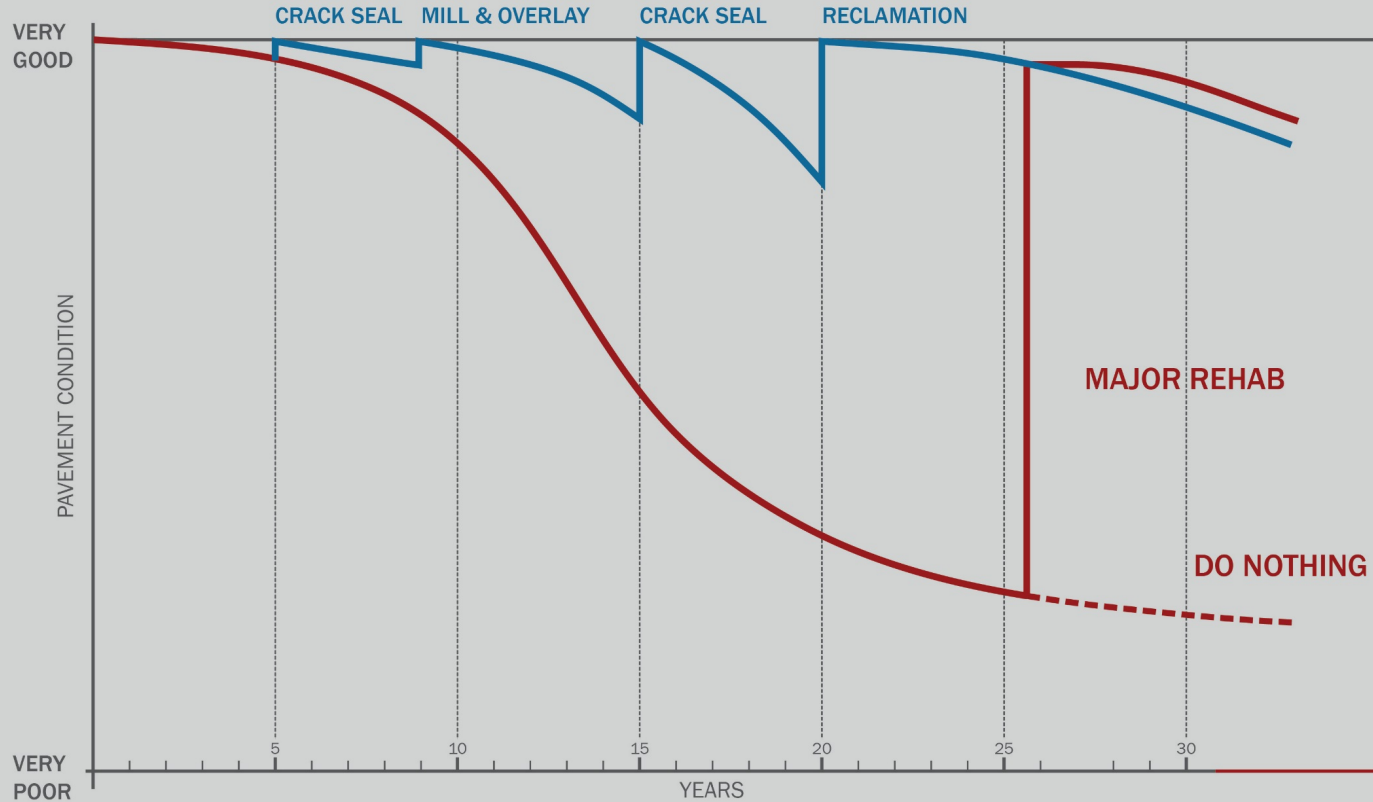
<u>RECONSTRUCTION</u>	<u>COST PER LANE MILE</u>
• REBUILD CONCRETE RESIDENTIAL	\$1,770,000
• REBUILD CONCRETE ARTERIAL	\$2,600,000

AVERAGE ANNUAL TOTAL \$27 - \$38 MILLION





# LIFE CYCLE OF A STREET



# CURRENT STREET MAINTENANCE PROGRAM



QUARTER-CENT STREET MAINTENANCE SALES TAX  
APPROVED BY VOTERS: 2002, 2006, 2010, 2014 AND 2018.  
PRIOR TO 2018, SALES TAX WAS APPROVED EVERY 4 YEARS

NEXT RENEWAL : MAY 2026  
SALES TAX WILL NEED TO BE APPROVED EVERY 8 YEARS AFTER 2018.

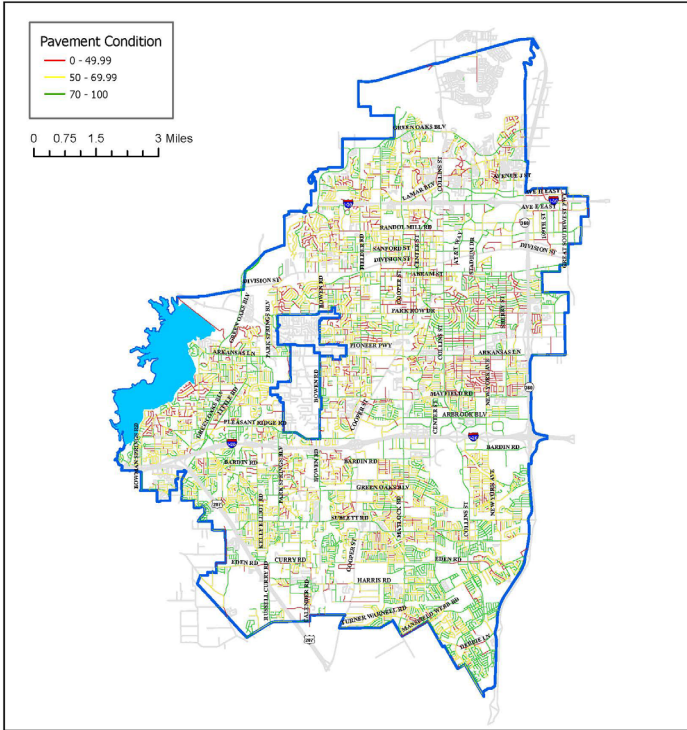
## BEGINNING 2005: CITYWIDE STREET CONDITION ASSESSMENT

- ASSESSMENT PROVIDED CONDITION BASELINE
- 1/3 OF CITY STREETS RESURVEYED EACH YEAR TO UPDATE RATING
- PROCESS GUIDES “WORST FIRST” APPROACH TO STREET MAINTENANCE

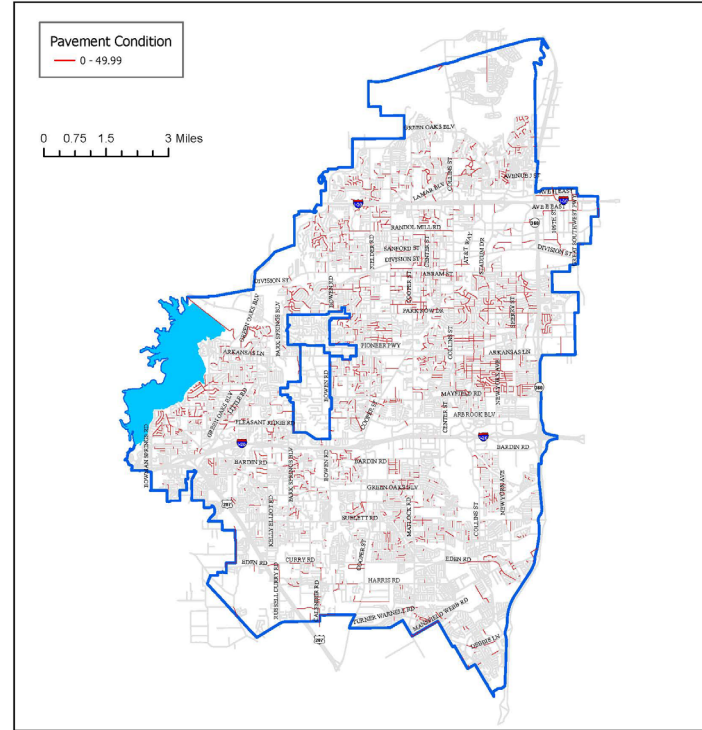


# STREET CONDITION MAPS

## 2022 STREET CONDITION MAP OVERALL CONDITION INDEX (OCI)



## 2022 STREET CONDITION MAP OVERALL CONDITION INDEX (OCI)





# CURRENT OVERALL STREET CONDITIONS

**CITY-OWNED STREETS ONLY  
(DOES NOT INCLUDE TXDOT OR PRIVATE STREETS)**

<b>STREET TYPE</b>	<b>0-49.99</b>	<b>50-69.99</b>	<b>70-100</b>	<b>CONDITION SCORE</b>
<b>RESIDENTIAL</b>	<b>332</b>	<b>843</b>	<b>627</b>	<b>63</b>
<b>TDP</b>	<b>105</b>	<b>387</b>	<b>670</b>	<b>65</b>

**437 LANE MILES (15%) OF STREETS SCORE LESS THAN 50**

**NEW CONSTRUCTION / REBUILDS FUNDED THROUGH GENERAL  
OBLIGATION BONDS**

**MAINTENANCE FUNDED THROUGH STREET SALES TAX / GENERAL FUND**



# STREET CONDITION RATING SYSTEM

CONDITION RATING	PAVEMENT TYPE	RECOMMENDED ACTION
0 - 49.99	ASPHALT	REBUILD
50 - 64.99	ASPHALT	RECLAMATION
65 - 79.99	ASPHALT	MILL & OVERLAY
80 - 89.99	ASPHALT	CRACK SEAL
90 - 100	ASPHALT	NO ACTION NECESSARY
0 - 49.99	CONCRETE	REBUILD
50 - 69.99	CONCRETE	10% SLAB REPLACEMENT
70 - 89.99	CONCRETE	SLAB MAINTENANCE
90 - 100	CONCRETE	NO ACTION NECESSARY



# TYPICAL PROJECT LIFECYCLE



# BASIC COST ASSUMPTIONS

\* DOES NOT INCLUDE WATER/SANITARY SEWER RELOCATIONS OR RENEWALS



CONSTRUCTION  
W/CONTINGENCY

2-LANE UNDIVIDED -	\$850/LINEAR FOOT
3-LANE UNDIVIDED -	\$1,700/LINEAR FOOT
4-LANE UNDIVIDED -	\$2,250/LINEAR FOOT
5-LANE UNDIVIDED -	\$2,800/LINEAR FOOT
4-LANE DIVIDED -	\$1,750/LINEAR FOOT
6-LANE DIVIDED -	\$2,600/LINEAR FOOT



RIGHT-OF-WAY

RESIDENTIAL AND COMMERCIAL PROPERTY:  
COST DETERMINED ON CASE-BY-CASE BASIS  
INCLUSIVE OF LOCATION, TIME, AREA, AND  
ACQUISITION.



INFLATION

7% PER YEAR FOR 4 YEARS



DESIGN

BASED ON PERCENTAGE OF  
CONSTRUCTION, USUALLY 10% TO 15%



LABOR

5% OF DESIGN, RIGHT-OF-WAY,  
AND CONSTRUCTION COSTS

ENGINEERS, INSPECTORS, REAL  
ESTATE AGENTS



# STAFF PRIORITIZATION CONSIDERATIONS

## CAPACITY IMPROVEMENTS NEW CONSTRUCTION /

### ADDING LANES FOR CAPACITY:

- LEVEL OF SERVICE (LOS)
- CONGESTION MITIGATION
- THOROUGHFARE DEVELOPMENT PLAN
- SAFETY

### ROADWAY (COLLECTOR-ARTERIAL) REBUILDS:

- OVERALL CONDITION RATING (OCI)
- CITY UTILITIES CONDITION
  - RWD (ROAD/WATER/DRAINAGE) COORDINATES PROJECTS WHERE CONDITIONS AND WORK ORDERS ON WATER, SANITARY SEWER, AND DRAINAGE PIPE MAY INDICATE THE NEED TO BE REPLACED ALSO.

### RESIDENTIAL REBUILDS:

- OVERALL CONDITION RATING (OCI)
- CITY UTILITIES CONDITION (RWD)
- NEIGHBORHOOD GROUPINGS / IMPACT ONCE

### INTERSECTION IMPROVEMENTS:

- LEVEL OF SERVICE (LOS)
- CONGESTION MITIGATION
- SAFETY (TRAFFIC AND PEDESTRIAN)
- SIGNAL OPERATIONS





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## RANDOL MILL ROAD (COOPER STREET TO COLLINS STREET)

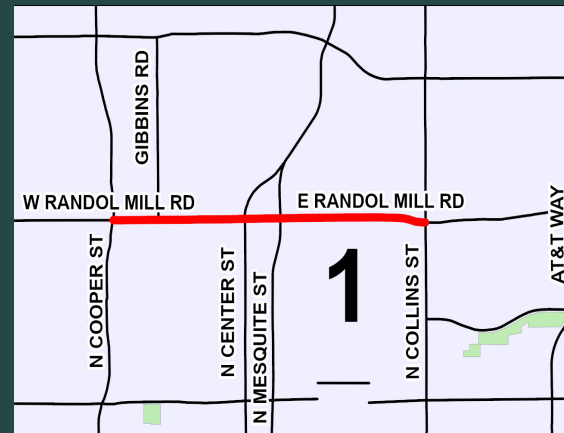
### PROJECT DESCRIPTION:

- WIDEN TO 6-LANE ROAD AND RECONSTRUCT EXISTING 4 LANES WITH CURB AND GUTTER
- STORM DRAINAGE
- SIDEWALKS / STREETLIGHTS / TRAFFIC SIGNALS
- LANDSCAPING
- PROJECT LENGTH = 1.0 MILE

TOTAL COST: \$41,038,941 (D, R, C)

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY, REDUCES CONGESTION AND ENHANCES SAFETY FOR THIS REGIONAL CORRIDOR.
- ROADWAY ALSO NEEDS FULL REBUILD WITH CURRENT OCI = 43 'RED STREET'
- IMPROVEMENTS TO MITIGATE FLOODING AT THE INTERSECTION OF RANDOL MILL ROAD AND COLLINS STREET IDENTIFIED IN THE STORMWATER COMPREHENSIVE PLAN
- COMPLETES THOROUGHFARE DEVELOPMENT PLAN
- AVERAGE DAILY TRAFFIC (ADT) = 16,058 (2019)
- PROJECTED AVERAGE DAILY TRAFFIC (ADT) = 33,000 VPD (2040)
- TRAFFIC DEMAND WILL EXCEED CAPACITY IF NOT WIDENED
- SUBSTANTIALLY IMPROVES VOLUME/CAPACITY RATIO AND LEVEL OF SERVICE (LOS)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

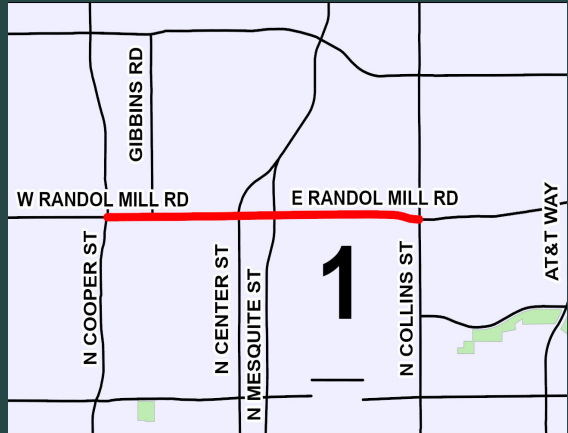
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## RANDOL MILL ROAD (COOPER STREET TO COLLINS STREET)



# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

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ANNUAL PROGRAMS

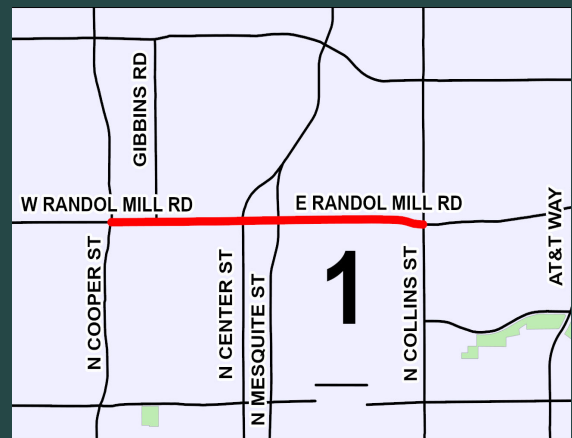
**HIGH PRIORITY**

## RANDOL MILL ROAD (COOPER STREET TO COLLINS STREET)

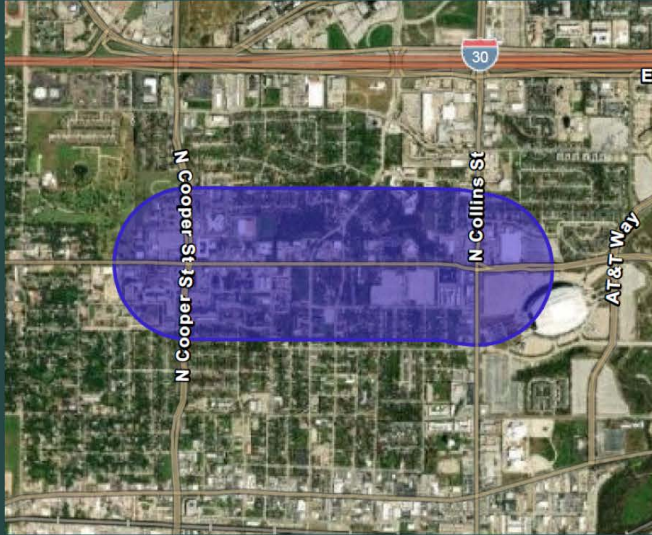


**Functional Class**

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector



# Randol Mill (Cooper Street to Collins Street)



**Area (1/4 mile buffer): 0.67 square miles**

**Total Population: 3,592**

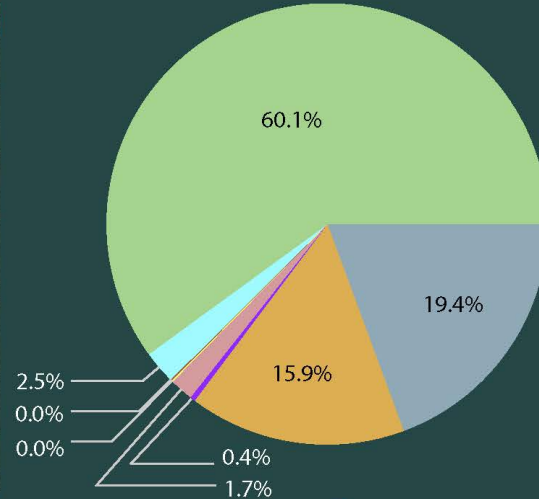
**Percentage Male: 52.1%**

**Percentage Female: 47.9%**

**Median Income (2020): \$33,674**

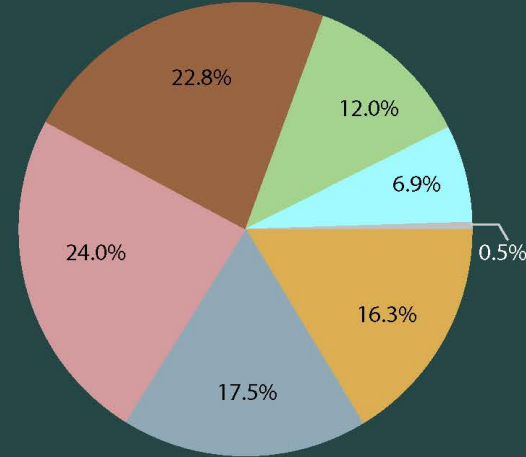
**Percent of Population Below Poverty Level: 34.5%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Other
- Hispanic or Latino
- Native Hawaiian
- Two or More

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## S. COLLINS STREET (S. WEBB FERRELL ROAD TO DEBBIE LANE)

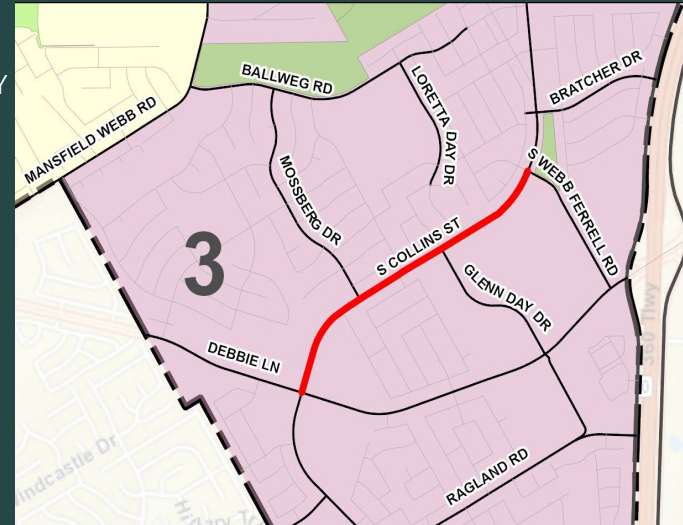
### PROJECT DESCRIPTION:

- WIDEN TO 4-LANES DIVIDED ROADWAY WITH CURB & GUTTER
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / TRAFFIC SIGNALS
- PROJECT LENGTH = 0.9 MILES

TOTAL COST: \$37,351,163 (D, R, C)

### PROJECT JUSTIFICATION:

- INCREASES MOBILITY, IMPROVES CONNECTIVITY AND REDUCES CONGESTION.
- NEEDS WIDENING TO KEEP UP WITH THE GROWTH
- COMPLETES THOROUGHFARE DEVELOPMENT PLAN
- PROJECTED AVERAGE DAILY TRAFFIC (ADT) = 19,000 VPD (2040)
- SUBSTANTIALLY IMPROVES VOLUME/CAPACITY RATIO AND LEVEL OF SERVICE (LOS)





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

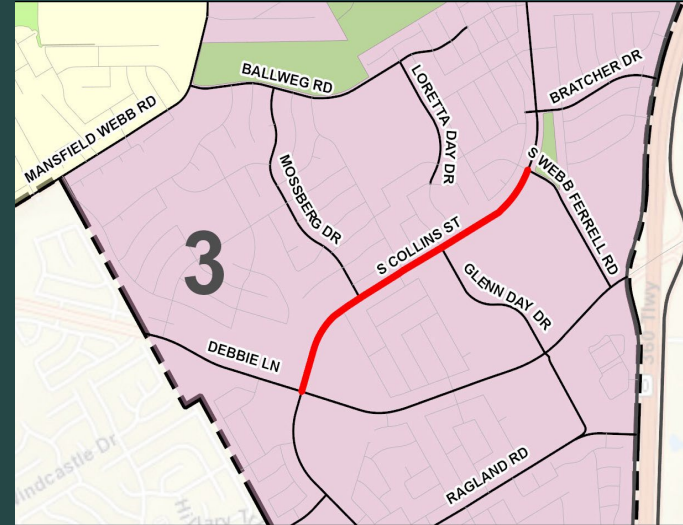
INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## S. COLLINS STREET (S. WEBB FERRELL ROAD TO DEBBIE LANE)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

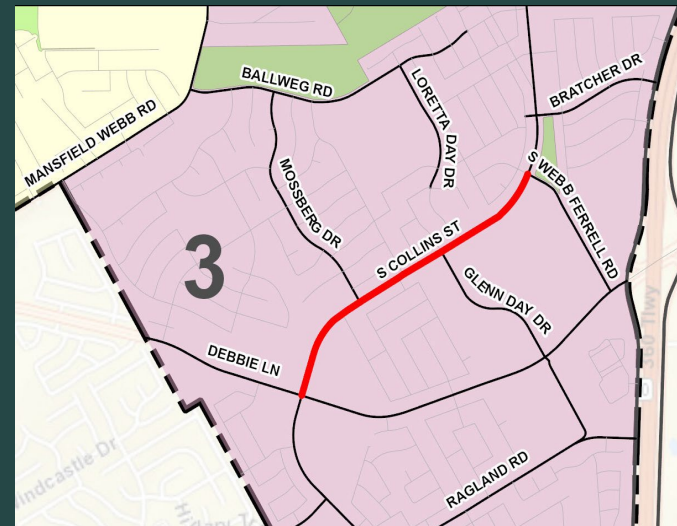
INTERSECTIONS

TRAFFIC





ANNUAL PROGRAMS

HIGH PRIORITY

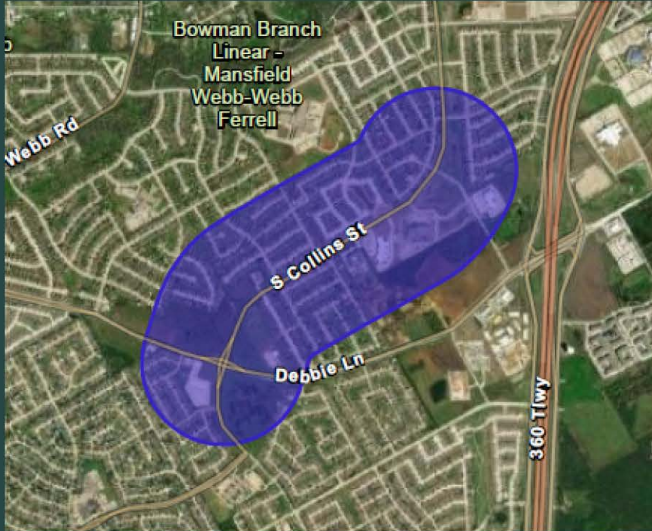
## S. COLLINS STREET (S. WEBB FERRELL ROAD TO DEBBIE LANE)



### Functional Class

-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector

# S Collins Street (S Webb Ferrell Road to Debbie Lane)



**Area (1/4 mile buffer): 0.66 square miles**

**Total Population: 3,264**

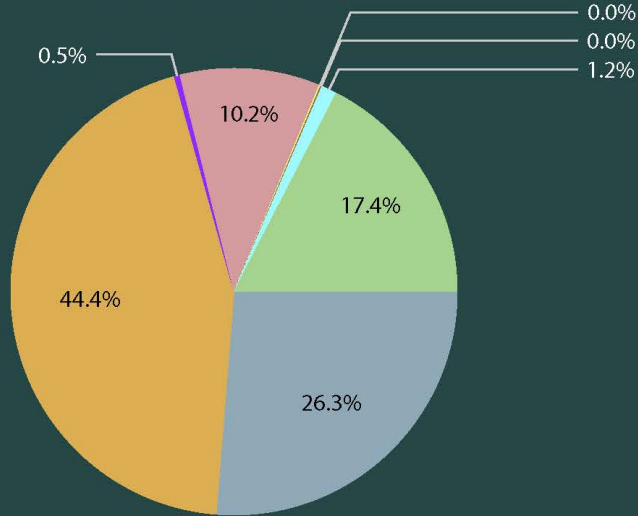
**Percentage Male: 45.4%**

**Percentage Female: 54.6%**

**Median Income (2020): \$87,640**

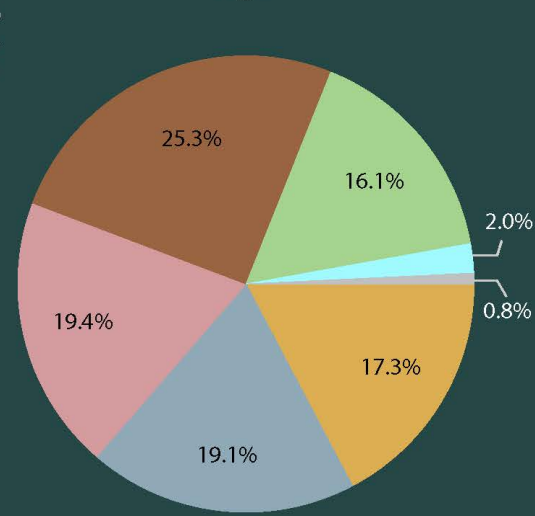
**Percent of Population Below Poverty Level: 7.4%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Native Hawaiian
- Other
- Two or More
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

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PROGRAMS

HIGH  
PRIORITY

## MANSFIELD WEBB ROAD (S. COLLINS STREET TO NEW YORK AVENUE)

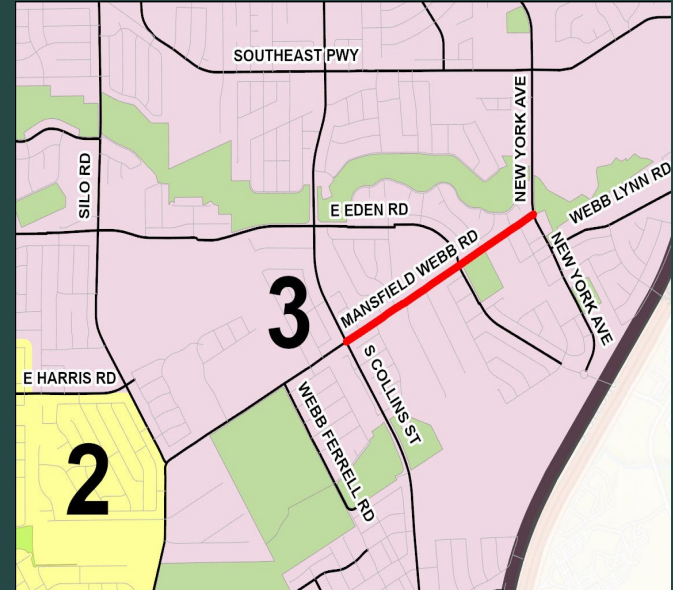
### PROJECT DESCRIPTION:

- WIDEN TO 4-LANES UNDIVIDED ROADWAY WITH CURB & GUTTER
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / TRAFFIC SIGNALS / SIGNAGE
- PROJECT LENGTH = 0.8 MILES

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY AND REDUCES CONGESTION WITH THE RECENT ROADWAY PROJECTS WITHIN THIS AREA
- COMPLETES THOROUGHFARE DEVELOPMENT PLAN
- PROJECTED AVERAGE DAILY TRAFFIC (ADT) = 24,000 VPD (2040)
- SUBSTANTIALLY IMPROVES VOLUME/CAPACITY RATIO AND LEVEL OF SERVICE (LOS)

TOTAL COST: \$31,299,849 (D, R, C)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

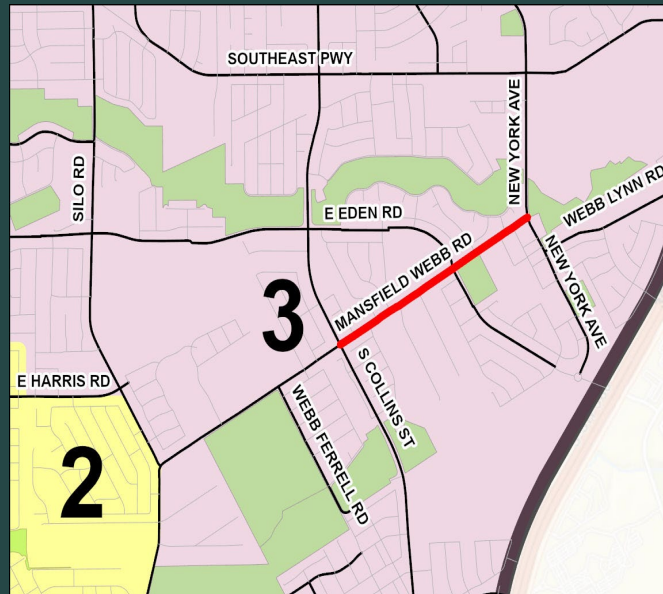
INTERSECTIONS

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HIGH PRIORITY

## MANSFIELD WEBB ROAD (S. COLLINS STREET TO NEW YORK AVENUE)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC





ANNUAL PROGRAMS

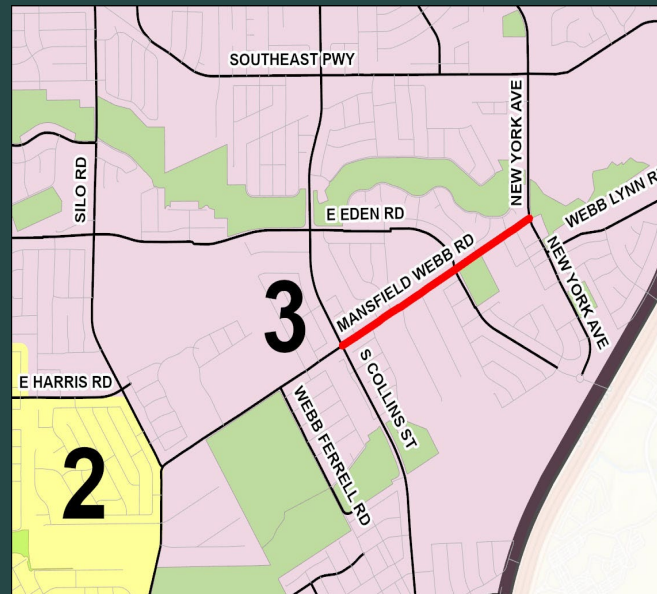
HIGH PRIORITY

## MANSFIELD WEBB ROAD (S. COLLINS STREET TO NEW YORK AVENUE)



### Functional Class

-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector



## 3.2 Mansfield Webb Road Expansion (New York Avenue to S. Collins Street)

- » Build out Mansfield Webb Road from New York Avenue to Silo Road as shown on the Thoroughfare Development Plan
- » Install planned bike lane from New York Avenue to S. Silo Road as shown in the Hike and Bike Master Plan



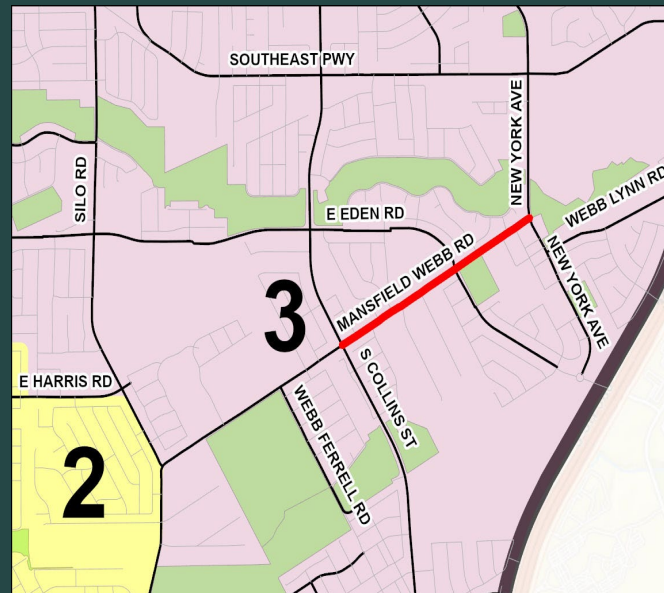
### Adopted Policy Alignment

Comprehensive Plan Link: Maintain a roadway system that provides efficient access to all the parts of the City (pg. 80)

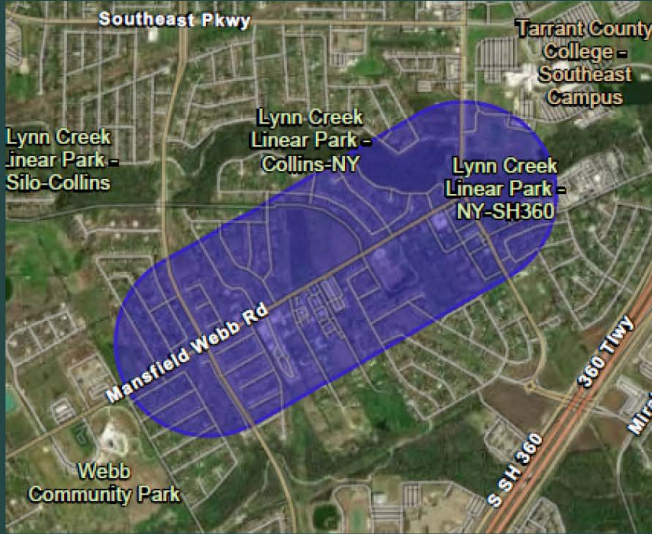
Lake Port Meadows Neighborhood Plan Link: Construct bike lanes or side paths along the section of Eden Road through Lake Port Meadows, providing a connection to the proposed bike lanes and sidewalk on Mansfield Webb Road.

Thoroughfare Development Plan Link: Mansfield Webb Road is planned as a four-lane major collector.

## MANSFIELD WEBB ROAD (S. COLLINS STREET TO NEW YORK AVENUE)

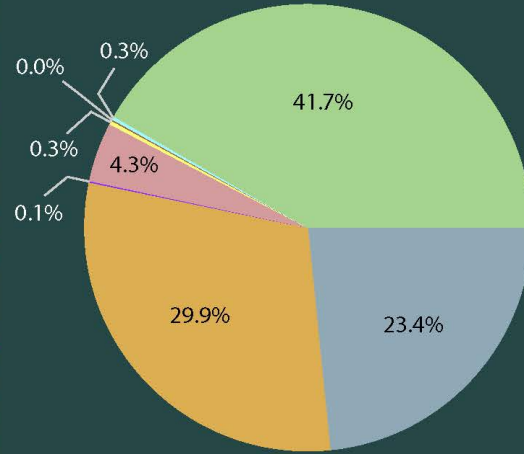


# Mansfield Webb Road (S Collins Street to New York Avenue)



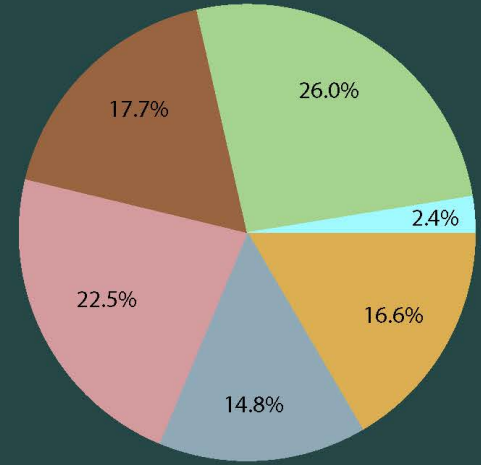
**Area (1/4 mile buffer): 0.6 square miles**  
**Total Population: 2,677**  
**Percentage Male: 46.8%**  
**Percentage Female: 53.2%**  
**Median Income (2020): \$70,677**  
**Percent of Population Below Poverty Level: 8.1%**

Race and Ethnicity



- White
- Black
- American Indian
- Native Hawaiian
- Asian
- Other
- Two or More
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84



# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

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ANNUAL PROGRAMS

MEDIUM PRIORITY

## HARRIS ROAD (S. COOPER STREET TO MATLOCK ROAD)

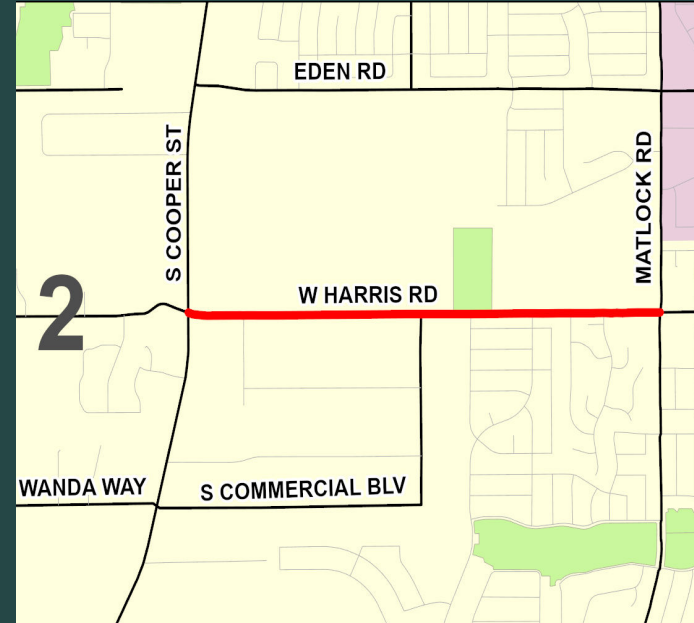
### PROJECT DESCRIPTION:

- WIDEN TO 4-LANE UNDIVIDED CONCRETE ROADWAY WITH CURB & GUTTER
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / TRAFFIC SIGNALS / SIGNAGE
- PROJECT LENGTH = 1.2 MILES

TOTAL COST: \$47,501,042 (D, R, C)

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY AND REDUCES CONGESTION WITH THE RECENT ROADWAY PROJECTS WITHIN THIS AREA
- COMPLETES THOROUGHFARE DEVELOPMENT PLAN
- AVERAGE DAILY TRAFFIC (ADT) = 10,000 VPD (2019)
- PROJECTED AVERAGE DAILY TRAFFIC (ADT) = 19,000 VPD (2040)
- SUBSTANTIALLY IMPROVES VOLUME/CAPACITY RATIO AND LEVEL OF SERVICE (LOS)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

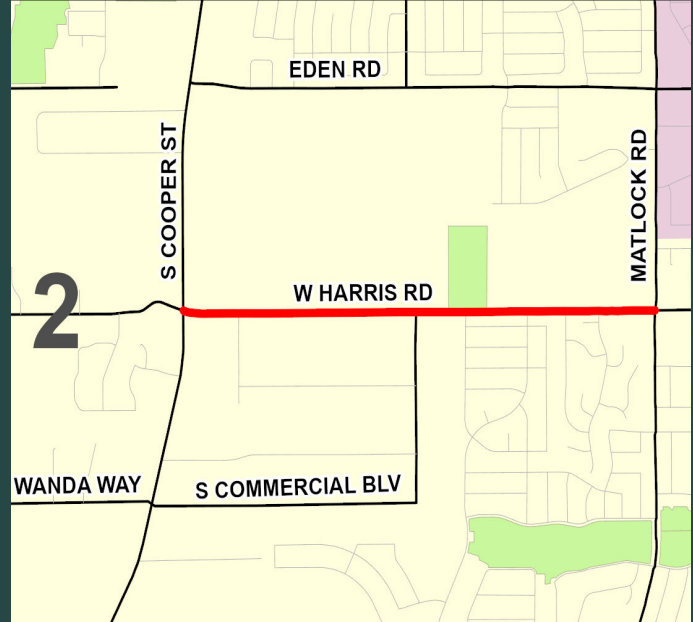
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

MEDIUM PRIORITY

## HARRIS ROAD (S. COOPER STREET TO MATLOCK ROAD)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

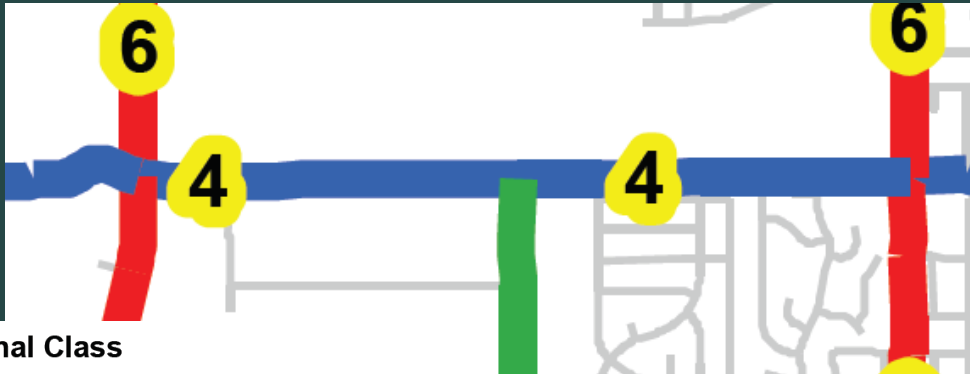
INTERSECTIONS

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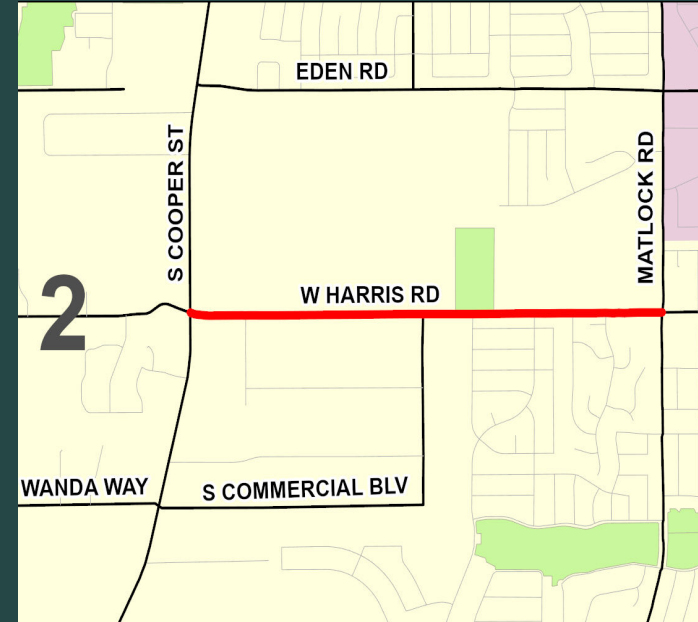
MEDIUM PRIORITY

## HARRIS ROAD (S. COOPER STREET TO MATLOCK ROAD)



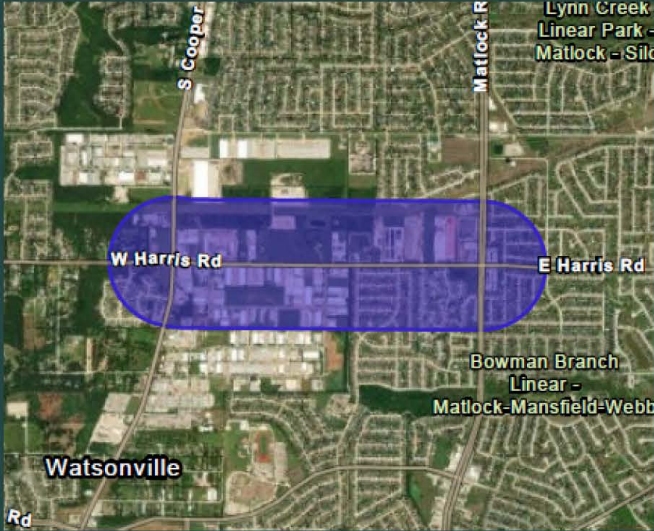
### Functional Class

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector



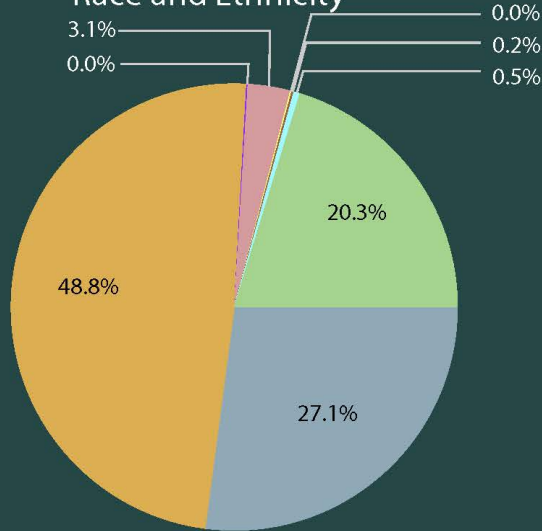


# Harris Road (S Cooper Street to Matlock Road)



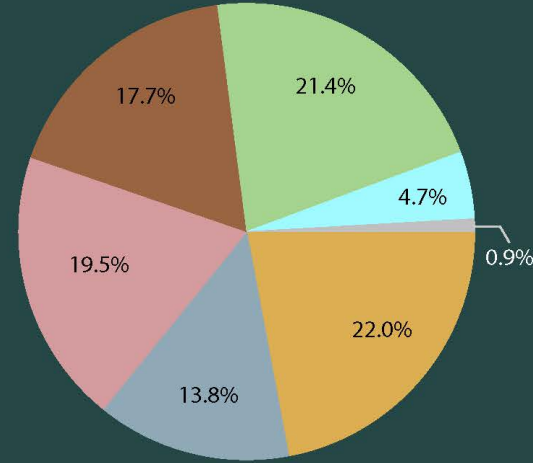
**Area (1/4 mile buffer): 0.8 square miles**  
**Total Population: 3,762**  
**Percentage Male: 50.4%**  
**Percentage Female: 49.6%**  
**Median Income (2020): \$75,922**  
**Percent of Population Below Poverty Level: 5.1%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Native Hawaiian
- Other
- Two or More
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## PARK ROW DRIVE (NEW YORK AVENUE TO SH 360)

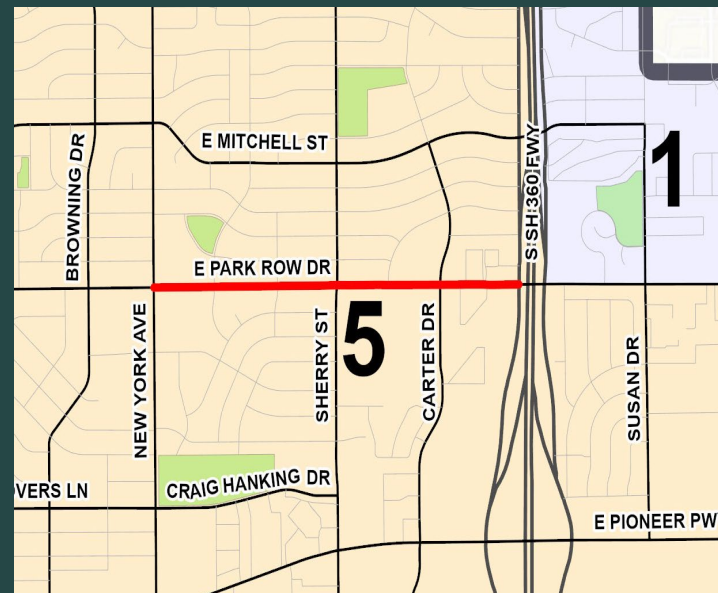
### PROJECT DESCRIPTION:

- RECONSTRUCTION OF PARK ROW DRIVE TO A 4-LANE UNDIVIDED CONCRETE ROADWAY WITH A CENTER TURN LANE
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / SIGNAGE
- PROJECT LENGTH = 1.0 MILE

TOTAL COST: \$42,999,009

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY, IMPROVES CONNECTIVITY AND ENHANCES SAFETY
- ROADWAY ALSO NEEDS FULL REBUILD WITH CURRENT OCI = 33 'RED STREET'
- IMPROVEMENTS TO MITIGATE FLOODING AT THE INTERSECTION OF PARK ROW AND SH 360 IDENTIFIED IN THE STORMWATER COMPREHENSIVE PLAN
- AVERAGE DAILY TRAFFIC (ADT) = 20,658 VPD (2019)
- PROJECTED AVERAGE DAILY TRAFFIC (ADT) = 35,000 VPD
- SUBSTANTIALLY IMPROVES VOLUME/CAPACITY RATIO AND LEVEL OF SERVICE (LOS)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

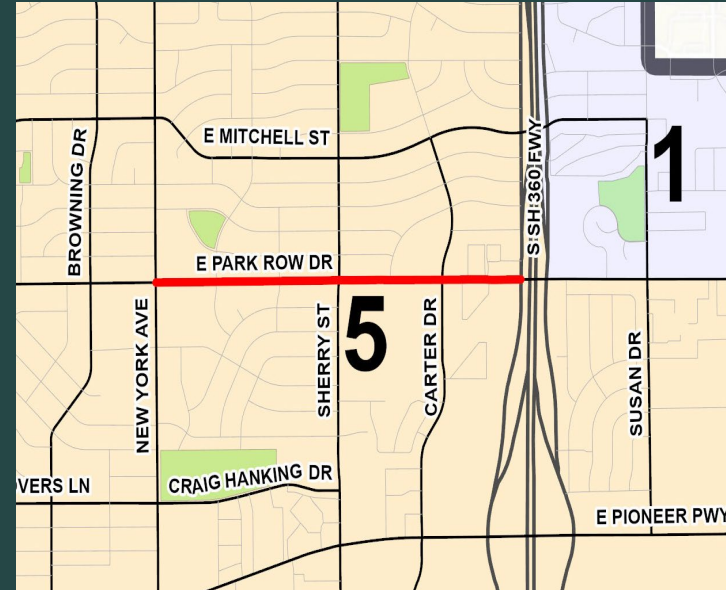
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## PARK ROW DRIVE (NEW YORK AVENUE TO SH 360)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

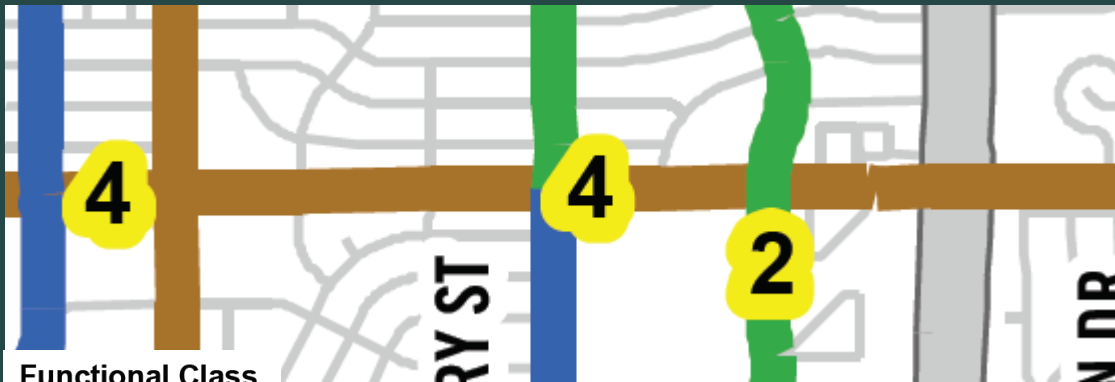
INTERSECTIONS

TRAFFIC





ANNUAL PROGRAMS

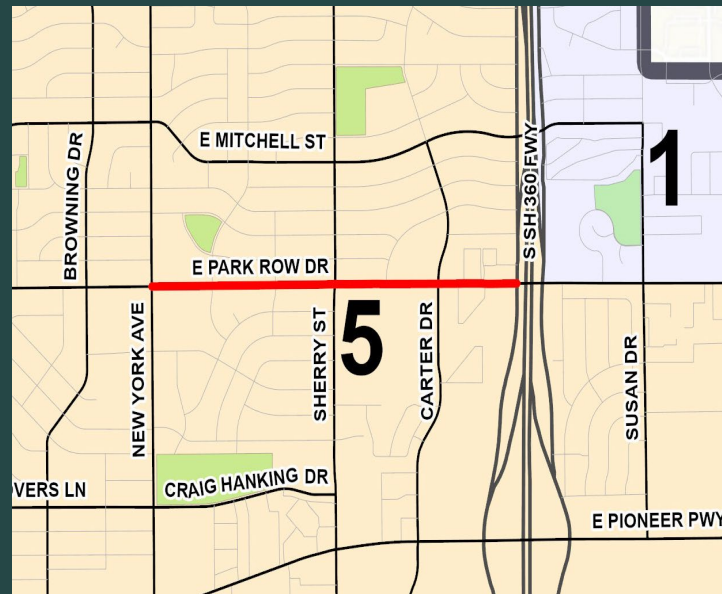
HIGH PRIORITY

## PARK ROW DRIVE (NEW YORK AVENUE TO SH 360)

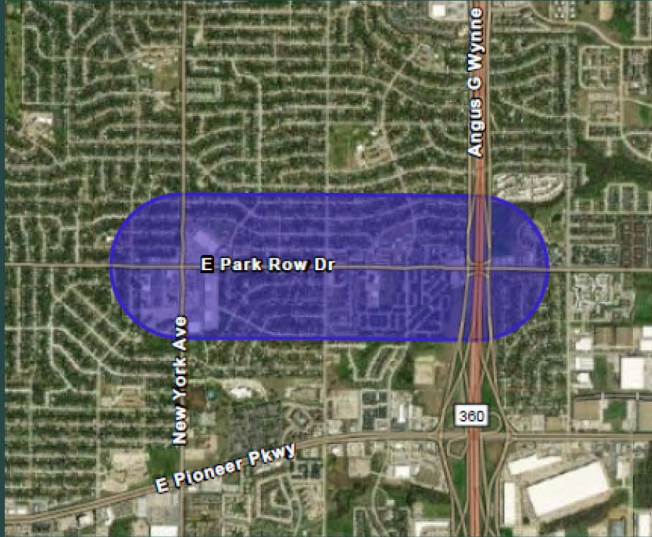


### Functional Class

-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector

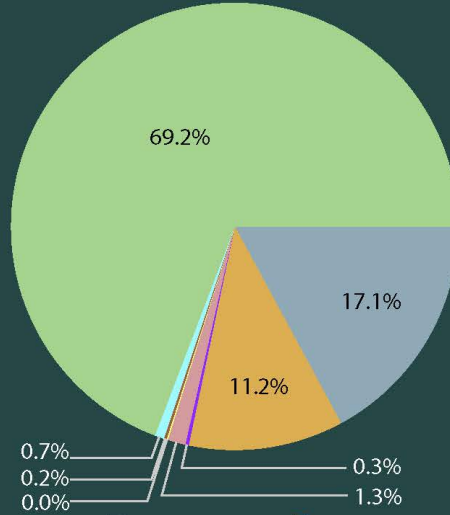


# Park Row Drive (New York Avenue to SH 360)



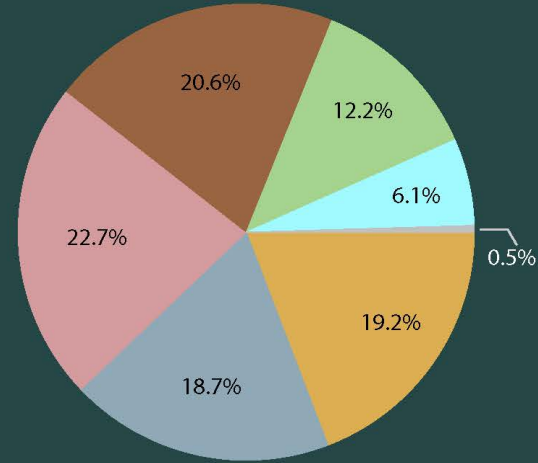
**Area (1/4 mile buffer): 0.71 square miles**  
**Total Population: 5,685**  
**Percentage Male: 48.9%**  
**Percentage Female: 51.1%**  
**Median Income (2020): \$46,769**  
**Percent of Population Below Poverty Level: 23.0%**

Race and Ethnicity



- White
- Black
- American Indian
- Native Hawaiian
- Asian
- Two or More
- Other
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## SHERRY STREET (PARK ROW DRIVE TO PIONEER PARKWAY)

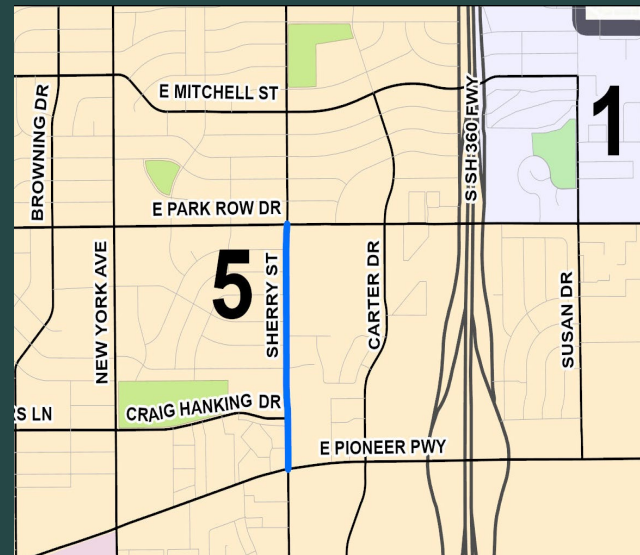
### PROJECT DESCRIPTION:

- RECONSTRUCTION OF SHERRY STREET TO 2-LANE UNDIVIDED CONCRETE ROADWAY
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / SIGNAGE / TRAFFIC SIGNALS
- PROJECT LENGTH = 0.6 MILES

### PROJECT JUSTIFICATION:

- DRAINAGE IMPROVEMENTS INCLUDE EXPANSION OF A BOX CULVERT IN ACCORDANCE WITH THE COTTONWOOD CREEK WATERSHED FLOOD PROTECTION PLAN
- ADDRESS SIDEWALK REQUESTS AND SAFE ROUTE TO SCHOOL REQUESTS
- IMPROVES MOBILITY AND ENHANCES SAFETY
- IMPROVES SUBSTANTIALLY EXISTING ROADWAY CONDITIONS WITH CURRENT OCI = 23 'RED STREET'

TOTAL COST: \$24,154,153 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

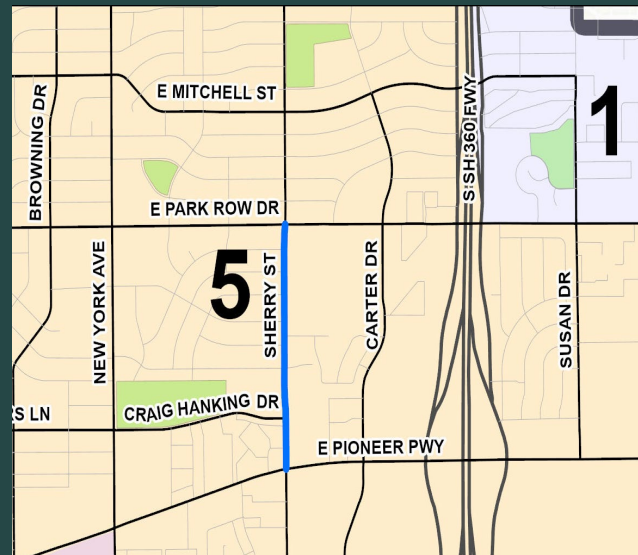
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## SHERRY STREET (PARK ROW DRIVE TO PIONEER PARKWAY)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

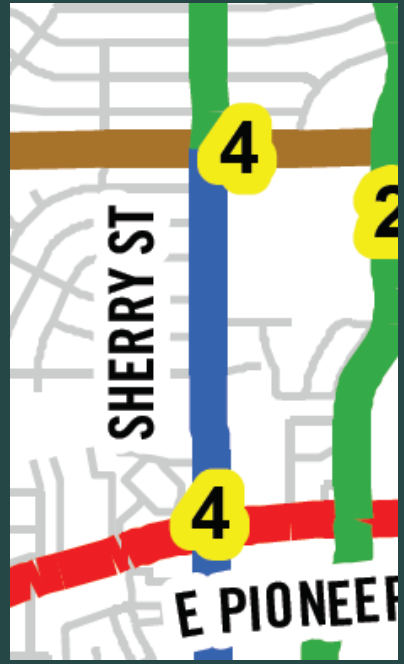
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

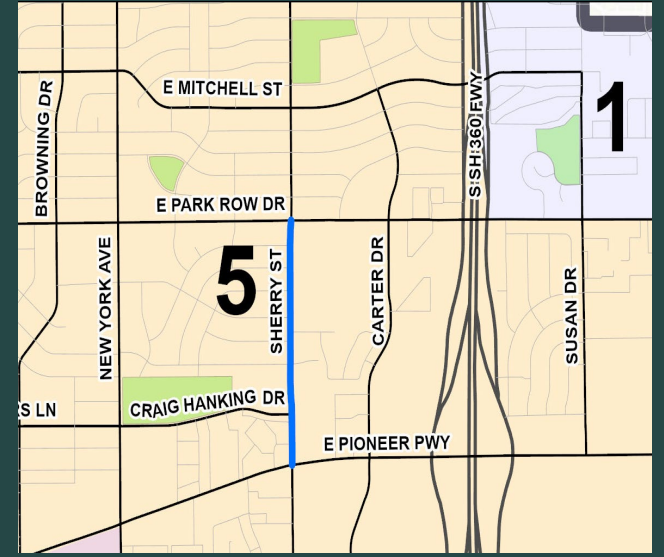
HIGH PRIORITY

## SHERRY STREET (PARK ROW DRIVE TO PIONEER PARKWAY)



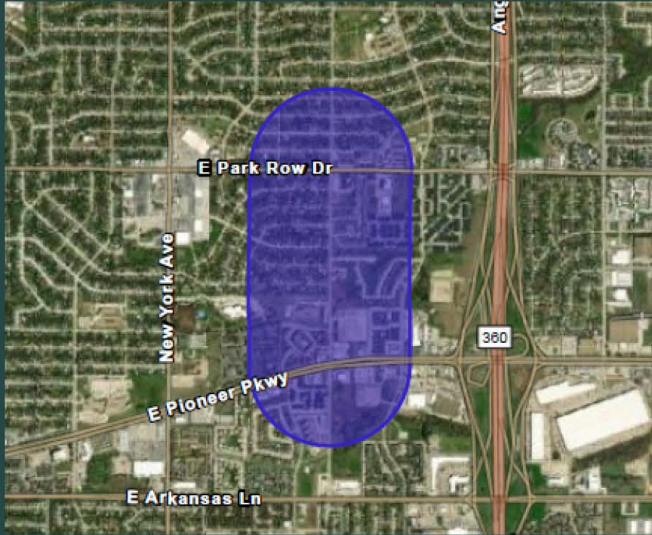
**Functional Class**

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector





# Sherry Street (Park Row Drive to Pioneer Parkway)



**Area (1/4 mile buffer): 0.5 square miles**

**Total Population: 5,335**

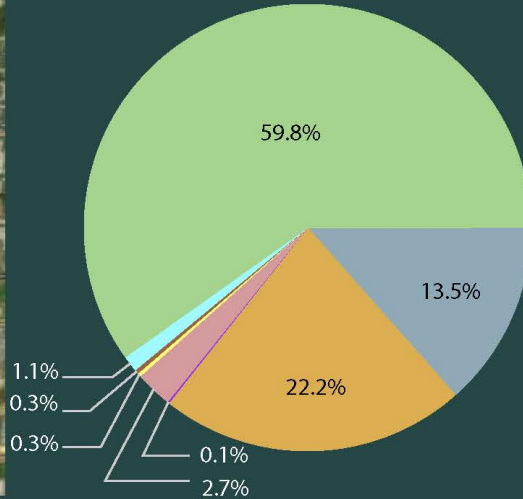
**Percentage Male: 49.1%**

**Percentage Female: 50.9%**

**Median Income (2020): \$42,086**

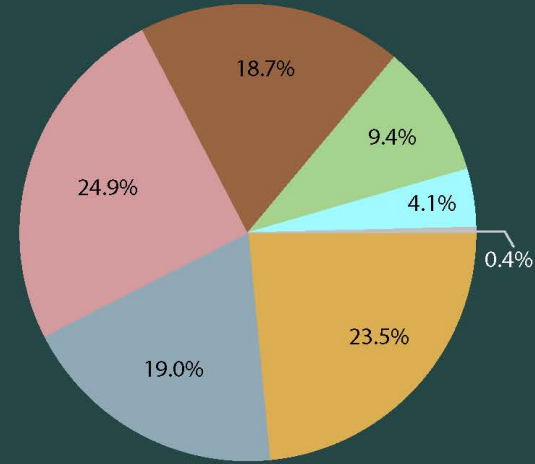
**Percent of Population Below Poverty Level: 32.8%**

Race and Ethnicity



- White
- Black
- American Indian
- Native Hawaiian
- Asian
- Two or More
- Other
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## LAMAR BOULEVARD (COLLINS STREET TO VAN BUREN DRIVE)

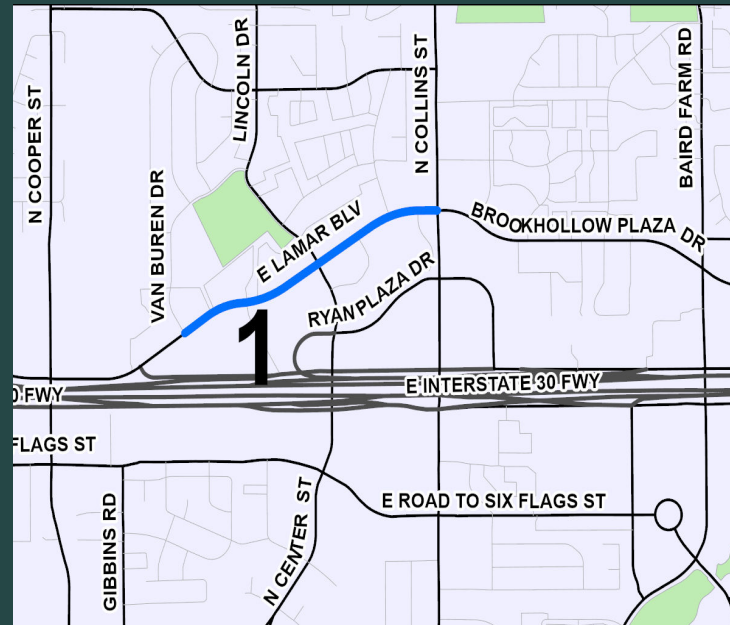
### PROJECT DESCRIPTION:

- RECONSTRUCTION OF LAMAR BLVD. TO 4-LANE DIVIDED CONCRETE ROADWAY WITH CURB AND GUTTER
- STORM DRAINAGE
- SIDEWALKS / LANDSCAPING
- STREETLIGHTS / SIGNAGE
- PROJECT LENGTH = 0.72 MILES

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY AND ENHANCES SAFETY
- IMPROVES SUBSTANTIALLY EXISTING ROADWAY CONDITIONS WITH CURRENT OCI = 35 'RED STREET'
- PROVIDES FLOOD MITIGATION MEASURES TO ADDRESS KNOWN FLOODING

TOTAL COST: \$13,332,755 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

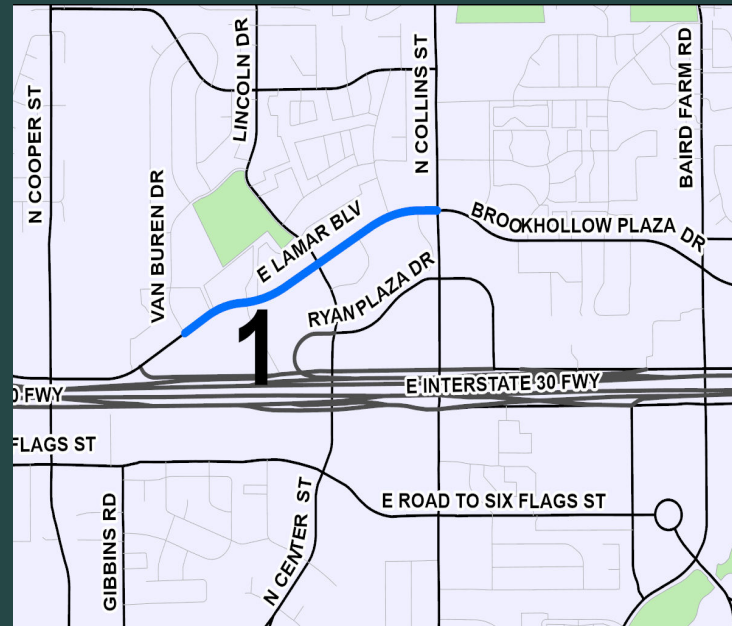
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## LAMAR BOULEVARD (COLLINS STREET TO VAN BUREN DRIVE)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

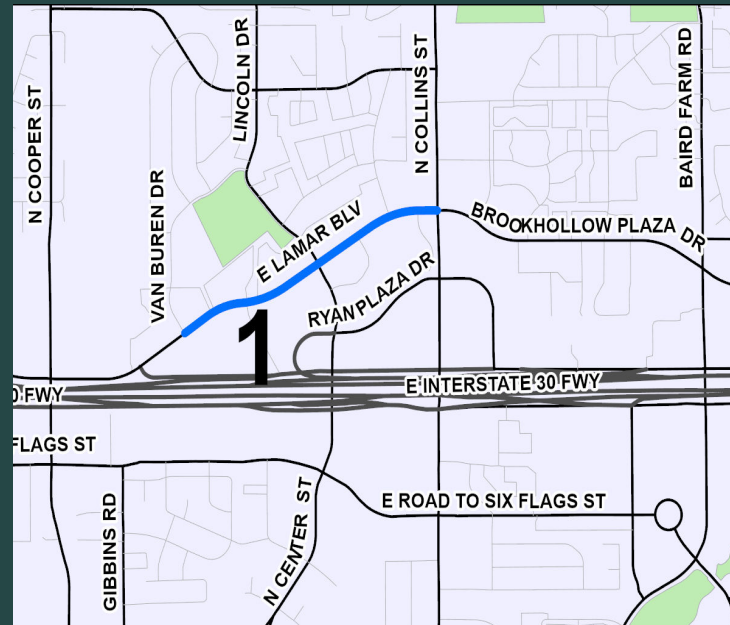
HIGH PRIORITY

## LAMAR BOULEVARD (COLLINS STREET TO VAN BUREN DRIVE)

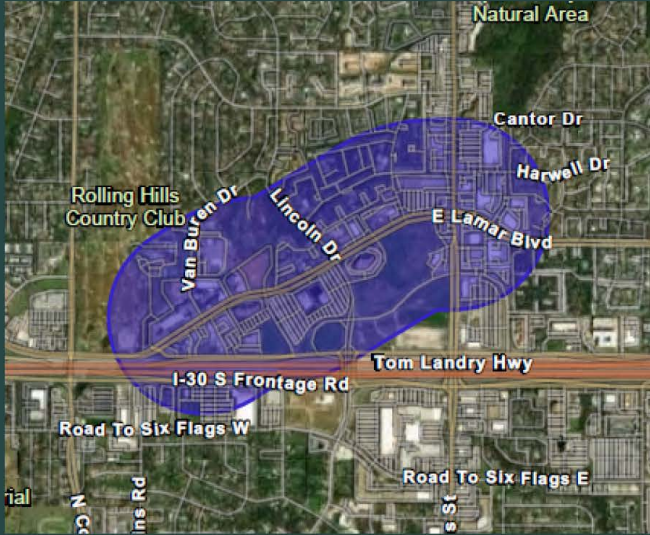


### Functional Class

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector



# Lamar Boulevard (Collins Street to Van Buren Drive)



**Area (1/4 mile buffer): 0.56 square miles**

**Total Population: 3,020**

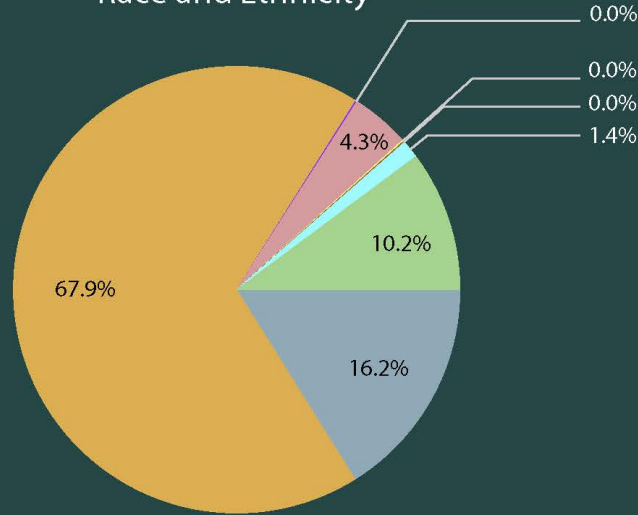
**Percentage Male: 45.3%**

**Percentage Female: 54.8%**

**Median Income (2020): \$57,835**

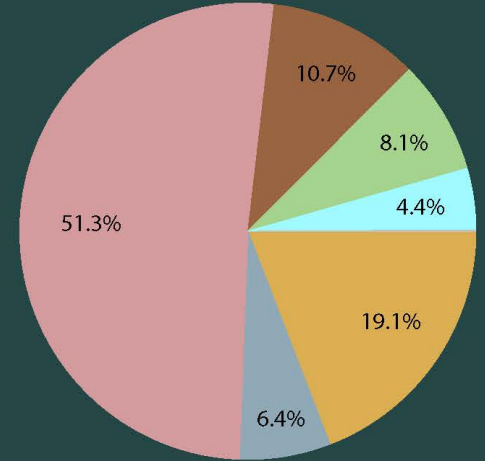
**Percent of Population Below Poverty Level: 13.8%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Native Hawaiian
- Other
- Hispanic or Latino
- Two or More

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84

## CALENDER ROAD (RUSSELL ROAD TO CITY LIMITS)

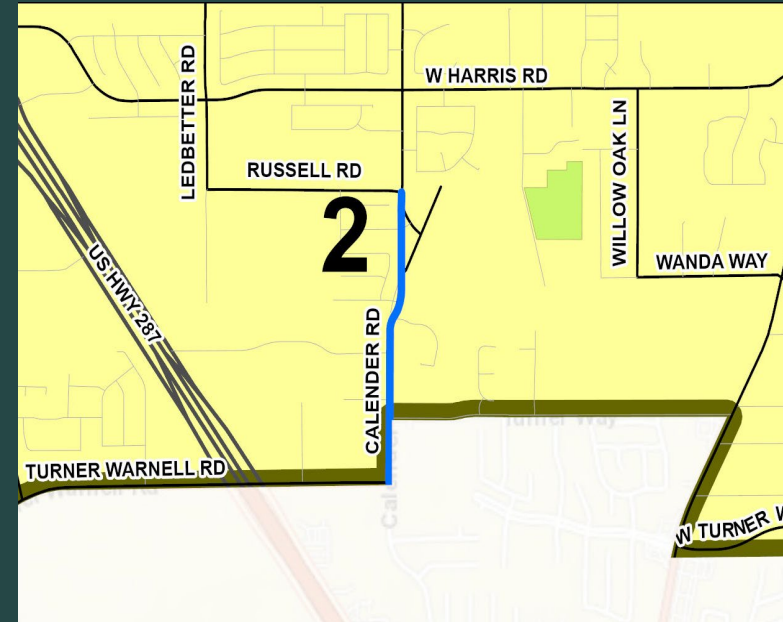
### PROJECT DESCRIPTION:

- RECONSTRUCTION OF CALENDER ROAD TO A 2-LANE UNDIVIDED CONCRETE ROADWAY WITH A SHARED LEFT TURN LANE
- STORM DRAINAGE
- SIDEWALKS / ON-STREET BIKE LANES
- STREETLIGHTS / SIGNAGE
- PROJECT LENGTH = 0.67 MILES

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY AND ENHANCES SAFETY
- ADDRESS SIDEWALK REQUESTS AND SAFE ROUTE TO SCHOOL REQUESTS
- IMPROVES MOBILITY AND ENHANCES SAFETY
- POOR CONDITION OF EXISTING STREET
- IMPROVES SUBSTANTIALLY EXISTING ROADWAY CONDITIONS WITH CURRENT OCI = 46 'RED STREET'

TOTAL COST: \$18,375,645 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

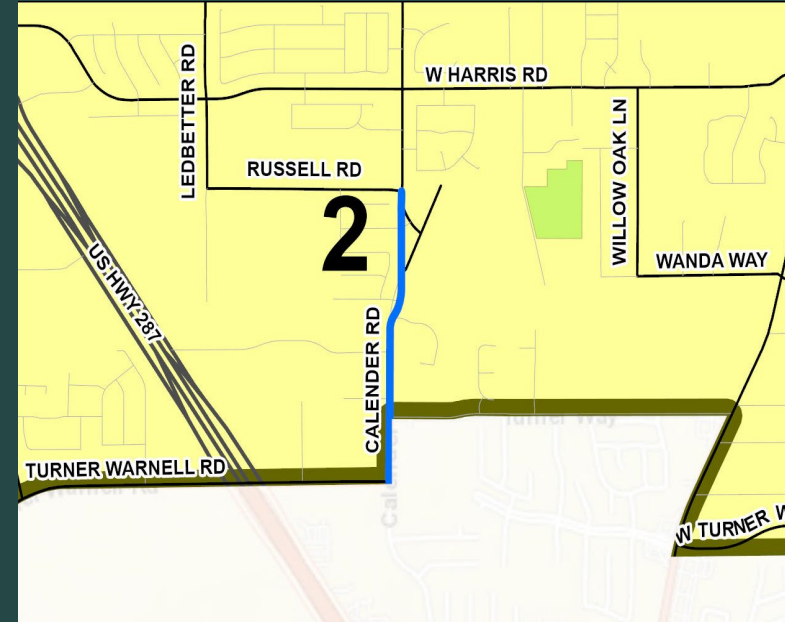
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

MEDIUM PRIORITY

## CALENDER ROAD (RUSSELL ROAD TO CITY LIMITS)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

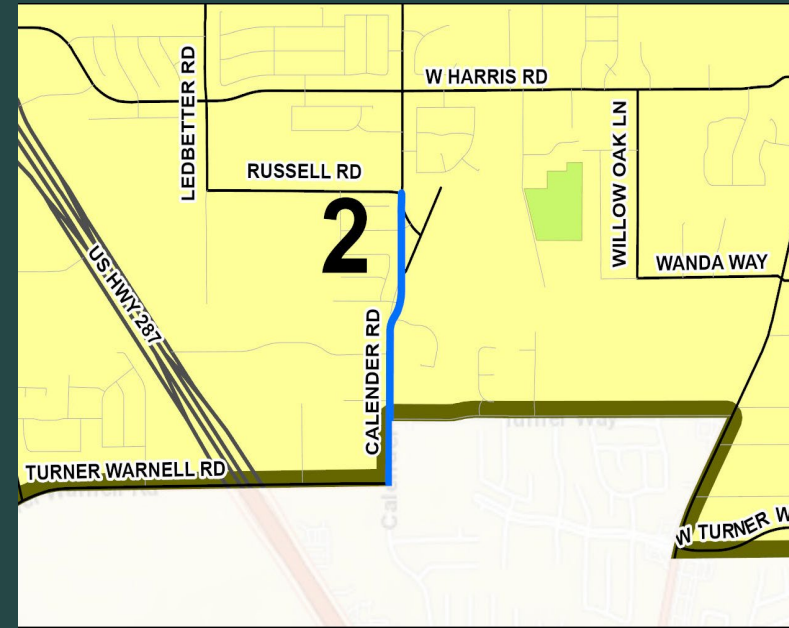
INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

MEDIUM PRIORITY

## CALENDER ROAD (RUSSELL ROAD TO CITY LIMITS)



**Functional Class**

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

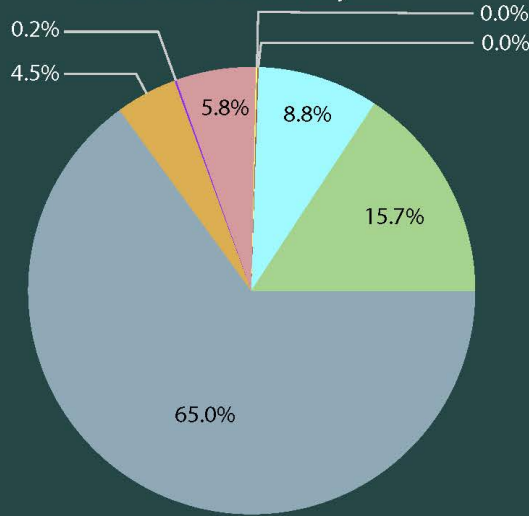


# Calender Road (Russell Road to City Limits)



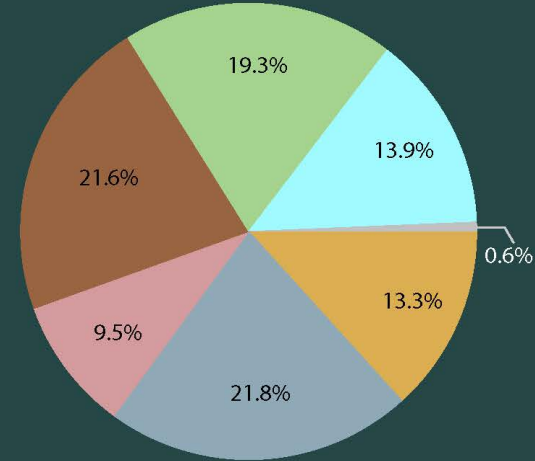
**Area (1/4 mile buffer): 0.53 square miles**  
**Total Population: 603**  
**Percentage Male: 53.9%**  
**Percentage Female: 46.1%**  
**Median Income (2020): \$97,622**  
**Percent of Population Below Poverty Level: 11.9%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Native Hawaiian
- Other
- Two or More
- Hispanic or Latino

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## OAKWOOD LANE (SANFORD STREET TO DIVISION STREET)

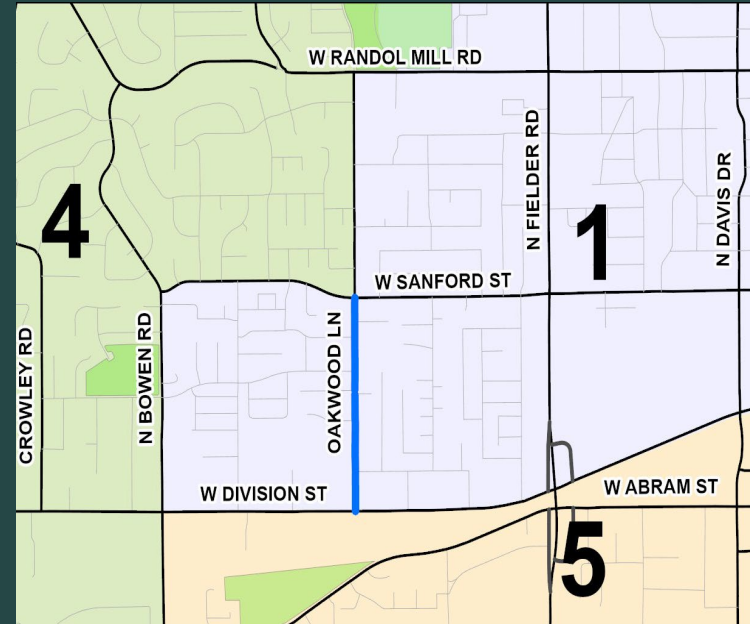
### PROJECT DESCRIPTION:

- RECONSTRUCTION OF OAKWOOD LANE TO A 4-LANE CONCRETE UNDIVIDED ROADWAY WITH CURB AND GUTTER
- STORM DRAINAGE
- SIDEWALKS / BIKE ROUTE
- STREETLIGHTS / SIGNAGE
- PROJECT LENGTH = 0.5 MILES

### PROJECT JUSTIFICATION:

- IMPROVES MOBILITY AND ENHANCES SAFETY
- IMPROVES SUBSTANTIALLY EXISTING ROADWAY CONDITIONS WITH CURRENT OCI = 45 'RED STREET'
- ADDRESS SIDEWALK REQUESTS AND SAFE ROUTE TO SCHOOL REQUESTS

TOTAL COST: \$21,216,510 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

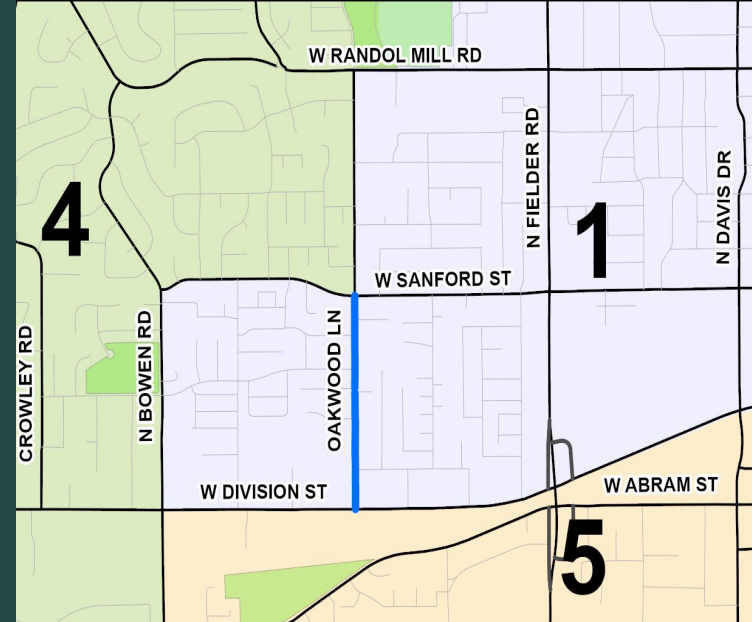
INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## OAKWOOD LANE (SANFORD STREET TO DIVISION STREET)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

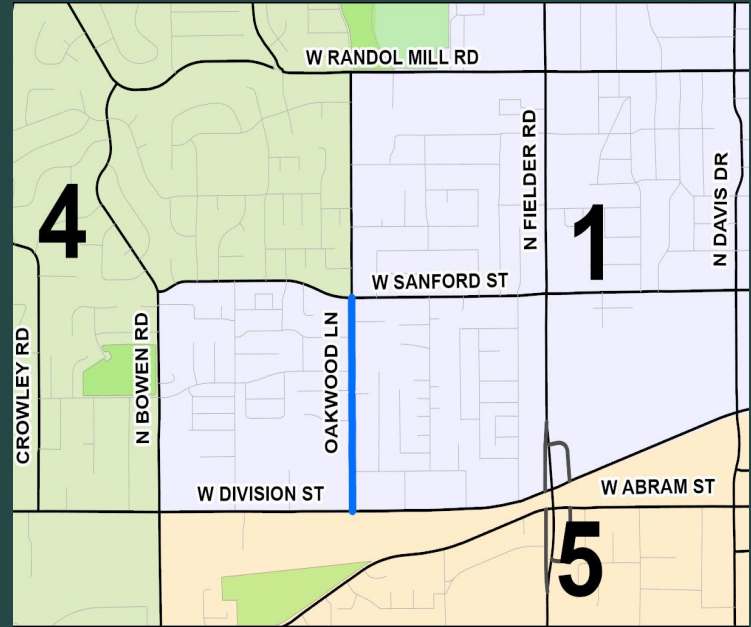
HIGH PRIORITY

## OAKWOOD LANE (SANFORD STREET TO DIVISION STREET)

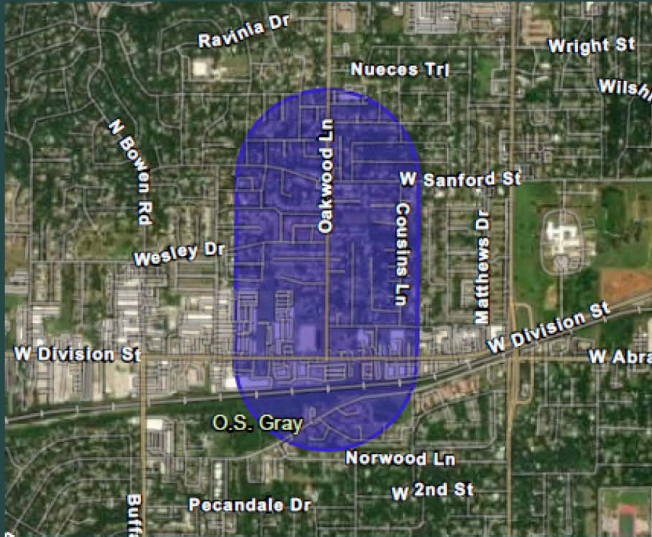


**Functional Class**

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector



# Oakwood Lane (Sanford Street to Division Street)



**Area (1/4 mile buffer): 0.44 square miles**

**Total Population: 2,288**

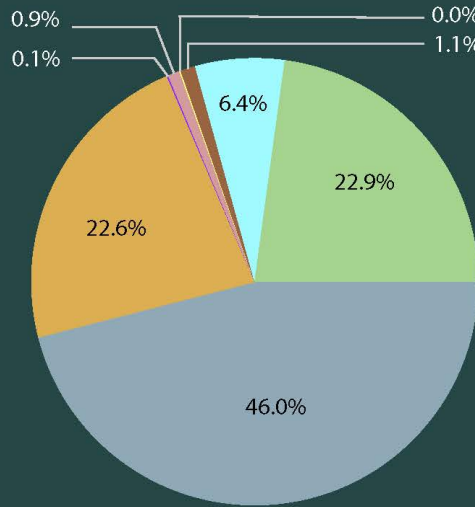
**Percentage Male: 56.3%**

**Percentage Female: 43.8%**

**Median Income (2020): \$53,655**

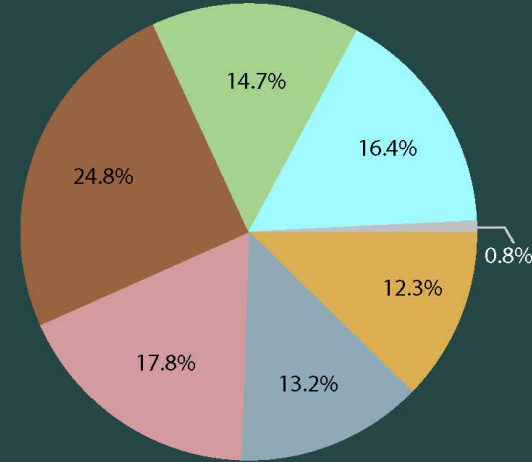
**Percent of Population Below Poverty Level: 16.4%**

Race and Ethnicity



- White
- Black
- American Indian
- Asian
- Other
- Hispanic or Latino
- Native Hawaiian
- Two or More

Age



- 0-9
- 10-19
- 20-34
- 35-49
- 50-64
- 65-84
- 85+



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## INTERSECTION IMPROVEMENTS (VARIOUS)

### PROJECT DESCRIPTION:

TWELVE (12) INTERSECTIONS INTERSECTION IMPROVEMENTS AT AN ESTIMATED COST OF \$1.2M EACH. IMPROVEMENTS HAVE BEEN PROPOSED BY THE TRAFFIC ENGINEERING DIVISION WITH SIGNIFICANT DATA PROVIDED.

### PROJECT JUSTIFICATION:

- REGIONAL MOBILITY
- IMPROVES SAFETY AT INTERSECTIONS
- RELIEVES CONGESTION AT INTERSECTIONS
- BETTER LEVEL OF SERVICE

TOTAL COST: \$13,842,986 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY IMPROVEMENTS

ROADWAY REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL PROGRAMS

HIGH PRIORITY

## INTERSECTION IMPROVEMENTS – DATA TABLE

SL No	Intersection	Proposed Improvement	No of Crashes within 200' of Intersections (2017-2021)	No of KAB Crashes within 200' of Intersections (2017-2021)	Highest Peak	Existing Condition MOEs			Proposed Condition MOEs			Improvement	
						Existing V/C	Approach Delay	Approach LOS	Proposed V/C	Approach Delay	Approach LOS	V/C Improve ment	Delay Improve ment
1	Arkansas and Bowen	Add eastbound right turn lane	40	3	AM	0.87	34.9	C	0.5	23.4	C	43%	33%
		Add southbound right turn lane			PM	1.00	40.4	D	0.88	22.9	C	12%	43%
2	Bowen and Park Row	Add southbound right turn lane	45	2	PM	0.86	30.8	C	0.71	22.9	C	17%	26%
3	Bowen and Pleasant Ridge	Add southbound right turn lane	72	8	PM	1.06	77.1	E	0.95	46.1	D	10%	40%
4	Bardin and Bowen	Add southbound right turn lane	29	5	PM School	0.95	25.5	C	0.63	11.3	B	34%	56%
5	Fielder and Park Row	Add eastbound right turn lane	42	6	AM	1.03	71.5	E	0.91	48.8	D	12%	32%
6	Cooper and Lamar	Add southbound right turn lane	54	12	AM	0.67	43.6	D	0.29	33.9	C	57%	22%
7	Greenbelt and Green Oaks	Add southbound right only lane with overlap, southbound second left turn lane, increase the left turn storage.	50	12	PM	1.02	50.6	D	0.87	26.9	C	15%	47%
8	Collins and Skyline	Add westbound left turn lane to separate left and right turn and add NB right turn lane	43	13	Recent traffic count data is not available. Traffic operational issues and backups are observed as there are high number of left and right turns from the businesses and Oaks Apartment. Separating the left and right turns will reduce the queue length and delay for the WB approach.								
9	Sublett and US 287	add WB right turn lane	111	16	PM	0.88	28	C	0.46	12	B	48%	57%
10	Eden and Silo	Rebuild Entire Intersection to convert to dual lane roundabout	9	1	AM*	0.77	32.6	C	0.67	7.9	A	13%	76%
	Lynn Creek and Silo	Rebuild Intersection as a roundabout	6	1	AM								
11	Randol Mill and Fielder	Add second eastbound left turn lane	68	10	AM**	0.92	58.5	E	0.55	31.3	C	40%	46%
12	Matlock and Mayfield	Add eastbound right turn lane	55	14	PM	0.91	63.8	E	0.79	49.8	D	13%	22%

\* Whole intersection v/c and delay data are presented

\*\* Left turn movement v/c and delay data are presented



# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## SIGNAL/ITS ANNUAL PROGRAM

### PROJECT DESCRIPTION:

- CONSTRUCTION OF SIGNALS
- PROVIDES OTHER INTELLIGENT TRANSPORTATION SYSTEM DEVICES

### PROJECT JUSTIFICATION:

- REGIONAL MOBILITY
- SUPPORTS CAPITAL ROADWAY PROJECTS SIGNAL CONSTRUCTION
- IMPROVES LEVEL OF SERVICE ALONG TRANSPORTATION CORRIDORS

TOTAL COST: \$12,250,430 (D,R,C)







# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## RESIDENTIAL REBUILD PROGRAM (VARIOUS LOCATIONS)

### PROJECT DESCRIPTION:

- RECONSTRUCTION OF RESIDENTIAL ROADWAYS
- SIDEWALKS
- WATER AND SEWER RENEWALS

### PROJECT JUSTIFICATION:

- CHAMPION GREAT NEIGHBORHOODS
- ADDRESSES POOR CONDITION OF EXISTING STREET
- “WORST FIRST” PHILOSOPHY

TOTAL COST: \$73,502,580 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## SIDEWALK PROGRAM (VARIOUS)

### PROJECT DESCRIPTION:

- FUNDING FOR NEW SIDEWALKS/RAMPS TO ADDRESS AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS
- FILLING THE GAPS IN SIDEWALKS
- NEW SIDEWALK LOCATIONS

### PROJECT JUSTIFICATION:

- CHAMPION GREAT NEIGHBORHOODS
- COMPLIANCE WITH FEDERAL ADA REQUIREMENTS
- INFILL SIDEWALKS

TOTAL COST: \$10,412,866 (D,R,C)





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## MATERIALS TESTING PROGRAM (VARIOUS)

### PROJECT DESCRIPTION:

- ANNUAL CONTRACT FOR TESTING OF MATERIALS FOR ROADWAY PROJECTS

### PROJECT JUSTIFICATION:

- ENHANCE REGIONAL MOBILITY
- ENSURES PROJECTS BUILT TO SPECIFICATIONS

TOTAL COST: \$2,804,123





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## IRRIGATION REPAIR PROGRAM (VARIOUS)

### PROJECT DESCRIPTION:

- RELOCATE/REPAIR IRRIGATION SYSTEMS IN CONFLICT WITH PROJECT CONSTRUCTION

### PROJECT JUSTIFICATION:

- CHAMPION GREAT NEIGHBORHOODS
- REPAIR OF PRIVATE SYSTEMS DAMAGES DURING CONSTRUCTION

TOTAL COST: \$534,119





# PUBLIC WORKS PROJECTS

CAPACITY  
IMPROVEMENTS

ROADWAY  
REBUILDS

INTERSECTIONS

TRAFFIC

ANNUAL  
PROGRAMS

HIGH  
PRIORITY

## SAFE ROUTES TO SCHOOL (VARIOUS)

### PROJECT DESCRIPTION:

- DEVELOPMENT OF SAFE ROUTES TO SCHOOL (SRTS) MASTER PLANS
- PROVIDES GRANT APPLICATION AND GRANT MATCHING SUPPORT TO APPLY FOR STATE AND FEDERAL GRANTS FOR SRTS
- PROVIDES CONSTRUCTION SUPPORT FOR SRTS MASTER PLAN IMPLEMENTATION.

### PROJECT JUSTIFICATION:

- IMPROVES SAFETY FOR VULNERABLE TRAFFIC SUCH AS PEDESTRIANS AND BICYCLES
- ACCELERATES BICYCLE AND PEDESTRIAN INFRASTRUCTURE DEVELOPMENT
- SUPPORTS OUR YOUTH AND FAMILIES AND CHAMPION GREAT NEIGHBORHOODS

TOTAL COST: \$4,287,651 (D,R,C)

# SafeRoutes





# QUESTIONS & DISCUSSION

# ANNOUNCEMENTS

**Public Meeting:  
September 12  
6:30 pm  
ReBrary Room  
Downtown Library**

**Online Survey (Aug 30-Sept 8):  
[www.arlingtontx.gov/cbc](http://www.arlingtontx.gov/cbc)**



**ADJOURN**