

Northwest Arkansas Eastern North-South Corridor Study

Benton and Washington Counties



July 2011

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Prepared by:
Planning and Research Division
Arkansas State Highway and Transportation Department

In Cooperation with:
Federal Highway Administration

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INTRODUCTION

At the request of the Northwest Arkansas Regional Planning Commission (NWARPC), the Arkansas State Highway Commission (AHC) passed Minute Order 2009-093, which authorized the Arkansas State Highway and Transportation Department (AHTD) to conduct a study of an eastern north-south corridor from Highway 16 in Fayetteville to Highway 62 in Rogers with consideration of possible connections and alternatives. See Appendix A for AHC Minute Orders and related correspondence. The NWARPC, the designated regional Metropolitan Planning Organization (MPO) for Northwest Arkansas, identified this corridor on their 2035 Metropolitan Transportation Plan (MTP). See Figure 1 for MTP and Figure 2 for study area.

As seen in Figure 2, the study area encompasses multiple local jurisdictions including Fayetteville, Springdale, Bethel Heights, Lowell, Rogers, Bentonville, Washington County, and Benton County. The population estimates of each city and county are shown in Table 1.

Table 1. City and County populations, U.S. Census Bureau

City or County	1990	2000	2010	2035*
Fayetteville	42,099	58,047	73,580	112,931
Springdale	29,941	45,798	69,797	119,617
Bethel Heights	281	714	2,372	4,986
Lowell	1,224	5,013	7,327	14,956
Rogers	24,692	38,829	55,964	95,054
Bentonville	11,257	19,730	35,301	65,356
Washington County	113,409	157,715	203,065	315,135
Benton County	97,499	153,406	221,339	376,139

*Based on the NWARPC 2035 MTP

As seen in Table 1, the population of Washington County grew 29 percent from 2000 to 2010, while Benton County grew 44 percent. This results in an average annual growth rate of 2.6 and 3.7 percent per year for these two counties. According to the NWARPC 2035 MTP, the populations of Washington County and Benton County are projected to reach 315,135 and

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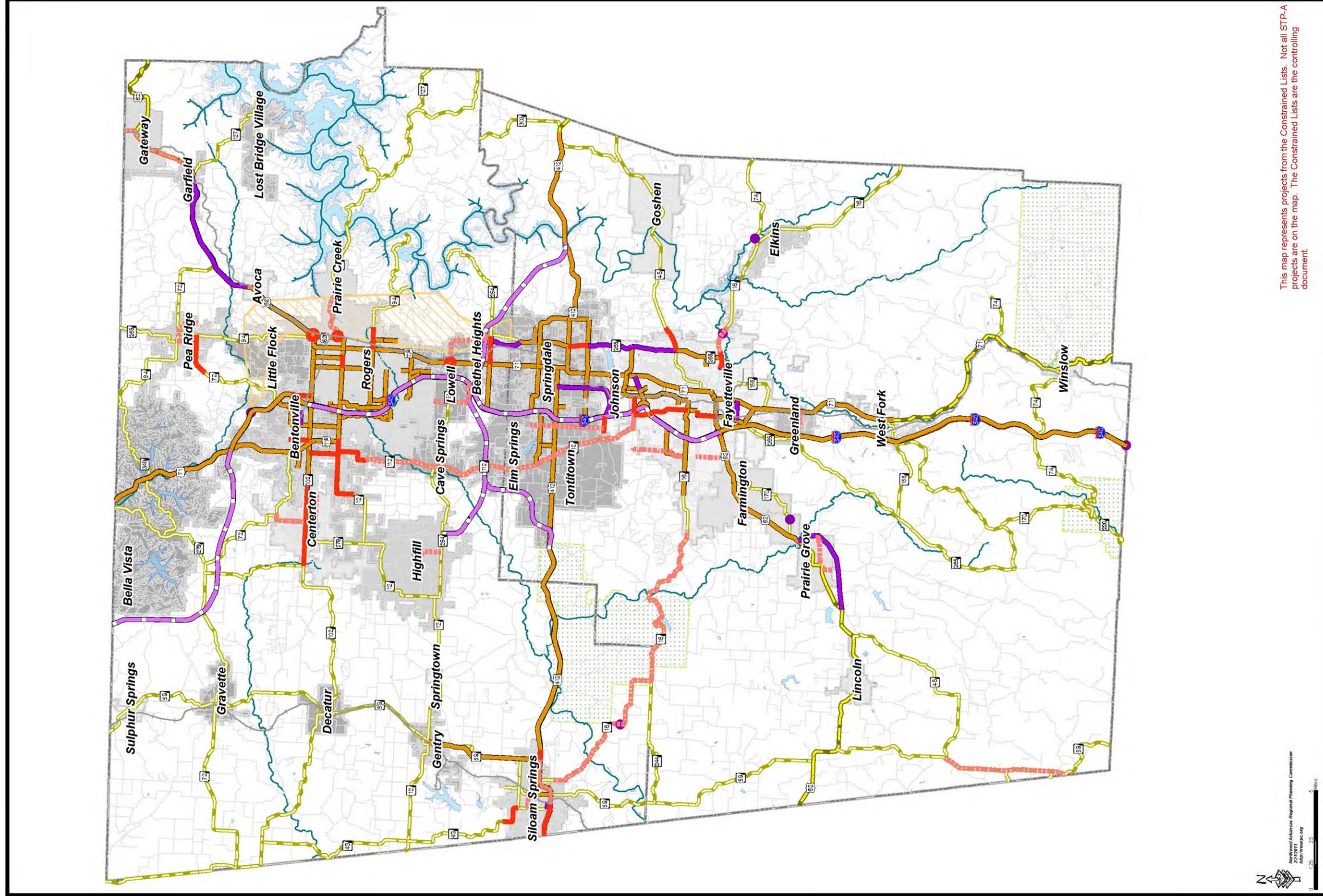


Figure 1. NWARPC 2035 Transportation Plan

2035 Fiscally Constrained Road Projects for Northwest Arkansas

Legend

- Roads
- Railroad
- Rivers
- Lakes
- National Forest Boundary
- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway

2035 Fiscally Constrained Projects

- Fully Funded Projects
- Partially Funded Projects

2010-2013 TIP

- Fully Funded
- Partially Funded
- 2010-2013 TIP Bridges and Interchanges

4+ Lanes (2010 TDM)

- 4+ Lanes
- Eastern Corridor

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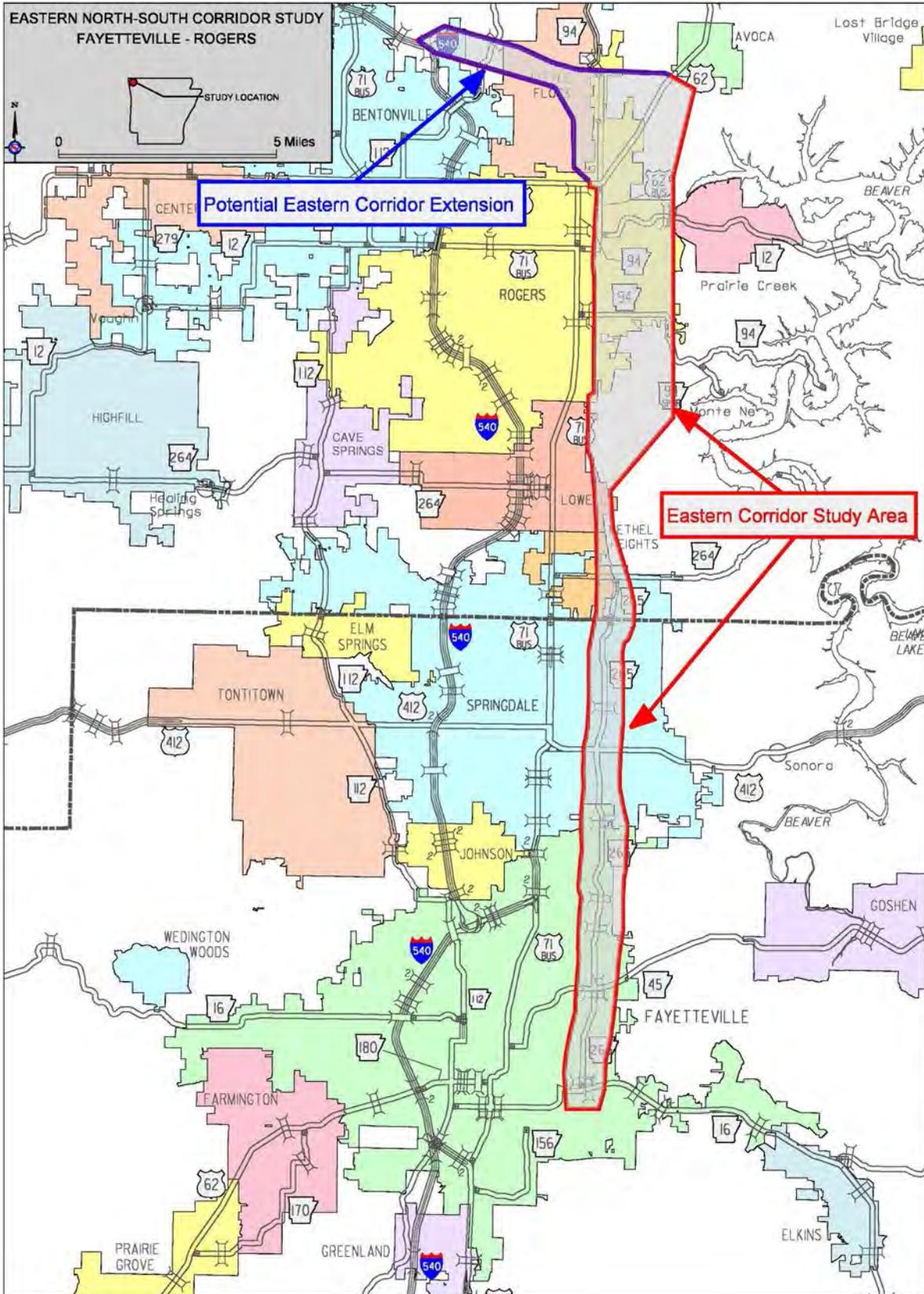


Figure 2. Study Area

376,139, respectively, by 2035. This is a projected increase of 55 percent and 70 percent from 2010, or an average annual growth rate of 1.8 and 2.1 percent per year, respectively.

Between Benton and Washington Counties, there are only three north-south principal arterials (see Appendix B): Interstate 540, Highway 71B, and Highway 265. East of Highway 265 between Highway 264 and Highway 45 in Washington County, there is an urban minor arterial/rural major collector. Interstate 540 is currently a four-lane freeway that is part of the planned future Interstate 49. Highway 71B is generally a four-lane highway with a continuous, two-way, left turn lane, in a highly developed commercial corridor. Also, most of the north-south portion of Highway 71B in Rogers has narrow (10 feet) lanes. Most of Highway 265 currently has two through lanes with four through lanes in portions of Fayetteville and Springdale.

While there are other minor arterials and collectors east of Highway 265 in Washington County, there is currently no good north-south connection east of Highway 71B into Benton County. North-south mobility around downtown Rogers east of Highway 71B is also very low. Due to constraints such as terrain, increasing development, Beaver Lake, and other environmentally sensitive areas, few opportunities exist to provide a north-south arterial connection east of Highway 71B from Highway 16 to Highway 62, a route on the National Highway System (NHS).

PURPOSE AND NEED

The purpose of this study is to determine the need for improvements to an eastern north-south corridor from Highway 16 in Fayetteville to Highway 62 in Rogers, with a possible extension to Bentonville. The purpose of this proposed eastern corridor is to alleviate the traffic congestion on the existing north-south routes, especially Highway 71B, that connect the fast-growing areas in Northwest Arkansas.

Background

Previous Study Efforts

An eastern north-south corridor has been under consideration since the 1970s. The NWARPC's 1990 MTP, published in 1973, shows a new location extension of Old Wire Road in Lowell to First Street in Rogers (see Appendix C). Several subsequent planning documents, including the recently adopted 2035 MTP, recognize the need for an improved north-south route along the east side of Fayetteville, Springdale, Lowell and Rogers.

Related Projects and Studies

There are several projects scheduled or programmed within the study area, including five projects to widen Highway 265 (see Figure 3). In addition, a project to extend Monroe Avenue (which becomes Highway 264 to the west of Highway 71B) as a two-lane roadway to connect to Old Wire Road is currently under construction by the City of Lowell. Finally, a project to realign and widen Monte Ne Road along with the widening of First Street is currently under design by the City of Rogers (see Figure 4).

A study conducted by the NWARPC to examine the feasibility of constructing a new north-south freeway west of Interstate 540, known as the Western Beltway Study, is currently underway. A study for improvements to the Interstate 540 corridor was completed in 2006 by the AHTD. A transit study to determine short-term and long-term transit needs (including north-south routes between Benton and Washington Counties) was completed in 2010 by the NWARP

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Figure 4. Proposed City of Rogers Project for Monte Ne Road and First Street

Other Planning Considerations

A major consideration for this study is the consistency with regional and local plans. The Eastern Corridor is not only shown on the NWARPC 2035 MTP as a proposed corridor, it is shown on the financially constrained plan (as seen on Figure 1) and is listed as one of the recommended priorities for transportation improvements in the region. It is consistent with the goals outlined in the NWARPC 2035 MTP such as:

- Enhancing the regional arterial network,
- Improving the mobility and connectivity for all modes of transportation, and
- Supporting the economic vitality of the region by providing better corridors and connections for freight movement.

The Eastern Corridor is also on the NWARPC bicycle plan (see Appendix D) and the City of Rogers Master Street Plan (see Figure 5).

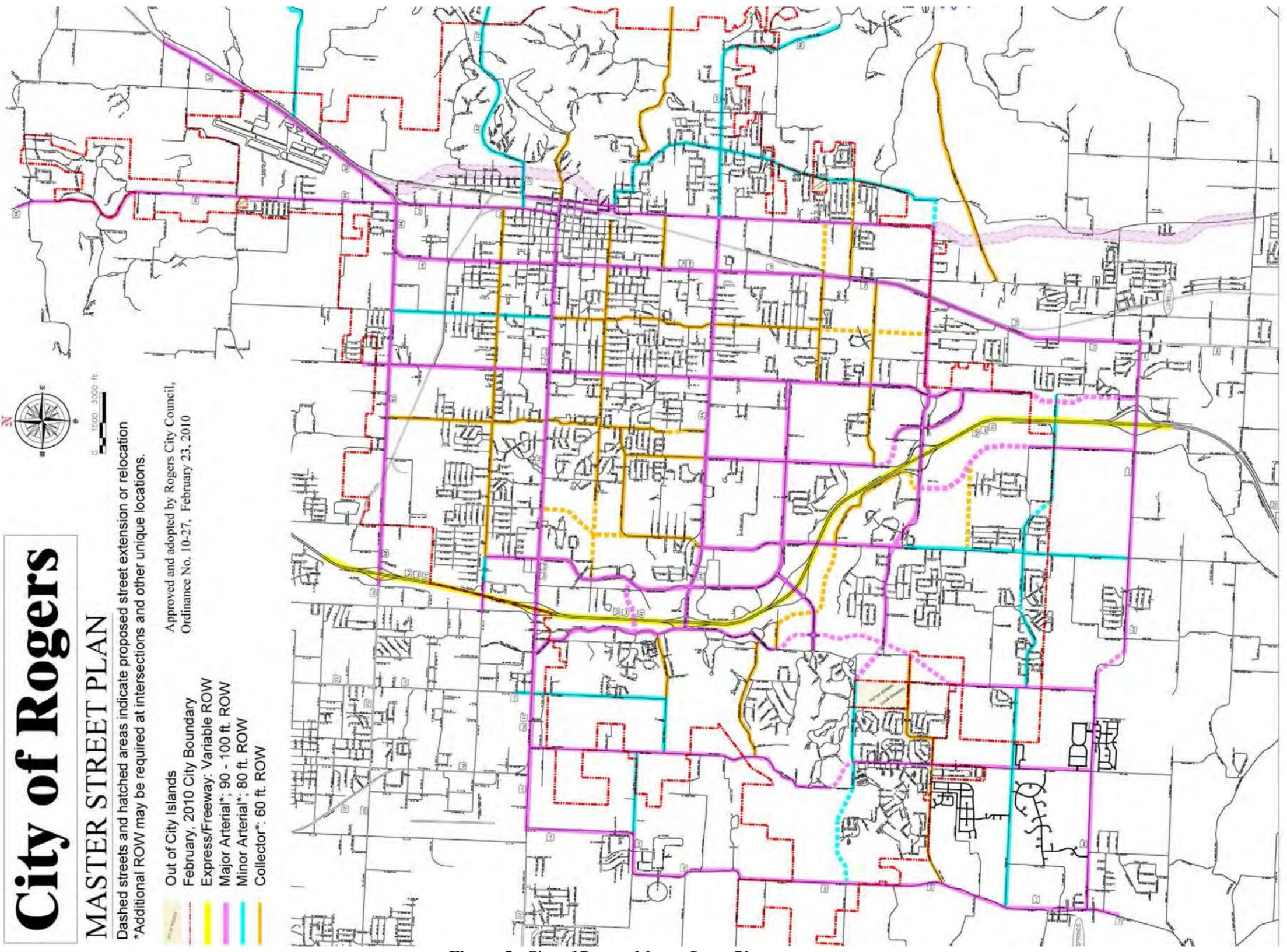


Figure 5. City of Rogers Master Street Plan

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Traffic Analysis

The traffic analysis conducted in this study included estimating current and projected average daily traffic (ADT) demand. This information is shown in Figure 6. The percentage of truck traffic along Highway 265 ranges from four percent to six percent.

As part of this analysis, level of service (LOS) along Highway 265 and other routes was considered. The Highway Capacity Manual (HCM2010) defines LOS as a quantitative stratification of performance measures that represent quality of service such as travel time, speed, delay, maneuverability, and comfort. Six levels of service, A through F, are defined in Appendix E. For an urban setting such as the study area, LOS D is considered acceptable. See Figure 7 for existing vehicular LOS on selected routes. The LOS shown in Figure 7 is a combination of measures of effectiveness, including speed, traffic control delay (e.g., at a stop sign or a traffic signal), and volume to capacity ratio based on multiple field observations and several years worth of traffic data. Also shown in Figure 7 are references to traffic notes that can be found in Table 2. This blended approach of quantitative and qualitative measures is considered more appropriate than using the Highway Capacity Software (HCS), based on the reasons outlined in HCM2010 p. 8-10 (see Appendix E).

The analysis of 2011 traffic indicates numerous locations of unacceptable traffic conditions along the Highway 71B corridor and the Highway 265 corridor. Much of the unacceptable traffic conditions are due to the lack of an adequate number of lanes or geometry for capacity. However, some of it is also due to uncoordinated traffic signals, poor signal timing, or malfunctioning traffic detectors or signal controllers.

Also as part of this analysis, the preliminary NWARPC 2035 Travel Demand Model (TDM) was utilized in developing traffic projections for routes in the area. Because the 2035 TDM is still preliminary, engineering and planning judgment must be used to interpret the forecasts. Based on the preliminary 2035 TDM, any extensions of Highway 265 to Highway 62 or beyond would likely not attract a significant amount of regional or long-distance through traffic. Rather, it

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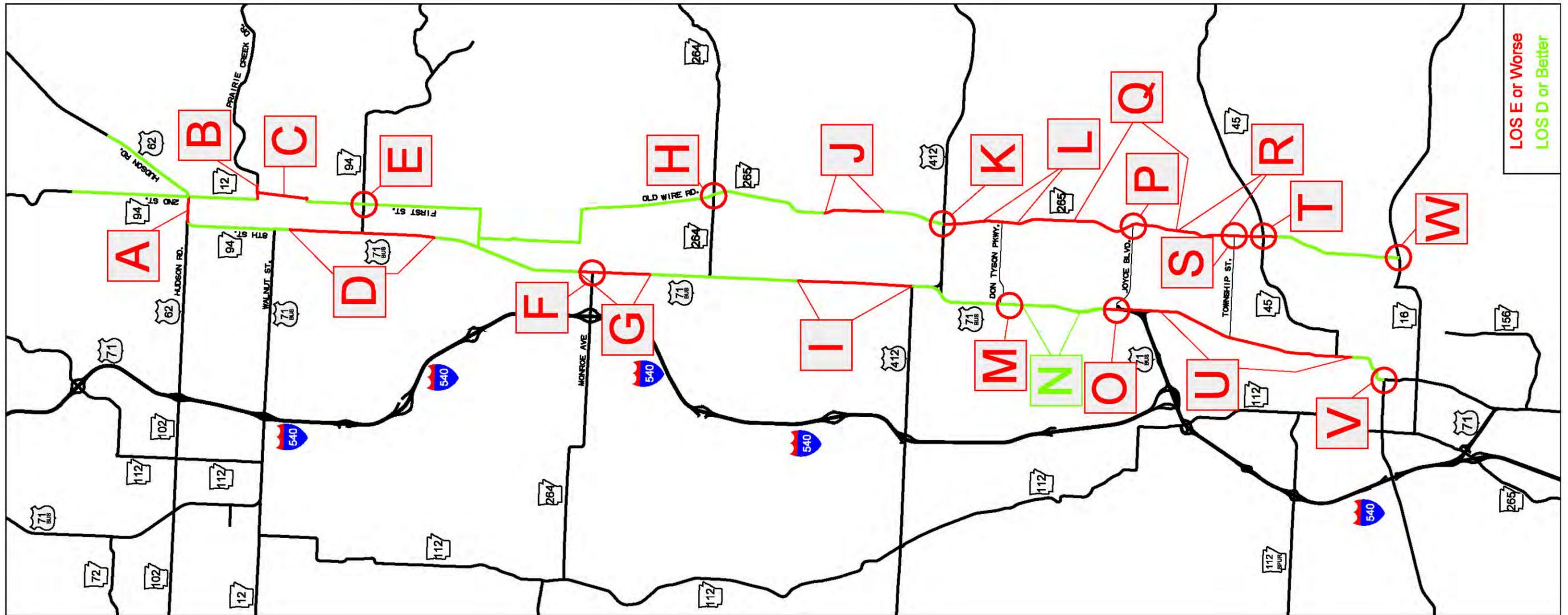


Figure 7. Existing Level of Service

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Table 2. Traffic Notes for Figure 7

LABEL	NOTE
A	Slow speeds and occasional stops at signalized intersections that are uncoordinated. Additional delays experienced due to trucks and narrow (10 feet) lanes.
B	Slow speeds and congestion in the westbound direction during the AM peak.
C	Numerous stops and delays in the northbound and southbound directions due to several stop-controlled intersections.
D	Slow speeds and frequent stops at signalized intersections that are uncoordinated. Additional delays experienced due to trucks and narrow (10 feet) lanes.
E	Significant delays at various approaches during the AM and PM peak due to lack of capacity.
F	Significant delays at various approaches, particularly during the PM peak, due to lack of capacity.
G	Slow speeds and unnecessary delay in the northbound and southbound directions during the PM peak due to uncoordinated signals and/or poor signal timing.
H	Significant occasional delay due to lack of lanes and inadequate geometry for large trucks.
I	Significant delay, slow speeds, and queues in the northbound and southbound directions during the PM peak due to lack of capacity.
J	Significant delay, slow speeds, and queues in both directions during the PM peak due to uncoordinated signals and/or poor signal timing.
K	Significant delay at various approaches due to lack of capacity.
L	Slow speeds in both directions during the PM peak due to lack of capacity.
M	Current signal timing results in significant and unnecessary delay.
N	Although shown as LOS D or better, segment frequently experiences unnecessary delay due to uncoordinated and/or poorly timed signals.
O	Intersection over capacity with significant delays for various approaches during the many hours of a typical weekday and weekend day.
P	Intersection over capacity with significant delays for various approaches during the AM and PM peaks.
Q	Significant delay, slow speeds, and queues in the southbound direction during the PM peak due to lack of capacity.
R	Significant delay, slow speeds, and queues in the southbound direction during the PM peak due to lack of capacity.
S	Significant delay and queues in the eastbound direction in the PM peak.
T	Significant delay and queues in the westbound and northbound directions in the AM peak due to lack of capacity.
U	Slow speeds and frequent stops due to uncoordinated signals, numerous closely spaced and heavily used driveways, and lack of capacity at certain intersections.
V	Significant delays at various approaches in the AM and PM peaks.
W	Significant congestion in the westbound direction on Highway 16 in the AM peak due to lack of capacity.

would likely attract more local traffic that would otherwise use Highway 71B or other north-south city streets to connect to other east-west highways or streets (see Figure 8).

Safety Analysis

A crash analysis was conducted for existing Highway 265 using 2007, 2008, and 2009 crash data, the most recent years for which data is available. Crash rates, computed as the number of crashes per million vehicle miles (mvm) traveled, are shown in Table 3 for Highway 265. Crash rates for Highway 71B from Highway 264 to Highway 71B/Walnut Street are shown in Table 4. Crash rates for Highway 94 from Highway 71B to Highway 62 are shown in Table 5. Crash rates for Highway 62 from Highway 94/Eighth Street to Highway 94/Second Street are shown in Table 6. Crash rates for Highway 62B (a portion of which is currently Highway 12) from Chestnut Street to Highway 62/Hudson Road are shown in Table 7.

A geographical analysis of crash locations was also conducted. Crash location hot spots, or areas where high number of crashes were located close together, for 2007 through 2009 are shown in Figure 9 for Highway 265, Figure 10 for Highway 71B, 9 62, and 62B (current Highway 12). Locations with a lower concentration of crashes are shown in green while locations with a higher concentration are shown in red.

Based on the crash analysis, the following problem areas were identified:

- The Highway 265 and Highway 45 intersection area. It was determined that many of the crashes are related to the heavily used commercial driveways located in close proximity to the Highway 45 intersection.

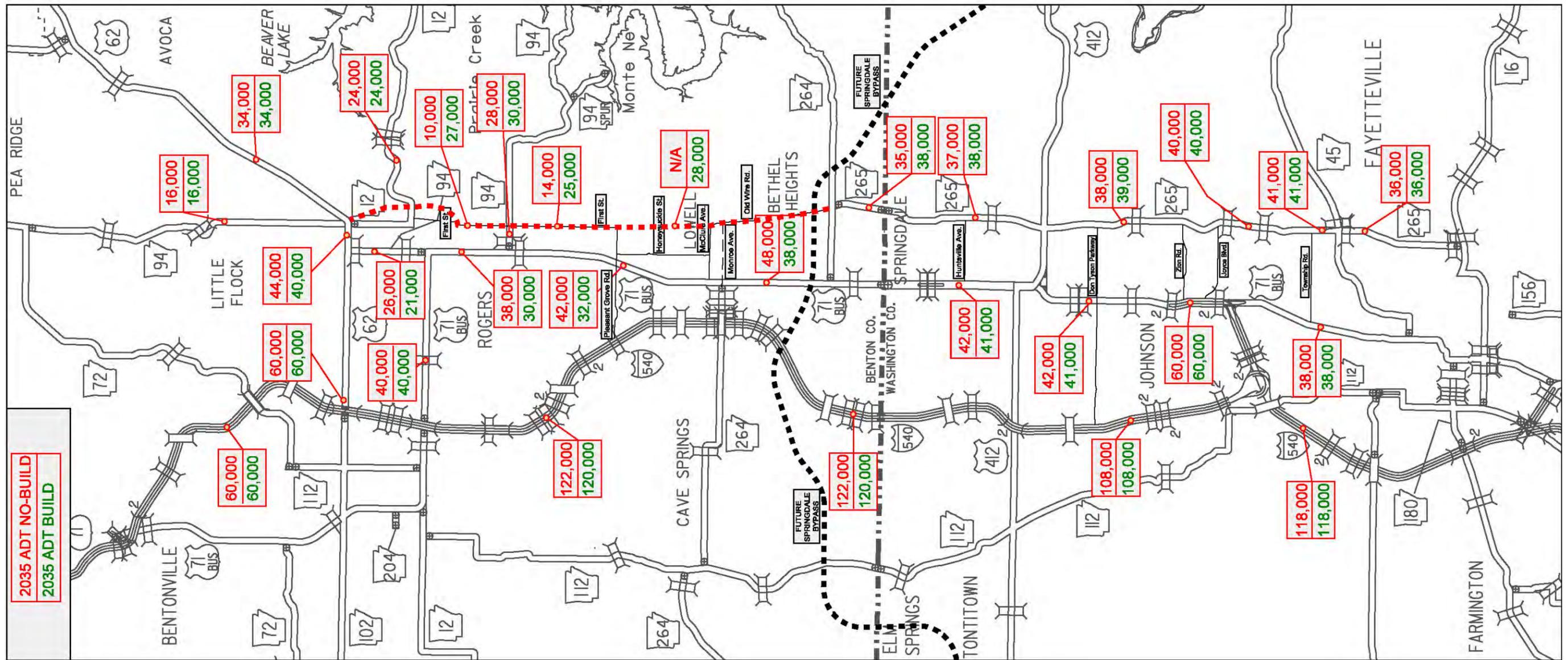


Figure 8. Conceptual Extension of Highway 265 to Highway 62 versus No-Build Traffic Conditions

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Table 3. Crash Rates for Highway 265

Segment	Route, Section, Log Mile, and Distance	Description	Year	ADT	Number of crashes	Crash rate*	Statewide average crash rate* for similar facilities	Notes
Highway 16 in Fayetteville to south of Highway 45	265, 2, 0.00 to 1.88 (1.88 mi.)	Four lanes, mostly 50 mph posted speed, curb, with periodic center left turn lanes and low access density.	2007	19,100	19	1.45	5.65 ¹	<ul style="list-style-type: none"> One fatality in 2009, opposite direction sideswipe collision after crossing the median (faulty driver, who was killed, was under the influence). 52% were non-junction crashes.
			2008	19,000	16	1.22	5.08 ¹	
			2009	17,500	15	1.25	4.85 ¹	
South of Highway 45 in Fayetteville to north of Highway 45	265, 2, 1.89 to 2.57 (0.68 mi.)	Four lanes, posted speed of 45 mph, curb, with a continuous, two-way, left turn lane, and high commercial access density.	2007	22,500	60	10.74	5.65 ¹	<ul style="list-style-type: none"> 39% of the crashes were listed as driveway related, likely due to the number of closely spaced commercial driveways near the major intersection. 18% were non-junction crashes.
			2008	22,300	39	7.03	5.08 ¹	
			2009	20,500	40	7.86	4.85 ¹	
North of Highway 45 in Fayetteville to Ivey Lane	265, 2, 2.58 to 6.74 (4.16 mi.)	Two lanes, posted speed of 45 and 50 mph, shoulder, with a continuous, two-way, left turn lane, and low access density.	2007	18,800	76	2.66	3.43 ²	<ul style="list-style-type: none"> One fatality in 2007, single vehicle. 24% were non-junction crashes.
			2008	18,300	66	2.37	3.34 ²	
			2009	18,000	65	2.38	3.13 ²	
Ivey Lane in Springdale to Highway 412	265, 2, 6.75 to 7.99 (1.24 mi.)	Two lanes, posted speed of 40 and 50 mph, shoulder, with a continuous, two-way, left turn lane, and moderate commercial access density.	2007	18,100	30	3.66	3.43 ²	<ul style="list-style-type: none"> 26% were non-junction crashes.
			2008	16,500	22	2.95	3.34 ²	
			2009	17,000	36	4.69	3.13 ²	
Highway 412 in Springdale to north of Mountain Road	265, 2, 8.00 to 9.84 (1.84 mi.)	Four lanes, posted speed of 40 mph, curb, undivided with few left turn lanes, and moderate to high commercial and industrial access density. Also, the intersection with Huntsville Avenue changed in 2009 with the extension of Huntsville Avenue to the east.	2007	22,500	68	4.50	5.65 ¹	<ul style="list-style-type: none"> One fatality in 2008, angle collision after crossing the median. 18% of crashes were opposite or same direction sideswipe collisions, possibly due in part to lack of a median or left turn lanes. 26% were non-junction crashes.
			2008	22,300	54	3.60	5.08 ¹	
			2009	20,500	57	4.14	4.85 ¹	
North of Mountain Road in Springdale to north of Randall Wobbe Lane	265, 2, 9.85 to 10.68 (0.83 mi.)	Four lanes, posted speed of 40 mph, shoulder, undivided with few left turn lanes, and low access density.	2007	18,000	14	2.57	5.65 ¹	<ul style="list-style-type: none"> 49% were non-junction crashes.
			2008	18,000	10	1.83	5.08 ¹	
			2009	17,000	15	2.91	4.85 ¹	
North of Randall Wobbe Lane in Springdale to Highway 264	265, 2&3, 10.69 to 11.06 & 0.00 to 1.04 (1.41 mi.)	Two lanes, posted speed of 40 mph, shoulder, undivided with one left turn lane, and moderate residential access density.	2007	18,100	17	1.82	3.43 ²	<ul style="list-style-type: none"> 46% were non-junction crashes. Predominate crash types were single vehicle crashes (44%). There were several crashes listed under "Old Wire" at Highway 264 that were not listed as Highway 265. Therefore, crash rate may be low.
			2008	16,500	9	1.06	3.34 ²	
			2009	17,000	11	1.26	3.13 ²	

* Crash rates are measured in crashes per million vehicle miles traveled. Highlighted = crash rate higher than statewide average for similar facilities.

¹ Four lane, undivided, urban highways

² Two lane, undivided, urban highways

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Table 4. Crash Rates for Highway 71B

Segment	Route, Section, Log Mile, and Distance	Description	Year	ADT	Number of crashes	Crash rate*	Statewide average crash rate* for similar facilities	Notes
Highway 264 in Springdale to beginning of shoulder in Lowell	71, 18B, 1.00 to 3.45 (2.45 mi.)	Four 12-foot lanes, posted speed of 45 to 50 mph, a mix of curb and shoulder with a continuous, two-way, left turn lane, and moderate commercial access density.	2007	27,050	64	2.65	5.65 ¹	<ul style="list-style-type: none"> • 11% were non-junction crashes. • Two fatal crashes, both head-on collisions.
			2008	28,800	40	1.55	5.08 ¹	
			2009	29,500	41	1.55	4.85 ¹	
Beginning of shoulder in Lowell to end of shoulder in Rogers ²	71, 18B, 3.46 to 6.12 (2.66 mi.)	Four 12-foot lanes, mostly posted speed of 50 mph, shoulder, with a continuous, two-way, left turn lane, and generally light access density.	2007	24,850	44	1.82	5.65 ¹	<ul style="list-style-type: none"> • 15% were non-junction crashes. • One fatal head-on crash.
			2008	22,500	25	1.14	5.08 ¹	
			2009	22,000	24	1.12	4.85 ¹	
End of shoulder in Rogers to Highway 71B/ Walnut Street	71, 18B, 6.13 to 8.67 (2.54 mi.)	Four 10-foot lanes, posted speed of 35 to 40 mph, curb, with a continuous, two-way, left turn lane, and high commercial access density.	2007	25,300	113	4.82	5.65 ¹	<ul style="list-style-type: none"> • 24% were non-junction crashes. • 15% of crashes were opposite or same direction sideswipe collisions, possibly due in part to narrow lanes. • One fatal crash, opposite direction sideswipe collision.
			2008	22,000	108	5.28	5.08 ¹	
			2009	22,000	78	3.82	4.85 ¹	

* Crash rates are measured in crashes per million vehicle miles traveled. Highlighted = crash rate higher than statewide average for similar facilities.

¹ Four lane, undivided, urban highways

² The southbound shoulder ends at approximately log mile 5.60

Table 5. Crash Rates for Highway 94

Segment	Route, Section, Log Mile, and Distance	Description	Year	ADT	Number of crashes	Crash rate*	Statewide average crash rate* for similar facilities	Notes
Highway 71B/ Walnut Street to Highway 62/ Hudson Road	94, 2, 0.00 to 1.56 (1.56 mi.)	Four 10-foot lanes, posted speed of 35 to 45 mph, curb, with a continuous, two-way, left turn lane, and high residential access density to the south.	2007	16,000	31	3.40	5.65 ¹	<ul style="list-style-type: none"> • 15% were non-junction crashes. • 14% of crashes were opposite or same direction sideswipe collisions, possibly due in part to narrow lanes. • The crash rate may be misleading because this segment ends at the Hudson Road and Eighth Street (Highway 62 and 94) intersection, and many crashes were listed at this intersection.
			2008	19,000	28	2.58	5.08 ¹	
			2009	15,000	29	3.40	4.85 ¹	

* Crash rates are measured in crashes per million vehicle miles traveled

¹ Four lane, undivided, urban highways

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Table 6. Crash Rates for Highway 62

Segment	Route, Section, Log Mile, and Distance	Description	Year	ADT	Number of crashes	Crash rate*	Statewide average crash rate* for similar facilities	Notes
Highway 94/ 8 th Street to east of Highway 94/ 2 nd Street	62, 2, 3.09 to 3.59 (0.50 mi.)	Generally four 10-foot lanes, posted speed of 45 mph, curb, with a continuous, two-way, left turn lane, and moderate commercial access density.	2007	28,700	36	6.87	5.65 ¹	<ul style="list-style-type: none"> • 11% were non-junction crashes. • 20% of crashes were opposite or same direction sideswipe collisions, possibly due in part to narrow lanes. • The crash rate may be misleading because this segment ends at the Hudson Road and Eighth Street (Highway 62 and 94) intersection, and many crashes were listed at this intersection.
			2008	29,000	26	4.90	5.08 ¹	
			2009	25,000	42	9.21	4.85 ¹	

* Crash rates are measured in crashes per million vehicle miles traveled. Highlighted = crash rate higher than statewide average for similar facilities.

¹ Four lane, undivided, urban highways

Table 7. Crash Rates for Highway 62B (current Highway 12)

Segment	Route, Section, Log Mile, and Distance	Description	Year	ADT	Number of crashes	Crash rate*	Statewide average crash rate* for similar facilities	Notes
Chestnut Street to Highway 62/ Hudson Road ²	62, 2B, 0.54 to 1.99 (1.45 mi.)	Two 12-foot lanes, posted speed of 35 to 45 mph, curb to the south and shoulder to the north, with a continuous, two-way, left turn lane, and mixture of type and density of access.	2007	13,650	15	2.08	3.43 ¹	<ul style="list-style-type: none"> • 13% were non-junction crashes.
			2008	14,000	14	1.88	3.34 ¹	
			2009	13,000	17	2.47	3.13 ¹	

* Crash rates are measured in crashes per million vehicle miles traveled.

¹ Two-lane, undivided, urban highways

² The three lane cross section begins at Chestnut Street

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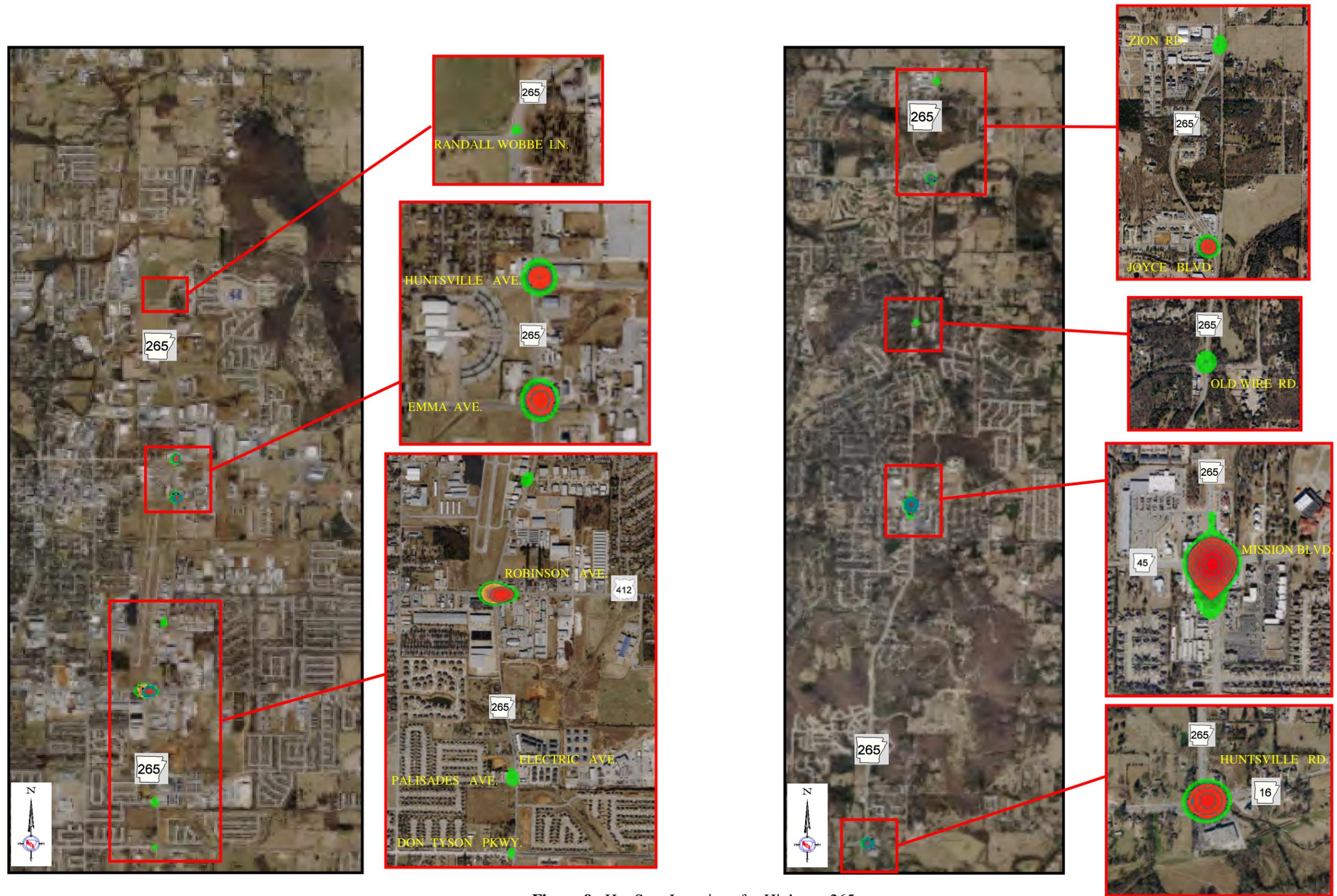


Figure 9. Hot Spot Locations for Highway 265

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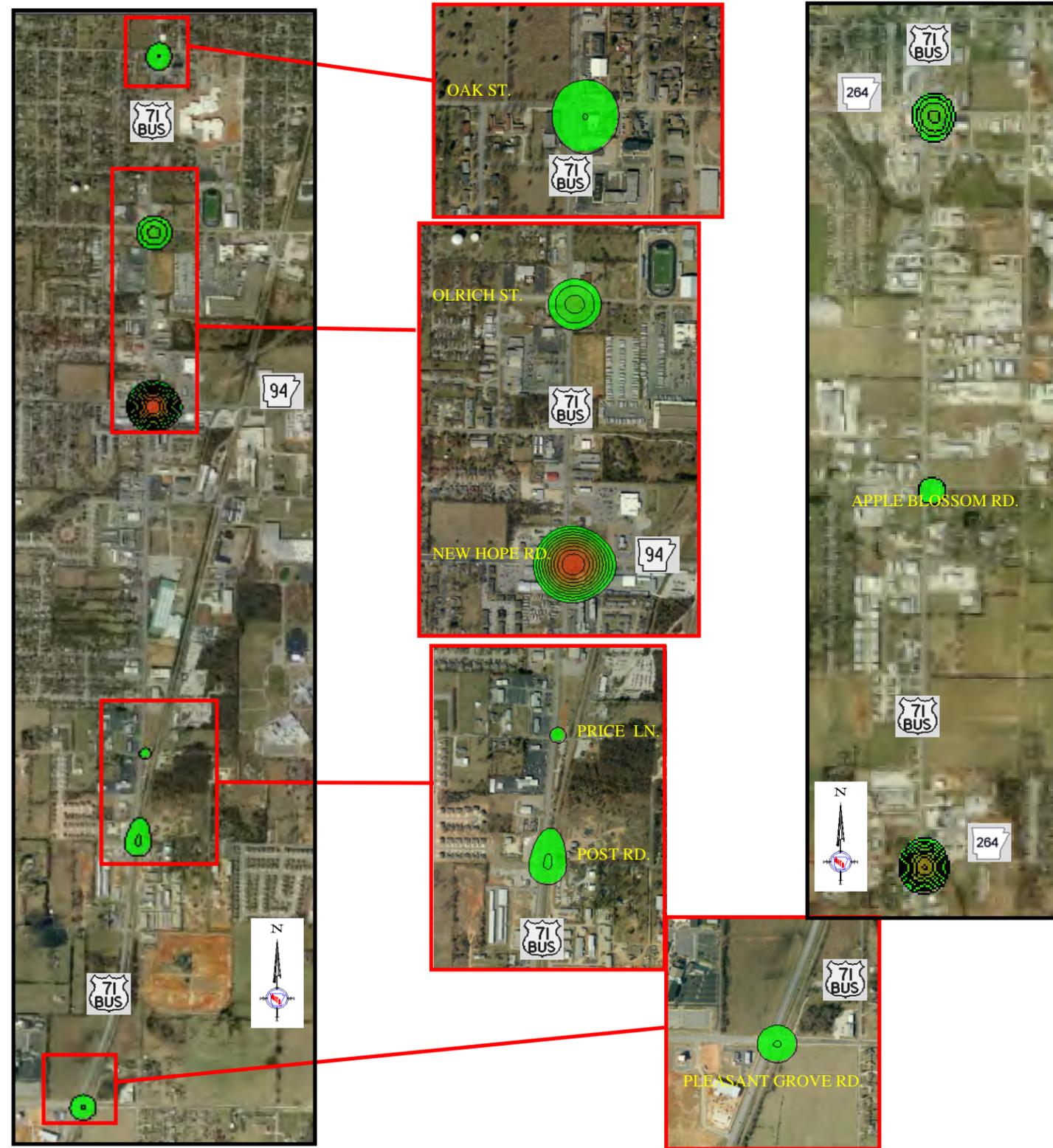
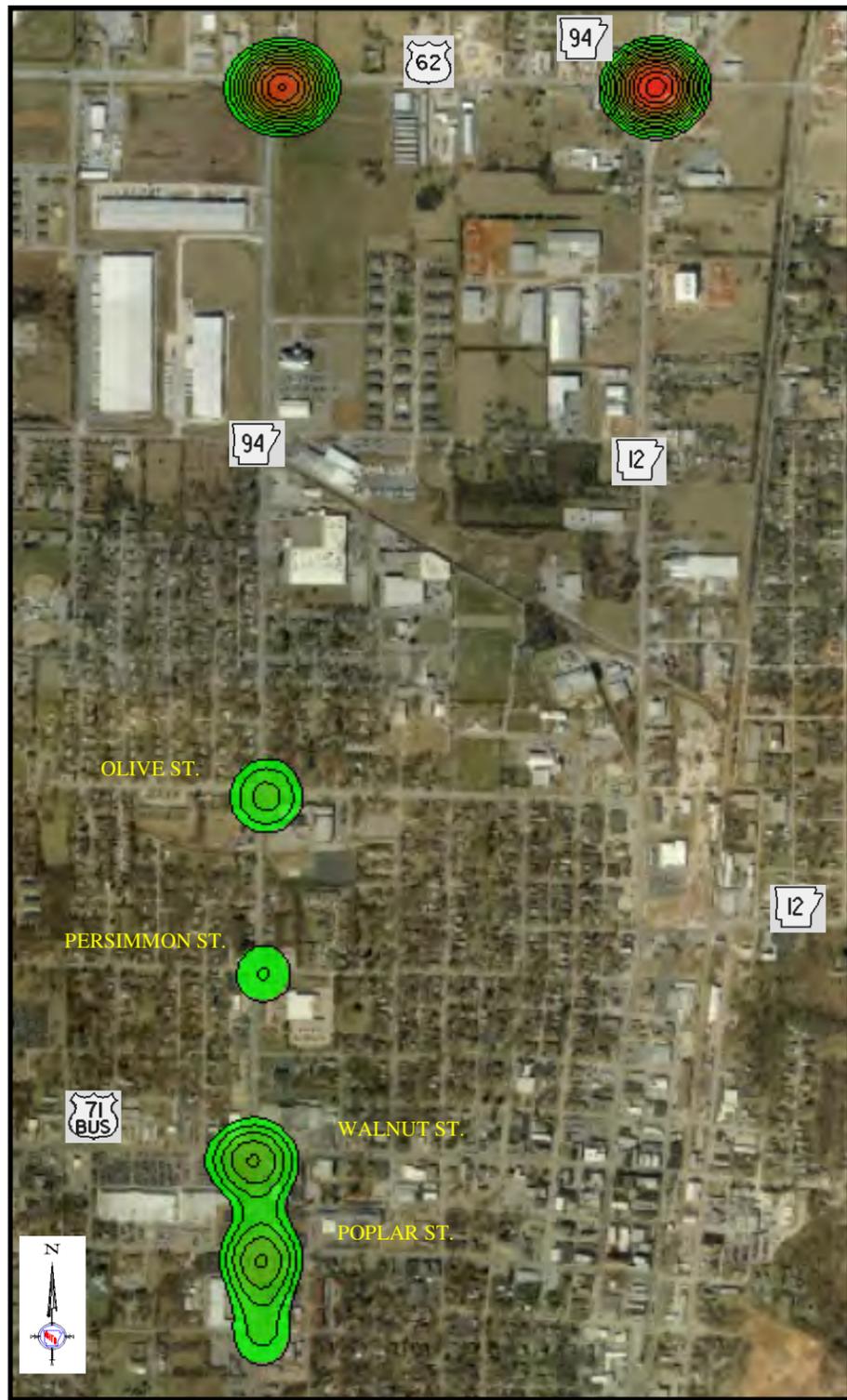


Figure 10. Hot Spot Locations for Highway 71B, 94, 62, and 62B (current Highway 12)

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- Highway 265 south of Highway 412. Although this area had higher than statewide average crash rates for two of the three years analyzed, no major conclusions have been made. Many of the crashes were at driveways and side streets close to nearby signalized intersections.
- North-south portion of Highway 71B in Rogers. Some of the crashes are likely related to the narrow lanes (10 feet) and the numerous and closely spaced commercial driveways.
- Highway 62 from Highway 94/Eighth Street to Highway 94/12/Second Street. Almost all the crashes listed in this segment were at either signalized intersection, both of which are in horizontal curves. The City of Rogers has expressed concern regarding the Highway 94/12/Second Street intersection (see Appendix A). Many of the crashes may be related to the geometry of both intersections.

Pavement Analysis

A pavement analysis of Old Wire Road, First Street, Monte Ne Road, and Arkansas Street in Lowell and Rogers was conducted using a Falling Weight Deflectometer (FWD). The FWD was used to determine the structural quality of the pavement. It was determined that the segments of road with poor service life are Old Wire Road from south of Post Road to the unpaved portion northeast of Lowell, and Old Wire Road from Highway 264 to the unpaved portion. The analysis indicated that these portions of Old Wire Road have an average remaining life of approximately six years or less.

Environmental Considerations

A cursory environmental review was conducted to identify any special environmental constraints or conditions that warrant consideration in the planning or design process. This review consisted of Geographic Information Systems (GIS) constraints mapping along with a records check for historic sites and a preliminary field survey. A significant number of potentially environmentally sensitive areas and constraints were identified, and are shown in Appendix F.

Public Involvement and Local Coordination

Public involvement was conducted as part of this study effort. Two public meetings were held August 10 and 11, 2010, in Springdale and Rogers respectively. See Appendix G for the August 2010 meeting materials and synopsis.

Coordination was conducted with local officials primarily through the NWARPC Technical Advisory Committee Workgroup. Coordination—by way of updates, discussions, and/or presentations—occurred June 17, 2010; July 15, 2010; August 19, 2010; September 16, 2010; October 21, 2010; November 18, 2010; February 17, 2011; April 21, 2011; and May 25, 2011.

DISCUSSION OF IMPROVEMENT ALTERNATIVES TO EXISTING HIGHWAY 265

Two improvement alternatives were considered for existing Highway 265 in addition to the no-build alternative.

Alternative A1 – No-Build

Alternative A1 includes all the projects scheduled and programmed as shown in Figure 3. Highway 265 would end at Highway 264. Portions of Highway 265 would likely experience poor or unacceptable LOS by 2035.

Alternative A2 – Minor Improvements

Alternative A2 includes the following improvements in addition to the projects scheduled and programmed as shown in Figure 3.

- Construction of an eastbound right-turn lane at the Highway 265 and Township Street intersection: The current peak hour volume is approximately 450 vehicles per hour (vph). This turn lane would greatly improve the amount of green time available for northbound Highway 265 traffic since most of the Township Street traffic is the non-conflicting, eastbound right-turners. Without this improvement, the LOS of the eastbound Township approach will continue to be LOS F, and northbound Highway 265 traffic will continue to incur excessive and unnecessary delay. The estimated construction cost is \$100,000 (in 2011 dollars). The estimated total cost, which includes preliminary engineering (PE), right-of-way (ROW) acquisition, utility adjustments, construction, and construction engineering (CENG), is approximately \$1 million (in 2011 dollars) due to potential utilities and other impacts.

- Construction of a southbound right-turn lane at the Highway 265 and Joyce Boulevard intersection: The current peak hour volume is approximately 250 vph. It is anticipated that this intersection will likely experience LOS F by 2035, particularly without this improvement. The construction cost estimate is \$100,000 (in 2011 dollars). The estimated total cost is approximately \$1 million due to potential utilities and other impacts, which includes PE, ROW acquisition, utility adjustments, construction, and CENG (in 2011 dollars). Improvements to both sides of the Joyce Boulevard approaches are also needed, but are likely not critical to the function of Highway 265.
- Construction of a southbound right-turn lane at the Highway 265 and West Zion Road intersection: The current peak hour volume is approximately 200 vph. It is anticipated that this intersection will likely experience LOS E or F by 2035 without this improvement. The construction cost estimate is \$100,000 (in 2011 dollars). The estimated total cost is approximately \$1 million due to potential utilities and other impacts, which includes PE, ROW acquisition, utility adjustments, construction, and CENG (in 2011 dollars).
- Construction of a continuous, two-way, left turn lane from just north of Highway 412 to where the open shoulder begins north of Mountain Road (approximately 1.65 miles), including bike lanes and sidewalks, in Springdale. This would upgrade the existing curb and gutter segment of Highway 265 to the open shoulder segment just north of Mountain Road. The construction cost estimate is \$6.0 million (in 2011 dollars). The estimated total cost is \$8.3 million, which includes PE, ROW acquisition, utility adjustments, construction, and CENG (in 2011 dollars).

Additional turning lanes and other intersection improvements along Highway 265 may be needed at Old Wire Road, Don Tyson Parkway, Highway 412, Huntsville Road, and the Highway 264/Wagon Wheel Road relocated intersection. The traffic demand at these intersections is subject to shifting travel patterns in the area which are in turn dependent on future connections and other nearby improvements.

Alternative A3 – Widen to Six Lanes

Alternative A3 includes widening the entire existing Highway 265 (12.10 miles) to six lanes, bike lanes, and sidewalks. Alternative A3 would likely result in an acceptable LOS on Highway 265 by 2035. The construction cost estimate is \$64.1 million (in 2011 dollars). The estimated total cost is \$88.5 million, which includes PE, ROW acquisition, utility adjustments, construction, and CENG (in 2011 dollars).

DISCUSSION OF HIGHWAY 265 EXTENSION ALTERNATIVES TO HIGHWAY 62

Three improvement alternatives were considered for extending Highway 265 to Highway 62 in addition to the no-build alternative.

Alternative B1 – No-Build

Alternative B1 would retain the existing location of Highway 265 as it ends at Highway 264. Traffic wishing to continue north to Highway 94/New Hope Road would travel on existing Old Wire Road and connect to Highway 71B, which is projected to be over capacity by 2035; connect to Honeysuckle Lane, a low-speed two-lane collector; or continue on Old Wire Road, which becomes a low-speed, unpaved, two-lane facility northeast of Lowell for approximately 1.3 miles. North of Highway 94, travelers would continue on Highway 71B, which is projected to be over capacity by 2035; travel along First Street or Old Wire Road to connect to Arkansas Street, then to Highway 12/Second Street.

Alternative B2 – First Street

Alternative B2 would extend Highway 265 generally along the existing location of Old Wire Road in Lowell, then on new location to the west of the unpaved portion of Old Wire Road northeast of Lowell, then along First Street in Rogers, then on new location around downtown Rogers to connect to Highway 62. This alternative is similar to the location shown on the Rogers Master Street Plan (see Figure 5). See Figure 11 for representative location and projected traffic demand. The cross-section alternatives are two-lane undivided; two-lane with a continuous, two-way, left turn lane; four-lane undivided; four-lane with a continuous, two-way, left turn lane; and four-lane divided (either with a raised curb median or a depressed grassy median with shoulders). Cost estimates are shown in Table 8.

Alternative B3 – New Location

Alternative B3 would extend Highway 265 generally along the existing location of Old Wire Road in Lowell, then on new location east of the unpaved portion of Old Wire Road northeast of Lowell, and continue as new location east of Old Wire Road and Lake Atalanta. Alternative B3 would connect to Highway 62 at approximately the same location as Alternative B2. See Figure 12 for representative location and projected traffic demand. The cross-section alternatives are two-lane undivided; two-lane with a continuous, two-way, left turn lane; four-lane undivided; four-lane with a continuous, two-way, left turn lane; and four-lane divided (either with a raised curb median or a depressed grassy median with shoulders). Cost estimates are shown in Table 8.

Alternative B4 – Second New Location

Alternative B4 would be similar to Alternative B3, but would connect to Highway 62 to the northeast of the Rogers Municipal Airport. See Figure 13 for representative location and projected traffic demand. The cross-section alternatives are two-lane undivided; two-lane with a continuous, two-way, left turn lane; four-lane undivided; four lane with a continuous, two-way, left turn lane; and four-lane divided (either with a raised curb median or a depressed grassy median with shoulders). Cost estimates are shown in Table 8.

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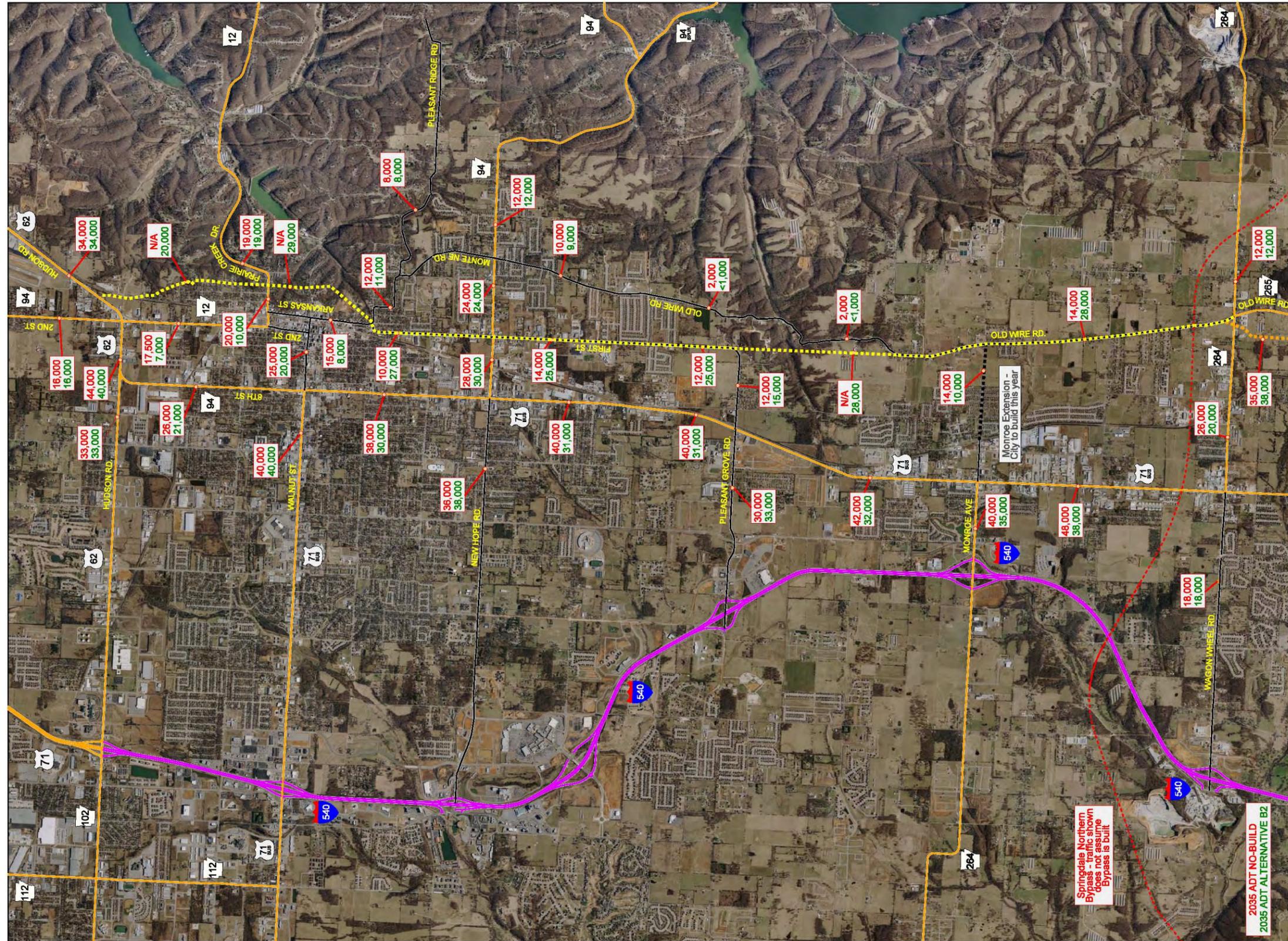


Figure 11. Alternative B2

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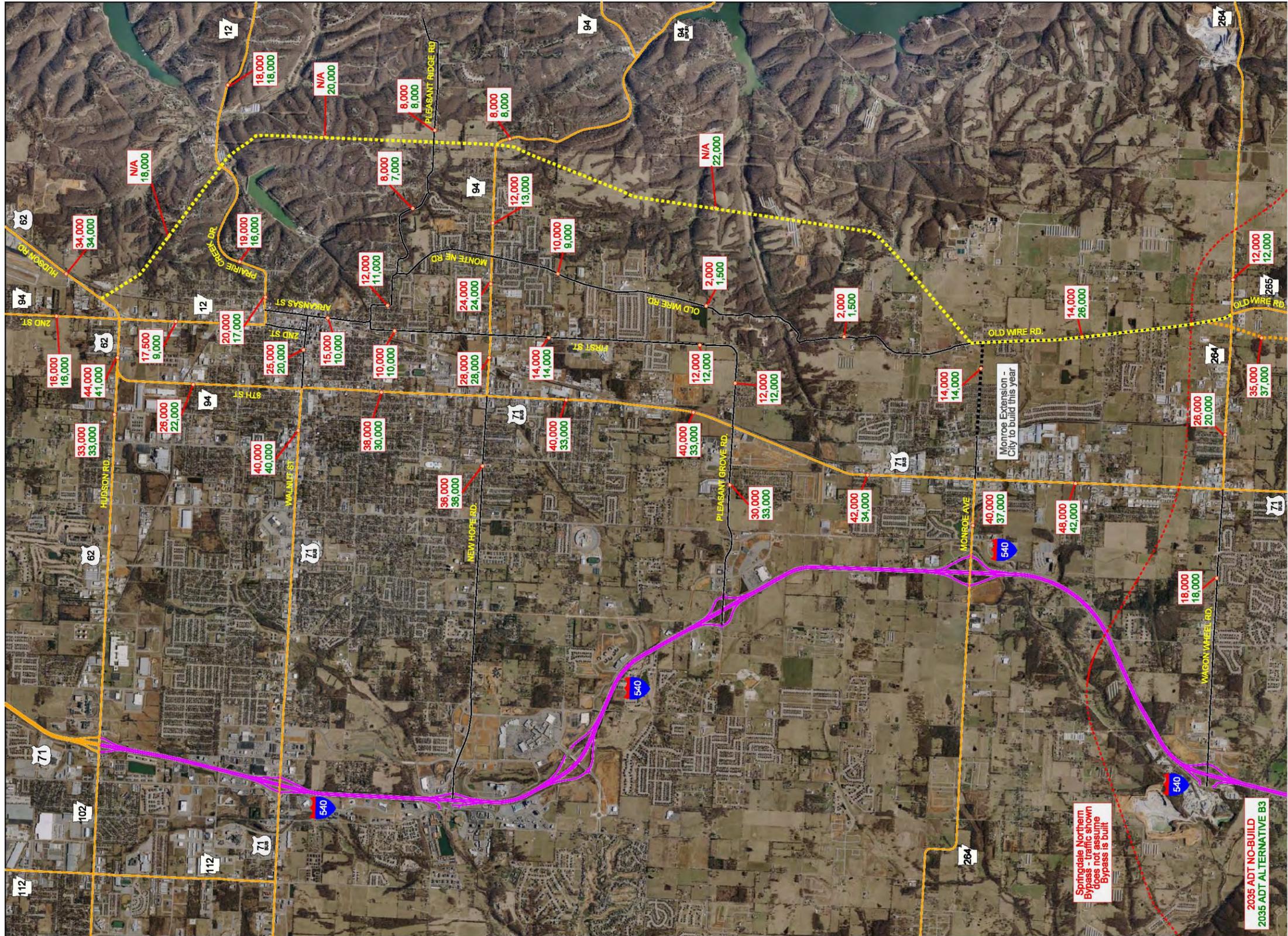


Figure 12. Alternative B3

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Figure 13. Alternative B4

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Table 8. Cost Estimates for Alternatives B2, B3, and B4

Alternative	Segment	Description	Construction Cost ¹	Total Cost ²
Alternative B2, five lanes	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$10.7 million	\$16.1 million
	E. Monroe Avenue to Pleasant Grove Road (2.1 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location with shoulder northeast of Lowell.	\$11.6 million	\$16.9 million
	Pleasant Grove Road to Highway 94 (1.95 miles)	Widen existing First Street to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$8.9 million	\$13.4 million
	Highway 94 to Highway 62 (3.25 miles)	Widen existing First Street to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location north of Arkansas Avenue/Monte Ne Road with shoulder	\$17.9 million	\$26.1 million
	TOTAL			\$49.1 million
Alternative B2, three lanes ³	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$8.1 million	\$12.1 million
	E. Monroe Avenue to Pleasant Grove Road (2.1 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; two-lane new location with shoulder northeast of Lowell	\$7.0 million	\$10.3 million
	Arkansas Avenue/ Monte Ne Road to Highway 62 (2.25 miles)	Two-lane new location with shoulder	\$6.7 million	\$9.6 million
	TOTAL			\$21.8 million
Alternative B3, four & five lanes ⁴	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$10.7 million	\$16.1 million
	E. Monroe Avenue to Highway 94 (4.55 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location four-lane divided with shoulder northeast of Lowell to Highway 94	\$28.2 million	\$40.8 million
	Highway 94 to Highway 62 (3.75 miles)	Four-lane divided new location with shoulder	\$24.0 million	\$34.6 million
	TOTAL			\$62.9 million
Alternative B3, two & three lanes	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$8.1 million	\$12.1 million
	E. Monroe Avenue to Highway 94 (4.55 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location two lanes with shoulder northeast of Lowell to Highway 94	\$14.3 million	\$20.8 million
	Highway 94 to Highway 62 (3.75 miles)	Two-lane new location with shoulder	\$11.2 million	\$16.1 million
	TOTAL			\$33.6 million
Alternative B4, four & five lanes ⁴	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$10.7 million	\$16.1 million
	E. Monroe Avenue to Highway 94 (4.55 miles)	Widen existing Old Wire Road to four lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location four-lane divided with shoulder northeast of Lowell to Highway 94	\$28.2 million	\$40.8 million
	Highway 94 to Highway 62 (6.00 miles)	Four-lane divided new location with shoulder	\$38.4 million	\$55.3 million
	TOTAL			\$77.3 million
Alternative B4, two & three lanes	Highway 264 to E. Monroe Avenue (2.05 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter	\$8.1 million	\$12.1 million
	E. Monroe Avenue to Highway 94 (4.55 miles)	Widen existing Old Wire Road to two lanes with a continuous, two-way, left turn lane, with bike lanes and curb & gutter; new location two lanes with shoulder northeast of Lowell to Highway 94	\$14.3 million	\$20.8 million
	Highway 94 to Highway 62 (6.00 miles)	Two-lane new location with shoulder	\$17.9 million	\$25.7 million
	TOTAL			\$40.3 million

¹ Construction cost only, in 2011 dollars.

² Includes preliminary engineering (PE), right-of-way (ROW) acquisition, utility adjustments, construction, and construction engineering (CENG), in 2011 dollars.

³ Does not assume any additional improvements to First Street.

⁴ Assumes new location will be four lanes, divided.

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DISCUSSION OF HIGHWAY 265 EXTENSION ALTERNATIVES BEYOND HIGHWAY 62

An alternative was developed to extend the Eastern Corridor from Highway 62 to Highway 71 and was evaluated as part of this study. This extension was identified in the NWARPC's 2035 MTP.

Alternative C1 – No Extension

With Alternative C1, Highway 265 would be extended to Highway 62 under one of the previously identified alternatives, but no farther.

Alternative C2 – Extension to Highway 71

Alternative C2 would extend Highway 265 from the northern terminus of Alternative B4 at Highway 62 westward to Highway 71 at the location of the proposed NE J Street interchange (a locally proposed project that is currently on hold) in Bentonville. The location of the Rogers Municipal Airport would not allow this extension to begin at the northern termini of Alternatives B2 or B3. See Figure 14 for representative location and projected traffic demand. The preliminary 2035 TDM indicates that any extension beyond Highway 62 would attract primarily east-west traffic (i.e., a Highway 62 “bypass” around northern Rogers), rather than north-south traffic on Highway 71B. Therefore, this alternative does not address the purpose of the project.

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Figure 14. Alternative C2

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FINDINGS

Highway 265 is one of the three north-south principal arterials connecting Benton and Washington Counties. Highway 265 is an important route that is being upgraded to better serve Fayetteville and Springdale, but it currently ends at Highway 264 in Bethel Heights. In order to alleviate the traffic congestion on the existing north-south routes, especially Highway 71B, that connect the fast-growing areas in Northwest Arkansas, Highway 265 would need to be extended to Highway 62 in Rogers.

Improvement Alternatives to Existing Highway 265

Alternative A1

Alternative A1, no-build, would likely not meet the needs of the study area. Although the entire length of existing Highway 265 is scheduled or programmed to be widened before 2035, certain portions may experience unacceptable levels of traffic performance (i.e., LOS E or F) by 2035. Without road improvements, traffic operating conditions for most of Highway 71B would most likely experience unacceptable LOS by 2035. The safety performance of Highway 265 near Highway 45 in Fayetteville would also likely remain the same or deteriorate by 2035 without an agreed-upon access management plan and improvements to the intersection area.

Alternative A2

Alternative A2 would meet some of the needs of the study area by adding capacity to the four through lanes expected on existing Highway 265 before 2035. However, portions of Highway 265 may still experience unacceptable LOS by 2035. On the other hand, there are other arterials and collectors east of Highway 265 in Fayetteville and Springdale that are planned or have already been improved that will likely relieve pressure from Highway 265 in the future.

Alternative A3

Alternative A3 should meet the needs of the study area by adding a significant amount of capacity to existing Highway 265. However, the expected costs and impacts would be significant.

Based on the reasons above, it was concluded that Alternative A2, at a total estimated cost of \$11.3 million (in 2011 dollars), which includes construction, PE, CENG, ROW, and utility adjustments, would be more appropriate.

Highway 265 Extension Alternatives to Highway 62

Alternative B1

Alternative B1, no-build, would not alleviate traffic congestion along the north-south portion of Highway 71B. North-south traffic east of Highway 71B would continue to use a multitude of city streets and collector roads to reach their destinations. Also, the safety performance of the Highway 62/Highway 94 (Eighth Street) and Highway 62/94/12 (Second Street) intersections in Rogers would not improve under Alternative B1.

Alternative B2

Alternative B2 would extend Highway 265 generally along the existing location of Old Wire Road in Lowell, then on new location to the west of the unpaved portion of Old Wire Road northeast of Lowell, then along First Street in Rogers, then on new location around downtown Rogers to connect to Highway 62. Alternative B2 with four through lanes would likely meet the needs of the study area by 2035. Alternative B2 with two through lanes and auxiliary lanes at select locations would likely meet the needs of the study area in the interim.

Alternative B3

Alternative B3 would extend Highway 265 generally along the existing location of Old Wire Road in Lowell, then on new location to the east of the unpaved portion of Old Wire Road northeast of Lowell, and to the east of Old Wire Road and Lake Atalanta. Although Alternative B3 would likely have less traffic than Alternative B2 due to its location farther away from the developed area around Rogers, it would likely allow for higher speeds and less delay due to fewer driveways, street intersections, and traffic signals. This would especially be the case if portions of it were constructed as a partially access controlled facility. Alternative B3 with four through lanes would likely meet the needs of the study area by 2035, while two through lanes and auxiliary lanes at select locations would likely meet the needs in the interim.

Alternative B4

Alternative B4 would be similar to Alternative B3, but would connect to Highway 62 to the northeast of the Rogers Municipal Airport. Although Alternative B4 would have benefits similar to Alternative B3 by allowing for higher speeds and less delay, it would not attract as much traffic as Alternative B3. Drivers from east Rogers that desire to travel west on Highway 62 would be less likely to utilize Alternative B4 due to the increased travel time.

Highway 265 Extension Alternatives beyond Highway 62

Alternative C1

Alternative C1 is the same as Alternative B4, extending Highway 265 to connect to Highway 62 northeast of the Rogers Municipal Airport.

Alternative C2

Alternative C2 would extend Highway 265 from Alternative C1 (or B4) at Highway 62 westward to Highway 71 at the location of the proposed NE J Street interchange in Bentonville. Although

Alternative C2 would meet the needs of the study area, it would not be as attractive for drivers from east Rogers that desire to travel west on Highway 62, as there are many destinations such as commercial and industrial employment, retail, and the Northwest Arkansas Community College. Therefore, some of the traffic that would be attracted to Alternatives B2 or B3 would likely not be attracted to Alternative C2 and thus continue to use other existing streets and highways. Also, the preliminary 2035 TDM indicates that most of the drivers that would utilize the extension between Highway 62 and Highway 71 would not be the same travelers that would utilize the north-south portion (i.e., not long-distance traffic). Thus, this east-west extension of Alternative C2 would act as more of a Highway 62 “bypass” and draw traffic from nearby roads and streets in north Rogers, Little Flock, Pea Ridge, and Benton County.

Summary of Findings

Based on the reasons above, it was concluded that Alternative A2 and Alternatives B2 and B3 are the most appropriate improvements for the Eastern North-South Corridor in Northwest Arkansas. In addition, the following conclusions were made.

- There is a need for a continuous north-south minor arterial east of existing Highway 265 in Washington County (see Appendix B for functional classification map). Local officials and the NWARPC should plan this facility to be extended southward to at least Highway 45 in Fayetteville (see Appendix H for Fayetteville and Springdale Master Street Plans).
- There is a need for better east-west mobility north of Highway 62 in Rogers, south of Pea Ridge, between Highway 62 and Highway 71. There is also an increasing need to relieve traffic from Highway 62, particularly near the interchange with I-540/Highway 71. This need will continue to grow as the area develops, and should be studied in the future. The NWARPC may consider this as a minor arterial facility through the next MTP and the Functional Classification Map update as appropriate.
- The location of Alternatives B2 and B3 connecting to Highway 62 in Rogers needs to be studied in further detail if it proceeds to project development. The Rogers Master Street

Plan (Figure 5) shows the Eastern Corridor intersecting Highway 62 at a location to the east of the existing Highways 94/12/Second Street intersection. However, this may be problematic due to (a) the horizontal curve on Highway 62, (b) increasing delay to Highway 62 traffic by adding another traffic signal (assuming the new intersection would be signalized), and (c) the traffic operations between the new intersection and the existing Highways 94/12/Second Street intersection. A detailed traffic and safety analysis needs to be completed during the NEPA process if Alternatives B2 or B3 proceed to project development.

- If the new location portions of Alternatives B2 or B3 proceed to project development as two through lane facilities, access management strategies should be employed, such as:
 - Adding auxiliary lanes such as left turn or right turn lanes at major intersections (if not constructed with a continuous, two-way, left turn lane or with open shoulders);
 - Constructing the new location portions as a partially controlled access facility where feasible;
 - Adopting a multi-party access management plan if supported by the NWARPC and the local official(s); and
 - The NWARPC and local jurisdictions should encourage the planning of future intersecting collectors and arterials at appropriate intervals and to encourage connectivity along the Eastern Corridor. This is just as important to extend the life of a safe and efficient facility as the design of the facility itself.
- If an extension of Highway 265 does proceed to project development, the Department will work with local officials to determine what existing highways would be appropriate to transfer to the local jurisdiction(s).

Recommended Construction Phasing

If Alternative A2 and Alternatives B2 or B3 proceed to project development without full funding, the following phasing priorities are recommended.

1. Extend Highway 265 as a two-lane facility to Highway 94/New Hope Road, while acquiring ROW for a four-lane facility. The construction cost estimate (in 2011 dollars) ranges from approximately \$15.1 million (Alternative B2) to \$22.4 million (Alternative B3).
2. Extend Highway 265 from Highway 94/New Hope Road to Highway 62 as a two-lane facility, while acquiring ROW for a four-lane facility. The construction cost estimate (in 2011 dollars) ranges from \$6.7 million (Alternative B2) to \$11.2 million (Alternative B3).
3. Construct a continuous, two-way, left turn lane on the existing four-lane undivided portion of Highway 265 in Springdale as described under Alternative A2. The construction cost estimate (in 2011 dollars) is \$6.0 million.
4. Construct other minor improvements to Highway 265 as shown under Alternative A2 if needed in the future. Once each portion of existing Highway 265 is widened to four through lanes, traffic and safety conditions should be monitored to see if the recommended improvements are needed in the future.

APPENDIX A
MINUTE ORDERS AND CORRESPONDENCE

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Four and Nine

Page 1 of 1 Page

County: Washington and Benton

Category: Miscellaneous

WHEREAS, the Northwest Arkansas Regional Transportation Study's 2030 Regional Transportation Plan for Metropolitan Northwest Arkansas includes an eastern north-south study corridor from Fayetteville to Rogers; and

WHEREAS, officials with the Northwest Arkansas Regional Planning Commission have expressed concern that vacant land that is currently available for future roadway construction is becoming developed and have requested the consideration of a study of this north-south corridor.

NOW THEREFORE, the Director is authorized to proceed with a study of a north-south corridor from Highway 16 in southeast Fayetteville to Highway 62 in northeast Rogers with consideration of possible connections and alternatives.

Approved: <u>Carl A. Rind</u>	Chairman	Submitted By: <u>Scott D. Bennett</u>	Assistant Chief Engineer - Planning
<u>J. J. [Signature]</u>	Vice-Chairman	Approved: <u>[Signature]</u>	Director
<u>J. C. [Signature]</u>	Member	Minute Order No. <u>2009 09 34</u>	
<u>[Signature]</u>	Member	Date Passed <u>MAY 20 2009</u>	
<u>[Signature]</u>	Member		

P&R:SP:AB:aw
Form 19-456
Rev. 11/02/2005



1311 CLAYTON ST. • SPRINGDALE, ARKANSAS 72762
(479) 751-7125

FAX (479) 751-7150

May 4, 2009

Dan Flowers, Director
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203-2261

Re: East-Side North/South Corridor Analysis

Dear Mr. Flowers:

With the historic development pattern continuing in the Fayetteville-Springdale-Rogers urbanized area, there is an increasing interest for a north/south through facility on the eastern side of the urbanized area. Discussions regarding an eastern, north-south corridor running from S.H. 16 in southeast Fayetteville to U.S. 62 in northeast Rogers date back to long-range regional plans in the mid-1990's. However, as evidenced by public involvement sessions associated with long-range plan updates, and local master street plan updates, interest continues to grow.

Suggestions have been made for connections involving key components in this corridor, including S.H. 265 in Fayetteville and Springdale; Old Wire Road in Springdale, Bethel Heights, and Lowell; and First Street in Rogers. But neither the effect on the state highway system, nor alternatives have been studied or investigated to date. In our view, given the potential effects on the state highway system, a detailed study and evaluation of this corridor, including alternatives and possible connections, would most appropriately be undertaken by the department.

As such, we would appreciate your consideration of undertaking such a study. Of course, we would assist the department in every way possible. Should additional information be required, please advise.

Sincerely,

Jeff Hawkins
Executive Director

cc: John McLarty, NARTS Study Director

FACT SHEET

S.H. 265 / OLD WIRE ROAD

- ◆ S.H. 265, Old Missouri Road and Old Wire Road are listed in the Northwest Arkansas Long Range Plan as a Principal Arterial from S.H. 16 in Fayetteville to S.H. 264 in Bethel Heights. This means the road will ultimately be designed for large volumes of traffic both through and local in nature. Old Wire Road in Rogers is listed only as a collector in the Northwest Arkansas Long Range Plan, suitable for local traffic.
- ◆ S.H. 265 provides a north-south connection for the Fayetteville-Springdale - Rogers corridor, parallel to the U.S. 71 and U.S. 71B facilities. S.H. 265, Old Missouri Road and Old Wire Road connect S.H. 16, S.H. 45, U.S. 412, S.H. 265-Spur, S.H. 264 and S.H. 94.
- ◆ S.H. 265 already has a four-lane cross-section from U.S. 412 to S.H. 265-Spur in Springdale and it is programmed for widening as a part of the 1991 Highway Improvement Program between S.H. 16 and S.H. 45.
- ◆ The current daily traffic between S.H. 16 and S.H. 45 is 7800 vehicles per day (vpd). Highway Capacity Manual Software analysis of the current traffic on S.H. 265 along this section reveals a Level of Service (LOS) D, showing a need for the programmed widening project. Between S.H. 45 and U.S. 412, the current LOS is E. The LOS along this section is lower because of the higher average daily traffic of 9100 vpd. This section should also be considered for a widening project in the near future. Based on the low current traffic volumes between S.H. 265-Spur and S.H. 94, there is not an existing capacity problem.
- ◆ For S.H. 265 from S.H. 16 to S.H. 265-Spur, 88% of the facility has lane width less than 11 feet. The remaining 12% have a lane width of 12 feet or wider. Along this same section, 72% of the roadway has a pavement rating of good and 28% has a rating of fair.
- ◆ Old Wire Road between S.H. 265-Spur and S.H. 94 has a poor roadway condition. The county road log provides that 17% of Old Wire Road between S.H. 265-Spur and S.H. 94 has a lane width of at least 12 feet. The remaining 83% of Old Wire Road has a lane width of 11 feet or less. Site inspection of the project area revealed that Old Wire Road is in particularly poor condition in the Cross Hollow Road area with a poor alignment and a gravel surface.
- ◆ As traffic increases along U.S. 71B and reaches capacity, additional diversion to U.S. 71 and S.H. 265 will occur. Due to existing development along U.S. 71B the construction of additional capacity is considered impractical.
- ◆ Only 10.5 miles of the total 19 mile project (18.8 - 19.1 miles) is currently part of the State Highway System. The remaining 8.5 miles are either city streets or county roads.
- ◆ To construct the entire length of the project from S.H. 16 to S.H. 94 to a four-lane undivided urban cross-section, (including the improvement of S.H. 94 to U.S. 71B), with widening and selected reconstruction, the cost will be between \$33.6 Million (Alternative A) and \$34.7 Million (Alternative B). The difference in the costs is based on the two alternative alignments through the steep terrain near Cross Hollow Road north of Springdale. Right-of-way will cost approximately \$4 Million.
- ◆ Improvement of the S.H. 265 - Old Wire Road facility will provide additional four-lane access from the Springdale Airport to points north and south along the route through the eastern portion of the Fayetteville, Springdale and Rogers Functionally Classified System.

AHTD:P&R:SWP:VHP:10-9-92

FACT SHEET

S.H. 265 / OLD MISSOURI ROAD / OLD WIRE ROAD

- ⇨ **NORTHWEST ARKANSAS LONG-RANGE PLAN**
 - ⇨ 265 CORRIDOR (S.H. 16 - S.H. 264) - PRINCIPAL ARTERIAL
 - ⇨ OLD WIRE ROAD (ROGERS) - COLLECTOR
- ⇨ **S.H. 265 - NORTH-SOUTH CONNECTION FOR:**
 - ⇨ S.H. 16
 - ⇨ U.S. 412
 - ⇨ S.H. 264
 - ⇨ S.H. 45
 - ⇨ S.H. 265-SPUR
 - ⇨ S.H. 94
- ⇨ **FOUR-LANE CROSS-SECTIONS**
 - ⇨ EXISTING -- U.S. 412 - S.H. 265-SPUR
 - ⇨ PROGRAMMED -- S.H. 16 - S.H. 45 (1991 HIP)
- ⇨ **1992 TRAFFIC CONDITIONS**
 - ⇨ S.H. 16 - S.H. 45 -- 7800 VPD, TWO-LANES, LOS D
 - ⇨ S.H. 45 - U.S. 412 -- 9100 VPD, TWO-LANES, LOS E
 - ⇨ U.S. 412 - S.H. 265 - SPUR -- 9700 VPD, FOUR-LANES, LOS B
 - ⇨ S.H. 265-SPUR - S.H. 94 -- 540 VPD, TWO-LANES, LOS A
- ⇨ **EXISTING CONDITIONS**
 - ⇨ STATE HIGHWAY FACILITY

LANE WIDTH -- ≤ 11 FEET -- 88%	PAVEMENT CONDITION -- GOOD -- 72%
≥ 12 FEET -- 12%	FAIR -- 18%
 - ⇨ COUNTY ROAD

LANE WIDTH -- ≤ 11 FEET -- 83%	SITE INSPECTION -- GRAVEL SURFACE
≥ 12 FEET -- 17%	POOR ALIGNMENT
- ⇨ **AS U.S. 71B REACHES CAPACITY, DIVERSION TO U.S. 71 AND S.H. 265 WILL OCCUR. ADDITIONAL CAPACITY ALONG U.S. 71B IS CONSIDERED IMPRACTICAL.**
- ⇨ **10.5 MILES OF THE 19 MILE PROJECT PART OF THE STATE HIGHWAY SYSTEM.**
- ⇨ **COST ESTIMATE**
 - ⇨ CONSTRUCTION -- FOUR-LANE, UNDIVIDED, URBAN S.H. 16 TO U.S. 71B (INCLUDING S.H. 94 TO U.S. 71B)

ALTERNATIVE A (RED) -- \$ 33.6 MILLION
ALTERNATIVE B (GREEN) -- \$ 34.7 MILLION
 - ⇨ RIGHT-OF-WAY -- \$ 4 MILLION
INCLUDES SEVERAL RELOCATIONS AND UTILITY ADJUSTMENTS
- ⇨ **IMPROVEMENT OF S.H. 265 - OLD WIRE ROAD WILL PROVIDE ADDITIONAL FOUR-LANE ACCESS TO POINTS NORTH AND SOUTH.**

Officials Look at Widening Highway 265

Mark Minton
The Morning News

Heavy traffic is overwhelming the roads in Northwest Arkansas, creating congestion that will only worsen as Washington and Benton counties continue to grow, area politicians and business leaders told state highway officials Monday.

About 30 legislators, mayors and chamber of commerce officials met at the Springdale Chamber of Commerce to detail growing concerns about traffic bottlenecks and to take tentative steps toward finding ways to clear the way for drivers.

At least a couple of area officials suggested representatives of the two counties should get

together and develop road plans, targeting high-priority improvements and setting goals for the work. That way, said state Rep. Jerry Hinton, R-Tontitown, Northwest Arkansas could present a cohesive plan to the state Highway and Transportation Department instead of making scatter-shot requests for individual projects.

Rep. Louis McJunkin, D-Springdale, called Monday's meeting to talk specifically about widening state Highway 265 from Rogers to Fayetteville, a north-south route that has become popular for drivers trying to avoid traffic lights and congestion on U.S. Highway 71B.

Though Highway 265 was the immediate concern, McJunkin and others also spoke of a broad

need for road improvements throughout the two counties. Nothing definitive was accomplished, but the meeting did represent an opportunity for state highway officials to get an earful of the frustration that is caused when too many cars are rolling over too few lanes.

Even driving to and from work is becoming more and more of a hassle, local officials said.

"We're talking about bumper-to-bumper traffic every morning and every evening, cutting both ways," said Mayor Monroe Van Pooche of Siloam Springs. Unless somebody starts planning for better roads quick, he said, the local traffic problem

See ROADS/ Page 2A

The Morning News 10-13-92

OCT 16 1992

Roads from 1A

could evolve into the sort that is straggling Branson, the Missouri resort town known nationwide for its malls.

"We're going to have traffic backed up from Fayetteville to Rogers and vice versa," Van Pooche said.

Reid Holman, the Springdale pharmacist running for the state Senate in District 33, said road construction must be planned now because the Northwest Arkansas population is projected to double in the next two years. "Even if you built

any," he said, "we're going to be in a mess in 10 years."

And it's not exactly smooth driving right now, said Rep. Bob Fairchild, D-Fayetteville. "I'm bumper to bumper in traffic — at six o'clock on Sunday morning," he said. "And it's a serious problem that affects the economy, our lives and our frustration level."

McJunkin described having to wait 10 minutes recently to make a turn at the intersection of Highway 265 and state Highway 16 in southeast Fayetteville. As he waited, he said, he watched as cars poured from Highway 16 onto Highway 265, creating the kind of heavy traffic that is becoming all too common in Northwest Arkansas. "It's gotten to be a real problem in our two counties," he said.

The problem can be directly attributed to the continuing rapid growth of the region. About 250,000 people in the two counties now use the roads, McJunkin said.

And other drivers pour daily across the state line, coming in from Oklahoma to go to work. Combine those vehicles with the 162,000 registered cars and light trucks in Washington and Benton, not to mention the unbridled tractor-trailer rigs that roll down the roads, and the traffic counts become significant, McJunkin said.

And bottlenecks cause more than frustration, he said; they cause wrecks, too. "Accidents," he said,

"have been on the increase — dramatically — over the past few years."

The lack of better thoroughfares, particularly north-south routes, also hurts the region's ability to draw in business prospects, McJunkin said. "We're not going to be able to expand our industries; we're not going to be able to bring new people in — because we won't have the roads."

No one, however, blamed the highway department for not doing enough. In fact, all the local officials who spoke credited the highway department for its work in Northwest Arkansas. Bobby Hopper of Springdale, a member of the Highway Commission, was singled out for praise.

But the local officials agreed that Northwest Arkansas needs to look beyond the big projects now underway: improvements in U.S. Highways 412 and 71. "I just think it's time we take a look at some new, local roads," McJunkin said.

The state highway department, according to Hopper, already has taken a look.

He said the state's \$2.5 billion highway program includes money for several Northwest Arkansas road projects, including work on Highway 265 — from its intersection with Highway 16 to its intersection with Highway 45. Plans call for that stretch to be widened to either four or five lanes, Hopper said.

And Charles Venable, the chief engineer for the highway department, said Northwest Arkansas projects account for some \$300 million of the \$2.5 billion the department intends to spend over the next dozen years or so. He called that \$300 million a healthy percentage. "Of course," he added, "a lot of that grant is for 412 and 71."

Although the money is on-line for 265 and other area projects, the highway department cannot spend it, Venable said, until criteria along the targeted routes secure the necessary rights of way and clear the utilities. Taking that first step, he said, is a local responsibility.

A Regional Approach

Northwest Arkansas officials who got together Monday to compare traffic woes heard the best approach to the problem — develop more highway priorities on a collective basis. And, we might add, forget about competing for those highway dollars.

Despite unanimity in the past for such obviously common goals as improving Highway 71, individual communities have historically lobbied their legislators and highway commissioner to solve their local problems. City and county governments, in an effort to squeeze as much as possible out of their budgets, have always sought state assistance for local improvements when they could be tied to state jurisdiction. At best, it's been a piecemeal business.

That isn't to say that regional goals haven't been considered and proposed. Numerous regional transportation plans have been developed and, for that matter, are continually studied and updated. But emphasis has always been on Highway 71 and, most recently, Highway 412 now that it has been elevated to a higher statewide priority by virtue of federal status....

The new four-lane route for Highway 71 was supposed to provide some relief in the congested Fayetteville-to-Bentonville corridor — but that was short-lived. The region's dramatic population increase, stimulated by a strong Northwest Arkansas economy, has put more vehicles on the roads and most of them have reasons to travel the inter-city routes rather than U.S. 71.

The result is a whole new set of traffic problems. They begin with the hectic pace of Highway 71B, especially at major intersections in Fayetteville, Springdale and Rogers, where traffic congestion has hit new highs (or lows, depending on your frame of mind). So motorists have begun seeking alternate routes locally and between cities.

That brings us back to this week's meeting among area legislators and business leaders. One of the chief complaints was Highway 265, which funnels a large volume of traffic off Highway 71B between Springdale and Fayetteville. But the southern and northern ends of 265 sort of poop out. The traffic doesn't.

Hence the discussion among area leaders to look for new local routes that presumably would serve the region rather than a neighborhood. One such improvement is in the mill, they were told by Highway Commissioner Bobby Hopper, who said the state is looking at widening the south end of 265 (Crossover Road from Highway 45 to Highway 16) to four or five lanes.

Of course, if we're going to look at such improvements from a regional perspective then officials would propose the extension of Highway 265 north from Springdale to Rogers. That would do work for the other flow of north-south traffic that does need to travel Highway 71B but has no other choice.

It's just one problem that officials the two cities on approach on a regional basis for the benefit of each community. Like solid waste disposal, our water supply, we're all in this together and there are some problems as that cry out for regional solutions.

"HE'S RIGHT—WE'RE NOT IN A RECESSION"



96-020

WHEREAS, a U. S. 412 Northern Springdale Bypass is included in the 2020 Regional Transportation Plan for Metropolitan Northwest Arkansas and an Eastern Bypass is being considered by the Northwest Arkansas Regional Planning Commission; and

WHEREAS, four-lane improvements have been or will soon be constructed along U. S. 412 east and west of Springdale; and

WHEREAS, there is a congestion problem along the existing U. S. 412 through Springdale and along North-South routes in Fayetteville-Springdale; and

WHEREAS, vacant land that may be available for future highway construction is rapidly becoming developed.

NOW THEREFORE, the Director is authorized to proceed with appropriate studies for a Northern and Eastern Bypass.

96-073

WHEREAS, the Northwest Arkansas Regional Transportation Study's 2020 Regional Transportation Plan for Metropolitan Northwest Arkansas includes a study corridor along Old Wire Road from Rogers to Springdale; and

WHEREAS, there are other studies underway in the area for the improvement of U. S. 412 in Springdale and an Eastern Bypass in Fayetteville; and

WHEREAS, the Old Wire Road Corridor Study may have a direct impact upon these other improvements.

NOW THEREFORE, the Director is authorized to proceed with a feasibility study for improvements in the Old Wire Road Corridor from U. S. 412 in Springdale to U. S. 62 in Rogers with consideration given to studies currently underway.

Northwest Arkansas Regional Transportation Study
Major Investment Study
Approval

Resolution Number 97-1

WHEREAS, the Arkansas Highway Commission authorized the study of both a Northern and Eastern Bypass in the Northwest Arkansas Regional Transportation Study Area through Minute Orders 96-020 and 96-073, and

WHEREAS, the Northwest Arkansas Regional Transportation Study adopted the Major Investment Study (MIS) Process, and

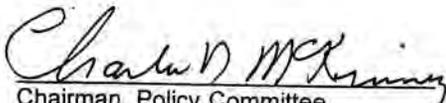
WHEREAS, public meeting were held to obtain public comment on the projects and the process, and

WHEREAS, the MIS Working group met several times to review the transportation needs of the area and to develop and compare solutions, and

WHEREAS, the Northwest Arkansas Regional Transportation Study Major Investment Study Working Group recommends the following strategies for transportation improvements in the region:

- U.S. 412 - Freeway facility north of the existing alignment.
- Eastern Bypass of Fayetteville and Springdale - New location, four-lane facility, west of the White River.
- Eastern Bypass extension to Rogers - Improvement of existing facilities, either U.S. 71B or the Old Wire Road Corridor.

NOW THEREFORE, the Northwest Arkansas Regional Transportation Study Policy Committee concurs with these recommendations. The "2020 Regional Transportation System" Map for the 2020 Regional Transportation Plan for Metropolitan Northwest Arkansas is amended to include corridors for these recommendations and is renamed "System Plan".


Chairman, Policy Committee

3-28-97
Date

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Telephone (501) 569-2000



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400

December 12, 2000

(see attached list)

Dear:

Reference is made to the Springdale Northern Bypass environmental and location studies. The Department is reassessing the eastern terminus of the Springdale bypass because of citizens' concerns expressed during the public involvement phase.

Two principal mobility issues, affecting the location of the eastern terminus, are provision for traffic traveling through the area along Highway 412 and connectivity to the proposed eastern bypass included in the Northwest Arkansas Regional Transportation Study.

In order for the Department to consider the effects of the eastern bypass on the Springdale northern bypass, please assist us by advising if you are involved in or aware of any planning or implementation activities relating to the eastern bypass. This could include master street plan, right-of-way preservation, or project funding/scheduling activities.

Thank you in advance for your help in this matter. If you have any questions, please contact Elizabeth Mayfield-Hart at (501) 569-2603.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Harrell', is written over a horizontal line.

Thomas L. Harrell
Planning and Research Engineer

TLH:EMH.md

bc: Brenda Price

The Honorable Fred Hanna
Mayor of Fayetteville
13 W. Mountain
Fayetteville, AR 72701

The Honorable Jerry Van Hoose
Mayor of Springdale
201 N. Spring Street
Springdale, AR 72764

The Honorable Jerry Hunton
Washington Co. Judge
280 N. College, Suite 210
Fayetteville, AR 72701

CITY of SPRINGDALE



*Mr Tom/SP
C: Envie*

OFFICE OF THE MAYOR
JERRE M. VAN HOOSE

February 5, 2001

Mr. Thomas L. Harrell
Planning and Research Engineer
AHTD
P. O. Box 2261
Little Rock, AR 72203-2261

Dear Mr. Harrell:

In response to your letter in December, we began discussion with the City of Fayetteville and the Northwest Arkansas Regional Planning Commission concerning the eastern terminus of the Springdale bypass. This improved communication has resulted in a change in the Fayetteville Master Street Plan and the 2025 Regional Transportation Plan changing the proposed eastern bypass in Fayetteville to a broader study corridor rather than a specific location on both documents. As I have indicated in the past it has been and will continue to be the position of the City of Springdale that the terminus of the Springdale bypass needs to be located as far east as possible.

If you have any questions please give me a call.

Sincerely,


Jerre M. Van Hoose
Mayor

RECEIVED
FEB 07 2001
PLANNING AND RESEARCH



OFFICE OF THE MAYOR

Steve Wornack, Mayor

Jarriet Foster, Executive Assistant

February 8, 2010

Mr. Frank Vozel
 Deputy Director and Chief Engineer
 Arkansas State Highway and Transportation Department
 P.O. Box 2261
 Little Rock, Arkansas 72203-2261

Re: Draft 2010-2013 Statwide Transportation Improvement Program (STIP)

Dear Mr. Vozel:

Reference is made to your recent letter regarding the deletion of the only three projects requested by the City of Rogers on the Draft 2010-2013 STIP.

We understand that these projects are under Department jurisdiction, and feel that an equitable distribution of the available funds is in everyone's best interest.

It is noteworthy that:

Of the 191.56 million ARRA (Stimulus) Funds available:
 19 million was split between Washington and Benton County (and 10 million of that went to Siloam Springs), while
 24.8 million went to Lawrence County,
 27 million went to Craighead County,
 32.76 million went to Grant County,
 43 million went to Pulaski County, and
 44.5 million went to Sebastian County.

Of the STIP Funds sent to Northwest Arkansas in the last 5 STIP Cycles, the:
 City of Rogers was approved to receive 34 million
 City of Fayetteville was approved to receive 142 million
 City of Bentonville was approved to receive 145 million
 City of Springdale was approved to receive 80 million

Mr. Frank Vozel
Page 2
February 8, 2010

It is important to note that:

1. These numbers include this year's draft STIP, and
2. Money approved in a previous cycle may not have been spent during that cycle, so the same money may have been reallocated in subsequent cycles. (We don't have that information but these numbers provide a good representation of distribution of funds to the various cities/counties within Northwest Arkansas.

It seems strange that, even though AHTD gave Washington/Benton County more money than requested, they removed several projects including every project that the City of Rogers had for the next three years. It appears that AHTD has enough money available to fund all requested projects including the projects that were deleted, and that is our request, namely, to use STP funds for the three requested projects, since they are all on the State Highway system and keep funding for all other projects as originally submitted.

Regarding the Rogers projects that were deleted:

Highway 71B/46th Street Intersection Improvements- There are 35.89 million dollars listed for general widening and interchange improvements along I-540, and 10.98 million set aside for specific interchanges in Fayetteville and Bentonville. If the intent is to use a portion of the 35.89 million dollars to address Exit 85, the Walnut/Walton Road exit, we request that the intersection be identified as were the intersections in Fayetteville and Bentonville, to assure that the requested money gets obligated. As mentioned in my first letter, this intersection and the 2nd and Hudson intersection are tied as the intersections with the third highest number of accidents in the City.

Highway 62/94/102 Intersection Improvements (2nd Street and Hudson Road) - You suggested that this intersection not be improved until the Eastern Corridor was built. While this intersection may be impacted by the future project, the immediate concern is the traffic coming into town from the north, and the number of accidents. As stated earlier, this intersection has the third highest number of accidents of all the intersections within the City. The 3.0 million dollars allocated to the Eastern Corridor is a good start to the project, but is unrelated to the immediate problem at this intersection, and linking the two will delay any work on this project for at least seven years.

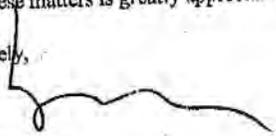
Highway 71 Improvements (8th Street to Dixieland Road) - You mentioned three alternatives, all of which delay funding for at least three years. This segment contains the second and the tenth highest accident rated intersections on the City's top ten list. This project could cost up to 5 million dollars, (We are contracting with Crafton and Tull to perform a PER for this project.)

Mr. Frank Voel
Page 3
February 8, 2010

These are all important projects for the City of Rogers, have a regional impact on transportation, and represent significant transportation and safety issues. We request that funds for these projects be put back into this year's STIP, so we can move forward as soon as possible.

The City of Rogers has enjoyed a rewarding and mutually beneficial working relationship with AHTD in the past, spending millions on construction in Highway Right-of-Way. As always we stand ready to do everything we can to continue to develop this partnership and maximize the effectiveness of Arkansas' transportation system. Your consideration into these matters is greatly appreciated.

Sincerely,



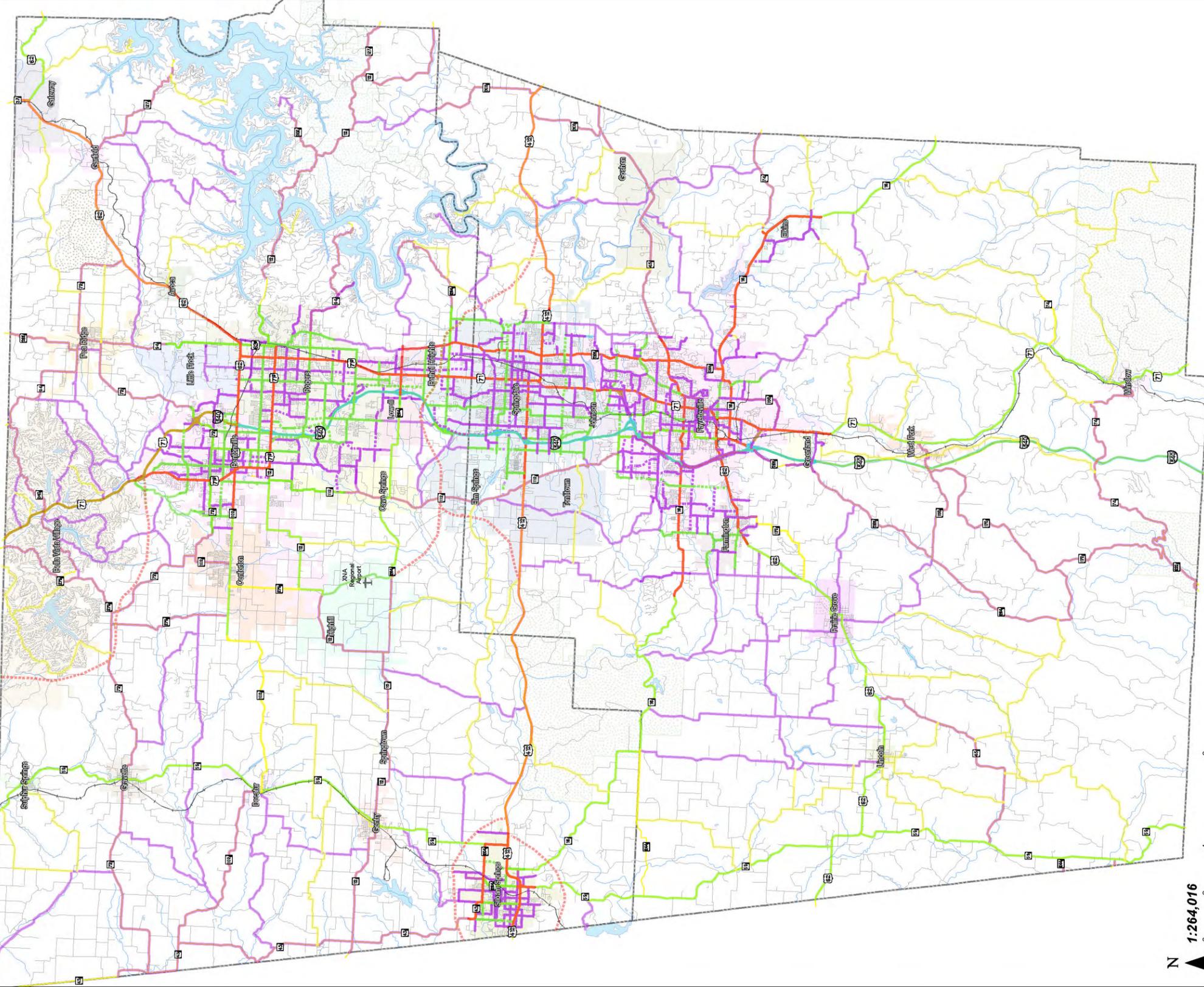
Steve Womack
Mayor, City of Rogers

cc: John McLarty, Regional Planning
Jeff Hawkins, Regional Planning ✓
Dick Trammel, State Highway Commissioner

APPENDIX B
FUNCTIONAL CLASSIFICATION MAP

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Urban & Rural Functional Class



+	XNA
—	Railroad
—	Road
—	Highway
—	Interstate
—	River
—	City Limit
—	County Boundary
—	Lake
—	Ozark National Forest
—	Civil War Battleground
—	National Forest Boundary

Urban & Rural Functional Class	
Rural Functional Class	Urban Functional Class
Interstate Highways Rural	Other Principal Arterials SS
Major Collector Rural	Collector SS
Minor Arterial Rural	Collector Urban
Minor Collector Rural	Interstate Highways Urban
Other Principal Arterials Rural	Minor Arterial SS
Proposed Major Collector Rural	Minor Arterial Urban
Proposed Minor Arterial Rural	Other Freeways Expressways Urban
Proposed Other Principal Arterials Rural	Proposed Minor Arterial Urban
	Proposed Other Freeway-Expressway Urban
	Proposed Other Principal Arterial Urban
	Proposed Other Freeways Expressways Urban
	Proposed Other Principal Arterials Urban

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APPENDIX C
NWARPC 1990 PLAN

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Benton and Washington Counties

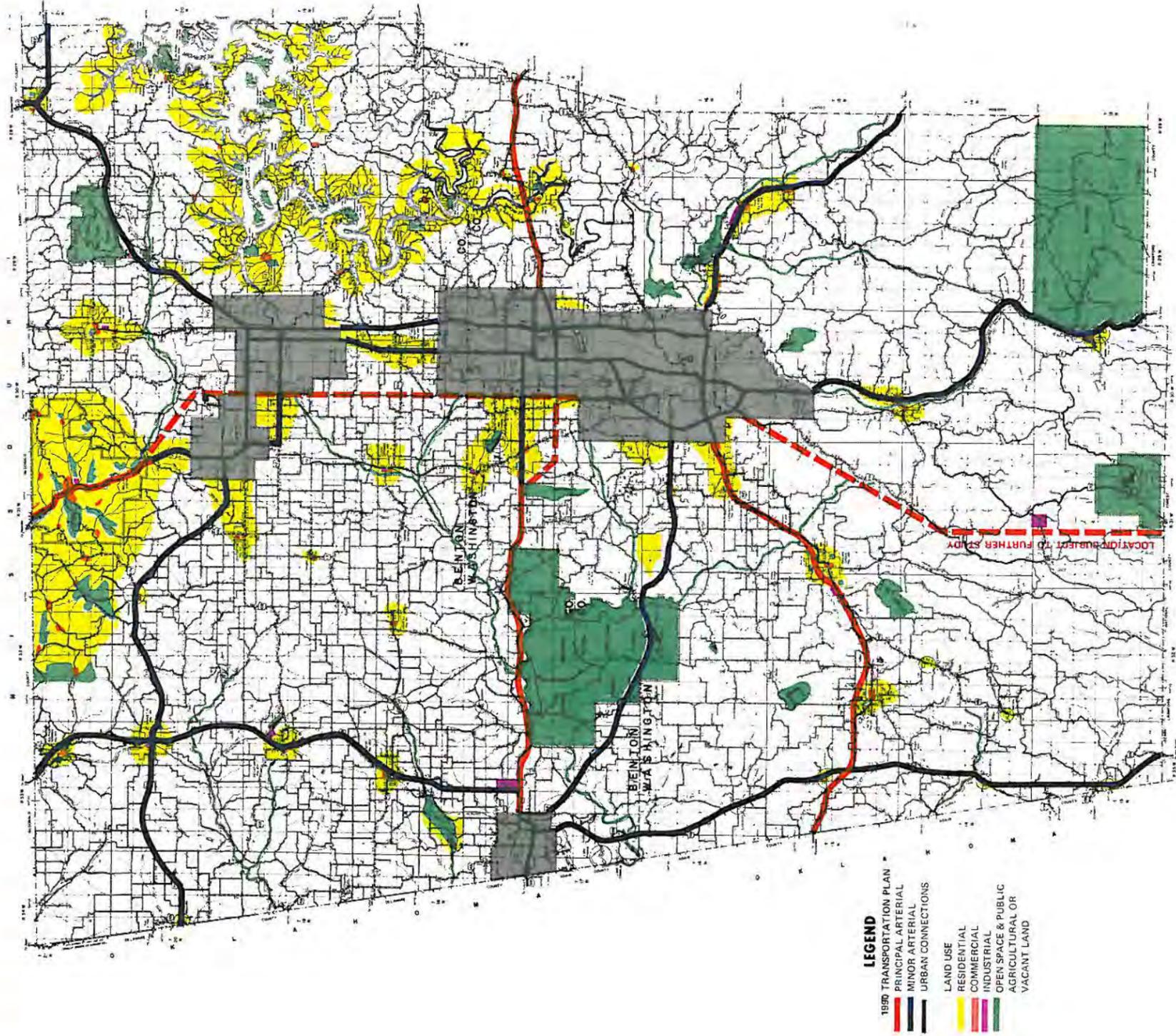


TABLE II
APPROVED RURAL TRANSPORTATION SYSTEMS AND IMPROVEMENT COSTS

System	State Jurisdiction		Benton County		Washington County	
	Miles	Cost	Miles	Cost	Miles	Cost
Principal Arterials	82.2	\$ 74,300,000	—	—	—	—
Minor Arterials	193.7	31,000,000	—	—	—	—
Major Collectors	247.9	6,700,000	53.8	\$ 5,000,000	87.6	\$ 8,000,000
Minor Collectors	—	—	82.4	4,500,000	147.1	8,000,000
TOTALS	523.8	\$112,000,000	136.2	\$ 9,500,000	234.7	\$16,000,000

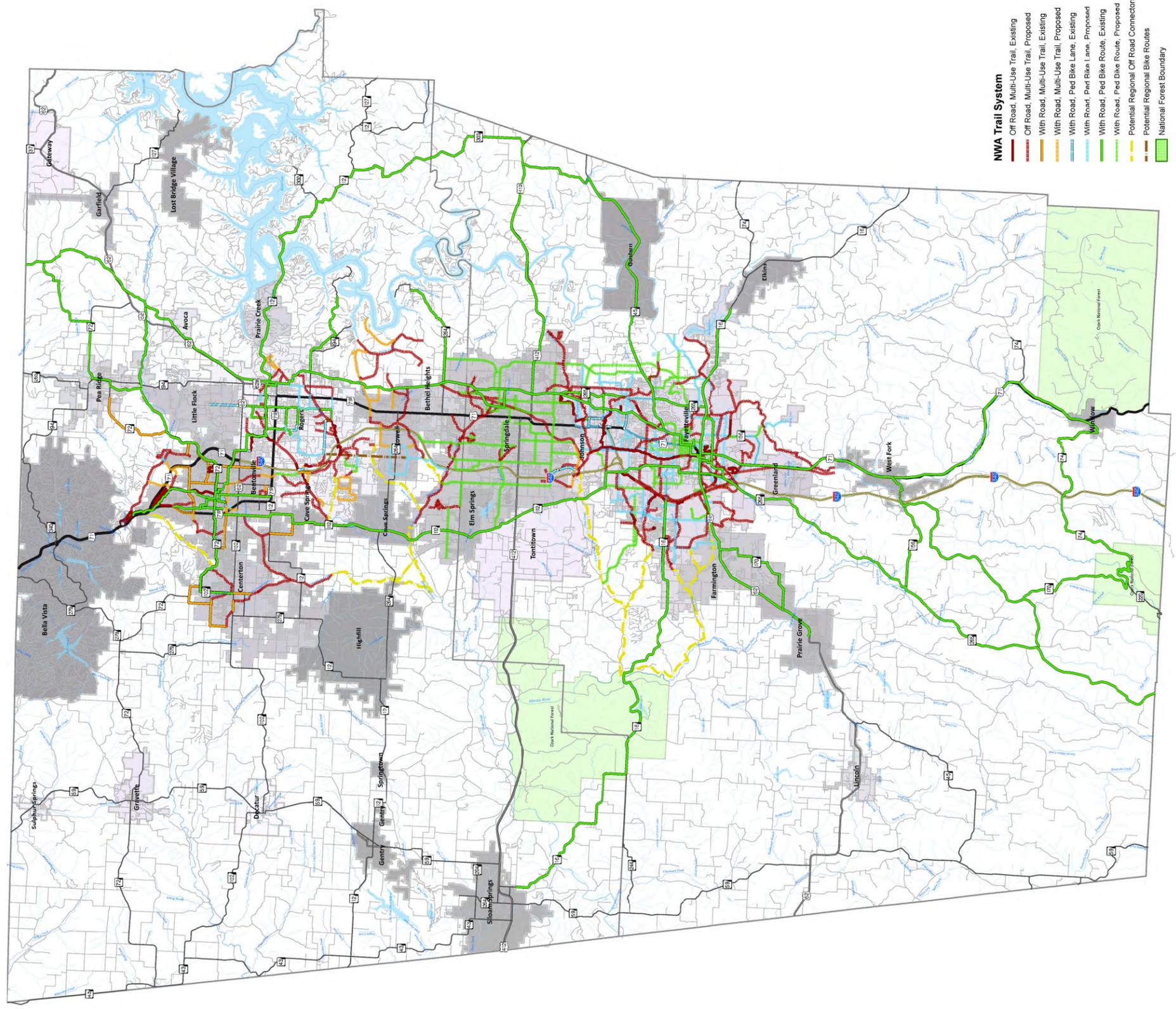
PLATE 4

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APPENDIX D
NWARPC REGIONAL BICYCLE PLAN

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Northwest Arkansas Trail System



- NWA Trail System**
- Off Road, Multi-Use Trail, Existing
 - Off Road, Multi-Use Trail, Proposed
 - With Road, Multi-Use Trail, Existing
 - With Road, Multi-Use Trail, Proposed
 - With Road, Ped Bike Lane, Existing
 - With Road, Ped Bike Lane, Proposed
 - With Road, Ped Bike Route, Existing
 - With Road, Ped Bike Route, Proposed
 - Potential Regional Off Road Connectors
 - National Forest Boundary

Northwest Arkansas Regional Planning Commission
 January 7, 2014
 RPL/20130210

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APPENDIX E
LEVEL OF SERVICE DESCRIPTIONS

DESCRIPTIONS OF LEVEL OF SERVICE

Multi-Lane Highway

LOS A - LOS A represents free flow conditions where individual users are unaffected by the presence of others in the traffic stream.

LOS B - Traffic flow in LOS B is stable, but other users in the traffic stream are noticeable.

LOS C - At LOS C, maneuverability begins to be significantly affected by other vehicles.

LOS D - LOS D represents dense but stable flow where speed and maneuverability are severely restricted.

LOS E - Traffic volumes approach peak capacity for given operating conditions at LOS E; speeds are low and operation at this level is unstable.

LOS F - Minor interruptions in the traffic stream will cause breakdown in the flow and deterioration to LOS F, which is characterized by forced flow operation at low speeds and an unstable stop-and-go traffic stream.

Signalized Intersection

LOS A - LOS A describes operations with low control delay, where progression is extremely favorable and most vehicles arrive during the green phase.

LOS B – Where there is good progression, short cycle lengths, or both, LOS B typically occurs.

LOS C – LOS C may be the result of only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level.

LOS D – At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high volume/capacity ratios.

LOS E – LOS E describes high delays that generally indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent.

LOS F – LOS F describes control delay in excess of 80 seconds/vehicle. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of lane groups.

Uncertainty and False Precision with the LOS Concept (HCM2010, p. 8-10)

Highway Capacity Manual 2010

Uncertainty and False Precision

Computer software is frequently used to perform traffic operations analyses, and software can report results to many decimal places. However, such precision is often unjustified for four reasons:

1. In contrast to the force of gravity or the flow of water through a pipe, the actions of motorists driving on a roadway can vary. Traffic operations models predict average values of performance measures; the actual value for a measure on a given day may be somewhat higher or lower. Thus, the result reported by every traffic operations model has some uncertainty associated with it.
2. A given traffic operations model may rely on the output of other models that have their own associated result uncertainties.
3. Some model inputs, such as traffic volumes, are taken to be absolute, when there is actually variation in the inputs from month to month, day to day, or even within an hour. Traffic volumes, for example, may vary by 5% to 10% from one weekday to the next.
4. Some HCM models predict traveler perceptions. Two travelers who experience identical conditions may perceive those conditions differently. When many travelers are surveyed, a distribution of responses from "very satisfied" to "very dissatisfied" (or some similar scale) results. The traveler-perception models predict the average of those responses.
5. Some alternative tools involve the use of simulation, in which results will vary as inputs are randomly varied within a set distribution and average. Therefore, reporting only one result from simulation simplifies the actual results produced.

Therefore, any reported traffic operations performance measure value, whether resulting from an HCM methodology, an alternative tool (e.g., simulation), or even field measurement, potentially has a fairly wide range associated with it in which the "true" value actually lies. The LOS concept helps to downplay the implied accuracy of a numeric result by presenting a range of measure results as being reasonably equivalent from a traveler's point of view. However, the same variability issues also mean that the "true" LOS value may be different from the one predicted by a methodology. One way of thinking about a reported value and its corresponding LOS result is that they are the statistical "best estimators" of conditions.

LOS Reported Separately by Mode

In an effort to produce a single top-level measure of conditions, some HCM users may be tempted to blend the LOS reported for each mode into a single LOS value for a roadway element. However, each mode's travelers have different perspectives and could experience different conditions while traveling along a particular roadway. The use of a blended LOS carries the risk of overlooking quality-of-service deficiencies for nonautomobile travelers that discourage the use of those modes, particularly if the blended LOS is weighted by the number of modal travelers. Other measures, such as person delay, can be used when an

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APPENDIX F
PRELIMINARY ENVIRONMENTAL REVIEW MEMO

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

April 6, 2010

TO: Paul Simms, Staff Planning Engineer, Planning and Research Division

FROM: Lynn P. Malbrough, Division Head, Environmental Division 

SUBJECT: AHTD Job Number 012126
Eastern North-South Corridor (Fayetteville – Rogers)
Washington and Benton Counties
Environmental Constraints

A preliminary environmental survey has been conducted for the referenced project. The following constraints have been identified, along with our recommendations for avoidance. These constraints are identified on the attached figure. This figure also illustrates the current proposed alignment alternatives.

- Section of Old Wire Road on the National Register of Historic Places (NRHP)-Avoidance of this section of road is advised.
- Historic Commercial District-Avoidance of the historic district is advised.
- Forty properties listed on the National Register of Historic Places NRHP (clustered in and around the historic commercial district), two properties that have been determined eligible to the NRHP, and 62 properties that have been determined potentially eligible to the NRHP-Avoid these structures and property associated with the structures that may be contributing elements (i.e. rock walls, outbuildings, etc.).
- Civil War Encampment Site-Avoidance of the historic site is advised.
- Cemeteries (3)-Avoid taking right of way at cemeteries.
- Public Parks (2)-Avoidance of public parks is advised, however right of way acquisition of these properties is possible if avoidance is not feasible, and steps are taken to minimize the project's impact to public facilities and usage.
- Spring-Avoidance of springs is advised.

LPM:DN:trb

Attachment



Job 012126
 Eastern North-South Corridor
 (Fayetteville-Rogers)
 Washington & Benton Counties

Photography: 2009 Benton County 6 inch resolution

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APPENDIX G
AUGUST 2010 PUBLIC INVOLVEMENT MATERIAL

What is this study?

At the request of the Northwest Arkansas Regional Planning Commission (NWARPC), the Arkansas Highway Commission authorized the Arkansas State Highway and Transportation Department (AHTD) to study a north-south corridor from Highway 16 in Fayetteville to Highway 62 in Rogers. This corridor stems from the NWARPC 2030 Regional Transportation Plan. The NWARPC is the state and federally recognized Metropolitan Planning Organization for Northwest Arkansas, and is tasked with transportation planning in Benton and Washington Counties.

Hasn't this been studied before?

An eastern north-south route has been studied by the NWARPC and the AHTD off and on since at least the 1970s. The last planning study was in the 1990s, when the AHTD looked at the need for a northern bypass around Springdale, an eastern bypass around Fayetteville, and a possible extension into Rogers. That study led to the Springdale Northern Bypass environmental study and project development, while the eastern north-south route study was put off to a later date. Since then, studies of Interstate 540 and the Bella Vista Bypass have been completed. The study of a potential western bypass is currently underway.

What is the purpose of this study?

The reason for this study is to determine if there is a need for an improved eastern north-south route between Highway 16 in Fayetteville to Highway 62 in Rogers, and if it is practical. We will also look at a possible extension from Rogers west to Highway 71. The study is generally divided into three parts:

- We will evaluate Highway 265 from Highway 16 in south Fayetteville to Highway 264 in north Springdale to determine if widening to four travel lanes will be able to handle future traffic.
- We will evaluate existing Old Wire Road in Lowell, and Highway 71B through Rogers, to determine if there is a need for an improved eastern north-south route that will connect to Highway 62. The study will also consider appropriate cross-sections (such as four-lanes with a divided median, two-lanes with a center turn lane, etc.).
- We will study existing Highway 62 in Rogers to find out if the Eastern Corridor around Rogers should extend west to connect to Highway 71, as shown in the NWARPC 2030 Regional Transportation Plan.

What has been done so far?

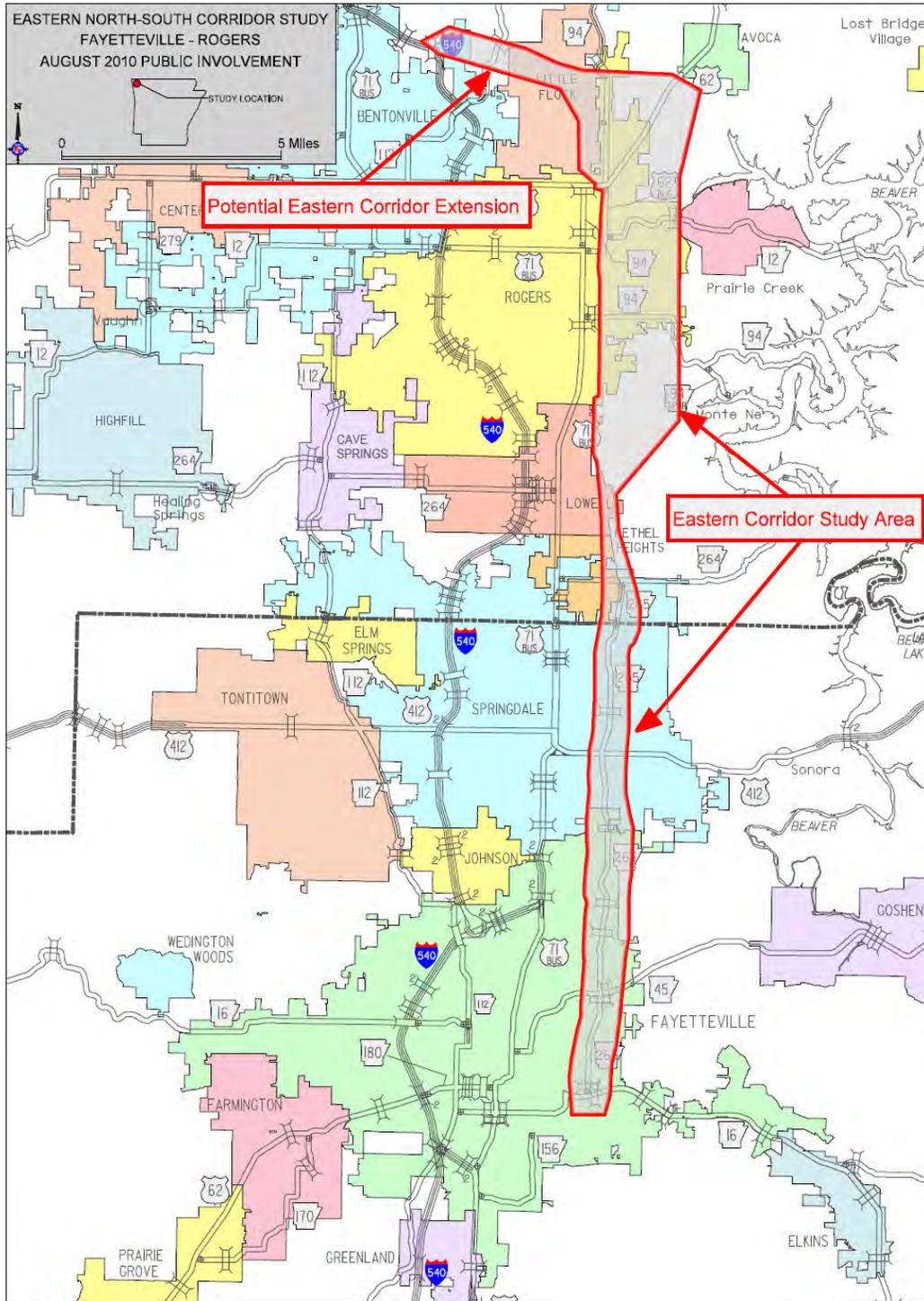
In the first phase of the study, we have collected information so that we can determine if there is a need for an improved highway. We have collected traffic and crash data in the area, and have made many field visits during various parts of the day. We have also begun estimating future traffic forecasts using the NWARPC 2030 traffic model. To help determine if an improved highway is possible, we have collected data on the existing highways and streets, and have begun looking at environmental limitations. Since the beginning of the study, we have updated the Technical Advisory Committee (TAC) at the NWARPC every month, which is made up of elected officials, engineers, and planners of the various cities and counties.

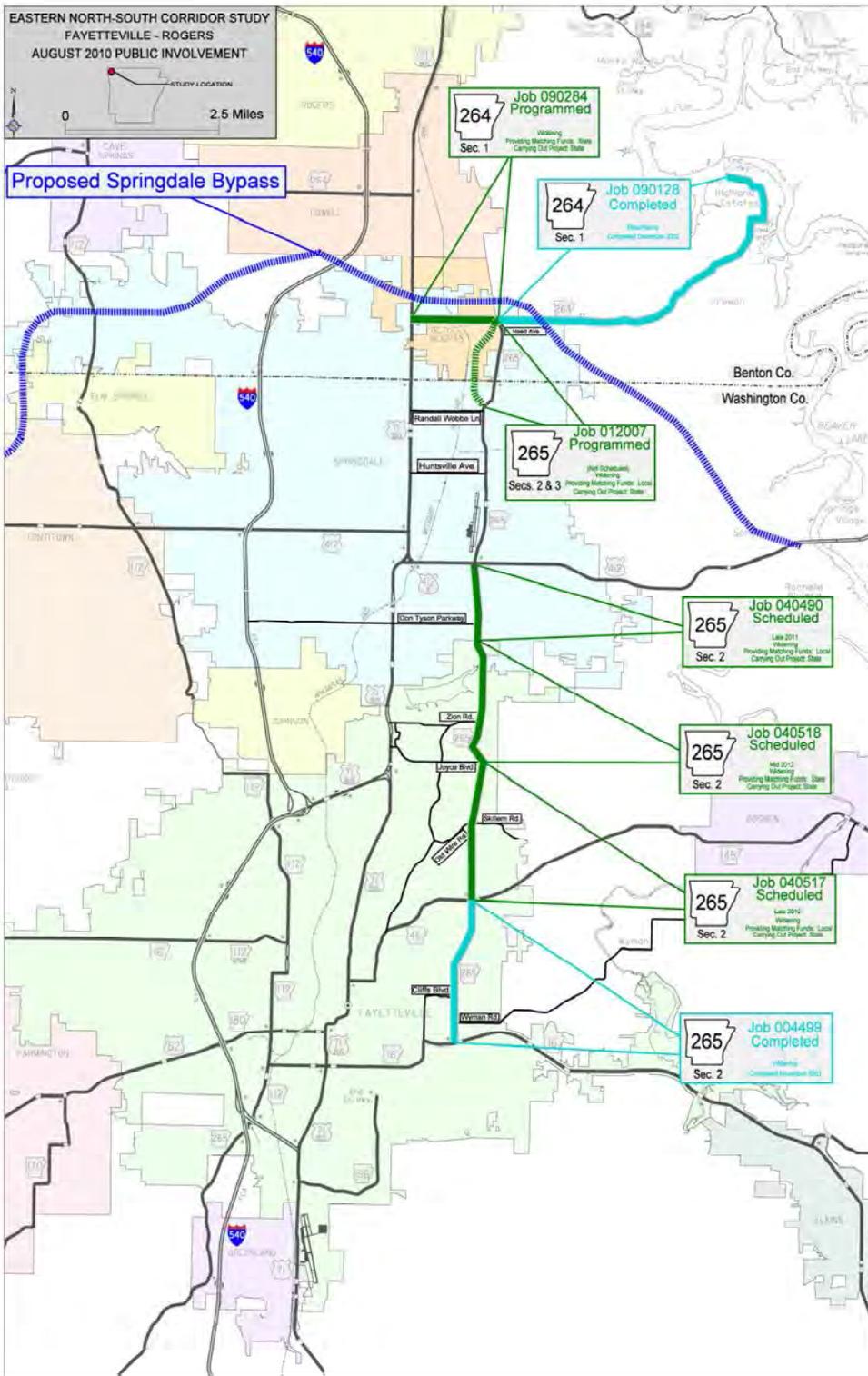
Why are we gathering public input?

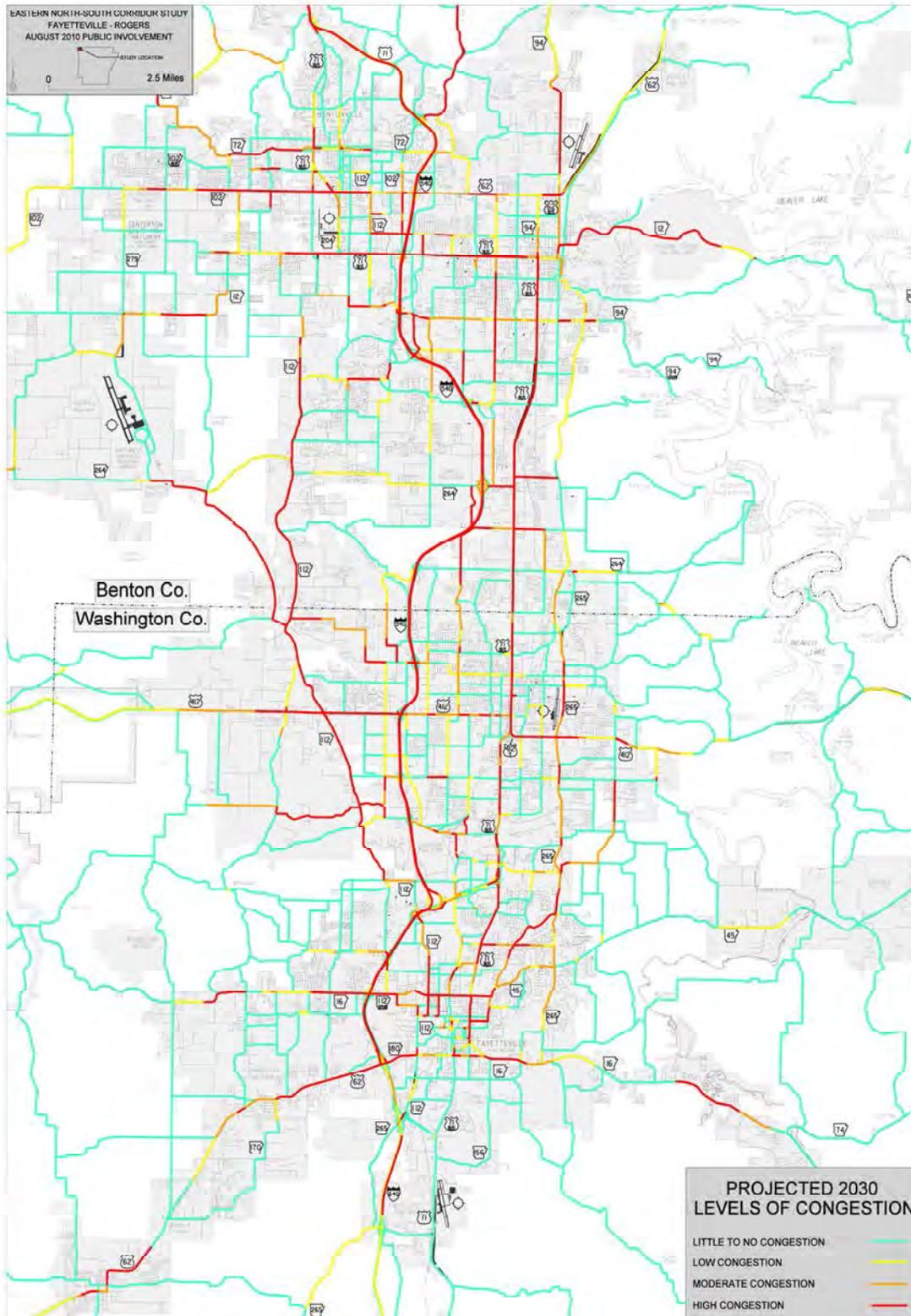
Before we proceed further with the study, we want to hear from you about traffic problems in the study area (such as traffic bottlenecks, safety concerns, etc.). We also want your opinion on any potential improvements and routes we could use to complete the Eastern North-South Corridor, including the possible connection to Highway 71.

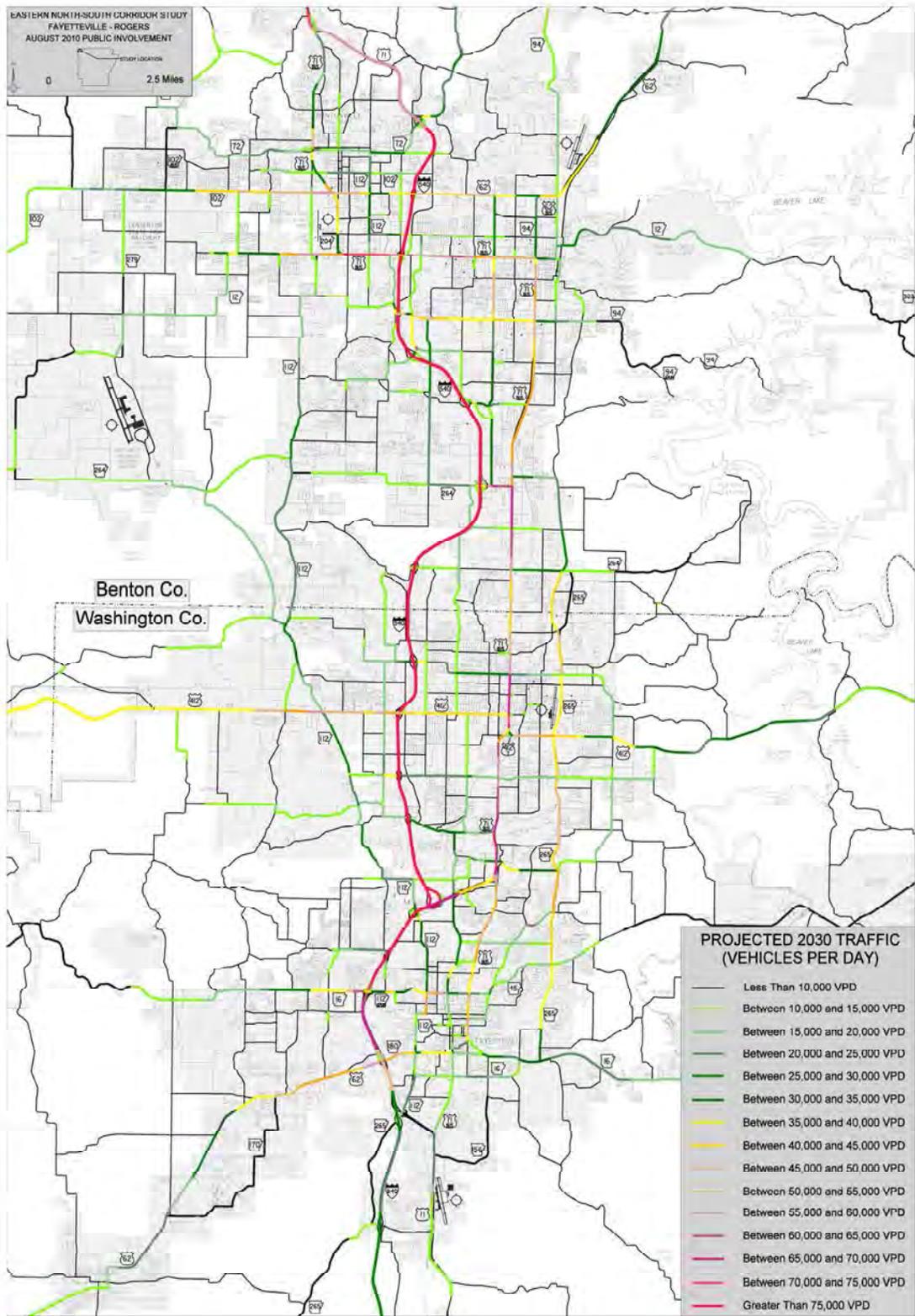
What is the next step?

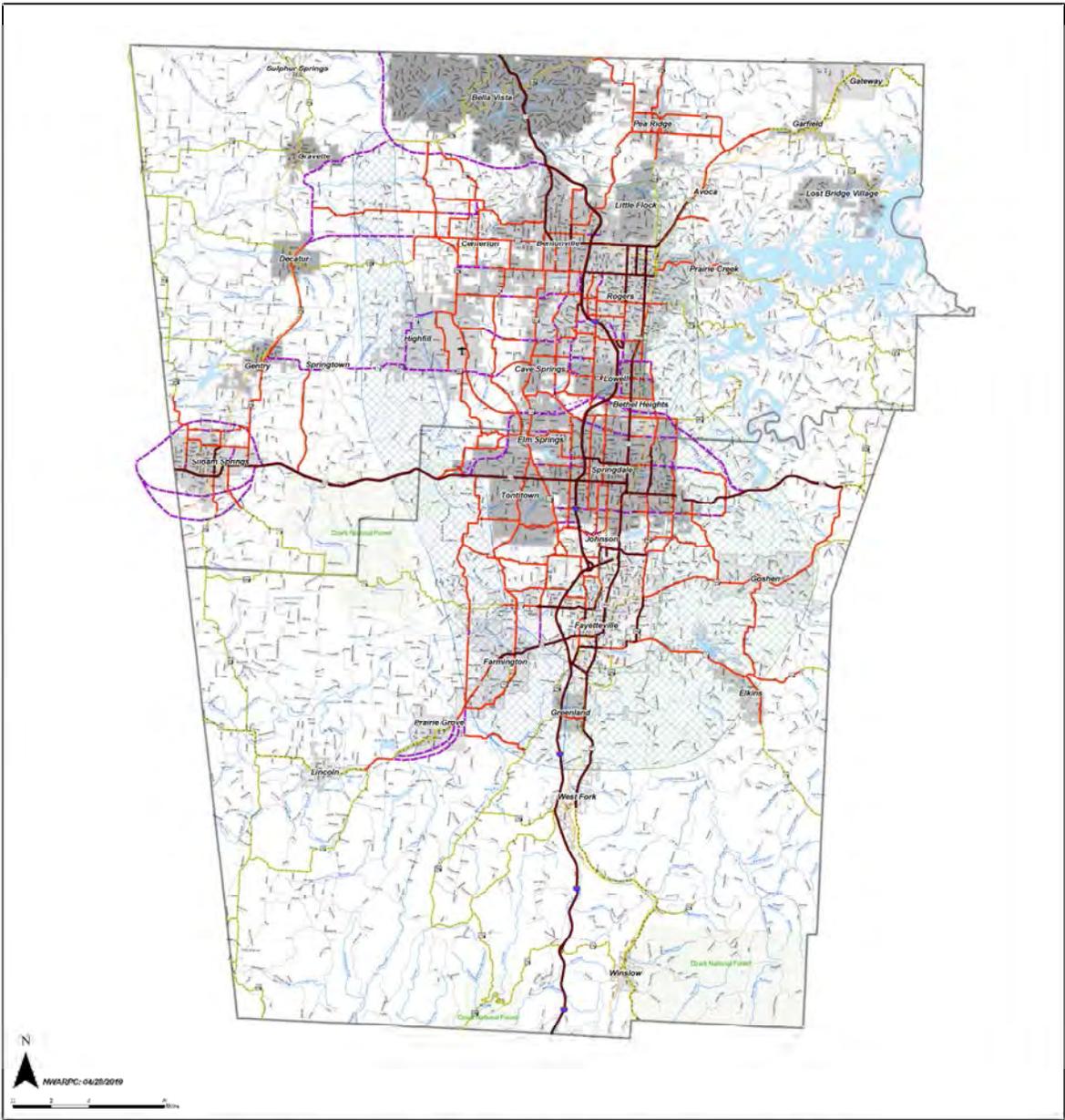
We will study the information received from everyone. We will also present the results to the TAC. After we determine the problem areas and the need for improvements, we will further study what the future traffic may need, and estimate preliminary costs. This information will help us to decide if improvements are really needed, and if they are achievable. After the study is completed sometime next year, we will provide another opportunity for the public to review and comment, if needed.









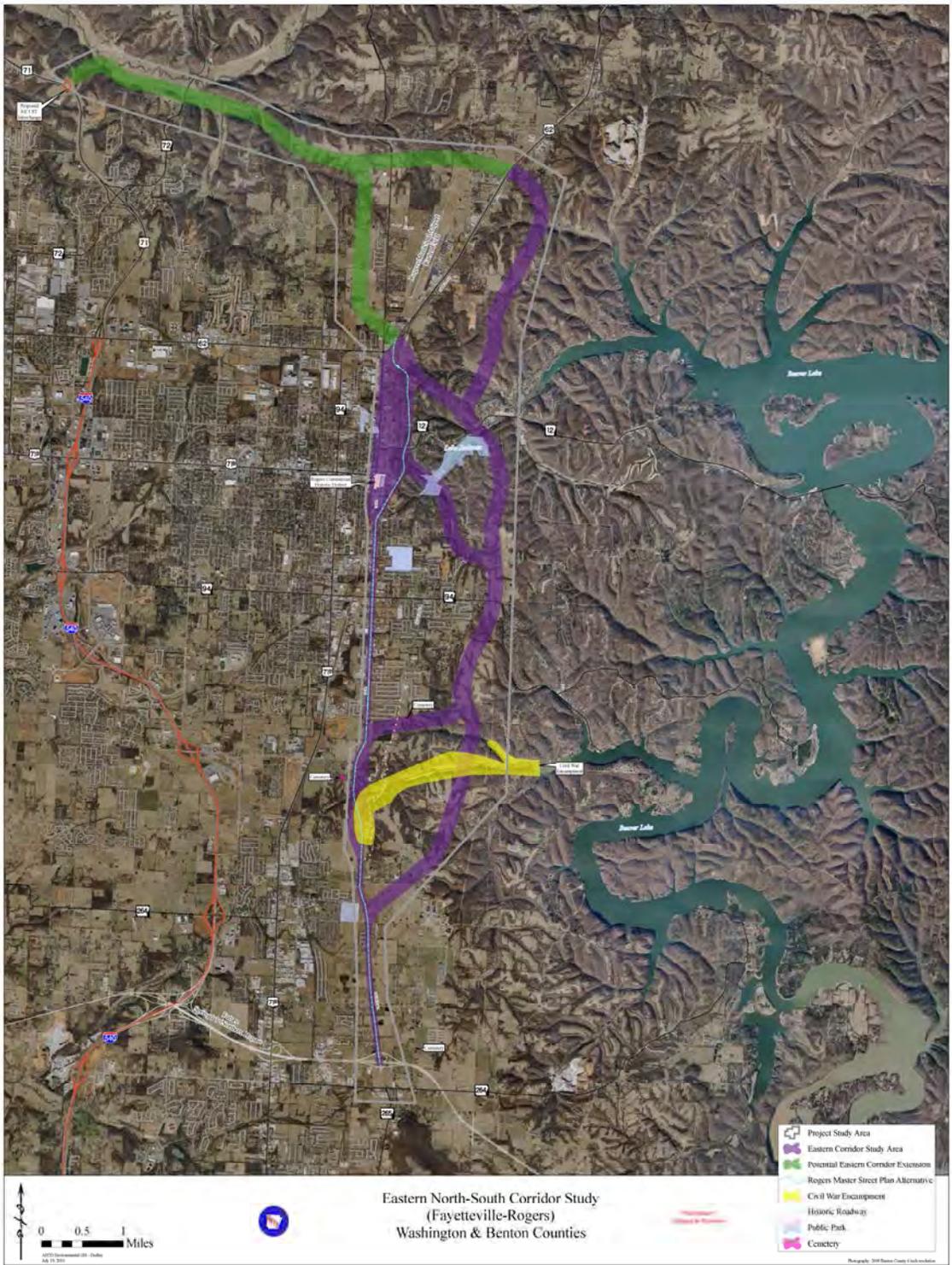


2030 Proposed Network for Northwest Arkansas

2006 Existing 4+ Lanes Roads
 — 2006 4+ Lane Roads

2030 Future 4+ Lane Roads
 - - On Existing Road
 - - On New Road

Western Beltway
 Eastern Parkway



PUBLIC INVOLVEMENT MEETING SYNOPSIS

NORTHWEST ARKANSAS EASTERN NORTH-SOUTH CORRIDOR STUDY

October 2010

Two open forum Public Involvement Meetings for the Northwest Arkansas Eastern North-South Corridor Study were held at The Jones Center in Springdale, Arkansas from 4:00 – 7:00 p.m. on August 10, 2010, and at the Rogers Heritage High School in Rogers, Arkansas from 4:00 – 7:00 p.m. on August 11, 2010. Efforts to provide notification to the minority population included:

- Display advertisement placed in the *The Morning News* and *The Morning News-Rogers Edition* on Thursday, July 29, 2010 and Thursday, August 5, 2010.
- Distribution of flyers (English & Spanish) in the project area.
- Public Service Announcement (PSA) to La Zeta 95.7 FM which aired on Sunday, August 8, 2010 thru Wednesday, August 11, 2010.
- Outreach to Minority Ministers Letters.

The following information was available for inspection and comment.

- Two copies of an aerial photograph display at a scale of one-inch equals 2,400 feet, showing the study area.
- Two copies of an aerial photograph display with detailed study area at a scale of one-inch equals 1,920 feet.
- Two copies of a map showing scheduled and programmed projects in the study area at a scale of one-inch equals 2,670 feet.
- Two copies of a map showing projected 2030 “levels of congestion” from the Northwest Arkansas Travel Demand Model, at a scale of one-inch equals 3,380 feet.
- Two copies of a map showing projected 2030 traffic from the Northwest Arkansas Travel Demand Model, at a scale of one-inch equals 3,380 feet.

Handouts for the public included a comment sheet, a brief description of the project, and a small-scale map of the study area.

Table 1 describes the results of the public participation at the meeting.

Table 1.

Public Participation	Totals
Attendance at meetings (including AHTD staff)	136
Comment forms received	32
Letters received	1

Relevant responses to each question from the comment form are summarized below in bullets. It should be noted that Questions 1 and 2 responses were combined since they are related.

Question 1: *Do you think there is a need for an improved north-south route to the east of Highway 71B between Benton and Washington Counties? If no, please explain (optional).*

Question 2: *If yes, do you think the need for an improved north-south route could be achieved by improving Highway 265 and extending it to Rogers? If yes, please explain how you think it would benefit you or your community (for example, by providing a highway link between east Rogers to Old Wire Road in Lowell, or by providing an alternative around downtown Rogers). If no, please explain why.*

- **23 YES, 9 NO** to Question 1
- [NOTE: Some people who checked YES on Question 1 checked NO on Question 2 and vice versa, or didn't check either on Question 2 but still provided a comment.]
- Of those that responded YES, **4** said that the Eastern Corridor would benefit downtown Rogers by bringing more traffic
- Of those that responded NO:
 - **2** said the Eastern Corridor should be on Old Wire Road or further east
 - **1** said a new highway would diminish value of downtown Rogers and Lake Atlanta because of additional traffic, pollution, and noise
 - **1** mentioned the need for light rail
 - **5** said growth is happening to the west/not needed

Question 3: *Do you think there is a need to provide a route around north Rogers to connect to Highway 71/Interstate 540? Please explain.*

- **15 YES, 14 NO, 3 N/A**

Question 4: *Knowing that Highway 265 will ultimately be widened to four lanes from Fayetteville through Springdale, do you think there are any other improvements needed on the existing four-lane portions of Highway 265 (turn lanes, etc.)? If yes, please explain (optional).*

- **16 YES, 14 NO, 2N/A**
- Of those that responded YES:
 - **9** said that left turn lanes are needed
 - **5** said that bicycle lanes/sidewalks are needed
 - **1** said that the pavement needs rehabilitation

Question 5: *Are there any problem areas on highways or streets other than Highway 71B and Highway 62 that you feel are related to this study? If so, please describe.*

- **12 YES, 12 NO, 8 N/A**

- The relevant highways that were mentioned were:
 - 2 Highway 12
 - 1 Highway 94
 - 1 Highway 265/Highway 16 intersection in Fayetteville
 - 1 Highway 265/Highway 264/Old Wire Road intersection in Springdale

Question 6: *Do you have any suggestions that could improve the Eastern North-South Corridor Study to help serve the needs of your community?*

- 2 said AHTD should provide information on its website and/or make more effort to inform public
- 5 said that bike lanes/bike paths/sidewalks are needed
- 3 said that the location of improvements should be made on Old Wire Road
- 3 said that the location of improvements should be made as far to the west as possible/along 1st Street in Rogers

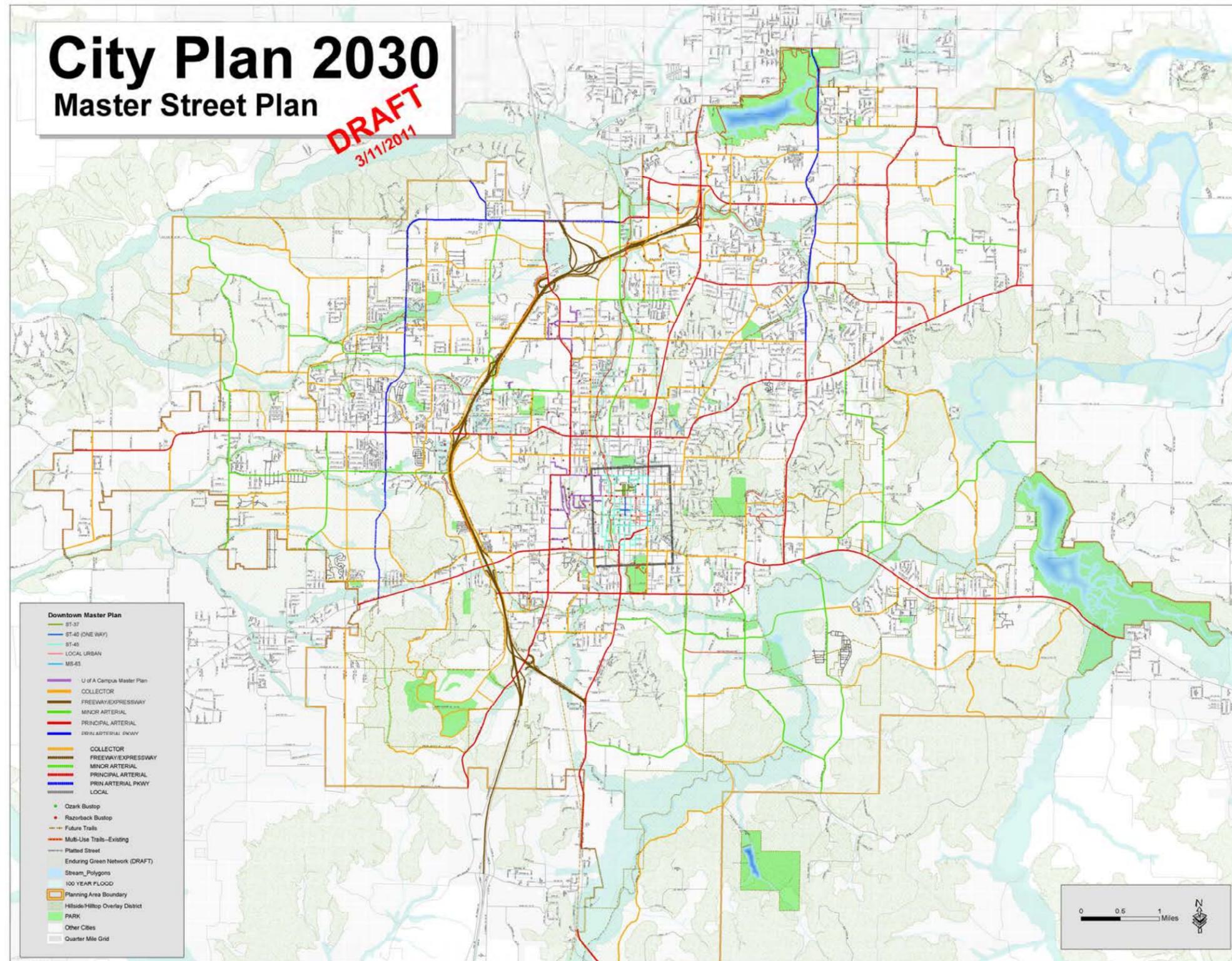
Additional Comments:

- 4 said that the location of improvements should be made along existing Highway 265/Old Wire Road/to the west (i.e., NOT new location to the east)
- 1 said that the location of improvements should be made as far to the east as possible
- 1 said AHTD should provide information on its website
- 1 said light rail is needed
- 1 said that existing Highway 265 pavement needs rehabilitation
- 1 said that bike lanes are needed
- 3 said there are other highway projects that are higher priority than the Eastern Corridor
- 1 said that the growth is happening to the west, so that is where transportation improvements should be studied
- 1 said that other modes of transportation should be considered before the Eastern Corridor

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APPENDIX H
FAYETTEVILLE AND SPRINGDALE
MASTER STREET PLANS

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NOTE: Fayetteville City Council expected to adopt the 2030 Master Street Plan summer 2011.

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