R-22- 236

RESOLUTION NO. _____

A RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF NORTH LITTLE ROCK TO UTILIZE FEDERAL-AID SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING FOR THE CRYSTAL HILL ROAD EXPANSION PROJECT; AND FOR OTHER PURPOSES.

WHEREAS, Metroplan, the federally designated Metropolitan Planning Organization (MPO) for Central Arkansas, is responsible for determining long-term transportation needs and priorities for federal funding in the region; and

WHEREAS, Metroplan has issued a call for transportation projects from member jurisdictions for federal fiscal year 2023 and the City of North Little Rock ("the City") will submit the Crystal Hill Road Extension Project for consideration of grant funding; and

WHEREAS, the City understands that the grant funds are available at 80% federal participation, and it will be responsible for a 20% local matching share if the funds are awarded to and accepted by it; and

WHEREAS, the City understands that the federal funds are available for this project on a reimbursable basis, requiring work to be accomplished and proof of payment provided prior to actual monetary reimbursement; and

WHEREAS, this project, using federal funding, will be open and available for use by the general public and maintained by the City for the life of the project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LITTLE ROCK, ARKANSAS:

SECTION 1: That the Mayor is hereby authorized to submit an application on behalf of the City of North Little Rock for Federal-Aid Surface Transportation Block Grant (STBG) funding (see Grant Project Application attached hereto as Exhibit A).

SECTION 2: That the City of North Little Rock will participate in accordance with its designated responsibility, including maintenance of this project.

SECTION 3: That the Mayor is hereby authorized and directed to execute all appropriate agreements and contracts necessary to expedite the construction of the above stated project.

SECTION 4: That this Resolution shall be in full force and effect from and after its passage and approval.

PASSED:

APPROVED:

Mayor Terry C. Hartwick

SPONSOR:

Mayor Terry C. Hartwick

ATTEST:

Diane Whitbey, City Clerk

APPROVED AS TO FORM:

Amy Beckman Fields, City Attorney

PREPARED BY THE OFFICE OF THE CITY ATTORNEY/kt

FILED 11:35 A.M. _____ P.M.

By A. Fields

DATE 11-8-22

Diane Whitbey, City Clerk and Collector
North Little Rock, Arkansas

RECEIVED BY S. Ussery

EXHIBIT
A

METROPLAN
Central Arkansas Regional Transportation Study Area
Surface Transportation Block Grant (STBG) Program
Supplemental Call for Projects – Design Only
FFY 2023

The Surface Transportation Block Grant Program (STBG) provides funding for transportation projects. Eligible projects include street, pedestrian, and bicycle projects and may be flexed for transit infrastructure improvements.

Metroplan, as the designated MPO for the Central Arkansas Region Transportation Study Area, receives a yearly allocation that it has discretion to distribute to projects (CARTS STBG Program). Metroplan conducted a call for FY 2023 project, announcing awards in June of 2022. **A supplemental call for projects is being issued for design projects only. Projects selected will be designed in 2023 and eligible to apply for construction funding for FFY 2024.**

The following criteria have been developed by the Metroplan Board for administration of the FFY 2023 CARTS STBG Program's Supplemental Call for Projects:

- **Total Award Amount - $2 to $2.5 Million**
  - Projects are for obligation in FFY 2023 (October 2022 to September 2023)
  - Includes STBG funding and Carbon Reduction Program suballocated to Metroplan
- **Project Award Size (Federal): The maximum project award for design is $400,000**
- **Awards will be made for design engineering only**
- **Only new projects, or phases, are eligible to apply and received project funding**
- **Metroplan member jurisdictions may apply for one project**
  - Only one project per jurisdiction will be funded for construction in FFY 2024.
- **THE DEADLINE for this application is November 4th, 2022, at 4:00 PM (CDT). Applications must be received prior to this deadline.**

Additional consideration for the local sponsor:

- Projects are eligible for up to 80% federal funding. A local sponsor must provide at least 20% of the eligible project costs in cash. Federal funds from other sources cannot be used to match federal transportation funds.
- Projects will be scored based on one of five tracks: (1) Municipal Street Track, (2) Rural Street Track, (3) Bike/Ped Track, (4) Jump Start Track, and (5) Alternative Track. Project will be scored based on the responses provided by the sponsor with confirmation from the review committee. Scoring criteria are shown in the application.
- Only roadways on the federal functional classified system are eligible for federal transportation funds – shown in the attached map. For street projects not part of this system, including Rural Minor Collectors, Metroplan staff should be contacted to determine project eligibility. www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
- Multi-modal improvements are not required to be on the federal classified system. Questions about these multi-modal improvements should be referred to Metroplan staff.
- Projects are expected to be vetted prior to their submittal to Metroplan. This includes the support of the local governing body and a thorough review of rights-of-way, utilities relocations and design

considerations. A resolution from the local sponsor indicating its commitment to the project and budgeting of local match is required.

- Sufficient design details plans must be submitted with the project application to confirm project scoring. Changes to the design from the application require Metroplan review to confirm the changes do not impact project scoring. Conceptual design plans are encouraged to confirm project feasibility.
- Applications are graded based on the projects submitted by the local sponsor. Funding awards are not eligible for re-allocations to another project.
- Local sponsors submitting Jump Start Track and Street Track applications are encouraged to submit projects that enhance the land use - transportation connection. A scoring premium will be awarded to projects that emphasize all modes of transportation. The Jump Start Track awards a strong scoring premium to projects enhancing urban form and encouraging lifestyle elements alongside streets. The Street Track more strongly scores suburban and rural projects.
- The local sponsor will be provided federal funding up to project award amount. The sponsor is responsible for any additional costs.
- The local sponsor must have the required match accounted for upon application submittal.
- Partial awards will not be made.
- The local sponsor shall submit LPA Project Quarterly reports to Metroplan and ARDOT. Staff will work to accommodate schedule adjustments outside the control of the local sponsor, however, if the obligation year is affected, this may disrupt the funds' availability.
- Local sponsors may request the use of one of Metroplan's on-call consultants for engineering services.
- Projects that fall substantially behind schedule (1 year or more) may lose funding. The Metroplan Board will consider extenuating circumstances when choosing to de-award a project. Withheld funding will revert to the STBG regional unallocated pool.
- The selection of a design engineer must follow all federal requirements. Jurisdictions may request the use of Metroplan's On-Call consultants for design.

Questions may be addressed to Tab Townsell at ttownsell@metroplan.org or Casey Covington at ccovington@metroplan.org or via phone at (501) 372-3300.

METROPLAN

Central Arkansas Regional Transportation Study Area
Surface Transportation Block Grant (STBG) Program
FFY 2023 Application

Project Sponsor

Applicant: City of North Little Rock Phone Number: (501) 371-8339

Contact: David Cook E-Mail: dcook@nlr.ar.gov

Partners: No ○ Yes ◉ (Please list)

Pulaski Coutny, ArDOT

General Project Data

Project Name: NLR Crystal Hill Road Extension

Brief Project Description:

The proposed project includes the designed improvement and extension of Crystal Hill Road from the North Little Rock/Maumelle City Limit to Maumelle Boulevard at Corporate Drive. The proposed design of Crystal Hill Road will include three travel lanes, curb and gutter, a 5' minimum width sidewalk on one side and a 14' sidepath on the other side. The sidewalk and sidepath designs will both include 5' minimum grass buffers. The roadway section will taper down to two lanes at the approach to the city limit to match the section currently under construction in Maumelle. A traffic study will investigate the signalization of Maumelle Boulevard and Corporate Drive for the purpose of providing a safe at-grade signalized crossing of Maumelle Boulevard for pedestrians and cyclists at the proposed crossing location of the Regional Greenway Preferred Route.

Project Purpose:

The extension of Crystal Hill Road to Maumelle Boulevard at Corporate Drive is a crucial component of the Central Arkansas Regional Greenway Preferred Route. The proposed project will design this connection as well as improvements to the existing route along Crystal Hill Road to include the proposed greenway. A traffic study will examine the traffic impact and safety benefit of potential locations for the greenway to cross Maumelle Boulevard. One consideration will be the signalization of the intersection of Maumelle Boulevard and Corporate Drive (Vestal Rose Parkway) in coordination with the removal of the existing traffic signal at Maumelle Boulevard and Vestal Boulevard after a future roadway connection is made between Vestal Boulevard and the north leg of Maumelle Boulevard and Corporate Drive (Vestal Rose Parkway).

Applying for: Engineering/Design ☑ ~~New Construction~~ ☐ ~~Cost Overrun~~ ☐

Project Location Map: Attach a proposed site plan and vicinity map

Applicants must submit legible maps of the project location with this application. The map(s) should be good enough quality to be easily reproducible and should include the following:

- Project location and design information
- North arrow
- Pertinent landmarks
- If appropriate, a legend identifying any other items on the map

Preliminary Project Development and Local Commitment (20 Possible Points)

Governing Body Resolution *(Required)*: Date 11/14/2022

Project Timeline (Obligation in FY 2023 Required): Yes ◉ **No** ○

Provide detailed timeline (attach) or check fields below

	2022				2023			
	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec
Design								
Environmental								
Utilities								
Right-of-way								
Start Construction								

Full Funding Identified and Secured (Required): Yes ◉ **No** ○

Total Project Cost: $455,000

Local Funding Source: NLR General Fund Account

Included in Local Sponsor Budgeted: Yes ◉ No ○

Federal Funds Request (up to 80% of total): $364,000

Phases requesting funding for: Design

Is the project a segment or phase of a larger project: Yes ◉ No ○

If yes, identify independent utility of segment and funding plan for remainder of project (500 Character Max)

The improvement of Crystal Hill Road, as well as it's connection to Maumelle Boulevard is an important component of the Central Arkansas Regional Greenway route that is necessary for the completion of the Central Arkansas Regional Greenway. In addition, the safe and convenient crossing of Maumelle Boulevard will be planned in this phase, so that future phases may continue the greenway connection toward Interstate 430.

Project Design (8 Points):

Schematic Design ☑ ~~30-50% Plans~~ ☐ ~~90% Plans~~ ☐ ~~Approved Final Plans~~ ☐

Engineer The Holloway Firm, Inc.

Environmental Document (4 Points):

None ☑ Agency Letters Received ☐ ~~Draft Document~~ ☐ ~~Approved Environmental~~ ☐

Rights-of-way and Utilities (4 Points):

No Information ☑ Identified ☐ ~~Out for Bid/In Progress~~ ☐ ~~Secured~~ ☐

Local Funding & Local Match (4 Points):

Match Secured ☑ 25-40% Local Match ☐ 41-60% Local Match ☐ >60% Local Match ☐

Estimator: The Holloway Firm, Inc.

Provide any other pertinent information on project development and funding (500 characters max)

Funding will be provided from the NLR General Fund Account. A draft resolution is attached, and will be presented to the North Little Rock City Council for approval on November 14, 2022. A copy of the resolution will be provided once available once approved.

Project Evaluation (15 Points):

Proposals will be awarded up to 15 points based on reviewers' subjective evaluation of how well the project addresses the following two questions:

1. How well does this project meet the goals of the *Central Arkansas 2050* Long-Range Metropolitan Transportation Plan? (View the plan at this link. Executive Summary on pp. 13-15.)

2. How effectively does this project utilize funding to meet the goals of the Long-Range Metropolitan Transportation Plan?

Provide any pertinent information to assist in the scoring of these two Project Evaluation questions (500 characters max).

The proposed design will directly serve goals 1-Quality Corridors & Transportation Choice, 3-Environmental Quality and Sustainable Energy, 4-Heathly and Safe Communities, and 5-Economic Growth and Vitality of the Central Arkansas 2050 Long-Range Metropolitan Transportation Plan by incorporating the vision of the Central Arkansas Regional Greenway Plan into the project via a route selection, a focus on vulnerable road user safety and access, and consideration of local traffic impact.

Project Construction Estimate

	Item of Work	Quantity	Units	Unit Cost	Item Cost
1					$ 0.00
2					$ 0.00
3					$ 0.00
4					$ 0.00
5					$ 0.00
6					$ 0.00
7					$ 0.00
8					$ 0.00
9					$ 0.00
10					$ 0.00
11					$ 0.00
12					$ 0.00
13					$ 0.00
14					$ 0.00
15					$ 0.00
16					$ 0.00
17					$ 0.00
18					$ 0.00
19					$ 0.00
20					$ 0.00
				Total Cost	$ 0.00
				Requested STP Funds	
				Local Match (20% minimum)	$ 0.00

Source of Estimate: The Holloway Firm, Inc.

May provide on separate sheet.
For Engineering Projects, include engineering cost and estimate for construction.

To complete the remainder of the application, the sponsor will need to complete the detailed scoring criteria of one of the five scoring tracks. Metroplan staff should be consulted to confirm the proper scoring track.

1. **Municipal Street Track**
   The Municipal Street Track is designed for street improvements within cities' corporate limits and TJs (Territorial Jurisdictions) to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates premium scoring criteria to emphasize a Complete Streets approach to design and development of projects.

2. **Rural Street Track**
   The Rural Street Track is designed for primarily outside of Cities, City TJs, and beyond near-term city growth areas to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates premium scoring criteria to pragmatically replicate a Complete Streets-style approach to project design within the context of a rural setting.

3. **Pedestrian and Bicycle Facility Track**
   The Pedestrian and Bicycle Facility Track is designed for projects that are purely bicycle and/or pedestrian oriented. STBG applications should focus on regional connections as the TAP funding is primarily to be used for local connections.

4. **Jump Start Track**
   The Jump Start Track is designed for streets with urban or near urban land development form immediately adjacent to the project. The design of these criteria strongly awards the creation of urban space with the purpose of enhancing a safe, multi-modal transportation environment in support of a walkable, livable, mixed-use land use environment alongside.

5. **Alternative Track**
   The Alternative Track is designed for eligible projects that cannot be easily accommodated or scored in any of the three primary tracks. Depending on the nature of the project, the scoring criteria are to be negotiated between the sponsor and Metroplan staff subject to the approval of the Board of Directors or Executive Committee. Negotiated scoring criteria should include all applicable scoring elements of the three other tracks to the degree possible and include new scoring elements as necessary to ensure the broader goals of the STBG grant funding program.

Municipal Street Track

(80 Possible Points)

The Municipal Street Track is designed for primarily suburban, exurban streets and TJ streets to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates premium scoring criteria to emphasize a Complete Streets approach to design and development of projects.

Street Factors

1. Classification and Significance (15 Points):

Collector ☑ Arterial ☐ Multi-Jurisdictional ☐ Regional ☑ RAN ☐

Multi-Jurisdictional – Project is ***located*** in more than one jurisdiction.
Regional – Project ***benefits*** a broad area of multiple jurisdictions or is part of a major commuting route.
Regional Arterial Network (RAN) Bonus Points – The RAN network is an official designation by the Metroplan Board of Directors for its regional significance. Check with Metroplan Staff.

Add Text as necessary (300 characters max)

The proposed project will design a crucial component of the "Preferred Regional Route" of the Central Arkansas Regional Greenway. This connection involves the crossing of Maumelle Boulevard, which is a principal arterial with an approximate annual average daily traffic of 43,000 vehicles per day.

2. Current Congestion & Volume (15 Points)

Average Daily Traffic 43,000

Congestion Level

None ☐ Minor ☐ Moderate ☐ Severe ☑

	Preliminary CMP Rating Delay Per Mile*	LOS**	Volume per Lane***
Minor	.25 - .50	E – Peak 15 Min	6,000+
Moderate	.50-1.0	E – 30+ Minutes	7,000+
Severe	>1.0	F – 30+ Minutes	8,000+

* Contact Metroplan Staff for CMP Rating
** LOS calculated by Professional engineer, see Metroplan Staff for Assistance
*** Average Daily Traffic divided by through lanes (ADT Map)

Add Text as necessary (300 characters max)

The average daily draffic of Crystal Hill Road is approximately 1,100 vehicles per day (pdd). However, the proposed design includes a connection to Maumelle Boulevard, which carries approximately 43,000 vpd.

3. **Safety (10 points):**

Design Safety Issues ☑ Some Adverse Safety Data ☐ Significant Adverse Safety Data ☐

Some Adverse Safety Data - Accident rate above state average for similar facilities (all crashes or serious & fatal) or geometric problems.
Significant Adverse Safety Data - Accident rate 1.5X the state average for similar facilities (all crashes or serious & fatal).

Data Source for crash rate (Metroplan staff will provide data from State Police database if requested):

Arkansas Crash Analytics Tool

Add Text as necessary (300 characters max)

Data is attached from the Arkansas Crash Analytics Tool for 3 intersections related to the project: Maumelle Blvd at Vestal Blvd, Corporate Dr, and Crystal Hill Rd. The primary safety concern of the project is the selection of a safe location for vulnerable road users to cross Maumelle Blvd.

4. **Pedestrian Facilities - (15 Points):**

Sidewalk Width (ft) 5.0

Sidewalk Buffer (ft) 5.0

Sidewalks on Both Sides: Yes ◉ No ○

5. **Bicycle Facilities – Proposed (10 Points):**

Bike Lanes (width) 14.0

Protected Bike Lane/Cycle Tract ☐

Separated 12 Ft Side Path ☑

Include Pertinent information regarding pedestrian and bicycle facilities design (500 character Max). Must include reason for no accommodations

The proposed design will meet or exceed the sidepath connection current being constructed in Maumelle to the North Little Rock city limit as well as any minimum standards established for the Preferred Regional Route of the Central Arkansas Regional Greenways Plan.

6. **Internal Access Management - (10 Points):**

Lane Width (ft) 11.0

Wide Centerline with Turn Bays ☐

Painted Median/Center Turn Lane ☑

Raised (or Sunk) Median with Turn Bays ☐

7. **Side Access Management (5 Points):**

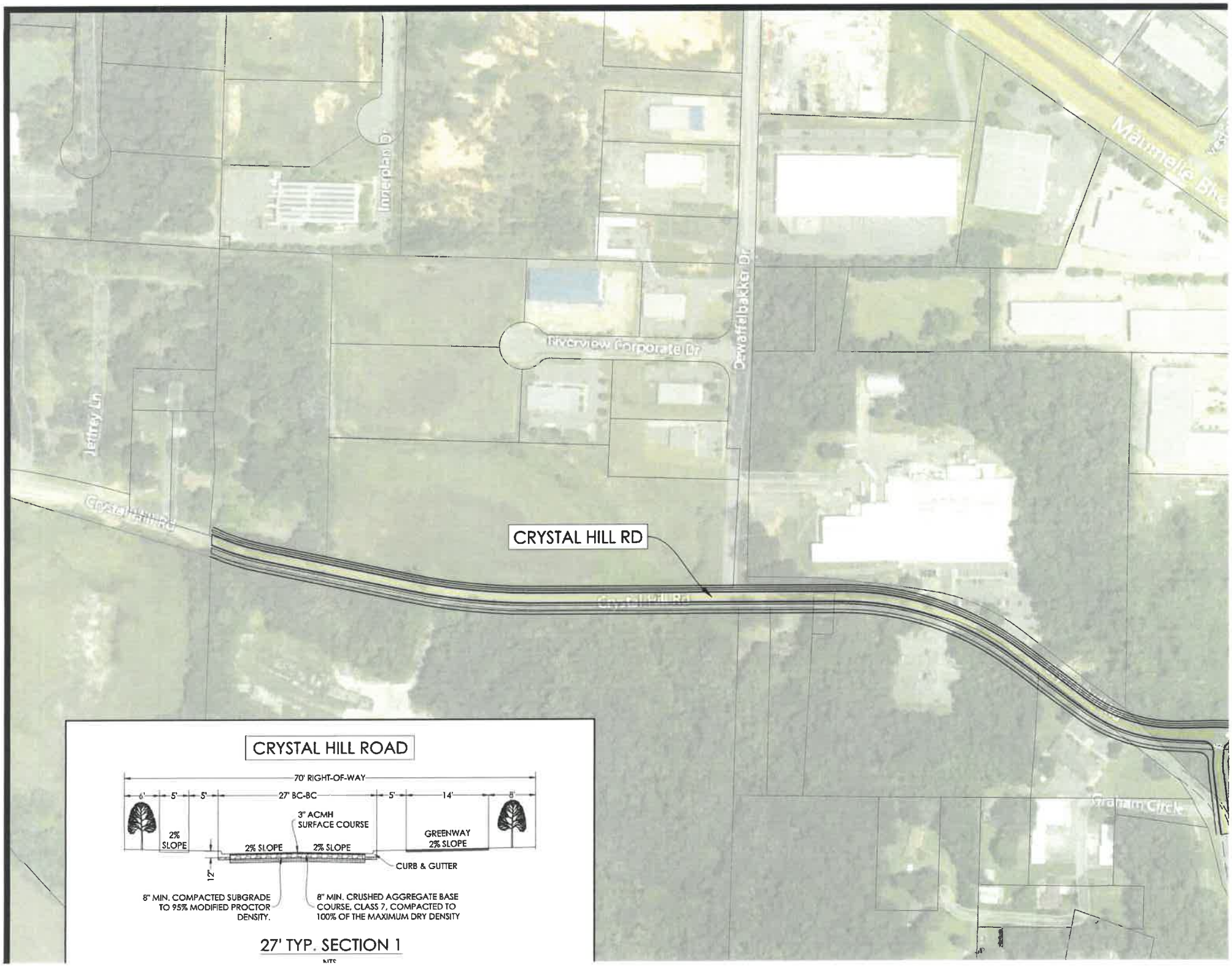
Driveway Width Regulating Ordinance Number 40 Maximum Width (ft) 8,588.0

Driveway Separation Ordinance/Land Development Number 8588 Driveway Spacing (ft) 20.0

Cross Access Ordinance for Land Development Number 7946

Include Pertinent information regarding access management (500 character Max)

All of the developed parcels on the south side of Crystal Hill along the proposed improvements are residential in nature, and only three undeveloped parcels exist. This will serve to limit the number of commercial driveways that conflict with the sidepath.


Innerphase Dr
Riverview Corporate Dr
Dewaffelbakker Dr
Jeffrey Ln
Crystal Hill Rd
CRYSTAL HILL RD
Crystal Hill Rd
Graham Circle
CRYSTAL HILL ROAD
70' RIGHT-OF-WAY
6'
5'
5'
27' BC-BC
5'
14'
8'
2% SLOPE
3" ACMH SURFACE COURSE
2% SLOPE
2% SLOPE
GREENWAY 2% SLOPE
CURB & GUTTER
12"
8" MIN. COMPACTED SUBGRADE TO 95% MODIFIED PROCTOR DENSITY.
8" MIN. CRUSHED AGGREGATE BASE COURSE, CLASS 7, COMPACTED TO 100% OF THE MAXIMUM DRY DENSITY
27' TYP. SECTION 1
NTS

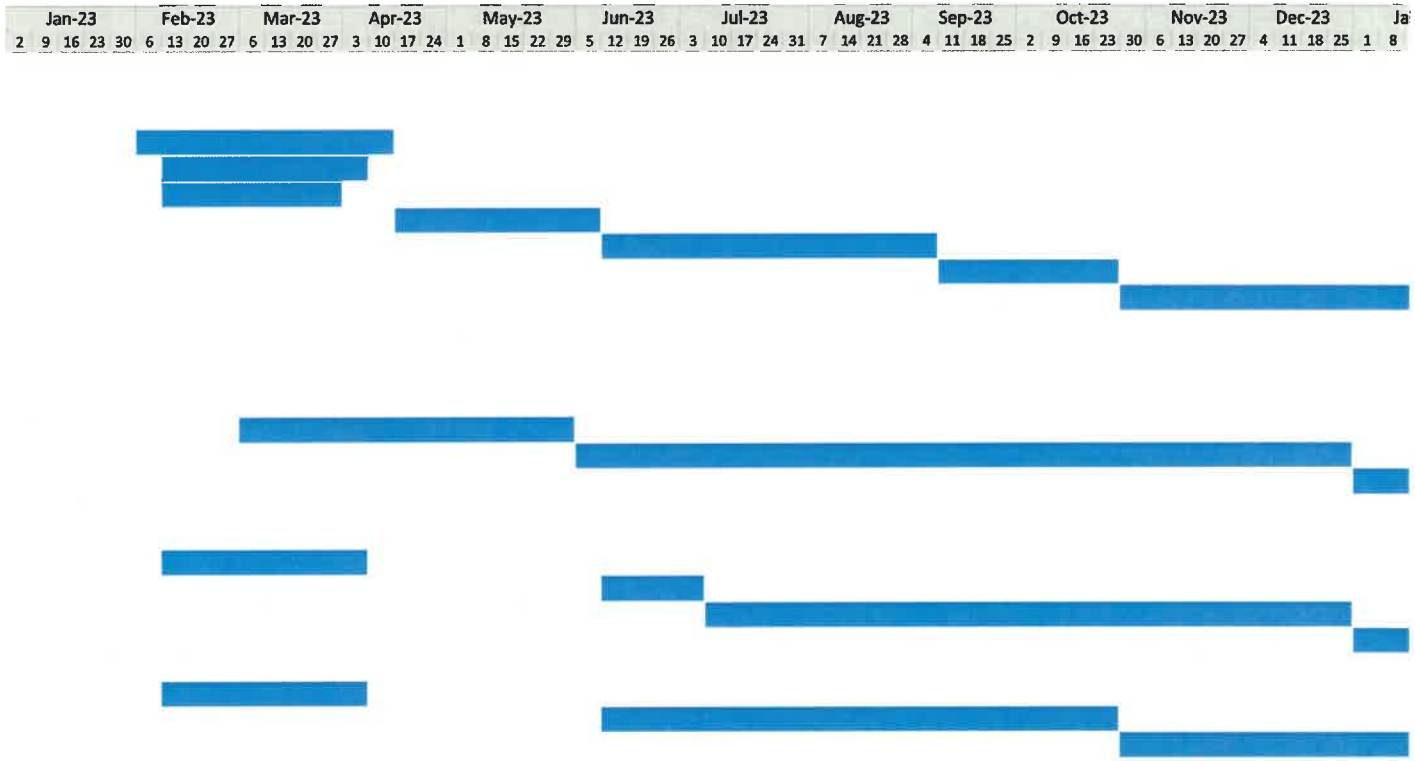
CRYSTAL

CRYSTAL HILL RD

VESTAL ROSE PKWY
CRYSTAL HILL RD

NLR Crystal Hill Road

TASK	START	END
Project Design		
Initial Route Layout - 30%	02/06/23	04/14/23
Survey - Topo and Boundaries	02/13/23	04/07/23
Traffic Study	02/13/23	03/31/23
30% Design Review - ARDOT	04/17/23	06/09/23
Address Comments, Design to 60%	06/12/23	09/01/23
60% Design Review - ARDOT	09/04/23	10/27/23
Address Comments, Design to 90%	10/30/23	01/19/24
90% Design Review - ARDOT	01/22/24	03/15/24
Address Comments, Design to 100%	03/18/24	05/31/24
Permission to Bid - ARDOT	06/03/24	07/26/24
Environmental		
Initial Site Assessment & Report	03/06/23	06/02/23
Submit for Agency review	06/05/23	12/29/23
Respond to comments & resubmittal	01/01/24	02/23/24
Environmental Approval		04/01/24
Utilities		
Survey existing utilities	02/13/23	04/07/23
Identify relocations	06/12/23	07/07/23
Submit to Utility Companies	07/10/23	12/29/23
Utility Relocations	01/01/24	05/31/24
Right of Way		
ROW research	02/13/23	04/07/23
Prepare initial ROW documents	06/12/23	10/27/23
Appraisals	10/30/23	01/26/24
ROW acquisitions	01/29/24	06/28/24
Construction		
Bidding & Award	07/29/24	10/04/24



HESC Project No. 2022-160 Crystal Hill Extension

Prepared By J.Eric Holloway
Date 2-Nov-22

HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

ITEM NO.	DESCRIPTION	UNIT	TOTAL QTY.	UNIT PRICE	TOTAL
1	Utility assessment & routing surveying	LS	1	$ 25,000.00	$ 25,000.00
2	Traffic Study	LS	1	$ 40,000.00	$ 40,000.00
3	Environmental assessment & permitting	LS	1	$ 20,000.00	$ 20,000.00
4	Geotechnical Investigation	LS	1	$ 15,000.00	$ 15,000.00
5	Civil Design	LS	1	$ 320,000.00	$ 320,000.00
6	ROW Acquisition Documents & Appraisals	LS	1	$ 35,000.00	$ 35,000.00
				-	-
				-	-
				-	-
				-	-
				-	-
				Total	$ 455,000.00

HESC Project No. 2022-160 Crystal Hill Extension

Prepared By J.Eric Holloway
Date 2-Nov-22

HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

ITEM NO.	DESCRIPTION	UNIT	TOTAL QTY.	UNIT PRICE	TOTAL
1	Right-of-Way Acquisition	AC	3.50	$ 80,000.00	$ 280,000.00
2	Utility Relocation	LS	1	$ 200,000.00	$ 200,000.00
3	Site Preperation	LS	1	$ 30,000.00	$ 30,000.00
4	Clearing & Grubbing	AC	7	$ 6,000.00	$ 42,000.00
5	Unclassified Excavation to Subgrade	CY	7,500	$ 10.00	$ 75,000.00
6	Embankment Construction of Select Fill	CY	5,000	$ 16.00	$ 80,000.00
7	Undercut & Replacement	CY	15,500	$ 20.00	$ 310,000.00
8	ACHM	TON	3,870	$ 105.00	$ 406,350.00
9	Class 7 Base Course	TON	10,100	$ 30.00	$ 303,000.00
10	2' Concrete Curb & Gutter	LF	8,849	$ 22.00	$ 194,678.00
11	ACHM (14ft Greenway)	TON	680	$ 125.00	$ 85,000.00
12	Class 7 Base Course (14' Greenway)	TON	1,850	$ 30.00	$ 55,500.00
13	Concrete Sidewalk	LF	3,950	$ 32.50	$ 128,375.00
14	Drainage Improvemnts	LS	1	$ 450,000.00	$ 450,000.00
15	Signage & Striping	LS	1	$ 40,000.00	$ 40,000.00
16	Erosion Control	LS	1	$ 30,000.00	$ 30,000.00
17	Maintenance of Traffic	LS	1	$ 35,000.00	$ 35,000.00
18	Misc.,Mobilization, & Bonding	LS	1	$ 75,000.00	$ 75,000.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
				Subtotal	$ 2,819,903.00
				10 % Contingency & Escalation	$ 281,990.30
				5% Const. Admin.	$ 140,995.15
				Total Construction Cost	$ 3,242,888.45

HESC Project No. 2022-160 Crystal Hill Extension

Prepared By J.Eric Holloway
Date 2-Nov-22

HOLLOWAY ENGINEERING
SURVEYING & CIVIL DESIGN

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12	Class 7 Base Course (14' Greenway)	TON	1,850	$ 30.00	$ 55,500.00
13	Concrete Sidewalk	LF	3,950	$ 32.50	$ 128,375.00
14	Drainage Improvemnts	LS	1	$ 350,000.00	$ 350,000.00
15	Signage & Striping	LS	1	$ 40,000.00	$ 40,000.00
16	Erosion Control	LS	1	$ 30,000.00	$ 30,000.00
17	Maintenance of Traffic	LS	1	$ 35,000.00	$ 35,000.00
18	Misc.,Mobilization, & Bonding	LS	1	$ 75,000.00	$ 75,000.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
				Subtotal	**$ 2,719,903.00**
				10 % Contingency & Escalation	**$ 271,990.30**
				3.5% Const. Admin.	**$ 95,196.61**
				Total Construction Cost	**$ 3,087,089.91**

M A U M E L L E

November 4, 2022

To whom it may concern:

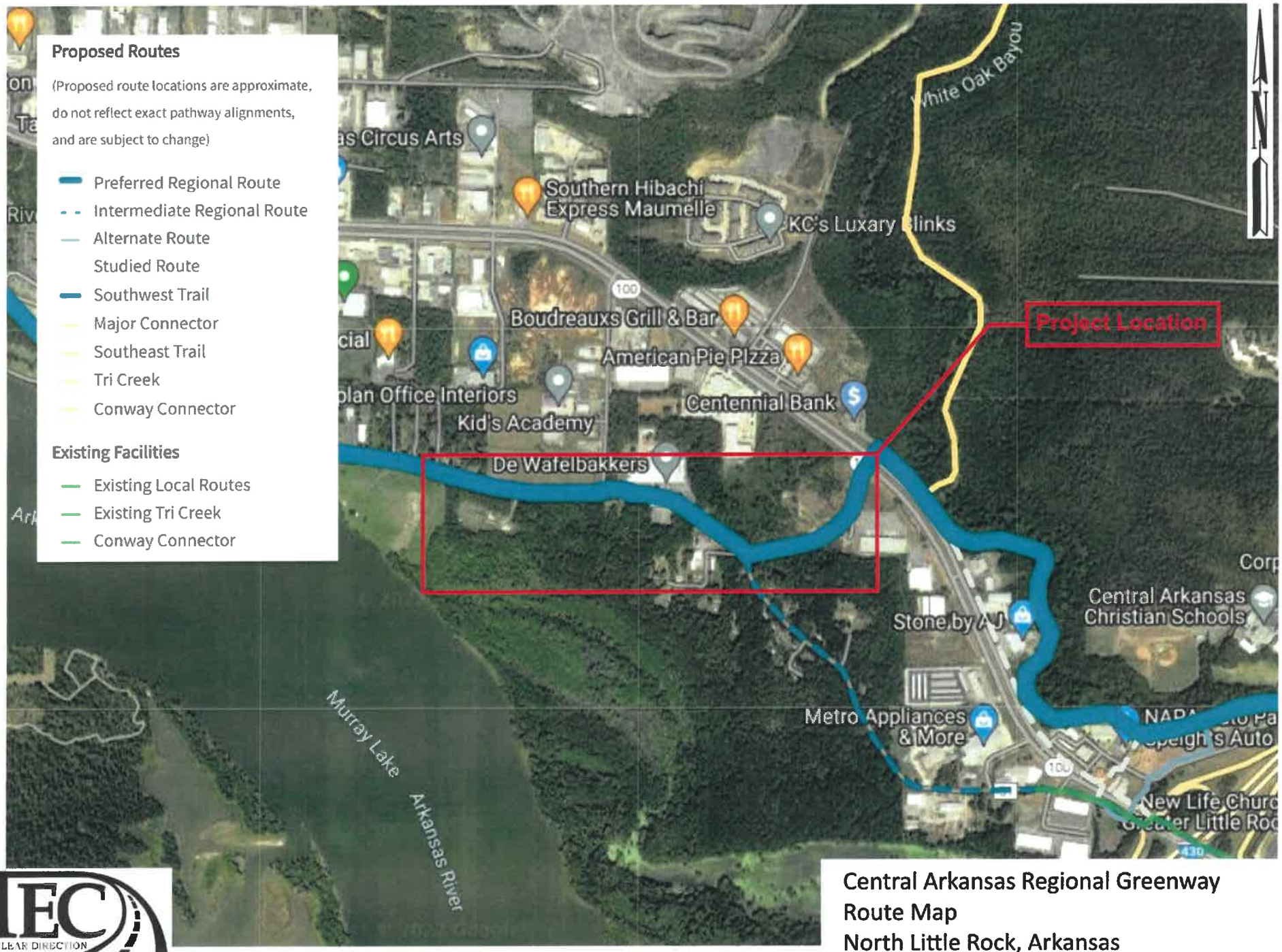
The City Of Maumelle supports the plans of the City of North Little Rock to commence engineering efforts on Crystal Hill Road. Although this project lies within the city limits of North Little Rock, Maumelle knows the project will benefit both cities and all of central Arkansas.

This project is vital to the connectivity of the Central Arkansas Regional Greenway and will spur economic growth throughout our region.

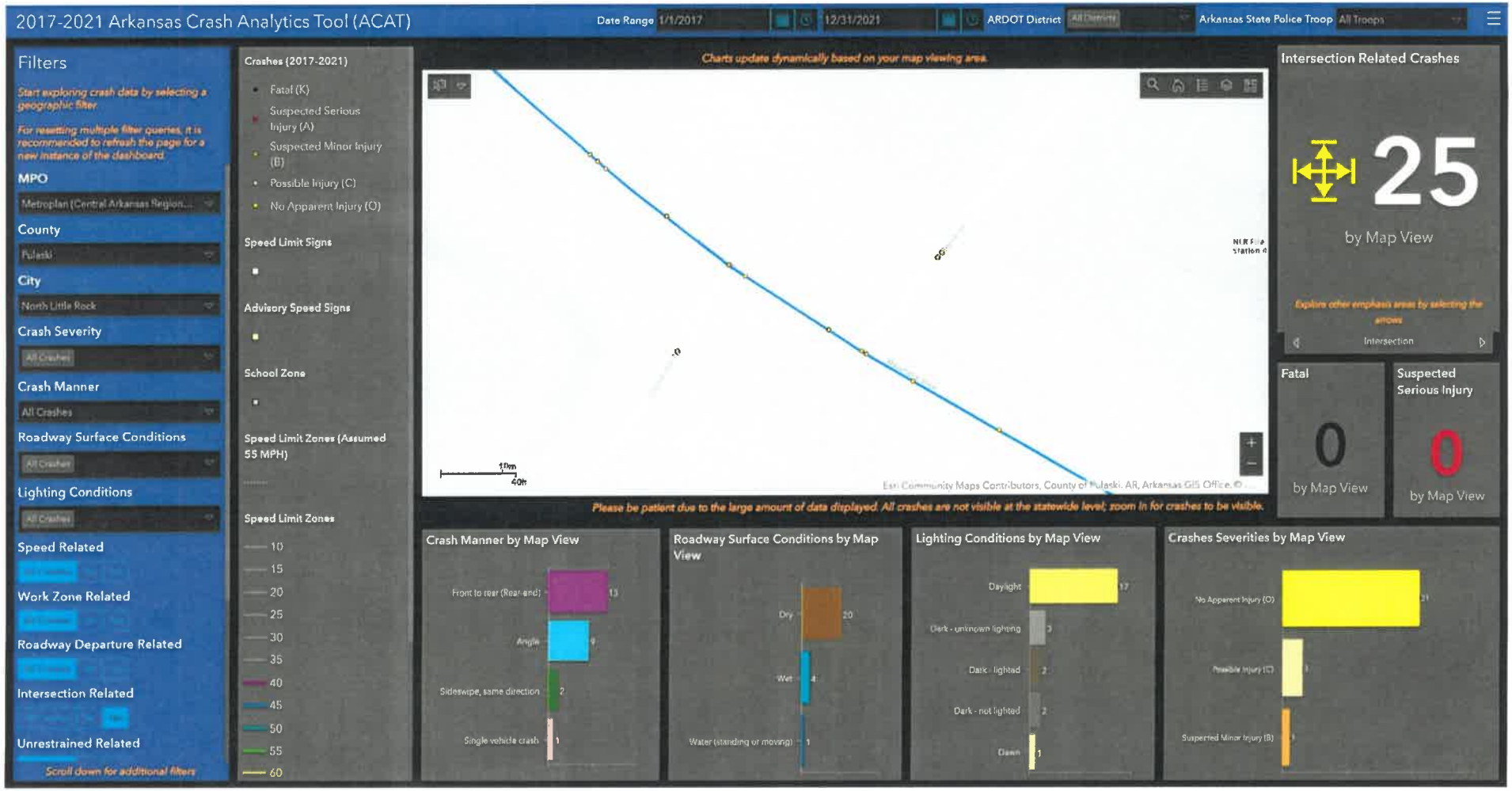
Thank you,

Caleb Norris
Mayor

550 EDGEWOOD DRIVE / SUITE 590 / MAUMELLE, ARKANSAS 72113
(501) 851-2500 FAX (501) 851-6738

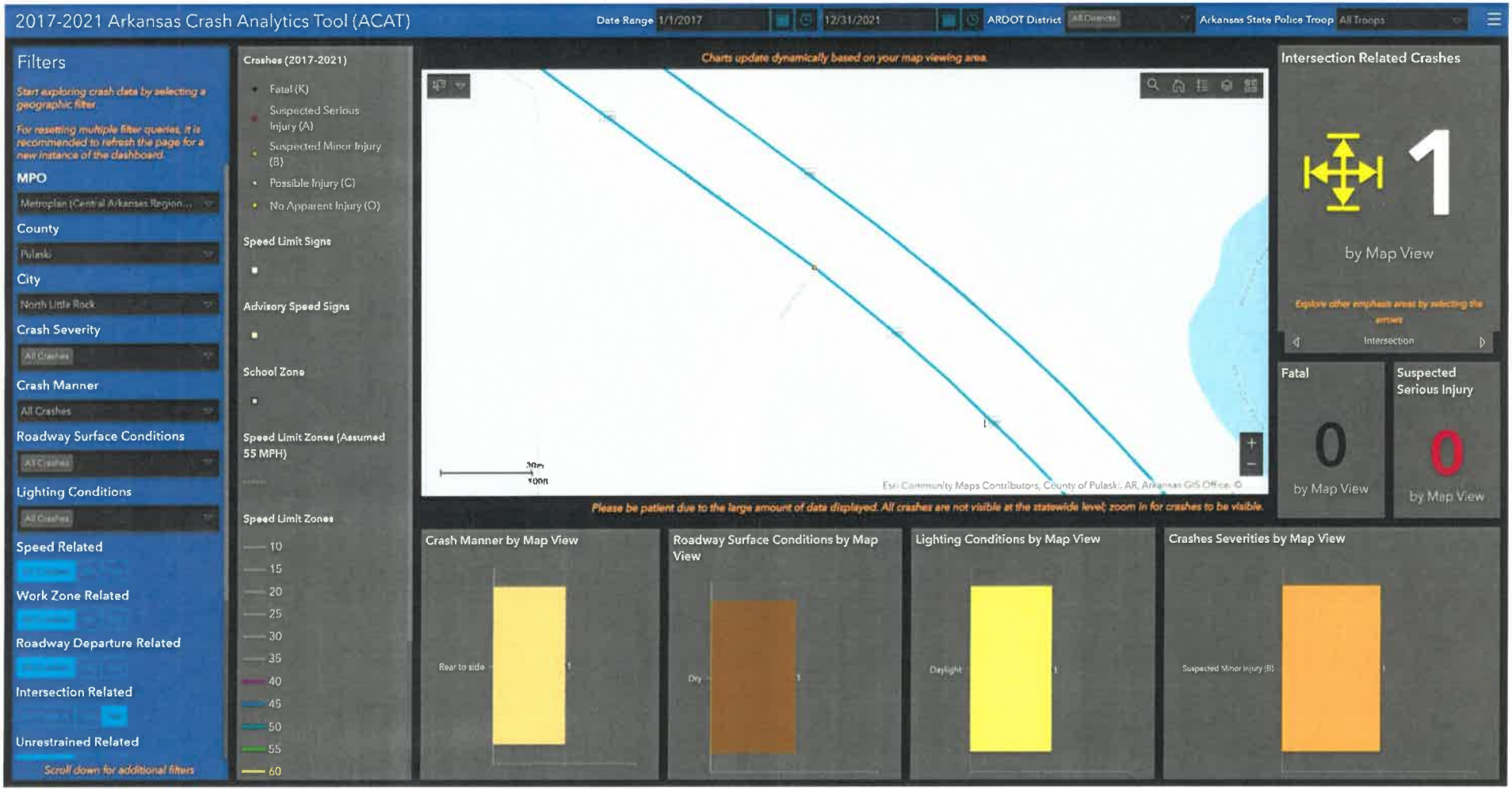


Central Arkansas Regional Greenway
Route Map
North Little Rock, Arkansas

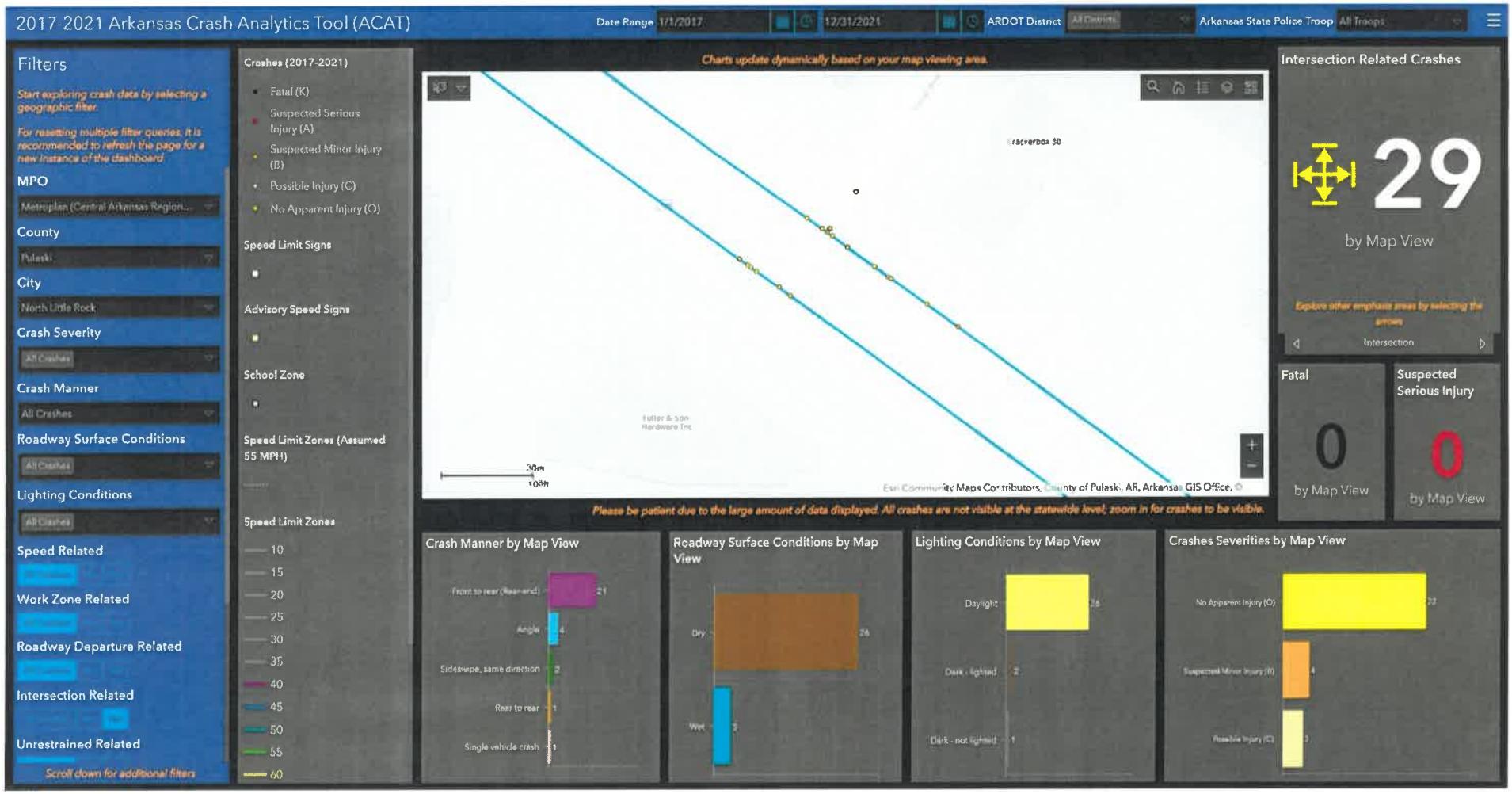


TEC
A CLEAR DIRECTION

Intersection Crash History
Maumelle Blvd & Crystal Hill Rd
North Little Rock, Arkansas



Intersection Crash History
Maumelle Blvd & Corporate Drive
North Little Rock, Arkansas



TEC
A CLEAR DIRECTION

Intersection Crash History
Maumelle Blvd & Vestal Blvd
North Little Rock, Arkansas

White Oak Crossing
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