

FY 2014-2018 CIP BOMA & STAFF PRIORITY RANKING

The below groupings of projects is an attempt to present the avenues for funding the various projects. Funding by either the Facilities Tax or the Hotel/Motel Tax does not affect the funding capacity as outlined in the PFM Group's Debt Capacity Model.

Those projects as highlighted in **YELLOW** are proposed to be funded utilizing Facility Tax Revenues.
 Those projects as highlighted in **RED** are proposed to be funded utilizing Hotel/Motel Tax Revenues.

CIP Book Page Number	PROJECT	BOMA Priority Rank	Staff Priority Rank	Prior Years	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total
Fire 1	Fire Station #8 to be located in the Westhaven Development	1	1	35,000	1,400,000	1,650,000				3,085,000
Fire 2	Fire Station #7 to be located in the Berry Farms Development	4	T 7	35,000		1,400,000	1,650,000			3,085,000
Facilities 1	City Hall	6	3		250,000	1,300,000	17,000,000	9,000,000		27,550,000
A portion of the City Hall project cost can be funded by Facilities Tax Revenues (much as the Police Headquarters Bldg.) Propose to use Facility Tax Revenues for the Design (Professional Services) and a portion of the Construction. The fiscal year funding needs for this project have been shifted in above listing from that as indicated in the FY 2014-2018 Capital Investment Program (CIP) Book to better match actual needs should funding for construction be available in FY 2016.										
Parks 14	Public Restrooms @ Harlinsdale Farm	9	T 10			20,000	140,000			160,000
Parks 8A	Harpeth River Walk	T 16	6		115,000	1,560,000				1,675,000
A portion of the Harpeth River Walk project cost can be funded by the Hotel/Motel Tax Revenues and it is proposed to use these Revenues for the Design (Professional Services) which totals \$150,000 (\$115,000 in FY 2014 & \$35,000 in FY 2015). The funding for the remainder of the project could be through a grant that would probably have at least a 20% local match.										
Street 6	Columbia Ave improvements from Downs Blvd to Mack Hatcher Pkwy	2	2	21,500	821,500	4,000,000	12,300,000	8,300,000		25,443,000
Street 38	Streetscape - Franklin Rd (Harpeth Bridge to Harpeth Industrial Court)	3	4	615,250			1,820,000	200,000	7,709,000	10,344,250
Street 24	Mack Hatcher Pkwy (SR 397) Widening-Southeast Quadrant (Murfreesboro Rd (SR 96E) to Columbia Ave (SR 6))	5	T 7			300,000	400,000	12,900,000	12,980,000	26,580,000

CIP Book Page Number	PROJECT	BOMA Priority Rank	Staff Priority Rank	Prior Years	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total
Street 20	Lewisburg Pike (SR 106) Widening - Mack Hatcher Pkwy (SR 397) to Donnelson Creek Pkwy	7		88,775			775,000	1,500,000	10,350,000	12,713,775
Street 27	McEwen Dr, Phase IV from Cool Springs Blvd to Wilson Pike	8	T 10	514,697		340,000	1,840,000	10,975,000	9,475,000	23,144,697
Street 8	Del Rio Pike Improvements - Popular Grove Entrance to Carlisle Ln	10	T 15				180,000		4,000,000	4,180,000
Street 31	South Carothers Pkwy - Ladd Park	T 16	5				4,250,000	4,250,000		8,500,000
Street 22	Long Lane/Old Peytonsville Rd Connection Across I-65	T 16	9	327,700	1,400,000	2,500,000	3,550,000			7,777,700

STAFF RECOMMENDATIONS

- A. Fund Construction and Furnishings (\$3,050,000) for Fire Station # 8 Utilizing Facility Tax Revenues
- B. Fund Construction and Furnishings (\$3,050,000) for Fire Station # 7 Utilizing Facility Tax Revenues
- C. Fund the Professional Services (Design) (\$1,550,000) for the New City Hall Utilizing Facility Tax Revenues
- D. Fund (\$160,000) the Public Restrooms @ Harlinsdale Farm Utilizing Hotel/Motel Tax Revenues
- E. Fund the Professional Services (Design) (\$150,000) for the Harpeth River Walk Utilizing Hotel/Motel Tax Revenues
- F. Fund the Professional Services (Final Design) (\$150,000) for the Franklin Road Streetscape Project (Harpeth River Bridge to Harpeth Industrial Court) Utilizing the City's Funding Capacity - Ultimately various funding sources (i.e. Stormwater Funds, Road Impact Fees, possible grants) could be utilized for this Project.
- G. Fund the Land & Easement Acquisitions (\$1,400,000) for the Long Lane/Old Peytonsville Road Connection Across I-65
- H. Fund the Professional Services (Final Design) (\$340,000) for the McEwen Drive Phase IV Improvements from Cool Springs Blvd to Wilson Pike.
- I. Fund the Professional Services (Design) (\$821,500) for the Columbia Avenue Improvements from Downs Blvd. to Mack Hatcher Pkwy - Funding for this should be contingent upon this project being approved in the MPO TIP as recommended - will need a contract with TDOT prior to starting the design efforts - Ultimately various funding sources (i.e. State/Federal Funding of 80% with Local @ 20% if included in approved MPO TIP and TDOT's planning cycle, Road Impact Fees, etc.) could be utilized for this project.

12/5/2013

FY 2014-2018 CIP STAFF FUNDING PROPOSAL

The below groupings of projects is an attempt to present the avenues for funding the various projects. Funding by either the Facilities Tax or the Hotel/Motel Tax does not affect the funding capacity as outlined in the PFM Group's Debt Capacity Model.

CIP Book Page Number	PROJECT	BOMA Priority Rank	Staff Priority Rank	General Capital	Facilities Tax Fund	Hotel/Motel Tax Fund	State/Federal Funding	Total
Fire 1	Fire Station #8 to be located in the Westhaven Development (Construction/Equip)	1	1		3,050,000			3,050,000
Fire 2	Fire Station #7 to be located in the Berry Farms Development (Construction/Equip)	4	T 7		3,050,000			3,050,000
Facilities 1	City Hall (Design/Building Program)	6	3	1,550,000				1,550,000
Parks 14	Public Restrooms @ Harlinsdale Farm (Construction)	9	T 10			160,000		160,000
Parks 8A	Harpeth River Walk (Design/Professional Service)	T 16	6			150,000		150,000
Street 6	Columbia Ave Improvements from Downs Blvd to Mack Hatcher Pkwy (Design/Professional Service)	2	2	821,500			MPO Plan	821,500
Street 38	Streetscape - Franklin Rd (Harpeth Bridge to Harpeth Industrial Court) (Final Design)	3	4	150,000				150,000
Street 27	McEwen Dr, Phase IV from Cool Springs Blvd to Wilson Pike (Final Design)	8	T 10	340,000				340,000
Street 22	Long Lane/Old Peytonsville Rd Connection Across I-65 (Land and Easement Acquisition)	T 16	9	1,400,000				1,400,000
	Total Funding Plan			4,261,500	6,100,000	310,000	-	10,671,500



HISTORIC
FRANKLIN
TENNESSEE

ITEM #13
WRKS
01/14/14

January 6, 2014

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
David Parker, City Engineer/CIP Executive
Paul Holzen, Director of Engineering
Carl Baughman, Traffic Engineer
Jonathan Marston, Staff Engineer 3

SUBJECT: Right-Turn Bypass Lane at Roundabout on East McEwen Drive

Purpose

The purpose of this memo is to provide information about traffic congestion at the roundabout on East McEwen Drive and Cool Springs Boulevard/Oxford Glen Drive

Background

On Sunday, November 3RD, the McEwen Drive Connector project was partially opened to traffic. The full capacity of the intersection has been limited since this partial opening due to having temporary traffic control devices still in place to limit the roundabout and its approaches to single lane operation. This has allowed the contractor to safely continue working on final grading, while still allowing traffic to flow through the area.

On Monday morning, November 4TH, City staff monitored the traffic in and around the roundabout during the AM peak rush. Because the roundabout was not operating at full capacity, motorists traveling west on East McEwen Drive were still experiencing significant delays. During this monitoring event, Alderman Burger expressed concern that, even upon opening the roundabout to full capacity, morning traffic would still experience significant delay. Several options to help further reduce congestion at the roundabout were discussed and are listed below from least expensive to most expensive:

- Driver education for navigating a roundabout – Staff Time Only
 - This is the first roundabout in Williamson County that is fully compliant with the modern pavement marking and signage standards as set forth in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
 - This is the first multi-lane roundabout in Williamson County.
 - Drivers must be educated about less common types of intersections, such as roundabouts.
- Installation of driver feedback sign on northbound Oxford Glen Drive to remind speeding motorists to slow down (approximately \$15,000). The driver feedback signage would be in addition to the lowering of the speed limit on Oxford Glen Drive just south of the roundabout to account for the lower design speed of the vertical curve in this area.
 - Slower speeds on northbound Oxford Glen Drive allows the potential for longer gaps, which in turn allows traffic on East McEwen Drive to enter the roundabout more freely.
- Installation of a right-turn bypass lane from westbound East McEwen Drive onto northbound Cool Springs Boulevard. – Approximately \$325,000 (\$50k for Design & \$275k for Construction)



- A right-turn bypass lane would allow the right turn movement from westbound East McEwen Drive onto northbound Cool Springs Boulevard to avoid the roundabout.

City staff has requested Sullivan Engineering, Inc. (SEI), the design consultant for the Connector project, to develop a cost estimate for the design and construction of the right-turn bypass lane. If deemed necessary by the BOMA, this would allow additional work to proceed as quickly as possible.

As of Wednesday, December 11TH, all lanes of the roundabout and its approaches are open to traffic. There is still minor construction work in the area, so some temporary traffic control devices and most construction signage will remain in place. City staff was on-site from 7:30 AM to 8:30AM, the morning of Monday, December 16TH, to monitor traffic at the roundabout, with all lanes open and operational. This time period is considered to be the AM peak hour for this area. The longest traffic back-up observed during this peak period was approximately 500 feet long. Delay experienced by the average motorist was less than 30 seconds.

Once the Christmas and New Year's holidays are complete, City staff will return to further monitor traffic. By this time, all construction for this project should be complete. Also, motorists will have had approximately one (1) month to adjust to the new traffic patterns in and around the roundabout. City staff will also perform updated traffic counts at the roundabout for further review.

As a planning guide, this intersection was studied in the Integrated Growth Plan for Carothers Parkway and East McEwen Drive. For the year 2025 forecast condition with 0% build-out of the study area parcels, the right-turn bypass lane is recommended for an acceptable Level of Service. This finding indicates that background traffic which is generated by other than the study area developments brings about the need for the right-turn bypass lane. It is also noteworthy that the 75% build-out condition results in the recommendation for an eastbound right-turn bypass lane.

Recommendation

It is the recommendation of staff that no additional changes be made to the roundabout or its approaches at this time. It is important to let traffic fully adjust to the newly completed project. If, in a few months' time, traffic delays are still unbearable to local motorists, it is the recommendation of staff to proceed with the full design of the right-turn bypass lane, which is an ideal project to be constructed utilizing the Streets Department's annual contracts.

Summary - Streets/Engineering

City of Franklin, TN

FY2014-2018

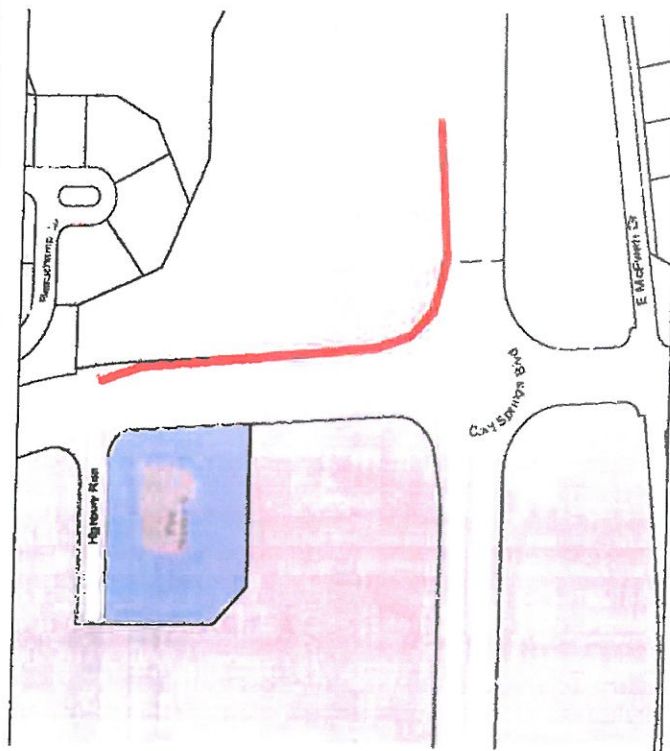
Project Name: McEwen Drive - Cool Springs Blvd to Wilson Pike (SR 252)
Department Division: Streets/Engineering
Project Number: 431000609
Project Fund: Bond Fund, Road Impact
Estimated Start Date: FY 2004
Estimated Date of Completion: FY 2018

Description:

The McEwen Drive Connector Project was open to traffic in December 2014. Overall this intersection operates an acceptable LOS during 23 hours of the day. During the AM Peak West bound McEwen backs up due to heavy traffic flowing North on Oxford Glen Drive. Adding a dedicated turn lane would reduce the delay and improve the LOS during this 1 hour AM peak.

Impact on Operating Budget:

There is a minimum increase to the City's Street Department Operations and maintenance Budget (O&M) required as a result of this project and these costs are not known at this time. The need for additional personnel and budget will result from the addition of street improvements across the entire City and not this improvement alone.



EXPENDITURES	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
Land/Easements	0	0	0	0	0	50,000
Professional Services	0	40,000	0	0	0	70,000
Construction / Improvements	0	0	330,000	0	0	330,000
Equipment	0	0	0	0	0	0
Furnishings	0	0	0	0	0	0
Utility Relocation	0	0	25,000	0	0	25,000
TOTAL	0	40,000	435,000	0	0	475,000

REVENUES	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
General Fund	0	0	0	0	0	0
Bond Fund	0	40,000	0	0	0	40,000
Special Funds	0	0	0	0	0	0
State or Federal Funding	0	0	0	0	0	0
TOTAL	0	40,000	435,000	0	0	475,000



HISTORIC
FRANKLIN
TENNESSEE

January 6, 2014

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
David Parker, City Engineer/CIP Executive
Paul Holzen, Director of Engineering
Carl Baughman, Traffic Engineer
Jonathan Marston, Staff Engineer 3

SUBJECT: Carothers Parkway South Extension Gap Section from Parkworth Drive to Truman Road West

Purpose

The purpose of this memo is to provide information about the unfunded gap section of the Carothers Parkway South Extension Project.

Background

The Carothers Parkway South Extension was originally designed as a 4-lane facility from Falcon Creek subdivision to Truman Road West in the Highlands at Ladd Park subdivision. The additional segment of Carothers Parkway from Truman Road West to Long Lane was to be constructed at a later time, as required by development and traffic growth. Due to budget constraints, the construction of the full, 4-lane facility was not feasible. Therefore, the Board of Mayor and Aldermen (BOMA) approved City of Franklin (COF) Contract No 2012-0078, with Sullivan Engineering, Inc. (SEI) in an amount of \$262,970.00, to redesign the Carothers Parkway South Extension as a 2-lane facility. The project limits from Falcon Creek subdivision to Truman Road West, in the Highlands at Ladd Park subdivision, remained the same. On June 11, 2013, the COF Contract No 2013-0048 for the construction of the Carothers Parkway South Extension was awarded to the low bidder, Mountain States Contractors, LLC (MSC) in an amount of \$10,262,066.99. On November 12, 2013, the BOMA approved a Change Order 1 to this construction contract for an increase of \$560,000.00.

During the development of plans for the Carothers Parkway South Extension project, the developer for the Highlands at Ladd Park, Trillium Farms, L.P., approached the City about building a portion of Carothers Parkway, from Long Lane to the proposed Parkworth Drive, a project length of approximately 1100 feet. On March 26, 2013, the BOMA approved COF Contract No 2013-0016, which is a Road Impact Offset Agreement to allow this construction, between the COF and Trillium Farms, L.P. With the exception of the final paved surface, this short project was completed in November 2013.

At the completion of the MSC construction contract with the COF, Carothers Parkway will be complete, as a 2-lane facility from Falcon Creek subdivision to Truman Road West, in the Highlands at Ladd Park subdivision. Unfortunately, this City funded project does not connect to the developer built 1100 foot section of Carothers Parkway that intersects directly with Long Lane. **There is an unfunded gap section of Carothers Parkway, approximately 2800 feet in length, from Truman Road West to Parkworth Drive.**



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As currently designed, motorists will utilize the Highlands at Ladd Park Subdivision streets of Ladd Road and Truman Road West to access Carothers Parkway from Long Lane, and vice versa.

City staff identified this shortfall and has asked SEI, the design consultant for the Carothers Parkway South Extension project, to provide a cost estimate for the completion of this gap section. Those estimated costs are as follows:

Design Services	\$ 100,000
Right-of-Way (ROW) & Easement Acquisition	\$ 220,000
Construction Engineering & Inspection (CEI)	\$ 30,000
Construction	\$ 2,500,000
TOTAL	\$ 2,850,000

Recommendation

Most importantly, City staff wants to make the BOMA aware of this gap section on Carothers Parkway. If funding is available, staff recommends the completion of this gap section as a part of the existing contract with MSC, which would result in a continuous Carothers Parkway from Moores Lane to Long Lane.

Summary - Streets/Engineering

City of Franklin, TN

FY2014-2018

Project Name: Carothers Parkway South - Ladd Park Development to Long Lane Streets/Engineering
Department Division: Streets/Engineering
Project Number: 43100844
Project Fund: Road Impact
Estimated Start Date: FY 2016
Estimated Date of Completion: FY 2017



Description:
 Carothers Parkway South is shown on the Major Thoroughfare Plan (MTP) as a needed roadway improvement. The Highlands of Ladd Park Subdivision Construction the first 1300 LF of the roadway through their development and received a Road Impact Fee offset in the amount of \$1,015,448. The remaining 2,800LF of roadway will need to be built by the City or the Developer. The ultimate cross section (costs estimates based on) for this improvement is a 4-lane median divided roadway with bike lanes, curb & gutters, sidewalks and other appurtenances as required. Staff would recommend an initial construction of 2-lane median divided roadway and some sheet piling off the improvement to meet the newer stormwater requirements. Annual maintenance impact on Operating Budget.
 There is a minimum increase to the City's Street Department Operations and maintenance Budget (O&M) required as a result of this project and these costs are not known at this time. The need for additional personnel and budget will result from the addition of street improvements across the entire City and not this improvement alone.

	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
EXPENDITURES						
Land/Easements	0	300,000	0	0	0	300,000
Professional Services	0	70,000	0	0	0	220,000
Construction / Improvements	0	0	2,500,000	0	0	2,500,000
Equipment	0	0	0	0	0	0
Furnishings	0	0	0	0	0	0
Utility Relocation	0	0	0	0	0	0
TOTAL	0	370,000	2,500,000	0	0	3,020,000

	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
REVENUES						
General Fund	0	0	0	0	0	0
Bond Fund	0	150,000	2,500,000	0	0	3,020,000
Special Funds (Paid by Developer)	0	0	0	0	0	0
State or Federal Funding	0	0	0	0	0	0
TOTAL	0	150,000	2,500,000	0	0	3,020,000



HISTORIC
FRANKLIN
TENNESSEE

January 2, 2014

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator
David Parker, City Engineer/CIP Executive
Paul Holzen, Director of Engineering
Jonathan Marston, Staff Engineer 3

SUBJECT: Sidewalk Construction along Murfreesboro Road (S.R. 96) from Pinkerton Park to Ralston Lane

Purpose

The purpose of this memo is to provide information about a potential Capital Investment Project (CIP) for the design and construction of sidewalk along the northern side of Murfreesboro Road (SR 96) from Pinkerton Park to Ralston Lane.

Background

At recent meetings, members of the Board of Mayor and Aldermen (BOMA) have expressed an interest in constructing sidewalk along Murfreesboro Road (SR 96) from Pinkerton Park to Ralston Lane.

Sidewalk is currently in place along Ralston Lane, Liberty Pike, several area subdivisions, and a small portion of Murfreesboro Road. There is no defined pedestrian facility accessing Pinkerton Park from Murfreesboro Road, which is a highly traveled State Route. This proposed project, along with some additional sidewalk east of the Harpeth River Bridge and west of Mack Hatcher Parkway, would provide continuous pedestrian connectivity between downtown Franklin and the new multi-use trail and sidewalk, which is a part of the Mack Hatcher widening project. With the construction of sidewalks along these three (3) stretches of Murfreesboro Road, residents in the subdivisions in the Murfreesboro Road area would have safe access to Pinkerton Park without the need to drive.

Preliminary costs, as estimated by staff, are as follows:

Design Services	\$ 65,000
Right-of-Way (ROW) & Easement Acquisition	\$ 65,000
Utility Relocations	\$ 20,000
Construction	\$ 400,300
TOTAL	\$ 550,300

Recommendation

Staff recommends consideration of this project as part of the FY 2014-2018 CIP Prioritization.

Project Name: SR96 East Sidewalk

Department Division: Engineering/Streets

Project Number: General Fund

Project Fund: General Fund

Estimated Start Date: FY 2014

Estimated Date of Completion: FY 2016

Description:

This project allows for a continues sidewalk from Pinkerton Park to Ralston Ln. It will include necessary TDOT permits and flood plan alteration permits to allow fill within the flood plan.



Impact on Operating Budget:

There is a minimum increase to the City's Parks Department Operations and maintenance Budget (O&M) required as a result of this project and these costs are not known at this time. The need for additional personnel and budget will result from the addition of Parks improvements across the entire City and not this improvement alone.

	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
EXPENDITURES						
Land	0	65,000	0	0	0	65,000
Professional Services	0	0	0	0	0	0
Construction / Improvements	65,000	0	0	0	0	65,000
Equipment	0	0	400,300	0	0	400,300
Furnishings	0	0	0	0	0	0
Utility Relocation	0	0	0	0	0	0
UTILITY	0	0	20,000	0	0	20,000
TOTAL	65,000	65,000	420,300	0	0	550,300
REVENUES						
General Fund	0	65,000	0	0	0	130,000
Bond Fund	0	0	0	0	0	0
Special Funds	0	0	420,300	0	0	420,300
State or Federal Funding	0	0	0	0	0	0
TOTAL	0	65,000	420,300	0	0	550,300



HISTORIC
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TENNESSEE

January 2, 2014

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator
David Parker, City Engineer/CIP Executive
Paul Holzen, Director of Engineering
Jonathan Marston, Staff Engineer 3

SUBJECT: Sidewalk Construction along New Highway 96W (S.R. 96) from Freedom Intermediate School to Downs Boulevard

Purpose

The purpose of this memo is to provide information about a potential Capital Investment Project (CIP) for the design and construction of a sidewalk along the northern side of New Highway 96W (SR 96) from Freedom Intermediate School to Downs Boulevard.

Background

Staff has received several requests from area residents to construct a sidewalk along New Highway 96W (SR 96) from Freedom Intermediate School to Downs Boulevard. The intersection of SR 96 and Downs Boulevard is a signalized intersection with pedestrian crossing signal capabilities. The pedestrian signal heads have not been activated due to there being the safety concern of no acceptable pedestrian facilities (sidewalk) on the north side of SR 96. Also, the cross walk markings for SR 96 have not installed for this reason.

With the exception of the recently completed intersection project at New Highway 96W and Boyd Mill Avenue & Carlisle Lane and directly in front of Freedom Intermediate School, there are no pedestrian facilities along SR 96 West from the western City Limits, beyond the Westhaven subdivision, to 9TH Avenue North near downtown Franklin. This proposed project would provide safe pedestrian access to Freedom Intermediate School from the subdivisions of Founders Pointe, Reid Hill Commons and other subdivisions south of SR 96 West.

Preliminary costs, as estimated by staff, are as follows:

Design Services	\$ 10,000
Right-of-Way (ROW) & Easement Acquisition	\$ 10,000
Utility Relocations	\$ 10,000
Construction	\$ 78,220
TOTAL	\$ 108,220

Recommendation

Staff recommends consideration of this project as part of the FY 2014-2018 CIP Prioritization.

Parks / Engineering

City of Franklin, TN

FY 2014-2018 CIP

Project Name: SR 96 West Sidewalk

Department Division: Engineering/Streets

Project Number:

Project Fund: General Fund

Estimated Start Date: FY 2014

Estimated Date of Completion: FY 2016

Description:

This project allows for a continues sidewalk from Freedom Middle School To the Intersection of Downs Blvd @ SR 96W. It will include necessary TDOT permits to build a sidewalk within the ROW.



Impact on Operating Budget:

There is a minimum increase to the City's Parks Department Operations and maintenance Budget (O&M) required as a result of this project and these costs are not known at this time. The need for additional personnel and budget will result from the addition of Parks Improvements across the entire City and not this improvement alone.

	Prior Years					Totals
	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
EXPENDITURES						
Land	0	10,000	0	0	0	10,000
Professional Services	0	0	0	0	0	0
Construction / Improvements	10,000	0	78,220	0	0	10,000
Equipment	0	0	0	0	0	78,220
Furnishings	0	0	0	0	0	0
Utility Relocation	0	0	0	0	0	0
TOTAL	10,000	10,000	88,220	0	0	108,220
REVENUES						
General Fund	0	10,000	0	0	0	20,000
Bond Fund	0	0	88,220	0	0	88,220
Special Funds	0	0	0	0	0	0
State or Federal Funding	0	0	0	0	0	0
TOTAL	0	10,000	88,220	0	0	108,220

CAROTHERS PARKWAY
Major Arterial
Speed Limit 40 MPH
UNDER CONSTRUCTION

CONNECTOR ROAD
Major Collector
Speed Limit 35 MPH
UNDER CONSTRUCTION

TRUMAN ROAD WEST
Local Street
Speed Limit 25 MPH
COMPLETE

ALFRED LADD ROAD
Local Street
Speed Limit 25 MPH
COMPLETE

CAROTHERS PARKWAY
Major Arterial
Speed Limit 40 MPH
PLANNING

CAROTHERS PARKWAY
Major Arterial
Speed Limit 40 MPH
COMPLETE