



CITY OF
FAYETTEVILLE
ARKANSAS

*113 W Mountain Street
Fayetteville, AR 72701*

Transportation Committee Agenda

**(Immediately Following City Council Agenda Session)
City Hall Room 101 / Virtual Meeting Via Zoom
Tuesday, May 26, 2026
5:30 PM**

Members

***Council Member Sarah Moore, Chair
Council Member Robert "Bob" Stafford
Council Member Sarah Bunch
Council Member Min. Monique Jones***

City Staff

***Public Works Director Chris Brown
Assistant Public Works / Transportation Services Director Terry Gulley
City Engineer Justin Bland***

Zoom Information

Webinar ID: 850 2853 0693

Registration Link: [Zoom Link](#)

A. Call to Order

B. Roll Call

C. New Business

C.1. N. Gregg Ave. - Conceptual Design Review

C.2. Gregg St. SS4A –Amendment #1 with Crafton Tull

Gregg St. SS4A –Amendment #1 with Crafton Tull

C.3. College Ave. - Conceptual Design Review

College Ave. - Conceptual Design Review

D. Reports and Presentations

D.1. Intersection Signal Timing Policies

D.2. Presentation from Sunset Woods Property Owner's Association

E. Informational Items

F. Adjournment



N GREGG AVE

ARKANSAS & MISSOURI RAILROAD

W MOAN PL

W NORTH ST

W PATRICIA LN

W HOLLY ST

W LAWSON ST

W SPRUCE ST

N GREGG AVE

MATCH LINE



MATCH LINE

W SYCAMORE ST

N EASY AVE

W POPLAR ST

W PEAR ST

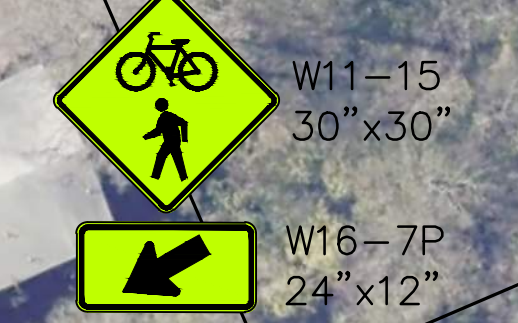
ARKANSAS & MISSOURI RAILROAD

N SHADY AVE

ARKANSAS & MISSOURI RAILROAD

N GREGG AVE

INSTALL RRFB

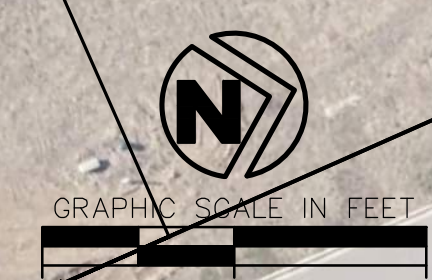


MIDTOWN TRAIL

W WASH ST

W MILLER ST

W ELM ST



EXISTING CONDITIONS

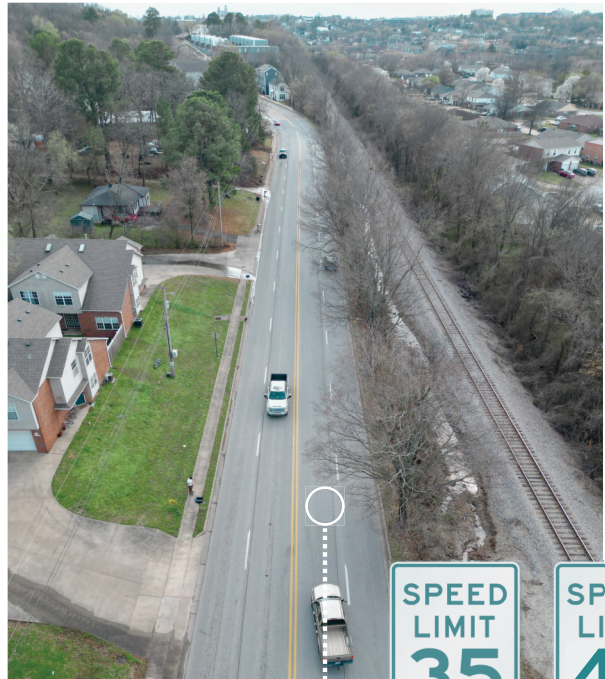
Context

N Gregg Ave. is a four-lane road that runs in a north-south direction. The four travel lanes measure approximately 11' wide. There are designated left turn lanes at W Drake St., W Township Ave., and W North St., and there is a designated right turn lane at W North St. Three traffic-controlled intersections, W Sunbridge Dr., W Poplar St., and W Sycamore St., do not have designated turn lanes. City-owned right-of-way varies throughout the studied corridor between 62' to 75'; however, when combined with the railroad right-of-way, it can be up to 105' wide in some segments. There is a mix of bicycle and pedestrian facilities along N Gregg Ave.

Challenges

Although Gregg Ave. serves as a central north-south connection for both vehicles and people on foot, there are several conditions that make Gregg Ave. less navigable and safe to travel on.

Topography changes on Gregg Ave. between W Sycamore St. and W North St. limit sight distance for drivers cresting the hill. Four wide travel lanes lead to drivers exceeding the speed limit. Further, sections of the adjacent sidewalks provide little to no buffer, have obstacles in the path, or are severely cracked with uneven surfaces.



GREGG AVE.

SPEED LIMIT 35 & **SPEED LIMIT 40**

4 travel lanes **10,000 to 17,000 vehicles per day**



Topography changes on N Gregg Ave.



Off-camber sidewalk with no buffer & wall



N Gregg Ave. near W Township Ave., where the sidewalk & grass buffer are wider



Multiple mailboxes obstructing sidewalk



Razorback Transit bus stop



Debris & vegetation obstructing sidewalk



Cracked & uneven surfaces in both the roadway & sidewalk

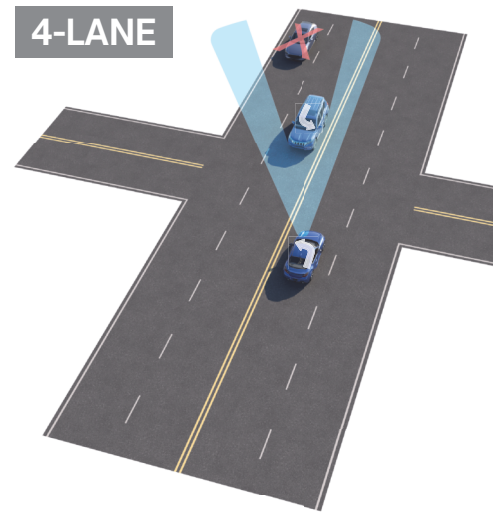


Transition from buffered sidewalk to unbuffered sidewalk

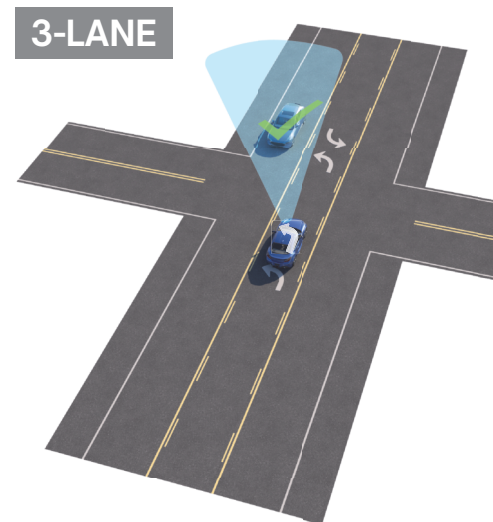
NORTH GREGG AVENUE | ROAD RECONFIGURATION

BENEFITS OF A 3-LANE VS 4-LANE ROAD

- **Fewer crash risks:** A dedicated center turn lane reduces rear-end and left-turn crashes by getting turning vehicles out of the through lane.
- **More predictable speeds:** With just one through-lane each way, traffic tends to move at steadier, safer speeds.
- **Safer left turns:** Drivers only have to cross one lane instead of two, which makes turning easier and lowers the chance of collisions
- **Improved pedestrian and bike safety:** Fewer lanes mean shorter crossings, and the extra space can be used for bike lanes or pedestrian islands.
- **Proven crash reduction:** Studies show overall crash reductions ranging from about 19% to nearly 50%.



Outside lane traffic hidden by inside lane vehicle



No hidden vehicles

BENEFITS OF RAISED MEDIAN

- **Fewer Crash Risks:** A raised median virtually eliminates head-on collisions and angle crashes for left-turns out of driveways.
- **Simplified Maneuvers:** Left turns out of driveways are simplified through a right turn followed by a U-turn. Drivers only need to focus on one direction at a time.
- **Non-Motorist Protection:** Raised medians provide a refuge for pedestrians/cyclists crossing the roadway.
- **Signal Timing Flexibility:** Raised medians allow more flexibility for pedestrian crosswalk timings at signals. A two-stage pedestrian crossing could reallocate green time for vehicles to reduce overall delay.

DESIGN CONCEPTS

N GREGG AVE. & W SYCAMORE ST.

BEFORE



AFTER



DESIGN CONCEPTS

N GREGG AVE. & W ASH ST. CONCEPT

BEFORE



AFTER



KEY AMENITIES IN NEW DESIGN



RRFB CROSSING

(RECTANGULAR RAPID FLASHING BEACON)

Increases pedestrian safety and comfort by making crossing conditions more visible to drivers



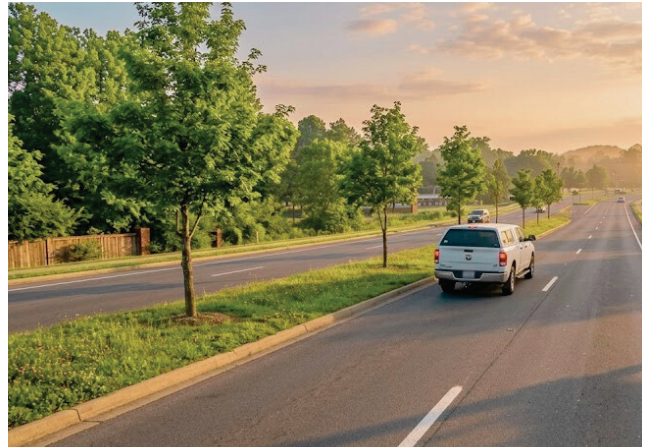
RAISED CROSSING

Increases pedestrian safety and comfort by incentivizing slower vehicle speeds



CENTER TURN LANE

For vehicles to safely make left turns into driveways, businesses, or side streets without blocking through traffic



CENTER MEDIAN WITH TREES

Enhances road safety by preventing head-on collisions and reducing traffic speeds



ON-STREET PARKING

Increases access to houses and businesses, slows traffic, and provides a buffer for people on sidewalks



BULB OUTS

Increases pedestrian safety and comfort by reducing crossing widths

NORTH GREGG AVENUE

IMPROVEMENTS PROJECT OVERVIEW



ABOUT THE PROJECT

In December 2023, the U.S. Department of Transportation awarded Fayetteville a \$25 million Safe Streets and Roads for All (SS4A) grant to accelerate safety and infrastructure improvements identified in the Vision Zero Strategy, which aims to **eliminate severe crashes** and **enhance transportation safety for all users**.

N. Gregg Avenue is a central north-south corridor that is identified on the **High Injury Network (HIN)** analyses. Gregg Ave. serves as a Razorback Transit route and has access to Interstate 49, with an average of 10,000 to 17,000 vehicles using the route every day. Due to its wide multi-lane design and lacking sidewalks, Gregg Ave. can be a difficult environment for people walking, biking and rolling.

These projects are funded by a **75% federal SS4A grant** with **25%** matching funds from the 2019 Bond Program and are under review by the Federal Highway Administration.

ESTIMATED PROJECT COST

\$1.7 million
FHWA

SAFE STREETS 4
ALL FEDERALLY
FUNDED

25%

Local Match
Funds
(2019 Bond)

75%

Federal
SS4A
Grant



We want to hear from you!



SCAN HERE



IDENTIFIED AS A **HIGH-INJURY NETWORK**



222 VEHICULAR CRASHES
from 2019 - 2023



009 NON-MOTORIST CRASHES
from 2019 - 2023
(Bicycle rider, pedestrian, etc.)



007 SERIOUS INJURIES OR FATALITIES
from 2019 - 2023

FAYETTEVILLE EXAMPLES



- # of travel lanes: 2
- center turn lane: **YES**
- vehicles per day: **11,000 to 15,000**

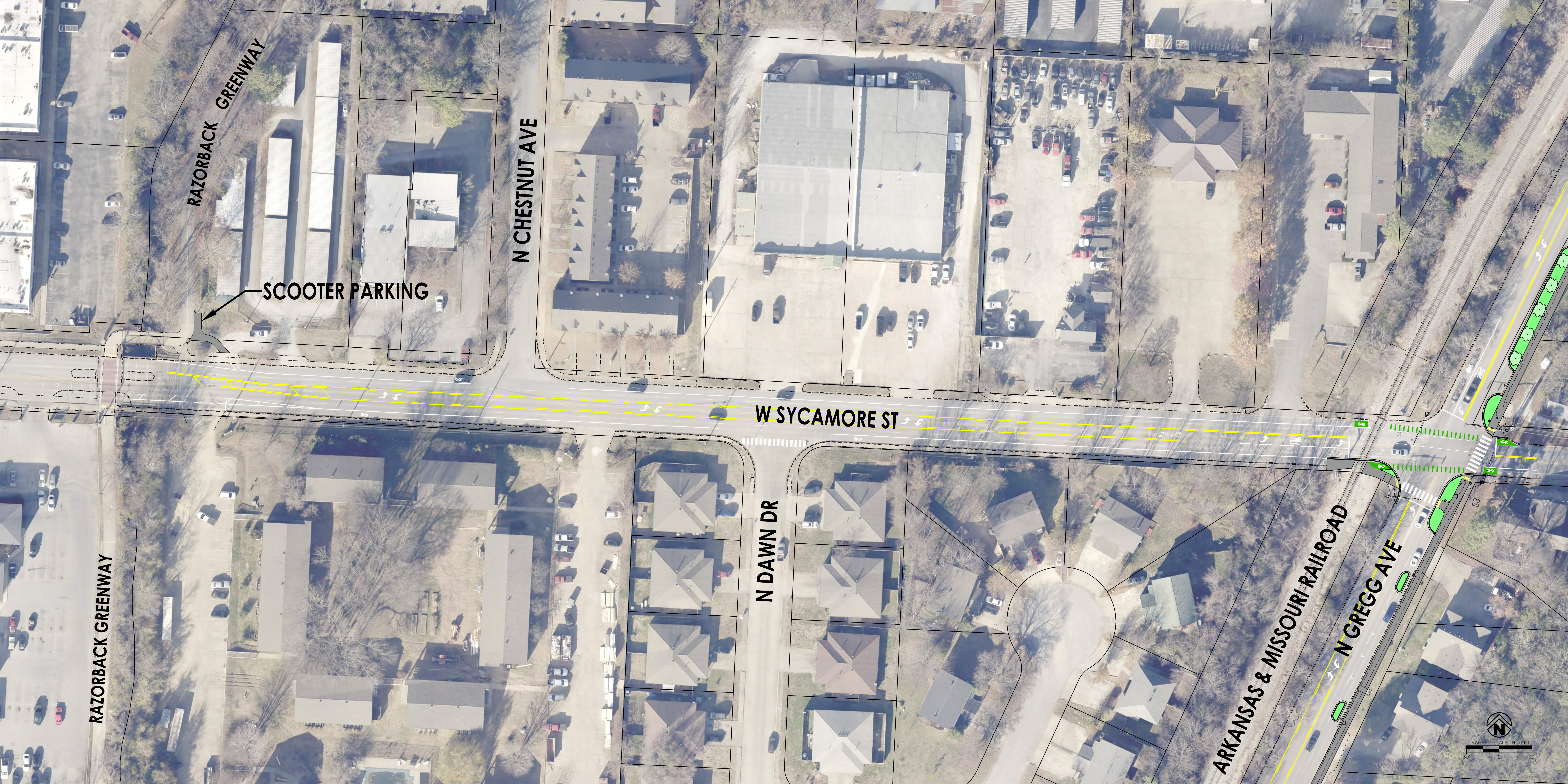
- # of travel lanes: 2
- center turn lane: **YES**
- vehicles per day: **17,000**



- # of travel lanes: 2
- center turn lane: **YES**
- vehicles per day: **7,800**

- # of travel lanes: 2
- center turn lane: **NO**
- vehicles per day: **14,000**





RAZORBACK GREENWAY

SCOOTER PARKING

N CHESTNUT AVE

W SYCAMORE ST

N DAWN DR

ARKANSAS & MISSOURI RAILROAD

N GREGG AVE

RAZORBACK GREENWAY



GRAPHIC SCALE IN FEET



Meeting of May 26, 2026

To: Transportation Committee
Thru: Chris Brown, Public Works Director
From: Justin Bland, City Engineer
Subject: **Gregg St. SS4A –Amendment #1 with Crafton Tull**

Recommendation:

Staff recommends approval of contract Amendment #1 to the master agreement with Crafton Tull in the amount of \$189,380.00 for additional design services on the Gregg St. project.

Background:

The city received a \$25,000,000 Safe Streets for All grant for five construction projects including this section of Gregg St. (between North St. and Drake St.). Crafton Tull has a contract in place to provide a conceptual design which they are nearing completion on. This conceptual design phase included a public meeting which was held on April 29, 2026. Staff will present the recommended design concept along with public feedback/survey results at the Transportation Committee on May 26, 2026.

Discussion:

The scope of services for this next phase of design include the Preliminary Design Phase which includes another round of public engagement, preparation of land acquisition documents, agency coordination for environmental review and preliminary plan preparation amongst other items. The amendment also includes similar tasks for completion of the final plan preparation and bidding services.

Budget/Staff Impact:

The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Program, as approved by Resolution 301-24 and the original design contract with Crafton Tull was approved by Resolution 190-25. The \$189,380 cost in this proposal is for preliminary and final design services. Matching funds for the SS4A grant funds will come from the 2019 Bond Program.

Description	Account	Project	Amount
SS4A	2235.900.9225-5860.02	32401.9225	\$144,334.29
Transportation Bond Program	4702.860.7235-5860.02	46020.7235.9225	\$45,045.71

Attachments: Gregg Ave Improvements - Amendment 1

AMENDMENT NO. 1 TO OWNER-ENGINEER AGREEMENT

Subject of Amendment: Modification of Services

1. Background Data:

- a. Effective Date of OWNER-ENGINEER Agreement: 8/19/2025
- b. OWNER: City of Fayetteville, Arkansas
- c. ENGINEER: Crafton, Tull & Associates, Inc.
- d. Project: Gregg Avenue Improvements (North Street to Township Street

2. Nature of Amendment

The scope of services is being modified to include construction observation & construction administration services.

3. Description of Modifications

See Attachment 1, "Modifications"

OWNER and ENGINEER hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

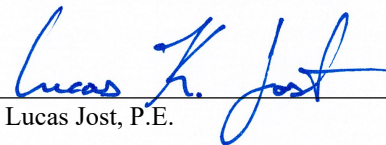
OWNER:

ENGINEER:

CITY OF FAYETTEVILLE, ARKANSAS

CRAFTON, TULL & ASSOCIATES, INC.

By: _____
Molly Rawn

By:  _____
Lucas Jost, P.E.

Title: Mayor

Title: Vice President

Date Signed: _____

Date Signed: 05/06/2026

ATTACHMENT 1
MODIFICATIONS

- Additional Services to be performed by ENGINEER:
 See Exhibit “A”
- Modifications to Payment to ENGINEER:
 - The Contract amount is to be increased by a total of \$135,000.
- Summary of Contract Payments:

Original Contract:	\$227,860.00
<u>Change Order #1:</u>	<u>\$189,380.00</u>
Revised Total:	\$417,240.00

Exhibit “A” Civil Scope of Basic Services for:

Project:	Gregg Avenue Improvements	
Client:	City of Fayetteville	
Location of Project:	Gregg Avenue, Fayetteville, AR	
Discipline:	Civil Engineering	
Discipline Manager:	Luke Jost, P.E.	
Project Manager:	Luke Jost, P.E.	
Proposal Date:	May 5, 2026	
Billing Type:	Hourly with a Maximum/Reimbursable Expenses	
Fee/Estimate:	Civil Design	\$166,880
	Additional Survey	\$5,000
	Landscape Plans (PRISM)	\$7,500
	QA/QC (Laneshift)	\$10,000
	TOTAL:	\$189,380
Description of the Construction Project:	Design of approximately 1.8 miles Gregg Ave from North Street to Drake Street. Design to include road diet street improvements and intersection improvements within that corridor (see anticipated alignment Exhibit C).	

Project scope:

Design of approximately 9,700 linear feet (1.8 miles) of Gregg Ave from North Street to Township Street and a crossing at Drake Street. The design is to include improvements to the existing corridor to better align the roadway section with the Neighborhood Link typical section per the City’s Master Street Plan. Improvements are expected to be concentrated on the east side of the corridor (largely holding the west curb line) and adding a wider sidewalk where feasible to the east side of the road. Turn lanes or parking lanes will be added as necessary. Special consideration will be given to the intersections with Sycamore Street and Poplar Street that are listed on the City’s High Injury Network (HIN).

The following design aspects will also be included:

- A traffic model will be developed to assess how proposed improvements affect level of service along the corridor.
- Lighting improvements along the corridor.
- Landscape improvements along the corridor (street trees).
- Bus stops in accordance with latest ORT and Razorback Transit route plans.

The improvements are anticipated to be split into two separate bid packages after the 90% design phase.

Detailed services to be provided by the Engineer:

60% Design Phase:

- Finalize road geometrics based on 30% review comments
- Design of drainage structures as required
- Utility coordination
- Drawing Set to include:
 - Cover sheet
 - Plan & profile sheets
 - Signing & Striping plans
 - Grading & erosion control plans
 - Intersection improvement plans
 - Typical Section

- Cross sections
- Standard Details
- Update construction cost estimate
- Submit plans to owner for review
- Review plans with City and stakeholders

90% Design Phase:

- Revise plans based on comments to the 60% design submittal
- Pre-final design of corridor improvements
- Prepare the following construction drawings:
 - Cover Sheet
 - Plan & profile sheets
 - Typical section sheets
 - Cross sections
 - Grading & erosion control plans
 - Intersection improvement plans
 - Signing & striping plans
 - Landscape Plans
 - Notes and Standard & Special Details
- Updated construction cost estimate
- Submit plans to owner for review

Final Design Phase

- Finalize plans based on comments to the 90% design submittal
- Split project into two separate bid packages as agreed to with City staff
- Prepare storm water pollution prevention plan (SWPPP)
- Submit final plans to City for review and approval
- Submit permit applications to ADEQ and USACE (if required)
- Update construction cost estimate
- Prepare project specifications/bid documents

Bidding and Contract Negotiation Phase

- Answer bidder's questions and issue addenda
- Recommend Contractor to Owner
- Bid documents prepared and issued to bidders
- Receive bids and tabulate results

Items Provided by City:

- Site access
- Construction materials testing
- Acquisition of Right of Way and Easements

END SCOPE OF SERVICES THIS CONTRACT This is the scope of services for the Project. Should there be additions to this scope of services, those services shall be compensated for additional fee.

Additional Items that can be provided by CTA under amendment or separate contract:

- Additional public input meetings
- Tree Preservation Plans/Calculations
- Construction Administration/Construction Observation
- ROW/Easement Acquisition Services
- Railroad Crossing design
- Retaining wall design (not anticipated)
- Structural/Bridge Designs
- FEMA applications/Coordination including CLOMR/LOMR process



Exhibit "B"
Standard Hourly Rate Schedule
Effective January 1, 2026

Category	Hourly Rate
ENGINEERING	
ENGINEERING PRINCIPAL	\$ 270
SR. ENGINEERING MANAGER	\$ 240
ENGINEERING MANAGER	\$ 210
SR. PROJECT ENGINEER	\$ 180
PROJECT ENGINEER	\$ 160
ENGINEER INTERN III	\$ 145
ENGINEER INTERN II	\$ 135
ENGINEER INTERN I	\$ 125
SR. ENGINEERING DESIGNER	\$ 165
ENGINEERING DESIGNER III	\$ 130
ENGINEERING DESIGNER II	\$ 110
ENGINEERING DESIGNER I	\$ 100
ENGINEERING CAD TECHNICIAN III	\$ 95
ENGINEERING CAD TECHNICIAN II	\$ 85
ENGINEERING CAD TECHNICIAN I	\$ 75
ENVIRONMENTAL	
SR. ENVIRONMENTAL MANAGER	\$ 220
ENVIRONMENTAL MANAGER	\$ 185
SR. ENVIRONMENTAL SCIENTIST	\$ 155
PROJECT ENVIRONMENTAL SCIENTIST	\$ 125
ENVIRONMENTAL SCIENTIST II	\$ 100
ENVIRONMENTAL SCIENTIST I	\$ 80
ENVIRONMENTAL FIELD TECHNICIAN	\$ 65
INSPECTION	
INSPECTION MANAGER	\$ 140
SR. INSPECTOR	\$ 120
INSPECTOR II	\$ 100
INSPECTOR I	\$ 80
UAV SERVICES	
UAV TEAM LEAD	\$ 125
UAV PILOT	\$ 85
ADMINISTRATIVE	
ADMINISTRATIVE PRINCIPAL	\$ 240
ADMINISTRATIVE MANAGER	\$ 180
ADMINISTRATIVE IV	\$ 120
ADMINISTRATIVE III	\$ 95
ADMINISTRATIVE II	\$ 70
ADMINISTRATIVE I	\$ 55
PLANNING	
PLANNING PRINCIPAL	\$ 250
SR. PLANNING MANAGER	\$ 220
PLANNING MANAGER	\$ 210
SR. PLANNER	\$ 170
PROJECT PLANNER	\$ 130
PLANNER III	\$ 120
PLANNER II	\$ 110
PLANNER I	\$ 100

Category	Hourly Rate
LANDSCAPE ARCHITECTURE	
VICE PRESIDENT OF LANDSCAPE ARCHITECTURE	\$ 220
SR. LANDSCAPE ARCHITECTURE PROJECT MANAGER	\$ 195
LANDSCAPE ARCHITECTURE PROJECT MANAGER	\$ 180
SR. LANDSCAPE ARCHITECT	\$ 170
PROJECT LANDSCAPE ARCHITECT	\$ 155
LANDSCAPE DESIGNER III	\$ 125
LANDSCAPE DESIGNER II	\$ 115
LANDSCAPE DESIGNER I	\$ 100
LANDSCAPE DESIGN INTERN	\$ 80
LANDSCAPE CAD TECHNICIAN II	\$ 85
LANDSCAPE CAD TECHNICIAN I	\$ 75
SURVEYING	
SURVEYING PRINCIPAL	\$ 250
SR. SURVEYING MANAGER	\$ 215
SURVEYING MANAGER	\$ 190
SR. PROJECT SURVEYOR	\$ 165
PROJECT SURVEYOR	\$ 145
SURVEYOR INTERN II	\$ 125
SURVEYOR INTERN I	\$ 110
SURVEY COORDINATOR	\$ 120
CREW CHIEF II	\$ 110
CREW CHIEF I	\$ 95
FIELD SURVEYOR III	\$ 85
FIELD SURVEYOR II	\$ 75
FIELD SURVEYOR I	\$ 65
SURVEY CAD TECHNICIAN III	\$ 110
SURVEY CAD TECHNICIAN II	\$ 90
SURVEY CAD TECHNICIAN I	\$ 80
GEOGRAPHIC INFORMATION SYSTEMS	
SR. GIS MANAGER	\$ 180
GIS MANAGER	\$ 145
GIS ANALYST	\$ 110
GIS TECHNICIAN II	\$ 85
GIS TECHNICIAN I	\$ 65
REIMBURSABLE EXPENSES	
GPS Equipment.....	\$35/Hour
Robotic Survey Equipment.....	\$20/Hour
Bathymetric Survey Equipment	\$35/Hour
LiDAR Scanning Equipment	\$35/Hour
UAV	\$1000/Unit
Job Related Mileage.....	\$0.72/Mile
Per Diem for Out of Town Crews.....	Per GSA Allowable
Airfare and other travel related expenses.....	At Cost
Black and white 8.5"x11" Copies	\$0.15/sheet
Color 8.5"x11" Copies	\$1.50/sheet
Photo Paper Color Plan Sheet Copies	\$0.75/sq. ft.
Reproducible Plan Copies (Vellum)	\$1.50/sq. ft
Reproducible Plan Copies (Bond)	\$0.35/sq. ft.
<i>All rates are subject to change without notice.</i>	

Exhibit “C” Anticipated Design Schedule

- Notice to Proceed: August 2025
- 30% Plans: May 2026
 - City Review (2 weeks)
 - Utility Coordination (2 weeks)
- 60% Plans: July – August 2026 (9 weeks)
 - City Review: 2 weeks
 - Utility Coordination (2 weeks)
 - FHWA Coordination (TBD)
- 90% Plans & Draft Contract docs: October – November 2026 (8 weeks)
 - City Review: 2 weeks
 - FHWA Coordination (TBD)
 - Utility Relocation (12 weeks)
- Final Plans & Specifications: January 2027 (6 weeks)
- Bidding & Construction: 2027 – TBD by City of Fayetteville

Appendix "D"
MANHOUR ESTIMATE
Gregg Avenue Improvements
FAYETTEVILLE, ARKANSAS



Proposal

Item No.	Description	ADMN	LA	SR.	ENGR	PROJ	PROJ	PRINC	Estimated Cost
		ASST	INTERN	LA	DSNR	ENGR	MGR	ENGR	
		\$80	\$85	\$145	\$110	\$160	\$240	\$260	
Other Disciplines									
	Landscape (PRISM)								\$7,500
	Survey (CTA)								\$5,000
	Laneshift								\$10,000
2.0 60% Plans									
2.1	Update Per City Comment				40	40	8		\$12,720
2.2	Drainage Design				24	40	24		\$14,800
2.3	Grading Design				24	40	24		\$14,800
2.3	Grading & Erosion Control Plan				40	20	8		\$9,520
2.4	Intersection Plans				40	40	24		\$16,560
2.5	Signing & Striping Plans				16	8	8		\$4,960
2.6	Details				4				\$440
2.7	Estimate				4	8	2		\$2,200
2.8	QC Review				16	4	8		\$4,320
	Subtotal								\$80,320
3.0 90% Plans									
3.1	Update Per City Comment				40	16	12		\$9,840
3.2	Finalize Drainage Design					24	8		\$5,760
3.3	Finalize Traffic Design				40	40	16		\$14,640
3.4	Lighting Plans				40	16	8		\$8,880
3.5	City Permits					16	8		\$4,480
3.6	Utility Coordination					24	16		\$7,680
3.7	Bid Docs/Specs for Review					16	8		\$4,480
3.8	QC Review				4		8	4	\$3,400
	Subtotal								\$55,760
4.0 Final Plans									
4.1	Finalize Plans per City Comment				24	16	16		\$9,040
4.2	Finalize Bid Documents/Specs					20	8		\$5,120
4.3	QC Review				16	16	8	4	\$7,280
	Subtotal								\$14,160
5.0 Bidding									
5.1	Prebid Meeting/Prep					8	12		\$4,160
5.2	Questions/Addenda				16	16	24		\$10,080
5.3	Review Bids & Recommend Contractor	2				8	4		\$2,400
	Subtotal								\$16,640
	Total	4	88	72	500	570	346	4	\$189,380



Meeting of May 26, 2026

To: Transportation Committee
Thru: Chris Brown, Public Works Director
From: Justin Bland, City Engineer
Subject: **College Ave. - Conceptual Design Review**

Recommendation:

Engineering Staff recommends full implementation of the proposed streetscape section for College Ave. This includes a new traffic signal at the Poplar intersection, medians, street trees, new buffered sidewalks, and other improvements.

Background:

The proposed improvements to this corridor result from several years of public feedback and master planning. This includes the [71B Corridor Study](#), completed in 2019, and the adoption of [City Plan 2040](#), both of which included substantial public input. These efforts led ArDOT to officially remove the majority of the 71B Corridor from the state highway system in 2020. In 2024, the 71B Corridor was rezoned to the new Urban Corridor zoning district. In addition, a \$25 million Safe Streets for All (SS4A) grant was awarded for five projects, including the College Ave. corridor between Sycamore and Township. This grant includes funding for the design and construction of safety improvements for each corridor. The city selected Garver as the civil engineering consultant for the work.

Discussion:

After performing a corridor survey, traffic study, and safety review, the consultant prepared a proposed streetscape section and scroll plot of the corridor for review. This design addresses many current safety concerns, including poor sidewalks, a lack of crosswalks, and excessive driveway density. The proposed design will greatly enhance pedestrian safety by providing proper buffered sidewalks and new [Rectangular Rapid Flashing Beacon \(RRFB\)](#) protected crosswalks. It will also enhance vehicular safety by reducing the number of lanes drivers must cross during turning movements. A new traffic signal will be added at the Poplar Intersection as well.

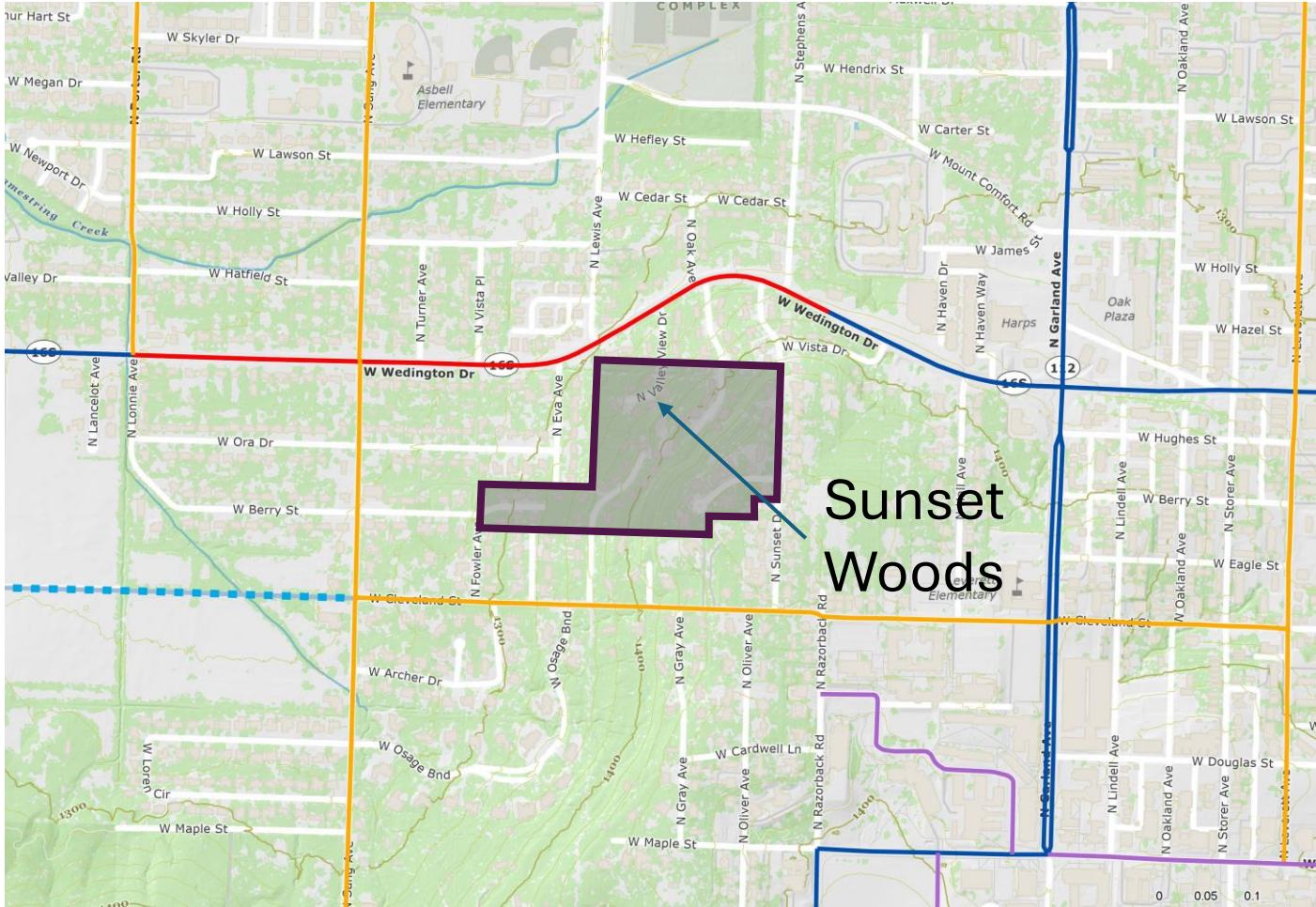
Budget/Staff Impact:

None at this time.

Attachments: 2026-05-01 College Avenue Phase 2 - Public Meeting Roll Plot - Reduced

Sunset Woods Neighborhood

❖ Established February 12th, 1979



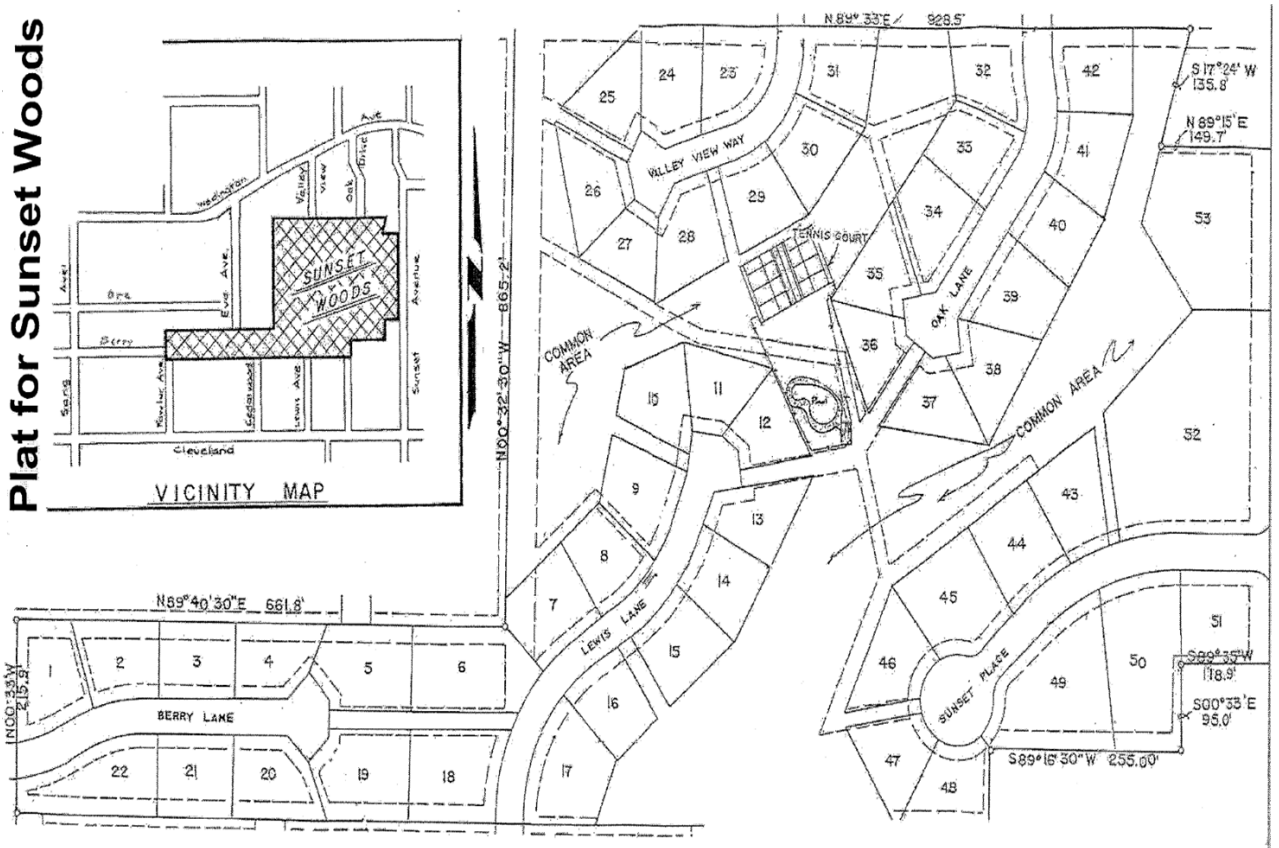
Street Master Plan Fayetteville, AR



The Sunset Woods Property Owners' Association

- ❖ 53 individual lots
 - 42 are developed, average build date 1989
 - 9 still undeveloped in natural state
- ❖ Over 6.6 acres of Open Space
- ❖ Plat includes portions of 5 streets
 - ❖ West Berry Street
 - ❖ North Lewis Avenue
 - ❖ Valley View Drive
 - ❖ North Oak Drive
 - ❖ West Sunset Place

Plat for Sunset Woods



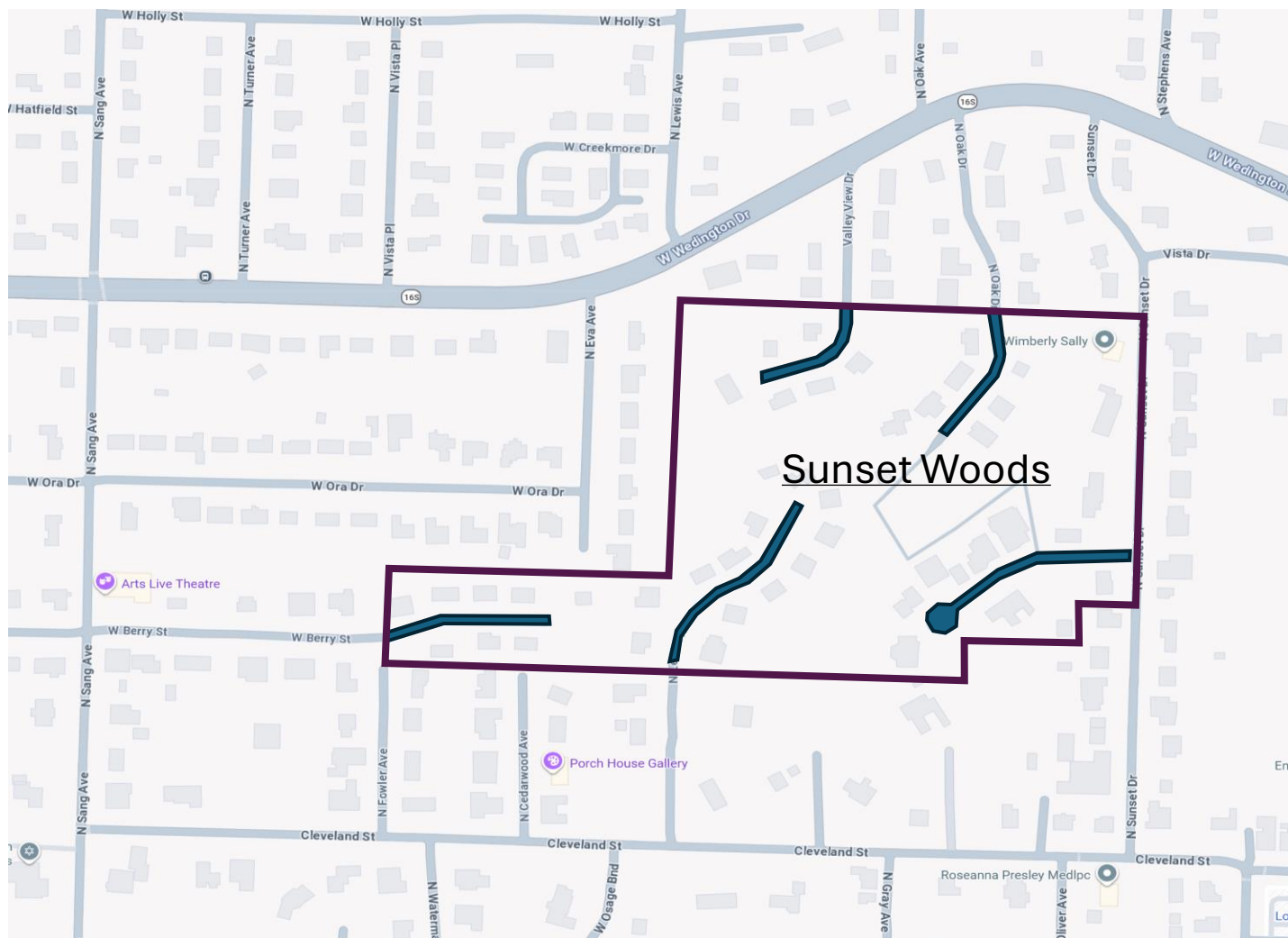
The Sunset Woods Property Owners' Association

❖ Highlighted are the 5 streets within POA Plat

- West Berry Street (portion)
- North Lewis Avenue (portion)
- Valley View Drive (portion)
- North Oak Drive (portion)
- West Sunset Place

All streets are signposted No Parking

Streets were last improved in the early 2000's



Five existing private streets within Sunset Woods

- 1. West Berry Street (portion)
- 2. North Lewis Avenue (portion)
- 3. Valley View Drive (portion)
- 4. North Oak Drive (portion)
- 5. West Sunset Place



1. West Berry Street (portion)



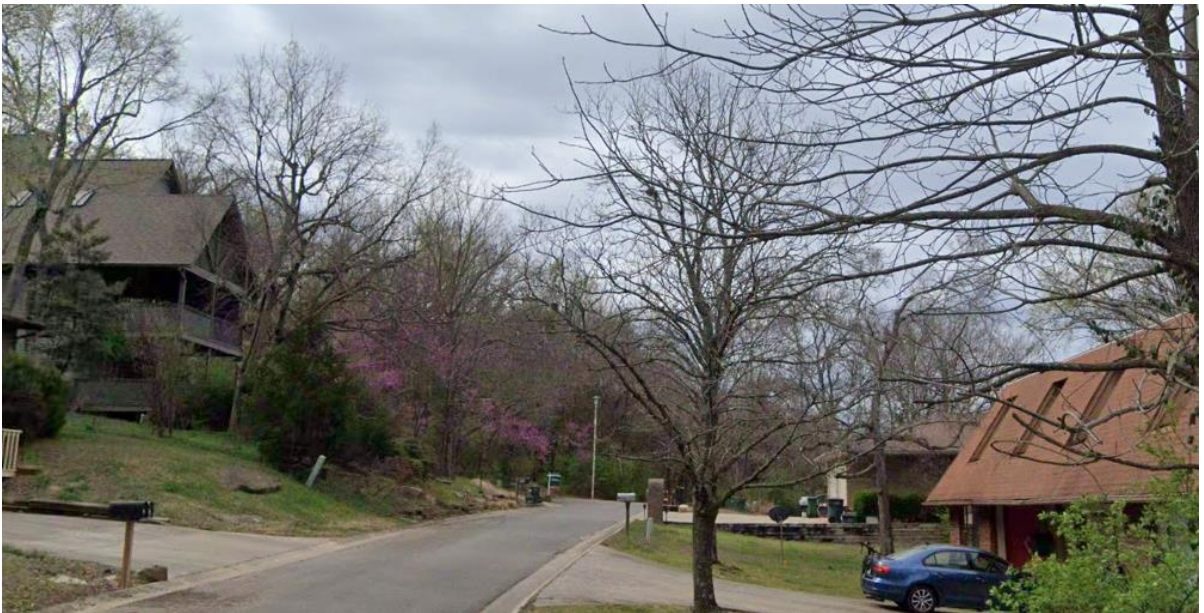
2. North Lewis Avenue (portion)

Five existing private streets within Sunset Woods

1. West Berry Street (portion)
2. North Lewis Avenue (portion)
3. Valley View Drive (portion)
4. North Oak Drive (portion)
5. West Sunset Place



3. Valley View Drive (portion)



4. North Oak Drive (portion)

Five existing private streets within Sunset Woods

- 1. West Berry Street (portion)
- 2. North Lewis Avenue (portion)
- 3. Valley View Drive (portion)
- 4. North Oak Drive (portion)
- 5. West Sunset Place



5. West Sunset Place



5. West Sunset Place

The Sunset Woods Property Owners' Association

- ❖ In 2025 the Sunset Woods property owners paid over \$175,000 in City taxes
- ❖ With average house built in 1989, this means over 35 years of City taxes have been paid on developed property
- ❖ Annual dues have been increased several times over the years to pay for infrastructure maintenance.

Parcel #	2025 Tax	Address
765-11298-000	\$2,871.96	1850 W Berry
765-11299-000	\$3,126.57	1846 W Berry
765-11300-000	\$2,034.02	1818 W Berry
765-11301-000	\$4,011.28	1796 W Berry
765-11302-000	\$4,184.41	1794 W Berry
765-11303-000	\$3,881.26	871 Lewis
765-11304-000	\$4,025.55	893 Lewis
765-11305-000	\$3,407.16	931 Lewis
765-11306-000	\$3,522.21	957 Lewis
765-11307-000	\$3,547.45	983/985 Lewis
765-11308-000	\$4,709.15	980/982 Lewis
765-11309-000	\$5,589.52	968/970 Lewis
765-11310-000	\$4,579.25	956/958 Lewis
765-11311-000	\$1,390.62	934 Lewis
765-11312-000	\$2,760.79	936 Lewis
765-11313-000	\$3,963.31	894 Lewis
765-11314-000	\$4,239.22	882 Lewis
765-11315-000	\$3,398.66	872 Lewis
765-11316-000	\$2,139.66	865 Lewis
765-11317-000	\$1,498.88	1793 W Berry
765-11318-000	\$1,701.00	1795 W Berry
765-11319-000	\$2,801.44	1823 W Berry
765-11320-000	\$4,317.33	1835 W Berry
765-11321-000	\$4,609.80	1081 Valley View
765-11322-000	\$3,030.07	1063 Valley View
765-11323-000	\$222.69	1033 Valley View
765-11324-000	\$1,019.13	1015 Valley View
765-11326-000	\$1,745.10	1040 Valley View
765-11327-000	\$6,194.21	1062 Valley View
765-11328-000	\$4,145.58	1072 Valley View
765-11329-000	\$1,398.95	1084 Valley View
765-11330-000	\$4,648.69	1015 Oak
765-11331-000	\$2,860.08	1001/1003 Oak
765-11332-000	\$3,335.04	949/951 Oak
765-11333-000	\$3,159.23	931/933 Oak
765-11334-000	\$222.69	924 Oak
765-11335-000	\$593.84	930 Oak
765-11336-000	\$296.92	942 Oak
765-11337-000	\$2,020.32	964 Oak
765-11338-000	\$2,873.44	980/982 Oak
765-11339-000	\$3,447.53	1008 Oak
765-11340-000	\$222.69	1020 Oak
765-11341-000	\$8,047.10	1476/1478 Sunset
765-11342-000	\$3,096.94	1492 Sunset
765-11343-000	\$9,786.94	1506 Sunset
765-11344-000		1552 Sunset
765-11345-000	\$4,032.87	1555 Sunset
765-11346-000	\$868.49	1517 Sunset
765-11347-001	\$6,650.56	1485 Sunset
765-11347-000	\$1,489.17	
765-11349-000	\$4,065.24	911 Sunset
765-11351-000	\$2,747.20	935 Sunset
765-11350-000	\$2,752.22	1450 Sunset
765-11352-000	\$8,719.80	1001 Sunset
	\$176,003.23	

The Sunset Woods Property Owners' Association (POA)

Street R.O.W. Dedication Request

- ❖ Multiple meetings have occurred between the POA & Public Works Department to discuss the possible dedication of the five private streets to the City of Fayetteville.
- ❖ Poll of POA property owners indicated widespread support to apply for the dedication of the private streets to the City of Fayetteville. (POA Bylaws require signatures of a minimum of 75% of property owners to support the dedication.)
- ❖ Based on current RSF-4 zoning all existing lots in Sunset Woods are non-compliant due to lack of frontage along public streets.
- ❖ Sunbridge Villas established a precedence for a similar dedication of private streets to the City.
- ❖ The Sunset Woods POA requests that the Transportation Committee support and forward a positive recommendation to the City Council to accept the dedication of Sunset Woods streets to the City of Fayetteville.