Item 1

Minutes

February 26, 2014 Meeting
Item 2
Consideration of Minute Orders
Item 3
Consultant Selection
On Call Planning Services
Item 4
Consultant Selection
Architectural Services for Welcome Centers
Item 5
Consultant Selection
Architectural Services for Tourist Information Centers
Item 6

Consultant Selection

Architectural Services for Building Assessments
Item 7
Update
Interstate Rehabilitation Program (IRP)
Connecting Arkansas Program (CAP)
State Aid City Street Program
Complete: 3
Miles: 40
Amount: $29 million
Construction: 9
Miles: 57
Amount: $271 million
2014: 15
Miles: 97
Amount: $320 million
April: 5
Miles: 43
Amount: $110 million

- I-40 Ozark – Hwy 164
  10.8 miles
- I-40 Hwy 331 - Atkins
  10.8 miles
- I-55 Jericho-Lake David
  8 miles
- I-40 Cache River – Bayou DeView
  4.1 miles
- I-530 I-30 – Bingham Road
  6.5 miles
2015-2022: 48 Miles: 266 Amount: $600 million
Construction: 1
Miles: 4
Amount: $53 million
2014: 3
Miles: 29
Amount: $213 million
2015: 6
Miles: 38
Amount: $180 million
2016: 9
Miles: 35
Amount: $287 million
2017-2019: 13
Miles: 92
Amount: $805 million
State Aid
City Street Program
Item 8
State Highway Revenue Update
## March 2014 Revenues and Consumption

<table>
<thead>
<tr>
<th>July - March</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>Variance</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuels Tax</td>
<td>$202.4</td>
<td>$197.7</td>
<td>($4.7)</td>
<td>-2.3%</td>
</tr>
<tr>
<td>Registration Fees</td>
<td>$58.8</td>
<td>$58.1</td>
<td>($0.7)</td>
<td>-1.2%</td>
</tr>
<tr>
<td>Permits &amp; Penalties</td>
<td>$13.6</td>
<td>$12.7</td>
<td>($0.9)</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Other</td>
<td>$6.0</td>
<td>$4.2</td>
<td>($1.8)</td>
<td>-30.0%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td>$280.8</td>
<td>$272.7</td>
<td>($8.1)</td>
<td>-2.9%</td>
</tr>
<tr>
<td>Natural Gas Severance Tax</td>
<td>$22.6</td>
<td>$33.3</td>
<td>$10.7</td>
<td>47.4%</td>
</tr>
<tr>
<td>RRA Interest</td>
<td>$2.4</td>
<td>$2.5</td>
<td>$0.1</td>
<td>4.2%</td>
</tr>
<tr>
<td>Less: Diesel Tax for Bonds</td>
<td>($12.2)</td>
<td>($12.1)</td>
<td>$0.1</td>
<td>-0.8%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td>$293.6</td>
<td>$296.4</td>
<td>$2.8</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fiscal 2014 Projected vs. Actual July - March</th>
<th>Budget (millions)</th>
<th>Actual (millions)</th>
<th>Variance (millions)</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuels Tax</td>
<td>$193.7</td>
<td>$197.7</td>
<td>$4.0</td>
<td>2.1%</td>
</tr>
<tr>
<td>Registration Fees</td>
<td>$62.2</td>
<td>$58.1</td>
<td>($4.1)</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Permits &amp; Penalties</td>
<td>$13.6</td>
<td>$12.7</td>
<td>($0.9)</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Other</td>
<td>$3.8</td>
<td>$4.2</td>
<td>$0.4</td>
<td>10.5%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td>$273.3</td>
<td>$272.7</td>
<td>($0.6)</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Natural Gas Severance Tax</td>
<td>$28.5</td>
<td>$33.3</td>
<td>$4.8</td>
<td>16.8%</td>
</tr>
<tr>
<td>RRA Interest</td>
<td>$1.8</td>
<td>$2.5</td>
<td>$0.7</td>
<td>38.9%</td>
</tr>
<tr>
<td>Less: Diesel Tax for Bonds</td>
<td>($12.8)</td>
<td>($12.1)</td>
<td>$0.7</td>
<td>-5.5%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td>$290.8</td>
<td>$296.4</td>
<td>$5.6</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fuel Consumption in Gallons July – March</th>
<th>FY 2013 (millions)</th>
<th>FY 2014 (millions)</th>
<th>Difference (millions)</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>1,036.6</td>
<td>1,026.6</td>
<td>-10.0</td>
<td>-1.0%</td>
</tr>
<tr>
<td>Diesel</td>
<td>448.6</td>
<td>447.5</td>
<td>-1.1</td>
<td>-0.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,485.2</td>
<td>1,474.1</td>
<td>-11.1</td>
<td>-0.8%</td>
</tr>
</tbody>
</table>
Fuel Consumption
April 2013 – March 2014

Gasoline

Diesel

Alternative
Total Fuel Consumption
Gallons

- Total: 2,001,674 -0.58%
- Gasoline: 1,397,475 -0.88%
- Diesel: 603,923 0.07%
- Alternative: 681,846 24.13%

(500,000)
## Projected Sales Tax vs. Actual

<table>
<thead>
<tr>
<th>Month</th>
<th>Projected Net</th>
<th>Actual Receipts</th>
<th>Variance</th>
<th>Monthly Variance</th>
<th>Annual Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$5,950,000.00</td>
<td>$6,205,659.77</td>
<td>$255,659.77</td>
<td>4.30%</td>
<td>4.30%</td>
</tr>
<tr>
<td>Aug</td>
<td>$13,930,000.00</td>
<td>$12,923,708.99</td>
<td>$(1,006,291.01)</td>
<td>-7.22%</td>
<td>-3.78%</td>
</tr>
<tr>
<td>Sept</td>
<td>$13,860,000.00</td>
<td>$13,462,454.84</td>
<td>$(397,545.16)</td>
<td>-2.87%</td>
<td>-6.65%</td>
</tr>
<tr>
<td>Oct</td>
<td>$13,300,000.00</td>
<td>$12,587,677.76</td>
<td>$(712,322.24)</td>
<td>-5.36%</td>
<td>-4.77%</td>
</tr>
<tr>
<td>Nov</td>
<td>$13,160,000.00</td>
<td>$12,803,477.88</td>
<td>$(356,522.12)</td>
<td>-2.71%</td>
<td>-3.73%</td>
</tr>
<tr>
<td>Dec</td>
<td>$13,860,000.00</td>
<td>$13,833,985.52</td>
<td>$(26,014.48)</td>
<td>-0.19%</td>
<td>-1.44%</td>
</tr>
<tr>
<td>Jan</td>
<td>$13,860,000.00</td>
<td>$13,275,291.84</td>
<td>$(584,708.16)</td>
<td>-4.22%</td>
<td>-3.22%</td>
</tr>
<tr>
<td>Feb</td>
<td>$13,230,000.00</td>
<td>$12,215,268.47</td>
<td>$(1,014,731.53)</td>
<td>-7.67%</td>
<td>-3.49%</td>
</tr>
<tr>
<td>Mar</td>
<td>$13,300,000.00</td>
<td>$13,616,161.92</td>
<td>$316,161.92</td>
<td>2.38%</td>
<td>-3.08%</td>
</tr>
<tr>
<td>Apr</td>
<td>$13,650,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>$13,790,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td>$13,930,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$155,820,000.00</strong></td>
<td><strong>$110,923,686.99</strong></td>
<td><strong>$(3,526,313.01)</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Item 9
Status of Federal Highway & Transit Funding Issues
• **Moving Ahead for Progress in the 21st Century (MAP-21)**
  - Effective through September 30, 2014

• **Consolidated Appropriations Act, 2014**
  - Expires September 30, 2014

• **MAP-21 Reauthorization**
  - House Committee on Transportation and Infrastructure (March 12, 2014)
    - Oversight of US Department of Transportation Implementation of MAP-21 & Fiscal Year 2015 Budget Request for Surface Transportation
  - Senate Committee on Environment and Public Works Hearing (March 27, 2014)
    - MAP-21 Reauthorization: State & Local Perspectives on Transportation Priorities & Funding

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)

1/ Graph reflects actual data through 3/28/14 and end-of-month projections for the remainder of the fiscal year.
2/ Total receipt and outlay projections are based on FY 2015 President's Budget Baseline assumptions. Projected monthly receipt and outlay rates are based on historic averages.
3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA
Federal Highway Trust Fund

Estimated Federal Highway and Transit Obligations With No Net New Revenue

- Total FHWA Obligations (excl. flex)
- Total Safety Program Obligations
- Total Transit Account Obligations (incl. flex)

Dollars in Billions

Year:
- 2010: 40.8
- 2011: 40.3
- 2012: 38.1
- 2013: 39.4
- 2014: 40.0
- 2015: 28.2
- 2016: 28.8
- 2017: 29.5
- 2018: 30.2
- 2019: 30.9
- 2020: 31.6
- 2021: 32.4
- 2022: 33.1
- 2023: 33.9
- 2024: 5.7

Updated 7 Feb 2014
Impacts to Arkansas
Without a strong transportation network, America goes nowhere. And without federal investment, our system falls apart.

What happens to our economic future if the Highway Trust Fund (HTF) dead-ends?

https://invest.transportation.org/
Item 10
Update
Highway System Condition and Needs
History

- **Highway Needs Study and Improvement Plan**
  - Last updated in February 2007

- **Previous Considerations**
  - Capital Improvement Needs
    - New Location
    - Capacity
    - Economic Development Connectors
    - Congressionally-designated High Priority Corridors

- **System Preservation Needs**
  - Interstate Rehabilitation
  - Reconstruction and Resurfacing
  - Shoulder Improvements
  - Bridge Improvements
History

- Limited or No Consideration
  - Maintenance Needs
  - Equipment
  - Facilities
  - Signing and Striping
  - Intelligent Transportation Systems

- Previous Considerations
  - Capital Improvement Needs
  - System Preservation Needs
Initial Considerations

- System Preservation Needs
- Capacity Needs
- Safety Needs
- Maintenance Needs
Needs Assessment Update

Subsequent Considerations

- Capital Improvements for Economic Development
  - New Location Routes
  - Major Widening
  - New Interchanges
  - Congressionally-Designated High Priority Corridors
A: $12,000 to $65,000 per lane mile
B: $13,800 to $140,000 per lane mile
C: $85,000 to $465,000 per lane mile
D: $250,000 to $895,000 per lane mile
F: $640,000 to $1,500,000 per lane mile
Ranking #91

Rutting: 0.30 inches
IRI: 174 inches / mile
Cracking: 60
PCI: 65
ADT: 160
Ranking #74

Rutting: 0.34 inches
IRI: 213 inches / mile
Cracking: 42
PCI: 65
ADT: 170

Excellent | Good | Fair | Poor
Ranking #54

Rutting: 0.29 inches
IRI: 190 inches / mile
Cracking: 66
PCI: 67
ADT: 7,600

Excellent Good Fair Poor
Ranking #38

Rutting: 0.35 inches  
IRI: 376 inches / mile

Cracking: 27  
PCI: 69

ADT: 280

Excellent  Good  Fair  Poor
Ranking #20

Rutting: 0.34 inches  
IRI: 264 inches / mile

Cracking: 53  
PCI: 71

ADT: 390

Excellent  Good  Fair  Poor
Ranking #6

Hot Spring

Rutting: 0.89 inches
IRI: 146 inches / mile
Cracking: 80
PCI: 78
ADT: 530

Excellent Good Fair Poor
Ranking #5

Mississippi

Rutting: 0.39 inches  IRI: 200 inches / mile
Cracking: 92        PCI: 79
ADT: 330

14

Excellent  Good  Fair  Poor
Ranking #3

- Rutting: 0.58 inches
- IRI: 313 inches / mile
- Cracking: 62
- PCI: 82
- ADT: 200

Chicot

Excellent Good Fair Poor
Ranking

#2

Rutting: 0.56 inches  IRI: 320 inches / mile
Cracking: 63  PCI: 82
ADT: 180
Ranking #1

Rutting: 0.69 inches

IRI: 240 inches / mile

Cracking: 84

PCI: 86

ADT: 80

Excellent | Good | Fair | Poor
## System Preservation - Pavements

<table>
<thead>
<tr>
<th>Highway System Type</th>
<th>Current Grade</th>
<th>Goal Grade</th>
<th>Cost Per Year for 10 Years to Reach Goal Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate System</td>
<td>B</td>
<td>A</td>
<td>$0*</td>
</tr>
<tr>
<td>National Highway System</td>
<td>C+</td>
<td>B</td>
<td>$80,000,000</td>
</tr>
<tr>
<td>Other Arkansas Primary Highway Network</td>
<td>C-</td>
<td>C+</td>
<td>$71,000,000</td>
</tr>
<tr>
<td>Non Arkansas Primary Highway Network</td>
<td>D-</td>
<td>C-</td>
<td>$155,000,000</td>
</tr>
<tr>
<td>Total For Arkansas State Highway System**</td>
<td></td>
<td></td>
<td>$306,000,000</td>
</tr>
</tbody>
</table>

*Financed through the Interstate Rehabilitation Program

**Plus Right-of-Way and Utility Relocation Costs
System Preservation - Bridges

District 4
Ozark Bridge
Before Paint

After Paint
System Preservation - Bridges

Typical Failed Bridge Joint

Bridge Joint Replacement
# System Preservation - Bridges

<table>
<thead>
<tr>
<th>IMPROVEMENT</th>
<th>NUMBER BRIDGES</th>
<th>COST (Next 10 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structurally Deficient and Posted Bridge Replacement</td>
<td>450</td>
<td>$760,000,000</td>
</tr>
<tr>
<td>Bridge Preservation Treatments ($19 M/year)</td>
<td>TBD</td>
<td>$190,000,000</td>
</tr>
<tr>
<td><strong>Total</strong>*</td>
<td>450</td>
<td><strong>$950,000,000</strong></td>
</tr>
</tbody>
</table>

*Plus Right-of-Way and Utility Relocation Costs
Capacity Needs - Congestion Relief

Level of Service
Arkansas State Highways
Capacity Needs - Congestion Relief
Central Arkansas
Capacity Needs: Congestion Relief
Northwest Arkansas
Capacity Needs: Congestion Relief

Northeast Arkansas
Capacity Needs - Congestion Relief
RURAL

Freeway

Other NHS

Other APHN

0 500 1,000 1,500 2,000 2,500 3,000 3,500

Miles

$1.4 BILLION*

*Plus Right-of-Way and Utility Relocation Costs
Capacity Needs - Congestion Relief
URBAN

Freeway

Other NHS

Other APHN

$1.0 BILLION*

*Plus Right-of-Way and Utility Relocation Costs
Roadway Fatalities in Arkansas

2013 Arkansas Strategic Highway Safety Plan Goal

$700 MILLION

*preliminary estimate
Maintenance Needs - Equipment

Average Age of AHTD Equipment Fleet

Year


Average Age (Years)

10.52 10.58 10.87 10.71 11.00 11.22 11.39 11.65 11.96 12.22
Maintenance Needs - Equipment

- Equipment Management System
- Current Investment $12 M annually
Maintenance Needs - Equipment

- $61 million to Achieve Optimum Age of Fleet
- Plus Annual Expenditures
Maintenance Needs - Equipment

- Optimum Age
- 10 Year Cost $260 M
- 3 Proposals Developed
Maintenance Needs:
Facilities – Resident Engineers Office

Camden RE #73
Maintenance Needs:
Facilities – Resident Engineers Office

Conway RE #84
Maintenance Needs:
Facilities – Area Headquarters

Lafayette County (District 3)
Maintenance Needs:
Facilities – Area Headquarters

Lawrence County (District 10)
<table>
<thead>
<tr>
<th>FACILITY</th>
<th>NUMBER</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Headquarters, Sign Shop, Central Shop</td>
<td>3</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>District Headquarters (5 &amp; 6)</td>
<td>2</td>
<td>$17,500,000</td>
</tr>
<tr>
<td>Resident Engineer Offices</td>
<td>10</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>Area Headquarters</td>
<td>10</td>
<td>$24,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>25</td>
<td><strong>$56,300,000</strong></td>
</tr>
</tbody>
</table>

(1) Needs Assessment soon to be underway
(2) Plus Property Costs
Maintenance Needs: Intelligent Transportation Systems (ITS)

Traffic Management Center (TMC)

- Collect and Disseminate Traffic Information
- Monitor and Operate ITS Devices
- Coordinate with Other Agencies
- Could Serve as Statewide Emergency Operations Center
Maintenance Needs: Intelligent Transportation Systems (ITS)

Dynamic Message Signs

Installed in strategic locations to display:

- Travel Times
- Traffic Advisories
  - Unplanned Incidents
  - Maintenance or Construction Activities
- Weather Advisories/Alerts
- Morgan Nick/AMBER Alerts
Maintenance Needs: Intelligent Transportation Systems (ITS)

Traffic Cameras

- Observe Traffic Flows
- Used in Conjunction with Traffic Monitoring to Verify Incidents Effecting Traffic Flow
- Incident Management
- Monitored from TMC
- Public Access via Web (view only)
- Pan/Tilt/Zoom Access for Other Agencies
Highway Advisory Radios

- Disseminate more detailed information than Dynamic Message Sign:
  - ✓ Cause of traffic problem
  - ✓ Advise Alternate Routes
  - ✓ Expected Length of Delay
  - ✓ Morgan Nick/AMBER Alerts with detailed information

Maintenance Needs: Intelligent Transportation Systems (ITS)
Maintenance Needs:
Intelligent Transportation Systems (ITS)

Road Weather Information Systems (RWIS)

- Collects Real Time Weather Information
- Placed at Strategic Locations
- Data Collected:
  - Air Temperature
  - Wind Speed & Direction
  - Precipitation Type
  - Visibility & Fog Detection
  - Relative Humidity
  - Pavement Surface Temperature and Condition (Wet, Dry, Frozen)
  - Subgrade Temperature
- Management Can Use RWIS Data for Winter Weather Treatment Plans
Bridge De-icing Systems

- Applies De-icing Chemical to Bridge Deck
- Works with Data from RWIS
- Automatic or Remote Activation by TMC
- Can be Installed During Construction or Retrofitted

Maintenance Needs: Intelligent Transportation Systems (ITS)
# Maintenance Needs: Intelligent Transportation Systems (ITS)

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>NUMBER</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Management Center (Little Rock)</td>
<td>1</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Dynamic Message Signs</td>
<td>50</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Traffic Cameras</td>
<td>250</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Highway Advisory Radios</td>
<td>20</td>
<td>$500,000</td>
</tr>
<tr>
<td>Roadway Weather Information Systems</td>
<td>100</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Bridge De-Icing Systems</td>
<td>200</td>
<td>$10,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>621</strong></td>
<td><strong>$27,000,000</strong></td>
</tr>
</tbody>
</table>
Initial Considerations

- System Preservation Needs
- Capacity Needs
- Safety Needs
- Maintenance Needs
## Summary of Needs

<table>
<thead>
<tr>
<th>NEEDS CATEGORY</th>
<th>COST (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SYSTEM PRESERVATION</strong></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>3,060</td>
</tr>
<tr>
<td>Bridges</td>
<td>1,102</td>
</tr>
<tr>
<td><strong>CAPACITY</strong></td>
<td>2,880</td>
</tr>
<tr>
<td><strong>SAFETY</strong></td>
<td>700</td>
</tr>
<tr>
<td><strong>MAINTENANCE</strong></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>180</td>
</tr>
<tr>
<td>Facilities</td>
<td>62</td>
</tr>
<tr>
<td>ITS</td>
<td>27</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>8,011</td>
</tr>
</tbody>
</table>
# Summary of Needs Versus Revenue (2014 Dollars)

<table>
<thead>
<tr>
<th></th>
<th>AMOUNT (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ESTIMATED REVENUE</strong>(1)</td>
<td></td>
</tr>
<tr>
<td>Federal-aid + State</td>
<td>3,555</td>
</tr>
<tr>
<td><strong>TOTAL NEEDS</strong>(2)</td>
<td></td>
</tr>
<tr>
<td>Pavement, Bridges, Capacity, Safety, Equipment, Facilities, ITS</td>
<td>8,011</td>
</tr>
<tr>
<td><strong>SHORTFALL</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(4,456)</td>
</tr>
</tbody>
</table>

(1) Revenue Not Currently Dedicated to Routine Maintenance, Administration and Operations
(2) Does Not Include Economic Development Connectors or Congressionally-Designated High Priority Corridors
## Initial Recommendations for 2014-2015 Budget

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>2013-2014 BUDGET</th>
<th>2014-2015 PROPOSED BUDGET</th>
<th>DIFFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQUIPMENT</td>
<td>$ 12.0</td>
<td>$ 18.0</td>
<td>$ 6.00</td>
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<td>ROUTINE MAINTENANCE (Materials)</td>
<td>$ 31.0</td>
<td>$ 40.0</td>
<td>$ 9.0</td>
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<tr>
<td>FACILITIES</td>
<td>$ 3.5</td>
<td>$ 5.6</td>
<td>$ 2.1</td>
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<tr>
<td>ITS</td>
<td>$ 0.0</td>
<td>$ 2.7</td>
<td>$ 2.7</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$ 46.5</strong></td>
<td><strong>$ 66.3</strong></td>
<td><strong>$ 19.8</strong></td>
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</tbody>
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Note: Investments for Congestion Relief, Pavement and Bridge System Preservation, and Safety to be Considered in Development of Next STIP.
Item 11
Other Business and Discussion
Arkansas State Highway Commission Meeting
Wednesday, April 16, 2014