

2020

Regional Transportation Plan for Metropolitan Northwest Arkansas



PARTICIPATING AGENCIES



**Bentonville
Benton Co.
Bethel Heights
Cave Springs
Centerton
Elm Springs
Farmington
Fayetteville
Johnson
Lowell
Rogers
Springdale
Tontitown
Washington Co.
Ozark Transit
Razorback Transit
Regional Transit
Authority**

**ARKANSAS STATE HIGHWAY &
TRANSPORTATION DEPARTMENT**

**NORTHWEST ARKANSAS
REGIONAL PLANNING COMMISSION**



In Cooperation with
**U.S. DEPARTMENT of TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION
and FEDERAL TRANSIT ADMINISTRATION**

in Compliance with the INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT of 1991



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

P.O. BOX 745 — SPRINGDALE, ARKANSAS 72764 — (501)—751—7125

Wednesday, June 7, 1995

TO THE READER:

It is our pleasure to invite your examination of the Northwest Arkansas Regional Transportation Study (NARTS) 2020 Regional Transportation Plan. We feel that this document provides a comprehensive framework of transportation guidance for the next 25 years.

Through a genuine spirit of regional cooperation and dedication that mirrors the character of the people that live here, NARTS has defined the transportation needs of Northwest Arkansas and developed a plan to address those needs.

While we realize that these needs are great and that available funds are in short supply, it is our function and purpose to provide the safest and most efficient transportation system possible with respect to the funding we can "reasonably" expect over the next 25 years.

In doing so, important decisions and choices that will shape our area's future, have to be made. These decisions are the direct result of: careful studies and planning; public input, coordination and cooperation among all participating units of government; future growth and development; the history of the area; and plain common sense and hard work.

We welcome your comments and suggestions on this document and any transportation or planning issues you would like to discuss. Our doors are always open.

Sincerely,

Charles McKinney, Chair
NARTS Policy Committee

Dr. Robert Alguire, Chair
NARTS Technical Advisory Committee

Northwest Arkansas Regional Transportation Study

The people listed on the committees below were selected by the chief officials of each participating government or agency to represent them in the transportation planning process.

Policy members include Mayors, County Judges and Chief Executive Officers.

Technical Advisory members include engineers, planners, street superintendents and others who work on the technical side of transportation facility development. Advisory members have also been included to provide additional insight in special transportation areas.

POLICY

Bryan Davis, Tom Harrell *
 Jim Gilbert
 Harold Beaver
 Bruce Rutherford
 Tom Fortune
 Bobby Fanning
 John Fryer, Terry B. Coberly *
 Thekla Wallis
 Floyd Lyles
 Lois Corbitt
 Roy Drake
 Fred Hanna
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 Mickey Slape
 Glen Rogers, Ken Schossow *
 Charles McKinney

John Sampier
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 Charles McKinney
 Jay Penix
 Phillip Taldo
 Freddie P. Taldo
 Unassigned
 Charles Johnson
 Unassigned
 Unassigned

PARTICIPANTS

AHTD Planning
AHTD Transit
AHTD Dist. 4
Benton County

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Bentonville
Cave Springs
Centerton
Elm Springs
Farmington
Fayetteville

"

"

Johnson
Lowell
NWARPC
Ozark Transit
Razorback Transit
Rogers

"

Springdale

"

"

Tontitown
University of Arkansas
Washington County

"

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ADVISORY MEMBERS

(Non-Voting)

ARK/MO Railroad
Reg. Airport Authority
Willis Shaw Transportation

TECHNICAL ADVISORY

Scott Bennett, Virginia Porta *
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 Gerald Hodges
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 Roger Haney
 Sarah Riley
 Unassigned

J. A. Brooks
 Uvalde Lindsey
 Frank Maestri

Voting is based upon official population with 1 vote per 10,000 people rounded to the nearest 1000.

The membership list shows original participants and their current replacements as of Jan. 1, 1995

** = New members as of January 1, 1995.*

"Scenic hills, friendly people and the University"

Scenic hills, friendly people and the University of Arkansas have been the main attractions of this Region since the turn of the century. Today, as then, two U. S. Highways are its principal links to the rest of the world - U. S. 71 to the north & south and U. S. 412 to the east & west. Rail lines connect the Region to Saint Louis to the north and to Fort Smith and the Arkansas River to the south. Just after World War II "Central Airlines" began operations at Fayetteville's Drake Field and became one of the nations first non-scheduled air carriers.

These facilities have given the Region access to many people, goods and services over the years. They helped it grow from an agrarian economy into an emerging metropolitan area - an area with a rich blend of agriculture, education, recreation, tourism, business and industry. This diversity has evolved because local governments have a healthy competitive spirit. They also know their economy is strong because, on a regional scale, they complement each other. They have a commitment to regional cooperation - and this is the key to the Region's success.

This rare commitment has produced the greatest population and economic growth of any region in Arkansas for over 25 years. But growth puts a tremendous load on the Region's transportation system. Our system, which now serves almost a quarter of a million people, is expected to serve nearly a half million by the year 2020.

So... we must adopt the plans and standards needed to maintain orderly growth. Only in this way can we control the direction of the Region's development and preserve that high quality of life which is so unique to Northwest Arkansas.

NARTS Mission

The mission of the Northwest Arkansas Regional Transportation Study is to
"Develop and maintain a Regional Transportation Plan for the metropolitan area"

REGIONAL TRANSPORTATION GOAL

"Provide a comprehensive intermodal transportation system which most efficiently serves the human and economic needs of the metropolitan area and the Northwest Arkansas Region."

The regional transportation goal in 1973 was to: "Provide a road, rail and air system which serves the human and economic needs of the Region and the area of which it is a part." Now that the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) legislation takes us into the 21st Century, we have a broader scope for transportation and our collective units of government look forward to meeting this challenge with renewed goals and objectives.

OBJECTIVES

1. involve all units of government in its creation,
2. develop a plan that is compatible with existing plans of all entities in the metro area,
3. consider all modes of transportation,
4. utilize existing facilities to the maximum extent,
5. schedule transportation improvements to match local, state & federal capabilities,
6. identify an ideal transportation system to work toward, and
7. meet the local, state and federal requirements for funding eligibility.

TABLE OF CONTENTS

Chairman's Letter	i
Study Participants	ii
Introduction	iii
Mission Statement	iv
Table of Contents	v
 I. 2020 REGIONAL TRANSPORTATION SYSTEM	1-1
A. The Plan at a Glance	1-1
B. The 2020 Land Use Plan map	1-2
C. The 2020 Regional Transportation System Map	1-3
D. Mapping	1-4
E. Functional Classification	1-4
F. Growth and the 2020 Plan	1-5
1. Population Projections	1-7
2. Growth Indicators - Benton & Washington Counties	1-8
3. Employment	1-9
4. Regional Socioeconomic Indicators	1-10
 II. 2020 UNCONSTRAINED PLAN	2-1
A. Plan Development Summary	2-1
B. Unconstrained Projects	2-2
 III. 2020 CONSTRAINED PLAN	3-1
A. Constrained Projects Map	3-1
B. Constrained Projects Listing (by Funding Source and Time Period) ..	3-2
C. Funding Sources for Constrained Projects	3-4
D. Constrained Project Listing (Financial Plan)	3-5
E. Identification of NARTS Transportation Needs	3-9
1. Questionnaire	3-9
2. Unconstrained Plan "Wish List"	3-9
F. Funding Projections by Source	3-11
1. National Highway System/Surface Transportation Program	3-11
2. Surface Transportation Program/Local (STP-Local)	3-12
3. Bridge	3-12
4. Enhancement	3-12
5. Interstate	3-13
6. State Maintenance	3-13

III. 2020 CONSTRAINED PLAN (Continued)	
G. Public Involvement	3-13
1. Federal Requirements	3-13
2. AHTD Listening Sessions	3-14
3. NARTS Public Involvement Procedures	3-14
4. First Round of Public Involvement	3-15
Notification	3-16
Format	3-16
Results	3-18
5. Major Investment Studies	3-19
H. Financially Constrained Plan	3-22
1. Rating System	3-22
2. Project Selection	3-22
I. Final Public Involvement	3-23
IV. ENHANCEMENT ACTIVITIES	4-1
A. Projects	4-1
1. NWARPC	4-1
2. Bentonville	4-2
3. Fayetteville	4-3
4. Rogers	4-5
5. Springdale	4-6
B. ISTEА Guidelines	4-7
C. Project Selection Procedures	4-8
V. TRANSIT	5-1
A. Ozark Transit	5-1
Tables	5-6
B. Razorback Transit	5-13
Tables	5-16
C. Taxi Subsidy Program	5-22
VI. INTERMODAL SURFACE TRANSPORTATION ACT	6-1
A. ISTEА Policy Statement and Major Features	6-1
B. Title I - Surface Transportation	6-2
1. National Highway System	6-2
2. Interstate	6-2
3. Surface Transportation Program	6-2
C. ISTEА Planning Requirements	6-3
1. ISTEА Factors	6-3
2. Management Systems	6-7
a. Pavement Management	6-7
b. Intermodal Management	6-8
c. Safety Management	6-8
d. Bridge Management	6-9
e. Congestion Management	6-9
f. Public Transportation Management	6-10

VII. Recommendations	7-1
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APPENDIX	A-1
-----------------------	------------

1. Acronyms	A-2
2. Functional Classifications and Cross Sections	A-3
3. Levels of Service	A-7
4. Average Annual Daily Traffic	A-8
5. 2020 Plan Questionnaire	A-9
6. Rating System	A-10
7. Procedures for Public Participation	A-11
8. Public Hearing Questionnaire	A-13
9. AHTD Policy: Major Metropolitan Transportation Investments ...	A-14
10. NARTS By-Laws	A-15
11. Letter of Agreement	A-18
12. Resolution	A-20
13. NWARPC -What is it?	A-21
14. Transportation Planning in Northwest Arkansas	A-23
15. NWARPC Staff	A-24

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

I. 2020 REGIONAL TRANSPORTATION SYSTEM

I. 2020 REGIONAL TRANSPORTATION SYSTEM

A. THE PLAN AT A GLANCE

The **2020 Regional Transportation Plan** is a strategy for improving the metropolitan transportation system in order to meet the needs resulting from growth and development in Northwest Arkansas.

The **2020 Regional Land Use Plan** map is a composite of all the local land use plans in the Region. These combined land use patterns indicate "how the Region should grow". They set the stage for managing the Region's growth and its "quality of life". They tell us where development is moving and this, in turn, helps us plan the transportation facilities needed to serve that development.

The **2020 Regional Transportation System** map is next. It shows the complete system needed to serve the metropolitan area and the outlying Region. The system includes all existing and planned facilities.

The **2020 Regional Transportation Plan** is presented in two parts - an *Unconstrained Plan* and a *Constrained Plan*. The greatest constraint, of course, is funding. The plan text is illustrated by maps and tables that identify the projects to be accomplished through the year 2020.

D. Mapping

1. The *2020 Land Use Plan* map indicates the desired uses of land within the metropolitan area. This plan brings the adopted land use plans of each unit of government together as a coordinated regional plan. It gives the transportation planner a basis for estimating future traffic demands by directly relating to anticipated uses of the land.
2. The *2020 Regional Transportation Plan* map indicates the transportation facilities needed to meet the metropolitan area's Regional transportation demands through the year 2020. The plan is portrayed graphically by maps and further detailed by this written document.

Creation of the plan began by connecting the adopted Master Street Plans of each governmental unit within the metropolitan area. The plan was upgraded to include additional facilities needed to ensure the most efficient flow of people, goods and services throughout the Region by the various modes of transportation. The Regional plan ties local systems into a regional network of coordinated facilities. The classified system is the heart of this plan. The roadway facilities are classified as collectors, minor arterials, principal arterials and freeway/expressways. These classifications reflect the utility of the various facilities and are necessary to qualify the facilities for state and federal funding.

E. Functional Classifications

As you look at the map of the 2020 Regional Transportation System you will see how our roadways are classified. The classifications are used by planners to indicate the variations between the need for movement and access. They are also used by the Arkansas State Highway and Transportation Department and the Federal Highway Administration to determine a roadway's eligibility for future state and federal funding assistance. Technical descriptions and data for each classification with cross-sections, speeds, and other information is in the Appendix. Simplified explanations are below:

Local Streets are what you probably back out onto from your driveway. These streets are designed to give you access to your house and they lead to Collector Streets.

Collector Streets pick up local street traffic, often from several neighborhoods, and feed it to Minor Arterials.

Minor arterials are those streets that seem easy to manage--they may have businesses on each side, travelling feels quite comfortable. Minor arterials connect the Collectors to Principal Arterials.

Principal Arterials are those prominent streets that get us across town to places like the regional mall, the stadium, the local university, or the freeway. Principal Arterials are usually several lanes wide, and stops for through traffic are kept to a minimum.

Freeway/Expressways are for the long distance traveller. Speed increases and stops are eliminated.

F. Growth and the 2020 Plan

Our explosive growth strains local budgets and facilities. Meeting today's needs while providing for the future, is a job that grows with the Region. Budgeting to meet these needs is frustrating in a political climate where the public wants less taxation but more service from government. And, of course, streets are always high priorities. But, when other needs must also be prioritized with streets, local government faces more wants than dollars. Planning helps us to get the most from our assets by examining what we have and then setting priorities for what we want, what we need and what we can afford.

So, as we plan for a better Regional Transportation System, we also plan for future actions with a broad approach to transportation. As we grow we anticipate more convenience and efficiency by developing alternate modes of transportation. Technology is changing our lifestyles, our need to travel and our travel destinations.

The 1991 "ISTEA" legislation requires that future plans be developed with regard to funding constraints. Our rapid growth and limited financial resources demand that we prepare plans and schedules for accomplishing improvements. This 2020 plan includes an *"Unconstrained Plan"* and a *"Constrained Plan"*. The *"Unconstrained Plan"* includes improvements unlimited by cost. In the *"Constrained Plan"* improvements are limited by local, state and federal budgets.

Existing and proposed routes are illustrated on the "2020 Regional Transportation Plan" map. Other maps and tables detail system plans, roadway segments, and specialized facilities such as bridges and bicycle routes. Projects for signalization and localized drainage improvements on existing routes are not included in the 2020 Plan because the scope of such projects is too minute for a system-wide plan.

Transit facilities are also included in the Constrained and Unconstrained Plans. Public and private transit facilities will make our Region more accessible to those who have no means of transportation. This includes the young, old, disabled and all who haven't access to an automobile. Transit can serve more people while causing less traffic congestion. As it reduces dependence upon the automobile it also increases job opportunities to those without automobiles. New neighborhood designs, such as the Neighborhood Concept which recreates the delightful variety at the older core of our towns, are beginning to emerge. These developments are, once again, creating the opportunity for people to walk, ride a bike or take the bus. All of these options can provide safe routes to work, school and neighborhood shopping.

The Region's growth is indicated by tables beginning on page 1-7 which include population, employment, bank deposits, per capita income, property assessments and retail & wholesale sales. For each city in the Metro Area another set of tables includes a variety of

Socioeconomic indicators from the public and private sector. All of these tables underscore the fact that this region has had exceptional growth and should continue to grow at a brisk pace.

For over 20 years the Region sustained the highest population growth rate of any two-county region in Arkansas. It also experienced the highest total growth per year of any metropolitan area outside the Little Rock Metropolitan Statistical Area (MSA). Population projections through the year 2020 are based upon the Region's demonstrated growth from 1980 through 1994. The projections are based upon U. S. Census data and building permit data for the period.

The Region's growth in the 1990's has been exceptional. However, future projections, based upon the last five years growth, can't be made with such optimistic expectations. Because of this, the 1980 -1994 period was studied to establish a more reasonable annual growth trend. Total dwelling unit (DU) growth for the 15 year period (1980 through 1994) was examined and future projections are based upon this 15 year trend. Population projections are derived by adding the projected growth to the 1990 population. Projected population was calculated as follows:

Projected Population = 1990 population + calculated population increase.

Calculation Example:

City of Springdale - growth projection for year 2000

1990 Data: Population = 29,941 Total occupied DU = 11,432

Avg. Population per DU = 2.62

Average annual Dwelling Unit increase 1980 - 1994 = 364.9 DU/Year

Average annual Population increase = $2.62 \times 364.9 = 956.0$ People / year

10 year population growth = $10 \times 956.0 = 9,560$

Year 2000 population = $29,941 + 9,560 = 39,501$

Population Projections

When the 1973 Regional Transportation Plan was adopted, the Region's population was 127,846 (1970 Census; Benton County - 50,476 and Washington County - 77,370). By 1990, the Region's population had grown to 210,908, an increase of 65% or 83,062 people. Census data for 1990 and the NWARPC's current projections through 2020 are shown below.

CITY/COUNTY * = Metro Cities	Projection Data				Population Projections 1995-2020					
					Based upon 1980-1994 Trend					
	1990 Population	1990 Pop/DU	Trend DU/Yr.	Projected Pop/Yr.	1995	2000	2005	2010	2015	2020
BENTON COUNTY	33986	2.77	37.9	105.1	33986	34918 0	35384 0	35850 0	36316 0	36782 0
AVOCA	269	2.66	2.6	6.9	304	338	373	407	442	477
BELLA VISTA CDP	9083	2.08	329.3	684.7	12506	15930	19353	22776	26200	29623
BENTONVILLE*	11257	2.64	167.4	441.7	13466	15674	17883	20092	22300	24509
BETHEL HEIGHTS	281	2.75	3.7	10.1	332	382	433	483	534	584
CAVE SPRINGS*	465	2.74	2.0	5.5	492	520	547	574	602	629
CENTERTON*	491	2.92	11.7	34.1	661	832	1002	1173	1343	1514
DECATUR	918	2.74	1.8	4.9	943	967	992	1017	1041	1066
GARFIELD	308	2.50	3.7	9.3	355	401	448	495	542	588
GATEWAY	65	2.10	0.1	0.3	66	68	69	71	72	73
GENTRY	1726	2.67	11.7	31.3	1883	2039	2196	2352	2509	2665
GRAVETTE	1412	2.52	8.3	20.8	1516	1620	1725	1829	1933	2037
HIGHFILL*	84	2.40	0.0	0.0	84	84	84	84	84	84
LITTLE FLOCK*	944	2.79	14.5	40.6	1147	1350	1553	1756	1959	2162
LOWELL*	1224	2.58	30.2	78.0	1614	2004	2394	2784	3174	3564
PEA RIDGE	1620	2.68	7.0	18.8	1714	1808	1902	1995	2089	2183
ROGERS*	24692	2.54	436.0	1109.3	30238	35785	41331	46878	52424	57971
SILOAM SPRINGS	8151	2.67	34.7	92.6	8614	9077	9540	10003	10466	10929
SULPHUR SPRING	523	2.48	1.5	3.6	541	559	578	596	614	632
COUNTY Sub. Tot.	97499			2697.7	110462	124357	137785	151214	164643	178072
WASHINGTON CO.	30866	2.80	43.9	122.8	31480	32094	32709	33323	33937	34551
ELKINS	692	2.59	9.3	24.2	813	934	1055	1176	1297	1418
ELM SPRINGS*	893	2.69	7.3	19.7	992	1090	1189	1287	1386	1485
FARMINGTON*	1322	2.62	19.7	51.5	1579	1837	2094	2352	2609	2867
FAYETTEVILLE*	42099	2.49	575.1	1433.0	49264	56429	63595	70760	77925	85090
GOSHEN	589	2.79	17.2	48.0	829	1069	1309	1549	1789	2029
GREENLAND*	757	2.79	7.2	20.1	858	958	1059	1159	1260	1360
JOHNSON*	599	2.54	22.3	56.5	882	1164	1447	1729	2012	2294
LINCOLN	1460	2.39	6.7	16.0	1540	1620	1699	1779	1859	1939
PRAIRIE GROVE	1761	2.49	14.5	36.2	1942	2123	2304	2485	2666	2847
SPRINGDALE*	29941	2.62	364.9	956.0	34721	39501	44280	49060	53840	58620
TONTITOWN*	460	2.63	5.7	14.9	534	609	683	758	832	907
WEST FORK	1628	2.82	9.9	28.0	1768	1908	2048	2189	2329	2469
WINSLOW	342	2.76	2.3	6.3	373	405	436	467	498	530
COUNTY Sub. Tot.	113409			2833.2	127575	141741	155907	170073	184239	198405
METRO Total	115509			4271.0	136864	158219	179574	200929	222284	243639
REGIONAL TOTAL	210908			5530.9	238037	266098	293692	321287	348882	376477

GROWTH INDICATORS

Benton & Washington Counties

INDICATOR	1970 Total	1980			1990		
		Total	GROWTH 1970-1980		Total	GROWTH 1980-1990	
			Number	% Chg.		Number	% Chg.
Population							
Benton County	50,476	78,115	27,639	54.8%	97,499	19,384	24.8%
Washington Co.	77,370	100,494	23,124	29.9%	113,409	12,915	12.9%
Region	127,846	178,609	50,763	39.7%	210,908	32,299	18.1%
School Enrollment							
Benton County	11,187	13,308	2,121	19.0%	16,169	2,861	21.5%
Washington Co.	16,851	17,725	874	5.2%	19,990	2,265	12.8%
Region	28,038	31,033	2,995	10.7%	36,159	5,126	16.5%
Bank Deposits							
Benton County	\$64,983,000	\$305,821,000	\$240,838,000	370.6%	\$846,937,000	\$541,116,000	176.9%
Washington Co.	\$124,771,000	\$434,931,000	\$310,160,000	248.6%	\$942,481,000	\$507,550,000	116.7%
Region	\$189,754,000	\$740,752,000	\$550,998,000	290.4%	\$1,789,418,000	\$1,048,666,000	141.6%
Per Capita Income Estimates					(1992)		
Benton County	\$2,853	\$8,155	\$5,302	185.8%	\$17,827	\$9,672	118.6%
Washington Co.	\$2,678	\$7,225	\$4,547	169.8%	\$16,911	\$9,686	134.1%
Personal Income Estimates					(1992)		
Benton County	\$144,704,000	\$633,832,000	\$489,128,000	338.0%	\$1,882,288,000	\$1,248,456,000	197.0%
Washington Co.	\$207,310,000	\$718,278,000	\$510,968,000	246.5%	\$2,031,801,000	\$1,313,523,000	182.9%
Region	\$352,014,000	\$1,352,110,000	\$1,000,096,000	284.1%	\$3,914,089,000	\$2,561,979,000	189.5%
Real & Personal Property Assessment							
Benton County	\$56,030,000	\$215,460,000	\$159,430,000	284.5%	\$753,643,000	\$538,183,000	249.8%
Washington Co.	\$43,032,000	\$196,488,000	\$153,456,000	356.6%	\$650,101,000	\$453,613,000	230.9%
Region	\$99,062,000	\$411,948,000	\$312,886,000	315.8%	\$1,403,744,000	\$991,796,000	240.8%
Retail Sales	(1972)	(1982)			(1990)		
Benton County	\$108,412,000	\$300,272,000	\$191,860,000	177.0%	\$596,968,000	\$296,696,000	98.8%
Washington Co.	\$184,308,000	\$498,362,000	\$314,054,000	170.4%	\$999,758,000	\$501,396,000	100.6%
Region	\$292,720,000	\$798,634,000	\$505,914,000	172.8%	\$1,596,726,000	\$798,092,000	99.9%
Wholesale Sales	(1972)	(1982)			(1987)		
Benton County	\$84,627,000	\$177,917,000	\$93,290,000	110.2%	\$503,454,000	\$325,537,000	183.0%
Washington Co.	\$226,935,000	\$569,105,000	\$342,170,000	150.8%	\$904,417,000	\$335,312,000	58.9%
Region	\$311,562,000	\$747,022,000	\$435,460,000	139.8%	\$1,407,871,000	\$660,849,000	88.5%

Sources: U. S. Bureau of the Census, U. S. Dept. of Commerce, Federal Deposit Insurance Corp., Arkansas Dept. of Commerce, Ark. Employment Security Div.

EMPLOYMENT
Benton & Washington Counties

INDICATOR	1980 Total	1994 Total	Growth 1980-1994	%Chg. (5-1-94)
Labor Force	73600	130725	57125	77.6%
Total Employment	69700	127450	57750	82.9%
Unemployment Rate	5.3%	2.5%		
Agriculture	5300	6750	1450	27.4%
Manufacturing	18950	38200	19250	101.6%
Nonmanufacturing	45450	82500	37050	81.5%
Manufacturing				
Durable Goods	8750	12700	3950	45.1%
Nondurable Goods	10200	20900	10700	104.9%
Nonmanufacturing				
Construction	3200	4600	1400	43.8%
Transportation & Public Utilities	3850	8100	4250	110.4%
Trade	15850	31600	15750	99.4%
Finance, Insurance & Real Estate	2100	4200	2100	100.0%
Services	8450	21900	13450	159.2%
Government	12000	16700	4700	39.2%

Source: Arkansas Employment Security Division

Regional SocioEconomic Factors

	Bentonville	Rogers	Lowell	Springdale	Fayetteville
1990 Population	11257	24692	1224	29941	42099
2000 Projection	15674	35785	2004	39501	56429
2005 Projection	17883	41331	2394	44280	63595
2010 Projection	20092	46878	2784	49060	70760
2015 Projection	22300	52424	3174	53840	77925
2020 Projection	24509	57971	3564	58620	85090
Municipal Services:					
Type of Local Govt.	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council
Annual budget	\$19,975,633	\$13,956,716	\$602,000	\$8,350,000	\$67,900,000
Bonded Indebtedness					\$12,300,000
City	\$9,900,000	\$9,500,000	\$0	\$0	\$41,300,000
County	\$0	\$0	\$0	\$3,385,000	\$3,310,000
School	\$6,900,000	\$9,524,860	\$9,524,860	\$15,407,450	\$10,895,000
Fire Insurance class					
In City	5	5	5.0000	5.0000	4.0000
Outside	5-9	7-9	9.0000	6-10	N/A
No. of pumpers/trucks	8	15	5	6	11
Garbage Service Provided:	Yes	Yes	No	Yes	Yes
Public Library	Yes	Yes	No	Yes	Yes
Comprehensive City Plan	Yes	Yes	Yes	Yes	Yes
City Zoning	Yes	Yes	Yes	Yes	Yes
Percent of Streets Paved	99%	99%	90%	95%	100%
Utilities:					
Water Source	Beaver Water District				
Capacity of Water Plant	Total Beaver Water District Capacity 80.1mgd				
Average Daily Consumption	4.0 mgd	4.5 mgd	8.0 mgd	9.0 mgd	10.0 mgd
Storage Capacity					
Ground	3.0 mgd	2.0 mgd	15.0 mgd	25 mgd	0
Elevated	1.5 mgd	4.8 mgd	0 gals	0 gals	27.3 mgd
Sewer:					
Type of Treatment Plant	Activated Sludge	Bio-Filtration	Trickling Filter	Extended Aeratio	Activated Sludge
% of community served by sewer	97%	65%	100%	85%	99%
Average daily load	2.0 mgd	4.0 mgd	8.0 mgd	6 mgd	9.0 mgd
Design capacity	4.0 mgd	6.7 mgd	16.0 mgd	15.6 mgd	11.0 mgd
Electric Company	Municipally owned from SWEPCO	SWEPCO Carroll Electric	SWEPCO Carroll Electric	SWEPCO Ozark's Electric	SWEPCO
Natural Gas Company	Arkansas Western Gas				
Telephone Company	Southwestern Bell Telephone				
Tax Structure:					
City					
Property Tax rate	5.00	5.00	5.40	9.00	1.00
Assess. %	20	20	20	20	1.00
Personal Property Tax Rate	5.00	5.00		9.00	2.30
Assess. %	20	20		20	20
County					
Property Tax rate	4.3000	4.3000	4.3000	6.3000	6.3000
Assess. %	20	20		20	20
Personal Property Tax Rate	4.3000	4.3000		6.3000	4.0000
Assess. %	20	20		20	20

Regional SocioEconomic Factors

	Bentonville	Rogers	Lowell	Springdale	Fayetteville
School					
Property Tax rate	35.3000	27.0000	27.0000	31.4000	36.2000
Assess. %	20	20		20	20
Personal Property Tax Rate	30.3000	27.0000		31.4000	41.0000
Assess. %	20	20		20	20
College					
Property Tax rate	3.0000	3.0000			
Assess. %	20	20			
Personal Property Tax Rate	3.0000	3.0000			
Assess. %	20	20			
Total					
Property Tax rate	48.1000	39.3000	36.7000	46.7000	47.3000
Personal Property Tax Rate	48.1000	39.3000			47.3000
Education					
Elementary Schools	4	7	1	9	8
Grades	K-5	K-6	PreK-6	K-6	K-6
Middle School	1	0	0	0	0
Grades	6-7				
Junior High	1	2	0	2	2
Grades	8-9	7-9		7-9	7-9
High School	1	1	0	1	2
Grades	10-12	10-12		10-12	10-12
Private/Parochial	1	2	0	1	3
Transportation:					
Nearest intermodal facility	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok
Nearest piggyback service	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO
Nearest commercial airport	Fayetteville	Fayetteville	Fayetteville	Fayetteville	In City
Distance	26 miles	19 miles	15 miles	10 miles	In City
Nearest general aviation airport	In City	In City	Springdale	In City	In City
Location, length, time in transit					
Miles					
Atlanta	777	687	674	678	669
Chicago	597	594	612	570	646
Dallas	376	343	330	329	333
Houston	574	536	523	541	518
Kansas City	209	232	241	220	233
Los Angeles	1,801	1,560	1,559	1,517	1,554
Memphis	376	293	309	326	326
New Orleans	655	612	599	646	618
New York City	1,272	1,270	1,282	1,258	1,410
St. Louis	304	316	327	340	370
Days by Rail Car Load					
Atlanta	7	7	4	4	3
Chicago	3	3	3	3	4
Dallas	3	3	5	5	3
Houston	3	3	7	7	3
Kansas City	1	1	2	2	2
Los Angeles	8	8	10	10	5
Memphis	3	3	3	3	1
New Orleans	3	3	7	7	4
New York City	6	6	8	8	7
St. Louis	1	1	2	2	2
Days by Truck Load					
Atlanta	2	2	1	1	2

Regional SocioEconomic Factors

	Bentonville	Rogers	Lowell	Springdale	Fayetteville
Chicago	2	2	1	1	1
Dallas	1	1	1	1	1
Houston	2	2	1	1	2
Kansas City	1	1	1	1	1
Los Angeles	6	6	3	3	4
Memphis	1	1	1	1	1
New Orleans	3	3	1	1	3
New York City	6	6	2	2	4
St. Louis	1	1	1	1	2
Days by Truck LTL					
Atlanta	2	2	3	3	2
Chicago	2	2	3	3	2
Dallas	1	1	3	3	2
Houston	2	2	2	2	2
Kansas City	1	1	2	2	2
Los Angeles	6	6	5	5	4
Memphis	1	1	1	1	1
New Orleans	3	3	3	3	4
New York City	6	6	5	5	4
St. Louis	1	1	2	2	2
Commercial/Indust. Services					
Type of Newspaper(s) in city	Daily, Weekly	Daily	Daily	Daily	Daily
Number of Banks in City	2	5	1	3	5
No. of Savings and Loans	2	2	0	3	1
Total Assets	\$935,090,367	\$1,755,400,000	\$352,336,000	\$477,349,183+	\$866,813,000
Health Facilities:					
Number of Hospitals	1	1	0	1	5
If none, distance to nearest			5 miles		
Total No. of Beds	63	165	0	222	574
Nearest Emergency Med Treatment	In City	In City	Rogers, Springdal	In City	In City
No. of Nursing Homes in City	2	3	0	3	3
Recreation:					
Tennis Courts	4	10	0	11	15
Parks	7	14	2	3	33
Swimming Pools	1	1	0	1	2
Housing and Churches:					
No. of Dwellings	4,482	10,291	750	12,076	20,301
Owner Occupied	66%		90%	64%	43%
Rental apartments available	874	50-60	54	2534	8087
Churches					
Protestant	25	59	7	22	70
Catholic	2	1	0	1	2
Nearest synagogue	30 miles	20 miles	11 miles	8 miles	In City

Sources: NWARPC, SWEPCO Economic Development Dept. and Cities

Regional SocioEconomic Factors

	Bethel Heights	Cave Springs	Centerton	Highfill	Little Flock
1990 Population	281	465	491	84	944
2000 Projection	382	520	832	84	1350
2005 Projection	433	547	1002	84	1553
2010 Projection	483	574	1173	84	1756
2015 Projection	534	602	1343	84	1959
2020 Projection	584	629	1514	84	2162
Municipal Services:					
Type of Local Govt.	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council
Annual budget			331,000		
Bonded Indebtedness			100,000		
City					
County					
School					
Fire Insurance class					
In City		7	8		
Outside		9			
No. of pumpers/trucks		3/4	5/3		
Garbage Service Provided:		Yes	Yes		
Public Library		Yes	No		
Comprehensive City Plan		Yes	Yes		
City Zoning		Yes	Yes		
Percent of Streets Paved			100%		
Utilities:					
Water Source		Beaver	Water	District	
Capacity of Water Plant					
Average Daily Consumption		4200			
Storage Capacity					
Ground					
Elevated					
Sewer:					
Type of Treatment Plant					
% of community on sewer					
Average daily load					
Design capacity					
Electric Company		SWEPCO	SWEPCO REA		
Natural Gas Company		Arkansas	Western	Gas	
Telephone Company	S. W. Bell		G T E		S. W. Bell
Tax Structure:					
City					
Property Tax rate		2.3			
Assess. %					
Personal Property Tax Rate		4.7			
Assess. %					
County					
Property Tax rate					
Assess. %					
Personal Property Tax Rate					
Assess. %					

Regional SocioEconomic Factors

	Bethel Heights	Cave Springs	Centerton	Highfill	Little Flock
School					
Property Tax rate					
Assess. %					
Personal Property Tax Rate					
Assess. %					
College					
Property Tax rate					
Assess. %					
Personal Property Tax Rate					
Assess. %					
Total					
Property Tax rate					
Personal Property Tax Rate					
Education					
Elementary					
Grades					
Middle School					
Grades					
Junior High					
Grades					
High School					
Grades					
Private/Parochial					
Transportation:					
Nearest intermodal facility	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok
Nearest piggyback service	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO
Nearest commercial airport	Fayetteville	Fayetteville	Fayetteville	Fayetteville	Fayetteville
Distance	15 miles	15 miles	15 miles	15 miles	15 miles
Nearest general aviation airport	Springdale	Springdale	Springdale	Rogers	Rogers
Location, length, time in transit					
Miles					
Atlanta	681	680	782	686	690
Chicago	573	618	602	624	597
Dallas	332	336	381	342	346
Houston	544	529	579	535	539
Kansas City	223	247	214	253	235
Los Angeles	1,520	1,565	1,806	1,571	1,563
Memphis	329	315	381	321	296
New Orleans	649	605	660	611	615
New York City	1,261	1,288	1,277	1,294	1,273
St. Louis	343	333	309	339	319
Days by Rail Car Load					
Atlanta	4	4	7	4	7
Chicago	3	3	3	3	3
Dallas	5	5	3	5	3
Houston	7	7	3	7	3
Kansas City	2	2	1	2	1
Los Angeles	10	10	8	10	8
Memphis	3	3	3	3	3
New Orleans	7	7	3	7	3
New York City	8	8	6	8	6
St. Louis	2	2	1	2	1
Days by Truck Load					
Atlanta	1	1	2	1	2

Regional SocioEconomic Factors

	Bethel Heights	Cave Springs	Centerton	Highfill	Little Flock
Chicago	1	1	2	1	2
Dallas	1	1	1	1	1
Houston	1	1	2	1	2
Kansas City	1	1	1	1	1
Los Angeles	3	3	6	3	6
Memphis	1	1	1	1	1
New Orleans	1	1	3	1	3
New York City	2	2	6	2	6
St. Louis	1	1	1	1	1
Days by Truck LTL					
Atlanta	3	3	2	3	2
Chicago	3	3	2	3	2
Dallas	3	3	1	3	1
Houston	2	2	2	2	2
Kansas City	2	2	1	2	1
Los Angeles	5	5	6	5	6
Memphis	2	2	1	2	1
New Orleans	3	3	3	3	3
New York City	5	5	6	5	6
St. Louis	2	2	1	2	1
Commercial/Industrial Services:					
Type of Newspaper(s) in city					
Number of Banks in City	-	-	1	-	-
No. of Savings and Loans					
Total Assets					
Health Facilities:					
Number of Hospitals					
If none, distance to nearest					
Total No. of Beds					
Nearest Emergency Med Treatment					
No. of Nursing Homes in City					
Recreation:					
Tennis Courts					
Parks	-	-	1	-	-
Swimming Pools					
Housing and Churches:					
No. of Dwellings					
Owner Occupied					
Rental apartments available					
Churches					
Protestant	-	-	4	-	-
Catholic					
Nearest synagogue					

Sources: NWARPC, SWEPCO Economic Development Dept. and Cities

Regional SocioEconomic Factors

	Elm Springs	Farmington	Greenland	Johnson	Tontitown
1990 Population	893	1322	757	599	460
2000 Projection	1090	1837	958	1164	609
2005 Projection	1189	2094	1059	1447	683
2010 Projection	1287	2352	1159	1729	758
2015 Projection	1368	2609	1260	2012	832
2020 Projection	1485	2867	1360	2294	907
Municipal Services:					
Type of Local Govt.	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council	Mayor-Council
Annual budget		758,142	350,000	537,236	142,960
Bonded Indebtedness					159,952
City					
County					
School					
Fire Insurance class					
In City		5	4		7
Outside		7			9
No. of pumpers/trucks		3	1	1	7
Garbage Service Provided:		Yes	Yes	Yes	No
Public Library		No	Yes	No	No
Comprehensive City Plan		Yes		Yes	Yes
City Zoning		Yes		Yes	Yes
Percent of Streets Paved					100%
Utilities:					
Water Source		Beaver	Water	District	
Capacity of Water Plant					
Average Daily Consumption					
Storage Capacity					
Ground Elevated					
Sewer:		Yes			No
Type of Treatment Plant					
% of community on sewer		99%		85%	
Average daily load					
Design capacity					
Electric Company		SWEPCO Ozark's Electric	SWEPCO Ozark's Electric	SWEPCO	Ozark's Electric
Natural Gas Company		Arkansas	Western	Gas	
Telephone Company		Prairie Grove Tel.	S. W.	Bell	
Tax Structure:					
City					
Property Tax rate		5,622,240	3 mills	.5 mills	
Assess. %					
Personal Property Tax Rate		1,500,903		5 mills	
Assess. %					
County					
Property Tax rate				4 mills	
Assess. %					
Personal Property Tax Rate				4 mills	
Assess. %					

Regional SocioEconomic Factors

	Elm Springs	Farmington	Greenland	Johnson	Tontitown
School					
Property Tax rate		12,047,220		.00065 mills	
Assess. %					
Personal Property Tax Rate		3,528,852		.00065 mills	
Assess. %					
College					
Property Tax rate					
Assess. %					
Personal Property Tax Rate					
Assess. %					
Total					
Property Tax rate					2 mills
Personal Property Tax Rate					
Education					
Elementary		3	1		
Grades		K-6	K-6		
Middle School		1			
Grades					
Junior High					
Grades					
High School		2	1		
Grades		7-12	7-12		
Private/Parochial					
Transportation:					
Nearest intermodal facility	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok	Tulsa, Ok
Nearest piggyback service	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO	Springfield, MO
Nearest commercial airport	Fayetteville	Fayetteville	Fayetteville	Fayetteville	Fayetteville
Distance	15 miles	15 miles	15 miles	15 miles	15 miles
Nearest general aviation airport	Springdale	Springdale	Fayetteville	Springdale	Springdale
Location, length, time in transit					
Miles					
Atlanta	683	675	675	673	683
Chicago	575	652	652	650	575
Dallas	334	339	339	337	334
Houston	546	524	524	522	546
Kansas City	225	239	239	237	225
Los Angeles	1,522	1,560	1,560	1,558	1,522
Memphis	331	332	332	330	331
New Orleans	651	624	624	622	651
New York City	1,263	1,416	1,416	1,414	1,263
St. Louis	345	376	376	374	345
Days by Rail Car Load					
Atlanta	4	3	3	3	4
Chicago	3	4	4	4	3
Dallas	5	3	3	3	5
Houston	7	3	3	3	7
Kansas City	2	2	2	2	2
Los Angeles	10	5	5	5	10
Memphis	3	1	1	1	3
New Orleans	7	4	4	4	7
New York City	8	7	7	7	8
St. Louis	2	2	2	2	2
Days by Truck Load					
Atlanta	1	2	2	2	1

Regional SocioEconomic Factors

	Elm Springs	Farmington	Greenland	Johnson	Tontitown
Chicago	1	1	1	1	1
Dallas	1	1	1	1	1
Houston	1	2	2	2	1
Kansas City	1	1	1	1	1
Los Angeles	3	4	4	4	3
Memphis	1	O/N	O/N	O/N	1
New Orleans	1	3	3	3	1
New York City	2	4	4	4	2
St. Louis	1	2	2	2	1
Days by Truck LTL					
Atlanta	3	2	2	2	3
Chicago	3	2	2	2	3
Dallas	3	2	2	2	3
Houston	2	3	3	3	2
Kansas City	2	2	2	2	2
Los Angeles	5	4	4	4	5
Memphis	2	O/N	O/N	O/N	2
New Orleans	3	4	4	4	3
New York City	5	4	4	4	5
St. Louis	2	2	2	2	2
Commercial/Industrial Services:					
Type of Newspaper(s) in city					
Number of Banks in City	-	1	-	-	1
No. of Savings and Loans	-	1	-	-	-
Total Assets					
Health Facilities:					
Number of Hospitals					
If none, distance to nearest					
Total No. of Beds					
Nearest Emergency Med Treatment					
No. of Nursing Homes in City					
Recreation:					
Tennis Courts	-	-	-	1	-
Parks	-	-	-	-	1
Swimming Pools					
Housing and Churches:					
No. of Dwellings					
Owner Occupied					
Rental apartments available					
Churches					
Protestant	-	6	-	2	-
Catholic	-	-	-	-	1
Nearest synagogue					

Sources: NWARPC, SWEPCO Economic Development Dept. and Cities

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II. 2020 UNCONSTRAINED PLAN

A. PLAN DEVELOPMENT SUMMARY

Developing a transportation plan involves an examination of the existing system and preparation of this document which identifies the resources needed to make it better.

The 1991 "ISTEA" legislation requires that an unconstrained plan be developed without limitation to cost. This gives the decision makers maximum latitude in deciding what is needed. Preparing an unconstrained plan also gives them better insights into the most important strategies for producing the best constrained plan with limited resources.

The comprehensive plans of our Metro cities set the stage for improving our regional transportation system. These official documents specify what is wanted and where it should be at the local level. They contain a land use plan and a transportation plan - the basic tools used to direct future growth. The goal of these plans is to protect and improve our "Quality of Life" by establishing policies and standards for acceptable development and the directions it should take.

The 2020 Regional Land Use Plan and 2020 Unconstrained Plan are mosaics which have evolved from these local plans. Land use plans, because they indicate where growth is expected, largely determine what and where our future transportation facilities should be. The 2020 Unconstrained Plan for our transportation system is included in the *"2020 Regional Transportation System"* map. It portrays all of the facilities needed to serve the growth anticipated by the year 2020.

To determine what the Metro area cities wanted, a "Wish List" of all desired transportation improvements was compiled. Each city completed a questionnaire which identified the specific improvements they wanted. From the questionnaires, tables were developed which separated the project proposals by 5 year periods for each city by type of project and whether the expected use of the facility would be local, sub-regional or regional. Additional details are contained in a complete explanation of the questionnaire in section *"III. 2020 Constrained Plan"*.

A list of unconstrained projects is in the following table entitled *"Narts 2020 Long Range Plan Submissions - Unconstrained"*. These lists include improvements illustrated on the *"2020 Regional Transportation System"* map including all of the classified roadways that make up the regional transportation plan. Some facilities on the classified system are already in place do not need improvement. Also, some of the cities will upgrade the less costly facilities with their own resources.

NARTS 2020 LONG RANGE PLAN SUBMISSIONS - UNCONSTRAINED

ABBREVIATIONS

CITY CODES: BVL=Bentonville, CEN=Centerpoint, FYV=Fayetteville, JNS=Johnson, LVL=Lowell, NWARAA=Northwest Arkansas Regional Airport Authority, ROG=Rogers, SPD=Springdale
 USER: L=Local, S=Subregional, R=Regional
 CLASS: C=Collector, L=Local, M=Minor Arterial, P=Principle Arterial
 TYPE: WD=Widening, NL=New Location, BR=Bridge Job, IM=Intermodal, EN=Enhancement *ESTIMATED COST x \$1000
 LOS=Level of Service

EX X-S=Existing Cross Section
 PR X-S=Proposed Cross Section

BENTONVILLE PROJECTS

CITY	YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT		LOS WITHOUT IMPROVEMENT		LOS WITH IMPROVEMENT		EST. COST
											1994	2020	1994	2020	1994	2020	
BVL	1995-2000	WD	L	NW 3RD	WALTON BLVD.	ELM TREE	1.5	C	2	3	2270	4050	C	C	C	C	1680
BVL	1995-2000	WD	S	SE/SW 8TH	SW "I"	MOBERLY	2.25	M	2	5			C	E	C	C	5180
BVL	1995-2000	WD	S	SE/SW 8TH	SW "I"	SW "E"					7350	13110	D	E	C	C	
BVL	1995-2000	WD	S	SE/SW 8TH	SW "E"	AR 72S					8140	14510	D	E	C	D	
BVL	1995-2000	WD	S	SE/SW 8TH	AR 72S	AR 112					9500	18900	E	E	C	D	
BVL	1995-2000	WD	S	SE/SW 8TH	AR 72S	MOBERLY					4110	7320	C	D	C	C	
BVL	1995-2000	WD	S	MOBERLY LN.	AR 72	WALTON BLVD.	2.5	M	2	5	6100	10870	C	E	C	C	5750
BVL	1995-2000	WD	S	AR 102	W. CITY LIMITS	E. CITY LIMITS	4.5	P	2	5							10350
BVL	1995-2000	WD	S	AR 102	W. CITY LIMITS	US 71B					8980	16000	D	E	C	C	
BVL	1995-2000	WD	S	AR 102	W. CITY LIMITS	AR 72S					13570	24200	E	E	C	E	
BVL	1995-2000	WD	S	AR 102	AR 72S	AR 112					14640	26090	E	E	C	E	
BVL	1995-2000	WD	S	AR 102	AR 102	US 71					17280	30800	E	E	C	E	
BVL	1995-2000	WD	S	AR 102	US 71	E. CITY LIMITS					18450	32880	E	E	D	E	
BVL	1995-2000	WD	R	AR 72	E. CITY LIMITS	W. CITY LIMITS	5.8	P	2	5							6440
BVL	1995-2000	WD	R	AR 72	W. CITY LIMITS	US 71B					2890	5150	C	C	C	C	
BVL	1995-2000	WD	R	AR 72	US 71B	AR 72S					6660	11880	C	E	C	C	
BVL	1995-2000	WD	R	AR 72	AR 72S	AR 112					8850	15780	D	E	C	C	
BVL	1995-2000	WD	R	AR 72	AR 112	MOBERLY LANE					10290	18350	D	E	C	D	
BVL	1995-2000	WD	R	AR 72	MOBERLY LANE	E. CITY LIMITS					6410	11430	C	D	C	C	
BVL	1995-2000	WD	R	US 71B	SW "A"	US 71	2.7	P	3	5							4350
BVL	1995-2000	WD	R	US 71B	SW "A"	AR 204					19520	34810	E	E	D	E	
BVL	1995-2000	WD	R	US 71B	AR 204	AR 12					16760	29890	E	E	D	E	
BVL	1995-2000	WD	R	US 71B	AR 12	AR 112					18430	32870	E	E	D	E	
BVL	1995-2000	WD	R	US 71B	AR 112	US 71					20390	36360	E	E	D	E	
BVL	1995-2000	NL	S	MOBERLY LN.	.5 MILES S OF AR 102	.7 MILES S. OF AR 102	0.2	M		5							805
BVL	1995-2000	NL	S	SE 28TH ST.	MOBERLY LN.	S. WALTON BLVD.	1.5	M		5							6038
BVL	1995-2000	NL	L	E/W ARTERIAL	N. WALTON BLVD.	US 71	2	M		5							8050
BVL	1995-2000	BR	S	AR 72 1 MILE W OF WALTON BLVD.			30'	P	2	5							67
BVL	1995-2000	BR	L	NW 3RD ST.	.5 MILES E. OF WALTON BLVD.		50'	C	2	3							89
1995-2000 TOTALS							22.95				220590	395250					48779
29 PROJECTS																	
BVL	2001-2005	WD	S	WATER TOWER RD.	E. CENTRAL	AR 102	1	M	2	5	2090	3730	C	C	C	C	2300
BVL	2001-2005	WD	S	SW "I"	US 71B	AR 112	2	M	2	5	3610	6430	C	C	C	C	1600
BVL	2001-2005	WD	R	AR 112	AR 102	WALTON BLVD.	1.5	P	2	5	4070	7250	C	C	C	C	3450
BVL	2001-2005	WD	L	NE/NW 2ND	US 71B	NE "J"	2	M	2	3							2240
BVL	2001-2005	WD	L	NE/NW 2ND	US 71B	N. MAIN					3790	6750	C	C	C	C	
BVL	2001-2005	WD	L	NE/NW 2ND	N. MAIN	NE "J"					2150	3830	C	C	C	C	
BVL	2001-2005	WD	S	AR 72S	AR 72	US 71B	1.25	P	2	5							2880
BVL	2001-2005	WD	S	AR 72S	AR 72	AR 102					7010	12490	C	E	C	C	

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BVL	2001-2005	WD	S	AR 72S	AR 102	US 71B	2	M	2	5	5070	9040	C	D	C	C	1600
BVL	2001-2005	WD	S	E. CENTRAL	AR 72	E. CITY LIMITS	2	M	2	5	1560	2780	C	C	C	C	5175
BVL	2001-2005	NL	L	E/W. COLLECTOR	NW. A ST.	US 71	1.5	C	3	3							4313
BVL	2001-2005	NL	L	SUNRISE ST.	EXTENSION S.	SE. WALTON BLVD.	1.25	C	3	5							67
BVL	2001-2005	BR	L	AR 102	25 MILES W. OF WALTON BLVD.		30'	P	2	5							
BVL	2001-2005	NL	S	AR 112 TO PROPOSED REG. AIRPORT			20'	M	2	5							
2001-2005 TOTAL 14 PROJECTS 12.5 29350 52300 23625																	
BVL	2006-2010	WD	L	BELLA VISTA RD	NW 12TH	NW 5TH	0.6	C	2	3	4180	7450	C	E	C	C	670
BVL	2006-2010	WD	L	NW 5TH	BELLA VISTA RD	NW "A"	0.4	C	2	3	4690	8360	C	E	C	C	450
BVL	2006-2010	WD	L	S. MAIN	AR 72	AR 102	1	C	2	5	7010	12490	E	E	C	D	2300
BVL	2006-2010	WD	L	N. MAIN	PARK	AR 72	0.75	C	2	5	4870	8680	C	E	C	C	1730
BVL	2006-2010	NL	L	SE 21ST ST.	EXT. E. TO MOBERLY LN. & W. TO S. WALTO		1.25	C	3	3							4313
BVL	2006-2010	BR	S	NE A ST.	1 MILE S. OF US 71		50'	C	1	2							48
2006-2010 TOTAL 6 PROJECTS 4 20750 36980 9511																	
BVL	2011-2015	NL	L	SW 8TH ST.	ELM TREE RD	SW "I" ST.	1.5	M	5								6038
2011-2015 TOTAL 1 PROJECT 1.5 6038																	
BVL	2016-2020	WD	S	NE "J"	AR 72	CITY LIMITS	2.5	M	2	5	1120	2000	C	C	C	C	5750
BVL	2016-2020	WD	S	NW 12TH	BTV HI. SCHOOL	PEACH ORCHARD	1.75	M	2	5	1930	3440	C	C	C	C	4030
BVL	2016-2020	NL	L	BEEN RD.	EXTENSION N. TO SW. 8TH ST. AND S. TO AR		1.5	C	3	3							5175
2016-2020 TOTAL 3 PROJECTS 5.75 3050 5440 14955																	
BVL	ALL	IM	S	MASS TRANSIT	TO BELLA VISTA AND S. 71 CORRIDOR		16										
BVL	ALL	EN	L	PEDESTRIAN BIKE ACCESS TO ACTIVITY CENTERS													
1995-2020 TOTAL 2 PROJECTS 16																	
TOTAL 55 PROJECTS 62.7 273740 489970 102908																	

ROGERS PROJECTS

CITY	YEAR	PROJ.	TYPE	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX	PR	ADT		LOS WITHOUT IMPROVEMEN		LOS WITH IMPROVEMENT		EST. COST
												1994	2020	1994	2020	1994	2020	
ROG	1995-2000	WD	S/L	S/L	W. OLIVE ST.	MOBERLY LN.	TURTLE CREEK DR.	1.5	M	2	3-4	4020	7160	C	C	C	C	2240
ROG	1995-2000	WD	S/L	S/L	W. OLIVE ST.	MOBERLY LN.	N. 30TH					8330	14850	D	E	C	D	
ROG	1995-2000	WD	S/L	S/L	W. OLIVE ST.	N. 30TH	TURTLE CREEK DR.											
ROG	1995-2000	WD	R/S/L	R/S/L	AR 94	US 71	US 71B	3.3	M	2	4	7700	13720	D	E	C	C	4934
ROG	1995-2000	WD	R/S/L	R/S/L	AR 94	US 71	OSAGE					7400	13190	D	E	C	C	
ROG	1995-2000	WD	R/S/L	R/S/L	AR 94	OSAGE	S. 26TH					7240	12900	D	E	C	C	
ROG	1995-2000	WD	R/S/L	R/S/L	AR 94	S. 26TH	US 71B											
ROG	1995-2000	WD	S/L	S/L	PERSIMMON ST.	DIXIELAND	N. 2ND	1.5	C	2	3	2960	5280	C	D	C	D	1680
ROG	1995-2000	WD	S/L	S/L	PERSIMMON ST.	DIXIELAND	AR 94					1650	2940	C	C	C	C	
ROG	1995-2000	WD	S/L	S/L	PERSIMMON ST.	AR 94	N. 2ND											
ROG	1995-2000	IM	R/S/L	R/S/L	INTERMODAL CONNECTION US 62 TO REGIONAL AIRPORT			12	M	2	2							
1995-2000 TOTAL 11 PROJECTS 18.3 39300 70040 8854																		
ROG	2001-2005	WD	L	L	W. OAK	28TH ST.	US 71B	2.1	C	2	3							2350

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ROG	YEAR	WD	L	W. OAK	28TH ST.	W. OAK	S. 13TH	5	M	2	5	5990	10670	D	E	D	E	E	11500
ROG	2001-2005	WD	L	DIXIELAND RD.	W. OAK	S. 13TH	US 71B					5210	9280	D	E	D	E		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	US 62	US 62	PLEASANT GROVE RD.					7290	12990	C	E	C	C		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	W. EASY	US 62	W. EASY					8080	14400	D	E	C	C		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	W. OLIVE	US 62	W. OLIVE					14080	25090	E	E	C	C		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	W. OLIVE	US 71B	W. OAK					12860	22920	E	E	C	C		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	W. OAK	US 71B	AR 94					5890	10500	C	E	C	C		
ROG	2001-2005	WD/BR	S/L	DIXIELAND RD.	AR 94	US 71B	PLEASANT GROVE RD.					1600	2850	C	C	C	C		
ROG	2001-2005	WD/BR	S/L	HORSE BARN RD.	US 71B	US 71B	SOUTH GATE RD.					N/C		E	E	C	D		
ROG	2001-2005	WD/BR	S/L	AR 12	US 62B	US 62B	DREAM VALLEY RD.					10810	19260	E	E	C	D		
ROG	2001-2005	WD/BR	R/S/L	AR 265	US 412	US 412	AR 102					4							
ROG	2001-2005	NL/BR	R/S/L	INTERMODAL CONNECTION	US 62 TO REGIONAL AIRPORT	US 62 TO REGIONAL AIRPORT						2							
2001-	14	PROJECTS																	
2001-	30.3											71810	127960						40986
ROG	2006-2010	WD	S/L	W. POPULAR ST.	13TH ST.	DIXIELAND RD.	DIXIELAND RD.					3630	6470	C	D	C	D		560
ROG	2006-2010	WD	L	PERRY RD.	HARSEBARN RD.	DIXIELAND RD.	DIXIELAND RD.					N/C							5750
ROG	2006-2010	WD	L	W. OLRICH ST.	S. 26TH ST.	S. 1ST	S. 1ST					3							2800
ROG	2006-2010	WD	L	W. OLRICH ST.	S. 26TH ST.	DIXIELAND	DIXIELAND					2410	4290	C	C	C	C		
ROG	2006-2010	WD	L	W. OLRICH ST.	DIXIELAND	US 71B	US 71B					5160							
ROG	2006-2010	WD	L	W. OLRICH ST.	US 71B	US 71B	US 71B					4420	7880	C	E	C	E		
ROG	2006-2010	WD	S/L	13TH ST.	POPULAR	OAK ST.	OAK ST.					7700	13720	E	E	E	E		450
ROG	2006-2010	NL/WD	L	S. 24TH ST.	US 71B	AR 94	AR 94					3							3450
2006-2010	8	PROJECTS										23320	32360						13010
TOTAL	33	PROJECTS										134430	230360						62850

FAYETTEVILLE PROJECTS

CITY	YEAR	TYPE	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX	PR	ADT	LOS	LOS	LOS	EST.
FYV	1995-2000	WD	R	JOYCE ST.	OLD MISSOURI RD.	AR 265	0.64	M	2	4	6240	10490	C	E	960
FYV	1995-2000	WD	S	AR 112S	US 71	AR 112	1.3	P	2	4	13880	23340	E	E	2000
FYV	1995-2000	WD	S	AR 112S	PORTER	SUNSET					11500	19330	D	E	
FYV	1995-2000	WD	S	AR 112S	SUNSET	AR 112					13340	22430	E	E	
FYV	1995-2000	WD	R	AR 265	AR 16	AR 45	2.4	P	2	4	10300	17320	D	E	2600
FYV	1995-2000	WD	R	AR 265	AR 16	HYLAND					11090	18650	D	E	
FYV	1995-2000	WD	R	AR 265	HYLAND	AR 45					11300	19000	E	E	
FYV	1995-2000	WD	R	GREGG AVE.	TOWNSHIP RD.	N. CITY LIMITS	1.88	M	2	4	12030	20230	E	E	2810
FYV	1995-2000	WD	R	GREGG AVE.	TOWNSHIP RD.	AR 180					N/C				
FYV	1995-2000	WD	R	GREGG AVE.	US 71	US 71					6310	10610	C	E	1270
FYV	1995-2000	WD	R	GREGG AVE.	US 71	N. CITY LIMITS	0.55	M	2	5	11040	18560	E	E	800
FYV	1995-2000	WD	R	AR 16 (RAZORBACK RD.)	15TH ST.	6TH ST.	0.5	M	2	5					
FYV	1995-2000	WD	S	AR 180	GREGG AVE.	US 71B									

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LOS=Level of Service												
ABBREVIATIONS												
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FYV	1995-2000	NL	R	RAZORBACK RD.	US 71	AR 16	0.85	P	5			2316
FYV	1995-2000	NL	S	TOWNSHIP RD.	AR 265	AR 45	1	L	2			690
FYV	1995-2000	NL	L	SALEM RD.	EXTENSION N.	MT. COMFORT RD.	1.75	C	2			1208
FYV	1995-2000	NL	R	JOYCE ST.	EXTENSION W.	GREGG ST.	1	M	4			4025
FYV	1995-2000	NL	R	MILL ST.	ROCK ST.	SPRING ST.	0.25	C	2			173
FYV	1995-2000	NL	L	DRAKE ST.	GREGG ST.	DRAKE ST.	0.25	C	2			173
FYV	1995-2000	NL	S	6TH ST.	WOOD ST.	HUNTSVILLE RD.	0.25	P	4			79
FYV	1995-2000	NL	L	HAPPY HOLLOW RD.	EXTENSION E.	AR 265	0.5	C	4			2013
FYV	1995-2000	BR	R	N. GREGG ST. BR.			350'	M	1	4		330
FYV	1995-2000	BR	L	MAPLE ST BR.			100'	C	2	2		100
FYV	1995-2000	BR	L	LAFAYETTE ST. BR			100'	C	2	2		100
FYV	1995-2000	IM	R/L	CITY WIDE SIDEWALK/BIKEWAY								
FYV	1995-2000	IM	L/S	BICYCLE AND PEDESTRIAN PATH (GREGG AVE.)								
FYV	1995-2000	EN	R	CORRIDOR ENHANCEMENT S. SCHOOL ST. AND US 71								
FYV	1995-2000	EN	R	CORRIDOR ENHANCEMENT AR 112S AND LEWIS ST.								
FYV	1995-2000	EN	R	CORRIDOR ENHANCEMENT CATO SPRINGS RD. AND RAZORBACK RD.								
FYV	1995-2000	EN	L/S	PRESERVATION OF RAIL CORRIDORS (PRAIRIE ST. TO CENTER ST)								
FYV	1995-2000	EN	L/S	PRESERVATION OF RAIL CORRIDORS (S. GARLAND TO SCHOOL)								
1995-2000 TOTAL 32 PROJECTS							13.12	107030	179960	22359		
FYV	2001-2005	WD	R	AR 265	AR 45	US 412	7	P	2	4		10470
FYV	2001-2005	WD	R		AR 45	TOWNSHIP					E	E
FYV	2001-2005	WD	R		AR 265	SKILLERN					E	C
FYV	2001-2005	WD	R		AR 265	JOYCE					E	C
FYV	2001-2005	WD	R		AR 265	ZION WEST					D	D
FYV	2001-2005	WD	R		AR 265	ZION WEST					D	D
FYV	2001-2005	WD	R		AR 265	ZION EAST					D	D
FYV	2001-2005	WD	R		AR 265	IVEY					D	D
FYV	2001-2005	WD	R		AR 265	US 412					E	C
FYV	2001-2005	WD	L	SYCAMORE ST.	LEVERETT AVE.	GARLAND AVE.	0.24	C	2	3	D	E
FYV	2001-2005	WD	L	24TH ST.	US 71B	COUNTRY CLUB DR.	0.51	L	2	2		
FYV	2001-2005	WD	S	ZION RD.	US 71B	AR 265	1.51	C	2	3		
FYV	2001-2005	WD	S		ZION RD.	OLD MISSOURI					D	E
FYV	2001-2005	WD	S		ZION RD.	AR 265					8520	5070
FYV	2001-2005	WD	R	NORTH ST.	GREGG AVE.	AR 45	0.95	P	2	4	7100	4220
FYV	2001-2005	WD	S	HUNTSVILLE RD.	MILL ST.	HAPPY HOLLOW RD.	1.24	C	2	3	8510	5060
FYV	2001-2005	WD	S	AR 112	RAZORBACK	MAPLE	0.25	M	2	4	7650	4550
FYV	2001-2005	WD	S	AR 16W.	US 71	DOUBLE SPRINGS RD.	3.13	P	2	4	27170	18160
FYV	2001-2005	WD	S		AR 16W.	SALEM					23450	13950
FYV	2001-2005	WD	S		AR 16W.	46TH					8350	3350
FYV	2001-2005	WD	S		AR 16W.	DOUBLE SPRINGS RD.					6600	11100
FYV	2001-2005	WD	S	SHILOH DR.	EXTENSION S.	DOROTHY JEAN ST.	0.5	C	2			
FYV	2001-2005	NL	R	6TH ST.	WOOD ST.	HUNTSVILLE RD.	0.25	P	4			
FYV	2001-2005	NL	S	DRAKE ST.	GREGG ST.	DRAKE ST.	0.25	C	2			
FYV	2001-2005	NL	L	HAPPY HOLLOW RD.	EXTENSION E.	AR 265	0.5	C	4			
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
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FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV	2001-2005	NL	L									
FYV												

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FYV	2001-2005	NL	R	INTERCHANGE RAMP	US 71B N.	US 71B EXP.	X	1		1600
2001-2005 TOTAL 25 PROJECTS										25562
FYV	2001-2010	WD	S	AR 16E.	HAPPY HOLLOW RD.	STONEBRIDGE RD.	P	2	4-5	1750
FYV	2001-2010	WD	S		HAPPY HOLLOW RD.	AR 265				15360
FYV	2001-2010	WD	S	AR 16E	AR 265	STONEBRIDGE RD.				25820
2001-2010 TOTAL 3 PROJECTS										20510
FYV	2001-2015	WD	S	US 71B	NORTH ST.	S. SCHOOL	P	4	5	27560
FYV	2001-2015	WD	S	US 71B	NORTH ST.	MAPLE				46330
FYV	2001-2015	WD	S	US 71B	MAPLE	LAFAYETTE				41070
FYV	2001-2015	WD	S	US 71B	LAFAYETTE	DICKSON				24430
FYV	2001-2015	WD	S	US 71B	DICKSON	ROCK				24740
FYV	2001-2015	WD	S	US 71B	ROCK	S. SCHOOL				41590
FYV	2001-2015	WD	S	US 71B	ROCK	S. SCHOOL				25440
FYV	2001-2015	WD	S	US 71B	ROCK	S. SCHOOL				42770
2001-2015 TOTAL 6 PROJECTS										33070
FYV	2006-2010	WD	R	AR 16	US 71B	ARMSTRONG AVE.	P	2	5	19670
FYV	2006-2010	WD	R	AR 16	US 71B	MORNINGSIDE				12180
FYV	2006-2010	WD	R	AR 16	MORNINGSIDE	ARMSTRONG				20480
FYV	2006-2010	WD	L	TOWNSHIP RD.	US 71B	OLD WIRE RD.	M	2	4	106460
FYV	2006-2010	WD	S	OLD WIRE RD.	AR 45	AR 265	C/M	2	3-4	178980
FYV	2006-2010	WD	S	OLD WIRE RD.	AR 45	OVERCREST				14280
FYV	2006-2010	WD	S	OLD WIRE RD.	AR 45	TOWNSHIP				14360
FYV	2006-2010	WD	S	OLD WIRE RD.	AR 45	STANTON				8070
FYV	2006-2010	WD	S	OLD WIRE RD.	AR 45	STANTON				13570
FYV	2006-2010	WD	L	OLD MISSOURI RD.	OLD WIRE RD.	ZION RD.	C	2	3	7570
FYV	2006-2010	WD	S	AR 112	AR 112S	MAPLE ST.	M	2	4	12730
FYV	2006-2010	WD	R	AR 112	6TH ST.	MAPLE (AR 112)	M	2	4	7030
FYV	2006-2010	WD	L	LEVERETT AVE.	NORTH ST.	MAPLE ST.	C	2	3	8400
FYV	2006-2010	NL	L	RUPPLE RD.	AR 16W.	US 62	M	4		4010
2006-2010 TOTAL 14 PROJECTS										6740
FYV	2006-2020	WD	S	AR 45	US 71B	JOE FRED STARR RD.	M/P	2	4	7750
FYV	2006-2020	WD	S	AR 45	US 71B	N. WILLOW				750
FYV	2006-2020	WD	S	AR 45	N. WILLOW	MISSION				2220
FYV	2006-2020	WD	S	AR 45	LAFAYETTE	NORTH				730
FYV	2006-2020	WD	S	AR 45	NORTH	OLD WIRE				1390
FYV	2006-2020	WD	S	AR 45	OLD WIRE	AR 265				530
FYV	2006-2020	WD	S	AR 45	AR 265	JOE FRED STARR RD.				5534
2006-2020 TOTAL 7 PROJECTS										19034
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
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FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
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2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
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FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
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FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
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2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
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2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
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FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
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FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B				13940
FYV	2016-2020	WD	L	MAPLE ST.	GARLAND AVE.	ARKANSAS AVE.	C	2	3	14800
2016-2020 TOTAL 4 PROJECTS										24880
2016-2020 TOTAL 7 PROJECTS										18510
FYV	2011-2015	WD	L	POPLAR ST.	GREGG AVE.	LEVERETT AVE.	L	2	2	8040
FYV	2011-2015	NL	S/L	GREGG AVE.	NORTH ST.	6TH ST.	M	4		13520
2011-2015 TOTAL 2 PROJECTS										13330
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	US 71B	C/M	2	3-4	8290
FYV	2016-2020	WD	R	DICKSON ST.	ARKANSAS AVE.	N. UNIVERSITY				13940
FYV	2016-2020	WD	R	DICKSON ST.	N. UNIVERSITY	US 71B			</	

NARTS 2020 LONG RANGE PLAN SUBMISSIONS - UNCONSTRAINED

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 LOS=Level of Service

FY	2016-2020	WD	R	LEROEY POND DR.	RAZORBACK RD.	CALIFORNIA BLVD.	0.21	C	2	3	N/C			240
FYV	2016-2020	NL	R	EASTERN FYV. BYPASS	(DATA TO COMPILED FROM FUTURE STUDY)									
2016-2020	TOTA	4	PROJECTS				1.29					38830	65280	1710
FYV	?	IM	R/L	EXPANSION OF PUBLIC BUS/TRANSIT										
(NO DATE ASSIG)	1	PROJECT												
TOTAL	94	PROJECTS					48.75					582380	979150	81818

SPRINGDALE PROJECTS

CITY	YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT 1994 2020	LOS WITHOUT IMPROVEMENT 1994 2020	LOS WITH IMPROVEMENT 1994 2020	EST. COST*
SPD	1995-2000	WD	R/S	AR 265S	US 412	OLD MISSOURI RD.	2.31	M	2	4	6180	C	E	3453
SPD	1995-2000	WD	S	SHADY GROVE RD.	US 71B	JOHNSON RD.	0.7	M	2	4	5120	C	D	1050
SPD	1995-2000	WD	R/L	US 412	US 71B	ORIOLE	3.28	P	5		21830	D	E	
SPD	1995-2000	WD	R/L	US 412	US 71B	AR 265					17170	C	E	
SPD	1995-2000	WD	R/L	US 412	AR 265	ORIOLE					7440	D	E	
SPD	1995-2000	WD	R	JOHNSON RD.	US 412	CITY OF JNS	2.17	M	2	4	12510	D	E	3240
SPD	1995-2000	WD	R	CARLEY RD.	US 412	MAIN (JNS)	1.97	M	2	4	2320	C	C	2950
SPD	1995-2000	WD	R	CARLEY RD.	US 412	CHAPMAN					1380	C	C	
SPD	1995-2000	WD	R	CARLEY RD.	US 412	MAGNOLIA					230	C	C	
SPD	1995-2000	WD	R	CARLEY RD.	US 412	MAIN (JNS)					8740	D	E	1250
SPD	1995-2000	WD	S	HUNTSVILLE AVE.	CAMPBELL ST.	US 71B	1	P	2	5	1950	C	C	3770
SPD	1995-2000	WD	R	WAGON WHEEL RD.	US 71	US 71B	2.52	M	2	4	7550	C	E	2830
SPD	1995-2000	WD/BR	S	HUNTSVILLE AVE.	US 71B	OLD MISSOURI RD.	1.23	P	2	5	4410	C	C	
SPD	1995-2000	WD/BR	S	HUNTSVILLE AVE.	US 71B	PERRY					12690	C	E	
SPD	1995-2000	WD/BR	S	HUNTSVILLE AVE.	PERRY	OLD MISSOURI					7410	C	C	
SPD	1995-2000	WD/BR	R	OLD WIRE RD.	RANDALL WOBBE LN.	AR 264	1.78	M	2	4	6690	C	E	2660
SPD	1995-2000	WD/BR	R	OLD WIRE RD.	RANDALL WOBBE LN.	COUNTY LINE RD					11250	C	C	
SPD	1995-2000	WD/BR	R	OLD WIRE RD.	COUNTY LINE RD	JEFFERSON					6190	C	E	
SPD	1995-2000	WD/BR	R	OLD WIRE RD.	JEFFERSON	AR 264					6080	C	E	
SPD	1995-2000	BR	S/L	SILENT GROVE RD. AT SPRING CREEK			120'	C	1	3				166
SPD	1995-2000	BR	S/L	SHADY GROVE RD. AT LITTLE SAND CREEK			120'	M	1	3				166
SPD	1995-2000	BR	S	SPRING CREEK BR	PUMP STATION RD.		120'	C	1	3				166
1995-2000	TOTA	21	PROJECTS				14.65				103280	175080		21701
SPD	2001-2005	WD	S	CAMBRIDGE RD.	OAKLAWN	ROBINSON AVE.	1.03	C	2	3	4300	C	E	1150
SPD	2001-2005	WD	S	LOWELL RD.	MILL ST.	COUNTY LINE RD.	1.11	C	2	3	N/C			1240
SPD	2001-2005	WD	L	BACKUS AVE.	40TH	US 71B	1.93	C	2	3				2160
SPD	2001-2005	WD	L	BACKUS AVE.	40TH	SAN MIGUEL					6120	D	E	
SPD	2001-2005	WD	L	BACKUS AVE.	SAN MIGUEL	WEST END					5870	D	E	
SPD	2001-2005	WD	L	BACKUS AVE.	WEST END	US 71B					8690	E	E	
SPD	2001-2005	WD	L	WOODCLIFF RD./MONITOR			0.72	C	2	3	N/C			810
SPD	2001-2005	WD	L	OLD WIRE RD.	MILL ST.	RANDALL WOBBE LN.	0.72	C	2	3	1330	C	C	810
SPD	2001-2005	WD	L	SANDERS AVE.	US 71B	LOWELL RD.	0.58	C	2	3	2240	C	C	650

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 LOS=Level of Service

EX X-S=Existing Cross Section
 PR X-S=Proposed Cross Section

SPD	2001-2005	WD/BR	S	SILENT GROVE RD.	BACKUS AVE.	WAGON WHEEL RD.	2.06	C	2	4	1010	1800	C	C	E	3080
SPD	2001-2005	NL	S	OAKLAWN RD.	CARLEY RD.	JOHNSON RD.	0.42	M		3						966
SPD	2001-2005	NL	R	56TH ST.	US 412	BOB MILLS RD.	1.65	P		3						3795
SPD	2001-2005	NL	R/L	US 412	BYPASS N. OF SPD		15	P		4						
SPD	2001-2005	NL/WD	S	EMMA AVE.	GUTENSOHN	40TH ST.	0.65	C		3						583
SPD	2001-2005	BR/DR	R	DRAINAGE STRUCTURE E. OF US 412 AND GUTENSOHN			100'	P	5							258
2001-2005 TOTAL		15 PROJECTS				25.87				29560		49810				15502
SPD	2006-2010	NL/BR	S/L	OAKLAWN RD.	CAMBRIDGE	US 71B	0.4		3							920
2006-2010 TOTAL		1 PROJECT				0.4										920
TOTAL		37 PROJECTS				40.92				132840		224890				38123

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 TYPE: WD=Widening, NL=New Location, BR=Bridge Job, IM=Intermodal, EN=Enhance
 *ESTIMATED COST x \$1000
 LOS=Level of Service
 EX X-S=Exist
 PR X-S=Proposed

JNS	1995-2000	WD/NL	R	WILKERSON	S. CITY LIMITS	MAIN	1.2	M	2	2	3390	5700	C	C	C	1250
JNS	1995-2000	BR	R	BRIDGE ON WILKERSON AT CLEAR CREEK			101'	M	1	3						140
JNS	1995-2000	BR	L	BRIDGE AT CARLEY AND MAIN			27'	C	1	2						30
JNS	1995-2000	BR	R	BRIDGE AT MAIN AND LITTLE SANDY CREEK			33'	P	1	3						50
1995-2000 TOTAL										10 PROJECTS	22680	38130				6552

LOWELL PROJECTS

LWL	1995-2000	WD	R	PLEASANT GROVE	US 71	US 71B	1.5	C	2	2	1200	2140	C	C	1380
1995-2000 TOTAL															
1 PROJECT															
1380															

NWARAA PROJECTS

NWA	1995-2000	WD/NL	R	AR 264	US 71	AIRPORT SITE	7.33	M	2	4	2410	15060	C	E	C	D
NWA	1995-2000	WD/NL	R	AR 12	US 71B	AIRPORT SITE	7.01	M	2	4						16859
NWA	1995-2000	NL	R		PROP. US412 BYPAS	AIRPORT SITE	3	P	4	4						16123
1995- 2 PROJECTS																
2410 15060 52982																

BENTON COUNTY PROJECTS

[illegible]

WASHINGTON COUNTY PROJECTS

[illegible]

BETHEL HEIGHTS PROJECTS

BTH	1995-2000	WD/NL	R	AR 285 (OLD WIRE RD.)	SOUTHERN C.L. SILENT GROVE RD. COUNTY LINE RD.	NORTHERN C.L. OLD WIRE RD. N. OAK ST.	P	2	4							
BTH	1995-2000	WD	R	APPLE BLOSSOM LN.			P	2								
BTH	1995-2000	WD	R	N. OAK ST.				2								
BTH	1995-2000	BR	R	N. OAK ST. BRIDGE				2								
1995- 3 PROJECTS 0 0 0 0																

page 3-1

2020 Constrained Projects Map too big to scan

B: CONSTRAINED PROJECTS LISTING

The following list contains the projects to be accomplished under the Financially Constrained Plan. The projects are organized by Funding Source and 5-year period. A more detailed breakdown of these projects, by city and county, begins on page 3-5.

NHS/STP TYPE FUNDING

1st Five Year Period (1995-2000)

Bentonville	AR 102*	US 71B TO Moberly Ln.	\$2,500,000
Rogers	AR 94*	US 71 to US 71B	\$4,934,000
Fayetteville	AR 265*	AR 16 to AR 45	\$2,600,000
Fayetteville	AR 180*	Gregg Ave. to US 71B	\$800,000
Bentonville	US 71B	SW "A" to US 71	\$4,350,000
Fayetteville	AR 16 W.	US 71 to Double Springs	\$4,680,000
Springdale	AR 265s	US 412 to AR 265	\$3,453,000
Springdale	AR 265	US 412 S. to Ivey	\$1,870,000
Fayetteville	US 71B	"Fly Over" US71/US71B	\$1,600,000

2nd Five Year Period (2001-2005)

Rogers	AR 12	US 62B to Dream Valley Rd	\$5,750,000
Springdale	US 412	New Location (Phase I)	\$5,000,000
Fayetteville	AR 265	AR 45 to Ivey	\$8,600,000
Bentonville	AR 72	US 71B to E. City Limits	\$6,900,000

3rd Five Year Period (2006-2010)

Springdale	US 412	New Location (Phase II)	\$5,000,000
Fayetteville	AR 112	AR 112s to US 71	\$6,076,000
Rogers	AR 265	New Location (Phase I)	\$6,008,000
Lowell	AR 265	New Location (Phase I)	\$4,728,000
Bentonville	AR 102	US 71B to W. City Limits	\$5,750,000

4th Five Year Period (2011-2015)

Springdale	AR 265	Randall Wobbe to AR 264	\$4,744,000
Fayetteville	AR 45	North St. to NARTS boundary	\$3,658,000
Washington County	US 412	New Location (Phase I)	\$5,000,000
Rogers	AR 265	New Location (Phase II)	\$6,008,000
Lowell	AR 265	New Location (Phase II)	\$4,728,000
Bentonville	AR 72s	AR 72 to US 71B	\$2,880,000

5th Five Year Period (2016-2020)

Springdale	US 412	New Location (Phased III)	\$5,000,000
Fayetteville	AR 16E.	71B to Stone Bridge Rd.	\$5,430,000
Washington County	US 412	New Location (Phase II)	\$5,000,000
Rogers	AR 265	New Location (Phase III)	\$6,008,000
Lowell	AR 265	New Location (Phase III)	\$4,728,000
Bentonville	AR 112	AR 102 to S. City Limits	\$3,734,000

LOCAL STP TYPE FUNDING

Fayetteville	(1995-2000)	Gregg Ave.	US71 to City Limits	\$1,500,000
Springdale	(1995-2005)	Johnson Rd.	412 to S. City Limits	\$3,200,000
Farmington	(2001-2005)	Hunter	(New Location)	\$100,000
Bentonville	(2001-2015)	SE 28th St.	Moberly Ln. to AR 112	\$3,019,000
Rogers	(2001-2015)	Dixieland Rd.	Oak to Perry	\$3,100,000
Fayetteville	(2011-2015)	North St.	Gregg Ave. to AR 45	\$1,420,000
Lowell	(2011-2020)	Pleasant Grove	US71 to US71B	\$1,380,000
Fayetteville	(2016-2020)	Happy Hollow	AR 16E to Cliffs Dr.	\$800,000

BRIDGE FUNDING PROJECTS

ALL PROJECTS ARE IN THE FIRST 5 YEAR PERIOD (1995-2000)

Fayetteville	Owl Creek Structures and Approaches*	\$180,000
Johnson	Clear Creek**	\$140,000
Fayetteville	E. 7th St.	\$34,000
Rogers	Dixieland at Price Ln.	\$50,000
Lowell	Lincoln St. at Puppy Creek	\$40,000
Springdale	Pump Station Rd. at Spring Creek	\$166,000
Fayetteville	Lake Sequoyah Bridge	\$676,000
Rogers	N. 24th St. at RR	\$100,000
Springdale	Randall Wobbe Ln. at Day Creek	\$85,000
Fayetteville	E. Huntsville	\$35,000
Fayetteville	E. Sycamore	\$35,000
Rogers	W. Olive St.	\$50,000
Rogers	N. 13th St. at Osage Creek	\$40,000
Rogers	Dixieland Rd. at Osage Creek	\$40,000
Rogers	S. 28th St.	\$50,000
Rogers	Dixieland Rd. at Osage Creek	\$60,000
Rogers	S. 26th. St. at Osage Creek	\$40,000
Washington County	Henry Walker	\$150,000
Washington County	Harvey Dowell	\$150,000
Washington County	Wyman Rd. at White River	\$330,000
Washington County	Tilly Willy Bridge on WCO 69	\$575,000
Fayetteville	Gregg St.	\$350,000
Benton County	Lick Branch Creek Bridge on BC 216	\$100,000
Benton County	Osage Creek Bridge on BC 71	\$180,000
Benton County	Rainbow Rd. Bridge on BC 51	\$275,000

* These projects have been studied by AHTD and are currently programmed, with Job Numbers, for Federal Fiscal Year 1996.

** City of Fayetteville will supply the Local Match for the Clear Creek project for the City of Johnson.

C. FUNDING COMMITMENTS FOR CONSTRAINED PROJECTS

Funding for the facilities included in the 2020 Constrained Plan is included in the following project listings. The listings, organized by unit of government, itemize all project and cost data by 5 year periods. Cost estimates are organized by funding source - Federal, State, and Local. Funding for the first 3 years is already programmed as identified in the NARTS Transportation Improvement Program (TIP) for fiscal years 1995-1997.

Funding from each local unit of government will be from the city or county's General Fund or special Street/Transportation funds generated by each unit of government as needed throughout the 2020 planning period. This is a commitment which each unit of government understood during project selection and prioritization for the constrained plan. Commitments to the specific dollar amounts shown on the following pages were also reconfirmed with each city during the final draft.

Progress on construction of planned facilities is expected to vary depending upon changes in final engineering, construction and the economy. Because of this, detailed schedules for capital improvement plans and special street/transportation funding beyond the 1995 -1997 TIP are not included. The units of government expect to modify their budgets during each 5 year planning period. By planning to flex funding with construction schedules they can make maximum use of limited funds while including the planned improvements. This process may also make possible earlier completion of some projects.

As progress is made special arrangements may be worked out to help the smaller cities acquire the matching funds necessary to complete their portions of the 2020 Regional Transportation Plan. Already, the city of Fayetteville has agreed to provide the \$28,000 local match required by the city of Johnson on their Clear Creek bridge project in the first 5 years. It is anticipated that other cooperative agreements may be made during each 5 year period of the 2020 plan. Fayetteville and other cities within the metro area will also be completing local projects with funds generated from bond issues, sales tax and projects identified in local capital improvement programs.

NARTS 2020 LONG RANGE PLAN - FINANCIALLY CONSTRAINED PLAN

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 CLASS: C=Collector, L=Local, M=Minor Arterial, P=Principle Arterial
 TYPE: WD=Widening, NL=New Location, BR=Bridge Job, IM=Intermodal, EN=Enhancement, DR=Drainage
 LOS=Level of Service
 TYPE FUNDING: State=State of Arkansas; STP=Surface Transportation Program; NHS=National Highway System

*ESTIMATED COST x \$1000

BENTONVILLE PROJECTS

YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT		LOS WITHOUT IMPROVEMENT		LOS WITH IMPROVEMENT		TYPE FUND.	FUNDING SOURCE		EST. COST*
										1994	2020	1994	2020	1994	2020		FED.	STATE	
1995-2000	WD	R	AR 72	US 71B	E. CITY LIMITS	3.65	P	2	5	6660	11880	C	E	C	C	STATE		6900	6900
1995-2000	WD	R	AR 72	US 71B	AR 72s					8850	15780	D	E	C	C				
1995-2000	WD	R	AR 72	AR 72s	AR 112					10290	18350	D	E	C	D				
1995-2000	WD	R	AR 72	AR 112	MOBERLY LN.					6410	11430	C	D	C	C				
1995-2000	WD	R	AR 72	MOBERLY LN.	E. CITY LIMITS														
1995-2000	WD	S	AR 102	US 71B	MOBERLY LN.	1.64	P	2	5	13570	24200	E	E	C	E	NHS	2000	500	2500
1995-2000	WD	S	AR 102	US 71B	AR 72s					14640	26090	E	E	C	E				
1995-2000	WD	S	AR 102	AR 72s	AR 112					17280	30800	E	E	C	E				
1995-2000	WD	S	AR 102	AR 112	MOBERLY LN.														
1995-2000	WD	R	US 71B	SW "A"	US 71	2.7	P	3	5	19520	34810	E	E	D	E	NHS	3480	870	4350
1995-2000	WD	R	US 71B	SW "A"	AR 204					16760	29890	E	E	D	E				
1995-2000	WD	R	US 71B	AR 204	AR 12					18430	32870	E	E	D	E				
1995-2000	WD	R	US 71B	AR 12	AR 112					20390	36360	E	E	D	E				
1995-2000	WD	R	US 71B	AR 112	US 71														
2001-2015	NL	S	SE 28TH ST.	MOBERLY LN.	AR 112	1.12	M		5							STP	2415		3019
2006-2010	WD	S	AR 102	W. CITY LIMITS	US 71B	1.61	P	2	5	8980	16000	D	E	C	C	NHS	4600	1150	5750
2011-2015	WD	S	AR 72s	AR 72	US 71B	1.25	P	2	5	7010	12490	C	E	C	C	NHS	2304	576	2880
2011-2015	WD	S	AR 72s	AR 72	AR 102					5070	9040	C	D	C	C				
2011-2015	WD	S	AR 72s	AR 102	US 71B														
2016-2020	WD	R	AR 112	AR 102	S. CITY LIMITS	1.52	P	2	5	4070	7250	C	C	C	C	NHS	2987	746.8	3734

BENTON COUNTY PROJECTS

1995-2000	BR	R	LICK BRANCH CREEK BR. ON BC 216	60'												BRIDGE	80		100
1995-2000	BR	R	OSAGE CREEK BR. ON BC 71	110'												BRIDGE	144		180
1995-2000	BR	R	RAINBOW RD. BRIDGE ON BC 51	150'												BRIDGE	220		275

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 LOS=Level of Service
 TYPE FUNDING: State=State of Arkansas; STP=Surface Transportation Program; NHS=National Highway System

*ESTIMATED COST x \$1000

ROGERS PROJECTS

YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT		LOS WITHOUT IMPROVEMENT				TYPE FUND.	FUNDING SOURCE			EST. COST*
										1994	2020	1994	2020	1994	2020		FED.	STATE	LOCAL	
1995-2000	WD	R/S/L	AR 94	US 71	US 71B OSAGE	3.3	M	2	4						NHS	3947	986.8		4934	
1995-2000	WD	R/S/L	AR 94	US 71	OSAGE					7700	13720	D	E	C	C					
1995-2000	WD	R/S/L	AR 94	OSAGE	S. 26TH					7400	13190	D	E	C	C					
1995-2000	WD	R/S/L	AR 94	S. 26TH	US 71B					7240	12900	D	E	C	C					
2001-2015	WD/BR	S/L	DIXIELAND RD.	W/OAK	PERRY	1.7	M			5890	10500	C	E	C	C	STP	2480		620	3100
2001-2005	WD/BR//	S/L	AR 12	US 62B	DREAM VALLEY RD.	2.5	M	2	4-5	10810	19260	E	E	C	D	NHS	4600	1150		5750
2006-2010	NL/BR	R/S/L	AR 265	LOWELL CITY LIMITS	US 62 (PHASE I)	5.7	M		4							NHS	4806	1201.6		6008
2011-2015	NL/BR	R/S/L	AR 265	LOWELL CITY LIMITS	US 62 (PHASE II)	5.7	M		4							NHS	4806	1201.6		6008
2016-2020	NL/BR	R/S/L	AR 265	LOWELL CITY LIMITS	US 62 (PHASE III)	5.7	M		4							NHS	4806	1201.6		6008
1995-2000	BR	L	DIXIELAND RD. AT PRICE LN.												BRIDGE	40	10		50	
1995-2000	BR	L	N. 24th St. AT RR												BRIDGE	80	20		100	
1995-2000	BR	L	W. OLIVE ST.												BRIDGE	40	10		50	
1995-2000	BR	L	N. 13TH ST. AT OSAGE CREEK												BRIDGE	32	8		40	
1995-2000	BR	L	DIXIELAND RD. AT OSAGE CREEK												BRIDGE	32	8		40	
1995-2000	BR	L	S. 28TH ST.												BRIDGE	40	10		50	
1995-2000	BR	L	DIXIELAND RD. AT OSAGE CREEK												BRIDGE	48	12		60	
1995-2000	BR	L	S. 26TH ST. AT OSAGE CREEK												BRIDGE.	32	8		40	

LOWELL PROJECTS

2006-2010	WD/NL	R	AR 265	AR 264	ROG C. L. (PHASE I)		P		4							NHS	3782	945.6		4728
2011-2015	WD/NL	R	AR 265	AR 264	ROG C. L. (PHASE II)		P		4							NHS	3782	945.6		4728
2011-2020	WD	R	PLEASANT GROVE	US 71	US 71B	1.5	C	2		1200	2140		C	C		STP	1104		276	1380
2016-2020	WD/NL	R	AR265	AR 264	ROG C. L. (PHASE III)		P		4							NHS	3782	945.6		4728
1995-2000	BR	R	LINCOLN AT PUPPY CREEK													BRIDGE	32	8		40

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LOS=Level of Service

TYPE FUNDING: State=State of Arkansas, STP=Surface Transportation Program, NHS=National Highway System

EX X-S=Existing Cross Section

PR X-S=Proposed Cross Section

*ESTIMATED COST x \$1000

FAYETTEVILLE PROJECTS

YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT		LOS WITHOUT IMPROVEMEN		LOS WITH IMPROVEMENT		TYPE FUND.	FUNDING SOURCE			EST. COST*
										1994	2020	1994	2020	1994	2020		FED.	STATE	LOCAL	
1995-2000	WD	R	AR 265	AR 16	AR 45	2.4	P	2	4	10300	17320	D	E	C	C	NHS	2080	520		2600
1995-2000	WD	R	AR. 265	AR 16	HYLAND					11090	18650	D	E	C	C					
1995-2000	WD	R	AR. 265	HYLAND	AR 45							D	E	C	C					
1995-2000	NL	R	INTERCHANGE RAMP	US 71B N.	US 71B EXP.	0.75	X		1							NHS	1280	320		
1995-2000	WD	R	GREGG AVE.	US 71	N. CITY LIMITS	0.76	M	2	4	N/C						STP	1200		300	1600
1995-2000	WD	S	AR 180	GREGG AVE.	US 71B	0.5	M	2	5	11040	18560	E	E	C	C	NHS	640	160		1500
1995-2000	WD	S	AR 16W.	US 71	DOUBLE SPRINGS RD.	3.13	P	2	4	13950	23450	E	E	C	E	NHS	3744	936		800
1995-2000	WD	S	AR 16W.	US 71	SALEM					8350	14040	C	E	C	C					4680
1995-2000	WD	S	AR 16W.	SALEM	46TH					6600	11100	C	D	C	C					
1995-2000	WD	S	AR 16W.	46TH	DOUBLE SPRINGS RD.							C	D	C	C					
2001-2005	WD	R	AR 265	AR 45	IVEY	4.32	P	2	4	14190	23860	E	E	C	E	NHS	6880	1720		8600
2001-2005	WD	R	AR 265	AR 45	TOWNSHIP					12110	20360	E	E	C	D					
2001-2005	WD	R	AR 265	TOWNSHIP	SKILLERN					11530	19390	E	E	C	D					
2001-2005	WD	R	AR 265	SKILLERN	JOYCE					10800	18160	D	E	C	D					
2001-2005	WD	R	AR 265	JOYCE	ZION WEST					11200	18830	D	E	C	D					
2001-2005	WD	R	AR 265	ZION WEST	ZION EAST					10890	18310	D	E	C	D					
2001-2005	WD	R	AR 265	ZION EAST	IVEY							D	E	C	D					
2006-2010	WD	R	AR 112	AR 112s	US 71	1.95	P	2	4	5060	8510	C	C	C	C	NHS	4861	1215.2		6076
2011-2015	WD	R	NORTH ST.	GREGG AVE.	AR 45	0.95	P	2	4							STP	1136		284	1420
2011-2015	WD	S	AR 45	NORTH ST.	NARTS E. BOUNDARY	2.99	M/P	2	4	14800	24880	E	E	C	E	NHS	2926	731.6		3658
2011-2015	WD	S	AR 45	NORTH	OLD WIRE					9820	16510	D	E	C	C					
2011-2015	WD	S	AR 45	OLD WIRE	AR 265					N/C										
2011-2015	WD	S	AR 45	AR 265	NARTS E. BOUNDARY															
2016-2020	WD	R	AR 16E	US 71B	STONEBRIDGE RD.	2.65	P	2	5							NHS	4344	1086		5430
2016-2020	WD	R	AR 16E	US 71B	MORNINGSIDE					14280	24010	E	E	C	E					
2016-2020	WD	R	AR 16E	MORNINGSIDE	ARMSTRONG					14360	24140	E	E	C	E					
2016-2020	WD	R	AR 16E	ARMSTRONG	HAPPY HOLLOW					10200	17160	D	E	C	C					
2016-2020	WD	S	AR 16E	ARMSTRONG	AR 265					15360	25820	E	E	C	E					
2016-2020	WD	S	AR 16E	HAPPY HOLLOW RD.	AR 265					12200	20510	E	E	C	D					
2016-2020	WD	S	HAPPY HOLLOW RD.	AR 16E	STONEBRIDGE RD.															
2016-2020	WD	S	CLIFFS DR.	AR 16E	CLIFFS DR.	0.57	P									STP	640		160	800
1995-2000	BR	R	N. GREGG ST. BR.	AR 16E		350'	M	1	4							BRIDGE	280		70	350
1995-2000	BR	R	OWL CREEK STRUCTURES AND APPROACHES													BRIDGE	144		36	180
1995-2000	BR	R	E. 7TH ST.													BRIDGE	27.2		6.8	34
1995-2000	BR	R	LAKE SEQUOYAH BRIDGE													BRIDGE	540.8		135.2	676
1995-2000	BR	R	E. HUNTSVILLE													BRIDGE	28		7	35
1995-2000	BR	R	E. SYCAMORE													BRIDGE	28		7	35

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 CLASS: C=Collector, L=Local, M=Minor Arterial, P=Principle Arterial
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*ESTIMATED COST x \$1000

SPRINGDALE PROJECTS

YEAR	TYPE PROJ.	USER	ROUTE	BEGIN	END	LENG.	CLASS.	EX X-S	PR X-S	ADT	LOS IMPROVEMENT				TYPE FUND.	FUNDING SOURCE			EST. COST*
											1994	2020	1994	2020		FED.	STATE	LOCAL	
1995-2000	WD	R/S	AR 265S	US 412	OLD MISSOURI RD.	2.31	M	2	4	6180	10390	C	E	C	E	2762	690.6		3453
1995-2000	WD	R	AR 265	IVEY	US 412	1.21	P			12640	21250	E	E	C	D	1496	374		1870
1995-2005	WD	R	JOHNSON RD.	US 412	CITY OF JNS	2.17	M	2	4	7440	12510	D	E	C	C	2560		640	3200
2001-2005	NL	R/L		BYPASS N. OF SPD	PHASE I	5	P		4							4000	1000		5000
2006-2010	NL	R/L	US 412	BYPASS N. OF SPD	PHASE II	5	P		4							4000	1000		5000
2011-2015	WD/NL	R	AR 265	RANDALL WOBBE	AR 264	1.52	M	2	4							3795	948.8		4744
2016-2020	NL	R/L	US 412	BYPASS N. OF SPD	PHASE III	5	P		4							4000	1000		5000
1995-2000	BR	S	RANDALL WOBBE LN. AT DAY CREEK				C									68		17	85
1995-2000	BR	S	PUMP STATION RD. AT SPRING CREEK			120'	C	1	3							132.8		33.2	166

JOHNSON PROJECTS

1995-2000	BR	R	WILKERSON AT CLEAR CREEK			101'	M	1	3							BRIDGE	112		28	140
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FARMINTON PROJECTS

2001-2005	NL/BR	L	HUNTER RD.	HUNTER RD	US 62	0.08	C		2							STP	80		20	100
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WASHINGTON COUNTY PROJECTS

2011-2015	NL	R	US 412	N. SPD. BY - PASS	(PHASE I)	5	P		4							NHS	4000	1000		5000
2016-2020	NL	R	US 412	N. SPD. BY - PASS	(PHASE II)	5	P		4							NHS	4000	1000		5000
1995-2000	BR	R	HARMON RD. AT CLEAR CREEK													BRIDGE	120		30	150
1995-2000	BR	R	HARVEY DOWELL AT W. FORK OF WHITE RIVER													BRIDGE	120		30	150
1995-2000	BR	R	TILLY WILLY BRIDGE AT W. FORK OF WHITE RIVER ON WC 69													BRIDGE	480		115	575
1995-2000	BR	R	WYMAN RD. AT WHITE RIVER													BRIDGE	264		66	330

E. IDENTIFICATION OF NARTS TRANSPORTATION NEEDS

*The following is a brief summary of the process and development of the Constrained Plan.
NOTE: Several issues discussed here are documented in other sections of the plan.*

1. Questionnaire

In development of the NARTS 2020 Regional Transportation Plan, AHTD, with help from NWARPC staff, designed a questionnaire/survey to identify and define the transportation needs of the urbanized area of Northwest Arkansas. This questionnaire was discussed and distributed during TAC and Policy meetings in the Spring of 1994 (Pg. A-9). Cities were asked to complete the questionnaire for each proposed project and submit them to NWARPC. Actual questionnaires received are on file at NWARPC and are available for review.

The questionnaire specifically requested the following information: Location of Perceived Need; Average Daily Traffic; Type Work, Accident Data; Alternatives; Explanation of Justification; User of Improved Facility; Availability of Matching Funds; and Proposed Time Period for Implementation in five year increments.

2. Unconstrained "WISH LIST"

The questionnaire was the starting point in the development of the Unconstrained Plan of transportation improvements. Each questionnaire received, represented a single project. The data was entered into an Unconstrained file for further analysis, and became the region's "Wish List". It does not consider funding sources, future allocations, or costs.

Projects were broken down by the following data:

CITY: The "Participating" cities or units of government, and transportation providers listed on page ii. The plan only addresses that portion of Benton and Washington counties located within the NARTS study area.

YEAR: Although the MPO is only required to use a "20 year horizon", the NARTS 2020 Regional Transportation Plan addresses the years of 1995 through 2020 or the next 25 years. The time periods are broken up into 5-year increments with 1995-2000 being the first 5-year period.

USER: This column describes the range of users the proposed improvement would benefit. Three possible categories (R=Regional user, S=Sub-Regional user, L=Local user). The listing of user is the suggestion of the city requesting the improvement.

TYPE WORK: This identifies the actual type of improvement requested by the city.

- New Location (NL) refers to the construction of a new road.
- Widening (WD) refers to the adding of lanes and/or shoulders to an existing route (due to existing congestion or anticipated growth).
- Bridge (BR) refers to the reconstruction or rehabilitation of an existing bridge (also known as "Structures and Approaches").

- Enhancements (EN) refers to projects such as a bicycle lane network - (Enhancement Pg. 4-1)
- Intermodal (IM) refers to projects dealing with two or more modes of transportation. (Management Systems Pg. 6-7)

ROUTE: Name of street to be improved. Roadways on the U.S. and State System are identified by "US" or "AR" followed by highway number.

BEGIN/END: These two columns refer to the starting and ending points of the proposed improvement.

LENGTH: Distance, in miles, of the proposed improvement from the beginning and ending points. Bridge distances are expressed in feet.

CLASSIFICATION: This refers to the Functional Classification of the proposed improvement. (Functional Classifications Pg. A-3)

EXISTING CROSS-SECTION: This refers to the current or existing number of lanes of the roadway (does not apply to New Locations).

PROPOSED CROSS-SECTION: This refers to the proposed number of lanes of the improved roadway. This applies to both Widening Jobs and New Locations. Please note that when requesting federal funding for a functionally classified road, the road must conform to the adopted cross-section criteria for that functional classification. (Functional Classifications, Pg. A-3)

1994 AVERAGE DAILY TRAFFIC: The average number of vehicles that use a specific road or particular segment on a daily basis. These numbers come from traffic count studies performed by AHTD in March/April of 1994. The counts were taken over a 48 hour period in the middle of the week (usually Tuesday-Thursday) and were axially and seasonally adjusted. See Appendix (Pg. A-8)

2020 AVERAGE DAILY TRAFFIC: Projected Average Daily Traffic on a particular road in the year 2020 (without consideration of proposed improvements). This number considers future growth and/or development (example: the planned construction of a new subdivision, school, or shopping center on a specific street). Please Note: To consider future growth and development when projecting future ADT's, the specific development must be committed to by the builder/developer and acknowledged by the appropriate city or unit of government.

1994 LEVEL OF SERVICE (Without Improvements): Refers to the current Level of Service for a route or segment where the proposed improvement is not a consideration. (Levels of Service, Pg. A-7)

1994 LEVEL OF SERVICE (With Improvements): Refers to a projected Level of Service for a route or segment where the proposed improvement is considered.

2020 LEVEL OF SERVICE (Without Improvements): Refers to a projected Level of Service for a route or segment where the proposed improvement is not a consideration.

2020 LEVEL OF SERVICE (With Improvements): Refers to a projected Level of Service for a route or segment where the proposed improvement is a consideration.

ESTIMATED COST: Projected cost of the proposed improvement (x1000). The figure used is a "typical cost per mile" that AHTD uses for first estimates. These estimates do not represent "detailed costs," which involve actual cubic feet of concrete, base, surfacing, and steel. The cost figure is in terms of 1994 dollars, with 15% for "engineering and contingencies".

NOTE: The Unconstrained "Wish List" Plan has progressed through many stages in which a reevaluation period preceding and following each TAC meeting occurred as committee "focus" narrowed on the "most important" needs of the area. Intersection and signalization improvements were dropped from the plan after discussion with AHTD as these types of improvements are too numerous for a long range plan. The suggested improvements were, however, prioritized by each city and given to AHTD for further study and analysis. Likewise, drainage improvements were also dropped from the Plan. If, however, drainage improvements were associated with a Bridge, Widening, or New Location Job, they were left in the Plan.

F. FUNDING PROJECTIONS BY FUNDING SOURCE

The following funding projections, were provided by Arkansas State Highway and Transportation Department. The projections address Federal and State monies for transportation Improvements under the ISTEA of 1991 and represent what can reasonably be expected over the next 25 years. The projections are not a guarantee - (the area could receive more or less depending upon Federal Appropriations and statewide priorities of the Arkansas Highway Commission). Therefore, the funding projections are used as a best-case scenario to establish the parameters of the Constrained Plan. The following is a breakdown of these projections by funding source (or type), the estimated amount (in 1994 dollars), the type of projects, and the criteria a project must meet to receive funding:

1. National Highway System/Surface Transportation Program (NHS/STP):

- *Description:* This type of funding involves Federal dollars with an Arkansas State match at an 80%/20% ratio.
- *Estimation:* \$4,000,000(Federal) + \$1,000,000(State Match) = \$5,000,000 annually
\$25,000,000 each 5-year period
\$125,000,000 over the 25-year plan
- *Eligibility/Criteria:* Projects eligible for this type of funding involve roads on the National or State Highway System within the NARTS study area boundary (Map, Pg. 3-1). These are U.S. Highways and Arkansas State highways.
- *Type Project:* The funds may be used for widening existing roads or constructing new roadways. All roads listed in the Unconstrained and Constrained Plans that are listed with a US or AR prefix and followed by a highway number apply to this type of funding.

2. Surface Transportation Program/Local (STP-Local):

- *Description:* This type of funding involves Arkansas State monies with a Local Match at an 80%/20% ratio. If an improvement is within the corporate boundaries of a city, the city is responsible for the 20% match. If the improvement is outside the corporate boundaries of a city, but within Washington or Benton Counties, the County is responsible for the 20% match.
- *Estimation:* \$500,000(State) + \$125,000(Local Match) = \$625,000 annually
\$3,125,000 each 5-year period
\$16,625,000 over the 25-year plan
- *Eligibility/Criteria:* Projects eligible for this type of funding involve roads that are functionally classified as an urban collector or above, and a rural major collector or above (Functional Classifications, Pg. A-7). It should also be noted that the city or county receiving the improvement must provide the local match.
- *Type Projects:* The funds may be used for widening existing roads, building new locations, or maintenance.

3. Bridge:

- *Description:* This type of funding involves Federal monies with a State or Local match at an 80%/20% ratio.
- *Estimation:* \$800,000(State) + \$200,000(Local Match) = \$1,000,000 annually
\$5,000,000 each 5-year period
\$25,000,000 over the 25-year plan
- *Eligibility/Criteria:* Eligible projects include existing bridges (structures and approaches) of 20 feet or more (measured along the center line) within the NARTS study area boundary. They must also meet FHWA rating criteria of Functionally Obsolete or Structurally Deficient (determined by AHTD) and have not received funding within the past 10 years.
- *Type Projects:* Bridge replacement, reconstruction, or rehabilitation projects all qualify for these type funds.

4. Enhancement Program:

- *Description:* This type of funding involves Federal monies with a Local match at an 80%/20% ratio.
- *Estimation:* \$200,000(State) + \$50,000(Local Match) = \$250,000 annually
\$1,250,000 each 5-year period
\$6,250,000 over the 25-year plan
- *Eligibility/Criteria:* Please refer to the "Enhancement Program" page (4-1).

- *Type Project:* Please refer to the "Enhancement Program" page (4-1).
- *Please Note:* These funds were not "prioritized" in the Constrained Plan. The projects must go through a yearly application process and be reviewed by the Arkansas Transportation Enhancement Program (ATEP) Advisory Committee at AHTD. These projects compete for funding with other areas around the State of Arkansas and are decided upon an annual basis. Cities in the NARTS area feel that the enhancement needs of Northwest Arkansas cannot be defined for a 25-year horizon at this time.

5. Interstate:

At this time, the NARTS area does not have any roadways designated as "Interstate" facilities.

6. State Maintenance:

- *Description:* State Maintenance funds are used to maintain existing roads. These funds are not available for improvements such as Widening Jobs or New Locations. Therefore, these funds are not "prioritized" in the Constrained Plan. No Local Match is involved.
- *Estimation:* \$700,000 (State) annually
\$3,500,000 each 5-year period
\$17,500,000 over the 25-year period
- *Eligibility/Criteria:* Projects available for this type of funding involve existing roads on the US or State Highway System.
- *Type Project:* These funds may only be used for maintenance. An example would be resurfacing or overlaying a state highway.

G. PUBLIC INVOLVEMENT

NARTS has been and will continue to be committed to early and meaningful public involvement in the process of developing the NARTS 2020 Regional Transportation Plan . The following is a summary of the Federal Requirements, AHTD Policy, NARTS Policy, and related Public Forums.

1. FEDERAL REQUIREMENTS ON PUBLIC INVOLVEMENT

Taken from 23 United States Code (U.S.C.) Section 134. Metropolitan Planning

(g) DEVELOPMENT OF LONG RANGE PLAN. -

(4) - PARTICIPATION BY INTERESTED PARTIES. -- Before approving a long range plan, each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transpor-

tation, and other interested parties with a reasonable opportunity to comment on the long range plan, in a manner that the Secretary deems appropriate.

(5) - PUBLICATION OF LONG RANGE PLAN. - Each long range plan prepared by a metropolitan planning organization shall be--

(i) published or otherwise made readily available for public review;

2. AHTD LISTENING SESSIONS

The Arkansas Highway and Transportation Department, as part of its public involvement process for the State Long Range Transportation Plan, conducted nine "listening sessions" around the State, in the urban as well as rural areas. The meetings were held in May and June of 1993. The State's Plan will be a "policy" plan and may be reviewed at the NWARPC offices upon completion.

In an effort to gain early and meaningful public involvement, NWARPC participated in the first of these listening sessions on May 18, 1993, at the Springdale Public Library. In doing so, NWARPC was able to (1) provide participants with information through discussion and displays; and (2) receive feedback on the planning process and the needs of the area.

NWARPC provided the following materials and maps for comment:

- o *The NARTS 1970 Long Range Transportation Study*
- o *The Federal Fiscal Year 1994 Unified Work Program*
- o *The Federal Fiscal Year 1994-1996 Transportation Improvement Program*
- o *The proposed NARTS Public Involvement Procedures*
- o *A Map of the NARTS Study Area Boundary*

AHTD handled the public notification for the meeting. The location, Springdale Public Library, is an accessible facility for mobility impaired persons.

3. NARTS Public Involvement Procedures

As one of the Federal Requirements of ISTEA, Metropolitan Planning Organizations (MPO's) are required to develop a Public Involvement Process to outline strategies for public participation in the planning process - specifically, with the development of the Long Range Transportation Plan. The development of this Public Involvement Process should involve public participation and review. ISTEA specifically requires a 45 day period for public review and comment on the document before it may officially become approved and adopted. NARTS approved Public Involvement Procedures are in the APPENDIX. The time line below shows how the NARTS Procedures progressed from concept to official policy.

PUBLIC INVOLVEMENT PROCEDURES TIME LINE:

1. 5-1-93 "NARTS Public Involvement Procedures" drafted by NWARPC staff, with consultation from AHTD.
2. 5-10-93 Proposed Procedures sent to TAC for review.

3. 5-17-93 TAC approval of proposed Procedures.
4. 5-18-93 Proposed Procedures presented for review and comment at AHTD "Listening Session" at Springdale Public Library
5. 5-19-93 Proposed Procedures sent to Policy Committee for review.
6. 5-26-93 Policy Committee adoption of Proposed Procedures. Please Note: Adoption to become "Official" pending 45 day period for public comment.
7. 5-27-93 News Articles published in local newspapers. Articles detail action taken by the Policy Committee on the previous day - including information pertaining to the NARTS Public Involvement Procedures.
8. 6-6-93 Legal Notices published in local newspapers explaining that NARTS "Public Involvement Procedures" are on file at NWARPC for public comment and review. The notice cites the purpose of the Procedures, the "affected area", the time period for public comment, the address of NWARPC, and an address to send comments.
9. 8-11-93 No verbal or written inquiries or comments received on Procedures. NARTS Proposed Public Involvement Procedures become "Official".

4. The First Round of Public Involvement

Following the guidelines outlined in the NARTS Public Involvement Procedures, two public forums were scheduled for public review and comment on the 2020 Plan following the development of the Unconstrained Plan. The Unconstrained Plan represents the preliminary plans (without financial constraint) of the region.

These public forums represented the "first round" of public involvement in the planning process. A "second round" of public involvement would be scheduled to review the TAC's final proposal for the 2020 Plan (the Financially Constrained Plan).

Through discussion with TAC and Policy members, AHTD and other Metropolitan Planning Organizations in Arkansas, and after reviewing federal guidelines and regional newsletters, NARTS decided that the public "forums" would be Public Hearings and would be supplemented with an informal survey.

WHY PUBLIC HEARINGS? NARTS felt that the public hearing format provided the greatest opportunity for regional participation in the planning process. In general, hearings held prior to a decision point gather citizen comments and positions from all interested parties for public record and input into the decisions. Advantages: (1) Anyone may attend, whether as an individual or as a representative of a special interest group; (2) Hearings are held before a decision is made; (3) Citizen comments are recorded in written form as input to the controlling agency (NWARPC), (4) Hearings can be tailored to specific issues or citizen groups; (5) Hearings can be formal or informal. An indirect benefit of the public hearing format was that it provided maximum use of time and cost effectiveness for NWARPC.

WHY SURVEYS? In this specific case, the surveys provided a means for people to participate in the planning process if they were unable to attend the hearings. They also provide a means to statistically analyze a direct response to questions.

The survey was designed by NWARPC staff with consultation from AHTD and TAC Chair, Dr. Robert Alguire. Respondents were requested to rank "issues" and "improvements" in order of importance and answer several questions characterizing their transportation habits. Number of Vehicles in Household, Mode of Transportation to Work, Distance Traveled to Work, and Time it takes to get to Work were measured. The last question asked was, "In your opinion, which (5) transportation improvements in the area deserve the highest priorities? (Survey, Pg. A-13)

The Public Involvement Procedures specified that "to make public participation as accessible as possible, the TAC will conduct evening forums for review of preliminary plans in the cities of Rogers and Springdale". These cities were chosen as they represent the center of the region's population.

The first hearing was held at Central Junior High School in Springdale on Tuesday, October 18, 1994, from 7:00 -9:00 pm. The second hearing was held at the Rogers' High School Auditorium on Thursday, October 20, 1994, from 7:00-9:00 pm. In addition to the hearings, an unscheduled Open House was conducted at the Bentonville City Hall, on Tuesday, November 1, 1994, from 7:00 to 9:00 pm, at the request of Bentonville Mayor John Fryer, and other city administrative officials.

Notification

The notification of public forums is outlined in the NARTS Public Involvement Procedures. NARTS has taken, and will continue to implement, aggressive steps in notifying the public of public forums that will impact NARTS planning and policy by: placing legal notices and advertisements in the local newspapers (The Northwest Arkansas Times, The Morning News of Northwest Arkansas, and The Benton County Daily Record); notifying local journalists of planning activities for news coverage (news articles are an important form of notification and are constantly solicited); and contacting specific agencies that might have an interest in planning activities. Notification also depends upon word of mouth to any interested parties through our committee members as they deal with the public on a daily basis.

Specifically, there were at least 26 news articles published in the local newspapers detailing all aspects of the planning process. NWARPC placed 12 advertisements (for both the first and second rounds of public involvement) in the "A" sections of the local newspapers.

Format of Hearings

The format was consistent for both hearings. The doors were opened at 6:30 pm for an informal viewing of maps and materials. The maps and materials were displayed on eight 4' x 8' foam board sheets and included the following:

- The Proposed 2020 Regional Transportation System Map
- The Regional Land Use Plan
- Enlargements of the Unconstrained "Wish List" (detailing project information)
- The Map of Unconstrained "Wish List" Projects

- Enlargements of the Fiscal Year 1995-1997 Transportation Improvement Program
- A listing of the Levels of Service (defined)
- Maps detailing the routes of Razorback Transit
- Ozark Transit ridership information.
- Highway Commission Approved Funding Projections (by type)

Members of the public were asked to sign in and to take, for review, several handouts including:

- An Agenda of the Hearing
- A map of the NARTS Study Area Boundary
- A list of TAC and Policy Representatives (including phone numbers)
- Population and Growth Projections through the year 2020
- A list of the 15 ISTEA Factors to be considered
- A list of the Six Management Systems required by ISTEA
- A Survey requesting that they rank the "most important issues & improvements" facing the NARTS area.

A formal presentation began at 7:00 pm with an introduction from Policy Committee Chair, Charles McKinney. An explanation of the purpose and function of the 2020 Regional Transportation Plan, the planning process, and materials and maps, was presented by NARTS Coordinator, Robert Harlan. Specific details of the Unconstrained Plan were discussed by AHTD Coordinator, Scott Bennett and NWARPC Transportation Planner, Max Salassi. The discussion lasted about 20 minutes.

After the introduction, a 30 minute break was scheduled where participants could view displayed maps and materials and interact with TAC members and NWARPC staff in a one-on-one format. The TAC members and NWARPC staff wore name tags for easy identification. This break and the one-on-one format allowed participants to receive immediate feedback on their individual questions and view points. For people with busy schedules, it provided a way to get direct answers and then leave the hearing if it conflicted with their itinerary.

The break was then followed by a formal question and answer period in which questions were summarized on an overhead projector. Participants could either raise their hand or submit a question in writing. We feel that this is important to note as some people are intimidated by speaking in public. At the end of the hearing, participants were encouraged to return the survey and/or written comments to staff - or send them to NWARPC. NWARPC's address and phone number were placed on the agenda, on business cards that were handed out, and also noted in the formal discussion. Participants also had the option of making verbal comments into a tape recorder. It was noted several times, that all comments would remain confidential and only used in aggregate, unless otherwise specified by the person making the comment.

Note: The hearings were held at facilities that are accessible to those with mobility impairments. Interpreters were present for those with hearing disabilities.

Note: The format of the Bentonville Open House deviated from that of the Public Hearings. The open house format was informal and provided for more one-on-one

interaction. Bob Harlan gave a brief summary of the planning process, maps, and materials.

Results

Participation in the first round of public hearings (Springdale & Rogers public hearings and Bentonville open house) was by a geographically diversified but mainly older sample of Northwest Arkansas's residents. Overall, participants were concerned and expressed their views on the problems associated with growth and how future transportation dollars should be spent.

A total of 125 people participated in the first round of public involvement and generated 159 comments. 57 questionnaires were filled out and returned. 45 questions were answered and summarized in the formal question and answer periods.

Special interest groups attending included:

- Citizens and Business Opposed to US 412 Extension (CABO).
- Sources For Community Independent Living Services, INC. (SOURCES).
- Tyson Foods
- Northwest Arkansas Community College
- Services To The Blind
- McGoodwin, William, and Yates
- EDI Architects and Planners
- Life Styles (did not attend - dialogue through correspondence)

CABO is specifically opposed to the extension of US 412 through Springdale and submitted petitions with approximately 6600 signatures in support of stopping the project.

The following special interest groups actually participated in the planning process through the Technical Advisory Committee:

- University of Arkansas - Fayetteville
- Arkansas Missouri Railroad
- Willis Shaw Express
- Crafton and Tull & Associates
- Ozark Transit
- Razorback Transit
- Northwest Arkansas Regional Airport Authority

The following special interest groups were represented in the Transit interest and planning process through Elaine Walker's (NWARPC staff - Transit Director) association with their organizations:

- The Northwest Arkansas Area Agency on Aging
- The Harvey and Bernice Jones Center
- The Human Resource Preservation League
- Friends of Housing
- Life Styles

Specifically, the most important issues to the area's residents were; traffic congestion, traffic

safety, road condition, and revenue sources - in that order. The most important type of "improvements" were; the widening of existing roads, the constructing of new roads, the improving/upgrading of intersections, and the improving/upgrading of signalization--in that order.

The projects that received the most comments or attention (both positive and negative) were:

- A proposed US 412 Northern Springdale Bypass
- A proposed new location of US 412 in Springdale
- The widening/new location of AR 265 from AR 16 (FYV) to US 62 (ROG)
- The completion of US 71 from Fayetteville to I-40 (Ft. Smith)
- The widening of AR 102 from US 71B (BTV) to US 71 (BTV)
- Access to the proposed Regional Airport
- East/West Arterials in general

NOTE: In addition to the hearings and the open house, the survey was printed in The Morning News on November 6, 1994, with an accompanying news article explaining its purpose. The survey was also sent to The Northwest Arkansas Times but was not printed.

The most important issues to the respondents of the survey printed in The Morning News were; traffic congestion, traffic safety, environmental issues, and road conditions - in that order. The most important type of "improvements" were; the construction of new roads, the construction of intermodal connections/transfer facilities, the widening of existing roads, and the development of carpool programs - in that order.

5. Major Investment Studies

The Major Investment Study is a special component of the planning process. It is addressed in this section of the text, under Public Involvement, because of the critical impact public involvement has on this process.

The following information was taken from: United States. Department of Transportation. Federal Highway Administration. "Guidance on Major Investment Studies 5584", Nov. 14, 1994.

The Major Investment Study (MIS) is a subset of the more comprehensive metropolitan transportation system planning process. The planning process includes initial analyses at a systems level which identify regional needs and assess strategies for serving them. Normally, the analytical effort involved relies on techniques which assess trends and demands at a relatively coarse level of detail. In selected cases, however, there is a need to address transportation needs on a corridor or subarea scale, using more focused analyses to help decision makers understand the options for addressing corridor - or subarea level transportation problems. The MIS serves this need.

Some proposed projects such as the US 412 Northern Springdale Bypass will be required to go through a MIS to receive funding.

Current AHTD "Major Metropolitan Transportation Investments" policy is in the appendix.

Purpose

The purpose of the MIS is to develop information about the likely impacts and consequences of the alternative transportation investment strategies at the corridor or subarea level. Where Federally funded major transportation investments are being contemplated, the MIS should identify all reasonable alternative strategies for addressing the transportation demands and other problems. The MIS should produce information on the costs, benefits, and impacts of these alternatives so that an informed choice can be made.

Elements

The metropolitan planning regulations state that a major investment study shall include:

- A cooperative and collaborative process to establish the range of alternatives to be studied, and factors to be addressed.
- An evaluation of the effectiveness and cost effectiveness of alternative investments or strategies in attaining local, state, and national goals and objectives.
- Consideration of the direct and indirect costs of alternatives, and factors such as mobility improvements, social, economic, and environmental effects; safety; operating efficiencies, land use and economic development; financing; and energy consumption.
- A proactive public involvement process that provides opportunities for the public and various interests to participate.
- Documentation of the consideration given to alternatives and their impacts.

Consistent with Executive Order 12893 on Principles of Federal Infrastructure Investments, major investment studies will include a systematic analysis of expected benefits and costs, utilizing both quantitative and qualitative measures appropriate.

Benefits

The MIS addresses an array of factors in a focussed fashion, and should lead to improved transportation decisions, consistent with land use, environmental considerations, transportation system performance and community resources. The MIS framework also provides a mechanism through which highway, transit, and multimodal alternatives can be developed through a single integrated process. The new planning process levels the playing field to encourage the selection of alternatives that best address the area's transportation needs.

Alternatives

The study should consider all reasonable alternatives for addressing identified transportation problems, including as appropriate, demand and system management options. All of the participating agencies, as well as the public and interested resource and regulatory agencies, should have opportunities to be involved at this point. Principles for the development of alternatives are:

- The corridor/subareas's current and future transportation problems should be carefully defined first as the basis for identifying, defining, and evaluating alternatives;
- Both physical and operating characteristics should be identified for each strategy.

Institutional factors, alternative operational, land-use, pricing, parking policies, and funding strategies may also be important elements of the definition of alternatives.

- The alternatives should be designed from the start in a fashion that avoids or minimizes adverse social, economic and environmental consequences.
- The operating characteristics for each alternative should be optimized. Each alternative should be designed to take advantage of its inherent operating efficiencies.
- All of the alternatives should be defined in terms of a consistent set of policy assumptions, such as the price of parking and the level of development although sensitivity analyses may be done to explore the impact of alternative policies.
- For the purposes of computing benefits and costs and other purposes, a transportation system/demand management alternative should be included for comparison with other investment options.

Elimination of Alternatives

The elimination of alternatives should take into account a broad spectrum of evaluation criteria including major impact issues (social, economic, financial, and environmental), interagency coordination and public involvement in addition to transportation service/performance measures, as tools for comparative assessment for ultimate compliance with 40 CFR Parts 1500-1508, and 23 CFR 771. General principles are:

- The purpose and need for the major investment should be agreed to as part of the early collaborative process.
- The determination of what constitutes a reasonable range of alternatives will be made on a case by case basis using the provisions of the National Environmental Policy Act (NEPA), as reflected in 40 CFR Parts 1500-1508 and 23 CFR Part 771, and best professional practice as a guide.
- The evaluation of alternatives should not be based on quantitative factors only, but should involve qualitative factors as appropriate.
- Costs beyond the realm of fiscal reasonableness may serve as a deciding factor for what can be included in a fiscally constrained plan. However, cost factors alone are not a sufficient basis for the elimination of alternatives.
- Sufficient cost, impact, and transportation service information should be gathered on all alternatives to provide for a reasonable comparison of impacts and to support subsequent decisions, while assisting in meeting the principles set forth in Executive Order 12893. The level of detail should flow from the agreements reached during the collaborative process.

H. FINANCIALLY CONSTRAINED PLAN

This section specifically deals with the final stages of constraining the plan. It is inserted at this point because the activity chronologically followed the first round of public involvement in plan development.

1. Rating System

In order to achieve equity and efficiency in the prioritization process (constraining the "wish list"), NWARPC staff, AHTD, and the TAC Chair, Dr. Robert Alguire, developed a rating system to define need and priority. Proposed improvements received points based on specific criteria that define the "need" of the improvement for a city or area. The rating system is in the Appendix.

Full implementation of the rating system never actually occurred in the planning process; however, it was used when the TAC prioritized local projects that received "STP-Local" type funding. The TAC did not officially adopt the rating system, but instead, used it as a planning tool to assess priority. In other words, the rating system acted as a gauge, defining which projects were the most important with respect to time (5-year periods). Actual placement of projects into 5-year time periods was the decision of the TAC members and not the rating system itself.

2. Project Selection

After reviewing the results of the first round of the NARTS Public Involvement Process, and after reviewing the amount of funding that could reasonably be expected over the next 25 years, it was time to fiscally and financially prioritize (constrain) the "wish list" of projects. The members of the TAC were asked to consult with their Policy members and develop a "realistic and feasible" list of projects, from "the wish list", based on cost, to be prioritized.

Actual prioritization was accomplished through "round table" discussion by the TAC. The TAC Chair, Dr. Robert Alguire, asked for each city's/entity's highest priority for each 5-year period by funding category. Once the funds for a specific 5-year period had been exhausted, official action was taken and a new 5-year period was prioritized, through the 25 year period of the plan.

In this process, only three funding sources were prioritized. They were: National Highway System/ Surface Transportation Program (NHS/STP); Surface Transportation Program-Local (STP-Local); and Bridge. Prioritization of the STP-Local projects depended heavily upon the use and results of the Rating System. The results of the process can be seen in the Constrained Plan and Map (Pg. 3-1).

I. FINAL PUBLIC INVOLVEMENT

After the "Wish List" of projects had been prioritized, it was time to schedule the "second round" of public involvement to receive public input and comment on the Constrained Plan, before a final decision could be made by the Policy Committee.

The emphasis of the first round of public hearings had been the Unconstrained Plan. The emphasis for the second round was on providing information and receiving feedback on the Constrained Plan and the 2020 Regional Transportation System.

Notification of the hearing duplicated the procedures used for the first round previously discussed, however, the format of the hearing changed.

After an evaluation of the first round of public involvement and participation in AHTD's listening sessions, NWARPC staff felt that the listening session or informal style of the hearings created a more "energized and interactive" experience for the participant. In an attempt to generate a high degree of satisfaction for the participant, the second round of public involvement was designed as an "informal listening session" public hearing. Surveys were not used at this hearing.

Following the guidelines outlined in the NARTS Public Involvement Procedures previously discussed, the informal public hearing was scheduled for December 15, 1994, at the Worthen National Bank Heritage Center in Springdale from 7:00-9:00 pm.

The maps and materials presented on foam board displays included:

- The 2020 Regional Transportation Systems Map
- The Regional Land Use Plan
- A map of the NARTS Study Area Boundary
- Enlargements of the Unconstrained Projects (detailing project information)
- Enlargements of the Constrained "Prioritized" Plan (detailing project information)
- The map of the Constrained "Prioritized" Projects
- Maps detailing the routes of Razorback Transit
- A list of Levels of Service (defined)
- Ozark Transit ridership information
- Highway Commission Approved Funding Projections (by type)
- A list of ISTEA Factors to be Considered
- A list of ISTEA Management Systems
- Growth and Population Projections through the year 2020

Members of the public were asked to sign in and to take, for review, several handouts:

- A map of the NARTS Study Area boundary
- A list of TAC and Policy Representatives (including phone numbers)
- Population and Growth Projections through the year 2020
- Tables of the Constrained "Prioritized" Projects (detailing project information)

The Heritage Center, Worthen National Bank, Springdale, is an accessible facility, and an interpreter was present for people with hearing disabilities.

RESULTS OF SECOND ROUND OF PUBLIC INVOLVEMENT

The second round of public involvement was similar to the first. A geographically diverse sample of about 30 people attended the informal hearing and discussed transportation issues with NARTS committee representatives and NWARPC staff in a one-on-one format.

The projects that received the most comments or attention (both positive and negative) were:

- A proposed US 412 Northern Springdale Bypass
- The widening/new location of AR 265 from AR 16 (FYV) to US 62 (ROG)
- The completion of US 71 from Fayetteville to I-40 (Ft. Smith)
- The Fayetteville Gregg Ave. Project
- The Fayetteville US 71/US 71B Loop
- Access to the proposed Regional Airport
- East/West Arterials in general
- Increased Transit operations for the City of Bentonville
- The widening of AR 102 from US 71B to US 71 (BTV)

IV. ENHANCEMENT ACTIVITIES

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 contains provisions for improving the surface transportation system through development of transportation enhancements. Transportation enhancements are defined in ISTEA as follows:

- *Bicycle and pedestrian facilities*
- *Acquisition of scenic easements and historic sites*
- *Scenic or historic highway programs*
- *Landscaping or other scenic beautification*
- *Historic preservation*
- *Rehabilitation and operation of historic transportation facilities*
- *Preservation of abandoned railway corridors (including their conversion to bicycle and pedestrian facilities)*
- *Control and removal of outdoor advertising*
- *Archeological planning and research*
- *Mitigation of water pollution due to highway runoff above and beyond normal environmental mitigation.*

A. Projects

Enhancement projects within the metro area involve NWARPC, the Cities of Bentonville, Fayetteville, Rogers and Springdale. While the activities within these cities are localized, they each set up potential linkages to the joint project between NWARPC and the Western Arkansas Planning and Development District (WAPDD). This project could be the beginning of an intermodal enhancement plan for bike and pedestrian paths along the rail corridors that connect the cities along the U. S. 71 highway corridor. Metro area projects are listed below with their Funding status. Enhancement funding currently extends through 1997.

1. NWARPC/WAPDD Scenic Highway Corridor (not yet funded)

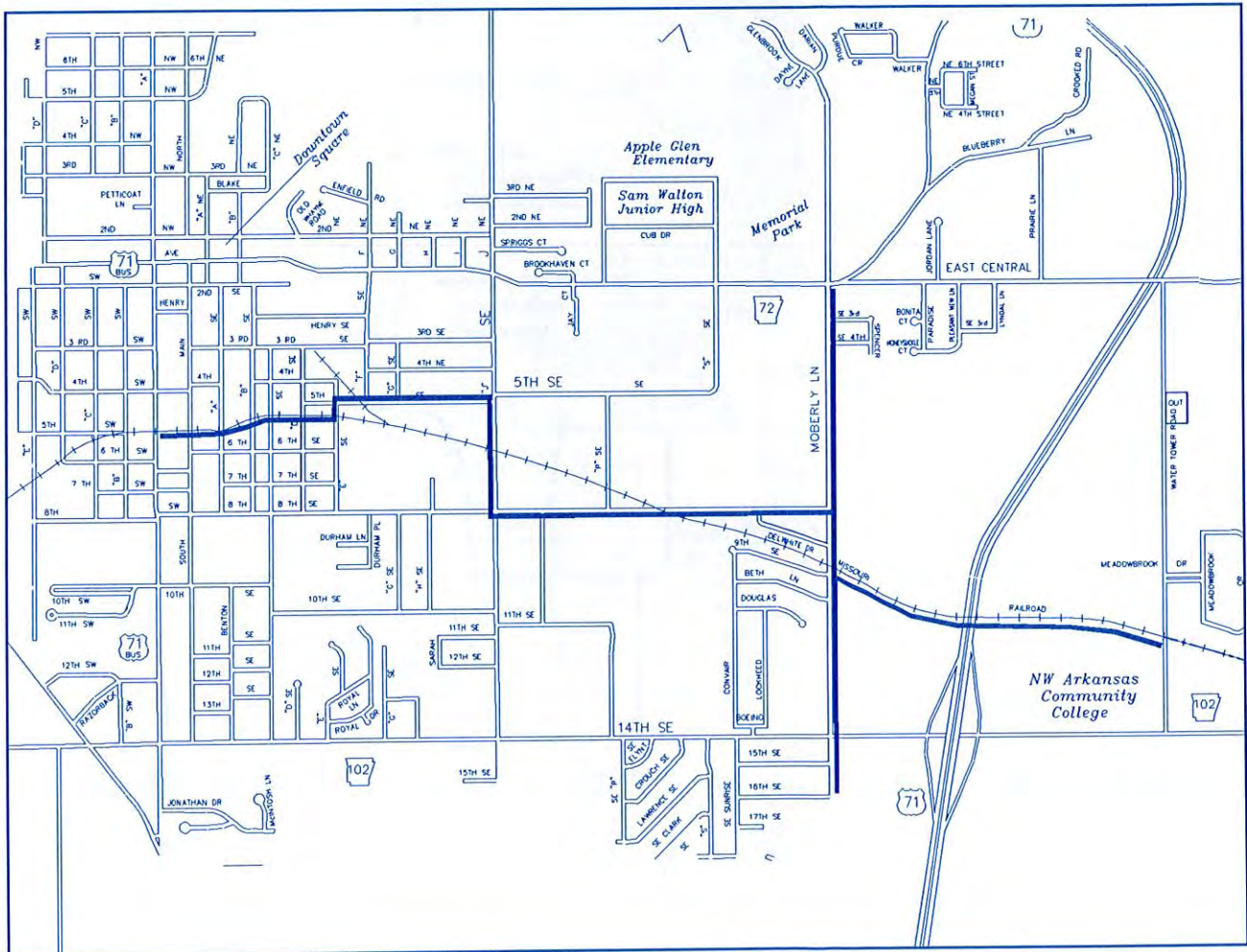
The joint project between NWARPC and WAPDD is to develop the existing U. S. 71 highway between Fayetteville and Alma as the U. S. 71 Scenic Highway Corridor so that the route will become a pleasant alternative to the tourist when the new U. S. 71 route, now under construction, is completed. Projects along the route include:

- a. Expand Rest Stop at Brentwood. Add parking and picnic facilities, enlarge area to include the West Fork of the White River, add walking trail along river.
- b. Acquire land between U. S. 71 and the Arkansas/Missouri Railroad from Winslow to Greenland for linear park. Develop walkway, bikeway, campgrounds, recreation facilities, water features and other tourist oriented facilities.
- c. Acquire additional Rights-of-Way and landscape roadway to develop pleasant driver/passenger views along this drive through the forest and screen unwanted views.
- d. Acquire the old "Boyland" property at Winslow and recreate the 1920's tourist hotel lifestyle.

- e. Develop a tourist information center in the Greenland area with displays showing the Scenic Hwy 71 Route and features along the way.
- f. Acquire Rights-of-Way and develop a separate bicycle lane paralleling the existing route.

2. BENTONVILLE (Funded)

The Moberly Lane Bikeway and Pedestrian Walk will connect the eastern most sections of the City to downtown Bentonville and Northwest Arkansas Community College. Industrial and commercial businesses will be linked to two major highways. This will allow the community's residents to enjoy safe and easy access to Bentonville Memorial

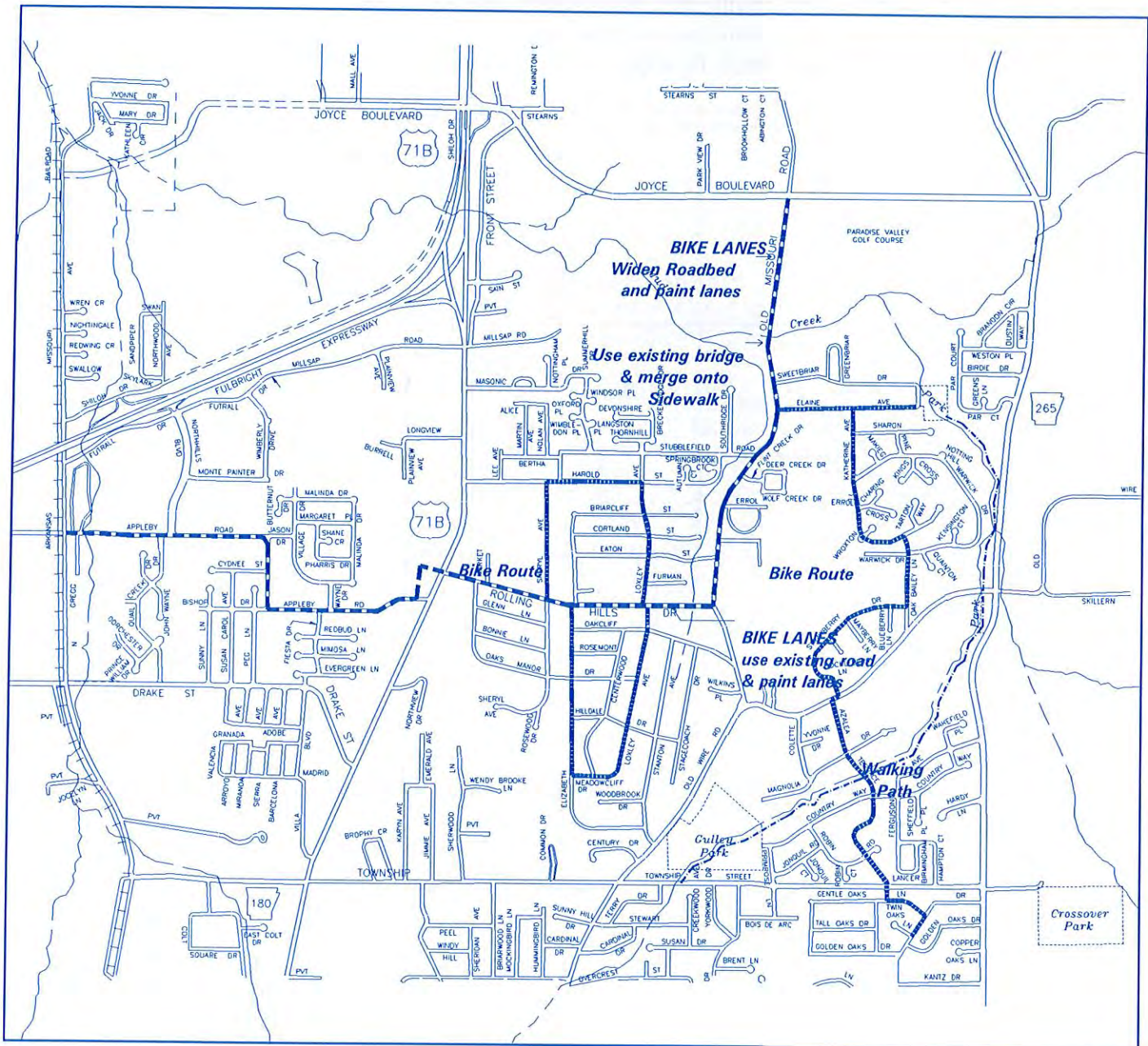


Park and Athletic Facility, Walton Junior High School, Apple Glen Elementary School, Senior Citizen Center, and the Boys and Girls Club. The project transforms an abandoned railway into an active, attractive facility and restores the property's to its original use - transportation.

3. FAYETTEVILLE (Funded)

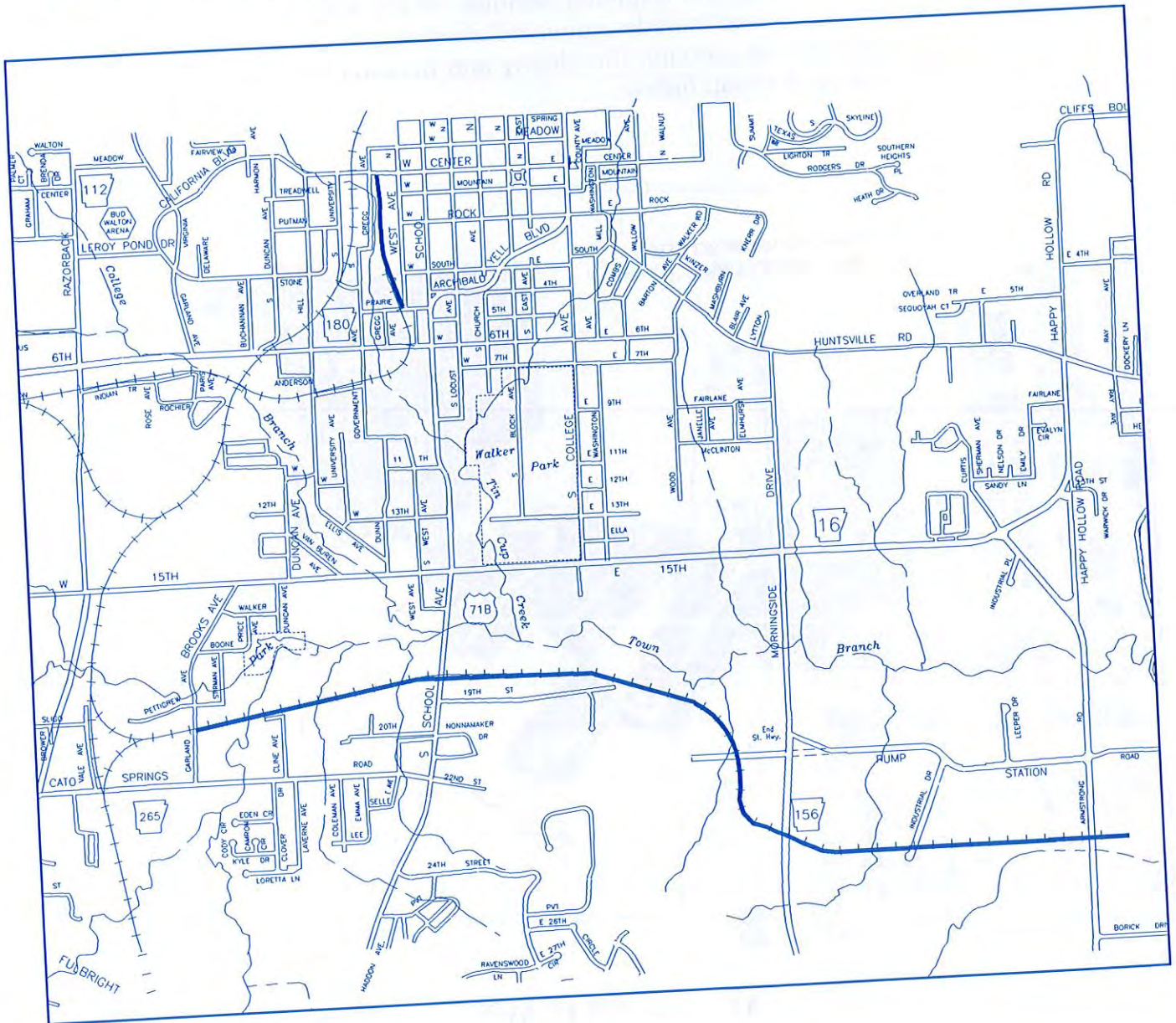
Fayetteville's projects include:

- a. A Bicycle and Pedestrian Trailway that links educational facilities, parks, neighborhoods and shopping centers with safe pathways. The Butterfield School project is approved. Future trailways could link to the U. S. 71 Scenic Highway corridor.



b. Preserving abandoned railway corridors (funding approved) for bikes and pedestrian use;

1. East along the historic St. Paul line from South Garland, across South School Avenue to Armstrong Road, and
2. from Center Street to Prairie Street.

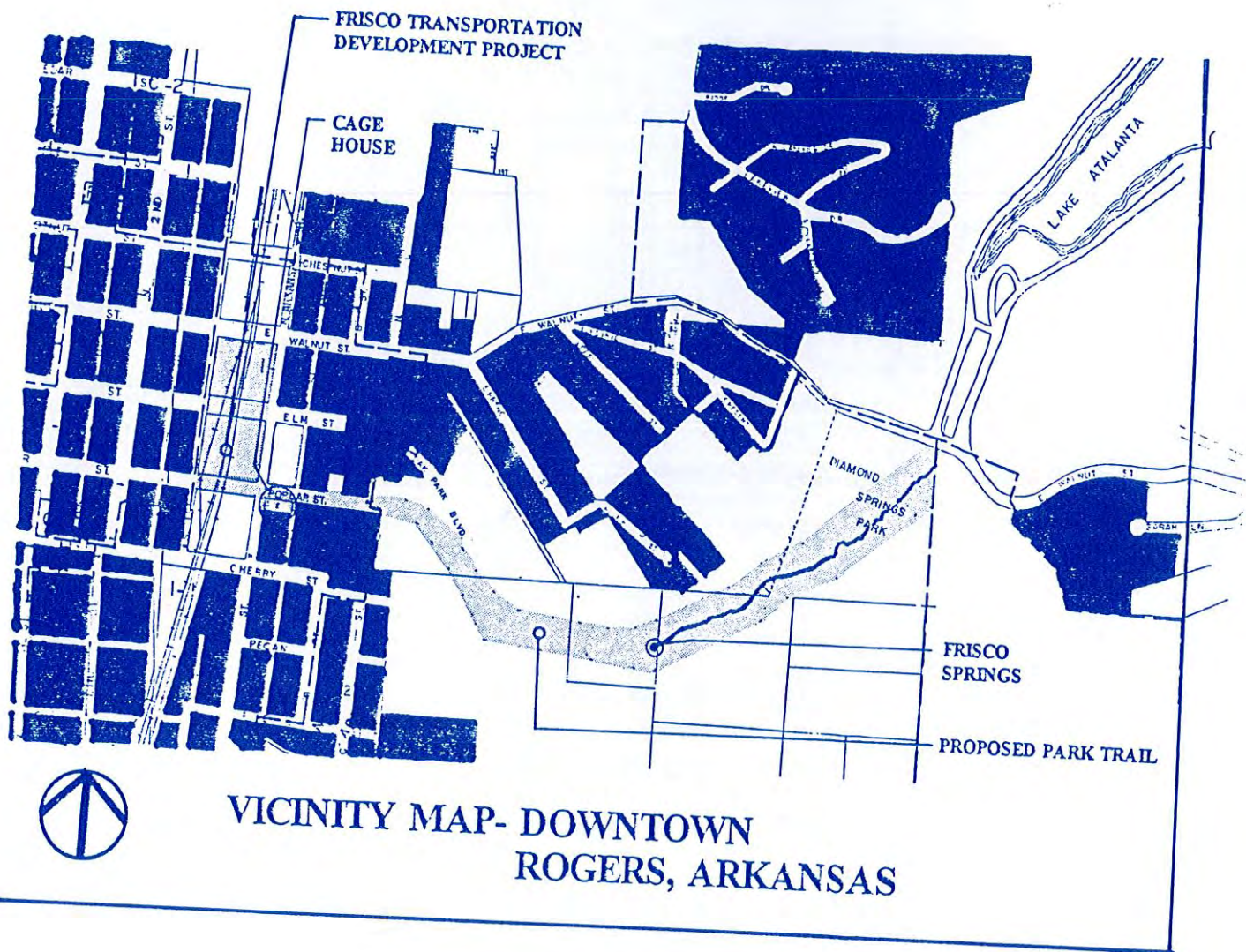


c. Corridor enhancement of entrances to Fayetteville at:

1. AR Hwy. 45 - 1/4 mile east of AR 45/AR 265,
2. Weddington Road at Lewis Avenue intersection,
3. Intersection of Cato Springs Road and Ashwood, and
4. The north side of "Y" intersection of U. S. 71B and U. S. 71.

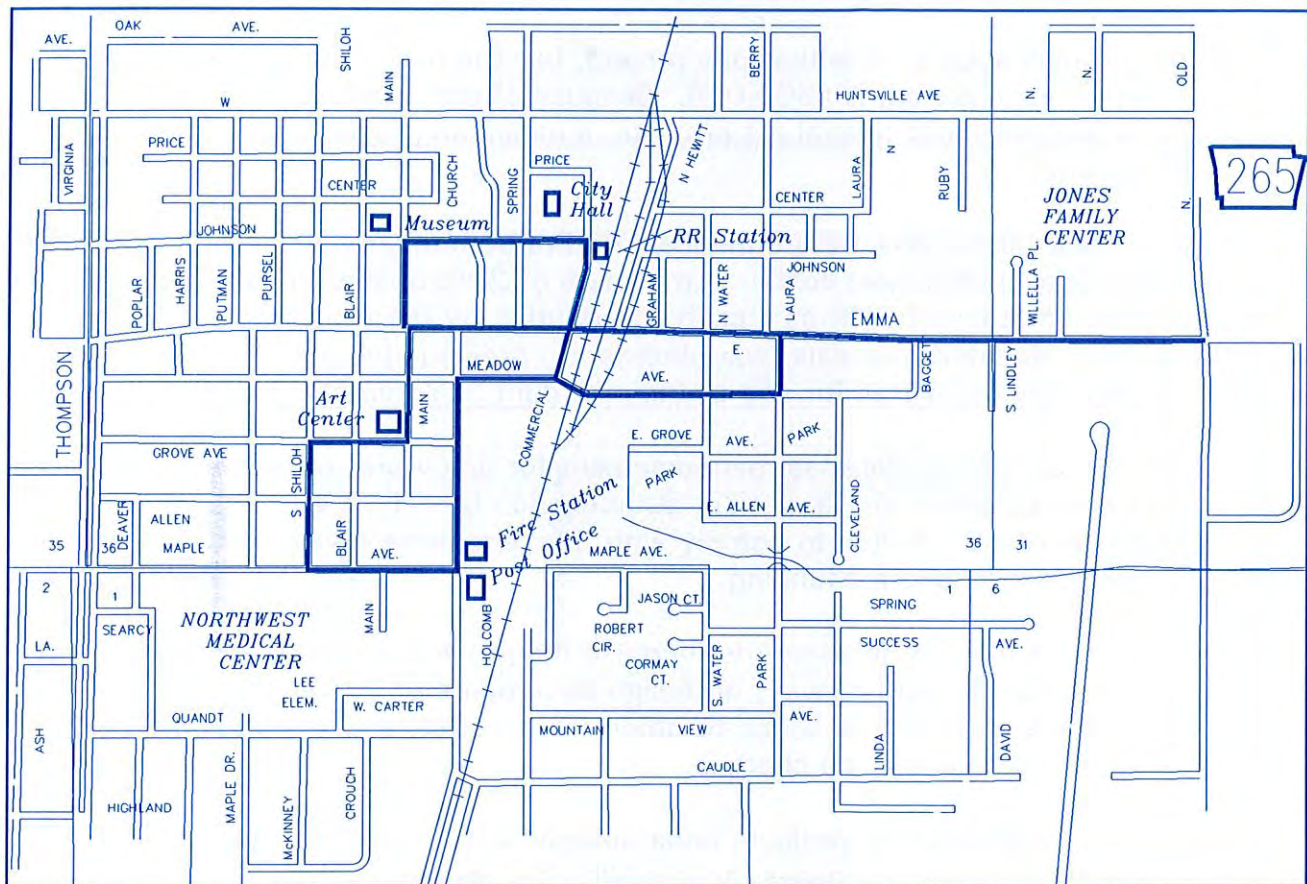
4. ROGERS (Funded)

A walkway/bicycle trail is proposed for an existing underdeveloped park area where two historic transportation routes, the Frisco Railroad and Butterfield Overland Stage, converged in downtown Rogers. This park corridor will link the historic downtown commercial area of Rogers to a nearby city park, Lake Atalanta. The parkway proposed will also include Frisco Springs and Diamond Springs, which were water sources for the early railroad. Facilities planned include a covered pavilion, which will serve as a bus stop for Ozark Transit System, serving the elderly and persons with disabilities. The parkway is illustrated on the map below.



5. SPRINGDALE (not yet funded)

Sidewalk improvements are planned in Springdale which will link Northwest Medical Center, the Art Center of the Ozarks, Shiloh Museum, City Hall, the Arkansas/Missouri Railway Station, the Post Office & Fire Station, Grove Street Park, and the Jones Family Center. The route is illustrated below.



B. ISTEA Enhancement Guidelines

All eligible projects must meet the following program guidelines:

- Applications for funding may be submitted by city or county governments, state agencies, or Federal agencies.
- This is not a "grant" program. Federal law requires that each project be administered as a traditional federally funded highway project. This requires that each work phase (right-of-way, utility adjustments, construction, and construction engineering) follows federal guidelines in its implementation.
- An applicant may submit more than one project, but the maximum cost that will be considered for each project is \$500,000. Because of the administrative resources required to process these federal-aid projects, a minimum project cost of \$10,000 has been established.
- Federal funds available under the Enhancement Program may be used for a maximum of 80% of the eligible project costs. A minimum of 20% of the project costs must be provided (in non-federal funds) as a cash contribution by the project sponsor. No "in-kind" services, donated materials, volunteer labor, previous project expenditures, or private funds may be utilized for any of the minimum 20% matching share.
- Federal funds are not available as reimbursement for any work, project advertising, or purchases accomplished prior to project authorization by FHWA and issuance of a Work Order by AHTD. Failure to comply with this requirement will result in the work being ineligible for federal-aid funding.
- In some cases, it may be necessary to increase the project cost for AHTD staff to review environmental, right-of-way, or design documents or to supervise project construction. These costs will be added to other project costs and the sponsor will be responsible for 20% of all such charges.
- Transportation enhancement projects must comply with federal laws and regulations governing environmental processes, accessibility for persons with disabilities, Davis-Bacon Act requirements, competitive bidding, Disadvantaged Business Enterprise consideration, equal employment opportunity standards, and other applicable provisions.
- The property on which the project is located must be owned by or under long-term lease to the sponsor.
- All projects must be open for use by the general public during normal business hours. Normal business hours must be at least 8:00 am to 5:00 pm, Monday through Friday.
- Applicants will be responsible for operating and maintaining the project. Failure to adequately maintain the project may result in repayment of all federal funds.
- Project funds may not be used to pay for office furnishings.

- Funding for utility relocation or right-of-way acquisition shall only be provided in connection with funding for total project costs.
- Projects for which funding is sought for any of the historic purposes shall involve properties which are listed on the National Register of Historic Places or are determined eligible for such listing by the State Historic Preservation Office. Successful applicants for projects in this category must execute a Deed of Conservation Easement provided by the Arkansas Historic Preservation Program.
- The applicant shall agree to adopt all necessary ordinances or resolutions and to take such legal steps as may be required to fully implement and maintain the project.

C. Project Selection Procedures

Projects will be reviewed by the AHTD staff for eligibility and then forwarded to the Arkansas Transportation Enhancement Program (ATEP) Advisory Committee for ranking. The ATEP Advisory Committee is made up of representatives of the following agencies:

- Arkansas State Highway and Transportation Department
- Arkansas Department of Parks and Tourism
- Keep Arkansas Beautiful
- State Historic Preservation Office
- University of Arkansas Department of Architecture
- Arkansas Municipal League
- Association of Arkansas Counties
- Landscape Architect Consultant

Projects will be selected for approval based on their ranking and availability of federal funds. If funds are inadequate to approve all eligible projects, the Committee will generally give priority to those projects which:

1. Fulfill the intent of several of the eligibility categories.
2. Have a low cost in relation to benefits received.
3. Are able to be implemented with a minimum of additional planning or design work.
4. Provide more than a 20% local matching share.
5. Have no other source of funds readily available.

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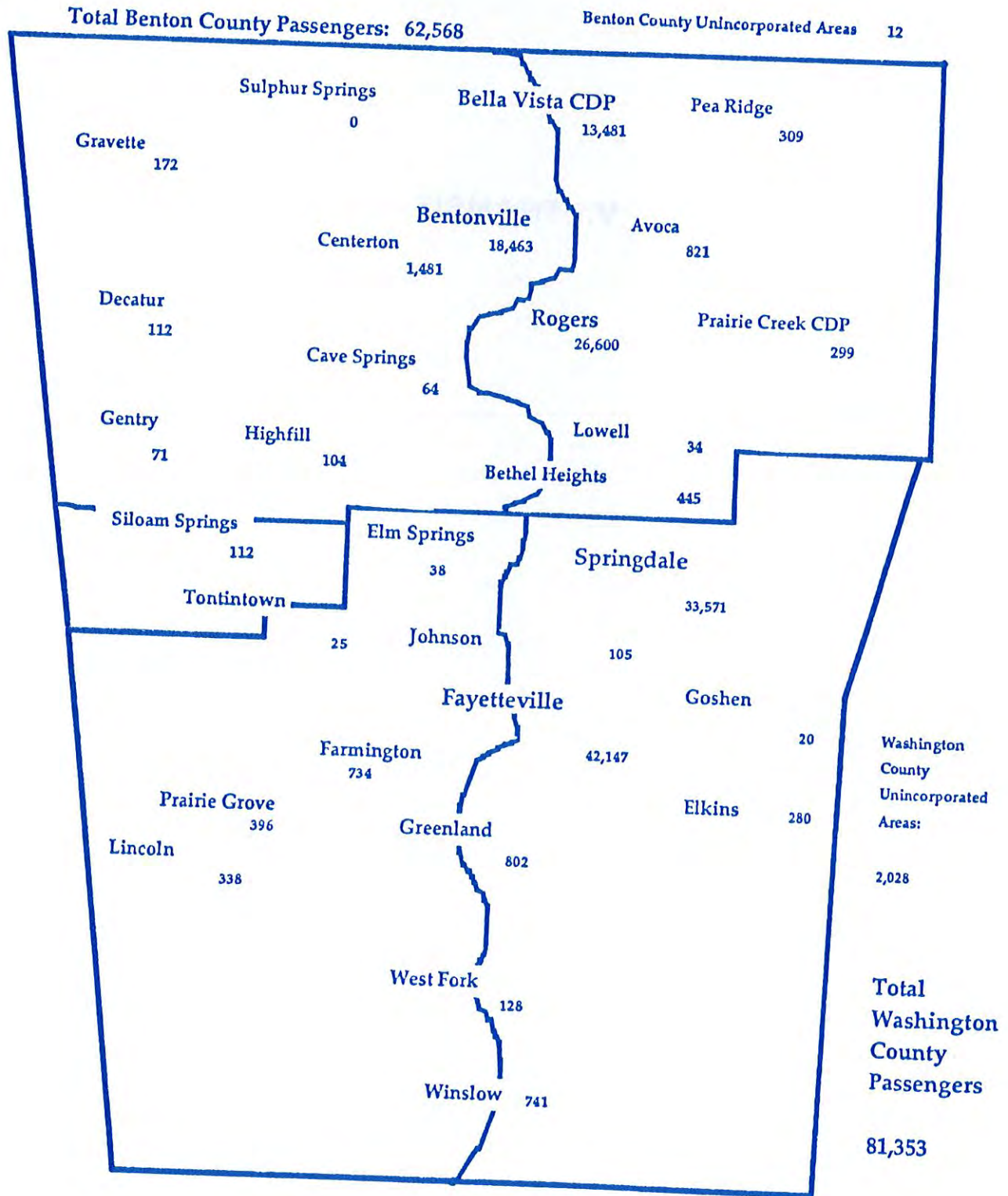
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V. TRANSIT

V. TRANSIT

Service Area Map

Ozark Regional Transit - Service Map
Benton County Passengers
July 1, 1993 - June 30, 1994



A. Ozark Regional Transit

Ozark Regional Transit (Ozark) is operated by Community Resource Group, a not-for-profit corporation with headquarters in Springdale, AR. The organization's objective is to improve mobility in Northwest Arkansas.

Ozark operates community transportation in most cities and many communities in Benton, Carroll, Madison and Washington Counties, including Fayetteville/Springdale, an area officially designated by the Federal Transit Administration (FTA) to be urbanized.

Ozark began in 1977, as a recipient of one of the earliest Rural Public Transportation Demonstration grants, a Title XX grant, a HEW Human Service Transportation Coordination Demonstration Grant, and county funding. Services for the year provided 68,000 rides and started building on a tradition of human service agency cooperation which is maintained to this day.

In 1980, Ozark became one of the first UMTA Section 18 Rural Public Transit Programs. Ten years later, Ozark became an FTA Section 9 Urban Public Transit Program recipient, as well. Today, Ozark's 34 vehicles operate predominantly demand-response service. One fixed route is operated for the City of Fayetteville in the downtown area.

Current Demand Response Service Description

Ozark operates demand-response service using 34 small buses and vans. Most of Ozark's demand-response rides, 126,170, in the study area last year, are centrally scheduled.

Demand-response service means that passengers are picked up at home and dropped off at the destination of their choice. Routing of each vehicle is accomplished the day prior to operation, utilizing a zone assignment system, and carried out to accommodate those citizens who have requested rides in advance. Bus stops are not used. The service is accessible to citizens with mobility impairments. It also assures broad geographic coverage, because the routing is flexible.

The Regional Map shows data pertaining to Ozark's current demand-response service to each incorporated community in the study area. Table 1 shows that ridership totaled 126,170 from July, 1993 through June, 1994. Service within the study area cost approximately \$218,850 in Federal Transit Administration Section 9 urban funds, \$155,900 in FTA Section 18 rural funds, \$99,180 in local government funds, and \$378,930 in other local funds, for a total of \$852,860. (Note: costs are for the period 10/1/93-9/30/94, thus lags 3 months behind ridership data.)

Fixed Routes for Community Transportation

It is expected that within the next five years additional fixed routes, or deviated fixed routes, will be operated in close conjunction to high-use zone assignment systems within Ozark's demand-response system. This will free demand-response vehicle time and resources to provide additional non-ambulatory service. It is also possible that some demand-response resources will be diverted to the development of routes and bus stops.

Fixed routes operated in conjunction with demand-response service play a role in

providing service to persons with disabilities who are able to use bus stops, and for ambulatory citizens who need an alternative to private transportation for financial reasons, or to avoid personally negotiating traffic.

Ozark operates a new downtown trolley service for the City of Fayetteville, and a number of other parking shuttles and community activity routes, many of which are seasonal. The Fayetteville Trolley operates with 20 minute headways between the Fayetteville Square and Dickson Street. The Trolley's core route ridership has been growing since it began last December, to a present level of about 40 per day. The service is offered primarily for visitors to the city, though 50% of riders have been residents. It is also, in part, an effort to use transit to reduce traffic and improve access to downtown. Ridership is somewhat hampered by lack of public transportation for visitors from hotels and motels in the region, to the downtown area.

Parking shuttle services currently operated by Ozark include transit to and from University of Arkansas Football and Basketball games, and special park and ride shuttles for fall festivals in the region. Fixed route ridership totals 40,000 to 50,000 per year.

Long Range Plan

Demand Response Service

The NWARPC reports the population of the Benton & Washington County study areas to be 180,277, as of the 1990 census. It projects the study area population to be 234,282 by the year 2000. Table 2 presents cost and ridership data for each study area community at the end of the year 2000. If ridership increases at the same rate as population growth, 177,245 study area citizens will use Ozark's demand-response service at a cost of \$1,164,525.

Tables 3 and 4 present similar demand-response data for the year 2010 and 2020. By the year 2020, 260,129 residents will use demand response service at a cost of 1.6 million.

Table 5 presents unconstrained demand-response ridership and cost data, i.e., what will service look like if cost were not a barrier to development.

Ozark uses two methods to forecast demand for demand-response transit. One is the aggregate estimate method using a rural transit trip rate of 3 per capita. The other is a method developed by Oklahoma researcher Sandra Rosenbloom, which uses population data to project riders with mobility impairments, a population to which Ozark carefully targets its service. The average of these two methods would forecast a total of about 740,000 demand-response trips per year by 2020, at a cost of approximately \$5 million. Ozark currently estimates that it meets approximately 25% of demand for flexible door-to-door service in the study area.

Improved Community Transportation for the General Public

Ozark has traditionally focused upon the development of demand-response transportation targeted to meet the needs of elderly and handicapped residents of Northwest Arkansas. The unconstrained data presented here show that the demand for such service cannot be met within the constraints of existing sources of public or private financing. Ozark will continue to work toward the development of service for the most transit dependent

citizens.

In addition, population growth and traffic congestion throughout the study area accentuate the potential role of community transportation for the general public. Ozark dropped all eligibility criteria for demand-response service last year, following the commitment of most local governments in the region to participate in the funding of service. Many younger, ambulatory citizens now use Ozark service for transportation to work and other destinations.

Ozark's infrastructure, including a 10 acre maintenance facility and a fully developed communication system, will meet the needs for the expansion of the system for decades to come.

Table 6 summarizes unconstrained data pertaining to the development of improved community transportation routes for the general public in the region, beginning with the expansion and Federal Transit Administration funding of the Fayetteville Trolley. Ozark is encouraging the City of Fayetteville to consider a second Trolley route. The proposed route connects with the downtown Trolley at the City Administration building. The route will provide transportation for residents and visitors who are not located along an existing Trolley or other fixed route, and thus cannot use the downtown Trolley. It will also meet a need for transportation from both the downtown area and the Central 71B area to the Westgate shopping area, which is difficult to schedule on a demand response basis due to traffic congestion and consequent dwell and trip times. Colt Square and Oak Plaza are also areas without current transit service. The second route would also serve additional areas of downtown Fayetteville, including the high-rise and a grocery store.

If the Trolley service continues to grow, Federal Transit Administration funds should be made available for the purchase of trolley buses for the downtown route.

Table 6 also outlines several other new fixed routes serving the study area:

- Springdale-residential and US 412 corridor
- AR 265 - East Fayetteville and Springdale
- South Fayetteville, Westgate & US 62 corridor
- Rogers & Bentonville
- Proposed regional airport site along US 71B to Greenland

The last route would provide a backbone of service along the most heavily traveled highway in the region, which would connect with other services in operation.

The routes coincide with Ozark's current operating authority. In addition, Ozark is currently providing demand-response service during rush hour between Rogers and Springdale, Springdale and Fayetteville, Bentonville and Rogers, Bella Vista and Bentonville/Rogers, and both north and west Benton County and Bentonville/Rogers. Fixed route development to improve current service is important in some areas, and may fall within funding constraints. Demand-response service currently operated along each proposed route is experiencing standing room only rush hour operation.

Finally, both Benton and Washington Counties are currently experiencing traffic congestion during rush hours. A 1994 University of Arkansas - Fayetteville (UAF) survey, on attitudes of local citizens toward an improved transportation infrastructure and continued

growth, found 83% of those surveyed felt that the problem of traffic congestion in the region was either somewhat or very serious (see publication of Fendley and Miller, Mack-Blackwell Transportation Center, 1994, page 6)

Increased community transportation should be considered along major arterials in the region. Highway 265 between Fayetteville and Springdale, Highways 62 and 16 west of Fayetteville, and Highway 102 between Bentonville and Rogers are examples of areas which might benefit from rush hour transit routes to alleviate traffic congestion.

Finally, note that cost constraints may limit expansion to that sustainable by local sources. Ozark has traditionally expanded service by means of a combination of service contracts, advertising sales, and local government support. It has also benefited from increased Federal Transit Administration funds.

The only state funding initiative on the horizon, a plan released last year by the Arkansas Highway and Transportation Department, should, but may not, include significant additional revenues for the region.

Capital Acquisition Plan

Table 7 summarizes Ozark's capital improvement program for the period 1995 - 2000. Ozark will need to spend approximately \$1,323,952 in FTA Section 9 funds, \$795,952 in FTA Section 18 funds, and \$659,976 in local matching funds (including 100% of a Compressed Natural Gas (CNG) project which will not be eligible under the Arkansas Highway and Transportation Department guidelines for FTA funding), for a total of \$2,779,880 over the five year period.

Nearly all vehicles currently in operation will need replacement during the five year period. In addition, the plan considers purchasing trolley replica buses for the City of Fayetteville's visitor transportation program, new larger buses for fixed route development, and replacement equipment for maintenance and administration.

Finally, the plan includes funding for the establishment of a driver training course for the Northwest Arkansas region, and to complete paving and other work at the Ozark facility. Ozark moved in September, 1994, to a 10 acre facility on Highway 412 E. in Springdale, which includes 10,000 square feet of maintenance garage space in one building, and another maintenance building which is to be used for painting and automatic bus washing. The 10 acre site also includes additional office space and offers room for a driver training course.

TABLE 1

CURRENT OZARK REG. TRANS. DEMAND RESPONSE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - FY94

	RIDERSHIP	FEDERAL TRANSIT ADMIN. FUNDS		LOCAL MATCHING FUNDS		TOTAL COST
		FTA SECTION 9	FTA SECTION 18	PROJECTED LOCAL GOVERNMENT FUNDS	OTHER LOCAL FUNDS (EARNED, CONTRACT, ETC.)	
UZA (FTA URBANIZED AREA)						
FARMINGTON	734	\$2,090		\$580	\$2,200	\$4,870
FAYETTEVILLE	42,147	\$120,180		\$33,130	\$126,580	\$279,890
GREENLAND	193	\$550		\$150	\$580	\$1,280
JOHNSON	105	\$300		\$80	\$320	\$700
SPRINGDALE	33,571	\$95,730		\$26,390	\$100,820	\$222,940
SUBTOTAL UZA	76,750	\$218,850		\$60,330	\$230,500	\$509,680
NON-UZA						
BENTON CO. UNINCORPORATED	12		\$40	\$10	\$40	\$90
BENTONVILLE	18,463		\$58,240	\$14,510	\$55,450	\$128,200
BETHEL HEIGHTS	445		\$1,400	\$350	\$1,340	\$3,090
CAVE SPRINGS	64		\$200	\$50	\$190	\$440
CENTERTON	1,481		\$4,670	\$1,170	\$4,450	\$10,290
LITTLE FLOCK	230		\$730	\$180	\$690	\$1,600
LOWELL	34		\$110	\$20	\$100	\$230
ROGERS	26,600		\$83,910	\$20,910	\$79,890	\$184,710
WASHINGTON CO. UNINCORPORATED	2,028		\$6,400	\$1,600	\$6,090	\$14,090
ELM SPRINGS	38		\$120	\$30	\$110	\$260
TONTITOWN	25		\$80	\$20	\$80	\$180
SUBTOTAL NON-UZA	49,420		\$155,900	\$38,850	\$148,430	\$343,180
TOTAL STUDY AREA	126,170	\$218,850	\$155,900	\$99,180	\$378,930	\$852,860

TABLE 2

FIVE YEAR PLAN - OZARK REG. TRANS. DEMAND RESPONSE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - 1994

	RIDERSHIP PROJECTIONS			FEDERAL TRANSIT ADMIN. FUNDS			LOCAL MATCHING FUNDS		TOTAL COST PER YEAR AT END OF 2000
	1990 CENSUS BASE	ESTIMATED POPULATION BY 2000 (NWARPC)	DEMAND-RESPONSE RIDERSHIP (END OF YEAR 2000)	FTA SECTION 9	FTA SECTION 18	TOTAL FTA	PROJECTED LOCAL GOVERNMENT FUNDS	OTHER LOCAL FUNDS (EARNED, CONTRACT, ETC.)	
UZA (FTA URBANIZED AREA)									
FARMINGTON	1,322	1,834	1,018	\$2,710		\$2,710	\$754	\$3,060	\$6,524
FAYETTEVILLE	42,099	59,753	59,821	\$159,460		\$159,460	\$43,056	\$179,640	\$382,156
GREENLAND	757	1,088	277	\$740		\$740	\$195	\$830	\$1,765
JOHNSON	599	1,198	210	\$560		\$560	\$104	\$630	\$1,294
SPRINGDALE	29,941	40,463	45,369	\$120,940		\$120,940	\$34,296	\$136,240	\$291,476
SUBTOTAL UZA	74,718	104,336	106,695	\$284,410		\$284,410	\$78,405	\$320,400	\$683,215
NON-UZA									
BENTON CO. UNINCORPORATED	33,986	35,384	12		\$40	\$40	\$13	\$40	\$93
BENTONVILLE	11,257	15,255	25,020		\$77,640	\$77,640	\$18,857	\$75,140	\$171,637
BETHEL HEIGHTS	281	335	531		\$1,650	\$1,650	\$455	\$1,590	\$3,695
CAVE SPRINGS	465	548	75		\$230	\$230	\$65	\$230	\$525
CENTERTON	491	788	2,377		\$7,380	\$7,380	\$1,521	\$7,140	\$16,041
LITTLE FLOCK	944	1,410	344		\$1,070	\$1,070	\$234	\$1,030	\$2,334
LOWELL	1,224	1,968	55		\$170	\$170	\$26	\$170	\$366
ROGERS	24,692	36,862	39,710		\$123,230	\$123,230	\$27,175	\$119,250	\$269,655
WASHINGTON CO. UNINCORPORATED	30,866	35,796	2,352		\$7,300	\$7,300	\$2,079	\$7,060	\$16,439
ELM SPRINGS	893	1,144	49		\$150	\$150	\$39	\$150	\$339
TONTITOWN	460	456	25		\$80	\$80	\$26	\$80	\$186
SUBTOTAL NON-UZA	105,559	129,946	70,550		\$218,940	\$218,940	\$50,490	\$211,880	\$481,310
TOTAL STUDY AREA	180,277	234,282	177,245	\$284,410	\$218,940	\$503,350	\$128,895	\$532,280	\$1,164,525

TABLE 3

2010 PLAN - OZARK REG. TRANS. DEMAND RESPONSE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - 1994

	RIDERSHIP PROJECTIONS			FEDERAL TRANSIT ADMIN. FUNDS			LOCAL MATCHING FUNDS		TOTAL COST PER YEAR AT END OF 2010
	1990 CENSUS BASE	ESTIMATED POPULATION BY 2010 (NWARPC)	DEMAND-RESPONSE RIDERSHIP (END OF YEAR 2010)	FTA SECTION 9	FTA SECTION 18	TOTAL FTA	PROJECTED LOCAL GOVERNMENT FUNDS	OTHER LOCAL FUNDS (EARNED, CONTRACT, ETC.)	
UZA (FTA URBANIZED AREA)									
FARMINGTON	1,322	2,262	1,256	\$3,240		\$3,240	\$889	\$3,770	\$7,899
FAYETTEVILLE	42,099	72,571	72,654	\$187,340		\$187,340	\$50,752	\$218,170	\$456,262
GREENLAND	757	1,287	328	\$850		\$850	\$230	\$980	\$2,060
JOHNSON	599	1,744	306	\$790		\$790	\$123	\$920	\$1,833
SPRINGDALE	29,941	49,476	55,474	\$143,040		\$143,040	\$40,427	\$166,580	\$350,047
SUBTOTAL UZA	74,718	127,340	130,018	\$335,260		\$335,260	\$92,421	\$390,420	\$818,101
NON-UZA									
BENTON CO. UNINCORPORATED	33,986	36,782	13		\$40	\$40	\$15	\$40	\$95
BENTONVILLE	11,257	18,684	30,644		\$93,320	\$93,320	\$22,228	\$92,020	\$207,568
BETHEL HEIGHTS	281	359	569		\$1,730	\$1,730	\$536	\$1,710	\$3,976
CAVE SPRINGS	465	593	82		\$250	\$250	\$77	\$250	\$577
CENTERTON	491	1,032	3,113		\$9,480	\$9,480	\$1,792	\$9,350	\$20,622
LITTLE FLOCK	944	1,809	441		\$1,340	\$1,340	\$276	\$1,320	\$2,936
LOWELL	1,224	2,612	73		\$220	\$220	\$31	\$220	\$471
ROGERS	24,692	47,540	51,214		\$155,960	\$155,960	\$32,032	\$153,790	\$341,782
WASHINGTON CO. UNINCORPORATED	30,866	37,643	2,473		\$7,530	\$7,530	\$2,451	\$7,430	\$17,411
ELM SPRINGS	893	1,344	57		\$170	\$170	\$46	\$170	\$386
TONTITOWN	460	420	23		\$70	\$70	\$31	\$70	\$171
SUBTOTAL NON-UZA	105,559	148,818	88,702		\$270,110	\$270,110	\$59,515	\$266,370	\$595,995
TOTAL STUDY AREA	180,277	276,158	218,720	\$335,260	\$270,110	\$605,370	\$151,936	\$656,790	\$1,414,096

2020 PLAN - OZARK REG. TRANS. DEMAND RESPONSE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - 1994

TABLE 4

	RIDERSHIP PROJECTIONS			FEDERAL TRANSIT ADMIN. FUNDS			LOCAL MATCHING FUNDS		TOTAL COST PER YEAR AT END OF 2020
	1990 CENSUS BASE	ESTIMATED POPULATION BY 2020 (NWARPC)	DEMAND-RESPONSE RIDERSHIP (END OF YEAR 2020)	FTA SECTION 9	FTA SECTION 18	TOTAL FTA	PROJECTED LOCAL GOVERNMENT FUNDS	OTHER LOCAL FUNDS (EARNED, CONTRACT, ETC.)	
UZA (FTA URBANIZED AREA)									
FARMINGTON	1,322	2,690	1,494	\$3,750		\$3,750	\$1,020	\$4,490	\$9,260
FAYETTEVILLE	42,099	85,388	85,485	\$214,610		\$214,610	\$58,276	\$256,700	\$529,586
GREENLAND	757	1,487	379	\$950		\$950	\$264	\$1,140	\$2,354
JOHNSON	599	2,289	401	\$1,010		\$1,010	\$141	\$1,200	\$2,351
SPRINGDALE	29,941	58,489	65,580	\$164,640		\$164,640	\$46,420	\$196,920	\$407,980
SUBTOTAL UZA	74,718	150,343	153,339	\$384,960		\$384,960	\$106,121	\$460,450	\$951,531
NON-UZA									
BENTON CO. UNINCORPORATED	33,986	38,180	13						
BENTONVILLE	11,257	22,113	36,268		\$40	\$40	\$18	\$40	\$98
BETHEL HEIGHTS	281	382	605		\$109,090	\$109,090	\$25,523	\$108,910	\$243,523
CAVE SPRINGS	465	638	88		\$1,820	\$1,820	\$616	\$1,820	\$4,256
CENTERTON	491	1,276	3,849		\$260	\$260	\$88	\$260	\$608
LITTLE FLOCK	944	2,208	538		\$11,580	\$11,580	\$2,058	\$11,560	\$25,198
LOWELL	1,224	3,256	90		\$1,620	\$1,620	\$317	\$1,620	\$3,557
ROGERS	24,692	58,219	62,718		\$270	\$270	\$35	\$270	\$575
WASHINGTON CO. UNINCORPORATED	30,866	38,566	2,534		\$188,650	\$188,650	\$36,781	\$188,330	\$413,761
ELM SPRINGS	893	1,544	66		\$7,620	\$7,620	\$2,814	\$7,610	\$18,044
TONTITOWN	460	385	21		\$200	\$200	\$53	\$200	\$453
SUBTOTAL NON-UZA	105,559	166,767	106,790		\$60	\$60	\$35	\$60	\$155
TOTAL STUDY AREA	180,277	317,110	260,129	\$384,960	\$321,210	\$321,210	\$68,338	\$320,680	\$710,228
						\$706,170	\$174,459	\$781,130	\$1,661,759

UNCONSTRAINED 2020 PLAN - OZARK REG. TRANS. DEMAND RESPONSE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - 1994

TABLE 5

	RIDERSHIP PROJECTIONS			FEDERAL TRANSIT ADMIN. FUNDS		LOCAL MATCHING FUNDS		TOTAL COST PER YEAR AT END OF 2000
	1990 CENSUS BASE	ESTIMATED POPULATION BY 2020 (NWARPC)	DEMAND-RESPONSE RIDERSHIP (TOTAL DEMAND FORECAST)	FTA SECTION 9	FTA SECTION 18	PROJECTED LOCAL GOVERNMENT FUNDS	OTHER LOCAL FUNDS (EARNED, CONTRACT, ETC.)	
UZA (FTA URBANIZED AREA)								
FARMINGTON	1,322	2,690	6,268	\$21,938		\$1,020	\$20,918	\$43,876
FAYETTEVILLE	42,099	85,388	198,954	\$696,339		\$58,276	\$638,063	\$1,392,678
GREENLAND	757	1,487	3,465	\$12,128		\$264	\$11,863	\$24,255
JOHNSON	599	2,289	5,333	\$18,666		\$141	\$18,524	\$37,331
SPRINGDALE	29,941	58,489	136,279	\$476,977		\$46,420	\$430,556	\$953,953
SUBTOTAL UZA	74,718	150,343	350,299	\$1,226,048		\$106,121	\$1,119,924	\$2,452,093
NON-UZA								
BENTON CO. UNINCORPORATED	33,986	38,180	88,959		\$311,357	\$18	\$311,338	\$622,713
BENTONVILLE	11,257	22,113	51,523		\$180,331	\$25,523	\$154,807	\$360,661
BETHEL HEIGHTS	281	382	890		\$3,115	\$616	\$2,499	\$6,230
CAVE SPRINGS	465	638	1,487		\$5,205	\$88	\$5,116	\$10,409
CENTERTON	491	1,276	2,973		\$10,406	\$2,058	\$8,347	\$20,811
LITTLE FLOCK	944	2,208	5,145		\$18,008	\$317	\$17,690	\$36,015
LOWELL	1,224	3,256	7,586		\$26,551	\$35	\$26,516	\$53,102
ROGERS	24,692	58,219	135,650		\$474,775	\$36,781	\$437,994	\$949,550
WASHINGTON CO. UNINCORPORATED	30,866	38,566	89,859		\$314,507	\$2,814	\$311,692	\$629,013
ELM SPRINGS	893	1,544	3,598		\$12,593	\$53	\$12,540	\$25,186
TONTITOWN	460	385	897		\$3,140	\$35	\$3,104	\$6,279
SUBTOTAL NON-UZA	105,559	166,767	388,567	\$1,359,988		\$68,338	\$1,291,643	\$2,719,969
TOTAL STUDY AREA	180,277	317,110	738,866	\$1,226,048	\$1,359,988	\$174,459	\$2,411,567	\$5,172,062

DEMAND FORECAST METHODOLOGIES - (AVERAGE USED):

1. AGGREGATE ESTIMATE: 3 TRIPS PER PERSON PER YEAR IN RURAL AREAS. SOURCE IS FTA.
2. TRIPS BY PERSONS WITH MOBILITY IMPAIRMENTS (APPLICABLE TO DEMAND-RESPONSE SERVICE)
3.2% OF POPULATION TIMES 1 TRIP EVERY OTHER WEEK. SOURCE ROSENBLUM STUDY

TABLE 6

UNCONSTRAINED FIVE YEAR PLAN - OZARK REG. TRANS. FIXED ROUTE SERVICE & OPERATING COST - NWARPC TRANSPORTATION STUDY AREA - 1994

NOT IN PRIORITY ORDER		ROUTE DATA							ANNUAL OPERATING \$ - END OF 2000				ANNUAL CAPITAL REPLACEMENT \$		
ROUTE DESCRIPTION	NUMBER OF BUSES	ROUTE MILES	ROUND TRIPS (EACH BUS)	DAILY MILEAGE (ALL BUSES)	HEADWAY IN MIN.	OPER. HOURS	TOTAL DAILY BUS HOURS	PROJECTED RIDERSHIP END OF 2000	PUBLIC FARES @ \$0.75	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL
EXISTING DOWNTOWN FAYETTEVILLE TROLLEY (6 DAYS)	1	2.62	21	55	20	0930 1630	7	31,200		22,460	22,460	44,920	6,000	1,500	7,500
NEW ROGERS RESIDENTIAL/MALL - BENTONVILLE*	3	24	8	576	30	0700 1800	33	150,000	112,500	60,230	60,230	232,960	58,000	14,500	72,500
NEW SPRINGDALE 412 & RESIDENTIAL LOOP*	3	20	8	480	30	0700 1800	33	150,000	112,500	53,715	53,715	219,930	58,000	14,500	72,500
NEW FAYETTEVILLE MOTEL & BUSINESS LOOP TROLLEY (6 DAYS)*	4	14	7	392	15	0930 1630	28	100,000		92,715	92,715	185,430	24,000	6,000	30,000
NEW -SPRINGDALE 412/71B TO FAYETTEVILLE 265/16 LINE *	4	36	7	1,008	30	0700 1800	44	150,000	112,500	85,930	85,930	284,360	77,334	19,333	96,667
NEW 71B CORRIDOR ROUTE (GREENLAND TO VAUGHN)*	8	96	4	3,072	20	0700 1800	88	700,000	525,000	147,460	147,460	819,920	154,666	38,667	193,333
NEW FAYETTEVILLE SQUARE TO NWA MALL VIA 16, 265, & ZION RD. *	4	22	8	704	20	0700 1800	44	150,000	112,500	68,740	68,740	249,980	77,334	19,333	96,667
NEW SOUTH FAYETTEVILLE & 62 WEST-71B LINE*	2	20	8	320	40	0700 1800	22	150,000	112,500	18,040	18,040	148,580	38,666	9,667	48,333
TOTALS	29	235	NA	6,607	NA	NA	299	1,581,200	1,087,500	549,290	549,290	2,186,080	494,000	123,500	617,500

*ALL INFORMATION FOR THESE POSSIBLE ROUTES IS ESTIMATED.

TABLE 7

5 YEAR CAPITAL IMPROVEMENT PROGRAM - OZARK REG. TRANS. - NWARPC TRANSPORTATION STUDY AREA - 1994

ITEM DESCRIPTION	FTA SECTION 9	FTA SECTION 18	LOCAL	TOTAL	NOTES
REPLACE 2 FAYETTEVILLE TROLLEY BUSES (ONE ROUTE AND ONE SPARE) WITH REPLICA TROLLEY BUSES	320,000		80,000	400,000	PROJECT UNDER CONSIDERATION
PROVIDE TWO ADDITIONAL REPLICA TROLLEY BUSES FOR THE SECOND TROLLEY ROUTE	320,000		80,000	400,000	PROJECT UNDER CONSIDERATION
PURCHASE 1 MAINTENANCE VEHICLE		12,000	3,000	15,000	FOR ROAD CALL AND SUPERVISION USE
PURCHASE (15) 18 PASSENGER LIFT BUSES FOR DEMAND RESPONSE USE	270,000	270,000	135,000	675,000	REPLACEMENT OF EXISTING EQUIPMENT WITH A 4-6 YEAR LIFE CYCLE
PURCHASE (4) 18 PASSENGER LIFT BUSES FOR DEMAND RESPONSE USE (OR FEWER VEHICLES FOR FIXED ROUTES)	72,000	72,000	36,000	180,000	FOR ADDITIONAL SERVICE
PURCHASE (15) 14 PASSENGER LIFT BUSES FOR DEMAND RESPONSE USE	228,000	228,000	114,000	570,000	REPLACEMENT OF EXISTING EQUIPMENT WITH A 4-6 YEAR LIFE CYCLE
PURCHASE (4) 14 PASSENGER LIFT BUSES FOR DEMAND RESPONSE USE	60,800	60,800	30,400	152,000	FOR ADDITIONAL SERVICE
PURCHASE MAINTENANCE EQUIPMENT	30,000	30,000	15,000	75,000	NEW AND REPLACEMENT (PAINT BOOTH, ALIGNMENT PIT, ETC.)
CONVERT HALF THE FLEET TO COMPRESSED NATURAL GAS - TO SAVE OPERATING COSTS AND HELP PROTECT THE NWA ENVIRONMENT - OPERATE A PUBLIC CNG STATION UNTIL PRIVATE STATIONS ARE AVAILABLE.			130,000	130,000	\$3,500 PER VEHICLE CONVERSION - 20 VEHICLES INITIALLY (WHICH CAN BE TRANSFERRED TO REPLACEMENT VEHICLES) AND \$60,000 COMPRESSOR COSTS
PURCHASE OFFICE EQUIPMENT	6,000	6,000	3,000	15,000	REPLACEMENT
DRIVER TRAINING FACILITY		60,000	15,000	75,000	PAVING AND OTHER COSTS OF A FOUR ACRE REGIONAL DRIVER TRAINING COURSE
ADDITIONAL PAVING OF BUS AND AUTO PARKING		40,000	10,000	50,000	CURRENTLY GRAVEL
PURCHASE FAREBOXES FOR ALL VEHICLES	1,152	1,152	576	2,880	NEW MORE SECURE BOXES
PURCHASE ENGINES, TRANSMISSIONS, AND OTHER VEHICLE COMPONENTS	16,000	16,000	8,000	40,000	REPLACEMENT
TOTALS	1,323,952	795,952	659,976	2,779,880	

B. University of Arkansas/Razorback Transit

2020 Long Range Transportation Planning

Razorback Transit originated in 1989, through the joint efforts of the University of Arkansas - Fayetteville (UAF), the Arkansas State Highway and Transportation Department (AHTD) and the Metropolitan Planning Office (MPO) of Northwest Arkansas. The nucleus for public mass transit in Fayetteville was a well developed and highly effective University of Arkansas Transit System established in 1979. In July 1990, UAF/Razorback Transit became a directly operated public mass transit system with the Arkansas State Highway and Transportation Department as recipient and administrator of federal transit grants.

Razorback Transit is currently providing a successful public mass transit system. The University of Arkansas is centrally located within the City of Fayetteville and generates the highest ridership for public mass transit. Consequently without this system, the UAF campus area becomes the City's most congested area for both vehicular and pedestrian traffic. Any transit service improvement efforts should first consider expansion of the current fixed route system. Future expansion of transit services would require the purchase of additional new transit buses and the construction of an intermodal transit passenger terminal facility. Prior to initiation of any new routes or expansion of current routes, routes that would serve any future high demand areas must be identified and new sources for local matching funds would need to be made available from non-UAF resources.

Identified needs based on current population and projected population growth in geographical locations within or adjacent to the current service area forms a basis for service expansion or improvement in specific locations. The current Razorback Transit system services, outlined in Table 1 should be able to serve all projected ridership increases over the next five years, assuming the current and projected level of resources are provided.

Projected ridership for the year 2000, Table 2, in geographical locations within or adjacent to the Brown, Blue and Green routes indicate a change in service will be needed. Adding one additional bus to each route during peak ridership hours is proposed to address the additional demand. Part-time employees would be hired for the additional peak service hours. Short range plans include equipment upgrades and replacements when needed. Four transit buses must be replaced with accessible buses because the currently leased UAF buses lack wheel chair lifts and **do not** meet ADA requirements.

The short range capital improvements plan, shown in Table 3, does not allow for fixed route service expansion and is designed to maintain the current mass transit system with an anticipated increase in annual ridership of 176,000 passengers, projected over the next five years.

Completion of the Intermodal Transit Facility is considered essential to meet current and future growth of public mass transit needs. The new intermodal facility will allow a direct transfer of passengers from rural transit to public mass transit fixed route services, reduce vehicular congestion and provide security and safety for the numerous transit

passengers, most of whom currently must wait at various unsheltered transit stops.

Long Range Service Plan 2001-2020

Long range planning must be based upon the assumptions that all short range goals have been realized and that **new** sources of local matching funds are provided to support any new transit service needs. Expansion of transit service is costly, especially for first year start-up. First year costs include expensive new buses, maintenance equipment and additional operational and maintenance staff. In succeeding years the operational costs would increase proportionately according to local economic inflationary trends. Capital costs would also increase for bus and maintenance equipment replacement purchases, based upon future national inflationary trends.

Growth trends based upon building permits over the past 14 years indicate the direction of city population growth to be generally north towards the City of Springdale. The largest growth area is west of U.S. Highway 71B and north of the University. The second largest growth area is north and along Highway 45 and west of Crossover Road (Highway 265).

The UAF Razorback Transit currently has one fixed route (Red) that extends north on U.S. Highway 71B to the Northwest Arkansas Mall, approximately 1/8 of a mile south of the northern most boundary between the City of Fayetteville and Springdale. This route extends through the center of the two largest growth areas and its annual ridership has increased each year. It is conceivable that additional north bound routes to the west and the east of this existing route would be beneficial to the general population of the City of Fayetteville, and to a minor extent, employees and students of the UAF. One additional bus added to the current Red route with minor route changes and transfer points would improve service and increase ridership by allowing more frequent service and additional scheduled stops.

The long range Razorback Transit service and capital improvement plans are based upon the following assumptions:

1. FTA capital improvement funds remain available on an 80/20 cost share basis.
2. FTA operating funds remain available on a 50/50 cost share basis.
3. Local matching funds (other than solely from the UAF) would be provided for any Razorback Transit service expansions beyond the current system.
4. Additional budgeted staff positions would be approved in a timely manner for any expanded transit operations and maintenance requirements.
5. An increased number of transit vehicles for the transit fleet would be approved.
6. The current UAF/Razorback Transit maintenance facility would be expanded, as needed, to allow for additional maintenance and bus parking space.
7. Short range plans would be realized.

Projected additional fixed routes planned for 2001-2020:

1. Add one bus for the current Red Route service area and identify any needed changes to the current route and service schedule.
2. Add a second bus to the Tan Route and implement any route changes required to accommodate new passenger service needs identified in that area.
3. Add two north bound routes, originating at the projected Intermodal Transit Facility, to serve areas north on the west and east side of the Highway 71B route, with imple-

mentation to be determined by major ridership generators.

4. Add one route originating at the Intermodal Transit Facility and proceeding generally to the south and southwest area of Fayetteville, with service implementation to be determined by major ridership generators.
5. Plan for other additional buses and fixed service routes, as determined by new ridership generators, population growth, actual need and available funding.

Table 4 outlines Total Service for the 10-year period.

Should all of the assumptions stated in the preceding pages prove valid and the proposed additional fixed route service receive approval, the projected capital improvement costs are as depicted in Table 5.

Insufficient data projections preclude a proposed transit service plan beyond the year 2010. However, if the proposed service and capital improvements plan for FY 2001-2010 are realized and there is no expansion beyond the city limits of Fayetteville, the projected capital costs from FY 2011 through 2020 are depicted in the Table 6.

Projected Additional Fixed Route Transit Services - FY 2011 Through 2020

Insufficient data projections preclude a proposed transit service plan beyond the year 2010.

Planning for projected fixed route transit services through the year 2010, Table 6, has been limited to within the city limits of Fayetteville. It is conceivable that fixed route transit would be more beneficial to the general public if it was extended into the Springdale area, thereby connecting transit services between the two cities. Coordinated efforts between the cities of Fayetteville and Springdale would help determine if expansion of fixed route transit services beyond the northern Fayetteville city limits would be feasible and determine possible sources of local matching funds for any increased services. Three to four fixed routes operating within the city limits of Springdale connecting at transfer points with selected Fayetteville routes and rural transit services, could reduce the congested traffic conditions on major thoroughfares within and between both cities.

It is expected that the University of Arkansas/Razorback Transit could manage and operate any expanded service, providing that all previously mentioned assumptions and all resources were realized.

Table 1
Current Razorback Transit System Services - FY 94

Route	Nr.of Buses	Route Miles	Round Trips	Daily Mileage	Head- way Minutes	Route Opn'l Hours	Daily Bus Hours	Total Ridership FY 94
Brown	2	1.6	76	121.6	15	0700 to 1800	19	287,219
Blue	3	2.9	100	290.0	15	same	25	366,762
Gray	1	2.0	55	110.0	12	same	11	159,008
Green	3	2.2	120	264.0	15	same	30	456,042
Orange	1	2.4	55	132.0	12	same	11	89,171
Red	1	14.0	7	98.0	75	0830 to 1800	9	44,373
Tan	1	6.1	22	134.2	30	0700 to 1800	11	81,904
Night Route	1	3.5	12	42.0	20	1800 to 2200	4	10,270
Para- Transit Vans	3				N/A	0700 to 1800	22	9,718
Totals	16	34.7	447	1,082.8			142	1,504,467

Table 2
Razorback Transit Short Range Service Plan
1994 - 2000

Projected service changes from 1994 through FY 2000 are depicted in the chart below

Route	Nr. of Buses	Route Miles	Round Trips	Daily Mile-age	Head way in Min	Opn'l Hrs	Daily Bus Hours	Projected Ridership End of FY 2000
Brown	*3	1.6	88	140.8	15	0700 to 1800	22	330,301
Blue	*4	2.9	112	324.8	15	same	28	403,438
Gray	1	2.0	55	110.0	12	same	11	166,958
Green	*4	2.2	132	290.4	15	same	33	524,448
Orange	1	2.4	55	132.0	12	same	11	93,630
Red	1	14.0	7	98.0	75	0830 to 1800	9	48,810
Tan	1	6.1	22	134.2	30	0700 to 1800	11	90,094
Night Route	1	3.5	12	42.0	20	1800 to 2200	4	10,784
Para-Transit Vans	3					Same	22	11,176
Totals	19	34.7	483	1,272			151	1,679,639

*One additional bus during peak ridership hours.

Table 3
Razorback Transit
Capital Improvement Program FY 1994 - 2000

Description	FTA Funds	UAF Funds	UAF/Razorback Transit	Comments
Purchase 4 New ADA Accessible Transit Buses	\$732,500	\$183,200	same	Buses to Replace UAF Leased Buses Used for Peak Hours and Reserve
Purchase 4 Paratransit Vans	\$107,500	\$26,900	same	Replacement Vans/ Age & Mileage
Purchase 2 Supervisory Vehicles	\$15,700	\$3,900	same	Replacement
Purchase 1 Maintenance Vehicle	\$11,800	\$2,900	same	Replacement
Administration Equipment	\$24,000	\$6,000	same	Computer Updates & General Office New & Replacement
Maint Shop Equip	\$16,000	\$4,000	same	New
Bus Capital Equipment	\$40,000	\$10,000	same	New Engines Transmissions A/C Updates
Intermodal Transit Facility Including Parking Decks	5,600,000	1,400,000	same	Intermodal Transit Facility to provide transfer of passengers between routes and other transit providers and provide parking for transit users
Totals*	6,547,500	1,636,900		

*Estimated cost based on 1994 dollars with a 12% increase over the five year period.

Table 4
Razorback Transit Proposed Service Plan for FY 2001 -2010

Route	No of Buses	Route Miles	Round Trips	Daily Mileage	Headway in Min	Opn'l Hrs	Daily Bus Hours	Projected Ridership End of FY 2010
(1)Brown	3	1.6	88	140.8	15	0700 1800	22	330,301
(1) Blue	4	2.9	112	324.8	15	same	28	403,438
Gray	1	2.0	55	110.0	12	same	11	166,958
(1) Green	4	2.2	132	290.4	15	same	33	524,448
Orange	1	2.4	55	132.0	12	same	11	93,630
(2) Red	2	TBD	TBD	TBD	TBD	0830 2200	27	127,500
Tan	2	TBD	TBD	TBD	TBD	0700 1800	22	165,000
Northwest Route	1	TBD	TBD	TBD	TBD	0700 1800	11	50,000
Northeast Route	1	TBD	TBD	TBD	TBD	0700 1800	11	50,000
Southwest Route	1	TBD	TBD	TBD	TBD	0700 1800	11	30,000
(3)Paratransit	4	N/A	N/A	N/A	N/A	0700 2200	31	22,000
Night Route	1	3.5	12	42.0	20	1800 2200	4	13,000
Totals	25	...	...	...	...		222	1,976,275

Notes: TBD (to be determined)

(1) One peak hour bus added to the Brown, Blue and Green routes.

(2) Extended night hours to coincide with closing times of major shopping centers.

(3) Additional paratransit service required to complement all additional routes.

Table 5
Razorback Transit Capital Improvement Program FY 2001-2010

	FTA Grants	Local Share	Local Share Source	Comments
Purchase 16 New ADA Buses	\$2,930,240	\$732,560	UAF	Current Fleet Replacements Age & Mileage
Purchase 6 New ADA Buses	1,098,840	274,710	City or Other Agencies	New to Start New Routes
Purchase Route Accessories	6,000	1,500	City or Other Agencies	New
Expand Current Maintenance Facility & Parking Area	400,000	100,000	UAF, City & Other Agencies	Needed to Park & Maintain Increased Fleet
Purchase 8 New Paratransit Vans	215,000	53,800	UAF	Current Fleet Replacements Age & Mileage
Purchase 4 New Paratransit Vans	107,500	26,900	City or Other Agency	New Route Service to ADA Paratransit Eligible
Purchase 4 New Supervisory Vehicles	31,400	7,800	UAF, City or Other Agency	Replacements and New
Purchase 2 New Maintenance Vehicles	23,600	5,800	UAF, City or Other Agency	Current Fleet Replacements
Administration Equipment	24,000	6,000	UAF	New and Replacement Updates
Maintenance Shop Equipment	16,000	4,000	UAF	New
Bus Capital Equipment	48,000	12,000	UAF, City or Other Agency	New Engines, Transmissions, etc.
Total 10 Year Capital	\$4,900,580	\$1,195,070		

Table 6**Razorback Transit Capital Improvements Program FY 2011-2020**

	FTA Grants	Local Share	Local Share Source	Comments
Purchase 22 New ADA Buses	\$4,029,080	\$1,007,270	UAF, City or Other Agencies	Fleet Replacements Age and Mileage
Purchase 12 New Paratransit Vans	\$322,500	\$80,700	UAF, City or Other Agencies	Fleet Replacements Age and Mileage
Purchase 4 New Supervisory Vehicles	\$31,400	\$7,800	Same	Fleet Replacements Age and Mileage
Purchase 2 New Maintenance Vehicles	\$23,600	\$5,800	Same	Fleet Replacements Age and Mileage
Purchase Communications Equipment	\$40,000	\$10,000	Same	New and Replacement
Administration Equipment	\$24,000	\$6,000	Same	New and Replacement
Bus Capital Equipment	\$48,000	\$12,000	Same	New Engines, Transmissions, etc.
Purchase Route Accessories	\$80,000	\$20,000	Same	Bus Stop Signs and Shelters
Totals	\$4,618,580	\$1,154,570		

C. Elderly Taxi Programs

The Elderly Taxi Programs began operation in Springdale in 1983 and in Fayetteville in 1989 as a result of cooperative agreements among the Cities, C & H Taxi Company, and the Area Agency on Aging of Northwest Arkansas (AAA). Twin City Taxi began operation and became a participant in 1992.

This Program provides affordable, flexible transportation for low-income senior citizens who meet specific eligibility criteria. Coupons are distributed by the Cities to offset a portion of the taxi fare. The Programs are administered by the respective Cities with technical assistance provided by the Northwest Arkansas Regional Planning Commission.

These programs have been highly successful. Current Program providers are committed to continue this worthy and much needed program for their senior citizens, and anticipate that future leaders will continue the Program through the year 2020.

THE PROGRAM

On the 15th of May 1981, the Government of the Northwest Territories announced the establishment of the Northwest Territories Program in 1981.

The program is designed to provide financial assistance to the Northwest Territories in the form of grants and loans. The program is administered by the Northwest Territories.

The program is a highly successful one and has been well received by the Northwest Territories. It is a program which is needed by the Northwest Territories.

VI. THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

The Intermodal Surface Transportation Efficiency Act (ISTEA), was signed into law by President Bush, in December of 1991. This Federal Legislation outlines the process and procedures in which DOT's and MPO's receive federal dollars. The actual language of this legislation can be located in Title 23 of the United State Code. The bill's comprehensive coverage is located in its eight titles: TITLE I - Surface Transportation (related to highways); TITLE II - Highway Safety; TITLE III - Federal Transit Act Amendments of 1991; TITLE IV - Motor Carrier Act of 1991; TITLE V - Intermodal Transportation; TITLE VI - Research; TITLE VII - Air Transportation; VIII - Extension of Highway Related Taxes and Highway Trust Fund.

The following description of ISTEA policy goals, major features, and funding was taken from "A Summary: Intermodal Surface Transportation Efficiency Act of 1991" (USDOT: FWHA-PA-92-008).

A. ISTEA's Policy Statement and Major Features

1. Statement of Policy

"To develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."

2. Major features

- A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of the Primary System, is established to focus Federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and are essential for international commerce.
- State and local governments are given more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.
- New technologies, such as intelligent vehicle highway systems and prototype magnetic levitation systems, are funded to push the Nation forward into thinking of new approaches in providing 21st Century transportation.
- The private sector is tapped as a source for funding transportation improvements. Restrictions on the use of Federal funds for toll roads have been relaxed and private entities may even own such facilities.
- The Act continues discretionary and formula funds for mass transit.
- Highway funds are available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat, historic sites, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects, and highway beautification.

- Highway safety is further enhanced by a new program to encourage the use of safety belts and motorcycle helmets.
- State uniformity in vehicle registration and fuel tax reporting is required. This will ease the recordkeeping and reporting burden on businesses and contribute substantially to increased productivity of the truck and bus industry.

B. TITLE - I Surface Transportation: Programs and Funding

The NARTS 2020 Regional Transportation Plan is mandated and specifically deals with programming funds under TITLE I. Authorizations of \$121 billion are provided under this Title.

1. National Highway System

The National Highway System (NHS) will consist of 155,000 miles (plus or minus 15 percent) of major roads in the United States. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway connectors. The system, which will be proposed by the Secretary of Transportation, after consultation with the States, must be designated by law by September 30, 1995. In the interim, the NHS will consist of highway classified as principal arterials.

The NHS funding level is \$21 billion for the 6 years. The formula for distribution is the same as for the Surface Transportation Program (STP) - see below. A State may choose to transfer 50 percent of the NHS funds to the new STP program; if the Secretary approves, 100 percent may be transferred.

2. Interstate

Although a part of the NHS, the Interstate System will retain its separate identity and will receive separate funding:

- Complete funding of Interstate Construction (\$7.2 billion).
- Interstate Substitute highway projects (\$960 million).
- An Interstate Maintenance program, at a total of \$17 billion, finances projects to rehabilitate, restore, and resurface the Interstate System.

3. Surface Transportation Program

The Surface Transportation Program (STP) is a new block grant type program that may be used by the States and localities for any roads that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads. Bridge projects paid for with STP funds are not restricted to Federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.

The total funding for the STP over the 6 years is \$23.9 billion. However, this level may be augmented by the transfer of funds from other programs and by the equity funds.

The formula for distribution of funds is based on each State's FY 1987-1991 share of total national funding with appropriate adjustment for Interstate Maintenance and Bridge apportionments.

Once the funds are distributed to the States, each State must set aside 10 percent for

safety construction activities, i.e. hazard elimination and rail-highway crossings, and 10 percent for transportation enhancements, which encompass a broad range of environmental-related activities. The State must divide 50 percent (62.5 percent of the remaining 80 percent) of the funds by population between each of its areas over 200,000 and the remaining areas of the State. The remaining 30 percent (37.5 percent of remaining 80 percent) can be used in any area of the State. Areas of 5,000 population or less are guaranteed an amount based on previous Secondary funding.

C. ISTEA Planning Requirements

ISTEA specifically mandates that DOT's and MPO's develop a 20 year, multimodal, intermodal, fiscally constrained transportation plan. These plans must address 15 ISTEA Factors and 6 Management Systems.

ISTEA Factors

The *Intermodal Surface Transportation and Efficiency Act* (ISTEA) of 1991 requires, under 23 USC 134(f)/FTA-Sec 8(f), that plans and programs address the fifteen factors listed below.

1. Preservation of existing transportation facilities.

AHTD is currently implementing Pavement and Bridge Management Systems. These systems will evaluate the current status of road and bridge conditions in the NARTS study area so that decisions on the needs of the area are addressed in an efficient-systematic format.

The results of the informal public hearing survey that was provided in the "first round" of public involvement and printed in local newspapers ranked "improving existing transportation facilities" as the highest priority.

Of the 38 road improvements identified and prioritized in the Constrained Plan, 27 or 71% of those projects specifically deal with improving existing roads.

2. Consistency of transportation planning with Federal, State, and Local energy conservation programs, goals, and objectives.

The goals and objectives of the NARTS 2020 Regional Transportation Plan are consistent with the 1991 State Energy Conservation Plan.

NWARPC conducted a "Carpool/Vanpool" study in 1992 in which interest in such programs by the public was assessed via informal surveys that were sent to major employers in the NARTS study area and printed in local newspapers. The results of the survey indicate that there is minimal interest in Northwest Arkansas for carpool/vanpool programs.

3. Relieving and preventing congestion where it does not yet occur.

AHTD is currently developing the Congestion Management System, required by ISTEA, for the purpose of identifying and evaluating congestion with respect to current and future transportation decisions.

The Congestion Management System will:

- Define areas of consideration.

- Set performance measures.
- Develop a program of transportation system monitoring and evaluation based on selected performance measures.
- Provide methods for identifying and assessing alternative strategies and actions, emphasizing single-occupant vehicle trip reduction and measures to increase existing transportation system efficiency.
- Provide a process of implementing cost-effective strategies and actions.
- Provide methods for evaluating the effectiveness of implemented actions and monitoring system performance.

See Congestion Management System (Pg. 6-7).

The provision of a variety of transportation modes envisioned in this Plan will help relieve reliance on a single system.

Bike routes on roadways have been identified for inclusion in future transportation improvement programs.

The incorporation of the various units of government land use plans and master street plans into the regional plan matches anticipated growth and density with necessary transportation improvements.

4. The effect of transportation policy decisions upon land use and development and consistency of plans and programs with applicable land and short term land use and development plans.

All of the transportation decisions and improvements in this plan originated through the study of current and future land use and development plans and concepts. The 2020 Regional Transportation Systems Map and the 2020 Unconstrained and Constrained Plans are based upon and compatible with the 2020 Regional Land Use Plan (the aggregate - existing individual land use plans). The 2020 Systems Map represents the aggregate - existing individual master street plans.

5. Programming transportation enhancement activity expenditures by Section 133.

The programming of transportation enhancement activities, project eligibility, ISTEA guidelines, and project selection procedures is discussed in detail in section IV. (Pg. 4-7). The use of transportation enhancement funds for transportation related projects has enabled NARTS to incorporate more bicycle and pedestrian facilities than might otherwise be possible.

6. The effects of all transportation projects within the metropolitan area whether publicly or privately financed.

The effects of all transportation projects within the NARTS study area has been and will continue to be an on-going element in the planning process. Information such as traffic counts (Average Daily Traffic - ADT's) and levels of service (LOS's) are constantly evaluated for control and performance measures. The Congestion Management System, currently being developed by AHTD, will enhance NARTS ability to study the effects of current and future transportation projects for detailed areas and the overall system. Also, Dr. Robert Alguire, PhD., of the Mac-Blackwell Rural Transportation Center at the University of Arkansas-Fayetteville, is developing a transportation model that will illustrate the effects of future land use and transportation decisions and projects.

7. Access to airports, intermodal transportation facilities, major freight distribution routes, national parks, recreational areas, monuments and historic sites.

AHTD is currently developing the Intermodal Management System (IMS) which will deal with and identify waterports, airports, trucking operations, railroads, and other non-highway modal shippers. The ultimate benefit of this management system should be that the States's agricultural and industrial shippers should receive more efficient transportation of their products. The primary goals of the IMS are:

- To develop intermodal investment strategies that will enhance local and regional economic development efforts.
- To develop a balanced intermodal system that will lower transportation costs, reduce delays, and increase productivity.
- To identify needed transportation infrastructure improvements to support intermodal activities.
- To identify the key intermodal links in the State and methods for improving these modal connections.
- To promote the use of new and emerging intermodal technology and marketing techniques.

See Intermodal Management System (Pg. 6-7).

Access to airports and intermodal transportation facilities within the NARTS study area have been addressed in previous studies performed by NWARPC staff. These airport access studies for Drake Field-Fayetteville, Springdale Municipal Airport, Carter Field-Rogers, and Bentonville Municipal Airport identified:

- A level of service (measured in direct access time) of "C" or above for the airports to; Regional Arterial Highways, Regional Population Centers, Employment/Activity Centers, Fire Protection, and Security.
- A level of service (measured in indirect access distance) of "C" or above for the airports to; Public Transit Terminals, Off-Airport Private Transit, Educational Institutions, Medical Facilities, Freight Distribution Centers, and Other Transportation Modes.

There are no national parks or waterports within the study area.

8. Connectivity of roads within the metropolitan area to those outside.

Connectivity of roads within the metropolitan area to those outside the NARTS study area has been a main concern of NARTS in the planning process since the initiation of the 2020 Regional Transportation Plan. Specific items that address this concern are the 2020 Regional Transportation Systems Plan, the 2020 Regional Land Use Plan, and both the Unconstrained and Constrained Plans. These plans reflect years of work on the part of individual cities and units of government through their adopted Land Use Plans and Master Street Plans.

9. Transportation needs identified through management systems as required by Section 303.

Currently, the Managements System mandated be ISTEA are being developed by AHTD. Drafts of each system have been reviewed by NARTS and NWARPC staff, and comments on the systems have been forwarded to AHTD for MPO input. NARTS will continue to support AHTD in their efforts to develop these systems when required or requested. Please see Management Systems (Pg 6-7).

10. Preservation of right-of-way for future projects including identification of unused right-of-way needed for future corridors and identifications of corridors which need protection from destruction or loss.

Cities and units of Government within the NARTS study area were asked to submit a list of high priority corridors to AHTD for consideration by the United States Congress. Preservation of right-of-way for future projects was the main concern of this study.

Following adoption of the NARTS Plan copies will be provided to local units of government. Local units of government will be encouraged to amend their Master Street Plan to reflect new corridors identified in the NARTS plan. Once included in the Master Plans, right-of-way may be preserved as development occurs.

11. Methods to enhance efficient freight movement.

Increasing the efficiency of freight movement is an objective of this plan and NARTS. Private carriers such as Willis Shaw Express and the Arkansas-Missouri Railroad participate in the planning process through the NARTS Technical Advisory Committee.

Specific projects in the constrained plan that will enhance freight movement within the NARTS study area include:

- The proposed US 412 northern Springdale By-pass. This new location will alleviate congestion on US 71B in Springdale by providing a limited access - principal arterial route for freight to by-pass the business corridors of Springdale.
- The widening of AR 265 from AR 16E (Fayetteville) to US 62 (Rogers). This transportation improvement will provide better north-south movement for freight by adding lanes to an existing state highway that connects the industrial parks of Fayetteville, Springdale, and Rogers.

12. Use of life-cycle costs in design and engineering of bridges, pavement or tunnels.

As 2020 Plan implementation takes place, life-cycle costs will be addressed by AHTD's Engineering and Design Section under the normal review process as project engineering is submitted for approval. AHTD monitoring under the Pavement and Bridge Management Systems will also insure that life-cycle costs will have a bearing upon selection and approval of the most cost effective designs.

13. The effects of transportation decisions upon social, economic, energy, and environmental conditions.

The effects of transportation decisions upon social, economic, energy, and environmental conditions will be evaluated on a case by case basis when warranted or requested by any unit of government, special interest group, or the public. Projects implemented by AHTD that have an Environmental component, will follow the National Environmental Protection Act (NEPA) at a minimum. For projects that involve federal funding for improvements on Principle Arterials (or above) and have limited access, a Major Investment Study will result (See Pg. A-14).

14. Methods to enhance and expand transit services and increase their use.

An Intermodal Terminal Transfer Facility for Razorback Transit has been approved by the NARTS Committees and is listed under federal fiscal year 1996 in the Transportation Improvement Program. The project is currently being reviewed by Federal Transit Administration for final approval and will require Section 3 funding. The project will cost

\$6,796,778 million (\$5,437,422 federal funds and \$1,359,356 local match). This transportation improvement will enhance and expand transit services and increase their use by providing a centralized multimodal transfer facility in which pedestrians, bicyclists, and motorists will have safe and efficient access to Razorback and Ozark Transit. The facility will involve the construction of a multi-level parking deck for visitors to the University of Arkansas.

15. Capital investments that would increase security in transit systems.

Northwest Arkansas benefits from a relatively low crime rate. Past and present transit providers have not experienced significant safety or security related problems. Therefore, until such time that added security measures are warranted, no foreseeable capital investments are forecasted at this point and time. Transit providers are committed to maintain secure systems and provide constant evaluation of security related factors. Immediate action will be taken as problems arise. Two factors contribute to the absence of security problem in the area: (1) Late night services are not provided; and (2) there is no money collected on the Razorback Transit system; and only minimal donations are collected by Ozark Regional Transit.

Security measures are an important part of the driver training programs. In addition, Razorback Transit's radio communications network is linked with the Department of Public Safety thereby providing constant monitoring and communique.

Management System Summaries

Section 303 was added to ISTEA legislation (1991) that required the Secretary of Transportation to issue regulations for State development, establishment, and implementation of six systems for transportation infrastructure management. A management system includes data collection and analysis, identification of performance measures, determination of needs, evaluation and selection of appropriate strategies/actions to address needs, and evaluation of the effectiveness of the implemented strategies/actions. The State may enter into agreements with local governments or other agencies to implement parts of the management systems; however, the State is the agency responsible for ensuring that the system is being properly implemented. The six management systems (MS) are:

Pavement Management

The Pavement Management System (PMS) is scheduled to be in operation by October 1, 1995. By that date, the PMS is expected to be providing projects and programs for consideration in developing metropolitan and statewide transportation plans and improvement programs.

The PMS is implementing a database system that has segmentation capabilities. It will include

- Roadway Inventory
- Pavement Condition History
- Construction and Maintenance History
- Coordination Among Management Systems.

Pavement information will be obtained by using a new system that enables evaluation in

an office setting. Pavement condition will be collected at highway speeds in uniform increments over 100 percent of the State federal-aid highway system by using video technology. In addition, traffic information such as counts, classifications and loads will be an essential part of the overall pavement condition indices. Preferable maintenance strategies will be established by a Pavement Advisory Committee made up of the PMS task force and personnel from the areas that will be affected by the results of the decisions. Monitoring will occur over the full pavement system each year.

Intermodal

The Intermodal Management System (IMS) provides for the optimum use of all transportation modes in the movement of both passengers and freight. The IMS planning process will focus on providing improved intermodal connections, enhanced modal shipping and passenger choices, and coordination and cooperation between all modes and affected agencies. The IMS will stress the attainment of an integrated, competitive multimodal transportation system for the efficient, safe, and cost-effective movement of freight and passengers.

The IMS will be developed in cooperation with the Metropolitan Planning Organizations, local and state officials, and affected regional agencies. Public involvement and input from freight and passenger transportation providers will be encouraged.

Primary goals of the IMS are:

- Development of strategies that would enhance local and regional economic development efforts.
- Development of a system that would lower transportation costs, reduce delays, and increase productivity.
- Identification of needed infrastructure improvements
- Identification of the key intermodal links in the State and methods for improving these modal connections.
- Promotion of the use of new and emerging intermodal technology and marketing techniques.

The IMS is scheduled to be in operation by October 1, 1996 and shall provide projects and programs for consideration in developing metropolitan and statewide transportation plans and improvement programs.

Safety

The Safety Management System (SMS) is designed to assist decision makers in the allocation of available transportation safety resources. The goal is to reduce the number and severity of traffic crashes by ensuring that opportunities to improve highway safety are identified, considered, and evaluated in all phases of highway planning, design, construction, maintenance and operation.

The SMS will cover all public roads, except federally owned roads, and will incorporate the roadway, human, and vehicle safety elements.

Several agencies within the State are involved with highway safety. Among them are the Arkansas State Highway and Transportation Department, Arkansas State Police, Arkansas Department of Finance and Administration, Arkansas Department of Health, Federal Highway Administration, National Highway Traffic Safety Administration and all local

governments. The SMS appointed a Task Force to assess the State's safety program to determine the strengths and weaknesses. The assessment was conducted with an emphasis on opportunities for improvement.

Goals of the SMS are:

- Focus more attention on reducing the severity of accidents.
- Expand the membership of the multi-agency safety group to establish coordination among safety agencies and implementation of the SMS. The group should provide input annually for the development of future Highway Safety Plans.
- Formalize and enhance the process within AHTD for identifying and investigating hazardous or potentially hazardous highway safety problems, roadway locations and features, including highway-railroad grade crossings, and developing, implementing and evaluating countermeasures to correct the hazards.
- Expand and reemphasize the "Action Plan for Effective Highway Collision Countermeasures".
- Expand and integrate the various databases to insure that safety is considered in all aspects of highway transportation programs and projects.
- Determine if there is a feasible method for entering crash data in the Traffic Accident Reporting System (TARS) quicker and with less human resources.
- Provide TARS and other data bases in a geographical information system.
- Develop and provide more training to representatives of local governments and Metropolitan Planning Organizations, possibly through the Technology Transfer program, for enhancing their skills in identifying and investigating high accident rate locations and developing countermeasures.

The SMS is scheduled to be in operation by October 1, 1996.

Bridge

The ultimate goal of the Bridge Management System (BMS) is to provide timely, adequate information to help decision makers decide "what to do and when to do it" regarding bridge maintenance, rehabilitation and replacement. It will also assist decision makers in selecting optimum, cost-effective alternatives needed to achieve desired levels of service within funding limitations.

The BMS will keep a centralized database that will include the National Bridge Inventory data, condition data, cost data, traffic and accident statistics, historical data and deterioration data. It will include a computer model for applying network analysis as well as a monitoring system for the entire bridge inventory.

The BMS has been implemented since October 1, 1994.

Congestion

The Congestion Management System (CMS) is a systematic approach to identify, evaluate, and alleviate congestion on existing and future transportation systems. The CMS must include monitoring both metropolitan and non-metropolitan areas, and should be developed and implemented in cooperation with local officials and MPO's.

Strategies to alleviate congestion should emphasize single-occupancy-vehicle trip reduction and increase the efficiency of the existing transportation system. Adding general purpose lanes should only be used as a last resort. Emphasis is placed on the

consideration of Transportation Demand Management strategies, which aim to reduce the number of vehicles on the road, and Transportation System Management strategies, which are used to increase the capacity of the existing transportation system by making it more efficient.

The AHTD will monitor and maintain a database on all State Highway System routes in all areas of the State. Other functionally classified roads that are identified as congested must be monitored and evaluated by local jurisdictions or regional agencies and will also be included in the State's database. Necessary transit data will be collected from the Intermodal Management System and the Public Transportation Management System.

Once a segment is identified as congested, data collection sites which effectively represent traffic patterns will be selected. Most of these data collection sites will only record traffic volumes, but some will be chosen to collect speed and vehicle classification data also. In addition, vehicle occupancy counts will also be performed in areas where single-occupancy vehicle trip reduction is a feasible correction strategy.

The data resulting from CMS data collection will be maintained in a database by AHTD. Included will be a program for identification and evaluation of congestion mitigation strategies. Consideration will be given to traditional and non-traditional strategies, especially those resulting in a reduction in Single-Occupancy-Vehicle travel and increase in overall system efficiency. Once strategies have been evaluated and recommended for implementation, efforts will be required via the planning process to implement the strategy as a coordinated effort between the AHTD and all other parties involved.

The final product of this component will be an outlined - systematic process of introducing selected congestion reduction strategies into the statewide planning and transportation system improvement processes. The CMS is scheduled to be in operation by October, 1996.

Public Transportation

The Arkansas Public Transportation Management System (PTMS) is a systematic process that collects and analyzes information on the condition and cost of transit assets (public transportation facilities, equipment and rolling stock). It also identifies the transit needs for metropolitan and statewide planning efforts.

A computerized database on transit inventory information will be kept and updated annually. With this information it is expected that

- State and local management can more easily evaluate the condition and age of public transportation assets and thus project financial needs
- PTMS can provide faster statewide information sharing about assets
- Local systems can easily share vehicles and equipment
- PTMS will provide input to the Intermodal and Congestion Management System

It is expected that with this information transit assets will be designed to accommodate current and predicted ridership in a safe and cost effective manner. The PTMS is scheduled to be in operation by October 1, 1996.

VII. RECOMMENDATIONS

As stated in the introductory letter by the Policy and Technical Advisory Committee Chairs, NARTS feels "that this document provides a comprehensive framework of transportation guidance for the next 25 years." There is, however, a level of uncertainty when considering future funding allocations. And although there has been "a genuine spirit of regional cooperation and dedication," and "NARTS has defined the transportation needs of Northwest Arkansas and developed a plan to address those needs," several units of government have stated - for the record - that they feel the projected funding is not sufficient. Therefore, NARTS recommends the following:

- *Full Funding of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) by Congress. NARTS will support and promote all efforts to ensure maximum funding of ISTEA through all means possible.*
- *Timely completion of the 1991 Highway Improvement Program (HIP) by the Arkansas Highway and Transportation Department. NARTS realizes that the HIP is a high priority of AHTD and it is so stated in their Long Range Plan. NARTS will support AHTD's effort in completing this program.*
- *That NARTS, along with all units of government in Northwest Arkansas, be involved and have meaningful input in any discussion associated with future revenue sources for transportation and transit. NARTS feels that it is imperative that it have input in any decision that may affect the transportation dollars that Northwest Arkansas receives in the future.*
- *That the Federal Government and The State of Arkansas recognize that small cities/units of governments have difficulty in providing a "local match" for transportation improvements. This is a major concern of the area and needs to be addressed. Several small cities in the NARTS area have defined transportation needs and would like to receive improvements; however, they cannot supply the required local match. While they do participate in the Planning Process, they feel powerless and overlooked. NARTS will continue to research and lobby for any available funds for these cities.*

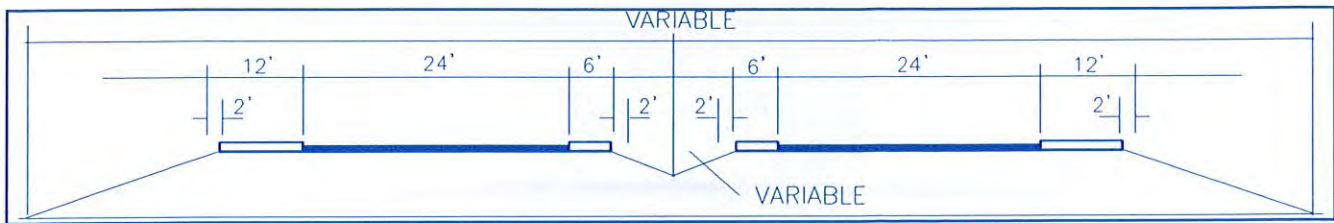
APPENDIX

1.	Acronyms	A-2
2.	Functional Classifications and Cross Sections	A-3
3.	Levels of Service	A-7
4.	Average Annual Daily Traffic	A-8
5.	2020 Plan Questionnaire	A-9
6.	Rating System	A-10
7.	Procedures for Public Participation	A-11
8.	Public Hearing Questionnaire	A-13
9.	AHTD Policy: Major Metropolitan Transportation Investments . .	A-14
10.	NARTS By-Laws	A-15
11.	Letter of Agreement	A-18
12.	Resolution	A-20
13.	NWARPC -What is it?	A-21
14.	Transportation Planning in Northwest Arkansas	A-23
15.	NWARPC Staff	A-24

Acronyms and Abbreviations

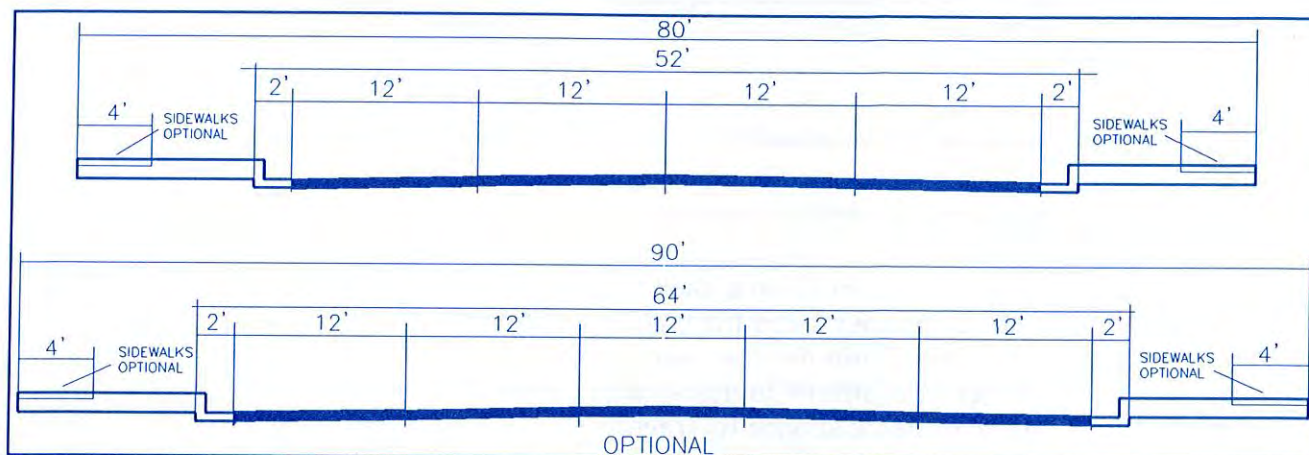
ADT	Average Daily Traffic
ADA	Americans with Disabilities Act of 1990
AHTD	Arkansas State Highway and Transportation Department
ATEP	Arkansas Transportation Enhancement Program
BMS	Bridge Management System
CFR	Code of Federal Regulations
CMS	Congestion Management System
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HIP	Highway Improvement Program
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LOS	Level of Service
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NARTS	Northwest Arkansas Regional Transportation Study
NEPA	National Environmental Policy Act
NHS	National Highway System
NWARPC	Northwest Arkansas Regional Planning Commission
PMS	Pavement Management Systems
PTMS	Public Transportation Facilities and Equipment Management System
ROW	Right of Way
SMS	(Highway) Safety Management System
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TARS	Traffic Accident Reporting System
TIP	Transportation Improvement Program
UWP	Unified Work Program
USC	United States Code
USDOT	United States Department of Transportation
VPD	Vehicles Per Day
WAPDD	Western Arkansas Planning and Development District

Freeway/Expressway



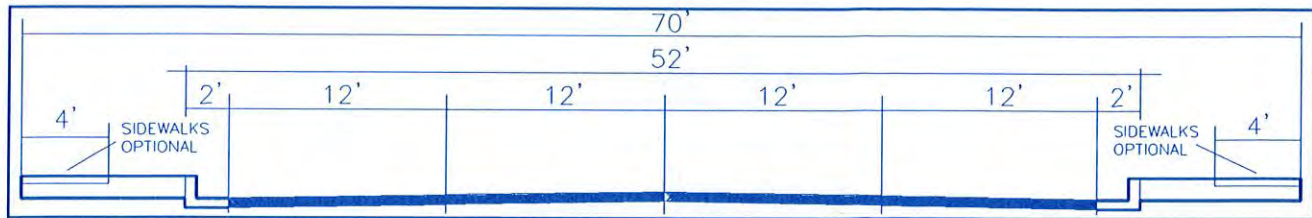
Function	High speed, multi-lane facilities with a high degree of access control. These facilities serve the major centers of activity of a metropolitan area; the longest trip desires; and are well integrated with urban arterials and major rural arterial routes entering the area. They should provide a high level of traffic service for travellers who do not have local destinations and wish to bypass the city.
Design Service Volume	28,300 vpd expressway; 44,800 vpd freeway
Speed	45-55 mph
Traffic Lanes	Four 12 ft. lanes; where at-grade intersections occur on expressways, right and left turn lanes shall be provided.
Parking Lanes	None; emergency parking permitted on shoulders.
Shoulders	10 ft. outside and 6 ft. insider shoulders
Side Slopes	Slopes should not exceed a minimum ratio of 6:1 to a distance 30 ft. from the edge of traffic lanes.
Paved Width	80 ft. from edge of paved shoulder
Right-of-Way	Variable; on Federally funded and State projects; r-o-w requirements will normally be 300 ft., with more at interchanges.
Median	25 ft. minimum desirable; median is measured between edges of opposing traffic lanes; when Federal funding is involved, a depressed median should be 48 ft. providing a 60 ft. median - 48 ft. plus two 6 ft. shoulders; where r-o-w cannot accommodate an acceptable depressed median, a raised median such as a New Jersey barrier wall may be used for safety.
Frontage Roads	Should not be permitted except where existing development needs frontage roads to maintain access. Freeway exit ramps will not intersect frontage roads.

Principal Arterial



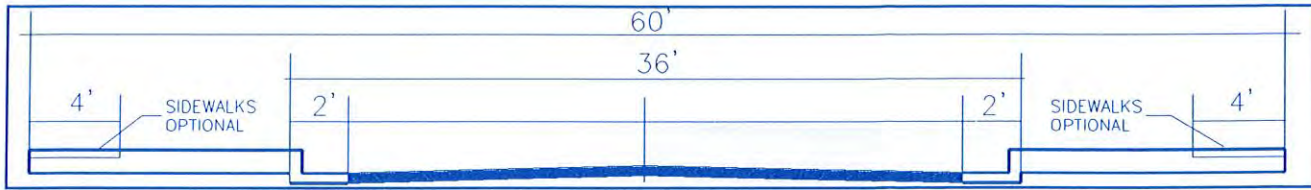
Function	Connects freeway/expressways, rural highways at the edge of the metropolitan area, and major urban activity centers within the metropolitan area. Traffic is composed predominantly of traffic across or through the city. Access may be controlled through medians or by the limitation of curb cuts through the orientation of access for new developments, especially residential subdivisions, to intersection cross streets.
Design Service Volume	17,600 vpd - 20,600 vpd with left turn lane <i>11,000</i> <i>8,000</i>
Speed	40-45 mph
Traffic Lanes	Four 12 ft. travel lanes; 12 ft. left turn bay at intersections where necessary, and a continuous left turn lane where there are high volumes of mid-block turns.
Parking Lanes	None
Paved Width	52 ft. from back of curb to 64 ft. with a continuous turn lane.
Right-of-Way	80 ft. minimum; 90 ft. for intersection widening and where possible for 5 lane sections.

Minor Arterial



Function	Connects higher functional class facilities, activity centers, regions of the area, and major county roads at the edge of the metropolitan area. Traffic is composed predominantly of trips across and within regions of the city. Provides service to traffic at a somewhat lower level of travel mobility than principal arterials with minimal control of access. Ideally does not penetrate neighborhoods.
Design Service Volume	12,200 vpd; 14,800 vpd with left turn bays <i>12,200</i> <i>2,600</i>
Speed	35-40 mph
Traffic Lanes	Four 12 ft. travel lanes; 11 ft. left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
Parking Lanes	None
Paved Width	52 ft. from back of curb; 63 ft. with turn lanes
Right-of-Way	70 ft. minimum; 80 ft. for intersection widening and where possible for 5-lane sections.

Collector



Function	Provides traffic circulation within neighborhoods, commercial, and industrial areas. Collects traffic from local streets in neighborhoods and channels it into the arterial system. Connections between arterials should be indirect or should not be allowed in order to discourage use by traffic from outside the neighborhood.
Design Service Volume	4,000 vpd; 6,000 vpd with left turn bays.
Speed	25-30 mph
Traffic Lanes	Two 12 ft. travel lanes; 10 ft turn bay at intersections when necessary.
Parking Lanes	8 ft. lane provided but not necessarily defined; none when turn bay is provided.
Paved Width	36 ft. from back of curb
Right-of-Way	60 ft.

LEVELS OF SERVICE

The following information was taken from "The 1985- Highway Capacity Manual".

Levels of service are defined as qualitative measures describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service describes conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service (A through F) are defined for each type of facility. Level of service "A" represents the best operating conditions with "F" being the worst. The various levels of service for uninterrupted flow facilities are defined as follows :

- A** represents *free flow*. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and maneuver within traffic is extremely high. Comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- B** is *stable flow*, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from "A". Comfort and convenience provided is somewhat less than at "A", because others in the traffic stream begin to affect individual behavior.
- C** is in the range of *stable flow, but* in this range the operation of individual users becomes *significantly affected by interactions with others* in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance of the user. The general level of comfort and convenience declines noticeably at this level.
- D** represents *high-density, but stable, flow*. Speed and freedom to maneuver are severely restricted and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- E** represents operating conditions *at or near the capacity level*. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operating conditions at "E" level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- F** is used to define *forced or breakdown flow*. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. LOS F is used to describe the operational conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form and "F" is an appropriate designation for such points.

AVERAGE ANNUAL DAILY TRAFFIC

Traffic volumes reported for planning and design purposes should be average annual daily traffic (AADT). The AADT is a traffic volume representative of the average number of vehicles (including trucks) a route will handle on any given day of the specified year. To determine the AADT, two adjustment factors are applied to 24-hour machine counts. The seasonal adjustment factor takes into account the time of year the 24-hour count is taken. The axle adjustment factor takes into account the volume of trucks on a route.

Estimated AADT = 24-hour machine count x axle adjustment factor x seasonal adjustment factor.

SEASONAL ADJUSTMENT FACTORS

Naturally, traffic volumes are higher in some months/seasons than others. Monthly and day-of-week adjustment are combined to estimate average annual daily traffic (AADT) from a single raw traffic count. Automatic traffic recorder data is used at sample locations (by area and by functional classification) to compute these factors by collecting data 24 hours a day, 365 (or 366) days a year. The total yearly volume is then averaged into a daily volume. Seasonal adjustment factors are then derived based on the average count within a certain month compared to the average count for the year. This factor should be applied to raw counts made during the normal weekdays of Monday through Thursday.

AXLE ADJUSTMENT FACTORS

To represent vehicles, counts taken by axle counting equipment require adjustment by axle correction factors. If only axles are counted, a 5-axle truck will be counted as 2-1/2 cars. The adjustment factor at a point is simply the ratio of vehicles to axles as determined from a classification count. The application of the factors is straightforward procedure. Sample sections where classification counts are taken or where vehicle detection equipment is used require no adjustment since the number of vehicles is known. Sample sections where axle counts are taken are assigned the factors on the basis of functional class and these are applied in the computation of estimated AADT.

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY
2020 TRANSPORTATION PLAN

QUESTIONNAIRE FOR PROJECT JUSTIFICATION

1. LOCATION OF PERCEIVED NEED (CITY OR COUNTY, ROUTE, ENDPONTS OF ROUTE):

2. AVERAGE DAILY TRAFFIC, IF KNOWN:

3. TYPE OF WORK (INCLUDE NUMBER OF LANES, IF APPLICABLE):

- ☐ NEW LOCATION
- ☐ WIDENING
- ☐ BRIDGE RECONSTRUCTION OR REPLACEMENT
- ☐ INTERSECTION IMPROVEMENTS - DUE TO TRAFFIC VOLUMES
- ☐ INTERSECTION IMPROVEMENTS - DUE TO SAFETY
- ☐ TRAFFIC CONTROL UPGRADE - DUE TO TRAFFIC VOLUMES
- ☐ TRAFFIC CONTROL UPGRADE - DUE TO SAFETY
- ☐ INTERMODAL CONNECTION
- ☐ ENHANCEMENT

IF THIS IS A SAFETY PROBLEM OFF THE STATE HIGHWAY SYSTEM, CAN YOU
PROVIDE ACCIDENT DATA?

- ☐ YES
- ☐ NO

4. IF THE NEED FOR THIS PROJECT CAN BE MET IN MORE THAN ONE WAY, LIST
POSSIBLE ALTERNATIVES (FOR EXAMPLE: NEW LOCATION OR WIDENING AN
EXISTING ROUTE OR IMPROVING INTERSECTIONS ALONG AN EXISTING ROUTE):

QUESTIONNAIRE FOR PROJECT JUSTIFICATION, PAGE 2

5. FOR WHAT REASONS DO YOU THINK THIS PROJECT IS OR WILL BE JUSTIFIED (WHY
DO YOU THINK IT IS NEEDED - TRAFFIC VOLUMES, DELAY, DETERIORATION,
DEVELOPMENT IN THE AREA, ETC. - BE SPECIFIC - ACTUAL NUMBERS HELP)?

6. WHICH OF THE FOLLOWING BEST DESCRIBES THE RANGE OF USERS THIS PROJECT
WOULD BENEFIT?

- ☐ LOCAL
- ☐ SUB-REGIONAL
- ☐ REGIONAL

WHY?

7. IF THIS PROJECT IS ON THE LOCAL SYSTEM, IS IT ANTICIPATED THAT THE LOCAL
JURISDICTION WILL BE ABLE TO PROVIDE THE REQUIRED MATCHING FUNDS?

- ☐ YES
- ☐ NO
- ☐ UNSURE

8. ALL THINGS TAKEN INTO CONSIDERATION (PROJECTS CURRENTLY SCHEDULED FOR
THE SHORT TERM, MAGNITUDE OF THE PROJECT, TIME NEEDED TO DESIGN THE
PROJECT, LIMITED FUNDING IN EACH YEAR, ABILITY TO PROVIDE MATCHING FUNDS,
ETC.), IN WHICH PERIOD DO YOU THINK THIS PROJECT SHOULD BE SCHEDULED, IF IT
IS JUSTIFIED?

- ☐ 1995 - 2000
- ☐ 2001 - 2005
- ☐ 2006 - 2010
- ☐ 2011 - 2015
- ☐ 2016 - 2020

**NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY
RATING SYSTEM
FOR PRIORITIZATION OF LONG RANGE PLAN PROJECTS**

In order to achieve equity and efficiency in the prioritization process, NWARPC staff and the TAC Chair have proposed the following rating system. This system will apply to all proposed projects pending TAC approval.

Please Note: It will be assumed that each unit of government has funds for a local match when necessary.

Prioritization Process

1. Each city submits their number one project for each 5 year period by funding category.
Funding Categories: National Highway System/Surface Transportation Program (NHS/STP); Bridge; Surface Transportation Program (STP) Local - 80% Federal, 20% Local Match; and Enhancement.
2. Total the dollar amount and compare to the 5 year allocation.
 - If amount is less than allocation, request number 2 project from each city.
 - If amount is greater than allocation, proceed to rating system and prioritize.

Rating System

1. The Functional Classification of Proposed Project.
POINTS: PA=15, MA=10, C=5, L=0
2. The (existing) Level of Service (LOS) of Proposed Project.
POINTS: A-C=5, D=10, E=15
3. The change in 1994 Level of Service (LOS) with the Improvement.
POINTS: 5 Points for each level of improvement in Level of Service;
Example: 1994 LOS of "E" changes to 1994 LOS of "C" = 10 Points
1994 LOS of "E" changes to 1994 LOS of "D" = 5 Points
4. The change in 2020 Level of Service (LOS) with the Improvement.
POINTS: 5 Points for each level of improvement in Level of Service;
Example: 2020 LOS of "E" changes to 2020 LOS of "C" = 10 Points
2020 LOS of "E" changes to 2020 LOS of "D" = 5 Points
EXCEPTION: A 2020 LOS of "E" remains a 2020 LOS of "E" = 10 Points
5. 1994 Average Daily Traffic (ADT) per Lane.
POINTS: 5 Points for every 1000 ADT per Lane.
Example: A 2 Lane road with an ADT of 6000 = 15 Points
(3000 ADT/Lane at 5 Points/1000 ADT) = 15 Points
6. 2020 Average Daily Traffic (ADT) per Lane.
POINTS: 5 Points for every 1000 ADT per Lane.
Example: A 2 Lane road with an ADT of 6000 = 15 Points
(3000 ADT/Lane at 5 Points/1000 ADT) = 15 Points
7. Type User of Proposed Project.
POINTS: Regional "R" = 15 Points
Sub-Regional "S" = 10 Points
Local "L" = 5 Points

In the case of a rating tie that can not be resolved otherwise, responses to the following questions will be used to decide the higher priority. Responses to these question will be yes/no and will not have a point value applied.

YES NO

1. Did your city (NOT) receive funds in the previous five year period?
2. Is the Proposed Project on the Master Street Plan?
3. Is the Proposed Project on the 2020 Plan?
4. Was the Proposed Project ranked in the top 5 "Issues" with respect to question #1 on the Responses to Public Hearing Survey.
5. Was the Proposed Project ranked in the top 4 "Improvements" with respect to question #2 on the Responses to Public Hearing Survey.

List the number of ISTEAFactors that the Proposed Project addresses out of the list of "15 ISTEAFactors to be Considered".

Northwest Arkansas Regional Transportation Study (NARTS)
PROCEDURES
for
PUBLIC INVOLVEMENT

A.INTRODUCTION

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) requires an on-going public involvement program in the development of the NARTS 2020 Regional Transportation Plan and in other transportation planning and implementation activities.

The NARTS Policy committee wants public input from all citizens - employers, transportation providers and other interested parties - as it develops and implements programs to make the most of transportation facilities in Northwest Arkansas. These procedures are designed to give the public several opportunities to make comments and suggestions during the process of planning and implementation of transportation programs.

Special Public Forum notification and review procedures will be implemented to supplement the normal notice and review procedures used in local planning. NARTS will also utilize Arkansas Highway and Transportation Department (AHTD) local Listening Sessions to gain public input. At these sessions, NARTS will make their projects available for review and will request written comments from participants. The NARTS staff will also submit any comments by the NARTS Technical Advisory (TAC) or Policy committees to AHTD, as appropriate, at these meetings.

B.PUBLIC FORUMS

Three Public Forums are planned for special public review and comment on the **2020 Regional Transportation Plan**. To make public participation as accessible as possible, the TAC will conduct evening forums for review of preliminary plans in the cities of Rogers and Springdale. The Policy Committee will conduct the third Public Forum to review the TAC's final proposal for the 2020 plan. If comments from the final Public Forum indicate that additional revisions are needed, the Policy Committee has the option to send the plan back to the TAC for revisions before their final adoption.

1. Public Notification

Two weeks prior to the first Public Forum, NARTS will place news articles in the Region's major newspapers which explain the process of creating and adopting the 2020 Regional Transportation Plan and opportunities for public input. Ad's and public notices will also be placed in the major print and electronic media.

a) Ads - for Public Forums will include their schedule listing dates, times, and places for public comment and suggestions. As other opportunities for comment on the 2020 plan come up, NARTS will send meeting information to the print and electronic media specifying subjects, dates, times and meeting places.

b) Legal Notices - will be sent for publication 2 weeks prior to Public Forums.

c) Public Notices - containing meeting agendas will be sent to the Region's major print and electronic media 1 week prior to Public Forums and public meetings of the TAC and Policy committees. These notices will also be sent to all public and private

agencies concerned with transportation issues such as social services, transportation providers, intermodal and other known interest groups.

d) News Articles - on the Public Forums and other 2020 planning activities will be solicited from the print and electronic media.

2. Public Comment

At each Public Forum the public would be requested to sign an attendance roll. Those requesting to make comment will be asked to provide their comments in writing for the public record. Written comments on the forums and their content will be encouraged and requested to be submitted within 2 weeks after the Public Forum. The NARTS staff will maintain a file of Public Forum comments and compile a comment document for the TAC.

C.TRANSPORTATION IMPROVEMENT PLAN & UNIFIED WORK PROGRAM

1. Transportation Improvement Program (TIP)

In December, the Northwest Arkansas Regional Planning Commission (NWARPC) will publish a special public notice requesting that citizens and commission representatives of each city submit their lists of needed transportation projects to NWARPC for review at their January meeting. NWARPC will also publish a public notice of the January meeting with agenda and meeting information 7 days prior to the meeting. After the meeting, NWARPC will forward the transportation project list to the NARTS staff for TAC consideration. The list of projects compiled at that meeting will also be published after the meeting and interested citizens will be asked to submit comments about the projects. They will also be asked to propose any additional projects that should be considered by the NARTS TAC as they prepare the proposed TIP for the coming fiscal year.

2. Unified Work Program

In the Spring of each year the NARTS staff and AHTD transportation planners will draft a proposed work program for the coming fiscal year. This draft will be submitted to the TAC for their consideration and recommendation to the Policy committee. Public notices will be published a week prior to the TAC and Policy meetings listing their agendas, meeting place, date and time. The print and electronic media will be encouraged to do news articles on the proposals prior to the meetings.

**NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY
PUBLIC INPUT ON NARTS 2020 LONG RANGE TRANSPORTATION PLAN
PUBLIC HEARING SURVEY**

The purpose of this survey is to prioritize the public's transportation concerns.
Your comments will be confidential and used only in aggregate.
Today's Date_____

1. Please rank the following transportation issues in order of importance from
from 1 to 12 (with 1 being the most important and 12 being the least important).

- ____ Traffic Congestion
- ____ Traffic Safety
- ____ Revenue Sources
- ____ Toll Roads
- ____ Road Condition
- ____ Freight Movement
- ____ Environment Issues (Air, Water, Noise)
- ____ Historic Preservation
- ____ Carpool Programs
- ____ Public Transit
- ____ Air Passenger Service
- ____ Rail Passenger Service

REQUIRED
NAME: _____
ADDRESS: _____
PHONE #: _____

2. Please rank the following types of improvements in order of importance from 1 to 11
(with 1 being the most important and 11 being the least important).

- ____ Constructing New Roads
- ____ Widening Existing Roads
- ____ Constructing or Repairing Bridges
- ____ Constructing Drainage Facilities
- ____ Constructing New Sidewalks
- ____ Constructing Bike Lanes
- ____ Constructing Intermodal Connection/Transfer Facilities
(Point where two or more modes of transportation meet. Example-Park & Ride Lots)
- ____ Developing Carpool Programs
- ____ Improving/Up-grading Intersections
- ____ Improving/Up-grading Signalization
- ____ Improving/Up-grading Public Transit

3. Number of Vehicles in your household? _____

4. How do you get to work?

Drive Alone____
Drive with others____
Carpool____

Public Transit____
Ride Bike____
Walk____

5. How far do you travel to get to work?_____

6. How long does it take you to get to work?_____

7. In your opinion, which (5) transportation improvements in the area deserve the highest priorities.
Explain-Use back of page if needed:

MAJOR METROPOLITAN TRANSPORTATION INVESTMENTS

Includes those projects that are on facilities classified as principal arterials or higher which have some degree of access control. The projects must increase capacity by adding lanes or lengthen facilities more than a mile. AHTD proposes the following approach to addressing these major investment studies.

Planning Strategy Meeting(s)

The Planning Strategy Meetings(s) will include the MPO, State, Transit, Regulatory and other relevant permit agencies.

1. The MPO will convene the meeting(s) and work with AHTD's Environmental Division to determine the regulatory and permit agencies which should be invited.
2. Agency roles for the project will be established with the funding agency expected to conduct the study in most cases.
3. Aerial photos, topos, documents, etc., will be presented to clearly identify areas of concern and present all alternatives already identified.
4. The appropriate range of alternatives for the study will be determined.

Alternatives' Public Forum

The MPO will invite the Public to a separate meeting held as an open forum.

1. Aerial photos, maps, and posters will be used to clearly explain the purpose and need for transportation improvements and the alternatives that have been identified to date.
2. New location highway alternatives will be indicated on a map with a broad shaded corridor to emphasize the uncertainty of the corridor and to discourage individuals from focusing on the exact location.
3. All major recommendations and alternatives suggested by the public will be recorded and addressed in the study at a level of detail appropriate to its feasibility.

**BYLAWS
NORTHWEST ARKANSAS REGIONAL
TRANSPORTATION STUDY
5-26-93**

ARTICLE I - POLICY COMMITTEE

1. The Northwest Arkansas Regional Transportation Study Policy Committee shall elect a chairman and vice chairman biannually at the first meeting of the calendar year.
2. The Chairman shall preside at all meetings and public hearings of the Policy Committee; shall decide all points of order or procedure, and shall certify plans and transmit reports and recommendations of the Policy Committee.
3. The Vice Chairman shall assume the duties of the Chairman in the absence of the Chairman.
4. In the event that the Chairman is unable to serve, the Vice Chairman shall assume the office of Chairman and call a Special Election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. Should the Vice Chairman be unable to serve, the Chairman shall call a Special Election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. If both Chairman and Vice Chairman are unable to serve, the Study Director shall call a Special Election at the next meeting to fill these vacancies for the remaining portion of the term.
5. The Policy Committee shall meet as frequently as necessary to preform its functions and shall meet at least once a year to review the status of planning within its jurisdiction.
6. Meetings of the Policy Committee shall be called at the initiative of the Study Director or by any member of the Policy Committee, who shall instruct the Study Director to convene the Committee.
7. It Shall be the duty of the Study Director to send written notices of meetings, which shall state the date, time, and place, including an agenda, copies of minutes of the previous meeting, copies of proposed resolutions and reports, to all members of the Committee. Such notices shall be distributed by the Study Director to reach members of the Committee not less than five working days in advance of the meeting. The Study Director shall arrange a place for the meeting and shall assure that the time, place and date of the meeting shall be convenient for the members.
8. The Study Director shall arrange for adequate public notice of meetings of the Policy Committee.
9. A simple majority shall constitute a quorum of the Policy Committee.
10. The Policy Committee shall be comprised of the highest elected official or an official designee from each participating unit of government. Each unit of government will have one voting representative for each 10,000 population rounded to the nearest 1,000. Each member shall have one vote. In case of absence each designated voting member may be represented by an official proxy. There shall be a maximum of three voting members representing any participating entity. A majority vote of a quorum at any duly called meeting shall be sufficient to authorize any action to be taken on behalf of the Committee.
11. The Policy Committee is responsible for establishing policies and procedures for conducting the continuing phase program consistent with the plan and related Federal Highway

Administration and Urban Mass Transportation Guidelines. The Policy Committee will seek recommendations from the Technical Advisory Committee on technical issues. No report or document generated through the Transportation Planning Process shall be published without approval of the Policy Committee, Arkansas Highway and Transportation Department, and the Federal Highway Administration, as so noted in the Section 112(PL) Agreement, or by the Urban Mass Transportation Administration if UMTA funds are involved.

12. All meetings and records of the Policy Committee shall be open to the public.

13. The Study Director shall keep a record of the proceedings of the committee and conduct correspondence and necessary administrative duties.

ARTICLE II - TECHNICAL ADVISORY COMMITTEE

1. The Northwest Arkansas Area Transportation Study Technical Advisory Committee shall elect a chairman and vice chairman biannually at the first meeting of the calendar year.

2. The Chairman shall preside at all meetings and public hearings of the Technical Advisory Committee, shall decide all points of order of procedure, and shall certify plans and transmit reports and recommendations of the Technical Advisory Committee.

3. The Vice Chairman shall presume the duties of the Chairman in the absence of the Chairman.

4. In the event that the Chairman is unable to serve, the Vice Chairman shall assume the office of Chairman and call a Special Election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. Should the Vice Chairman be unable to serve, the Chairman shall call a Special Election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. If both Chairman and Vice Chairman are unable to serve, the Study Director shall call a Special Election at the next meeting to fill these vacancies for the remaining portion of the term.

5. The Technical Advisory Committee shall meet as frequently as necessary to perform its functions.

6. Meetings of the Technical Advisory Committee shall be called at the initiative of the Study Director or by any member of the Technical Advisory Committee, who shall instruct the Study Director to convene the Committee.

7. It shall be the duty of the Study Director to send written notices of meeting, which shall state the date, time, place, including an agenda, copies of minutes of the previous meeting, copies of proposed resolutions and reports, to all members of the Committee. Such notices shall be distributed by the Study Director to reach members of the Committee not less than five working days in advance of the meeting. The Study Director shall arrange a place for the meeting and shall assure that the time, place and date of the meeting shall be convenient for the members.

8. The Study Director shall arrange for adequate public notice of meetings of the Technical Advisory Committee.

9. A simple majority shall constitute a quorum of the Technical Advisory Committee.

10. The Technical Advisory Committee shall be comprised of one officially designated voting member per 10,000 population rounded to the nearest 1000. Each entity can have up to two non-voting members. In case of absence each designated voting member may be represented by an official proxy. There shall be a maximum of three voting members representing any

participating entity. The two non-voting members should have a background such as engineering, planning, or street construction etc. A majority vote of a quorum at any duly called meeting shall be sufficient to authorize any action to be taken of behalf of the Committee.

11. The Technical Advisory Committee shall serve as a study team composed of technical and professional personnel from local governments, and participating agencies. The Technical Advisory Committee shall guide all technical aspects of the continuing planning process, The Technical Advisory Committee will conduct all business and submit recommendations as requested by the Policy Committee and/or the Study Director.

12. All meetings and records of the Technical Advisory Committee shall be open to the public.

13. The Study Director Shall keep a record of the proceeding of the committee and conduct correspondence and necessary administrative duties.

ARTICLE III - NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY DIRECTOR

1. The Study Director shall be appointed by the Northwest Arkansas Regional Planning Commission.

2. The Study Director shall:

a. Notify the Policy Committee concerning decisions on routine matters, made by the Technical Advisory Committee.

b. Prepare and present to the Policy Committee a written annual progress report.

c. Coordinate the continuing multi-modal transportation planning process with all governmental entities and maintain liaison between all organizations.

d. The Study Director will be responsible for all U.S. Department of Transportation regulations and requirements necessary to meet annual certification.

ARTICLE IV - AMENDMENTS

These bylaws may be amended by a two-thirds affirmative vote of the Policy Committee and of the Technical Advisory Committee membership, provided that official notice of the proposed amendment is included in the notice of the meeting.

Date Adopted

Charles N. McKinney, Chairman
Policy Committee

Resolution

To Participate in the Northwest Arkansas Regional Transportation Study

WHEREAS, a continuing, comprehensive and cooperative transportation planning process is critical to the future development of and quality of life for the Fayetteville-Springdale-Rogers Metropolitan Statistical Area; and

WHEREAS, it is the responsibility of the Northwest Arkansas Regional Planning Commission, the designated metropolitan planning organization (MPO) for the Fayetteville-Springdale-Rogers Metropolitan Statistical Area, To provide a forum in which that planning process can be accomplished; and

WHEREAS, it is the desire of _____ to participate in this process via the Northwest Arkansas Regional Transportation Study Agreement of Understanding;

NOW THEREFORE, BE IT RESOLVED, that we, the (governing body), duly adopt the attached Agreement of Understanding indicating our intent to participate in the Northwest Arkansas Regional Transportation Study.

Duly adopted by Resolution this _____ day of _____ 1993.

(ENTITY)

Mayor/Judge/CEO

ATTEST: _____

City Clerk/Notary/County Clerk

NWARPC

the Northwest Arkansas Regional Planning Commission

WHAT IS IT?



NWARPC is a planning organization which serves local units of government in Benton and Washington counties. It is also the designated Metropolitan Planning Organization

(MPO) for transportation planning in the Fayetteville/Springdale/Rogers Metropolitan Statistical Area within these counties.

WHO IS INVOLVED?

The Commission was formed in 1966 through a cooperative agreement signed by Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs and Springdale. NWARPC membership now includes 22 units of government and the Beaver Water District.

Membership in NWARPC is voluntary. Each member pays a participation fee (currently 85¢ per capita) based upon their latest official Census population. Additional operating funds come from a variety of local, state and federal sources - depending upon available funding programs in any given year.

The staff includes a Director, 3 General Planners, 2 Transportation Planners (1 full time and 1 part time), a Transit Planner (part time), a full time Draftsman and an Administrative Assistant/Bookkeeper. The staff has a combined work experience of 128 years in Northwest Arkansas.

WHAT DO THEY DO?

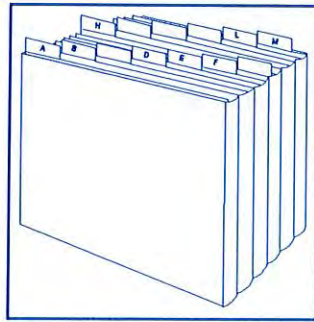
Act 26 of 1955 (which provided for the formation of NWARPC) states its purpose "*... to make those studies and plans for the metropolitan area or region that will guide the unified development of the area, that will eliminate planning duplication and promote economy and efficiency in the coordinated development of the area and the general welfare and prosperity of it's people.*"

NWARPC HISTORY

For the past 28 years the Commission's work has been varied and extensive. In the beginning NWARPC gathered data and conducted studies concerning all aspects of the Region. After the completion of some 75 studies and several public hearings, the first "*Regional Plan*" was adopted in 1973. The Commission then concentrated on the pressing issues of water, sewer and solid waste. From these concerns came definitive studies with recommendations for solutions. Due to Federal funding reductions in the 1980's, NWARPC was forced to limit it's Regional study effort and concentrate on assistance to local governments in their planning activities. Today, most of the Commission's work involves planning and technical assistance to local government. However, current work on the "**2020 Regional Transportation Plan**" has, again, put NWARPC back into the Regional planning mode.

THE REGION'S WINDOW

The Commission continues to be a "Window" to the Region. Daily, people come to the office looking for a map, specific information about a city or general information about our dynamic Region. Many are newcomers, some are from the business world looking for investment opportunities but nearly everyone wants to know more about our Region. Other visits come from the Region's newest and oldest residents with concerns about keeping our Region's unique character. They want planning to protect their way of life and to conserve those qualities which are attracting so many more to Northwest Arkansas.



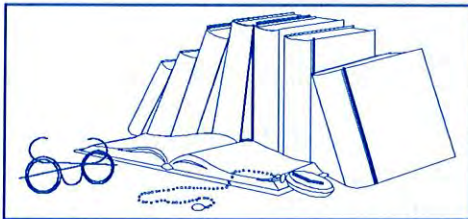
OUR WORK INCLUDES

- Comprehensive Plans & Revisions,
- Zoning Ordinances,
- Subdivision Regulations,
- Master Street Plans,
- Regional Transportation Plans,
- Regional Development Data
- Park Plans,
- Voting Ward Redistricting Assistance,
- Grant Writing & Administration,
- Census coordination,
- Annexation Assistance and
- General Information to the Public.



OUR PRODUCTS INCLUDE

- Reports on Planning Studies,
- Regional Development,
- U. S. Census Reports,
- Special Studies



OUR MAPPING INCLUDES

- Base Maps
(City, County & Region),
- Zoning
- Flood Insurance
- USGS Topo Maps
- Soil Mapping
- Census
- Land Use
- Master Street Plans
- Aerial Photos.



TRANSPORTATION PLANNING in Northwest Arkansas

with NWARPC as the M P O

A basic planning activity of the Northwest Arkansas Regional Planning Commission (NWARPC) is its function as a *Metropolitan Planning Organization (MPO)*. Each governmental unit and transportation agency in the metropolitan portion of the Fayetteville/Springdale/Rogers Metropolitan Statistical Area (MSA) can participate in transportation planning. This is done by executing letters of agreement to participate between NWARPC, the Arkansas Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA). The participants then appoint people to represent their entity in the planning process. These appointments are usually made by the Mayor, County Judge or Chief Executive Official.

The MPO organization has a *Technical Advisory Committee (TAC)* and a *Policy Committee*. The TAC develops the technical aspects of plans and reports and makes recommendations to the Policy committee. TAC members are usually people who understand the technical side of transportation. The Policy Committee members make the MPO's final decisions.

These committees prepare the *Northwest Arkansas Regional Transportation Study (NARTS)*. Two documents are the principal NARTS products each year -- The *Unified Work Program (UWP)* and the *Transportation Improvement Program (TIP)*.

NARTS also prepares the *2020 Regional Transportation Plan* and all supporting documents. The metro portion of the Fayetteville/Springdale/Rogers MSA (designated by the U. S. Census Bureau) is the study area for the plan.

The *Unified Work Program (UWP)* outlines the MPO's annual work activities. Each year, the TAC and Policy committees review and approve projects to submit to AHTD and FHWA for final approval.



The *Transportation Improvement Program (TIP)* contains all commitments for state and federal transportation funding for a three year period in the Metro area. In developing the TIP, the TAC reviews projects submitted by cities, counties and transportation services within the Metro area. This review also includes representatives from the AHTD and FHWA. After discussion the TAC prioritizes the projects and recommends a three year listing to the Policy Committee for approval. **Please Note:** *This is an important document because No Federal expenditures can be made on transportation facilities within the NARTS Metro Area unless they are listed in the TIP. The TIP is a major tool for shaping the Region's transportation.*

NWARPC-MPO STAFF

NWARPC is proud to have a staff which has a combined experience of 128 years in regional planning. It's general planners deal with all phases of planning while the transportation planners focus on their specific areas in transportation planning.

Director - Larry Wood

Larry has been with the commission since it's inception in 1966, initially serving as Assistant Director and Planner. Larry has a BS degree in Landscape Architecture (1957) and a BS degree in Urban & Regional Planning (1960) from Michigan State University.

Administrative Assistant/Bookkeeper - Donna Marrs

Donna joined the commission in 1973, initially serving as Secretary.

Draftsman - Nancy K. Wood

Nancy joined the commission in 1972 as the chief Draftsman.

General Planner - Robert L. Harlan

Bob joined the commission in 1968 as a Planner and is now the senior General Planner and project director for the 2020 Regional Transportation Plan. Bob has a BA degree in Architecture (1956) from the University of Arkansas.

General Planner - Celia Scott-Silkwood

Celia joined the commission in 1989 as an assistant in Transportation planning and now works as a General Planner. Celia has a BA degree in Fine Arts (1977) from Washington State University.

Transit Planner - Elaine Walker

Elaine joined the commission in 1972 and has worked as Office Manager, Transportation Planner and is now the senior Transportation Planner specializing in Transit Planning.

Transportation Planner - Janet L. Hargus

Jan joined the commission in 1994 as a Transportation Planner. Jan has a BLA degree in Landscape Architecture (1989) from the University of Arkansas.

Transportation Planner - Paul M. Salassi

Max joined the commission in 1992 as a Transportation planner. Max has a BS degree in Transportation (1992) from the University of Arkansas.

