City of Fayetteville Staff Review Form

2021-0429

Legistar File ID

6/15/2021

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Chris Brown	5/26/2021	ENGINEERING (621)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

A Resolution expressing the willingness of the City of Fayetteville to submit an application for FFY 2022 STBGP-A Federal-aid funds for two road improvements projects, to provide matching local funds, and to authorize the Mayor to execute all appropriate agreements, contracts, and documents necessary to expedite the development and construction of the projects.

Budget Impact:

Account Number		Fund	
Project Number		Project Title	
Budgeted Item?	NA	Current Budget	$ -
		Funds Obligated	$ -
		Current Balance	$ -
Does item have a cost?	No	Item Cost	
Budget Adjustment Attached?	NA	Budget Adjustment	
		Remaining Budget	$ -

V20180321

Purchase Order Number:

Previous Ordinance or Resolution # 218-19, 298-20

Change Order Number:

Approval Date:

Original Contract Number:

Comments:

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO

MEETING OF JUNE 15, 2021

TO: Mayor and City Council

THRU: Susan Norton, Chief of Staff
Chris Brown, Public Works Director/City Engineer

FROM: Paul Libertini, Staff Engineer

DATE: May 26, 2021

SUBJECT: **A Resolution expressing the willingness of the City of Fayetteville to submit an application for FFY 2022 Federal-aid funds for two road improvements projects**

RECOMMENDATION:
Staff requests approval of a resolution expressing the willingness of the City of Fayetteville to apply for Federal-aid funds and allow staff to submit an application for an 80% federal / 20% local matching grant through the Northwest Arkansas Regional Planning Commission - Surface Transportation Block Grant Program – Attributable (STBGP-A) in the amount of $7.5 million for Job 040846 – Hwy 62 Interchange Improvements project, and the College Ave Corridor Improvements project.

BACKGROUND:
Federal-aid Surface Transportation Block Grant Program-Attributable (STBGP-A) funds are now available to Northwest Arkansas after the Census Bureau determined the urbanized population to be over 200,000 and the FHWA designated Northwest Arkansas as a Transportation Management Area (TMA). In becoming a TMA, the Northwest Arkansas Regional Planning Commission, of which Fayetteville is a member, will have STBGP-A discretionary funding available at approximately $7M per year. Under current legislation, these STBGP-A funds can be utilized for all permitted transportation projects at the discretion of the TMA Policy Committee.

DISCUSSION:
The Northwest Arkansas Regional Planning Commission (NWARPC), serving as the NWA Metropolitan Planning Organization (MPO), is accepting applications for FFY 2022 funding. Both referenced projects have been in the project development phase over the last couple of years.

Hwy 62 Interchange
The Hwy 62 Interchange improvements planned by ARDOT (Arkansas Department of Transportation) include the design of a S.P.U.I. (Single Point Urban Interchange) which creates access issues for adjacent businesses. To mitigate these conflicts, staff has developed a modified design.

At the request of the City, the ARDOT revised the design of the Hwy 62 Interchange. City Council approved Resolution 298-20 expressing their intent to partner with the ARDOT to complete the interchange project with the addition of the 15th Street Overpass at an additional estimated cost to the City of $1.4 million. ARDOT is reviewing the projected costs and has indicated that the City share may increase due to various factors. Therefore, the City will be requesting $3.0 million in federal funding.

College Avenue (North St. to Township St.)

City Council approved Resolution 218-19 which expresses the City's willingness to partner with ARDOT for the Hwy 112 Improvements project and the Hwy 71B Improvements project. The ARDOT dedicated $1.5 million to the City for improvements along the College Avenue (North St. to Township St.) corridor. Garver Engineers have completed a study of proposed improvements to the College Avenue corridor and it is time to move into the design phase and then into construction. Improvements from North Street to Township Street are estimated to cost $12.5 million. The amount of federal funding available to each City is limited by the Regional Planning Commission policies. Therefore, staff will apply for a grant of $3.0 million for FFY 2022, but the City will have the opportunity to apply for additional funds in future years.

At this time, a City Council resolution expressing the willingness of the City to utilize Federal-aid funds, to provide matching local funds, and to authorize the Mayor to execute all appropriate agreements is needed.

BUDGET/STAFF IMPACT:

If the grant is approved, based on the request of $7.5 million, the Federal-aid portion will be $6.0 million (80%), the City's portion will be $1.5 million (20%). These numbers are subject to change as the project is developed and more detailed estimates are provided. The Federal portion will be paid from the Surface Transportation Block Grant Program - Attributable (STBGP-A) funds. City funds will be paid from the Transportation Bond Program.

Attachments:

Resolution 298-20
Resolution 218-19
Programming the Street – South School & College Avenue
JOB 040846 – Hwy 62 Interchange Concept Drawings

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Resolution: 298-20

File Number: 2020-0996

I-49 AND MLK PARTNERING WITH ARDOT:

A RESOLUTION TO EXPRESS THE INTENTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE TO WORK WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION TO COMPLETE IMPROVEMENTS TO THE I-49 AND MARTIN LUTHER KING JR. BOULEVARD INTERCHANGE

WHEREAS, the Arkansas Department of Transportation (ArDOT) is currently planning an extensive redesign of the I-49 and Martin Luther King Jr. Boulevard interchange; and

WHEREAS, City of Fayetteville Engineering Staff requested that ArDOT evaluate the option of adding an overpass at 15th Street instead of extending Shiloh Drive to Cato Springs Road; and

WHEREAS, ArDOT agreed to consider including the overpass in the project, but requested the City perform a conceptual design and traffic analysis to assess the operational feasibility; and

WHEREAS, the City engaged Garver to perform an operational analysis of the City's proposed design along with a comparative cost estimate of the ArDOT design and the City concept; and

WHEREAS, Garver's report indicates that the City's concept will be operationally similar and will provide similar levels of service to the ArDOT design at an estimated additional cost of $1.4 million.

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby expresses its intention to work with the Arkansas Department of Transportation to complete improvements to the I-49 and

Martin Luther King Jr. Boulevard interchange incorporating the City's proposed design changes.

PASSED and APPROVED on 12/1/2020

Approved:

Lioneld Jordan, Mayor

Attest:

Kara Paxton, City Clerk Treasurer

CITY CLERK / TREASURER
CITY OF
FAYETTEVILLE
ARKANSAS
WASHINGTON COUNTY

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Text File

File Number: 2020-0996

Agenda Date: 12/1/2020 **Version:** 1 **Status:** Passed

In Control: City Council Meeting **File Type:** Resolution

Agenda Number: A.4

I-49 AND MLK PARTNERING WITH ARDOT:

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113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Resolution: 218-19

File Number: 2019-0570

HIGHWAY 112 AND HIGHWAY 71B IMPROVEMENTS PROJECTS:

A RESOLUTION TO EXPRESS THE WILLINGNESS OF THE CITY OF FAYETTEVILLE TO PARTNER WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION FOR THE HIGHWAY 112 - TRUCKERS DRIVE TO VAN ASCHE DRIVE IMPROVEMENTS PROJECT AND THE HIGHWAY 71B IMPROVEMENTS PROJECT

WHEREAS, the Arkansas Department of Transportation (Department) has established Job 040746 to widen Highway 112 between Truckers Drive and Van Asche Drive in Fayetteville; and

WHEREAS, the City of Fayetteville (City) has requested that the Highway 112 widening project be extended to Howard Nickell Road; and

WHEREAS, the Department has agreed to extend Job 040746 to Howard Nickell Road and will construct intersection improvements at Howard Nickell Road in this project with consideration given to the inclusion of a roundabout; and

WHEREAS, the Department will handle all phases of Job 040746 and provide all necessary funding less the $350,000.00 committed by the City; and

WHEREAS, the Department has also agreed to accommodate bicycles and pedestrians per the City's master plan along Highway 112 in accordance with the latest versions of AASHTO and FHWA guidance; and

WHEREAS, the Department has committed to work with the municipalities along the Highway 112 Corridor to develop an access management plan to enhance safety and improve mobility; and

WHEREAS, the Department previously agreed to undertake necessary pavement and bridge preservation on Highway 71B; and

WHEREAS, at the City's request, the Department has agreed to make the $1.5 million dedicated to preservation improvements on Highway 71B available to the City for their use along the corridor in lieu of a resurfacing project; and

WHEREAS, the Department has agreed to analyze the performance of the City's proposed improvements to the Highway 71B interchange with North Fulbright Expressway; and

WHEREAS, the City hereby agrees to commit $350,000 towards the extension of the Highway 112 widening and to accept ownership and responsibility for Highway 71B from its junction with South Fulbright Expressway to its junction with North Fulbright Expressway.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes the City of Fayetteville to participate in accordance with its designated responsibilities in the Highway 112 - Truckers Drive to Van Asche Drive Improvements Project and the Highway 71B Improvements Project.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Jordan or his designated representative to execute all appropriate agreements and contracts necessary to expedite the development and construction of the projects.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby indicates its willingness to proceed with the projects and hereby proposes that the Department initiate action to implement these improvements.

PASSED and APPROVED on 9/17/2019

Approved: **Attest:**

Lioneld Jordan, Mayor

Lisa Branson, Deputy City Clerk

CITY CLERK / TREASURER CITY OF FAYETTEVILLE ARKANSAS WASHINGTON COUNTY

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Text File

File Number: 2019-0570

Agenda Date: 9/17/2019 **Version:** 1 **Status:** Passed

In Control: City Council Meeting **File Type:** Resolution

Agenda Number: C. 2

HIGHWAY 112 AND HIGHWAY 71B IMPROVEMENTS PROJECTS:

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CITY OF
FAYETTEVILLE
ARKANSAS

PROGRAMMING THE STREET

SOUTH SCHOOL & COLLEGE AVENUES

RDg PLANNING ● DESIGN

GARVER

The RDG/Garver team was selected by the City of Fayetteville to design the South School and College Avenues streetscape project based on the 71B corridor plan completed by the same team. The streetscape project stretches from Cato Springs Rd to Martin Luther King Boulevard on South School Avenue and from North Street to Township Street along College Avenue. The RDG/Garver team kicked off this phase of the project by conducting a walking tour along South School and College Avenues with City staff to review existing conditions.

Comments from City staff from this walk follow:

SOUTH SCHOOL AVENUE

- Make minimal improvements to the road section south of South 15th Street
- Adjust curbs in certain areas north of 15th Street to allow for streetscape improvements
- Reflect final plans for the Southyards apartment project at 7th and School
- Consider extension of 7th Street to South School
- Preference for a shared use path over bike lanes. Budget constraints may require retaining curbs in their present location.
- Lane diet is appropriate along School but preferred north of 15th Street
- Openness to acquire R.O.W. to make certain areas "work"
- Add a curb to separate bikes and vehicles if a protected cycl;e track becomes the most economically feasible option

COLLEGE AVENUE

- The City is open to planting trees within sidewalk where there are constraints inside the R.O.W.
- Adjust curbs as necessary along College Avenue.
- Concentrate transit structures/facilities at Poplar and College. Potential of acquiring property to make this happen, if needed.
- Make bus stops more visible along the route without inhibiting flexibility.
- Improve crosswalk timing all along the College Avenue corridor.

STAKEHOLDER MEETINGS

After meeting with City staff the RDG/Garver team conducted stakeholder interviews with property owners along the corridor. The interviews included:

1. Review by the team of overarching concepts from the master planning phase.
2. Introduction of the current project.
3. Consultation with stakeholders of potential program ideas for the streetscape project. See list at the end of this document.
4. Addressing and receiving input on a variety of issues including shared access, parking consolidation, amenities, outdoor dining spaces, and theming opportunities.

Stakeholders also provided information on their current parking, access and other issues presented by the current street configurations. In general, stakeholders were positive about the project and supported improvements to the street and sidewalk environments. Some key takeaways from the stakeholder meetings are listed below:

COLLEGE AVENUE

- Walkability and micro-mobility should be the priority
- Currently College prevents pulling any bike/ped/scooter traffic from the east to the Woodland Junior High School.
- Dr. Slocum of Fayetteville Public Schools would prefer a trail and bicycle access on the south side of the track if possible to a Poplar alignment. School district is interested in providing a trail easement over that part of its property.
- The new streetscape should provide a safer place for walking and add more public transportation amenity
- Questions about location and overall use of medians
- Safety concerns for pedestrians crossing from the VA at Memorial Drive to Evelyn Hills Shopping Center. Concerns over short pedestrian signal cycles and visibility
- General concerns regarding the timing of the light at E Memorial Drive and College
- Concerned about and general opposition to zoning changes
- Overarching issue of College Avenue infrastructure. Necessary repairs or replacement of water lines should be coordinated with the streetscape project.
- Both interest and skepticism regarding branding that corridor of College
- The design should be flexible.
- Support for flexible outdoor seating, with special interest in one centralized larger area. Could also be a series of outdoor spaces.
- Considerable sign pollution
- Relocate overhead wires as feasible
- Need to develop ideas to encourage easy pedestrian access between businesses
- Dickson Street and entertainment district have traditionally been the focus of branding. It would be wonderful to have some focus on branding/beautification in this part of town. The area has been called Midtown in the past- not sure if that is a good branding or not. Would be great to have nice lights and decorative street banners as well as larger investment/draw to the area
- This area is an emerging district
- Maintaining accessibility during construction is very important
- Connect a drive from Green Acres to College Avenue along Colt Drive or north of Mermaids
- Desire for an area for community style outdoor seating
- Fewer driveways/curb cuts would improve trafficflow and safety
- Enhance lighting along College Avenue

SOUTH SCHOOL AVENUE

- Do not change access
- The apartments planned for South Yard anticipates future on-street parking
- Poor lighting is an issue on this street
- Intersection of 11th and South School is crash-prone
- Cars run into the tree at the Farmer's Table with some frequency
- Look for opportunities for interfaces between bike/micro mobility network.
- ORT is not married to specific bus stop locations. Open to shifting things - but major boarding points are Seven Hills, the Research Park, and major intersections. A transit center with turnaround loop is desirable.
- Ozark Regional Transit would determine bus stop design. Far side installation is safest
- Build in flexibility for evolution to BRT. Eugene, OR is an example of such an evolution
- South School Corridor-specific
- Any on-street bike facility should be carefully coordinated for safe operation with buses
- Preference for a multi-use a side path if possible – but open to the idea of either protected directional bike lanes or two-way cycle track on one side
- This could be the beginning of a more regional vision that extends the bike infrastructure to West Fork and Greenland

PROGRAM

SOUTH SCHOOL

Roadway

- Reallocation of right of way in certain locations
- Road section: Three 11-12′ travel lanes with two-way cycle track on west side
- On-street parking: located as needed along South School
- Access management – driveway containment, identify parking areas for modification and general approach
- Pedestrian refuge medians at high demand crossings
- Possible enhancement or higher visibility of entrance to Reserach Park

Active Transportation

- Bicycle facility: Two-way separated bicycle track on west side
- Sidewalks: Five 6′ sidewalk behind the curb separated by pavers or a minimum of six feet distance away from curb to allow for tree plantings. Back of curb sidewalks without edge buffer are acceptable adjacent to cycle track.
- Colored concrete crosswalks at pedestrian crossings
- 11th Street and South School – Modify alignment of 11th Street and South School and modify parking to allow for safer vehicular traffic, pedestrian and bicycle mobility.
- Redesign of 11th Street strip center parking lot for improved safety and sidewalk continuity
- Transit- Locate bus shelters where appropriate.

Environment

- Stormwater management – Locate stormwater management BMP's where appropriate
- Use long lasting materials and LED lighting along South School
- Plant native and adaptive species of street trees

Enhancements

- Denote districts along South School with integrated art
- Integrate art to denote bicycle and pedestrian crossings.
- New lighting and poles
- Provide new street trees and landscaping along the corridor where space allows.
- Provide decorative fencing where there is no buffer between sidewalk and parking lots.

NORTH COLLEGE

Roadway

- Road section: Five 11′ travel lanes with 6′ tree lawn and 6′ sidewalk. In constrained area between North to Memorial, 5′ concrete sidewalk and 1.5′ paver edge adjacent to the curb to help separate cars from pedestrians.
- Access management – driveway containment, identify parking areas for modification and general approach.
- Medians in locations where they do not impede turns into businesses
- Intersection realignment at Green Acres Drive to create 90 degree intersection and green space; Colt Drive connection between Green Acres and College
- Intersection redesign – Poplar and College
- Utilities: Bury or move above ground utilities to reduce visual clutter

Active Transportation

- Sidewalks: Five 6′ sidewalk behind the curb separated by pavers or a minimum of six feet of distance away from curb to allow for tree plantings.
- Connection of Poplar Bikeway and future Sublett Creek Trail
- Colored concrete crosswalks at pedestrian crossings

Environment/Sustainability

- Green Acres greenspace – reuse of vacated right-of-way for stormwater BMP's and open space
- Daylight Sublett Creek east of College and Poplar to allow for stormwater management.
- Use long lasting materials and LED lighting along South School
- Plant native and adaptive species of street trees

Districts

- Restaurant District: district organization with shared access, interconnected parking and pedestrian access, branding, graphics, amenities, outdoor eating

Enhancements

- Public Spaces: Green Acres, Sublett Drainage, Poplar Trailhead
- Provide opportunities for art in public spaces
- Denote restaurant district along College Avenue with integrated art and branding. Parking lot interconnection where possible
- New Lighting and Poles
- Provide new street trees and landscaping along the corridor where space allows.
- Provide decorative fencing where there is no buffer between sidewalk and parking lots.

COLORED CONCRETE SIDEWALKS

EXISTING OVERHEAD UTILITY LINES

LIGHTING

STREET TREES

RETAINING WALLS

DECORATIVE FENCING

DISTRICT BRANDING

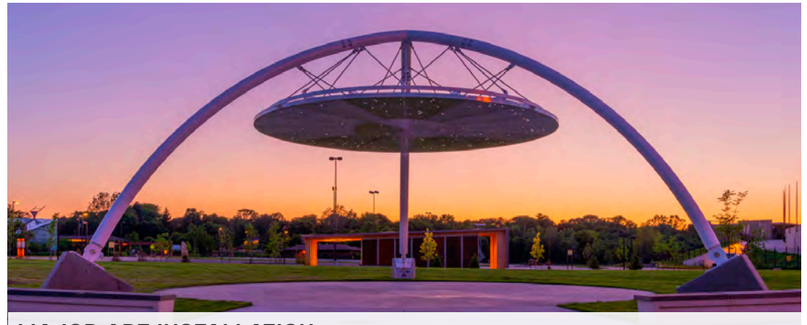
INTEGRATING ART ALONG THE CORRIDOR

The 71B corridor master plan discussed the proven role that public art can play in creating meaningful places along the street. Consequently, it should be a major part of the 71B development program. Potential art installations along the South School and College Avenue streetscapes include:

- ***District gateways.*** These define the edges and themes of identifiable districts along the street, such as the University of Arkansas research campus and the emerging Mill District along South School and the Restaurant District along College north of Township. Integrated public art could be used to reflect local history, bring attention to specific sites and highlight local artists.
- ***Bus shelters.*** At special intersections such as transit stops, art and function can be combined with thematically designed shelters.
- ***Pedestrian and Trail crossings.*** Major pedestrian intersections such as the Greenway and Town Branch Trail crossings can be marked by placemaking elements that also increase safety and visibility. Similar treatments can be used to enhance safety at defined pedestrian crossings away from street intersections.
- ***Open spaces*** such as those envisioned with a redesign of the Green Acres drive intersection, the gathering space at Poplar and College Avenue provide possibilities for major art installations.

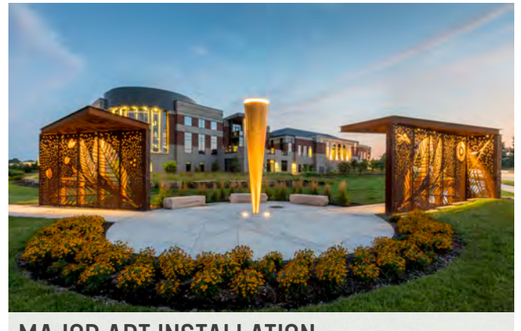
DISTRICT GATEWAY

DISTRICT GATEWAY


MAJOR ART INSTALLATION

BUS SHELTER

BUS SHELTER


MAJOR ART INSTALLATION

DISTRICT GATEWAY

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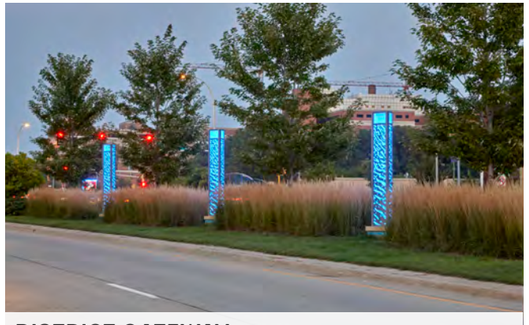
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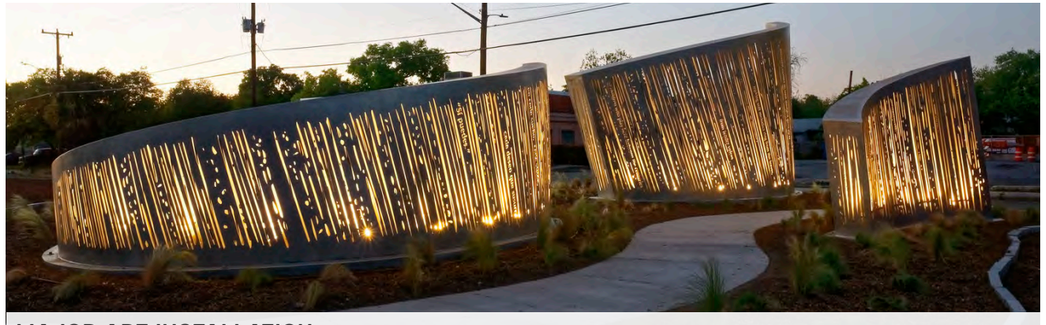
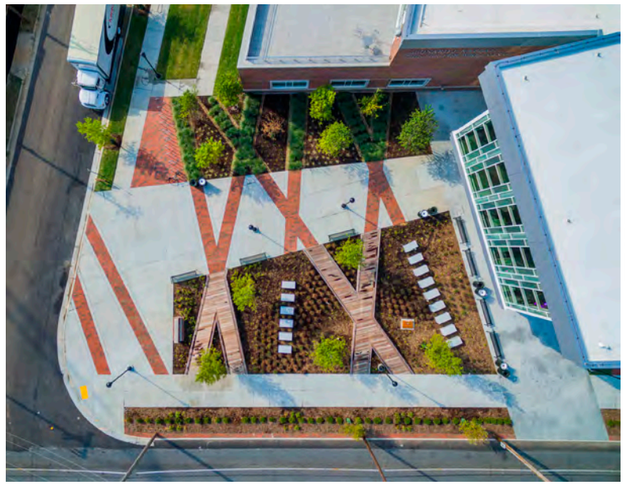

MAJOR ART INSTALLATION

STORMWATER MANAGEMENT BMP'S

There will be opportunities along the corridors to incorporate stormwater management best management practices (BMP's). BMPS are structural, vegetative or managerial practices used to treat, prevent or reduce water pollution. This adds another layer of sustainability to the corridor. Some of the BMP's would include bioretention gardens, raingardens, porous pavements or water quality inlets.



GATHERING SPACES AND TRAILHEADS

There may be an opportunity to create gathering spaces and a trail head at the Poplar and College Avenue intersection. The gathering space could serve as an area for people to bring there take out meals from the restaurant district or serve as a space for community or district events. The trailhead would be associated with the proposed Sublett creek trail. This would include a parking lot and open space with picnic tables, benches and other amenities. The gathering space and trail head would also be areas to incorporate public art.

SOUTH SCHOOL SECTIONS

EXISTING SOUTH SCHOOL CONDITION

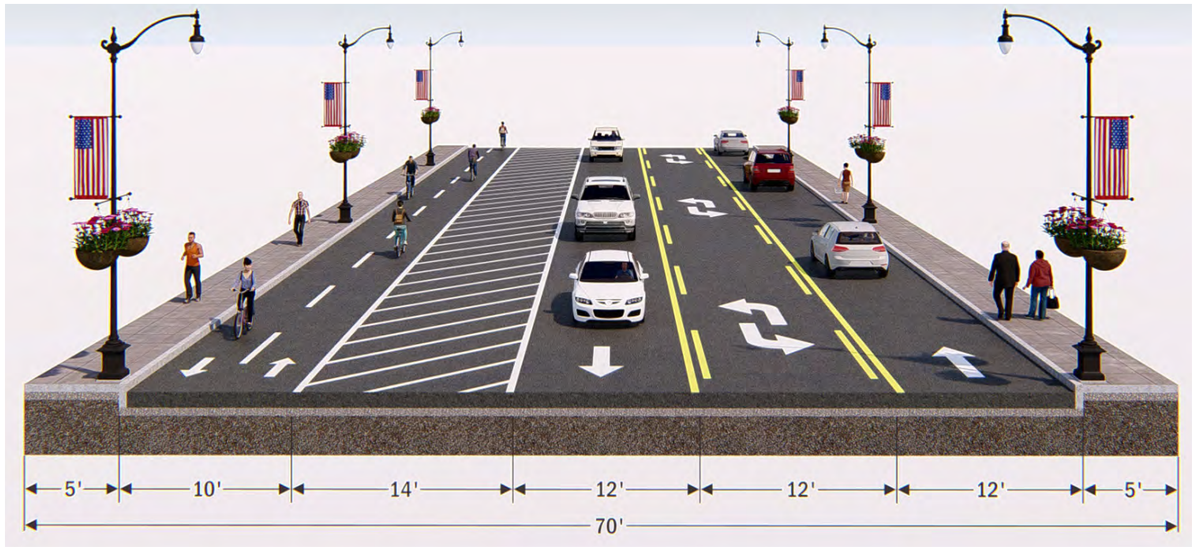
Five-lane configuration looking north from Town Branch Creek bridge

SOUTH SCHOOL AVENUE – TYPICAL SECTION

The desirable typical section provides a three-lane section with two-way protected cycle track on the west side, separated by a buffer delineated with surface mounted rumble strips and raised pavement markers, consistemnt with the treatment planned for Archibald Yell. The buffer ranges from 4′ to 14′ with the ability to accommodate on-street parking where the demand exists. Sidewalk with is 5′ minimum (6′ preferred), set back 5 to 6′ from the back of curb.

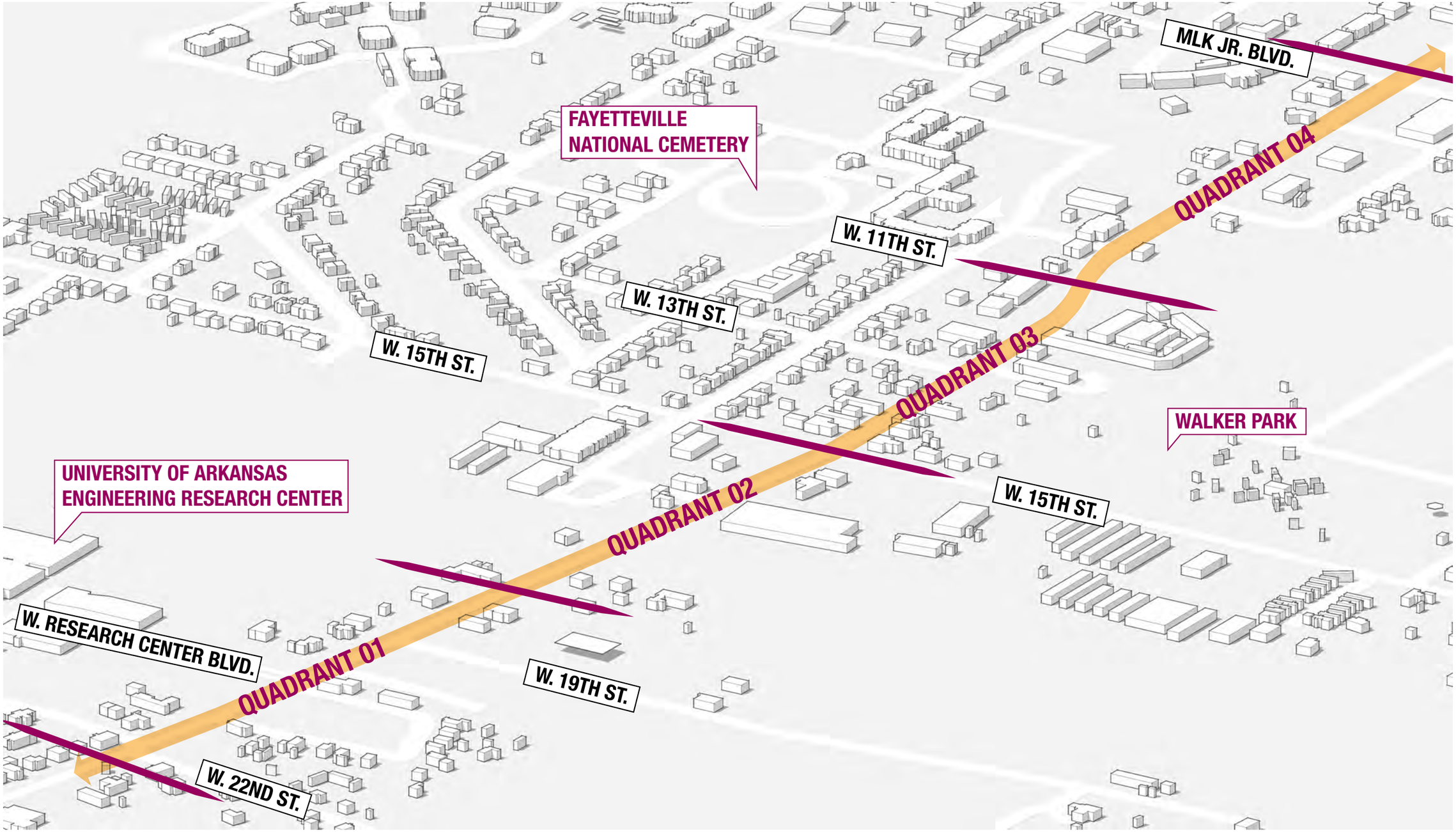
SOUTH SCHOOL AVENUE – PARKING

The illustration above shows the buffer modified to provide on-street parking. This section pertains to areas with demonstrated demand for on-street parking. The wider buffer can be modified over time to provide on-street parking that supports future rredevelopment projects.



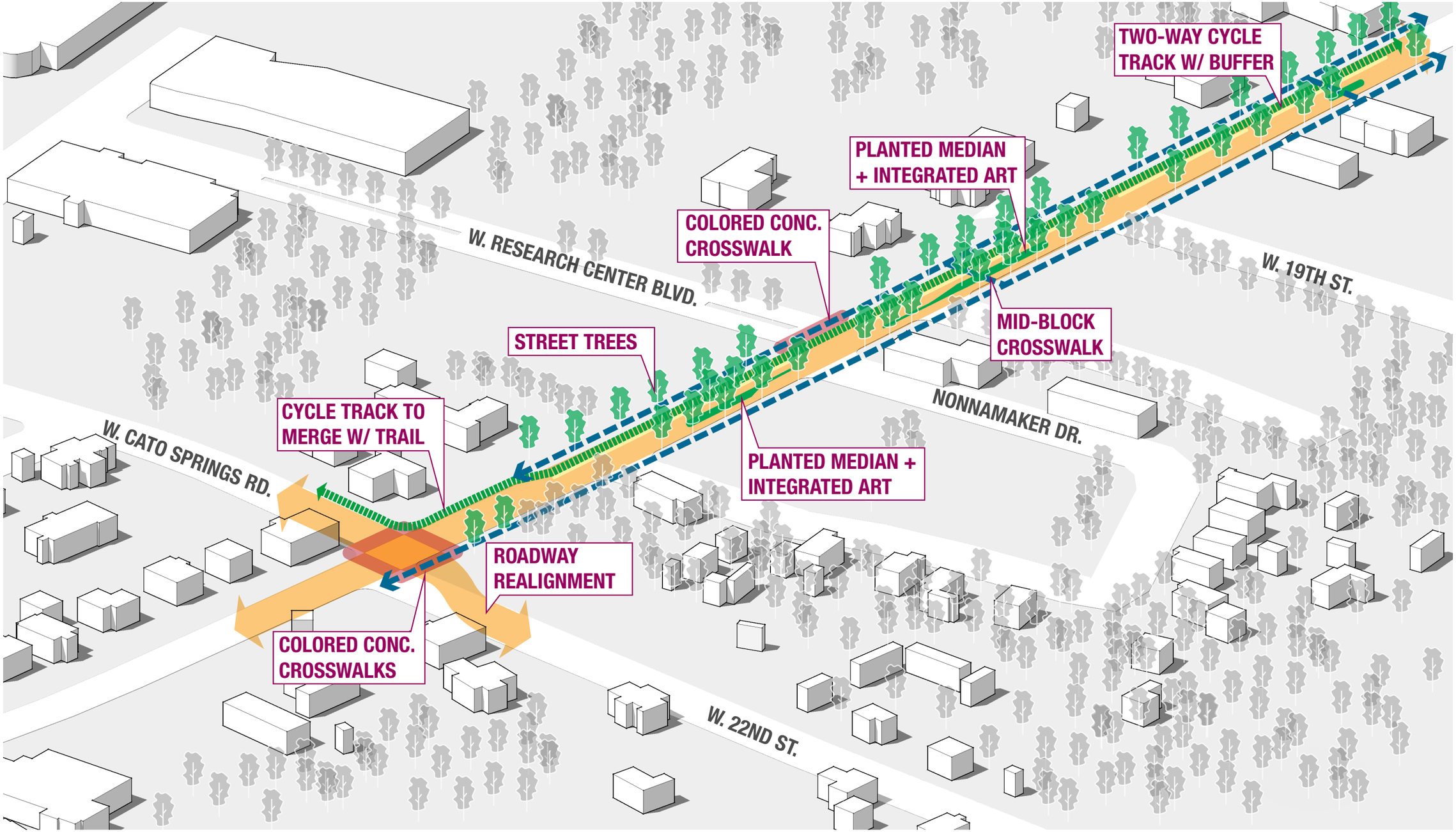
SOUTH SCHOOL AVENUE – CONSTRAINED SECTION

In some sections, a constrained right of way or topography makes a sidewalk setback difficult. In these situations, a back of curb sidewalk is most acceptable adjacent to the cycle track. Other options include adjustment of the curb line with reduction of the buffer between the cycletrack and travel lanes; or acquisition of a strip of right of way to permit a sidewalk setback.



S. SCHOOL AVENUE - DIAGRAM QUADRANT OVERVIEW

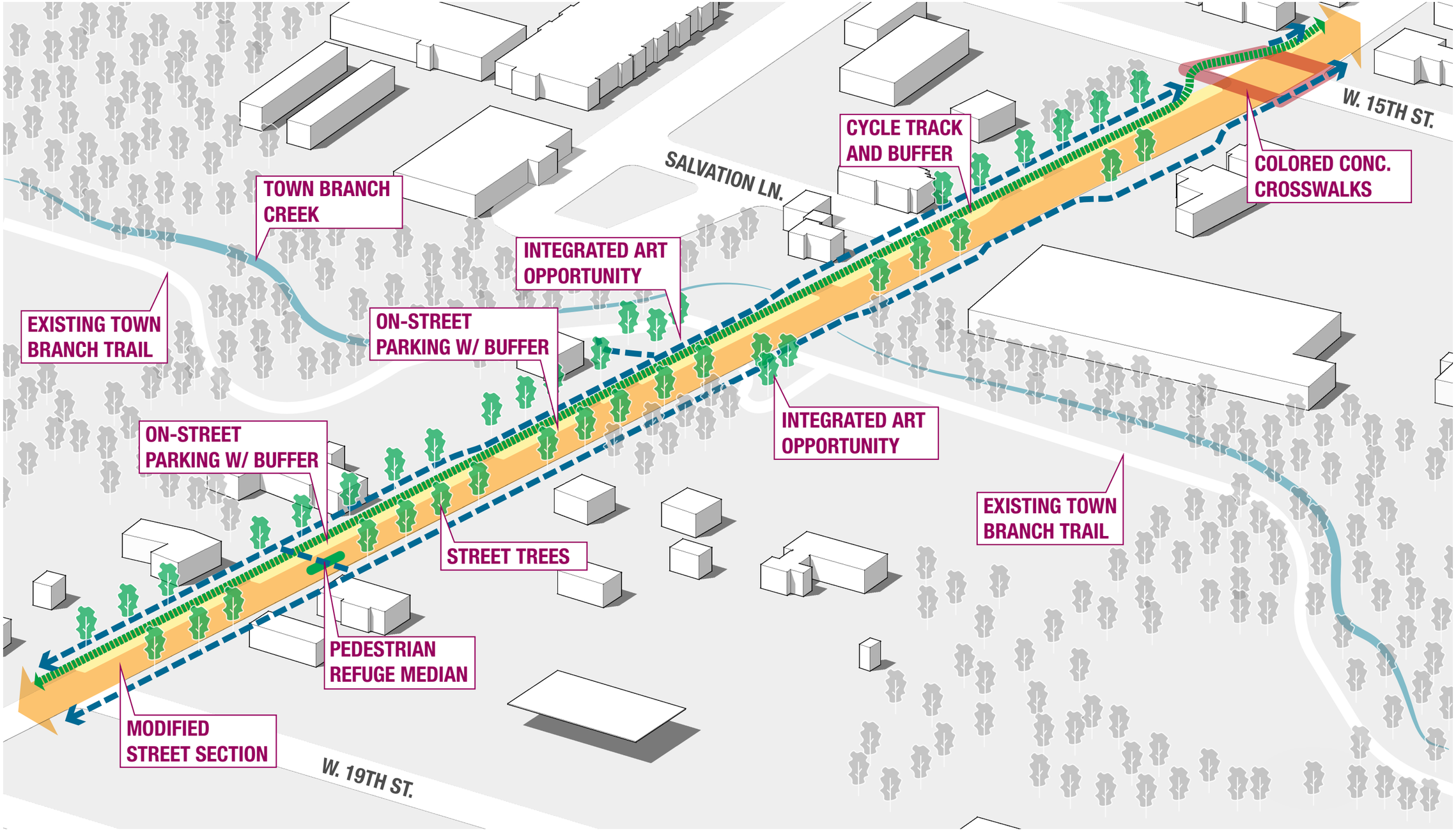
NORTH



S. SCHOOL AVENUE - QUADRANT 01

ROADWAY ADJUSTMENTS
BUFFER AND/OR ON-STREET PARKING
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
TWO-WAY CYCLE TRACK

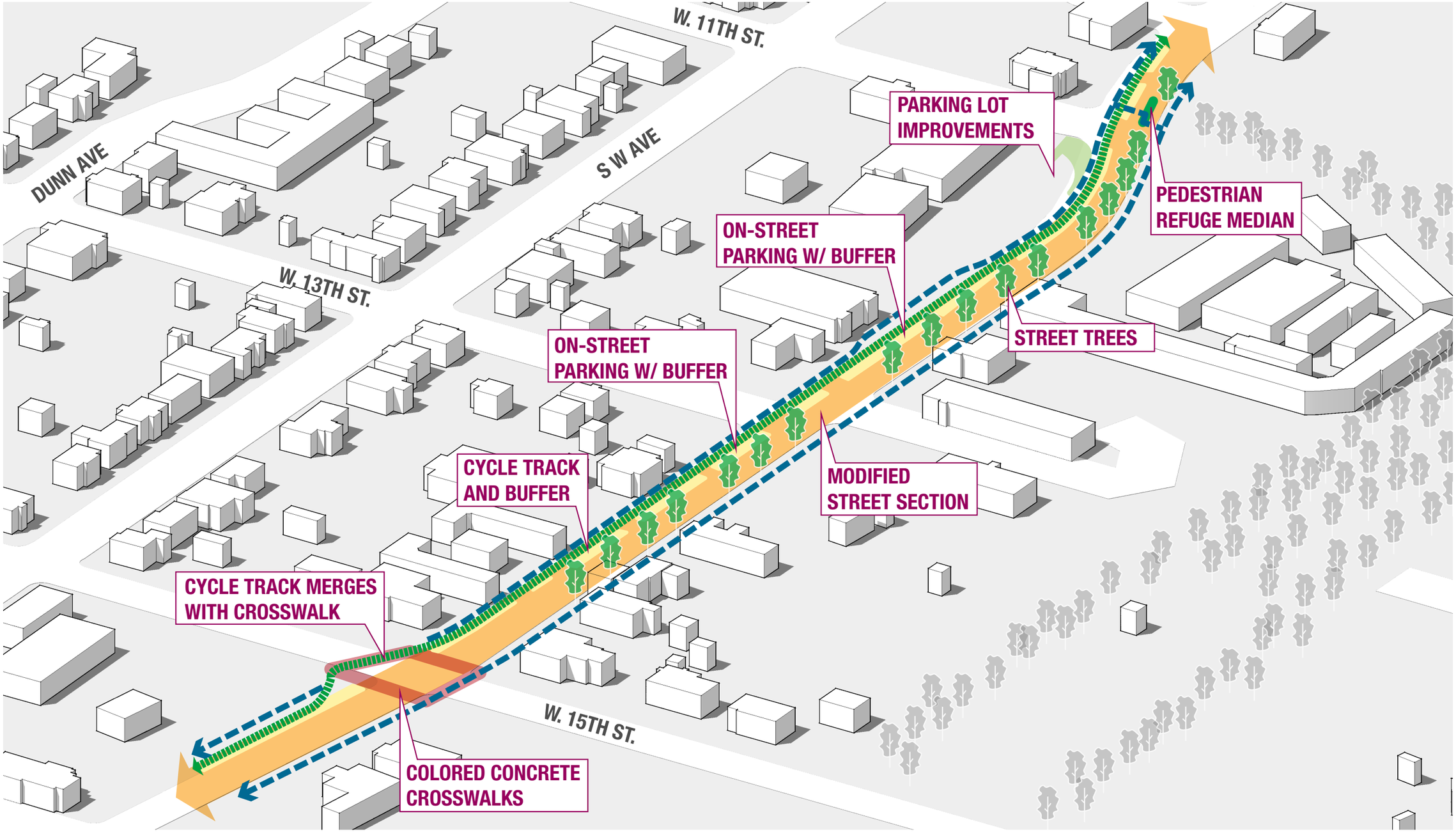
NORTH



S. SCHOOL AVENUE - QUADRANT 02

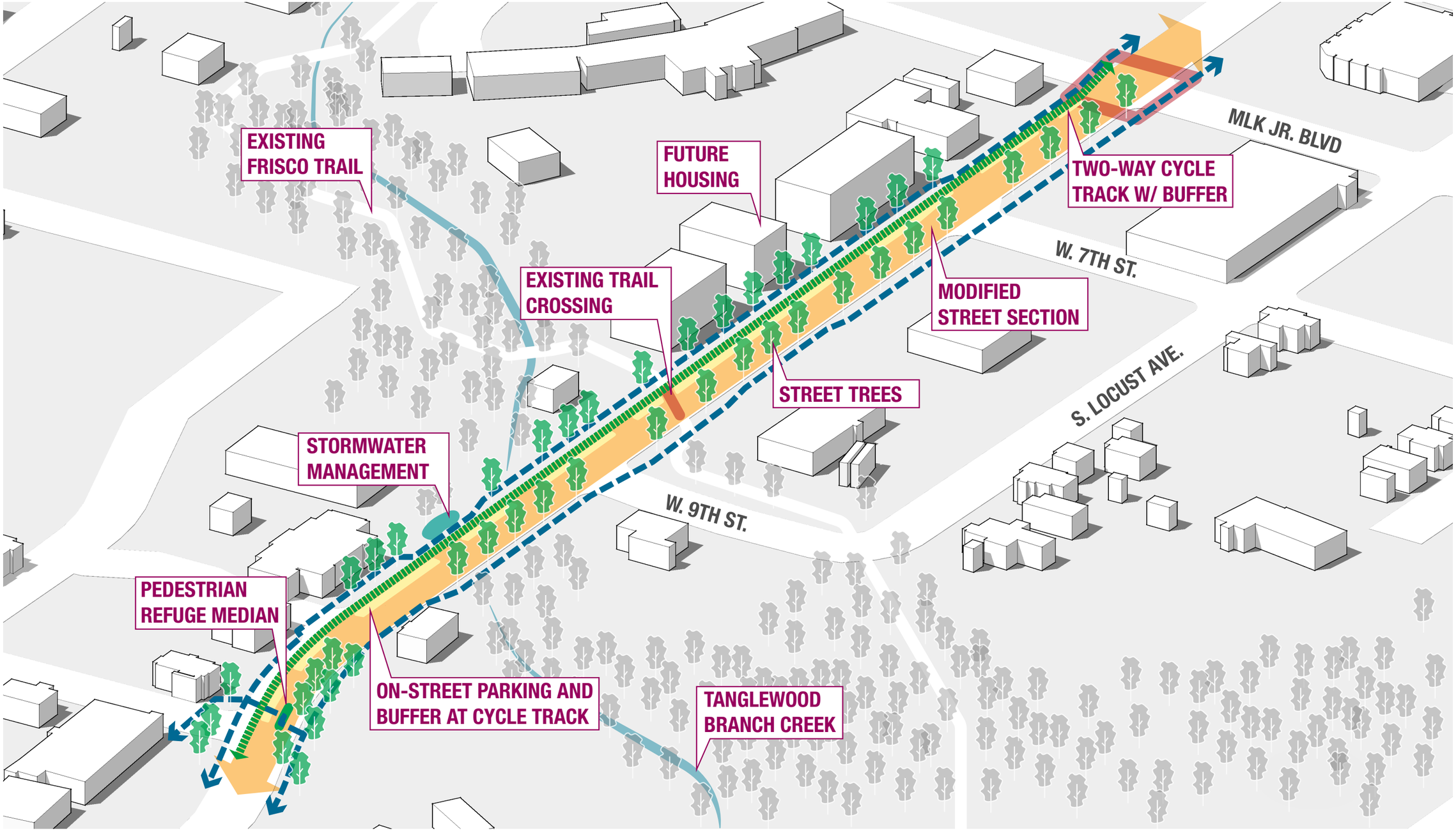
ROADWAY ADJUSTMENTS
BUFFER AND/OR ON-STREET PARKING
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
TWO-WAY CYCLE TRACK

NORTH



S. SCHOOL AVENUE - QUADRANT 03

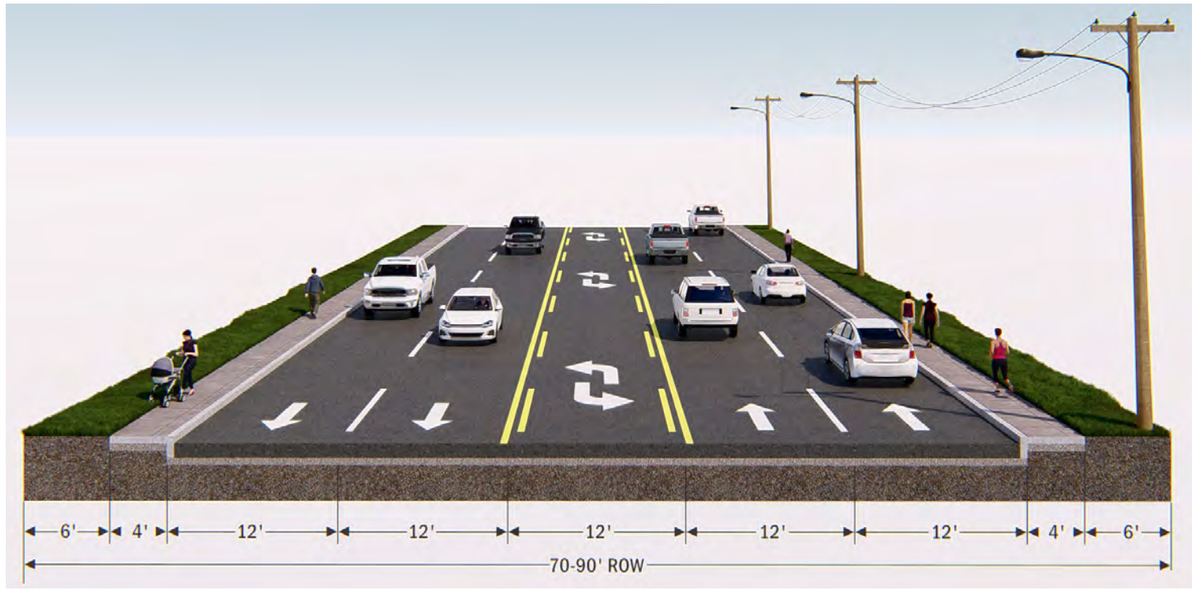
ROADWAY ADJUSTMENTS
BUFFER AND/OR ON-STREET PARKING
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
TWO-WAY CYCLE TRACK
NORTH



S. SCHOOL AVENUE - QUADRANT 04

ROADWAY ADJUSTMENTS
BUFFER AND/OR ON-STREET PARKING
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
TWO-WAY CYCLE TRACK
STORMWATER MANAGEMENT
NORTH

COLLEGE AVENUE SECTIONS



COLLEGE AVENUE – EXISTING

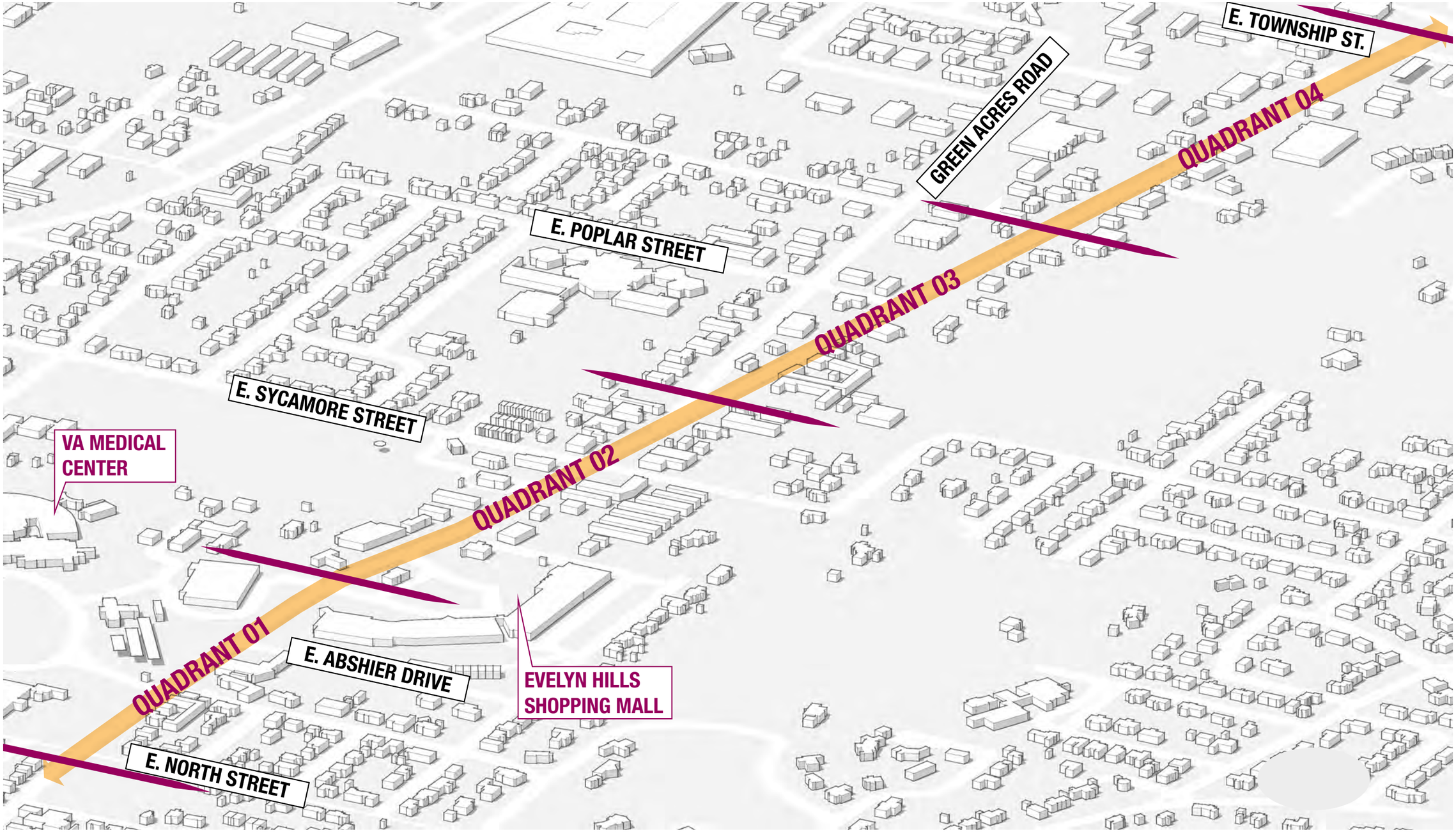
Illustration shows existing five-lane section with back of curb sidewalk. Sidewalks are intermittent and vary in width and setback.

COLLEGE AVE NUE – NORTH TO MEMORIAL DRIVE

College Avenue travel lanes are reduced to 11 feet, providing extra width between curb and property line. Topographic limitations require back of curb sidewalks, with a 1.5′ paver buffer and 5.5′ sidewalk width. Medians can be prov ided in some locations along this segment.

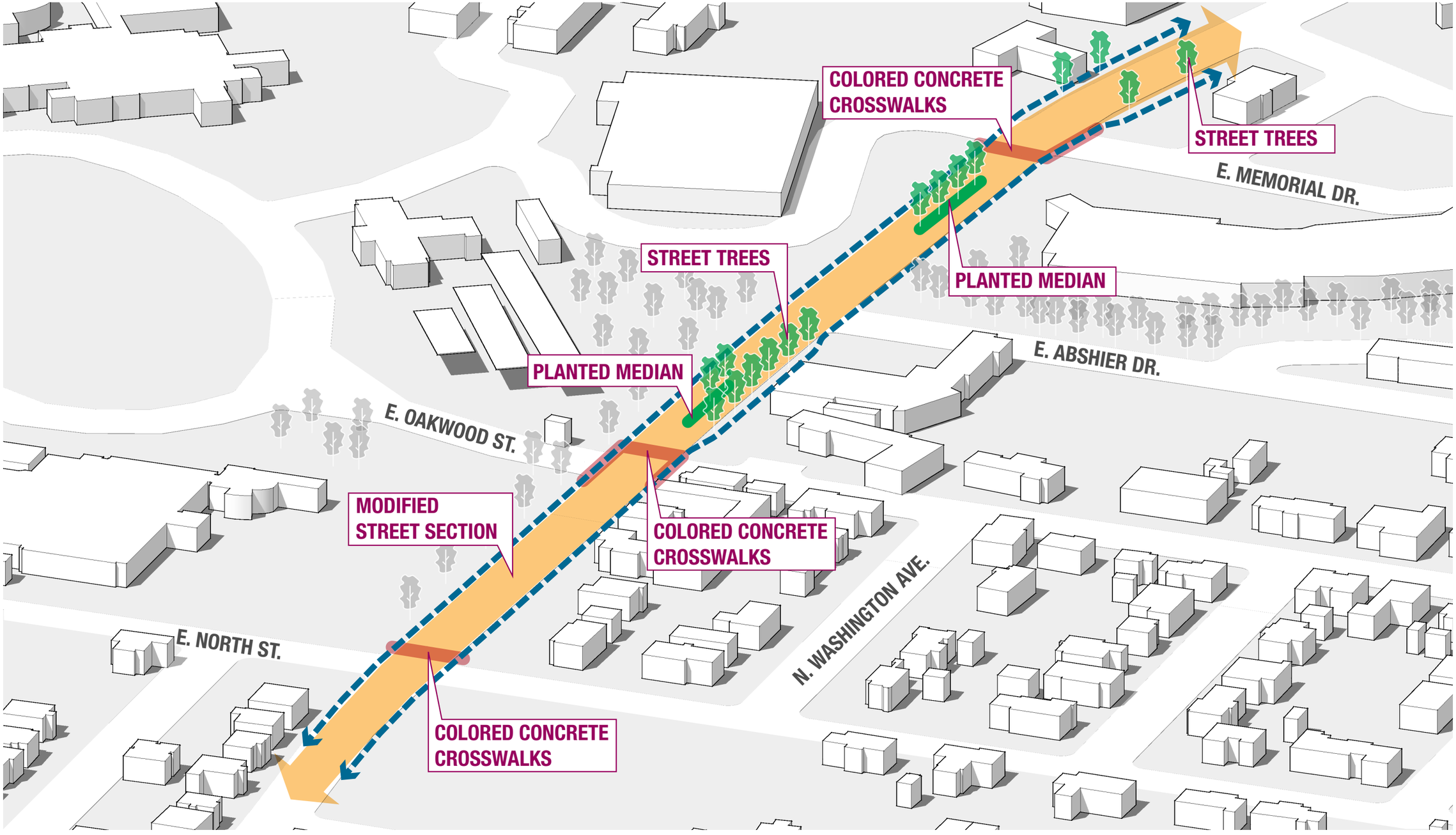
COLLEGE AVENUE – MEMORIAL DRIVE TO TOWNSHIP

Typical College Avenue section provides 5 11′ lanes, with a desirable 6′ sidewalk setback (4′ minimum for short distances) and 6′ to 6.5′ sidewalk width. Wider sidewalk setback provides adequate space for street trees.



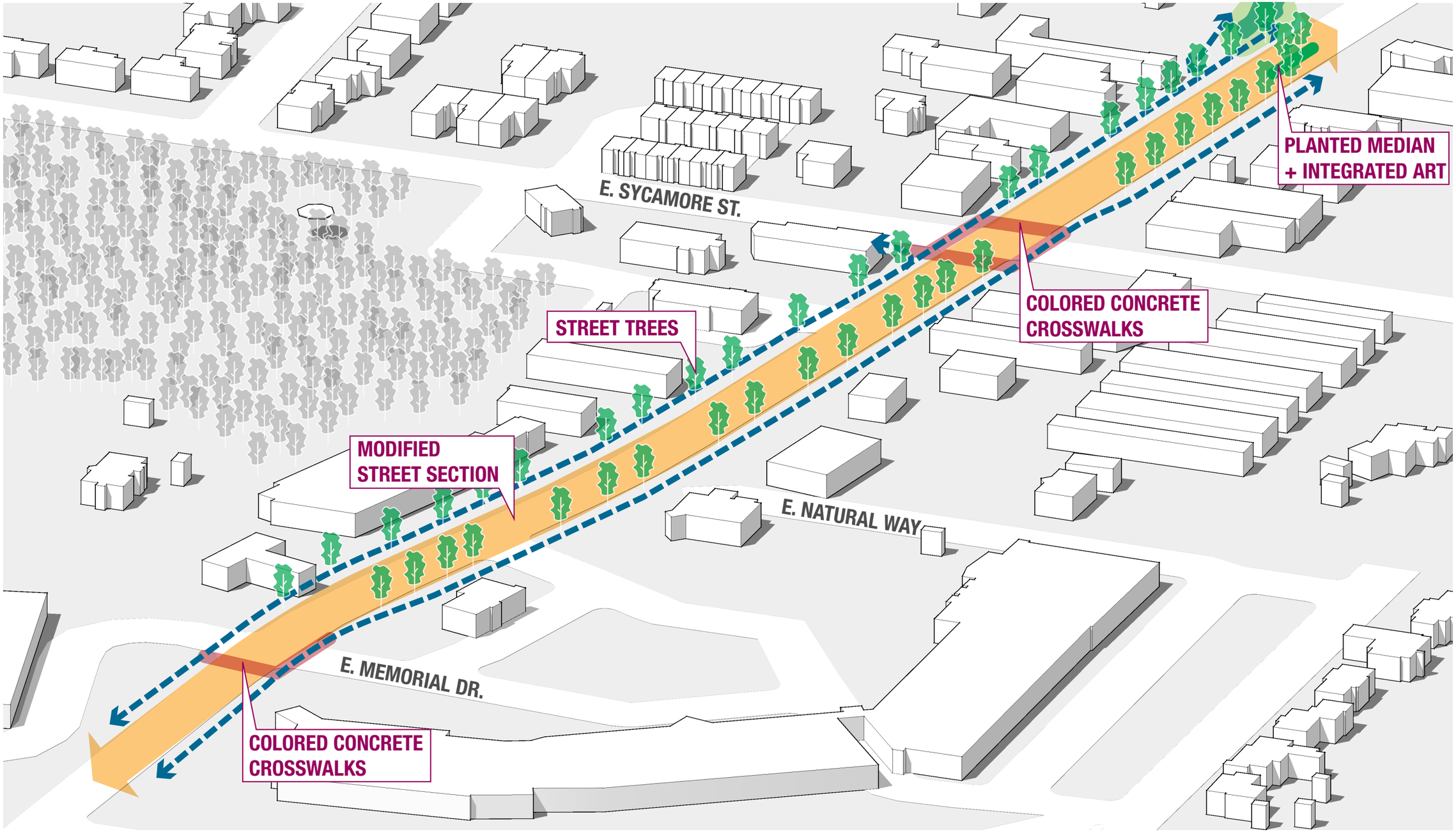
COLLEGE AVENUE - DIAGRAM QUADRANT OVERVIEW

NORTH



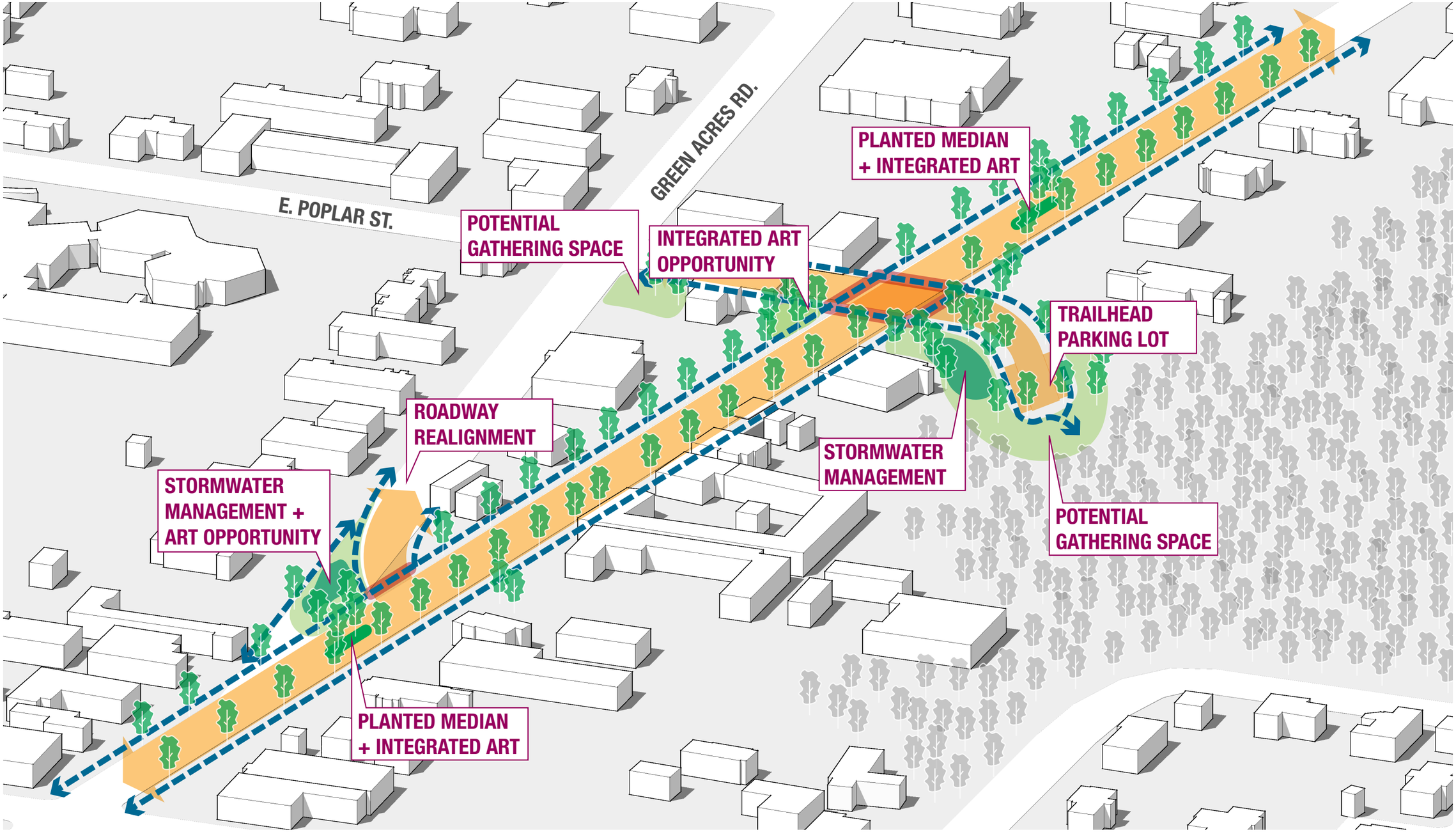
COLLEGE AVENUE - QUADRANT 01

ROADWAY ADJUSTMENTS
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
PROPOSED GREENSPACE
STORMWATER MANAGEMENT
NORTH



COLLEGE AVENUE - QUADRANT 02

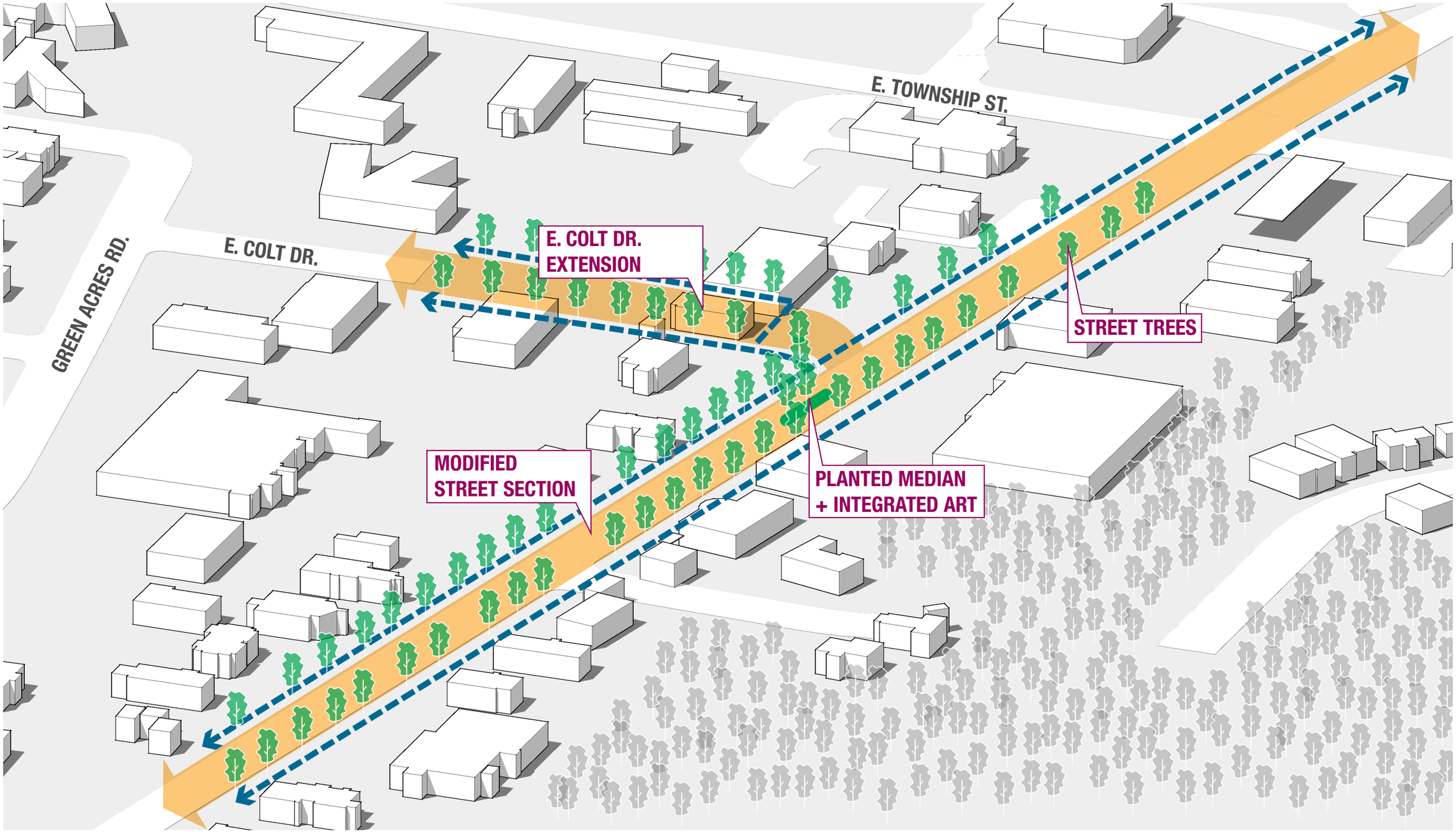
ROADWAY ADJUSTMENTS
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
PROPOSED GREENSPACE
STORMWATER MANAGEMENT
NORTH



COLLEGE AVENUE - QUADRANT 03

ROADWAY ADJUSTMENTS
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
PROPOSED GREENSPACE
STORMWATER MANAGEMENT

NORTH



COLLEGE AVENUE - QUADRANT 04

ROADWAY ADJUSTMENTS
COLORED CONCRETE CROSSWALKS
PEDESTRIAN CIRCULATION
PROPOSED GREENSPACE
STORMWATER MANAGEMENT
NORTH

PROGRAMMING COST OPINION

COLLEGE AVENUE

Streetscape - Within ROW		
Utilities - Bury or Relocate Utility Lines	$5,068,210 or $1,900,562	
Lighting	$648,000	
Roadway - including removals	$6,388,000	
Hardscape - sidewalks, pavers behind curbs, retaining walls, color concrete crosswalks	$707,000	
Landscaping	$435,500	
Site Amenities - Bus Shelters, Benches, Trash Receptacles, Bike Racks	$453,000	
10% General Conditions, 20% Contingency, Design and Survey	$3,935,964	
STREETSCAPE WITHIN ROW TOTAL:	**$12,567,464**	*Utility burial or relocation costs not included*
Streetscape - Outside of ROW		
Parking Lot Improvements	$2,462,300	
E Colt Dr. Extension	$805,700	
Public Spaces at Poplar and College	$642,700	
Integrated Art	$500,000	
10% General Conditions, 20% Contingency, and Design	$2,261,043	
STREETSCAPE - OUTSIDE OF ROW TOTAL:	**$6,671,743**	

SOUTH SCHOOL

Streetscape - Within ROW		
Utilities - Bury or Relocate Utility Lines	$4,010,723 or $1,455,961	
Lighting	$544,000	
Roadway - including removals	$1,817,000	
Hardscape - sidewalks, pavers behind curbs, retaining walls, color concrete crosswalks	$413,800	
Landscaping	$131,800	
Site Amenities - Bus Shelters, Benches, Trash Receptacles, Bike Racks	$390,200	
General Conditions, Contingency, and Design	$1,503,341	
STREETSCAPE WITHIN ROW TOTAL:	**$4,800,141**	*Utility burial or relocation costs not included*
Streetscape - Outside of ROW		
Parking Lot Improvements	$327,600	
7th St. Extension	$258,800	
Integrated Art	$200,000	
10% General Conditions, 20% Contingency, and Design	$402,637	
STREETSCAPE - OUTSIDE OF ROW TOTAL:	**$1,189,037**	

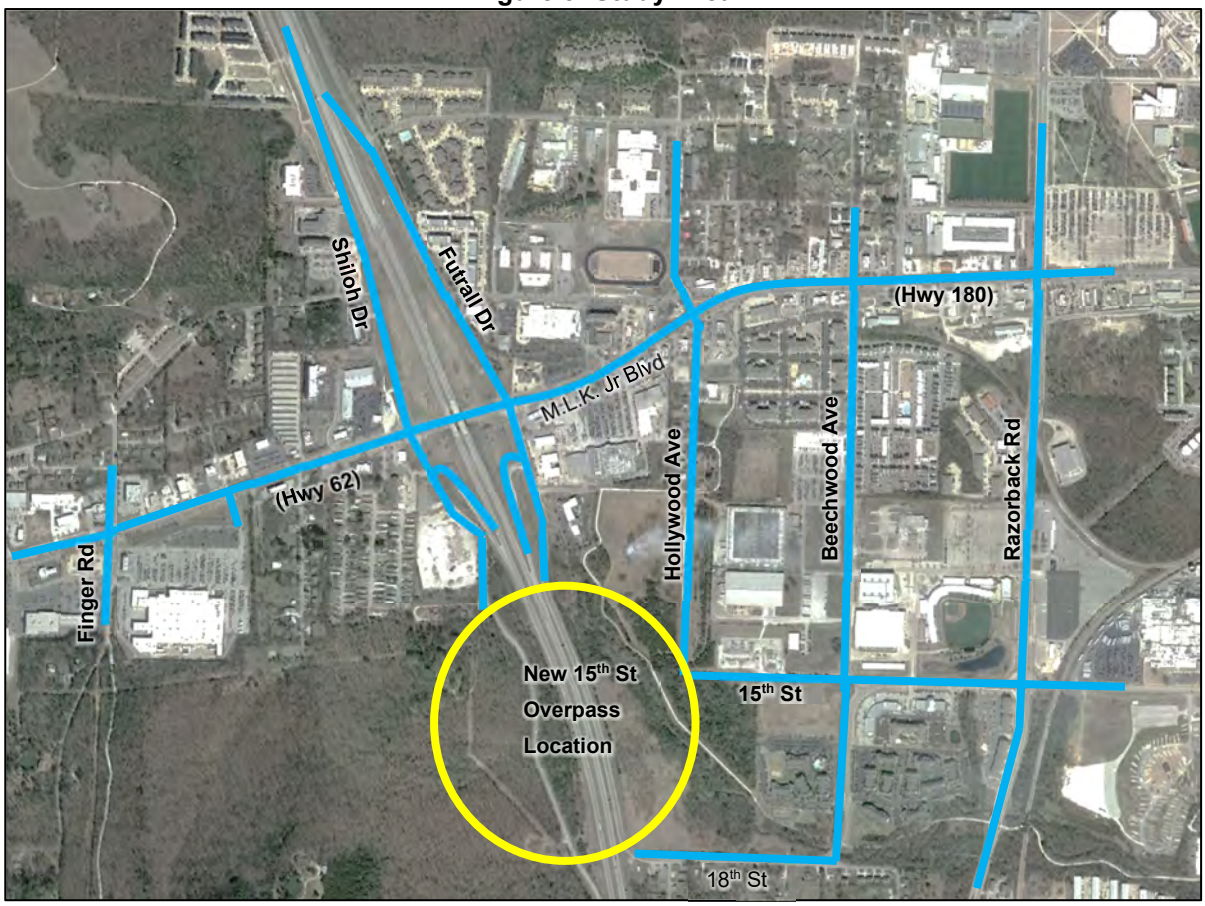
JOB 040846

HWY. 62 INTERCHANGE IMPROVEMENTS

southern limits are at Cato Springs Road. Many routes within the study area were analyzed. MLK Jr Boulevard serves as a major commuter corridor with many low-density commercial businesses and mixed low and high density residential nearby.

The University of Arkansas is a major traffic generator in the area, with multiple sports venues in the region which attract a large number of attendees. There is a quantifiable student population in the area, as well as many University driven employers. The area near the proposed overpass is experiencing rapid development. The study area is shown in **Figure 3.**

Figure 3: Study Area



2.0 Traffic Field Observations

Field observations were conducted to verify driver behavior and identify operational deficiencies and/or safety concerns that should be considered when developing build alternatives. Traffic in the area is directional, with the prevailing movements during the morning peak hour being eastbound along MLK Jr Boulevard and the eastbound left turn onto I-49 from MLK Jr Boulevard. The evening peak hour is the opposite major movements, with westbound MLK Jr Boulevard and southbound right turn from Shiloh Drive onto MLK Jr Boulevard being the prevailing movements.

During the AM peak hour, the most significant queueing was observed traveling eastbound into Fayetteville on Hwy 62. Queueing is most noticeable entering the system at the intersection of Finger

1.0 Introduction

The purpose of this preliminary engineering report is to evaluate potential revisions to the Highway 62 Interchange as proposed by ARDOT (referenced as the ARDOT Option in this report). ARDOT proposes to convert the existing Highway 62 Interchange from a conventional diamond interchange to a Single Point Urban Interchange (SPUI). Along with the SPUI design, ARDOT proposes improvements to the Northbound exit ramp onto Futrall Drive with a proposed roundabout near 15th street, the southbound on-ramp from Shiloh Drive, and improvements south at the Cato Springs Exit including a roundabout.

The City of Fayetteville proposes to modify ARDOT's planned improvements (referenced in this report as ARDOT + City Option) by adding a connection from the east roundabout to 15th Street, adding an overpass over Interstate 49 to a roundabout on the western side of Interstate 49, and removing the proposed improvements at Cato Springs Road. See **Figure 1** below.

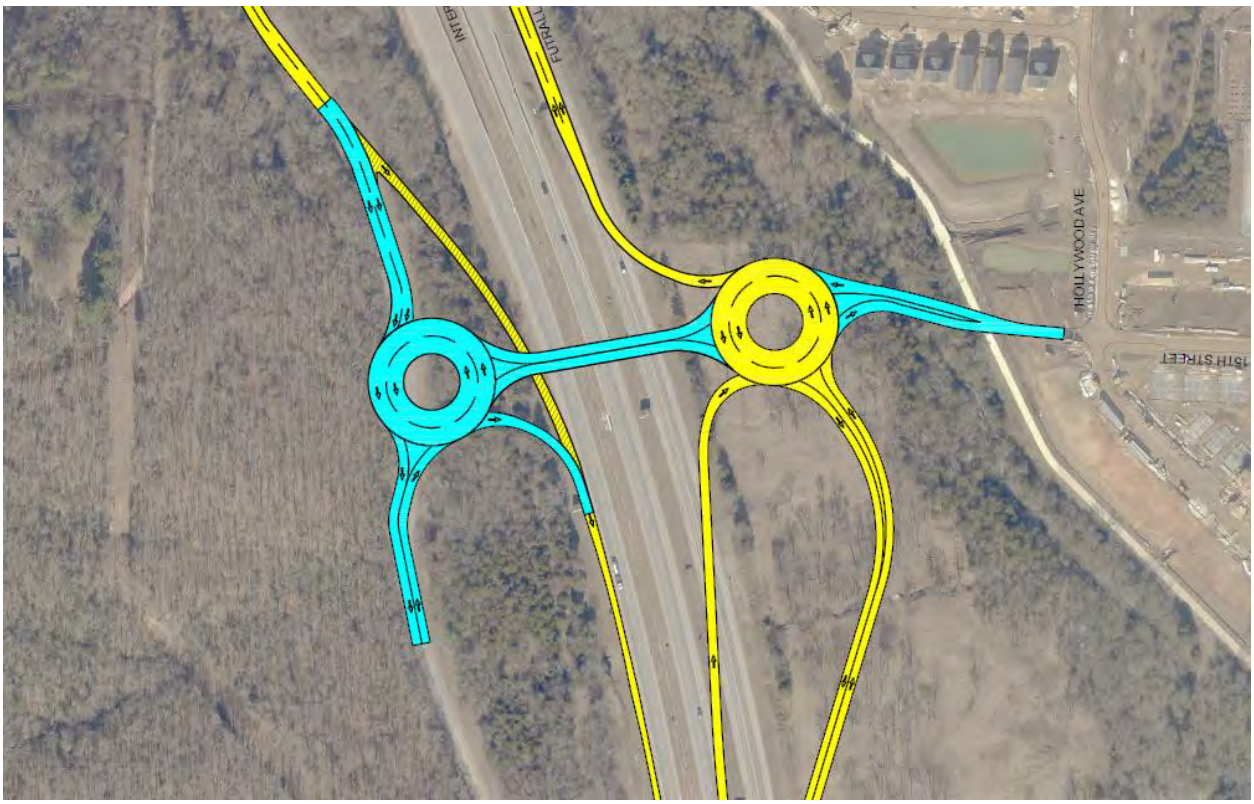


Figure 1: ARDOT Interchange Design (Yellow) with Fayetteville Proposal (Blue)

3.0 ARDOT + City Option

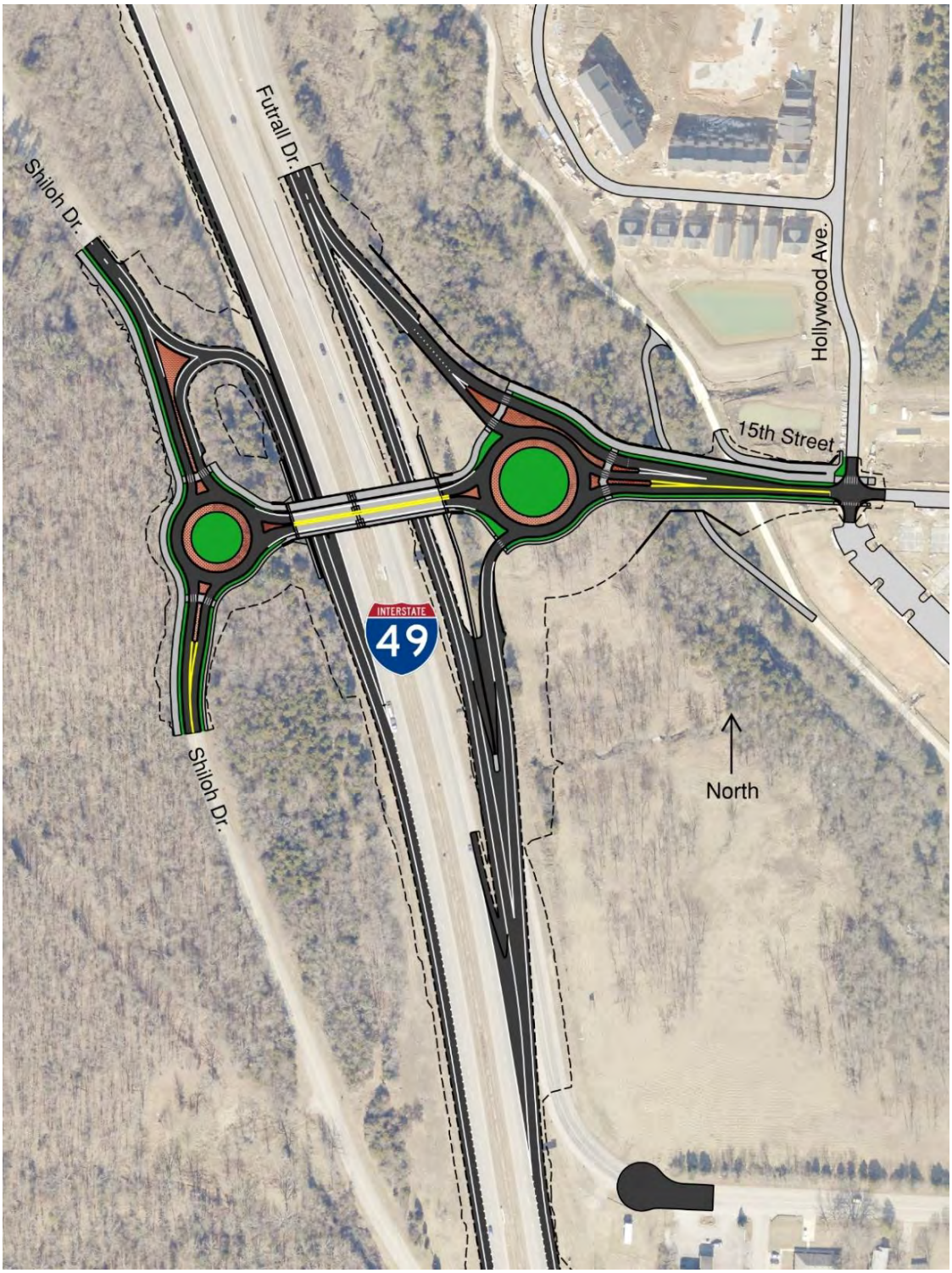


Figure 3: Garver Refined 15th Street Overpass Improvements