

Mayor Lioneld Jordan  
City Attorney Kit Williams  
City Clerk Sondra Smith



**Aldermen**

Ward 1 Position 1 – Adella Gray  
Ward 1 Position 2 – Brenda Boudreaux  
Ward 2 Position 1 – Mark Kinion  
Ward 2 Position 2 – Matthew Petty  
Ward 3 Position 1 – Justin Tennant  
Ward 3 Position 2 – Robert Ferrell  
Ward 4 Position 1 – Rhonda Adams  
Ward 4 Position 2 – Sarah E. Lewis

**Final Agenda  
City of Fayetteville Arkansas  
City Council Meeting  
October 16, 2012**

A meeting of the Fayetteville City Council will be held on October 16, 2012 at 6:00 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Mayor's Announcements, Proclamations and Recognitions:**

**City Council Meeting Presentations, Reports and Discussion Items:**

**1. America in Bloom Award – Cindi Cope**

**Agenda Additions:**

**A. Consent:**

1. Approval of the October 2, 2012 City Council meeting minutes. **APPROVED**
2. **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two (2) television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00, plus applicable taxes.

**PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 196-12**

113 West Mountain Fayetteville, AR 72701 (479) 575-8323 [accessfayetteville.org](http://accessfayetteville.org)  
Telecommunications Device for the Deaf TDD/TTY (479) 521-1316

3. **Community Development Block Grant Program:** A resolution awarding bid and authorizing the purchase of 1500 energy efficiency/weatherization kits from AM Conservation Group in the amount of \$55,500.00 plus applicable tax for use by the Community Development Block Grant Program.

**PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 197-12**

4. **Zara L. Thomas Revocable Trust Settlement:** A resolution approving a settlement agreement with Zara L. Thomas, Trustee of the Zara L. Thomas Revocable Trust U/D/T November 20, 1998 and of the Mary C. Thomas Revocable Trust U/D/T November 20, 1998, concerning condemnation litigation filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).

**PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 198-12**

5. **Arkansas State Highway and Transportation Department:** A resolution approving payment of \$4,019,094.00 to the Arkansas State Highway and Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16, and approving a budget adjustment.

**PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 199-12**

**B. Unfinished Business:**

1. **RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins):** An ordinance rezoning that property described in rezoning petition RZN 12-4166, for approximately 20.99 acres, located to the south of Skillern Road from R-A, Residential Agricultural to RSF-0.5, One Half Single-Family Units Per Acre. *This ordinance was left on the First Reading at the August 21, 2012 City Council meeting and Tabled to the September 18, 2012 City Council meeting. This ordinance was left on the First Reading at the September 18, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**THIS ITEM WAS LEFT ON THE SECOND READING.**

2. **REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an eight-inch water main near Bridgewater Lane. *This ordinance was left on the Third Reading at the October 2, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5536**

**C. Public Hearing:**

1. **Dynasty Taxi:** A resolution granting a Certificate of Public Convenience and Necessity to Dynasty Taxi Service, Inc. for the operation of a total of fifteen (15) to thirty (30) taxicabs in the City of Fayetteville.

**TABLED TO THE NOVEMBER 8, 2012 CITY COUNCIL MEETING.**

**D. New Business:**

1. **VAC 12-4221 (2111 Martin Luther King Blvd./Panda Express):** An ordinance approving VAC 12-4221 submitted by Lorel Hoffman for property located at 2111 Martin Luther King Boulevard to vacate a portion of a water and sewer easement, a total of 2,039 square feet.

**PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5537**

2. **Arkansas Forestry Commission Memorandum of Agreement:** An ordinance to waive formal competitive bidding and approve a Memorandum of Agreement between the Arkansas Forestry Commission and the City of Fayetteville to pay \$20,000.00 and \$24,995.00 respectively to Plan-It GEO to conduct a tree canopy analysis for Fayetteville.

**PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5538**

3. **2013 Residential Trash Rates:** An ordinance waiving the requirements of Fayetteville Code of Ordinances Section 50.40 (A)(4) for an automatic annual price adjustment of residential trash rates for fiscal year 2013.

**PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5539**

4. **Amend Chapter 33:** An ordinance amending Article XVI: City Council Street Committee of Chapter 33: Departments, Boards, Commission, and Authorities of the Code of Fayetteville to amend the Purposes, Powers and Duties of the City Council Street Committee.

**PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5540**

5. **Amend Standing City Council Committees:** A resolution to amend Rule E.1.a. Standing City Council Committees of the Rules of Order and Procedure of the Fayetteville City Council to clarify the advisory status of all committees.

**THIS ITEM WAS TABLED INDEFINITELY.**

**E. City Council Tour:**

1. **October 15, 2012 at 4:30 pm – RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)**
2. **October 23, 2012 at 4:30 pm – Wedington Drive Corridor**

**F. Announcements:**

- 1. Reminder:** The regular scheduled City Council meeting of November 6, 2012 has been changed to November 8, 2012. The City Council Rules of Order and Procedure state: *The City Council shall meet in regular session on the first and third Tuesday of each month at 6:00 P.M. When a holiday or general election occurs on any such Tuesday, the regular meeting shall be held on the following Thursday at the same hour unless otherwise provided for by motion.*

**Adjournment: 9:45 p.m.**



## **NOTICE TO MEMBERS OF THE AUDIENCE**

**All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.**

**All cell phones must be silenced and may not be used within the City Council Chambers.**

Below is a portion of the **Rules of Order and Procedure of the Fayetteville City Council** pertaining to City Council meetings:

**Agenda additions.** A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.

**Consent Agenda.** Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If an Alderman wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

### **Old business and new business.**

**Presentations by staff and applicants.** Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aides in a City Council meeting as part of their presentation.

**Public comments.** Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

**Courtesy and respect.** All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

**Interpreters or TDD for hearing impaired are available for all City Council meetings, a 72 hour advance notice is required. For further information or to request an interpreter, please call 575-8330.**

A copy of the complete City Council agenda is available at [accessfayetteville.org](http://accessfayetteville.org) or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

| Subject: | Roll         |   |  |  |  |
|----------|--------------|---|--|--|--|
|          | Tennant      | ✓ |  |  |  |
|          | Ferrell      | ✓ |  |  |  |
|          | Adams        | ✓ |  |  |  |
|          | Lewis        | ✓ |  |  |  |
|          | Gray         | ✓ |  |  |  |
|          | Boudreaux    | ✓ |  |  |  |
|          | Kinion       | ✓ |  |  |  |
|          | Petty        | ✓ |  |  |  |
|          | Mayor Jordan | ✓ |  |  |  |

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| Subject:   |              |  |  |  |  |
|------------|--------------|--|--|--|--|
| Motion To: |              |  |  |  |  |
| Motion By: |              |  |  |  |  |
| Seconded:  |              |  |  |  |  |
|            | Tennant      |  |  |  |  |
|            | Ferrell      |  |  |  |  |
|            | Adams        |  |  |  |  |
|            | Lewis        |  |  |  |  |
|            | Gray         |  |  |  |  |
|            | Boudreaux    |  |  |  |  |
|            | Kinion       |  |  |  |  |
|            | Petty        |  |  |  |  |
|            | Mayor Jordan |  |  |  |  |

|                                                                                |                     |           |  |  |  |
|--------------------------------------------------------------------------------|---------------------|-----------|--|--|--|
| <b>Subject:</b>                                                                | <b>Consent</b>      |           |  |  |  |
| <b>Motion To:</b>                                                              |                     |           |  |  |  |
| <b>Motion By:</b>                                                              |                     | Approve   |  |  |  |
| <b>Seconded:</b>                                                               |                     | Boudreaux |  |  |  |
| <u>Minutes approved</u><br><br><u>Approved</u><br><br>196-12<br>thru<br>199-12 | <b>Tennant</b>      | ✓         |  |  |  |
|                                                                                | <b>Ferrell</b>      | ✓         |  |  |  |
|                                                                                | <b>Adams</b>        | ✓         |  |  |  |
|                                                                                | <b>Lewis</b>        | ✓         |  |  |  |
|                                                                                | <b>Gray</b>         | ✓         |  |  |  |
|                                                                                | <b>Boudreaux</b>    | ✓         |  |  |  |
|                                                                                | <b>Kinion</b>       | ✓         |  |  |  |
|                                                                                | <b>Petty</b>        | ✓         |  |  |  |
|                                                                                | <b>Mayor Jordan</b> |           |  |  |  |

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|-------------------|---------------------|--|--|--|--|
| <b>Subject:</b>   |                     |  |  |  |  |
| <b>Motion To:</b> |                     |  |  |  |  |
| <b>Motion By:</b> |                     |  |  |  |  |
| <b>Seconded:</b>  |                     |  |  |  |  |
|                   | <b>Tennant</b>      |  |  |  |  |
|                   | <b>Ferrell</b>      |  |  |  |  |
|                   | <b>Adams</b>        |  |  |  |  |
|                   | <b>Lewis</b>        |  |  |  |  |
|                   | <b>Gray</b>         |  |  |  |  |
|                   | <b>Boudreaux</b>    |  |  |  |  |
|                   | <b>Kinion</b>       |  |  |  |  |
|                   | <b>Petty</b>        |  |  |  |  |
|                   | <b>Mayor Jordan</b> |  |  |  |  |

|                                                                                                                        |                                                                                     |                 |  |  |  |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------|--|--|--|
| <b>Subject:</b>                                                                                                        | RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins) |                 |  |  |  |
| <b>Motion To:</b>                                                                                                      |                                                                                     |                 |  |  |  |
| <b>Motion By:</b>                                                                                                      |                                                                                     | <i>2nd Read</i> |  |  |  |
| <b>Seconded:</b>                                                                                                       |                                                                                     | <i>Lewis</i>    |  |  |  |
|                                                                                                                        |                                                                                     | <i>Ferrell</i>  |  |  |  |
| <b>B. 1</b><br><b>Unfinished</b><br><b>Business</b><br><i>Left on</i><br><i>the</i><br><i>Second</i><br><i>Reading</i> | <b>Tennant</b>                                                                      | ✓               |  |  |  |
|                                                                                                                        | <b>Ferrell</b>                                                                      | ✓               |  |  |  |
|                                                                                                                        | <b>Adams</b>                                                                        | ✓               |  |  |  |
|                                                                                                                        | <b>Lewis</b>                                                                        | ✓               |  |  |  |
|                                                                                                                        | <b>Gray</b>                                                                         | ✓               |  |  |  |
|                                                                                                                        | <b>Boudreaux</b>                                                                    | ✓               |  |  |  |
|                                                                                                                        | <b>Kinion</b>                                                                       | ✓               |  |  |  |
|                                                                                                                        | <b>Petty</b>                                                                        | ✓               |  |  |  |
|                                                                                                                        | <b>Mayor Jordan</b>                                                                 |                 |  |  |  |

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|-----------------------------------------------------------------------------------------|--------------------------------------|-------------|--|--|--|
| <b>Subject:</b>                                                                         | REO Holdings 1, LLC <i>Ordinance</i> |             |  |  |  |
| <b>Motion To:</b>                                                                       |                                      | <i>Pass</i> |  |  |  |
| <b>Motion By:</b>                                                                       |                                      | —           |  |  |  |
| <b>Seconded:</b>                                                                        |                                      | —           |  |  |  |
| <b>B. 2</b><br><b>Unfinished</b><br><b>Business</b><br><i>passed</i><br><br><i>5536</i> | <b>Tennant</b>                       | ✓           |  |  |  |
|                                                                                         | <b>Ferrell</b>                       | ✓           |  |  |  |
|                                                                                         | <b>Adams</b>                         | ✓           |  |  |  |
|                                                                                         | <b>Lewis</b>                         | ✓           |  |  |  |
|                                                                                         | <b>Gray</b>                          | ✓           |  |  |  |
|                                                                                         | <b>Boudreaux</b>                     | ✓           |  |  |  |
|                                                                                         | <b>Kinion</b>                        | ✓           |  |  |  |
|                                                                                         | <b>Petty</b>                         | <i>N</i>    |  |  |  |
|                                                                                         | <b>Mayor Jordan</b>                  |             |  |  |  |

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|-------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------|--|--|--|
| <b>Subject:</b>                                                                                                   | <b>Dynasty Taxi</b> |                              |  |  |  |
| <b>Motion To:</b>                                                                                                 |                     | <i>Table to Nov. 8, 2012</i> |  |  |  |
| <b>Motion By:</b>                                                                                                 |                     | <i>Ferrell</i>               |  |  |  |
| <b>Seconded:</b>                                                                                                  |                     | <i>Tennant</i>               |  |  |  |
| <b>C. 1</b><br><b>Public</b><br><b>Hearing</b><br><br><i>Tabled</i><br><i>to</i><br><i>Nov 8,</i><br><i>2012.</i> | <b>Tennant</b>      | ✓                            |  |  |  |
|                                                                                                                   | <b>Ferrell</b>      | ✓                            |  |  |  |
|                                                                                                                   | <b>Adams</b>        | ✓                            |  |  |  |
|                                                                                                                   | <b>Lewis</b>        | ✓                            |  |  |  |
|                                                                                                                   | <b>Gray</b>         | ✓                            |  |  |  |
|                                                                                                                   | <b>Boudreaux</b>    | ✓                            |  |  |  |
|                                                                                                                   | <b>Kinion</b>       | ✓                            |  |  |  |
|                                                                                                                   | <b>Petty</b>        | ✓                            |  |  |  |
|                                                                                                                   | <b>Mayor Jordan</b> |                              |  |  |  |

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|-------------------|---------------------|--|--|--|--|
| <b>Subject:</b>   |                     |  |  |  |  |
| <b>Motion To:</b> |                     |  |  |  |  |
| <b>Motion By:</b> |                     |  |  |  |  |
| <b>Seconded:</b>  |                     |  |  |  |  |
|                   | <b>Tennant</b>      |  |  |  |  |
|                   | <b>Ferrell</b>      |  |  |  |  |
|                   | <b>Adams</b>        |  |  |  |  |
|                   | <b>Lewis</b>        |  |  |  |  |
|                   | <b>Gray</b>         |  |  |  |  |
|                   | <b>Boudreaux</b>    |  |  |  |  |
|                   | <b>Kinion</b>       |  |  |  |  |
|                   | <b>Petty</b>        |  |  |  |  |
|                   | <b>Mayor Jordan</b> |  |  |  |  |

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|--------------------------------------------------------------------------------------|------------------------------------------------------------------|-----------------|-----------------|-------------|--|
| <b>Subject:</b>                                                                      | <b>VAC 12-4221 (2111 Martin Luther King Blvd./Panda Express)</b> |                 |                 |             |  |
| <b>Motion To:</b>                                                                    |                                                                  | <i>2nd Read</i> | <i>3rd Read</i> | <i>Pass</i> |  |
| <b>Motion By:</b>                                                                    |                                                                  | <i>Lewis</i>    | <i>Gray</i>     |             |  |
| <b>Seconded:</b>                                                                     |                                                                  | <i>Ferrell</i>  | <i>Tennant</i>  |             |  |
| <b>D. 1</b><br><b>New</b><br><b>Business</b><br><br><i>Passed</i><br><br><b>5537</b> | <b>Tennant</b>                                                   | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Ferrell</b>                                                   | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Adams</b>                                                     | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Lewis</b>                                                     | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Gray</b>                                                      | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Boudreaux</b>                                                 | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Kinion</b>                                                    | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Petty</b>                                                     | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Mayor Jordan</b>                                              |                 |                 |             |  |

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| <b>Subject:</b>                                                                      | <b>Arkansas Forestry Commission Memorandum of Agreement</b> |                 |                 |             |  |
| <b>Motion To:</b>                                                                    |                                                             | <i>2nd Read</i> | <i>3rd Read</i> | <i>Pass</i> |  |
| <b>Motion By:</b>                                                                    |                                                             | <i>Lewis</i>    | <i>Lewis</i>    |             |  |
| <b>Seconded:</b>                                                                     |                                                             | <i>Adams</i>    | <i>Kinion</i>   |             |  |
| <b>D. 2</b><br><b>New</b><br><b>Business</b><br><br><i>Passed</i><br><br><b>5538</b> | <b>Tennant</b>                                              | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Ferrell</b>                                              | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Adams</b>                                                | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Lewis</b>                                                | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Gray</b>                                                 | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Boudreaux</b>                                            | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Kinion</b>                                               | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Petty</b>                                                | ✓               | ✓               | ✓           |  |
|                                                                                      | <b>Mayor Jordan</b>                                         |                 |                 |             |  |

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|-------------------------------------------------------------------------------|---------------------|-------------------------------------|----------|----------|------|
| <b>Subject:</b>                                                               |                     | <b>2013 Residential Trash Rates</b> |          |          |      |
| <b>Motion To:</b>                                                             |                     |                                     | 2nd Read | 3rd Read | Pass |
| <b>Motion By:</b>                                                             |                     |                                     | Ferrell  | Gray     |      |
| <b>Seconded:</b>                                                              |                     |                                     | Lewis    | Lewis    |      |
| <b>D. 3</b><br><b>New</b><br><b>Business</b><br><br><u>Passed</u><br><br>5539 | <b>Tennant</b>      | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Ferrell</b>      | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Adams</b>        | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Lewis</b>        | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Gray</b>         | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Boudreaux</b>    | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Kinion</b>       | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Petty</b>        | ✓                                   | ✓        | ✓        |      |
|                                                                               | <b>Mayor Jordan</b> |                                     |          |          |      |

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|-------------------------------------------------------------------------------|---------------------|--------------------------------------------|-----------|-----------|------|
| <b>Subject:</b>                                                               |                     | <b>Amend Chapter 33 Amend: Subsection</b>  |           |           |      |
| <b>Motion To:</b>                                                             |                     | B. 3. Any Alderman may appeal any to the   | 2nd Read  | 3rd Read  | Pass |
| <b>Motion By:</b>                                                             |                     | recommending the full Ferrell City Council | Ferrell   | Ferrell   |      |
| <b>Seconded:</b>                                                              |                     | Boudreaux                                  | Boudreaux | Boudreaux |      |
| <b>D. 4</b><br><b>New</b><br><b>Business</b><br><br><u>Passed</u><br><br>5540 | <b>Tennant</b>      | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Ferrell</b>      | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Adams</b>        | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Lewis</b>        | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Gray</b>         | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Boudreaux</b>    | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Kinion</b>       | ✓                                          | ✓         | ✓         | N    |
|                                                                               | <b>Petty</b>        | ✓                                          | ✓         | ✓         | ✓    |
|                                                                               | <b>Mayor Jordan</b> |                                            |           |           |      |

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|-------------------------------------------------------------------------|-----------------------------------------------|---------------------|--|--|--|
| <b>Subject:</b>                                                         | <b>Amend Standing City Council Committees</b> |                     |  |  |  |
| <b>Motion To:</b>                                                       |                                               | <i>Table Indef.</i> |  |  |  |
| <b>Motion By:</b>                                                       |                                               | <i>Tennant</i>      |  |  |  |
| <b>Seconded:</b>                                                        |                                               | <i>Gray</i>         |  |  |  |
| <b>D. 5</b><br><b>New</b><br><b>Business</b><br><br><i>Table Indef.</i> | <b>Tennant</b>                                | ✓                   |  |  |  |
|                                                                         | <b>Ferrell</b>                                | ✓                   |  |  |  |
|                                                                         | <b>Adams</b>                                  | ✓                   |  |  |  |
|                                                                         | <b>Lewis</b>                                  | ✓                   |  |  |  |
|                                                                         | <b>Gray</b>                                   | ✓                   |  |  |  |
|                                                                         | <b>Boudreaux</b>                              | ✓                   |  |  |  |
|                                                                         | <b>Kinion</b>                                 | ✓                   |  |  |  |
|                                                                         | <b>Petty</b>                                  | ✓                   |  |  |  |
|                                                                         | <b>Mayor Jordan</b>                           |                     |  |  |  |

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|-------------------|---------------------|--|--|--|--|
| <b>Subject:</b>   |                     |  |  |  |  |
| <b>Motion To:</b> |                     |  |  |  |  |
| <b>Motion By:</b> |                     |  |  |  |  |
| <b>Seconded:</b>  |                     |  |  |  |  |
|                   | <b>Tennant</b>      |  |  |  |  |
|                   | <b>Ferrell</b>      |  |  |  |  |
|                   | <b>Adams</b>        |  |  |  |  |
|                   | <b>Lewis</b>        |  |  |  |  |
|                   | <b>Gray</b>         |  |  |  |  |
|                   | <b>Boudreaux</b>    |  |  |  |  |
|                   | <b>Kinion</b>       |  |  |  |  |
|                   | <b>Petty</b>        |  |  |  |  |
|                   | <b>Mayor Jordan</b> |  |  |  |  |





**Kit Williams**  
*City Attorney*

**Jason B. Kelley**  
*Assistant City Attorney*

**TO: Mayor Jordan**

**THRU: Sondra Smith, City Clerk**

**FROM: Kit Williams, City Attorney**

**DATE: October 17, 2012**

**RE: Resolutions and Ordinances prepared by the City Attorney's Office and passed at the City Council meeting of October 16, 2012**

1. **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00, plus applicable taxes.
2. **CDBG Program:** A resolution awarding bid and authorizing the purchase of 1500 energy efficiency/weatherization kits from AM Conservation Group in the amount of \$55,500.00 plus applicable tax for use by the Community Development Block Grant program.
3. **Zara L. Thomas Revocable Trust Settlement:** A resolution approving a settlement agreement with Zara L. Thomas, trustee of the Zara L. Thomas Revocable Trust U/D/T November 20, 1998, concerning condemnation litigation filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).
4. **Arkansas State Highway & Transportation Department:** A resolution approving payment of \$4,019,094.00 to the Arkansas State Highway & Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16, and approving a budget adjustment.

**5. REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding And approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an 8" water main near Bridgewater Lane.

**6. Arkansas Forestry Commission Memorandum of Agreement:** An ordinance to waive formal competitive bidding and approve a Memorandum of Agreement between the Arkansas Forestry Commission and the City of Fayetteville to pay \$20,000.00 and \$24,995.00 respectively to Plan-It GEO to conduct a tree canopy analysis for Fayetteville.

**7. 2012 Residential trash Rates:** An ordinance waiving the requirement of Fayetteville Code of Ordinances §50.40(A)(4) for an automatic annual price adjustment of residential trash rates for fiscal year 2012.

**8. Amend Chapter 33:** An ordinance amending Article XVI: **City Council Street Committee** of Chapter 33: **Departments, Boards, Commissions and Authorities** of the Code of Fayetteville to amend the purposes, powers, and duties of the City Council Street Committee.

Mayor Lioneld Jordan  
City Attorney Kit Williams  
City Clerk Sondra Smith



**Aldermen**

Ward 1 Position 1 – Adella Gray  
Ward 1 Position 2 – Brenda Boudreaux  
Ward 2 Position 1 – Mark Kinion  
Ward 2 Position 2 – Matthew Petty  
Ward 3 Position 1 – Justin Tennant  
Ward 3 Position 2 – Robert Ferrell  
Ward 4 Position 1 – Rhonda Adams  
Ward 4 Position 2 – Sarah E. Lewis

**Final Agenda  
City of Fayetteville Arkansas  
City Council Meeting  
October 16, 2012**

A meeting of the Fayetteville City Council will be held on October 16, 2012 at 6:00 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Mayor's Announcements, Proclamations and Recognitions:**

**City Council Meeting Presentations, Reports and Discussion Items:**

1. **America in Bloom Award – Cindi Cope**

**Agenda Additions:**

**A. Consent:**

1. Approval of the October 2, 2012 City Council meeting minutes.
2. **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two (2) television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00, plus applicable taxes.

3. **Community Development Block Grant Program:** A resolution awarding bid and authorizing the purchase of 1500 energy efficiency/weatherization kits from - \_\_\_\_\_ in the amount of \_\_\_\_\_ for use by the Community Development Block Grant Program.
4. **Zara L. Thomas Revocable Trust Settlement:** A resolution approving a settlement agreement with Zara L. Thomas, Trustee of the Zara L. Thomas Revocable Trust U/D/T November 20, 1998 and of the Mary C. Thomas Revocable Trust U/D/T November 20, 1998, concerning condemnation litigation filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).
5. **Arkansas State Highway and Transportation Department:** A resolution approving payment of \$4,019,094.00 to the Arkansas State Highway and Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16, and approving a budget adjustment.

**B. Unfinished Business:**

1. **RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins):** An ordinance rezoning that property described in rezoning petition RZN 12-4166, for approximately 20.99 acres, located to the south of Skillern Road from R-A, Residential Agricultural to RSF-0.5, One Half Single-Family Units Per Acre. *This ordinance was left on the First Reading at the August 21, 2012 City Council meeting and Tabled to the September 18, 2012 City Council meeting. This ordinance was left on the First Reading at the September 18, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**Left on the First Reading**

2. **REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an eight-inch water main near Bridgewater Lane. *This ordinance was left on the Third Reading at the October 2, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**Left on the Third Reading**

**C. Public Hearing:**

1. **Dynasty Taxi:** A resolution granting a Certificate of Public Convenience and Necessity to Dynasty Taxi Service, Inc. for the operation of a total of fifteen (15) to thirty (30) taxicabs in the City of Fayetteville.

**D. New Business:**

1. **VAC 12-4221 (2111 Martin Luther King Blvd./Panda Express):** An ordinance approving VAC 12-4221 submitted by Lorel Hoffman for property located at 2111 Martin Luther King Boulevard to vacate a portion of a water and sewer easement, a total of 2,039 square feet.
2. **Arkansas Forestry Commission Memorandum of Agreement:** An ordinance to waive formal competitive bidding and approve a Memorandum of Agreement between the Arkansas Forestry Commission and the City of Fayetteville to pay \$20,000.00 and \$24,995.00 respectively to Plan-It GEO to conduct a tree canopy analysis for Fayetteville.
3. **2013 Residential Trash Rates:** An ordinance waiving the requirements of Fayetteville Code of Ordinances Section 50.40 (A)(4) for an automatic annual price adjustment of residential trash rates for fiscal year 2013.
4. **Amend Chapter 33:** An ordinance amending Article XVI: City Council Street Committee of Chapter 33: Departments, Boards, Commission, and Authorities of the Code of Fayetteville to amend the Purposes, Powers and Duties of the City Council Street Committee.
5. **Amend Standing City Council Committees:** A resolution to amend Rule E.1.a. Standing City Council Committees of the Rules of Order and Procedure of the Fayetteville City Council to clarify the advisory status of all committees.

**E. City Council Tour:**

1. **October 15, 2012 at 4:30 pm – RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)**
2. **October 23, 2012 at 4:30 pm – Wedington Drive Corridor**

**F. Announcements:**

1. **Reminder:** The regular scheduled City Council meeting of November 6, 2012 has been changed to November 8, 2012. The City Council Rules of Order and Procedure state: *The City Council shall meet in regular session on the first and third Tuesday of each month at 6:00 P.M. When a holiday or general election occurs on any such Tuesday, the regular meeting shall be held on the following Thursday at the same hour unless otherwise provided for by motion.*

**Adjournment:**

## NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

All cell phones must be silenced and may not be used within the City Council Chambers.

Below is a portion of the **Rules of Order and Procedure of the Fayetteville City Council** pertaining to City Council meetings:

**Agenda additions.** A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.

**Consent Agenda.** Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If an Alderman wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

**Old business and new business.**

**Presentations by staff and applicants.** Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aides in a City Council meeting as part of their presentation.

**Public comments.** Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

**Courtesy and respect.** All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

**Interpreters or TDD for hearing impaired are available for all City Council meetings, a 72 hour advance notice is required. For further information or to request an interpreter, please call 575-8330.**

A copy of the complete City Council agenda is available at [accessfayetteville.org](http://accessfayetteville.org) or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION AWARDING BID #12-62 AND AUTHORIZING THE PURCHASE OF TWO (2) TELEVISION STUDIO CAMERA SYSTEMS FROM B&H FOTO & ELECTRONICS CORP. OF NEW YORK, NEW YORK IN THE AMOUNT OF \$75,578.00, PLUS APPLICABLE TAXES

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards Bid #12-62 and authorizes the purchase of two (2) television studio camera systems with from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00, plus applicable taxes.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**





**Sondra Smith - [FWD: Re: Proposal for Conservation Easement - Brookbury Woods 21 acre parcel]**

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**From:** <justin@tenantforcouncil.com>  
**To:** "Sondra Smith" <:ssmith@ci.fayetteville.ar.us>  
**Date:** 10/8/2012 9:29 AM  
**Subject:** [FWD: Re: Proposal for Conservation Easement - Brookbury Woods 21 acre parcel]  
**CC:** "Kit Williams" <kwilliams@ci.fayetteville.ar.us>  
**Attachments:** NE Fayetteville Eco-Corridor.jpg

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Sondra,

We need this attached picture in our packet for the meeting on the 16th. It shows an aerial view of some of some of the land we are considering to rezone for a development around the Brookbury subdivision in east Fayetteville.

Thanks!

Justin

----- Original Message -----

Subject: Re: Proposal for Conservation Easement - Brookbury Woods 21 acre parcel

From: "S Boss" <[stevebossphd@gmail.com](mailto:stevebossphd@gmail.com)>

Date: Sun, October 07, 2012 6:32 pm

To: <[justin@tenantforcouncil.com](mailto:justin@tenantforcouncil.com)>

Good day, Mr. Tennant:

I met with Sarah Lewis yesterday for a bit and she was very interested in pursuing conservation zoning for the 21 acre parcel. I pointed out to her that the 21 acre parcel in Brookbury connected to wooded areas surrounding Vandergriff and that it might make a stronger proposal to package all that land as greenspace or an eco-reserve. There are two or three streams that run together there, and the stream quality is quite good. The trees provide habitat for many birds and other wildlife. Sarah and I both thought it would be interesting to propose creating trails that connect the Brookbury-Savannah-Candlewood-Covington neighbors to the Vandergriff and McNair school. These trails would also connect neighborhoods to businesses on the HWY 45/HWY 265 corner, and that could be a plus for the city plans to make the city more walkable/bike-able, etc. It provides a safe corridor for children to walk to and from the schools. It provides natural space for the schools to use as outdoor teaching space for sciences and also creates a 'soft' boundary to the north, west, and east of Vandergriff that defines the school boundaries for children and others. I am attaching a Google Earth image of the area. On the east, it is bordered by the transmission line right of way; on the west, it is bordered by the creek. Developers will not be permitted to develop within the streamside corridor anyway, so the planned housing is problematic from that perspective.

There is NO preserved greenspace in NE Fayetteville, so far as I am aware. Neither has the city provided any parkland for NE Fayetteville residents. Our closest park is Gulley Park, and it is not accessible to children and residents without driving there. HWY 265 is a significant barrier, and will be more so for the foreseeable future. I would like to suggest to keep the rezoning proposal on its first reading at the Oct 16 City Council meeting, to permit more time to develop the conservation zoning proposal, if that is possible.

I will not be able to attend the meeting on the 16th as I will be out of town at a research conference, but someone from the neighborhood needs to present this basic idea at that time; Sarah said we should make sure the attached image is given to the council in advance and is displayed during the meeting. I would much prefer to see trees remain in the entire area bound by the yellow line on the image I am attaching.

On Mon, Oct 1, 2012 at 7:50 AM, S Boss <[stevebossphd@gmail.com](mailto:stevebossphd@gmail.com)> wrote:  
Good morning, Mr. Tennant:

I and several of my neighbors in the Brookbury Woods subdivision have recently been discussing the possibility of protecting the remaining undeveloped 21 acre parcel in Brookbury Woods under a Conservation Easement or establishment of a city park. The parcel is heavily wooded and abuts a stream running between Brookbury Woods and Candlewood subdivisions. As such, the property should also fall within the jurisdiction of the Fayetteville stream-side ordinance.

I wish to point out that the northeast quadrant of Fayetteville has seen substantial development during my 16 years as a resident, yet the city has not constructed or preserved any greenspace (to my knowledge) on this side of the city. There is currently no city park for the residents of this area, despite the significant contributions to city revenues from the property tax base. I suspect this is an oversight of city planning, but the population in the northeast quadrant (composed primarily of residential developments of Savannah, Brookbury Woods, Jackson Place, Candlewood, and Convington, with others) are woefully under-served by the city park system. The closest park is Gulley Park, but it is not accessible to children in these neighborhoods because there is no safe crossing at Highway 265 (Crossover Road). Additionally, residents of these neighborhoods are not connected to the Fayetteville trail system.

I wish to suggest that preserving the 21 acre parcel in Brookbury Woods as either conservation space or a city park would alleviate this issue and provide natural greenspace for all residents of the neighborhoods that surround the land. Preserving this land would also create a natural walkway for neighborhood children to walk from their homes to Vandergirff and McNair schools.

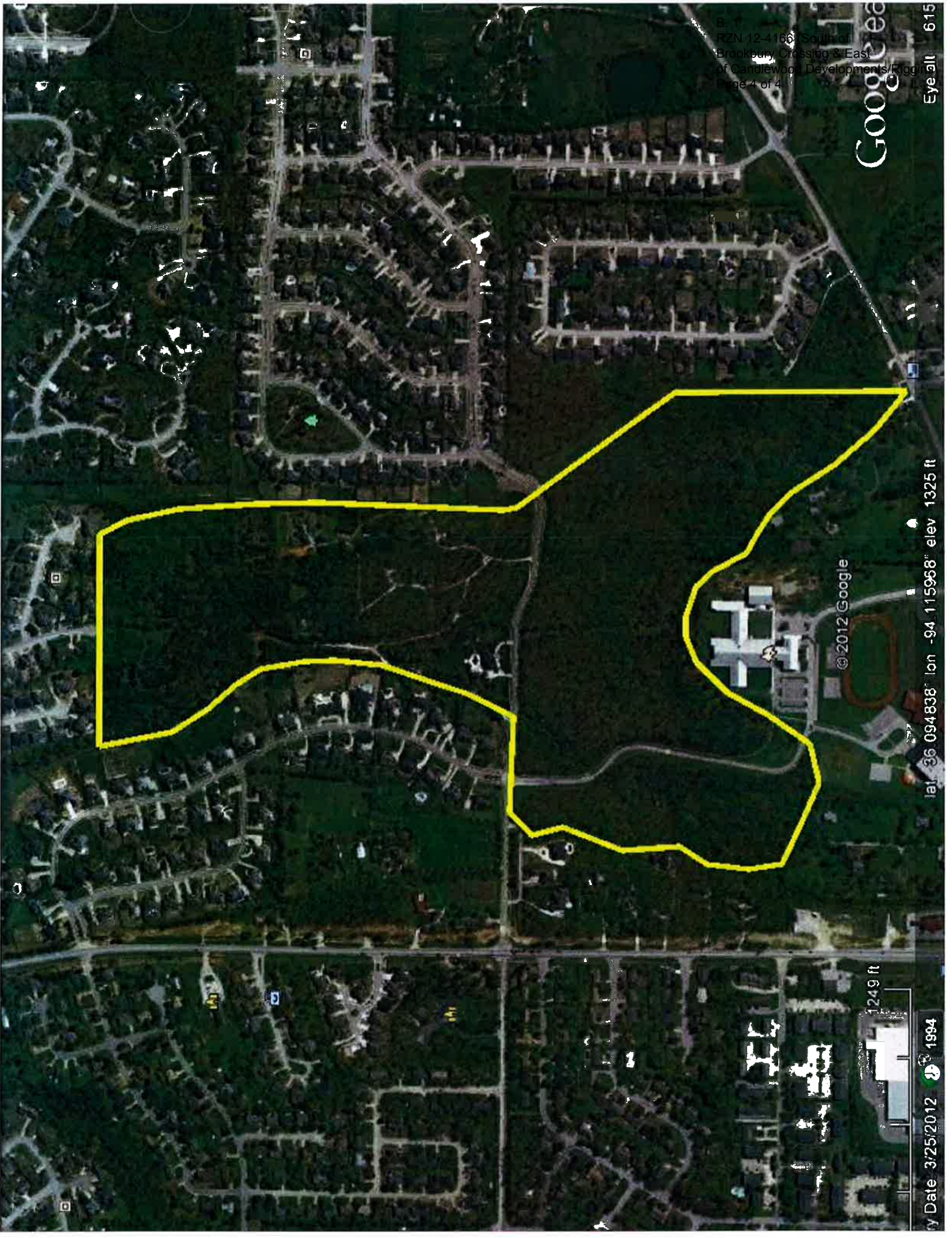
I hope you might see some wisdom in considering this proposal as an option to additional real estate development in northeast Fayetteville.

Thank you for your consideration,

Steve Boss  
2730 Brookbury Crossing  
Fayetteville, AR 72703  
[479-973-9704](tel:479-973-9704)







B. 1  
RZN 12-4166, South of  
Brookbury Crossing & East  
of Candlewood Developments/Rigg  
Page 4 of 4

Google

Eye alt 615

© 2012 Google

lat: 36.094838° lon: -94.115968° elev: 1325 ft

1249 ft

History Date 3/25/2012 1994

Mayor Lioneld Jordan  
City Attorney Kit Williams  
City Clerk Sondra Smith



**Aldermen**

Ward 1 Position 1 – Adella Gray  
Ward 1 Position 2 – Brenda Boudreaux  
Ward 2 Position 1 – Mark Kinion  
Ward 2 Position 2 – Matthew Petty  
Ward 3 Position 1 – Justin Tennant  
Ward 3 Position 2 – Robert Ferrell  
Ward 4 Position 1 – Rhonda Adams  
Ward 4 Position 2 – Sarah E. Lewis

**City of Fayetteville Arkansas  
City Council Meeting Minutes  
October 02, 2012**

A meeting of the Fayetteville City Council was held on October 02, 2012 at 6:00 p.m. in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

**Mayor Jordan called the meeting to order.**

**PRESENT: Alderman Gray, Boudreaux, Kinion, Petty, Tennant, Ferrell, Adams, Lewis, Mayor Jordan, City Attorney Kit Williams, City Clerk Sondra Smith, Staff, Press, and Audience.**

**Pledge of Allegiance**

**Mayor's Announcements, Proclamations and Recognitions:**

**Mayor Jordan** welcomed the students from Spring International and asked them to stand and be recognized.

**City Council Meeting Presentations, Reports and Discussion Items:** None

**Agenda Additions:** None

**Consent:**

**Alderman Lewis:** I would like to pull Item # 3 Garver, LLC from Consent.

**Mayor Jordan:** We will pick that up right after I read the Consent Agenda.



Approval of the September 18, 2012 City Council meeting minutes.

***Approved***

**Callie's Prairie:** A resolution naming the Lake Fayetteville Prairie Restoration Area "Callie's Prairie" in honor of Callie Henson, an early pioneer and land owner.

***Resolution 191-12 as recorded in the office of the City Clerk.***

**Garver, LLC:** A resolution approving an amendment to the contract with Garver, LLC for additional professional engineering services associated with the extension of Frisco Trail in an additional amount not to exceed \$26,500.00.

***This item was removed form the Consent Agenda for discussion.***

**Arkansas Forestry Commission Urban and Community Forestry Program Grant:** A resolution authorizing acceptance of an Arkansas Forestry Commission Urban and Community Forestry Program 50/50 matching grant in the amount of \$7,500.00 to provide for construction of parking lot improvements north of the City's Development Services Building and approving a budget adjustment recognizing the revenue.

***Resolution 193-12 as recorded in the office of the City Clerk.***

**CDBG Public Facility Program:** A resolution to approve a contract with GRR Land Company, LLC in the amount of \$ 19,162.37 to use Community Development Block Grant Funds to rehabilitate a city building at 1932 S. Garland for charitable services for Fayetteville citizens.

***Resolution 194-12 as recorded in the office of the City Clerk.***

**Alderman Petty moved to approve the Consent Agenda as read with Garver, LLC removed from Consent for discussion. Alderman Gray seconded the motion. Upon roll call the motion passed unanimously.**

**The following item was removed for the Consent Agenda for discussion:**

**Garver, LLC:** A resolution approving an amendment to the contract with Garver, LLC for additional professional engineering services associated with the extension of Frisco Trail in an additional amount not to exceed \$26,500.00.

**Matt Mihalevich, Trails Coordinator:** This is for the design work for the Frisco Trial extension from MLK to Walker Park. We had an alignment change which included a new bridge near Ninth Street and South School.

.

**Alderman Lewis:** I requested that it be removed from Consent because I have had people request a chance for discussion. The question is about the rerouting and where that goes. Where is it crossing?

**Matt Mihalevich:** The actual bridge will be crossing south of the El Camino restaurant and a garage. We will comply with the streamside protection ordinance.

**Alderman Kinion:** It was pointed out to me that there is already an existing bridge at the end of Church Street and there was a concern of why didn't we go through there because it does end at Walker Park.

**Matt Mihalevich:** This was brought to my attention. I went to the site and there is a business there. To incorporate that trail we are going to have to take out their parking lot to stay out of the streamside protection zones. It will really limit their business. It also sends the trail too far north. There is more potential destruction to the riparian zone going parallel with the creek than just cutting right across and minimally putting a bridge in and going straight through Walker Park.

**Alderman Ferrell:** I also had someone contact me and I told them this was just an amendment to the engineering contract. The full contract and other things will be coming before the Council.

**Matt Mihalevich:** The next thing will be when we can get the design all together and will be bidding this project.

**Alderman Ferrell:** There may be some property owners that want to speak.

**Aubrey Shepherd,** a citizen expressed his concerns with the proposed route and the drainage of water in the area.

**Randy Parrish,** a citizen and business owner expressed his concerns about adding a stop light for the trail crossing. He stated his business has limited parking that may be affected and he is also concerned about taking green space from his property. He spoke against the resolution.

**Mayor Jordan:** What was the name of your business?

**Randy Parrish:** Parrish Garage.

**Alderman Lewis:** It seems like there is still communication that needs to happen as far as where it is when we design the trail. Can that conversation still happen and if so when? Is there still an opportunity for Mr. Parrish to work with you and the team to look at a location?

**Matt Mihalevich:** Absolutely, that is a big part of the process. We can possibly look at shifting north a little bit more and working through that to make it the best possible location.

**Alderman Petty:** When this idea was presented to the Street Committee there were significant improvements to the pedestrian facilities at Martin Luther King Boulevard and School Street. So

I just want to make sure that everybody understands that this grant isn't just going toward the trail itself, it also goes toward improving pedestrian facilities at that intersection.

**Alderman Lewis moved to approve the resolution. Alderman Ferrell seconded the motion. Upon roll call the resolution passed unanimously.**

*Resolution 192-12 as recorded in the office of the City Clerk.*

**Unfinished Business:**

**§92.01 Definitions of the Animals Chapter & §92.35 Managed Care of Feral Cats:** An ordinance to enact new definitions into §92.01 **Definitions** of the **Animals** Chapter of the Fayetteville Code and enact §92.35 **Managed Care of Feral Cats**. *This ordinance was left on the Second Reading at the September 18, 2012 City Council meeting.*

**Alderman Boudreaux moved to suspend the rules and go to the third and final reading. Alderman Ferrell seconded the motion. Upon roll call the motion passed 7-1. Alderman Kinion voting no.**

*City Attorney Kit Williams read the ordinance.*

**Alderman Boudreaux** gave a brief description of the ordinance.

**Alderman Petty** stated problem cats still get euthanized even if this ordinance passes. This is a humane way to deal with humane animals. He stated there are funding needs at the animal shelter. He also addressed concerns that he had received from citizens.

**Alderman Kinion** stated I support the management of feral cat colonies. He expressed his concerns with the amount of control needed to handle the treatment of the animals. He would like to see a standard operating procedure in place.

**Alderman Petty:** Is your contention really a matter of process? Would you rather that we enacted a process for selecting an organization before passing this such as an RFP, or something similar? In general do you find the principal of the ordinance and the rest of it to be sound?

**Alderman Kinion:** I think that if we are going forward in accepting this responsibility as a city then we have to go forward and accept this responsibility financially, humanely, with staff support and managing these animals in the most humane way that we can. Right now it is vague. He handed out copies of the seven elements that are defined by the Alley Cat Allies of what we should be doing in order to appropriately plan as we initiate our program. I want to be sure that the organization knows that there has to be a plan. It should be an RFP and it should come to the City Council.

**Alderman Lewis:** So an organization would register to manage a cat population. Could part of the registration process be outlining your methods?



**Justine Middleton**, Animal Services Director: We did leave it flexible and open. We haven't had anyone approach us yet that has shown any interest in doing this. If we were to be approached, at that point is when we were going to go in and look at extensively writing our standard operating procedures.

**City Attorney Kit Williams** discussed the process of drafting the ordinance.

**Alderman Boudreaux:** I know there has been mention of the City Animal Services using some of their resources for this program. I think that may be something we look at in the future if we see a need.

**Patty Besom**, resident of 15 N. West Avenue expressed her concerns with the protection of birds. She voiced her concern about colony cats and feral cats. She does not think you can manage a population of wild cats.

**Joe Neal**, resident of 145 E. Cleburn spoke on the impact of the cats and their affects on native wildlife. The effects are negative. They take a toll on birds.

**Alderman Petty:** I know you are a scientist. It is my understanding that the reason this kind of program is held up as a model, is because it reduces the number of feral cats in the community more quickly than a conventional euthanasia program, which in theory should reduce that feral cat population impact on native wildlife more quickly than any conventional euthanasia program.

**Joe Neal** discussed his experience and expertise on feral cats. They will be turned loose and will continue to affect wildlife.

**Alderman Kinion:** It's my understanding that you have reviewed the literature and I also am unconvinced that it reduces the number.

**Joe Neal** continued giving statistics from the American Bird Conservancy and stated there probably is some reduction. He continued to voice his concern about the affects feral cats have on wildlife.

**Alderman Kinion:** Have you run across any numbers, in your review of literature, that would support the reduction of feral cats?

**Joe Neal:** It depends on who did what but from the bird community those feral cat colonies don't shrink just because you neutered the cats.

**Alderman Gray:** So what is your solution?

**Joe Neal:** If animal control captures animals that don't have owners then I think they should be humanely killed. It is not something I enjoy because I do not hate cats. I don't see that there is an option. There is not an in between.

**City Attorney Kit Williams** read a sentence from the ordinance and stated the only cats that would be returned to the caretaker are the ones the caretaker has caught and taken to the vet and then it is returned to the caretaker. If there is a cat that is a problem to birds they can be captured by Animal Services.

**Alan Long**, Chair of the Animal Services Advisory Board pointed out that if this does pass the Animal Services Advisory Board would like to review the standard operating procedures for the program itself. This ordinance allows caretakers and non profits to work together to manage the decline of colonies. If we do not do a program similar to this they will not be controlled at all. This is a sustainable approach that creates a humane solution to an existing problem.

**Alderman Lewis:** Has the Animal Services Advisory Board discussed the impacts on wildlife?

**Alan Long:** We did, and what I have spoken about is what we have discussed. If they are not trapped in a program like this then the impact will continue to be the same and not reduced.

**Charlynn Lacey-Jenkins**, resident of 224 E. 13<sup>th</sup> St. spoke on the positive affects that stray cats have on her community and how they control mice and snakes. She spoke in favor of the ordinance.

**Marsha Donnally**, resident of Fayetteville and founder of Spay Arkansas shared her experiences with controlling the feral cat population. She talked about a cat colony in a trailer park and her experience with that colony. She spoke in favor of the ordinance.

**Alderman Lewis:** How did you find out about the colony?

**Marsha Donnally:** Cat colony feeders are afraid to be recognized. I met a man that came in with five kittens and we started talking and he said there were more. We got the neighbors involved and have spayed and neutered the cats.

**Brandon Schmitt**, resident of 1220 Ellis Avenue expressed his concerns with the affects feral cats have on his landscaping and gardens. The affects on wildlife needs to be looked at and if it is humane to let the cats go.

**Alderman Lewis:** If Brandon has a complaint about a neighbor who has all these cats, does that go back to that line in the ordinance? What is being enforced as far as leash laws?

**City Attorney Kit Williams** explained how this would change the law and what this ordinance meant if it were passed.

**Justine Middleton** also explained what would take place if the ordinance were passed.

**Alderman Lewis:** There certainly needs to be a broad understanding that people can file a complaint, as things are no matter what happens with this, for any nuisance animal.

**Justine Middleton:** Definitely.

**Alderman Kinion:** This just seems to be developing more conflict than resolution. I am supportive of this but I want it to be better defined.

**Alderman Ferrell:** If an Animal Services officer is going down the street and he sees a cat that does not have a collar on, and no complaint has been filed, would it be taken in?

**Justine Middleton:** It probably depends on what they are doing. If they are on their way to another call they are probably not going to stop. Trying to catch it is really a futile effort.

**Alderman Ferrell:** Are there any communities in the country where the spay and neuter and return is working and there are tangible results?

**Justine Middleton** described the research she had done on other locations.

**Alderman Ferrell** stated he had heard about a community in Minnesota where the pound was out of dogs.

**Alderman Boudreaux:** That is a result of a community requiring spay and neutering of all domestic animals. I certainly would advocate that but there would be a lot more people in this room if I did so.

**Alderman Kinion:** It seemed like some of the areas were more temperate climates. How does that work when we do not have a temperate climate?

**Justine Middleton:** To me, it is more humane to continue on the way that we are doing. We are not really doing anything. Whereas at least if we have a caretaker over a colony and we see the need in the future we could start requiring basic housing. It's something we could look at in the future.

**Alderman Adams:** So do we have to have an ordinance to have a program?

**Justine Middleton:** I think you have to have an exception for the leash law.

**Alderman Adams:** Could you give us a guess on how many people call in about what they see as a feral cat problem? Is it a big problem that we need an ordinance for?

**Justine Middleton:** I think it is. There are probably a lot of people out there that don't call that have issues but don't want to bother picking up the phone. We trapped 250 feral cats last year so it's definitely something that we deal with commonly.

**Alderman Adams:** I know PITA does not support releasing cats into the wild after they have been altered. Can you tell me why you see this as humane when you alter the cat? Do you believe, through all the research that you have done, that that cat then has a better life? What does the word humane mean? Why do we think it is humane when organizations like that don't?

**Justine Middleton:** I have read studies that show that it lowers the stress level in a cat's life once they are spay or neutered. There are also people out there watching after the cats.

**Alderman Tennant:** What does PITA think is better?

**Alderman Adams:** I don't know. I am not a member.

**Alderman Tennant:** I am just thinking is it better to trap and kill the animal on the occasion that you could catch them or is it better to keep them from reproducing and then letting them live out their life?

**Alderman Boudreaux:** The Humane Society and the American Society for Prevention of Cruelty to Animals both endorse this. I would ask the same question, why doesn't PITA?

**Justine Middleton:** I honestly don't know but when we did our research they were not a group that factored into it. There are two sides to everything.

**Terri Phelan,** resident of Fayetteville expressed her concerns with the ordinance. She stated I am a cat person but I oppose this ordinance. You need to consider how roaming cats affect the wildlife and the domestic cat population. Roaming is my issue.

**Alderman Adams:** I am not going to be able to support this but I appreciate the comments so much. I don't want to support more laws when I feel we have existing problems with what we have. We are depending on an organization we have not met. I am bothered by this in many ways.

**Alderman Petty:** For me, the deciding factor is that we have a feral cat problem and current policies are not adequate. We could throw money at an eradication policy but the amount of money it would take to make it work would not have my support. They have an impact on wildlife. It has been shown that a trap, spay and neuter program reduces the impact.

**Alderman Lewis:** I too have great concerns for the amount of wildlife that is impacted. The system needs work in general but the fact is that we have a roaming cat problem. We have to minimize those numbers and this is one way. We need to enforce the existing ordinance. I will support this.

**Alderman Ferrell:** Whenever you decrease the multiplier, the product diminishes. I hope we will have less of a problem for everybody and the animals, and I will support this.

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed 6-2. Alderman Adams and Kinion voting no.**

***Ordinance 5529 as Recorded in the office of the City Clerk***

**2012 Millage Levy:** An ordinance levying a tax on the real and personal property within the City of Fayetteville, Arkansas for the year 2012 fixing the rate thereof at 1.3 mills for General Fund operations, 0.4 mills for the Firemen's Pension and Relief Fund, 0.4 mills for the Policemen's Pension and Relief Fund and 1.0 mill for the Fayetteville Public Library; and certifying the same to the County Clerk of Washington County, Arkansas. *This ordinance was left on the First Reading at the September 18, 2012 City Council meeting.*

**Alderman Tennant moved to suspend the rules and go to the second reading. Alderman Gray seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Paul Becker,** Finance Director gave a brief description of the ordinance.

**Alderman Gray moved to suspend the rules and go to the third and final reading. Alderman Ferrell seconded the motion. Upon roll call the motion passed 7-0. Alderman Adams was absent during the vote.**

***City Attorney Kit Williams read the ordinance.***

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

***Ordinance 5530 as Recorded in the office of the City Clerk***

**New Business:**

**Bid #12-60 Advance Tire, Inc.:** A resolution to award Bid #12-60 to Advance Tire, Inc. for the purchase of four solid tire and wheel assemblies for the solid waste wheel loader in the total amount of \$21,100.00.

**Alderman Ferrell** stated I asked that this be removed from the Consent Agenda at Agenda Session due to the cost of the tires. I see no problem with this.

**Don Marr** gave a brief description of the resolution. These tires have a life of four years.

**Alderman Lewis:** What do we do with the old tires?

**Don Marr:** I do not know the answer to that but I can find out and email that to you.

A discussion followed on where they might go.

**Alderman Ferrell moved to approve the resolution. Alderman Adams seconded the motion. Upon roll call the resolution passed 7-0. Alderman Petty was absent during the vote.**

***Resolution 195-12 as recorded in the office of the City Clerk.***

**Amend §97.086 Vending and Peddling:** An ordinance to amend §97.086 Vending and Peddling of the Code of Fayetteville to expand the number of days per week that the Farmers' Market can operate at the Botanical Gardens.

***City Attorney Kit Williams read the ordinance.***

**Connie Edmonston,** Parks and Recreation Director gave a brief description of the ordinance. The Farmer's Market is asking to expand the days they operate at the Botanical Gardens.

**Lori Boatright,** member of the Farmer's Market Board of Directors spoke on the ordinance and explained why they are requesting the expansion.

**Alderman Lewis:** Didn't the market just get an award?

**Lori Boatright:** The downtown market won America's Favorite Farmer's Market for large market and the Botanical won third in small market.

**Alderman Ferrell:** What are the evening hours going to be?

**Laurie Boatwright:** 4:00 p.m. to 7:00 p.m. is what we are looking at right now.

**Alderman Boudreaux moved to suspend the rules and go to the second reading. Alderman Lewis seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Boudreaux moved to suspend the rules and go to the third and final reading. Alderman Tennant seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Lewis:** We are an internationally competitive market in our city and this is a big deal and I really appreciate it.

**Alderman Tennant:** Living in east Fayetteville I am thrilled that that is going to grow over there.

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

***Ordinance 5531 as Recorded in the office of the City Clerk***

**REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an eight-inch water main near Bridgewater Lane.

**City Attorney Kit Williams read the ordinance.**

**Chris Brown,** City Engineer gave a brief description of the ordinance.

**Alderman Lewis:** I really don't want the public's tax dollars to go towards building something and then they go bankrupt and we have spent that money. In the event that that development does not happen I do not want us to have pipes to nowhere.

**Chris Brown** explained that this is a part of a lot split and that it could be several years before there is something built.

**City Attorney Kit Williams:** The upsizing is not for those two lots, they could be adequately served by a two inch main. It is for the future expansion of our water system for other land around there.

**Alderman Tennant moved to suspend the rules and go to the second reading. Alderman Ferrell seconded the motion. Upon roll call the motion passed unanimously.**

**City Attorney Kit Williams read the ordinance.**

**Alderman Ferrell moved to suspend the rules and go to the third and final reading. Alderman Adams seconded the motion. Upon roll call the motion passed unanimously.**

**City Attorney Kit Williams read the ordinance.**

**Alderman Petty:** What is the City's benefit? I understand that the upsizing of the line would increase the capacity for future development in the planning area. If that development occurs they would have to pay for that upsizing at that time if we didn't do this now?

**Chris Brown:** If additional development occurred beyond this line?

**Alderman Petty:** The City Attorney said that a 2 inch line is all that is required for the lot split and so the upsizing is to benefit a future development. If we rejected this today isn't it the case that that future development would have to pay for this upsizing, not the City?

**Chris Brown:** If there were a future development off the end of this line and they wanted to extend the line and needed more water, that is a potential. The 2 inch line that is required to provide for these houses is adequate for residential service but the 8 inch line provides for fire protection and a much higher flow for additional subdivisions. Normally we require an 8 inch line throughout the City.



**Alderman Petty:** So if we were to turn this in today and a future development were to be proposed the City is within its power to say we are requiring you to provide an 8 inch line for fire flow and we are under no obligation to pay for it.

**Chris Brown:** Well because it's outside the City limits we do not provide fire protection so we don't require the fire flow. It's generally 2 inch lines that are required as part of those types of developments.

**Alderman Lewis:** If this is just for the lot split then there wouldn't be a cost share right?

**City Attorney Kit Williams:** The cost share would be our portion above what the 2 inch line is that they have to put in themselves. It's much more effective from a cost point of view to look at our entire system to upgrade now rather than wait in the future.

**Alderman Ferrell** explained his past experiences while working for a utility company and he pointed out that it is never going to be cheaper if we wait, because the cost of doing things today is going to be less than it is in the future.

**Alderman Lewis:** We can use our water and sewer as a way to determine where development happens. The best way to do that is to invest in existing infrastructure rather than going out further. We have lines in the City that we really need to invest in and so I hesitate when we invest outward.

**Alderman Ferrell:** We may want to divert our capital resources towards where we want it to go. Where we want is not what always happens so you have to look at the whole thing when you are talking about allocation of capital.

**City Attorney Kit Williams** clarified when the item would be heard if it were tabled.

**Alderman Petty:** The only reason I am asking these questions is because I want to draw a distinction between public and private investments. Anytime we have an opportunity to grow our infrastructure through private investment that is the direction we should take.

**Alderman Gray moved to Table the ordinance to the October 16, 2012 City Council meeting. Alderman Tennant seconded the motion. Upon roll call the motion passed unanimously.**

***This ordinance was left on the Third Reading and Tabled to the October 16, 2012 City Council meeting.***

**Neal Hefner Construction Company, Inc.:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with Neal Hefner Construction Company, Inc. in the amount of \$41,072.69 for the construction of extra-wide sidewalk to accommodate a future trail extension.

***City Attorney Kit Williams read the ordinance.***

**Chris Brown** gave a brief description of the ordinance.

**Alderman Ferrell moved to suspend the rules and go to the second reading. Alderman Adams seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Ferrell moved to suspend the rules and go to the third and final reading. Alderman Adams seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

***Ordinance 5532 as Recorded in the office of the City Clerk***

**VAC 12-4198 (5439 Maywood Dr./Win):** An ordinance approving VAC 12-4198 submitted by Alan Reid and Associates for property located at 5439 Maywood Drive to vacate a portion of a utility easement, a total of 477 square feet.

***City Attorney Kit Williams read the ordinance.***

**Alan Reid**, representing Dr. Win: The house encroaches the utility easement and we are asking that portion be vacated.

**Alderman Ferrell moved to suspend the rules and go to the second reading. Alderman Adams seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Lewis:** How does this happen?

**Jeremy Pate:** This property is not in the city limits and Washington County does not require building permits or inspections.

**Alderman Lewis:** Is that a right of way?

**City Attorney Kit Williams:** It's just the easement that was granted and all the utility companies had to sign off before they could get this.

**Alan Reid:** Maywood Drive is wider than the normal right of way you would find in the City. It is a 70 foot right of way. So you have 35 feet on his side of the center line which is designated as public street right of way.

**Alderman Boudreaux moved to suspend the rules and go to the third and final reading. Alderman Lewis seconded the motion. Upon roll call the motion passed unanimously.**

*City Attorney Kit Williams read the ordinance.*

**Alderman Lewis:** I would advocate for a process in the county where there is a building permit process. This way people know this and citizens don't have to do this to have their house sold.

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

*Ordinance 5533 as Recorded in the office of the City Clerk*

**VAC 12-4199 (2864 N. Prince William Dr./Cooper):** An ordinance approving VAC 12-4199 submitted by Alan Reid and Associates for property located at 2864 North Prince William Drive to vacate a portion of a utility easement, a total of 9.26 square feet.

*City Attorney Kit Williams read the ordinance.*

**Alan Reid,** representing John Cooper stated the house was found to be in the utility easement when a survey was done.

**Alderman Ferrell moved to suspend the rules and go to the second reading. Alderman Tennant seconded the motion. Upon roll call the motion passed unanimously.**

*City Attorney Kit Williams read the ordinance.*

**Alderman Lewis moved to suspend the rules and go to the third and final reading. Alderman Ferrell seconded the motion. Upon roll call the motion passed unanimously.**

*City Attorney Kit Williams read the ordinance.*

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

*Ordinance 5534 as Recorded in the office of the City Clerk*

**VAC 12-4205 (21<sup>st</sup> Amendment/Dickson St.):** An ordinance approving VAC 12-4205 submitted by John Starnes, AIA for property located at 404 & 406 West Dickson Street to vacate a landscape easement, a total of 0.10 acres.

***City Attorney Kit Williams read the ordinance.***

**Jeremy Pate** gave a brief description of the ordinance.

**John Starnes**, Architect on the project stated the owner Zack Wooden and I are available for questions or comments.

**Alderman Adams:** Is this what we did at the Hog Haus? Is that the same sort of plan?

**Jeremy Pate:** I am not sure if we had to vacate an easement and get right of way. It's very likely that there is a right of way underneath that balcony. They had to follow the same building codes so it would have been the same construction procedures.

**Alderman Adams:** So any restaurant could do this?

**Jeremy Pate:** Sure.

**City Attorney Kit Williams:** They could request it.

**Alderman Ferrell moved to suspend the rules and go to the second reading. Alderman Petty seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Petty moved to suspend the rules and go to the third and final reading. Alderman Lewis seconded the motion. Upon roll call the motion passed unanimously.**

***City Attorney Kit Williams read the ordinance.***

**Alderman Lewis:** Are you going to put vegetation on the patio?

**John Starnes:** I am unsure at this point.

**Zack Wooden:** There will be some potted plants and stuff.

**Alderman Tennant:** I have never seen Dickson Street as alive and growing as it is right now and it's because of owners like you that are willing to invest in their business and partner with the City. I really appreciate it.

**Mayor Jordan asked shall the ordinance pass. Upon roll call the ordinance passed unanimously.**

***Ordinance 5535 as Recorded in the office of the City Clerk***

**Announcements:**

**Adjournment: 8:50 p.m.**

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**Lioneld Jordan, Mayor**

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**Sondra E. Smith, City Clerk/Treasurer**

UNOFFICIAL

Handed out at  
the 10/16/12 CC mtg.

City of Fayetteville Staff Review Form

Received on  
10/12/12

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items Only

Yolanda Fields

Submitted By

Community Services

Division

Development Services

Department

Action Required:

Approval for a purchase in the amount of \$55,500.00 for 1500 Energy Efficiency / Weatherization Kits from AM Conservation Group for the CDBG Housing Program.

|                      |                           |                                 |
|----------------------|---------------------------|---------------------------------|
| Cost of this request | \$ 534,427.00             | Program Category / Project Name |
| 2180.4940.5315.00    | Category / Project Budget |                                 |
| Account Number       | \$ -                      | Program / Project Category Name |
|                      | Funds Used to Date        |                                 |
| Project Number       | \$ 534,427.00             | Community Development           |
|                      | Remaining Balance         | Fund Name                       |

Budgeted Item ☒

Budget Adjustment Attached ☐

Wm. C. Price 10-12-2012  
Department Director Date

Previous Ordinance or Resolution # \_\_\_\_\_

Joe Kelly 10-12-12  
City Attorney Date

Original Contract Date: \_\_\_\_\_

Original Contract Number: \_\_\_\_\_

Paul A. Baker 10-12-2012  
Finance and Internal Services Director Date

Received in City 10-12-12 P01:50 RCVD  
Clerk's Office Kim J.

Don Man 10-15-12  
Chief of Staff Date

Received in  
Mayor's Office  
**ENTERED**  
10/15/12  
P.H.

Freddie Jordan 10/15/12  
Mayor Date

Staff recommends approval of the purchase request.



www.accessfayetteville.org

THE CITY OF FAYETTEVILLE, ARKANSAS  
DEPARTMENT CORRESPONDENCE

## CITY COUNCIL AGENDA MEMO

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**To:** Mayor and City Council

**Thru:** Jeremy Pate, Dir. Development Services 

**From:** Yolanda Fields, Dir. Community Services 

**Date:** October 2, 2012

**Subject:** CDBG Housing Program – Approval for purchase of Energy Efficiency Kits

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### PROPOSAL:

One of the goals of the Community Development Block Grant Housing Program is to help citizens of Fayetteville increase the energy efficiency of their homes. To help in meeting this goal, the CDBG Housing Program would like to purchase Home Energy Efficiency / Weatherization Kits for distribution through the CDBG Housing Program to qualifying residents. Kits would include items such as kitchen and bath aerators, showerheads, weatherstripping, caulk, and CFL bulbs, all designed to decrease energy consumption in a home.

### RECOMMENDATION:

Staff recommends approval of the request for the purchase of Energy Efficiency / Weatherization Kits. Bids for this project were opened on October 11, 2012. The project was awarded to AM Conservation Group who submitted a bid of \$55,500, plus applicable use tax. Kits will be delivered by or before November 30, 2012.

As you are aware, normally bid amounts and the awarded party is submitted with the packet. Staff is requesting that this item be placed on the agenda in anticipation of receiving acceptable bids, due to a time-sensitive issue related to the CDBG grants for this year. This process will assist in meeting the CDBG timeliness ratio calculation. Under the provisions of 24 CFR 570.902 of the CDBG regulations, a grantee (like the City) is considered to be timely, if 60 days prior to the end of the grantee's program year, the balance in its line-of-credit does not exceed 1.5 times the annual grant. If this requirement is not met the City's CDBG funding for next year will be automatically cut in the amount that exceeds this limit. This year the City received its CDBG funding at the end of August which gave us two months to meet our timeliness test; testing for the City of Fayetteville will be conducted at the end of October, thus it is critical that this contract be awarded and the funds expended as soon as possible to meet the CDBG criteria and retain the maximum possible level of funding for the following year.

### BUDGET IMPACT:

None.





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THE CITY OF FAYETTEVILLE, ARKANSAS

TDD (Telecommunications Device for the Deaf)  
(479) 521-1316

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

### RECEIPT OF BIDS

OWNER(S): City of Fayetteville

ADDRESS: N/A PROJECT No: 100112

PROJECT TITLE: Energy Efficiency / Weatherization Kits

BID CLOSING DAY/DATE/TIME: October 11, 2012, 4:00 P.M.

CONTRACTOR: Am Conservation group BID AMOUNT: \$5,500.00

CONTRACTOR: \_\_\_\_\_ BID AMOUNT: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_ BID AMOUNT: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_ BID AMOUNT: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_ BID AMOUNT: \_\_\_\_\_

Certified by: Burt Johnson Date: 10-11-12

Witness: [Signature] Date: 10/11/12



www.accessfayetteville.org

Community Development Block Grant Program

THE CITY OF FAYETTEVILLE, ARKANSAS  
COMMUNITY SERVICES DIVISION  
125 West Mountain  
Fayetteville, AR 72701  
Phone (479) 575-8260

### Bid #100112 - Weatherization/Energy Efficiency Kit

- 2 - Tubes of Clear Caulk
- 1 - Economy Caulk Gun
- 1 - Deluxe Shrink Window Kit [5-pack]
- 2 - Rolls of Foam Weatherstrip
- 10 - Switch Gaskets
- 10 - Outlet Gaskets
- 1 - Triple Door Sweep
- 1 - 2.0 GPM White, Four Function Showerhead
- 1 - 2.0 GPM Deluxe Kitchen Aerator
- 1 - 1.5 GPM Standard Bath Aerator
- 1 - Refrigerator Thermometer
- 1 - Hot Water Gauge
- 1 - Freezer Thermometer
- 1 - Wall Plate Thermometer
- 3 - 13 Watt CFLs

The bid needs to be for 1500 kits that include the above items. The bid should include any costs for packaging of the individual kits and shipping.

Each kit needs to be individually boxed. Please provide the dimensions of the box. Kit dimensions are 36 x 6 x 6

MY TOTAL BID PRICE FOR THIS PROJECT IS \$ \$55,500.<sup>00</sup>

Name of Firm: Am Conservation Group Phone # 800-777-5655 x.143

Contact Name: Cherlene Moody

Street address or P O Box 2301 Charleston Regional Parkway

City / State/ Zip Code Charleston, SC 29402

Email: Cmoody@amconservationgroup.com

Signature: Cherlene Moody Title: Sr. Account Executive

Bids should be submitted in a sealed envelope marked with your business name and the bid number listed above to the Community Services office at 113 W Mountain, Fayetteville, AR 72701 before 4pm on Thursday, October 11, 2012.

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AWARDING BID AND AUTHORIZING THE PURCHASE  
OF 1500 ENERGY EFFICIENCY/WEATHERIZATION KITS FROM AM  
CONSERVATION GROUP IN THE AMOUNT OF \$55,500.00 PLUS  
APPLICABLE TAX FOR USE BY THE COMMUNITY DEVELOPMENT  
BLOCK GRANT PROGRAM**

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards the bid and authorizes the purchase of 1500 energy efficiency/weatherization kits from AM Conservation Group in the total amount of \$55,500.00 plus applicable tax, for use by the Community Development Block Grant Program.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

**APPROVED:**

**ATTEST:**

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**



**Kimberly Johnson - Fwd: RZN-12-4166 Follow up to Neighborhood Meeting**

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**From:** Sondra Smith  
**To:** Aldermen  
**Date:** 10/15/2012 2:29 PM  
**Subject:** Fwd: RZN-12-4166 Follow up to Neighborhood Meeting  
**CC:** megganbell1@gmail.com  
**Attachments:** Follow-up to All Neighborhood Meeting.pdf; August 2 Meeting with Hugh Jarratt.pdf

---

Could you please forward this on to the City Council members?

Thank you,  
Meggan Bell  
Brookbury POA  
Communications Chair

----- Forwarded message -----

From: **Meggan Bell** <[megganbell1@gmail.com](mailto:megganbell1@gmail.com)>  
Date: Thu, Oct 11, 2012 at 4:04 PM  
Subject: RZN-12-4166 Follow up to Neighborhood Meeting  
To: [sales@rigginsdevelopment.com](mailto:sales@rigginsdevelopment.com), [decor@lindseymanagement.com](mailto:decor@lindseymanagement.com),  
[hugh.jarratt@lindseymanagement.com](mailto:hugh.jarratt@lindseymanagement.com)  
Cc: Kathleen Leatherby <[dkleatherby@cox.net](mailto:dkleatherby@cox.net)>, [eva.dave@cox.net](mailto:eva.dave@cox.net), [jmcginty@cox.net](mailto:jmcginty@cox.net)

Dear Mr. Lindsay, Ms. Branch, Mr. Kevin and Darin Riggins,  
Please see attached letter on behalf of the Brookbury POA outlining several attempts to initiate discussion in the past two months since Planning Commission and describing our intent to listen at the "informational" meeting you asked 3 neighborhood POA representatives to inform over 300 residents with only 5 days notice, 1 week prior to the City Council meeting.

Sincerely,  
Meggan Bell  
Communications Chair

10/10/2012

Dear Mr. Lindsay, Ms. Branch, and Mr. Kevin and Darin Riggins:

I am writing as a representative of Brookbury Woods Subdivision. Thank-you for presenting your idea/vision for this land with the various people from the surrounding neighborhoods Tuesday October 9, 2012. We are/were unclear about your purpose/desired outcome in having this meeting with all of the surrounding neighborhoods - since none was stated to any of the POA representatives who were asked to contact the residents?

Our neighborhood representatives attended the meeting with the intention to listen to what the developers had to say and never anticipated this would be a forum for negotiation. Kevin Riggins stated that we were "quiet/bashful"; however, our representatives did not feel it was appropriate to speak on behalf of the entire neighborhood in that forum when presented with "new" options that had not been previously presented for us to consider. We understand that your goal in development is to make a profit; and contrary to the statement from Mr. Riggins that we do not like developers - we have actually had conversations with several developers regarding this land and attempted to do the same with the Riggins/Lindsay group to establish a workable and reasonable plan.

I am somewhat dismayed, considering your collective experience, that the representing partners at this meeting thought it appropriate to present a Bill of Assurance to Brookbury residents at an all neighborhoods meeting. Though we do not oppose development; the chosen forum for offering a BOA left the homeowners from all 3 neighborhoods questioning the trustworthiness of this group and its proposal.

The Brookbury POA made several attempts both before and after the PC meeting to discuss the options for development after having several collaborative discussions with Savanna residents, Candlewood residents and surrounding private land owners. It concerned me that there appeared to be a complete lack of awareness from the present partners that these attempts had been made to open the lines of communication - perhaps that was what you intended to convey? On the other hand, if it was not, we want to be clear that there were several attempts made to initiate a compromise in the months between the PC and CC meeting in a professional and timely format. These are summarized below.

**July** Kathleen Leatherby (POA Board Treasurer) initiated a meeting with Darin Riggins before the planning commission meeting where she was told that the initial plan was to build 44 homes - and this was the first time we heard that if we didn't go for "The Plan" it could be significantly worse. This essentially was what was presented again on Tuesday night.

**August 2, 2012** Kathleen Leatherby and Jim Roy initiated a meeting with the "Lindsay side" of the partnership following the PC, where they conveyed a collective (from the 3 surrounding neighborhoods) proposal for no more than 20 homes and asked if the developer would consider this and get back to them in order for them to take that before their respective neighborhoods. (See attached email between Kathleen and Mr. Jarratt)

**August 9, 2012** Kristen Veltkamp and I brought a conceptual sketch to Mr. Jarratt with fewer homes and some preserved green space. We requested that the developing partners meet with us and discuss the development costs so that we could return with necessary financials from the individuals willing to put money in escrow to have their lots developed. We also asked about the possibility of purchasing a small plot for green space between Brookbury Phase I and Phase II.

**August 15, 2012** we received an email from Jeremy Pate indicating that the developers had requested to table the rezoning request

**September 13, 2012** I contacted Hugh Jarratt & the city to determine if developer planned to table the rezoning again

**September 14, 2012** we were informed by the city that the developer indeed planned to table the request but were not informed by the developer until the day before the CC meeting and Mr. Jarratt returned my call on Monday

**Over 6 weeks later...None of the partners, nor your representatives responded to Brookbury indicating whether they were unwilling/willing to discuss compromise.**

**September 18, 2012** we attended the City Council meeting where Mr. Jarratt requested to table the issue until October 16th because the results of their traffic study were just in. Immediately following this meeting the Brookbury POA treasurer asked Mr. Jarratt if the partners were planning to follow up with the neighborhood regarding a compromise- he stated, "The developers are not even considering fewer homes, and the traffic study says there will be no impact on your neighborhood."

**October 4, 2012** Kristen Veltkamp contacted Lyndy Lindsay directly. The purpose of her phone call was to determine who the decision makers were and to be sure that the attempts to initiate a compromise were not being lost in translation. She mentioned the initial meeting between Mr. Jarratt and Kathleen Leatherby and Jim Roy proposing a discussion of fewer homes during this phone call. Lyndy stated that Mr. Jim Lindsay and Darin Riggins were partners and that Darin was driving the development. He contacted Darin and got back to Kristen within the hour to state that Darin indicated that there would be 37 homes, no through street, 3000 SF minimum, and gravel road would be gated and used for fire access.

**October 4, 2012** Kristen Veltkamp called and emailed Mr. Riggins directly to request a meeting on behalf of the POA. Darin agreed to meet along with a Lindsay representation. He also stated that Mr. Jarratt had just set up a meeting for the following Tuesday. This all neighborhood meeting was set up with 5 days notice between all surrounding neighborhoods who were asked to notify their own residents. There had been NO attempt by the developer to create a Bill of Assurance with Brookbury to this point.

**October 5, 2012** Darin Riggins and Mr. Jarratt agreed to meet with myself and Brookbury POA Board representative on **October 8, 2012**. Unfortunately Kristen needed to cancel this meeting and stated that she would set up another appointment after attending the Tuesday ALL neighborhoods meeting if necessary.

**October 9, 2012** A skeleton Bill of Assurance was presented to Brookbury residents with one change to the minimum SF from 3000 to 3500 from what Kristen had been told, assuring the neighbors that there would only be 37 homes built. When asked about the traffic and safety concerns, all of the residents were told that they were in essence invalid based on a traffic study and putting sprinklers in the homes. The Developing Partners who have had since August 2nd to work on an agreement, deemed this meeting - one week before the city council meeting - as an appropriate forum for presenting a Bill of Assurance; and yet were unable to answer the following questions:

1. Are you planning an Emergency Access and/or Sprinklers to get around the city code? Which one? (this was not in a Bill of Assurance)
2. Where would construction traffic enter? (not in Bill of Assurance)
3. Who would be responsible for repair of the Brookbury Crossing entryway and road that would be damaged with construction traffic if this was the proposed access? (not in Bill of Assurance)
4. What steps would be taken to address 40% more traffic not only out of, but through our neighborhood.

In Summary, the Bill of Assurance presented is woefully inadequate. The timing of presentation simply does not allow our POA to take this before the individuals and families who will be affected by the developing partners proposal prior to the City Council meeting. Therefore, we will continue to maintain the position that the proposed density of homes is excessive and will urge the City Council to vote for lower density zoning and more appropriate use of this land.

Sincerely,

Meggan Bell -  
Brookbury POA Communications Chair

cc:  
Hugh Jarratt  
Brookbury POA Board  
Savanna POA Board  
Candlewood POA Board  
Ward 4 City Council Members

**From:** [Kathleen Leatherby](#)  
**To:** [Kristen Veltkamp](#)  
**Subject:** FW: meeting yesterday  
**Date:** Wednesday, October 10, 2012 4:02:07 PM

---

---

**From:** Kathleen Leatherby [mailto:dkleatherby@cox.net]  
**Sent:** Friday, August 03, 2012 4:27 PM  
**To:** hugh.jarratt@lindseymanagement.com  
**Cc:** 'bearoy@cox.net'  
**Subject:** meeting yesterday

Mr. Jarratt –

Thank you again for meeting with Jim and myself to discuss a possible compromise.

I wanted to reiterate a point that Jim made early on but we didn't discuss again during the meeting.

The maximum number of homes we discussed (20) was simply a number that the Board members of Candlewood, Brookbury and Savanna felt we would be comfortable proposing to our respective neighbors as a compromise if Lindsey & Riggins are agreeable. If you think this number is doable, we will proceed further and discuss it with our neighbors.

I hope you have a great weekend and we look forward to hearing from you.

Regards –

*Kathleen Leatherby*

2731 N. Brookbury Crossing  
Fayetteville, AR 72703  
(479) 444-6551 (h)  
(479) 530-9100 (c)



## Sondra Smith - 21 Acres Rezoning Decision

---

**From:** Bo Mattingly <bo@faithonthefield.com>  
**To:** <:ssmith@ci.fayetteville.ar.us>  
**Date:** 10/15/2012 11:54 AM  
**Subject:** 21 Acres Rezoning Decision

---

Please forward to City Council Members.

Thank you!

10-15-12

Dear Mayor Jordan and Members of the City Council,

I live at 2706 Shadybrook Cove (Brookbury) with my wife and 4 children.

I attended the Planning Commissions hearing on this issue and ask that you please follow their recommendation for zoning at a lower density for the following reasons:

1. SAFETY- We are concerned about response times for emergency vehicles in/out of Brookbury...
2. Traffic burden if 40% more homes are built, average 2.24 cars/household...traffic is very difficult right now and it's my understanding you have been given evidence of this. It recently took me 17 minutes to travel from Brookbury to Vandergriff to drop my son off at school.
3. The developer has not studied the traffic within the neighborhood - only just outside it - this is a safety issue for our children
4. To build that many homes would require the heavily wooded land to be completely cleared. The are also likely to deal with significant rock issues which could cause more construction issues. We recently encountered a large amount of limestone rock in our back yard while trying to install a pool. Our back yard is adjacent to the wooded area (21 acres) you are considering.

Thanks for your time and consideration and please follow the **recommendation for zoning at a lower density**

All the best,

Bo Mattingly

Sports Persaonlity, LLC  
Sports Talk with Bo Mattingly  
1753 N. College Ave. Suite 207  
Fayetteville, AR 72703  
(479) 200-4433  
[www.sportstalkwithbo.com](http://www.sportstalkwithbo.com)  
103.7 FM Little Rock  
96.3 FM River Valley  
92.1 FM NWA  
99.7 FM Mountain Home  
104.3 FM Harrison  
103.9 FM Jonesboro

--

All the best,

Bo Mattingly

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103.7 FM Little Rock  
96.3 FM River Valley  
92.1 FM NWA  
99.7 FM Mountain Home  
104.3 FM Harrison  
103.9 FM Jonesboro

**From:** "Integrated Balance" <integratedbalance@gmail.com>  
**To:** "Jeremy Pate" <jpate@ci.fayetteville.ar.us>, <:ssmith@ci.fayetteville.a...  
**CC:** "Meggan Bell" <megganbell1@gmail.com>, "Kathleen Leatherby" <kleatherb...  
**Date:** 10/15/2012 11:45 AM  
**Subject:** RE: Survey result request via FOIA

Hello Jeremy,

Thank-you for sending the traffic study. Has your office received the survey results that were completed on the proposed "fire access" road along Flint Creek from ESI or the Developers? If so, could you please provide these documents along with any electronic/written exchange pertaining to these documents between the engineers/developers and any city staff in the Planning or Traffic departments.

Also, Will you be attending the City Council Tour with the alderman this afternoon.

Thank-you for your response.

Regards,

Kristen Veltkamp

-----Original Message-----

From: Jeremy Pate [mailto:jpate@ci.fayetteville.ar.us]  
Sent: Monday, October 15, 2012 8:32 AM  
To: Jesse Fulcher; Integrated Balance  
Cc: 'Charlie Collins'; 'Holly Harris'; Kathleen Leatherby; 'Meggan Bell'; 'Chris Boushelle'  
Subject: Re: Survey result request via FOIA

Good morning, Ms. Veltkamp.

I have attached the entire Adobe PDF document that was sent to our office representing the results of a recent traffic study performed near the Brookbury Woods neighborhood. The document also includes a preliminary lot layout prepared by ESI Engineers. This is all of the information I am aware of that was submitted related to this request.

The same document was submitted to the City Clerk's office for inclusion in the agenda packet for all of the City Council members, as well.

Please let me know if you have any further questions.

Best regards,  
Jeremy

Jeremy C. Pate  
Development Services Director  
City of Fayetteville, Arkansas

>>> "Integrated Balance" <integratedbalance@gmail.com> 10/14/2012 5:21 PM >>>  
10/14/2012

Jesse Fulcher  
Current Planner

City of Fayetteville  
479-575-8267  
jfulcher@ci.fayetteville.ar.us

Jeremy Pate

Development Services Director

City of Fayetteville  
113 West Mountain, Suite 320  
Fayetteville, AR 72701

Request For Information Under Freedom Of Information Act

ACA § 25-19-101 et. seq.

Dear Mr. Fulcher and Mr. Pate:

On behalf of the Brookbury Woods POA, I am requesting at this time a copy of ALL documents related to the traffic study performed by Peters & Associates and the survey that was completed by ESI and passed onto the City Planning and City and Traffic offices pursuant to the Freedom of Information Act of 1967.

I would appreciate your providing this information at your earliest convenience. If there is a charge associated with this request, please advise and let me know where this information can be picked up.

Thank you very much for your prompt attention to this request.

Sincerely yours,

Kristen Veltkamp  
POA Representative

*Sent to the  
Council 10-15-12*

**Sondra Smith - FW: Traffic Study Conversation -**

---

**From:** "Integrated Balance" <integratedbalance@gmail.com>  
**To:** <:ssmith@ci.fayetteville.ar.us>  
**Date:** 10/14/2012 5:44 PM  
**Subject:** FW: Traffic Study Conversation -  
**Attachments:** P1586-Traffic-Study-Report-9-17-12.pdf; 21Acres\_PhotoTrafficMap\_sm.pdf

---

10/14/2012

Mrs. Smith,

Could you please forward to the City Council Members to be included in the Agenda Packet for the Rezoning Decision at Brookbury Crossing that is on the City Council agenda for October 16, 2012.

Thank-you

---

**From:** Integrated Balance [mailto:integratedbalance@gmail.com]  
**Sent:** Sunday, October 14, 2012 5:38 PM  
**To:** 'Chris Brown'; 'jpate@ci.fayetteville.ar.us'  
**Subject:** RE: Traffic Study Conversation -

10/14/2012

Dear Mr. Brown

Thank-you for your response. The developer indeed paid to have a traffic study prepared; however, several Fayetteville residents are concerned for the following reasons:

1. The developer's traffic study, as you stated, was for private interest - theirs - not for public interest or the best interest of the city of Fayetteville and long term planning.
2. The developer's traffic study did not include the traffic East of Brookbury crossing which helps provide a more accurate and complete picture of the existing problem (and I am not suggesting that a traffic signal is the answer)
3. This private interest study should not be the one used to "make recommendations for improvements needed to accommodate the additional traffic" rather an impartial study should be used to evaluate the impact of a 40% increase in homes and the traffic associated with the national average of 2.28 homes/household.
3. The current tax paying/and land owning residents of Brookbury and Savanna as well as those along

Skilern are currently experiencing significant traffic delays and are requesting that the City take counts of traffic along Skilern East of Brookbury crossing (where we currently experience traffic backed up over half a mile from 265). This traffic is not a result of current State Highway construction.

On behalf, of [over 200 citizens] currently living in Brookbury, Savanna, Acadiana, and homes along Skilern - we would like to go on record as requesting that the city work together with the Highway department (who we are speaking with too) to take a closer look and complete a traffic analysis for the public interest because of a current issue; rather, than waiting to do so once the issue has the potential to become worse.

I have attached the developers traffic study along with still photography as well as a link to video of the current traffic situation which requires no speculation as to the results of adding 40% more homes <http://dl.dropbox.com/u/64369768/2012-08-24%2007.41.40.WMV> The video will take a few minutes to load and then it can be played back directly from the drop box website.

Regards,

Kristen Veltkamp

Brookbury POA Representative

---

**From:** Chris Brown [<mailto:cbrown@ci.fayetteville.ar.us>]

**Sent:** Wednesday, September 05, 2012 10:46 AM

**To:** Kim Herrington; Integrated Balance

**Subject:** Re: Traffic Study Conversation -

Kristen,

It is my understanding that the developer of the property at the south end of Brookbury is preparing a traffic study, that presumably would include the intersection with Skilern. At this time, since we are only talking about the zoning question, the traffic study will most likely only be for the developer's purposes, to develop a bill of assurance with regard to density.

If the development were to proceed, the Engineering Division would review the traffic study, and make recommendations for improvements needed to accommodate the additional traffic generated. If I had to make a guess, I would say that the traffic on Brookbury at Skilern would not be at a high enough level to warrant a traffic signal, but there may be some other improvements that would help the function of the intersection. Until a density is settled upon, and a study developed based on that density, we can only speculate as to the results.

If none of that happens, the City could take counts of the traffic at the intersection, to determine if a signal is warranted with existing traffic.

I hope this answers your questions-please let me know if not.

CB

Chris Brown, P.E.  
City Engineer  
City of Fayetteville  
Engineering Division  
125 W. Mountain Street  
Fayetteville, AR 72701  
Phone (479) 575-8207  
Fax (479) 575-8202  
TDD (Telecommunications Device for the Deaf) 479-521-1316

>>> Kim Herrington 9/5/2012 10:21 AM >>>

Dear Ms. Veltkamp,

I spoke with Chris Brown, our City Engineer, on the phone and he will be getting in touch with you about the traffic study and the developer's plans. I've copied him on this email so he can best assist you.

Sincerely,  
Kim

Kim Herrington  
Operations Assistant  
Transportation Division  
City of Fayetteville  
113 West Mountain Street  
Fayetteville, AR 72701

479.575.8228 Phone  
479.444.3490 Fax  
479.521.1316 TDD (Telecommunications Device for the Deaf)  
[kherrington@ci.fayetteville.ar.us](mailto:kherrington@ci.fayetteville.ar.us)

>>> "Integrated Balance" <[integratedbalance@gmail.com](mailto:integratedbalance@gmail.com)> 9/5/2012 10:07 AM >>>

9/5/2012

Kim,

Thank-you for taking the time to speak with me today about your department's role and traffic study

request. I wanted to provide you with me email if that was an easier way for you to communicate with me.

Regards,

Kristen Veltkamp

3043 E Summershade Drive

Fayetteville, AR 72703

479-713-9824 (cell)

479-966-4091 (home)

[integratedbalance@gmail.com](mailto:integratedbalance@gmail.com)



# *Traffic Study*

## Single-Family Residential Development

*prepared for:*

**Riggins Construction**

Brookbury Crossing and  
Skillern Road

Fayetteville, Arkansas



**PETERS & ASSOCIATES**  
ENGINEERS, INC.

• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 205 (501) 868-3999  
Little Rock, Arkansas 72223 Fax (501) 868-9710

Project No.: P-1586

September 17, 2012

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### APPENDIX

Site Plan

Trip Generation Data

Vehicle Turning Movement Count Data

Capacity and Level of Service Calculations



## INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a proposed 37 single-family lot residential development located at the south end of Brookbury Crossing south of Skillern Road in Fayetteville, Arkansas. Brookbury Crossing intersects Skillern Road approximately 1,300 feet east of the Crossover Road (Highway 265) and Old Wire Road intersection. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections in the vicinity proposed to serve the site. A reduced copy of the preliminary tract layout plan is included in the Appendix for reference.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions at the following study intersections:
  - o Skillern Road and Brookbury Crossing
  - o Crossover Road and Old Wire Road.
- Determine projected traffic volumes entering and exiting the proposed development at the nearby study intersections.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the development as proposed.
- Evaluate traffic operations for the study intersections of Skillern Road and Brookbury Crossing and Crossover Road and Old Wire Road in the immediate vicinity of the site and make recommendations for mitigative improvements which may be necessary and appropriate for acceptable traffic operations.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

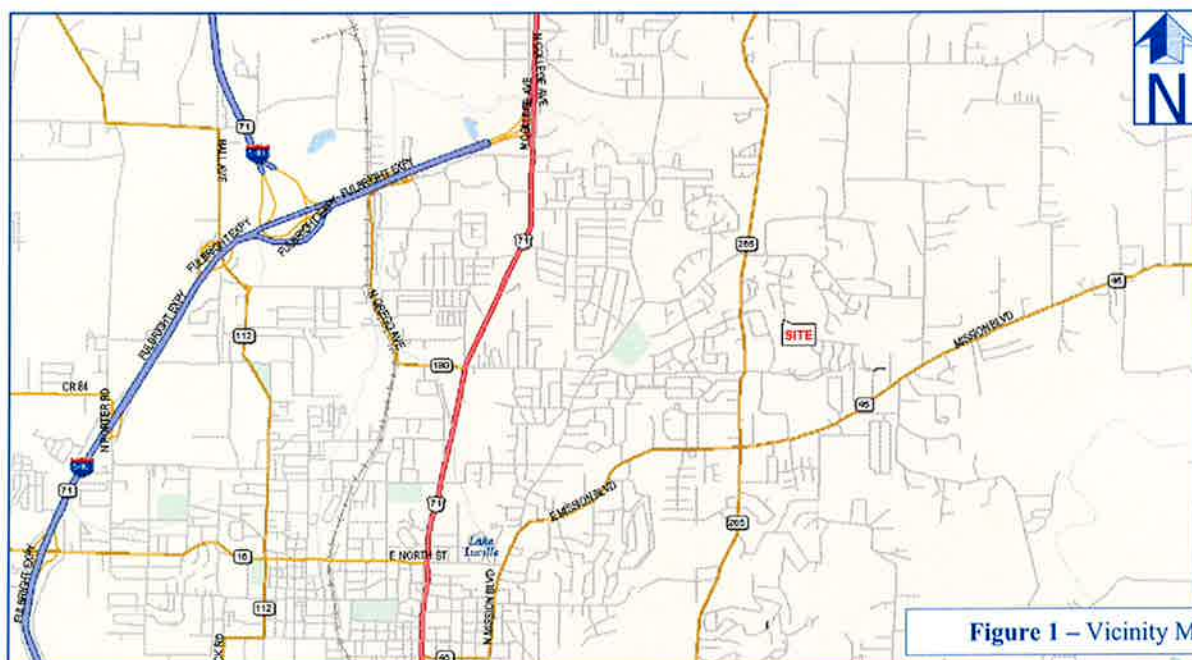
## THE SITE

The location of the development is within the city limits of Fayetteville in Washington County, Arkansas. The proposed 37 single-family lot residential development located at the south end of Brookbury Crossing south of Skillern Road. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

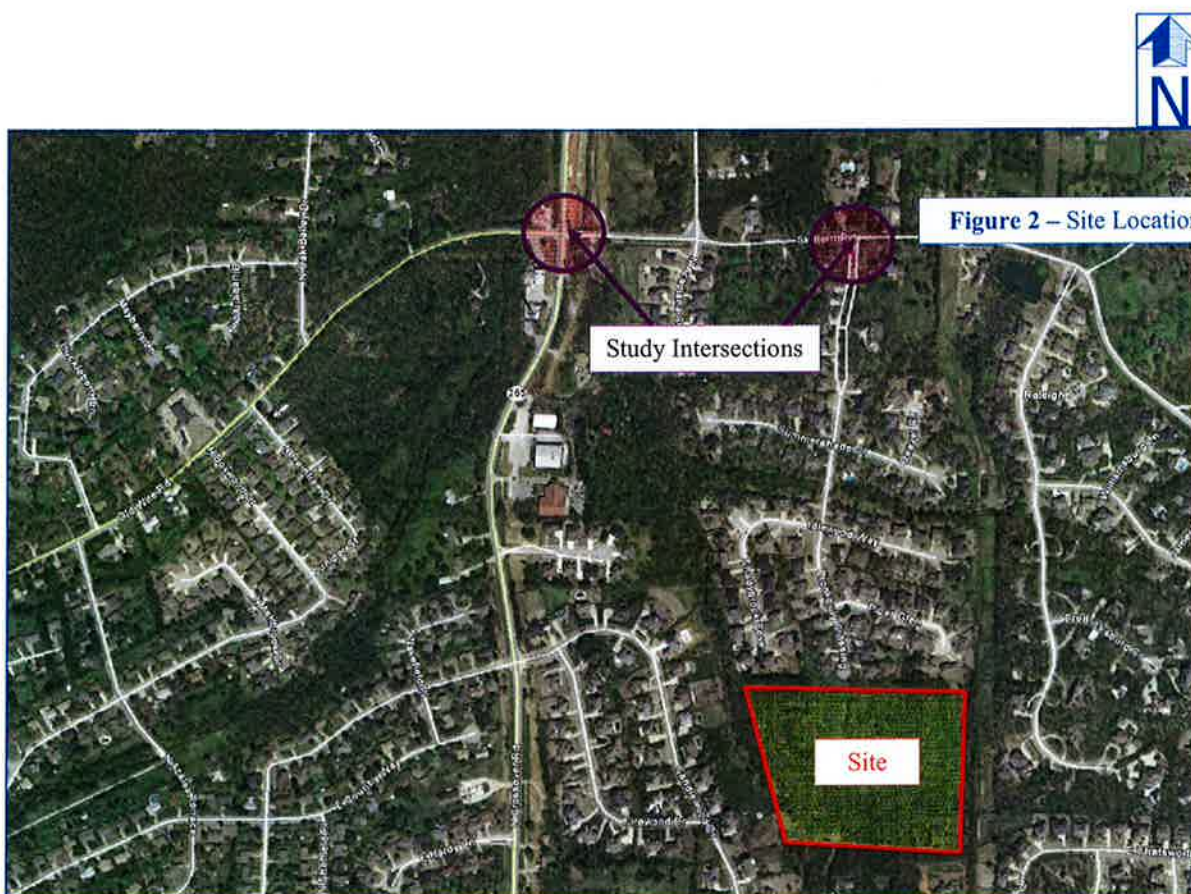
Access to site is proposed to be provided via the intersection of Skillern Road and Brookbury Crossing. There is an existing approximate 100 lot single-family residential neighborhood (Brookbury Crossing) that's access is currently served via Brookbury Crossing at Skillern Road. Typical AM and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study



## Traffic Study



### Figure 1 – Vicinity Map



### Figure 2 – Site Location Map

### Study Intersections

Site

## STREET SYSTEM

**Skillem Road**, at Brookbury Crossing near the site, is a two-lane roadway consisting of a eastbound lane and a westbound lane. This roadway is asphalt and constructed with curbs and gutters along the south side and drainage ditches along the north side of the roadway in the vicinity of Brookbury Crossing. There are no sidewalks and the speed limit is 25 miles per hour in the vicinity of the study area. Skillem Road is classified as a Principal Arterial on the City of Fayetteville Master Street Plan (MSP).

**Brookbury Crossing**, at Skillem Road, is a two-lane roadway consisting of a northbound lane and a southbound lane separated by a landscaped median. This street is asphalt and constructed with curbs and gutters. The speed limit is 25 miles per hour. Brookbury Crossing is classified as a Local Street on the City of Fayetteville MSP.

The closest existing signalized intersections to the site is located approximately 1,300 feet west of Brookbury Crossing at the intersection of Crossover Road and Old Wire Road (analysis of this intersection has been included as a part of this study).

The following photos show the general layout of Brookbury Crossing and Skillem Road. These were taken at locations as indicated on the photo captions.





# Traffic Study



Lewis Avenue

Looking east on Skillern Road  
toward Brookbury Crossing.



Brookbury Crossing

Looking west on Skillern Road  
toward Brookbury Crossing.



Looking south on Brookbury Crossing  
from Skillern Road.



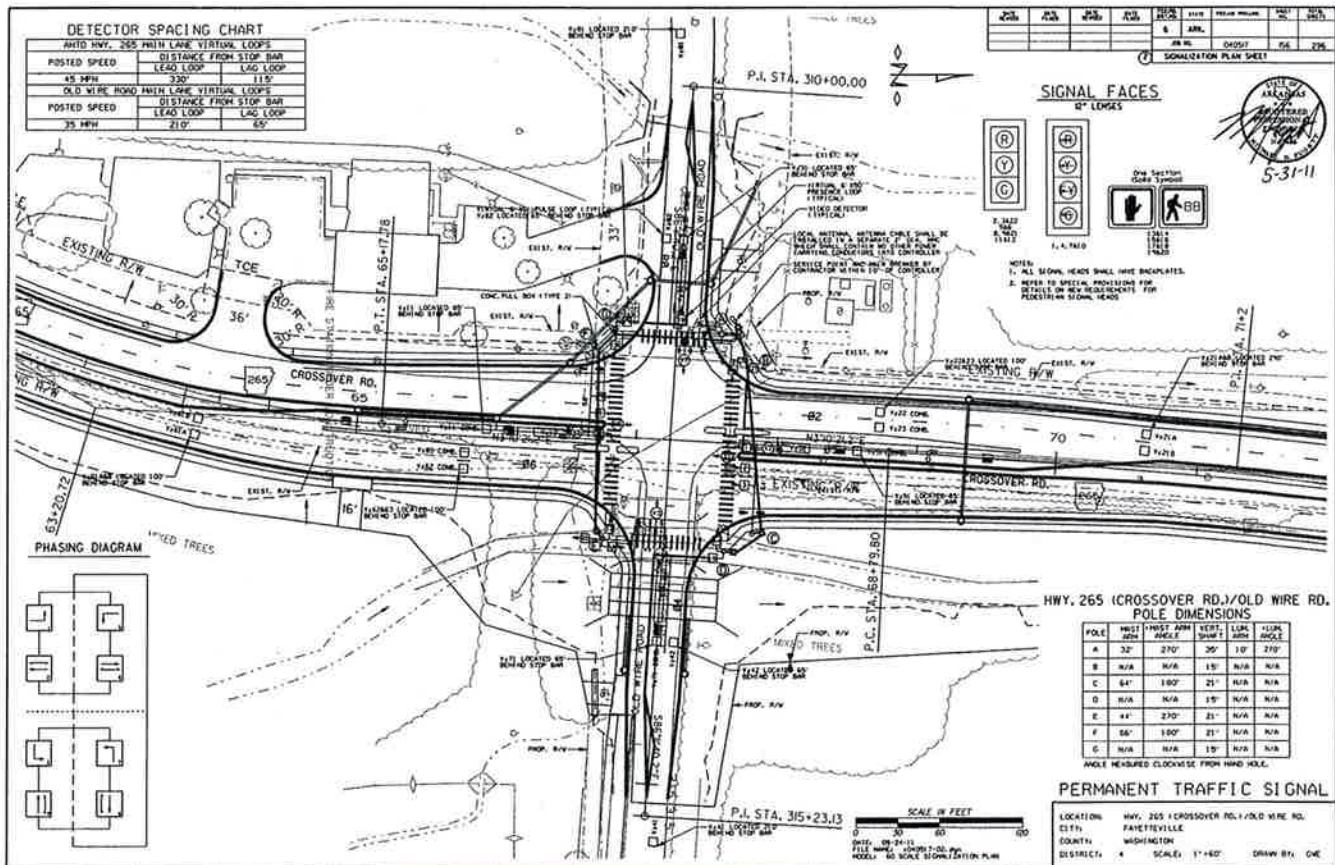
Looking north on Brookbury Crossing  
toward Skillern Road.



PETERS & ASSOCIATES  
ENGINEERS, INC.

# Traffic Study

Crossover Road (Highway 265) is currently under construction from Joyce Boulevard to Highway 45 as a part of the AHTD project 040517. The scheduled completion date of this project is September, 2013. Included in this AHTD improvement project is the intersection of Crossover Road and Old Wire Road. Crossover Road is currently being widened at Old Wire Road to provide two northbound lanes and two southbound lanes divided by a raised median with a northbound and a southbound left-turn lane at Old Wire Road. The east and west leg (Old Wire Road) at Crossover Road will each consist of a left-turn lane, a thru / right-turn lane and a receiving lane. The following graphic depicts the design concept for the planned roadway improvements at median breaks at Crossover Road and Old Wire Road.



Planned Crossover Road and Old Wire Road Intersection



PETERS & ASSOCIATES  
ENGINEERS, INC.



### EXISTING TRAFFIC CONDITIONS

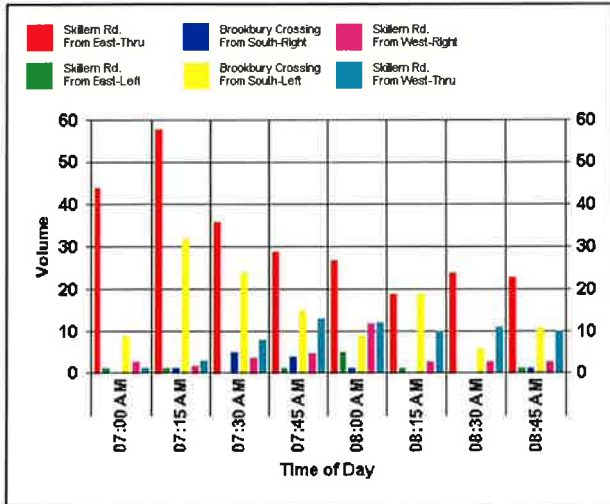
Traffic count data collected as a part of this study include AM and PM peak hours vehicle turning movement counts at the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road.

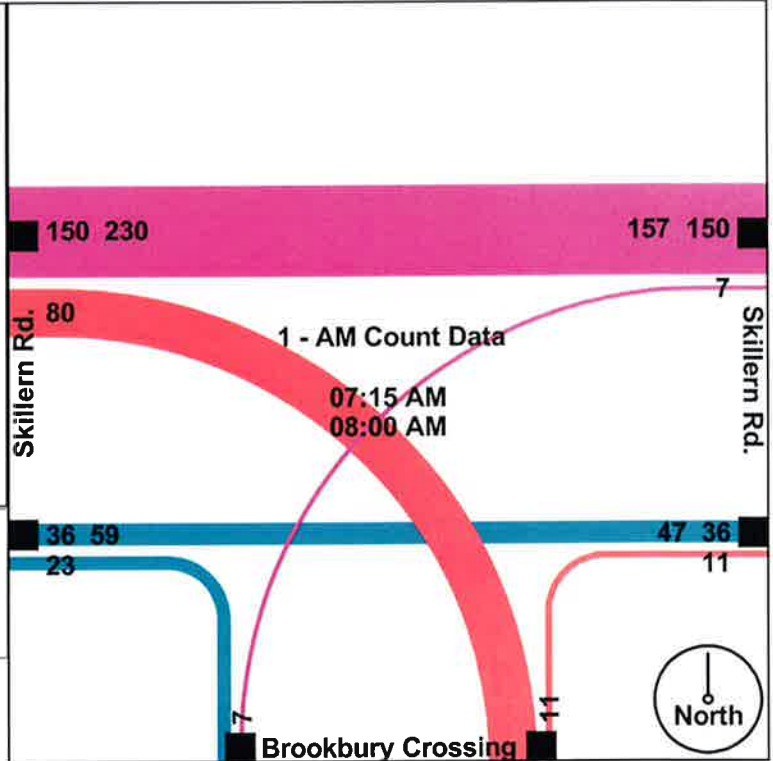
The peak hours vehicle turning movement count data at these intersections are summarized in the following peak hour turning movement Charts 1, 2, 3 and 4 and are presented in more detail in the Appendix of this report.

AM and PM peak hours vehicle turning movement counts made as a part of this study are shown on Figure 3, "Existing Traffic Volumes - AM and PM Peak Hours."

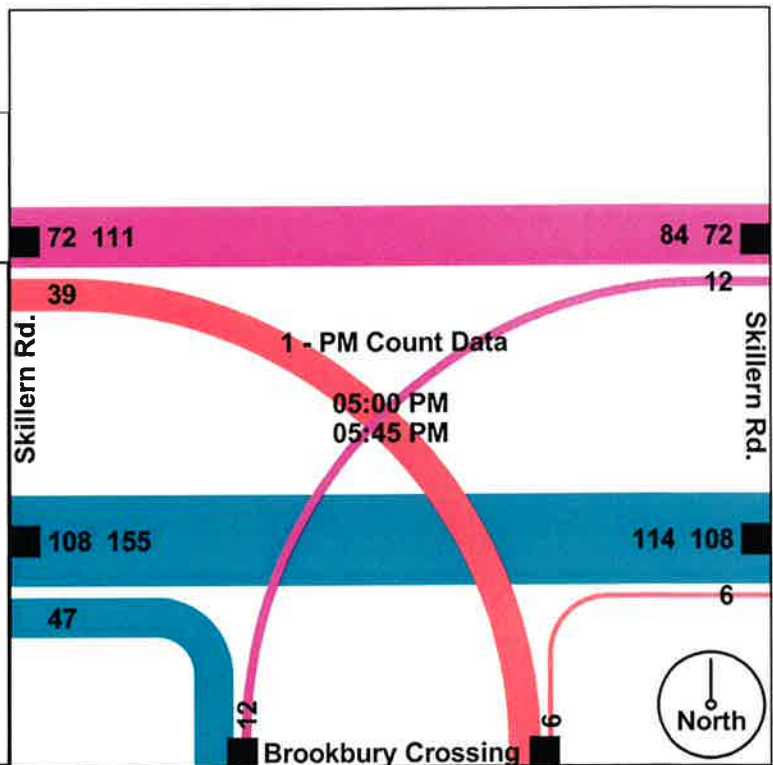
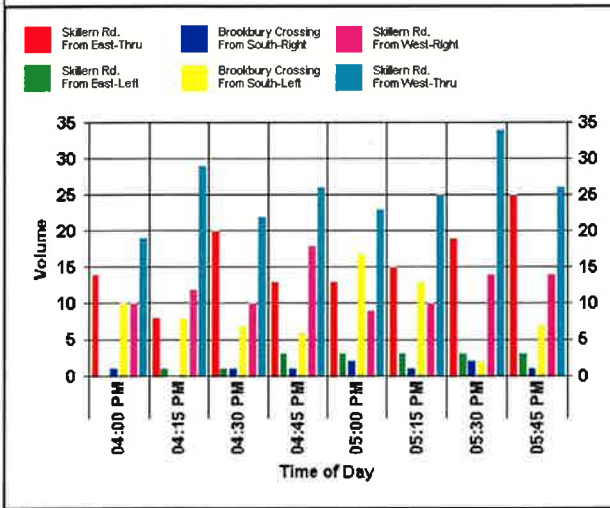
# Traffic Study



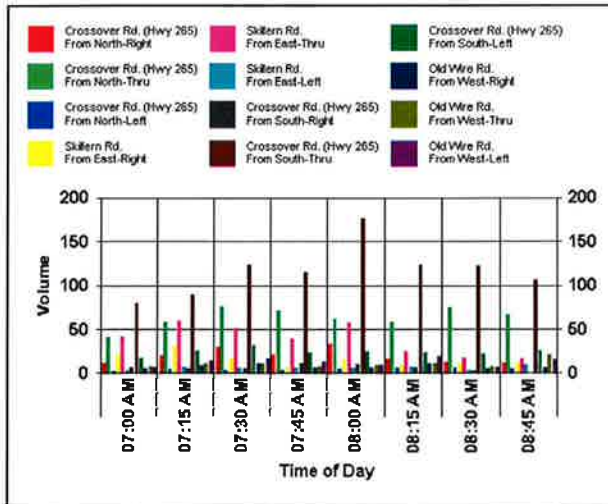
**Chart 1**  
AM Peak Hours Turning Movement Count Data  
Skillern Road and  
Brookbury Crossing



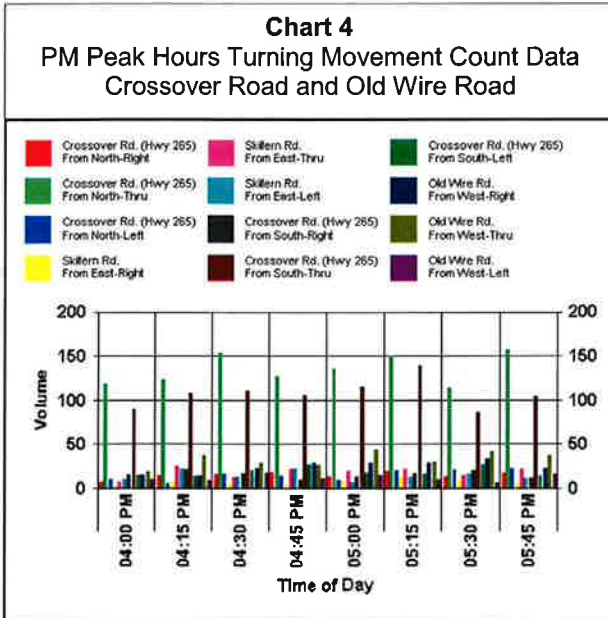
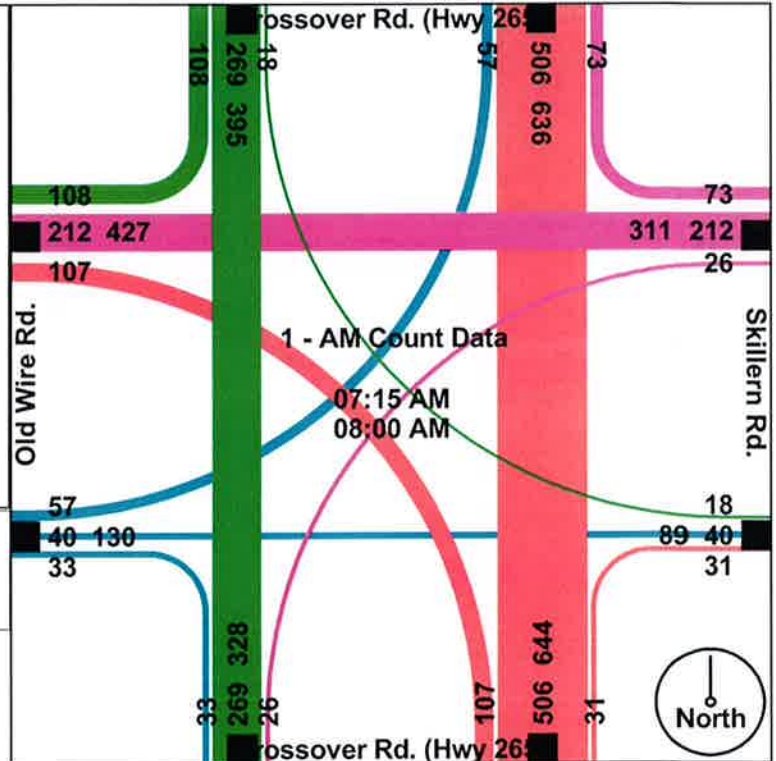
**Chart 2**  
PM Peak Hours Turning Movement Count Data  
Skillern Road and  
Brookbury Crossing



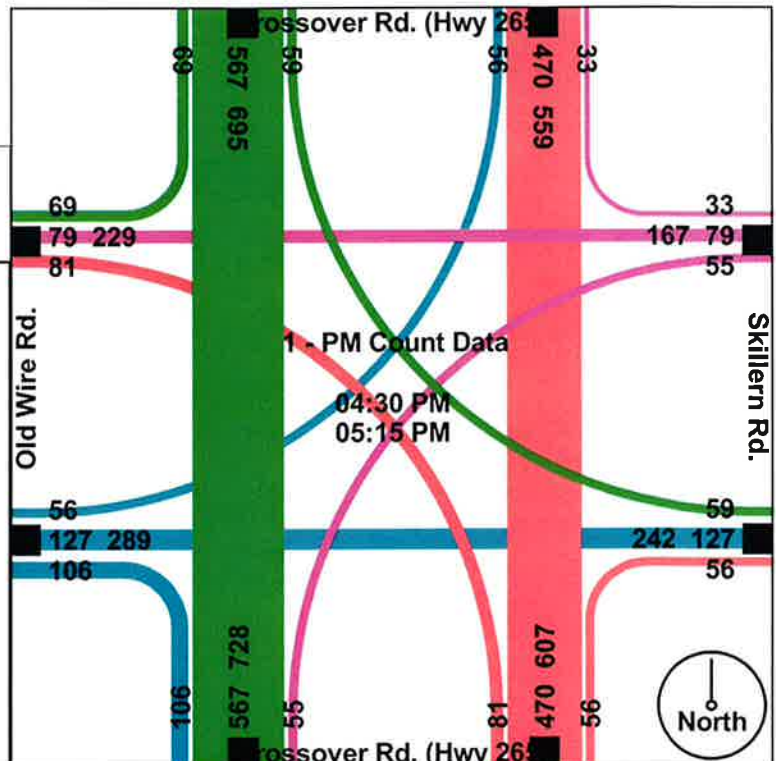
# Traffic Study



**Chart 3**  
AM Peak Hours Turning Movement Count Data  
Crossover Road and Old Wire Road



**Chart 4**  
PM Peak Hours Turning Movement Count Data  
Crossover Road and Old Wire Road



## TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report (8th Edition), 2008, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Software (Version 6 by Microtrans), were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed single-family residential land-use of the proposed development. These are reliable sources for this information and are universally used in the traffic engineering profession.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the development as proposed. Applying the appropriate trip-generation rates to the land use proposed for the development makes these calculations. Results of this calculation are summarized on Table 1, "Summary of Trip-Generation." These calculations indicate that approximately 28 net new vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour and approximately 38 net new vehicle trips are estimated during the traffic conditions of the PM peak hour are projected to be generated by the proposed 37 single-family residential land use on this site. The estimated typical weekday two-way, 24-hour volume is 354 vehicle trips.

Residential traffic, as will be the traffic associated with this site, ordinarily does contribute to the adjacent street traffic conditions during the on-street AM peak traffic hour and the PM peak traffic hour. Accordingly, both the AM and PM peak traffic periods of the adjacent streets in the immediate vicinity of the site are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

| PROPOSED<br>LAND USE      | APPROXIMATE<br>SIZE | ITE<br>CODE | 24-HOUR<br>TWO-WAY<br>WEEKDAY<br>VOLUME | AM PEAK HOUR<br>VOLUME |      | PM PEAK HOUR<br>VOLUME |      |
|---------------------------|---------------------|-------------|-----------------------------------------|------------------------|------|------------------------|------|
|                           |                     |             |                                         | ENTER                  | EXIT | ENTER                  | EXIT |
| Single-Family Residential | 37 Lots             | 210         | 354                                     | 7                      | 21   | 24                     | 14   |
| TOTAL ENTERING + EXITING  |                     |             |                                         | 28                     |      | 38                     |      |

Table 1 – Summary of Trip-Generation



## TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated left and right-turns at the study intersections. Directional distribution percentages used in this study are shown on Figure 4, "Directional Distribution - Site Traffic." The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. These values are shown on:

- Figure 5, "Entering Traffic Percentage Turns"
- Figure 6, "Exiting Traffic Percentage Turns."

The projected traffic volumes shown on Figure 7, "Site-Generated Traffic Volumes - AM and PM Peak Hours," result from applying the projected entering and exiting percentages shown on Figures 5 and 6 to the corresponding projected site-generated traffic volumes summarized on Table 1, "Summary of Trip-Generation."

The site-generated traffic volumes shown on Figure 7 and corresponding existing background traffic volumes shown on Figure 3 have been combined and the results are depicted on Figure 8, "Projected Traffic Volumes - AM and PM Peak Hours."

Traffic volumes shown on Figure 8 are the values used in capacity and level of service calculations conducted as a part of this study for projected traffic conditions. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the developments has thus been accounted for in this analysis.



## CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates congested conditions with considerable delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of vehicle delay associated with each level of service for signalized and un-signalized intersections.

### Intersection Level of Service Delay Thresholds

#### Level of Service

| (LOS) | Signalized   | Un-Signalized |
|-------|--------------|---------------|
| A     | < 10 Seconds | < 10 Seconds  |
| B     | < 20 Seconds | < 15 Seconds  |
| C     | < 35 Seconds | < 25 Seconds  |
| D     | < 55 Seconds | < 35 Seconds  |
| E     | < 80 Seconds | < 50 Seconds  |
| F     | ≥ 80 Seconds | ≥ 50 Seconds  |

The LOS rating deemed acceptable varies by community, facility type and traffic control device. A LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. For signalized intersections, level of service and average delay relate to all vehicles using the intersection. LOS "D" is the typical desirable standard for signalized intersections. All study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Directional distribution of projected traffic volumes.
- Existing and planned intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Existing or planned traffic control.

## CAPACITY ANALYSIS

### *Level of Service Analysis Results*

#### Existing Traffic Conditions

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road.

As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions," all of the vehicle movements currently operate at what calculates as an acceptable LOS "C" or better for existing traffic conditions at the study intersections for the AM and PM peak hours with existing traffic control.

Traffic volumes used for this analysis are shown on Figure 3, "Existing Traffic Volumes - AM and PM Peak Hours."

| EXISTING TRAFFIC CONDITIONS          |         | Traffic Control | EB LT                        | EB TH | EB RT | WB LT | WB TH | WB RT | NB LT | NB TH | NB RT | SB LT | SB TH | SB RT | Overall Intersection |
|--------------------------------------|---------|-----------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|
| INTERSECTION                         | PEAK HR |                 | PEAK HOUR - LEVEL OF SERVICE |       |       |       |       |       |       |       |       |       |       |       |                      |
| Skillern Road and Brookbury Crossing | AM      | "STOP" SIGN     |                              | A     |       | A     |       |       | B     |       | B     |       |       |       | n/a                  |
|                                      | PM      |                 |                              | A     |       | A     |       |       | B     |       | B     |       |       |       | n/a                  |
| Crossover Road and Old Wire Road     | AM      | SIGNAL          | B                            | B     | B     | C     |       |       | A     |       | B     | A     | B     |       | B                    |
|                                      | PM      |                 | B                            | C     | B     | B     |       |       | A     |       | B     | A     | B     |       | B                    |

**Table 2 - Level of Service Summary - Existing Traffic Conditions**



## Projected Traffic Conditions

Capacity and LOS analysis was performed for projected traffic conditions for the AM and PM peak hours for the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road (includes AHTD planned intersection improvements).

Traffic volumes used for these projected traffic conditions are shown on Figure 8, "Projected Traffic Volumes - AM and PM Peak Hours." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected Traffic Conditions."

As indicated in Table 4, all vehicle movements for the projected traffic conditions at the study intersections are expected to continue to operate at what calculates as an acceptable LOS "C" or better for the worst-case AM and PM peak hours.

| PROJECTED TRAFFIC CONDITIONS                                      |         | Traffic Control | EB LT                        | EB TH | EB RT | WB LT | WB TH | WB RT | NB LT | NB TH | NB RT | SB LT | SB TH | SB RT | Overall Intersection |
|-------------------------------------------------------------------|---------|-----------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|
| INTERSECTION                                                      | PEAK HR |                 | PEAK HOUR - LEVEL OF SERVICE |       |       |       |       |       |       |       |       |       |       |       |                      |
| Skillern Road and Brookbury Crossing                              | AM      | "STOP" SIGN     |                              | A     |       | A     |       |       | B     |       | B     |       |       |       | n/a                  |
|                                                                   | PM      |                 |                              | A     |       | A     |       |       | B     |       | B     |       |       | n/a   |                      |
| Crossover Road and Old Wire Road*                                 | AM      | SIGNAL          | B                            | B     | B     | C     |       | A     | B     |       | B     | B     | B     | B     | B                    |
|                                                                   | PM      |                 | B                            | C     | B     | B     |       | A     | B     |       | A     | B     | B     | B     |                      |
| *Includes AHTD planned intersection improvements.                 |         |                 |                              |       |       |       |       |       |       |       |       |       |       |       |                      |
| Table 3 - Level of Service Summary - Projected Traffic Conditions |         |                 |                              |       |       |       |       |       |       |       |       |       |       |       |                      |

## SUMMARY OF FINDINGS

Findings of this study are summarized as follows:

- For the development of the 37 single-family residential lots as proposed, approximately 28 net new vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour and approximately 38 net new vehicle trips are estimated during the traffic conditions of the of the PM peak hour are projected to be generated by the proposed land use on this site. The estimated typical weekday two-way, 24-hour volume is 354 vehicle trips.
- Capacity and LOS analysis results for existing traffic conditions for the study intersections indicate existing vehicle movements for existing traffic conditions at the study intersections presently operate at what calculates as an acceptable LOS "C" or better for the AM and PM peak hours.
- Capacity and LOS analysis results performed for projected traffic conditions for the AM and PM peak hours for the study intersections indicate vehicle movements at the study intersections are expected to continue to operate at what calculates as an acceptable LOS "C" or better for the worst-case AM and PM peak hours.
- It was found that no negative impact to traffic operations at the adjacent study intersections is expected to occur as a result of the additional traffic associated with the proposed site development. More than sufficient intersection capacity exists at the study intersections to accommodate the very modest increase in traffic volumes expected to result from the residential development as proposed.

# FIGURES



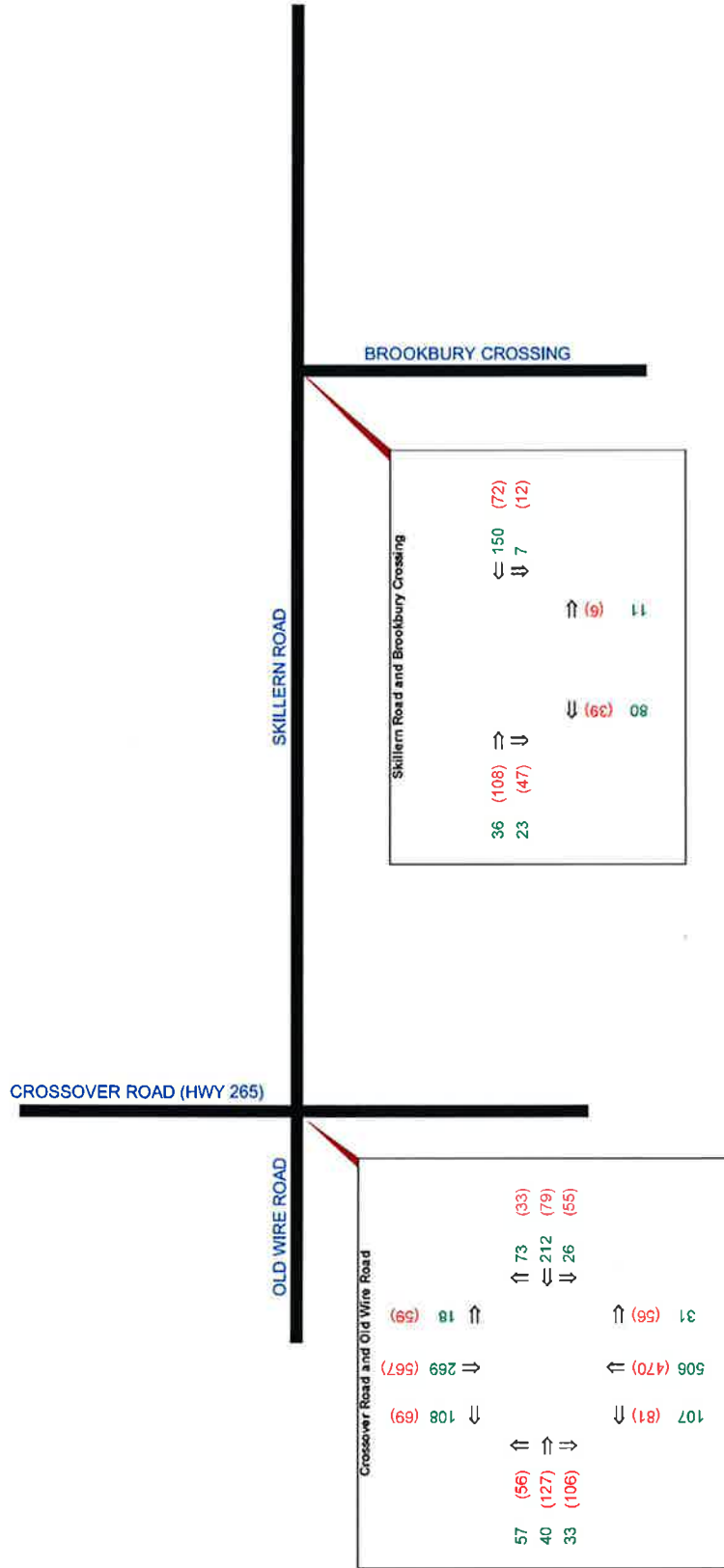
PETERS & ASSOCIATES  
ENGINEERS, INC.

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PEAK HOURS KEY

xxx = AM Peak Hour  
(xxx) = PM Peak Hour



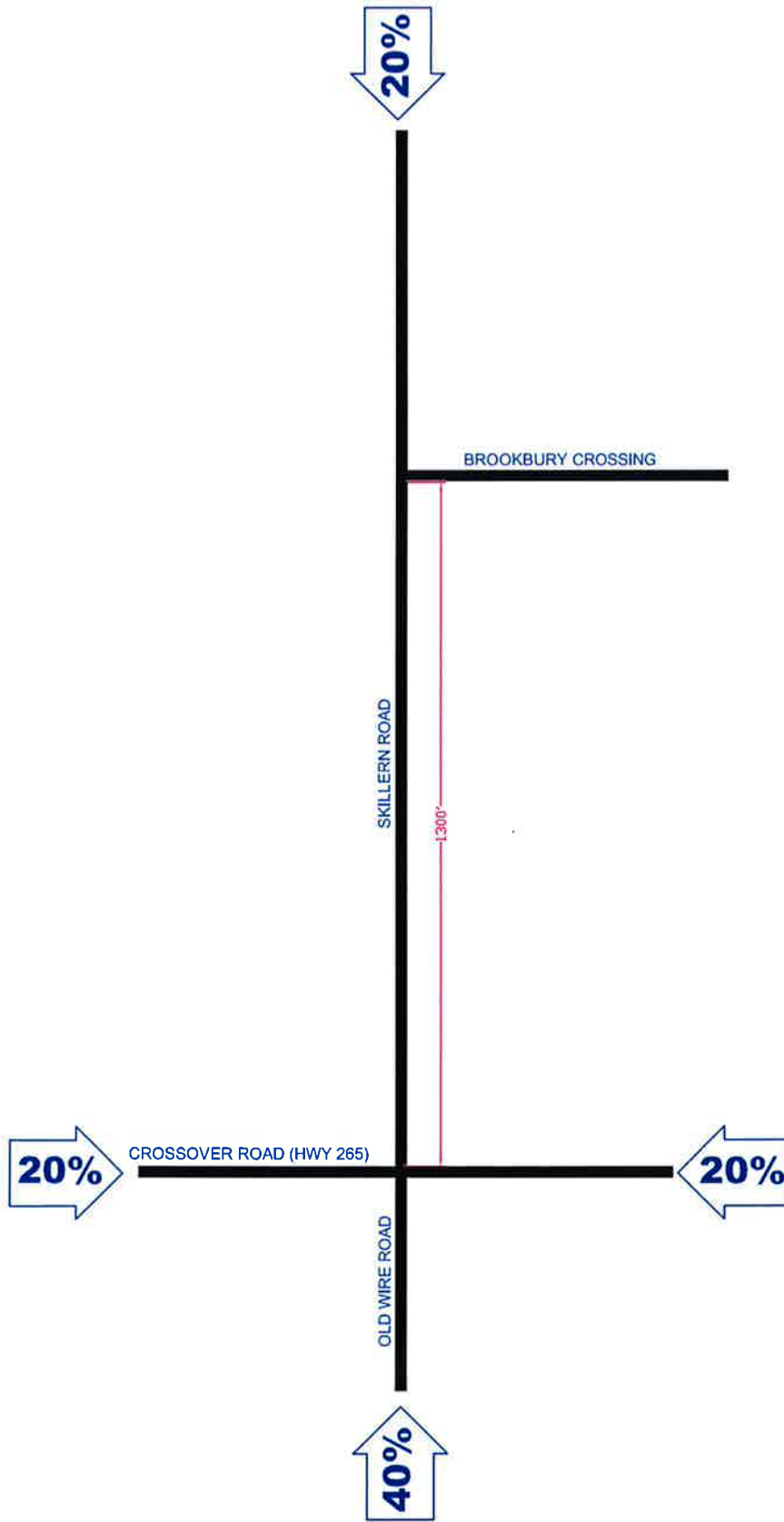
PROJECT No. P1586  
DATE: 9-12-2012



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RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS

EXISTING  
TRAFFIC VOLUMES  
AM AND PM PEAK HOURS  
FIGURE No. 3



DIRECTIONAL DISTRIBUTION  
SITE TRAFFIC

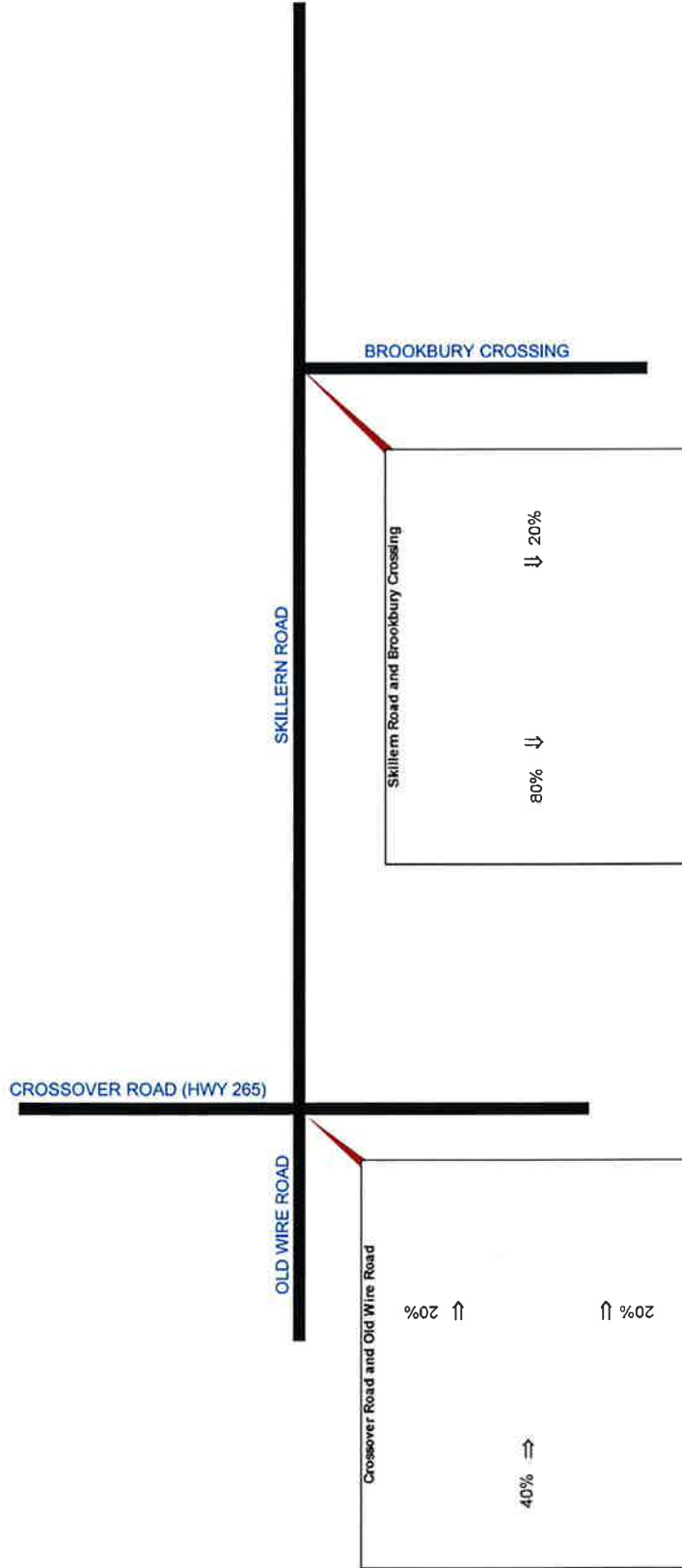
**RESIDENTIAL DEVELOPMENT**  
**BROOKBURY CROSSING AND SKILLERN ROAD**  
**FAYETTEVILLE, ARKANSAS**

PROJECT No. P1586  
DATE: 9-12-2012

**PETERS & ASSOCIATES**  
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FIGURE No.  
**4**



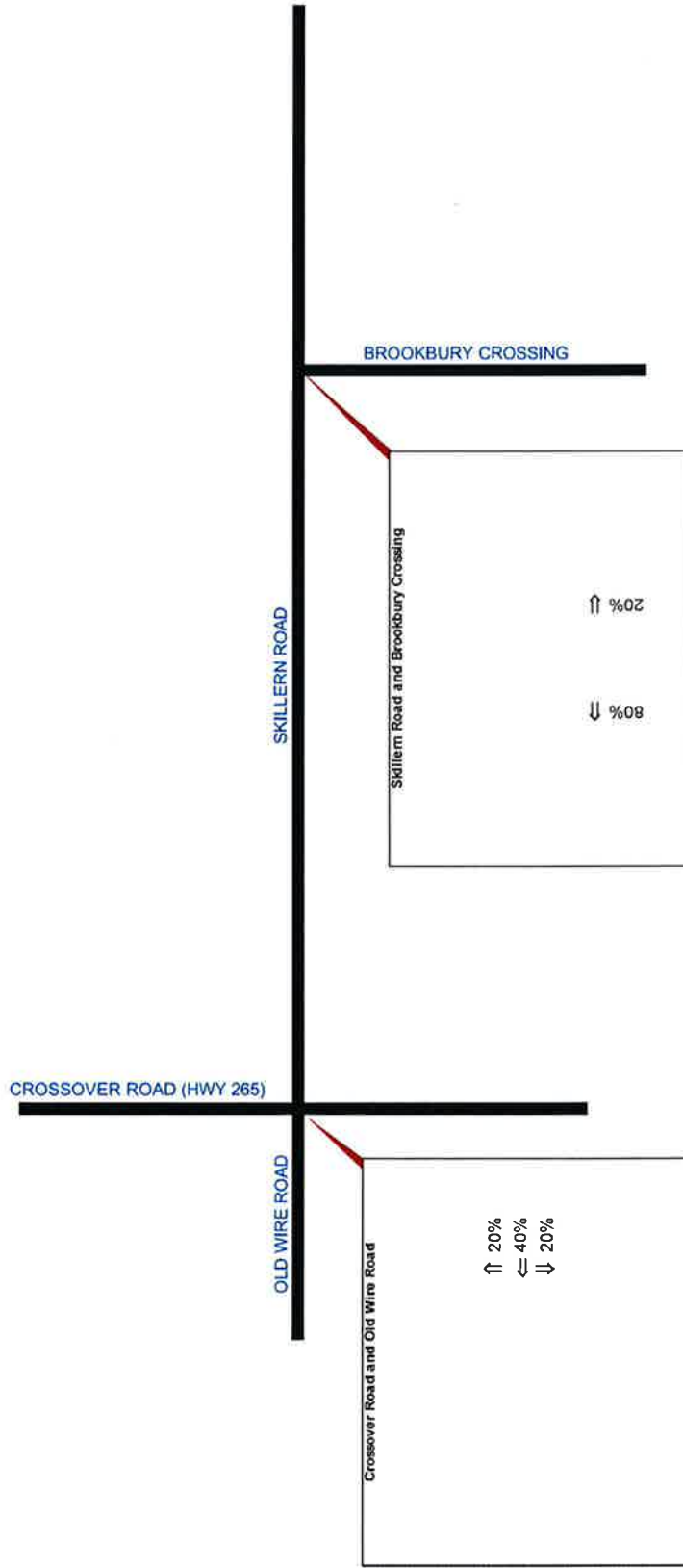
ENTERING TRAFFIC  
PERCENTAGE TURNS

**RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS**

PROJECT No. P1586  
DATE: 9-12-2012

**PETERS & ASSOCIATES**  
ENGINEERS, INC.





EXITING TRAFFIC  
PERCENTAGE TURNS

**RESIDENTIAL DEVELOPMENT**  
**BROOKBURY CROSSING AND SKILLERN ROAD**  
FAYETTEVILLE, ARKANSAS

PROJECT No. P1586  
DATE: 9-12-2012

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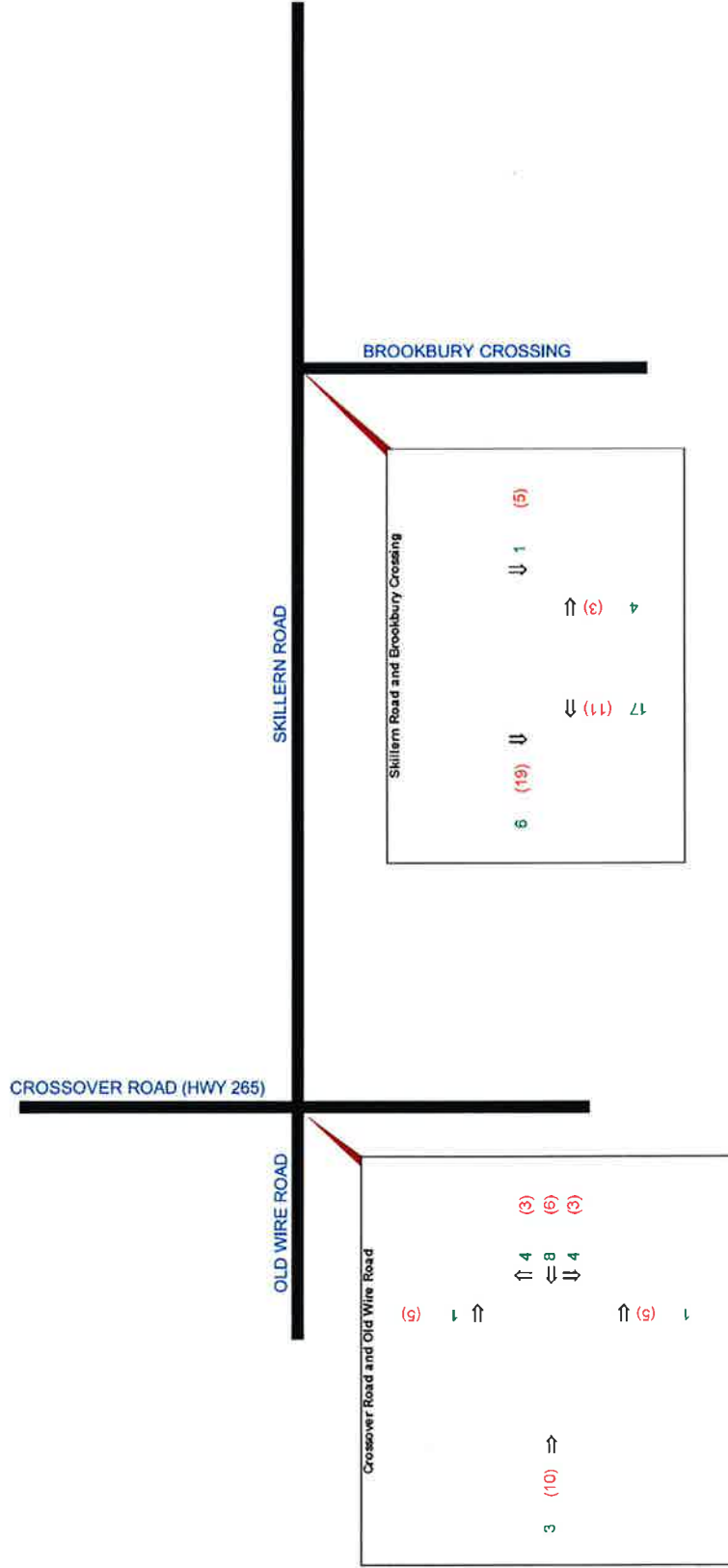






PEAK HOURS KEY

xxx = AM Peak Hour  
(xxx) = PM Peak Hour



PROJECT No. P1586  
DATE: 9-12-2012



PETERS & ASSOCIATES  
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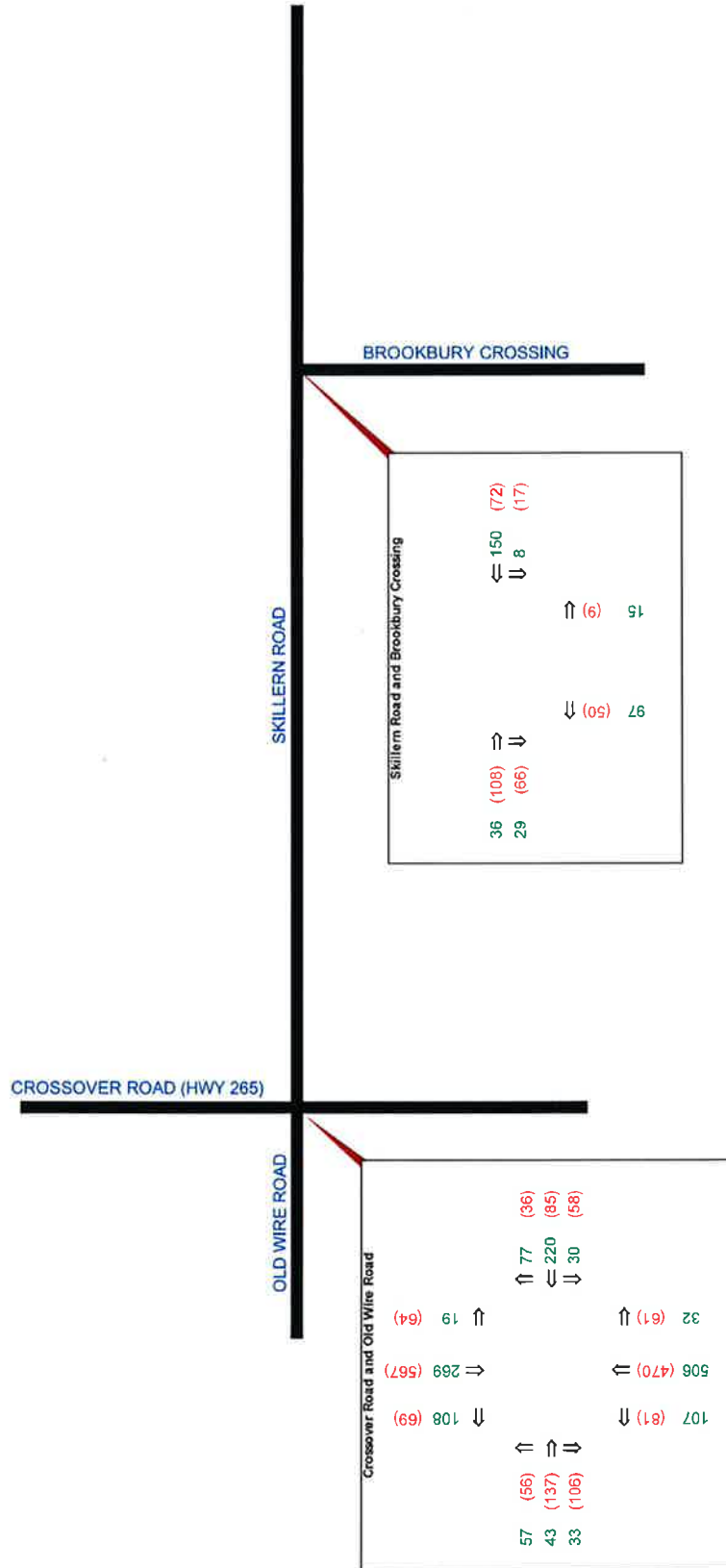
RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS

SITE-GENERATED  
TRAFFIC VOLUMES  
AM AND PM PEAK HOURS  
FIGURE No. 7



PEAK HOURS KEY

xxx = AM Peak Hour  
(xxx) = PM Peak Hour



PROJECTED  
TRAFFIC VOLUMES  
AM AND PM PEAK HOURS  
FIGURE No. 8

RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS

PROJECT No. P1586  
DATE: 9-12-2012  
PETERS & ASSOCIATES  
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# APPENDIX



PETERS & ASSOCIATES  
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# Site Plan



PETERS & ASSOCIATES  
ENGINEERS, INC.

---



| REVISION | DATE | DESCRIPTION |
|----------|------|-------------|
| 1        |      |             |

PRELIMINARY LAYOUT "M"  
 FAYETTEVILLE 21 ACRE PROPERTY  
 FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

ENGINEERING SERVICES  
 INCORPORATED  
 1207 SOUTH OLD MISSOURI RD.  
 SPRINGDALE, ARKANSAS 72764  
 12/1/13



# Trip-Generation Data



PETERS & ASSOCIATES  
ENGINEERS, INC.

---

## *Fayetteville, AR*

*P1586*

| PROPOSED<br>LAND USE      |  |  | 24-HOUR<br>TWO-WAY<br>WEEKDAY<br>VOLUME | AM PEAK HOUR<br>VOLUME |      | PM PEAK HOUR<br>VOLUME |      |
|---------------------------|--|--|-----------------------------------------|------------------------|------|------------------------|------|
|                           |  |  |                                         | ENTER                  | EXIT | ENTER                  | EXIT |
| Single-Family Residential |  |  | 354                                     | 7                      | 21   | 24                     | 14   |
| TOTAL ENTERING + EXITING  |  |  |                                         | 28                     |      | 38                     |      |

P1586 - Residential Development  
 Summary of Average Vehicle Trip Generation  
 For 37 Dwelling Units of Single Family Detached Housing  
 September 12, 2012

|                 | 24 Hour<br>Two-Way<br>Volume | 7-9 AM Pk Hour |      | 4-6 PM Pk Hour |      |
|-----------------|------------------------------|----------------|------|----------------|------|
|                 |                              | Enter          | Exit | Enter          | Exit |
| Average Weekday | 354                          | 7              | 21   | 24             | 14   |
|                 | 24 hour<br>Two-Way<br>Volume | Peak Hour      |      |                |      |
|                 |                              | Enter          |      | Exit           |      |
| Saturday        | 373                          | 18             |      | 16             |      |
| Sunday          | 324                          | 17             |      | 15             |      |

Note: A zero indicates no data available.  
 Source: Institute of Transportation Engineers  
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS



# Vehicle Turning Movement Count Data



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ENGINEERS, INC.

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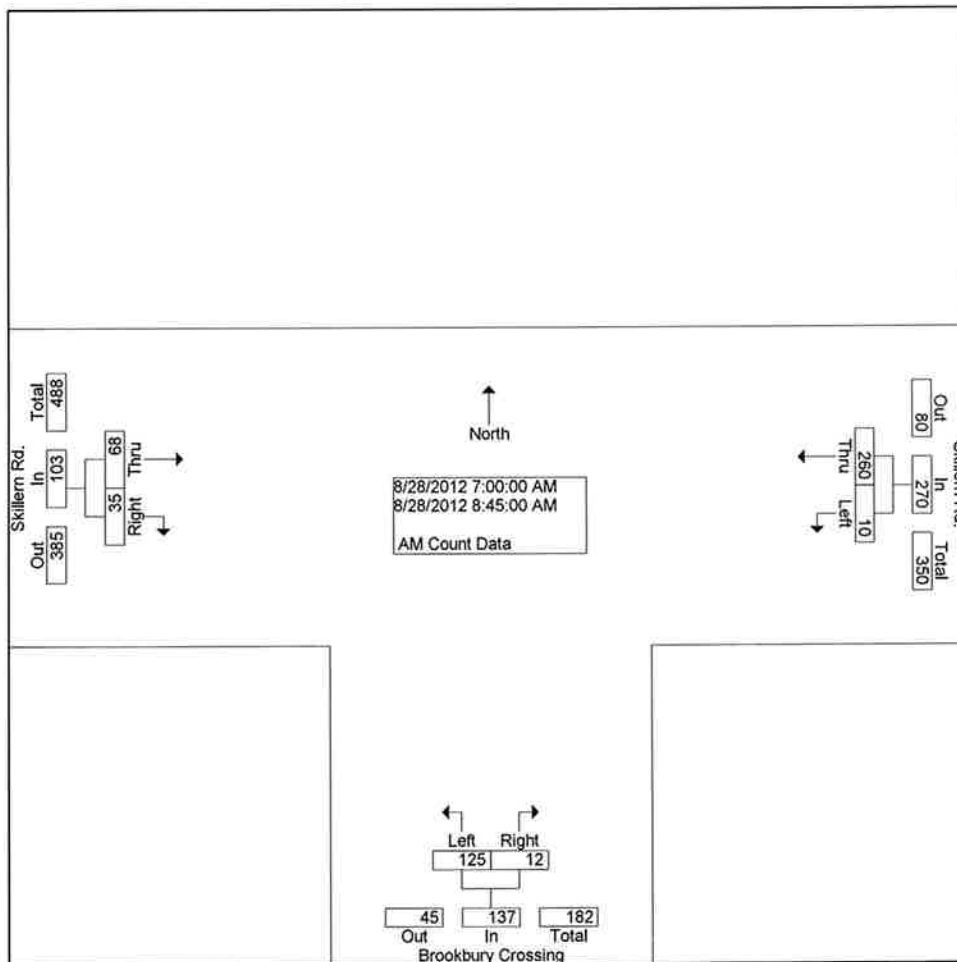
Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

File Name : AM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 1

Groups Printed- AM Count Data

|             | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|-------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time  | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Factor      | 1.0                       | 1.0  |            | 1.0                              | 1.0  |            | 1.0                       | 1.0  |            |            |
| 07:00 AM    | 44                        | 1    | 45         | 0                                | 9    | 9          | 3                         | 1    | 4          | 58         |
| 07:15 AM    | 58                        | 1    | 59         | 1                                | 32   | 33         | 2                         | 3    | 5          | 97         |
| 07:30 AM    | 36                        | 0    | 36         | 5                                | 24   | 29         | 4                         | 8    | 12         | 77         |
| 07:45 AM    | 29                        | 1    | 30         | 4                                | 15   | 19         | 5                         | 13   | 18         | 67         |
| Total       | 167                       | 3    | 170        | 10                               | 80   | 90         | 14                        | 25   | 39         | 299        |
| 08:00 AM    | 27                        | 5    | 32         | 1                                | 9    | 10         | 12                        | 12   | 24         | 66         |
| 08:15 AM    | 19                        | 1    | 20         | 0                                | 19   | 19         | 3                         | 10   | 13         | 52         |
| 08:30 AM    | 24                        | 0    | 24         | 0                                | 6    | 6          | 3                         | 11   | 14         | 44         |
| 08:45 AM    | 23                        | 1    | 24         | 1                                | 11   | 12         | 3                         | 10   | 13         | 49         |
| Total       | 93                        | 7    | 100        | 2                                | 45   | 47         | 21                        | 43   | 64         | 211        |
| Grand Total | 260                       | 10   | 270        | 12                               | 125  | 137        | 35                        | 68   | 103        | 510        |
| Apprch %    | 96.3                      | 3.7  |            | 8.8                              | 91.2 |            | 34.0                      | 66.0 |            |            |
| Total %     | 51.0                      | 2.0  | 52.9       | 2.4                              | 24.5 | 26.9       | 6.9                       | 13.3 | 20.2       |            |

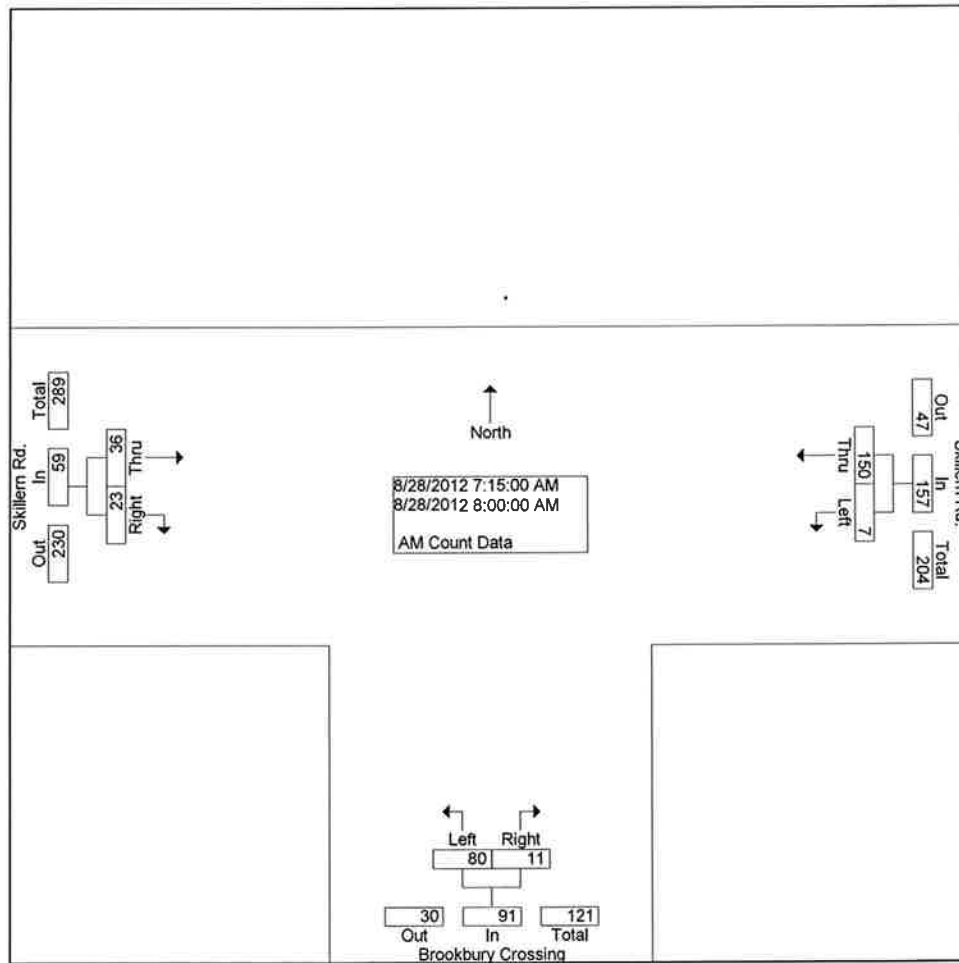


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

File Name : AM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 2

|                                                   | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|---------------------------------------------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time                                        | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |            |                                  |      |            |                           |      |            |            |
| Intersection                                      | 07:15 AM                  |      |            |                                  |      |            |                           |      |            |            |
| Volume                                            | 150                       | 7    | 157        | 11                               | 80   | 91         | 23                        | 36   | 59         | 307        |
| Percent                                           | 95.5                      | 4.5  |            | 12.1                             | 87.9 |            | 39.0                      | 61.0 |            |            |
| 07:15 Volume                                      | 58                        | 1    | 59         | 1                                | 32   | 33         | 2                         | 3    | 5          | 97         |
| Peak Factor                                       |                           |      |            |                                  |      |            |                           |      |            | 0.791      |
| High Int.                                         | 07:15 AM                  |      |            | 07:15 AM                         |      |            | 08:00 AM                  |      |            |            |
| Volume                                            | 58                        | 1    | 59         | 1                                | 32   | 33         | 12                        | 12   | 24         |            |
| Peak Factor                                       |                           |      | 0.665      |                                  |      | 0.689      |                           |      | 0.615      |            |



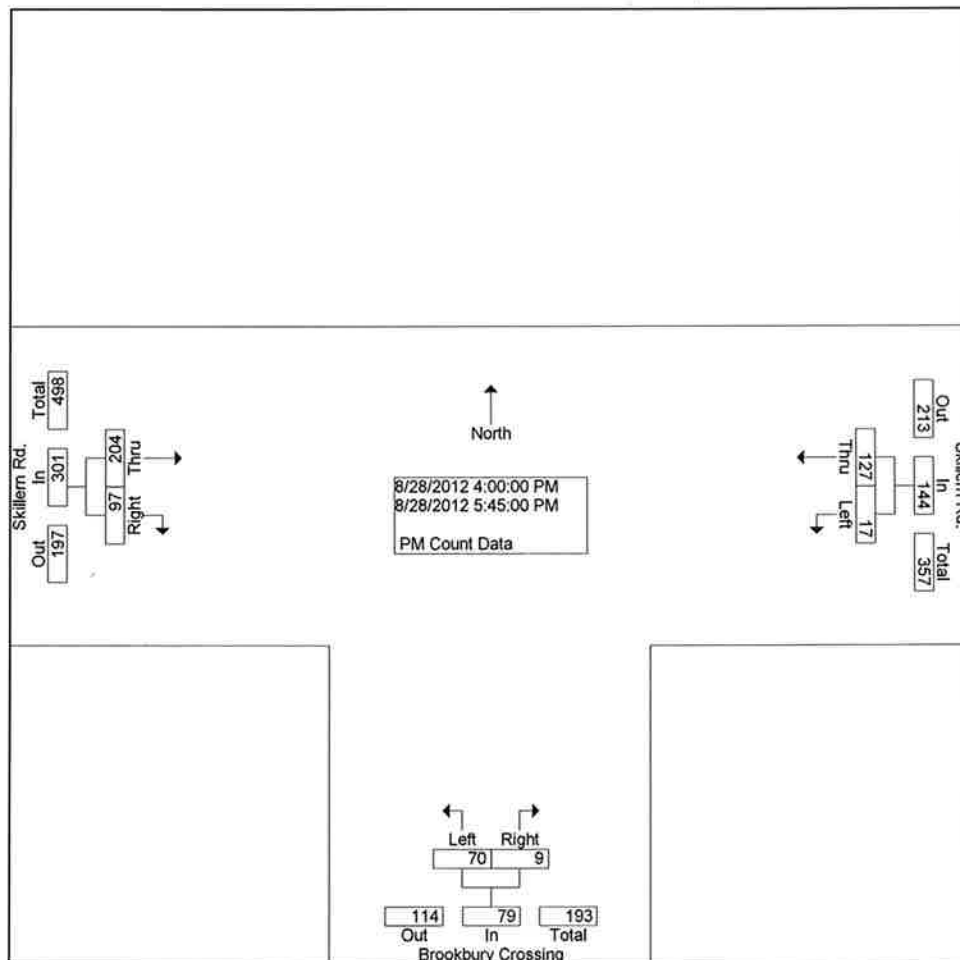
Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

PM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

File Name : PM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 1

Groups Printed- PM Count Data

|             | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|-------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time  | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Factor      | 1.0                       | 1.0  |            | 1.0                              | 1.0  |            | 1.0                       | 1.0  |            |            |
| 04:00 PM    | 14                        | 0    | 14         | 1                                | 10   | 11         | 10                        | 19   | 29         | 54         |
| 04:15 PM    | 8                         | 1    | 9          | 0                                | 8    | 8          | 12                        | 29   | 41         | 58         |
| 04:30 PM    | 20                        | 1    | 21         | 1                                | 7    | 8          | 10                        | 22   | 32         | 61         |
| 04:45 PM    | 13                        | 3    | 16         | 1                                | 6    | 7          | 18                        | 26   | 44         | 67         |
| Total       | 55                        | 5    | 60         | 3                                | 31   | 34         | 50                        | 96   | 146        | 240        |
| 05:00 PM    | 13                        | 3    | 16         | 2                                | 17   | 19         | 9                         | 23   | 32         | 67         |
| 05:15 PM    | 15                        | 3    | 18         | 1                                | 13   | 14         | 10                        | 25   | 35         | 67         |
| 05:30 PM    | 19                        | 3    | 22         | 2                                | 2    | 4          | 14                        | 34   | 48         | 74         |
| 05:45 PM    | 25                        | 3    | 28         | 1                                | 7    | 8          | 14                        | 26   | 40         | 76         |
| Total       | 72                        | 12   | 84         | 6                                | 39   | 45         | 47                        | 108  | 155        | 284        |
| Grand Total | 127                       | 17   | 144        | 9                                | 70   | 79         | 97                        | 204  | 301        | 524        |
| Apprch %    | 88.2                      | 11.8 |            | 11.4                             | 88.6 |            | 32.2                      | 67.8 |            |            |
| Total %     | 24.2                      | 3.2  | 27.5       | 1.7                              | 13.4 | 15.1       | 18.5                      | 38.9 | 57.4       |            |

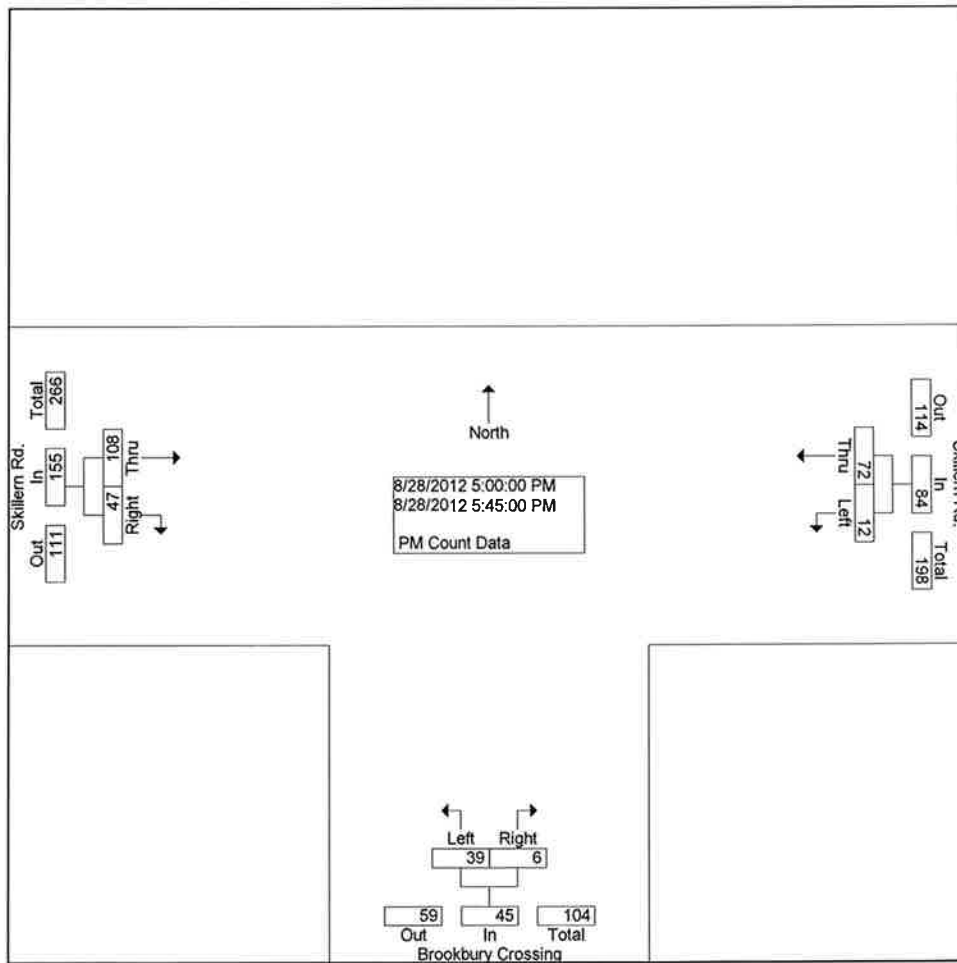


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

PM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

File Name : PM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 2

| Start Time                                        | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            | Int. Total |
|---------------------------------------------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
|                                                   | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total |            |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |            |                                  |      |            |                           |      |            |            |
| Intersection                                      | 05:00 PM                  |      |            |                                  |      |            |                           |      |            |            |
| Volume                                            | 72                        | 12   | 84         | 6                                | 39   | 45         | 47                        | 108  | 155        | 284        |
| Percent                                           | 85.7                      | 14.3 |            | 13.3                             | 86.7 |            | 30.3                      | 69.7 |            |            |
| 05:45 Volume                                      | 25                        | 3    | 28         | 1                                | 7    | 8          | 14                        | 26   | 40         | 76         |
| Peak Factor                                       |                           |      |            |                                  |      |            |                           |      |            | 0.934      |
| High Int.                                         | 05:45 PM                  |      |            | 05:00 PM                         |      |            | 05:30 PM                  |      |            |            |
| Volume                                            | 25                        | 3    | 28         | 2                                | 17   | 19         | 14                        | 34   | 48         |            |
| Peak Factor                                       |                           |      | 0.750      |                                  |      | 0.592      |                           |      | 0.807      |            |



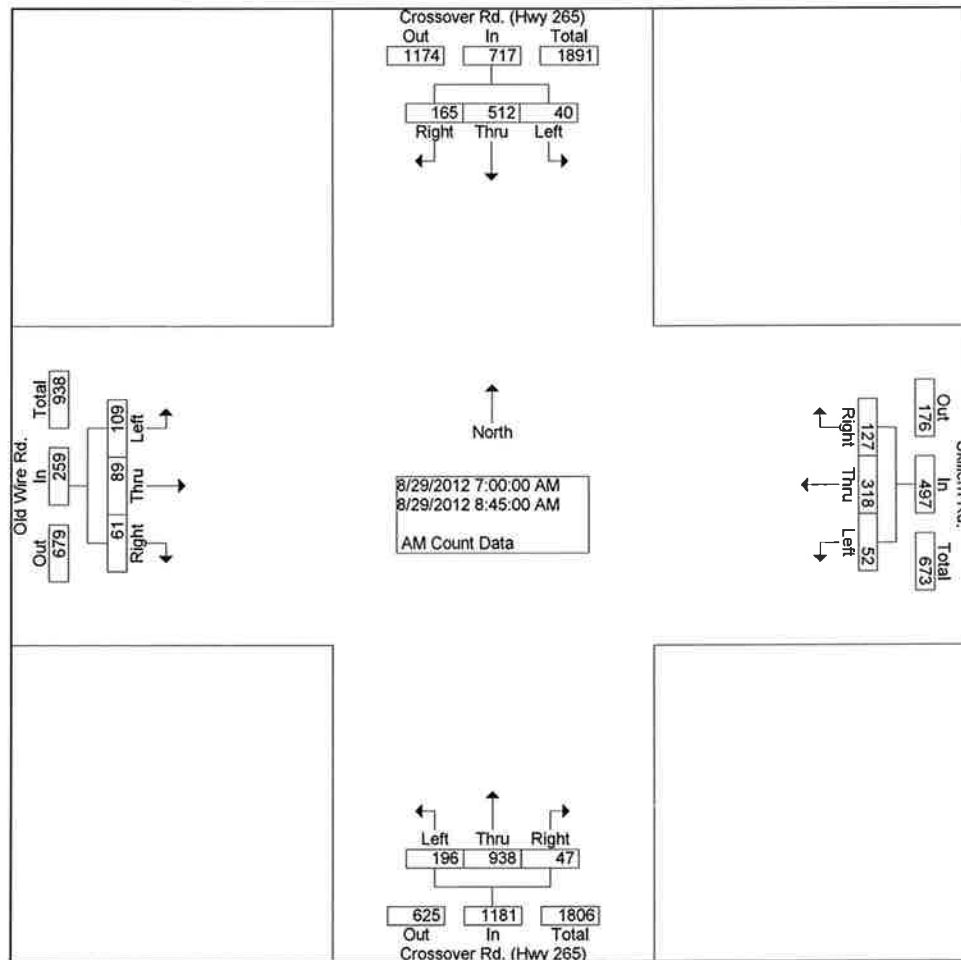
**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

AM Hour Turning Movement Count Data  
 Crossover Rd and Old Wire Rd/Skillern Rd  
 Fayetteville, AR  
 P-1586

File Name : AM-OW  
 Site Code : 00000000  
 Start Date : 08/29/2012  
 Page No : 1

Groups Printed- AM Count Data

|             | Crossover Rd. (Hwy 265)<br>From North |      |      |            | Skillern Rd.<br>From East |      |      |            | Crossover Rd. (Hwy 265)<br>From South |      |      |            | Old Wire Rd.<br>From West |      |      |            |            |
|-------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Int. Total |
| Factor      | 1.0                                   | 1.0  | 1.0  |            | 1.0                       | 1.0  | 1.0  |            | 1.0                                   | 1.0  | 1.0  |            | 1.0                       | 1.0  | 1.0  |            |            |
| 07:00 AM    | 13                                    | 42   | 3    | 58         | 22                        | 43   | 4    | 69         | 6                                     | 80   | 18   | 104        | 5                         | 8    | 8    | 21         | 252        |
| 07:15 AM    | 21                                    | 58   | 5    | 84         | 32                        | 61   | 8    | 101        | 5                                     | 90   | 26   | 121        | 9                         | 11   | 15   | 35         | 341        |
| 07:30 AM    | 31                                    | 77   | 4    | 112        | 17                        | 52   | 6    | 75         | 5                                     | 124  | 32   | 161        | 12                        | 12   | 18   | 42         | 390        |
| 07:45 AM    | 22                                    | 72   | 4    | 98         | 8                         | 40   | 6    | 54         | 11                                    | 115  | 24   | 150        | 6                         | 8    | 14   | 28         | 330        |
| Total       | 87                                    | 249  | 16   | 352        | 79                        | 196  | 24   | 299        | 27                                    | 409  | 100  | 536        | 32                        | 39   | 55   | 126        | 1313       |
| 08:00 AM    | 34                                    | 62   | 5    | 101        | 16                        | 59   | 6    | 81         | 10                                    | 177  | 25   | 212        | 6                         | 9    | 10   | 25         | 419        |
| 08:15 AM    | 17                                    | 59   | 7    | 83         | 9                         | 26   | 8    | 43         | 6                                     | 123  | 23   | 152        | 11                        | 12   | 20   | 43         | 321        |
| 08:30 AM    | 14                                    | 75   | 7    | 96         | 12                        | 19   | 4    | 35         | 3                                     | 122  | 22   | 147        | 5                         | 8    | 8    | 21         | 299        |
| 08:45 AM    | 13                                    | 67   | 5    | 85         | 11                        | 18   | 10   | 39         | 1                                     | 107  | 26   | 134        | 7                         | 21   | 16   | 44         | 302        |
| Total       | 78                                    | 263  | 24   | 365        | 48                        | 122  | 28   | 198        | 20                                    | 529  | 96   | 645        | 29                        | 50   | 54   | 133        | 1341       |
| Grand Total | 165                                   | 512  | 40   | 717        | 127                       | 318  | 52   | 497        | 47                                    | 938  | 196  | 1181       | 61                        | 89   | 109  | 259        | 2654       |
| Apprch %    | 23.0                                  | 71.4 | 5.6  |            | 25.6                      | 64.0 | 10.5 |            | 4.0                                   | 79.4 | 16.6 |            | 23.6                      | 34.4 | 42.1 |            |            |
| Total %     | 6.2                                   | 19.3 | 1.5  | 27.0       | 4.8                       | 12.0 | 2.0  | 18.7       | 1.8                                   | 35.3 | 7.4  | 44.5       | 2.3                       | 3.4  | 4.1  | 9.8        |            |

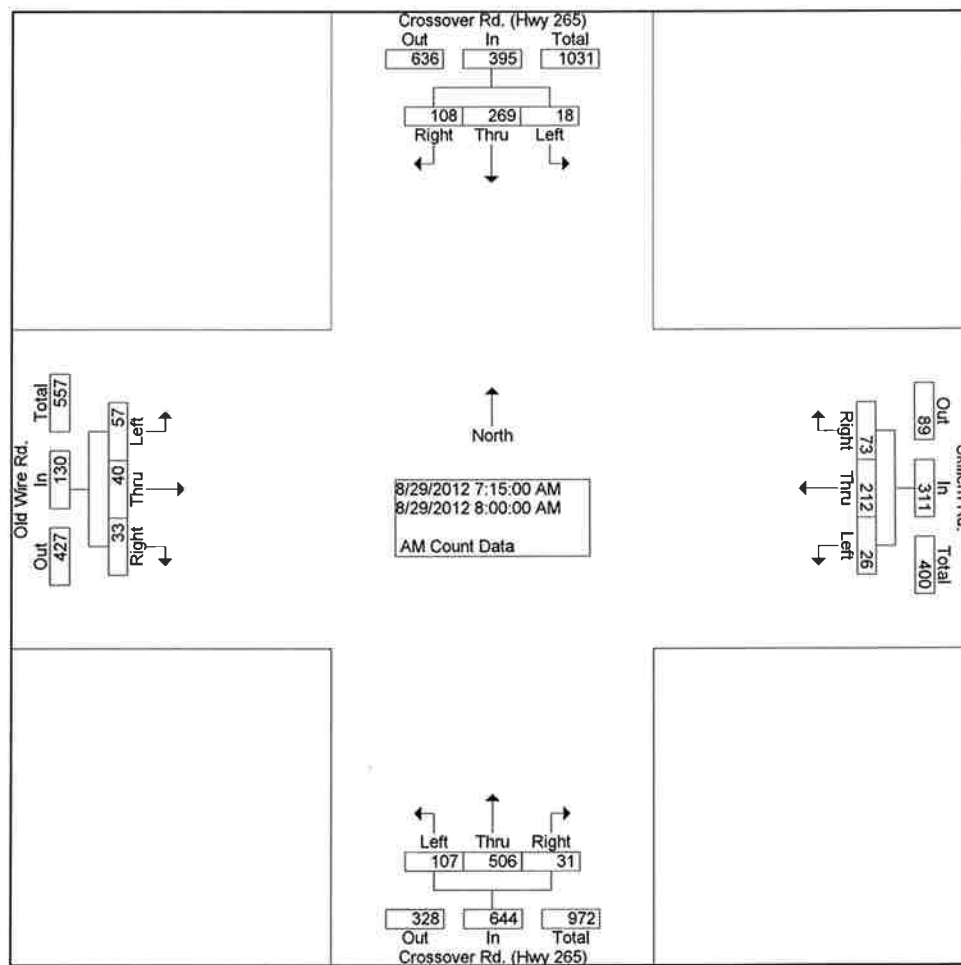


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Crossover Rd and Old Wire Rd/Skillern Rd  
Fayetteville, AR  
P-1586

File Name : AM-OW  
Site Code : 00000000  
Start Date : 08/29/2012  
Page No : 2

|                                                   | Crossover Rd. (Hwy 265)<br>From North |      |      |               | Skillern Rd.<br>From East |      |      |               | Crossover Rd. (Hwy 265)<br>From South |      |      |               | Old Wire Rd.<br>From West |      |      |               |               |
|---------------------------------------------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------|
| Start Time                                        | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Int.<br>Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Intersection                                      | 07:15 AM                              |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Volume                                            | 108                                   | 269  | 18   | 395           | 73                        | 212  | 26   | 311           | 31                                    | 506  | 107  | 644           | 33                        | 40   | 57   | 130           | 1480          |
| Percent                                           | 27.3                                  | 68.1 | 4.6  |               | 23.5                      | 68.2 | 8.4  |               | 4.8                                   | 78.6 | 16.6 |               | 25.4                      | 30.8 | 43.8 |               |               |
| 08:00                                             |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Volume                                            | 34                                    | 62   | 5    | 101           | 16                        | 59   | 6    | 81            | 10                                    | 177  | 25   | 212           | 6                         | 9    | 10   | 25            | 419           |
| Peak Factor                                       |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               | 0.883         |
| High Int.                                         | 07:30 AM                              |      |      |               | 07:15 AM                  |      |      |               | 08:00 AM                              |      |      |               | 07:30 AM                  |      |      |               |               |
| Volume                                            | 31                                    | 77   | 4    | 112           | 32                        | 61   | 8    | 101           | 10                                    | 177  | 25   | 212           | 12                        | 12   | 18   | 42            |               |
| Peak Factor                                       | 0.882                                 |      |      |               | 0.770                     |      |      |               | 0.759                                 |      |      |               | 0.774                     |      |      |               |               |



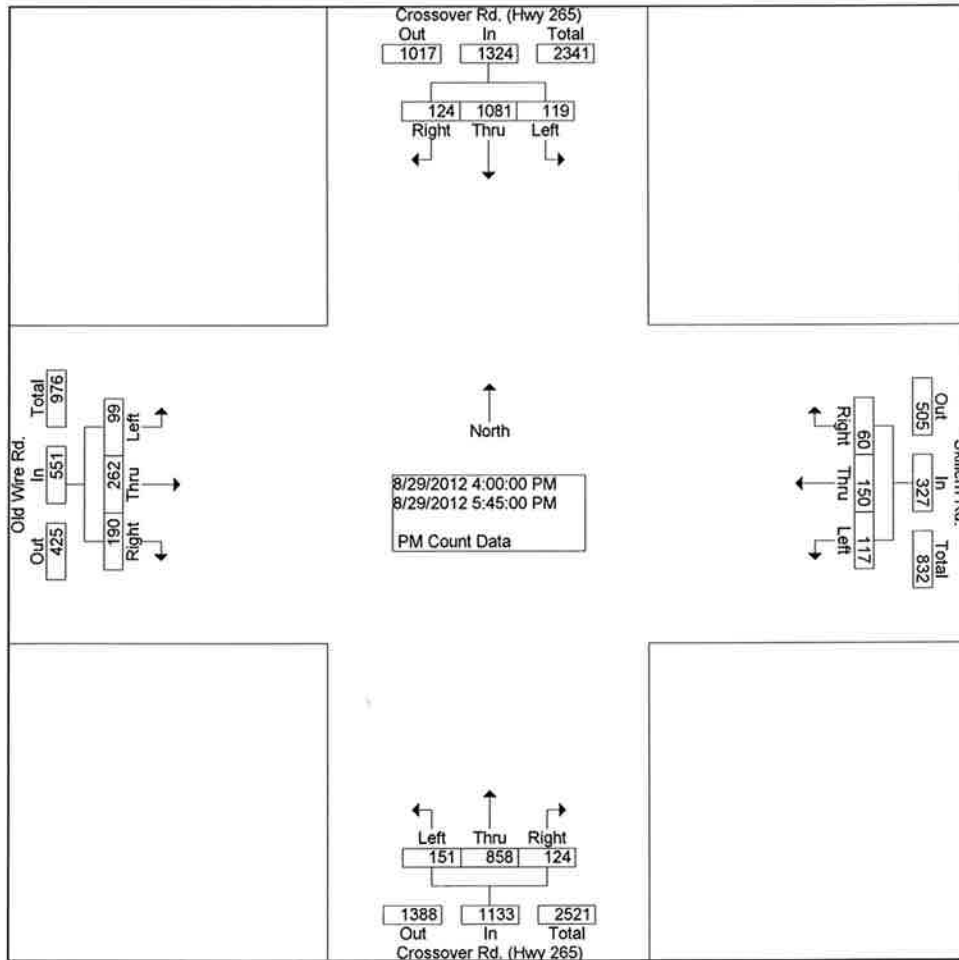
**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

**PM Hour Turning Movement Count Data**  
**Crossover Rd and Old Wire Rd/Skillern Rd**  
**Fayetteville, AR**  
**P-1586**

**File Name : PM-OW**  
**Site Code : 00000000**  
**Start Date : 08/29/2012**  
**Page No : 1**

Groups Printed- PM Count Data

|             | Crossover Rd. (Hwy 265)<br>From North |      |      |            | Skillern Rd.<br>From East |      |      |            | Crossover Rd. (Hwy 265)<br>From South |      |      |            | Old Wire Rd.<br>From West |      |      |            |            |
|-------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Int. Total |
| Factor      | 1.0                                   | 1.0  | 1.0  |            | 1.0                       | 1.0  | 1.0  |            | 1.0                                   | 1.0  | 1.0  |            | 1.0                       | 1.0  | 1.0  |            |            |
| 04:00 PM    | 8                                     | 119  | 10   | 137        | 2                         | 8    | 11   | 21         | 15                                    | 90   | 15   | 120        | 15                        | 19   | 11   | 45         | 323        |
| 04:15 PM    | 15                                    | 124  | 6    | 145        | 8                         | 26   | 22   | 56         | 21                                    | 108  | 14   | 143        | 14                        | 37   | 9    | 60         | 404        |
| 04:30 PM    | 16                                    | 154  | 16   | 186        | 6                         | 13   | 13   | 32         | 17                                    | 110  | 20   | 147        | 22                        | 28   | 18   | 68         | 433        |
| 04:45 PM    | 19                                    | 127  | 14   | 160        | 6                         | 23   | 22   | 51         | 9                                     | 106  | 27   | 142        | 28                        | 26   | 12   | 66         | 419        |
| Total       | 58                                    | 524  | 46   | 628        | 22                        | 70   | 68   | 160        | 62                                    | 414  | 76   | 552        | 79                        | 110  | 50   | 239        | 1579       |
| 05:00 PM    | 14                                    | 136  | 9    | 159        | 8                         | 20   | 7    | 35         | 13                                    | 115  | 18   | 146        | 28                        | 43   | 15   | 86         | 426        |
| 05:15 PM    | 20                                    | 150  | 20   | 190        | 13                        | 23   | 13   | 49         | 17                                    | 139  | 16   | 172        | 28                        | 30   | 11   | 69         | 480        |
| 05:30 PM    | 14                                    | 114  | 21   | 149        | 11                        | 15   | 17   | 43         | 20                                    | 86   | 27   | 133        | 33                        | 42   | 7    | 82         | 407        |
| 05:45 PM    | 18                                    | 157  | 23   | 198        | 6                         | 22   | 12   | 40         | 12                                    | 104  | 14   | 130        | 22                        | 37   | 16   | 75         | 443        |
| Total       | 66                                    | 557  | 73   | 696        | 38                        | 80   | 49   | 167        | 62                                    | 444  | 75   | 581        | 111                       | 152  | 49   | 312        | 1756       |
| Grand Total | 124                                   | 1081 | 119  | 1324       | 60                        | 150  | 117  | 327        | 124                                   | 858  | 151  | 1133       | 190                       | 262  | 99   | 551        | 3335       |
| Apprch %    | 9.4                                   | 81.6 | 9.0  |            | 18.3                      | 45.9 | 35.8 |            | 10.9                                  | 75.7 | 13.3 |            | 34.5                      | 47.5 | 18.0 |            |            |
| Total %     | 3.7                                   | 32.4 | 3.6  | 39.7       | 1.8                       | 4.5  | 3.5  | 9.8        | 3.7                                   | 25.7 | 4.5  | 34.0       | 5.7                       | 7.9  | 3.0  | 16.5       |            |



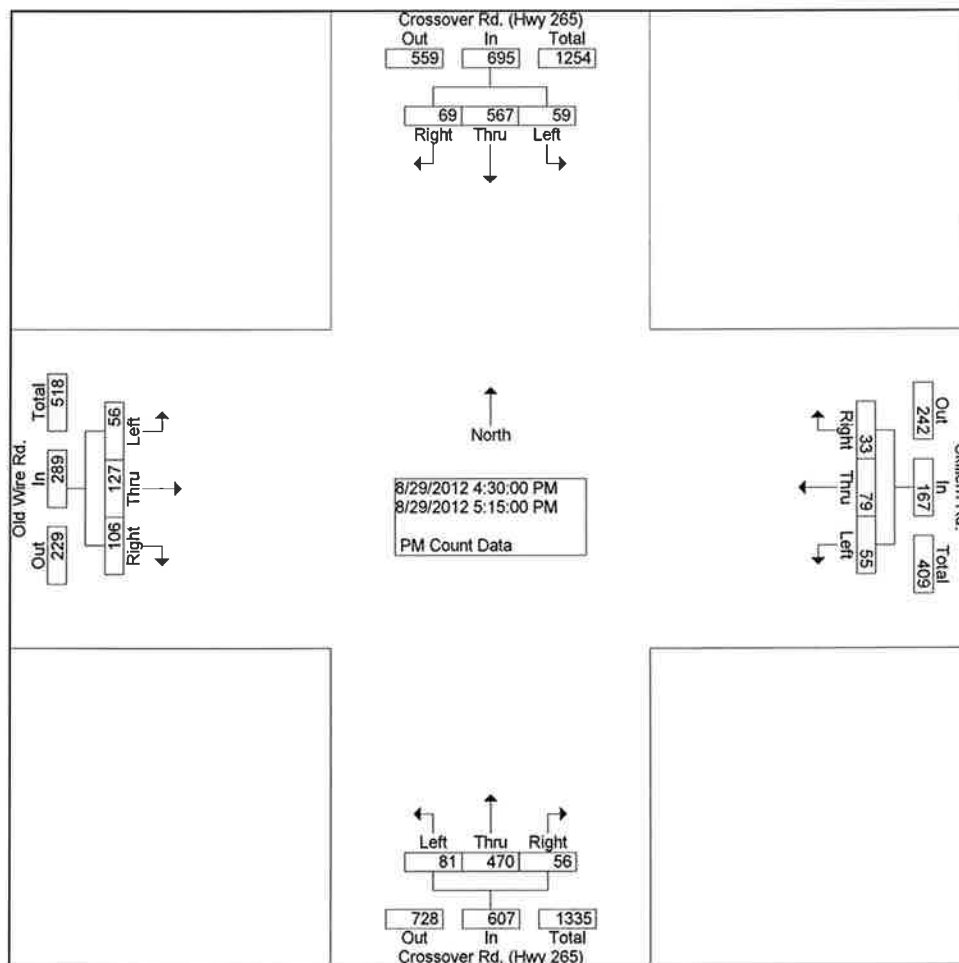


**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

PM Hour Turning Movement Count Data  
 Crossover Rd and Old Wire Rd/Skillern Rd  
 Fayetteville, AR  
 P-1586

File Name : PM-OW  
 Site Code : 00000000  
 Start Date : 08/29/2012  
 Page No : 2

|                                                   | Crossover Rd. (Hwy 265)<br>From North |      |      |            | Skillern Rd.<br>From East |      |      |            | Crossover Rd. (Hwy 265)<br>From South |      |      |            | Old Wire Rd.<br>From West |      |      |            |            |
|---------------------------------------------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| Start Time                                        | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                       |      |      |            |                           |      |      |            |                                       |      |      |            |                           |      |      |            |            |
| Intersection                                      | 04:30 PM                              |      |      |            |                           |      |      |            |                                       |      |      |            |                           |      |      |            |            |
| Volume                                            | 69                                    | 567  | 59   | 695        | 33                        | 79   | 55   | 167        | 56                                    | 470  | 81   | 607        | 106                       | 127  | 56   | 289        | 1758       |
| Percent                                           | 9.9                                   | 81.6 | 8.5  |            | 19.8                      | 47.3 | 32.9 |            | 9.2                                   | 77.4 | 13.3 |            | 36.7                      | 43.9 | 19.4 |            |            |
| 05:15                                             | 20                                    | 150  | 20   | 190        | 13                        | 23   | 13   | 49         | 17                                    | 139  | 16   | 172        | 28                        | 30   | 11   | 69         | 480        |
| Volume                                            |                                       |      |      |            |                           |      |      |            |                                       |      |      |            |                           |      |      |            | 0.916      |
| Peak Factor                                       | 05:15 PM                              |      |      |            | 04:45 PM                  |      |      |            | 05:15 PM                              |      |      |            | 05:00 PM                  |      |      |            |            |
| High Int.                                         | 20                                    | 150  | 20   | 190        | 6                         | 23   | 22   | 51         | 17                                    | 139  | 16   | 172        | 28                        | 43   | 15   | 86         |            |
| Volume                                            |                                       |      |      |            |                           |      |      |            |                                       |      |      |            |                           |      |      |            |            |
| Peak Factor                                       | 0.914                                 |      |      |            | 0.819                     |      |      |            | 0.882                                 |      |      |            | 0.840                     |      |      |            |            |



# Capacity & Level of Service Calculations



PETERS & ASSOCIATES  
ENGINEERS, INC.

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## Queues

Timing Plan: AM

1: Old Wire Rd &amp; Crossover Rd

9/7/2012

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Group Flow (vph)   | 62                                                                                | 79                                                                                | 28                                                                                | 309                                                                               | 116                                                                               | 584                                                                               | 20                                                                                 | 409                                                                                 |
| v/c Ratio               | 0.20                                                                              | 0.16                                                                              | 0.07                                                                              | 0.66                                                                              | 0.26                                                                              | 0.36                                                                              | 0.06                                                                               | 0.28                                                                                |
| Control Delay           | 11.7                                                                              | 9.9                                                                               | 10.7                                                                              | 22.3                                                                              | 11.3                                                                              | 11.5                                                                              | 11.3                                                                               | 10.6                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay             | 11.7                                                                              | 9.9                                                                               | 10.7                                                                              | 22.3                                                                              | 11.3                                                                              | 11.5                                                                              | 11.3                                                                               | 10.6                                                                                |
| Queue Length 50th (ft)  | 12                                                                                | 8                                                                                 | 5                                                                                 | 78                                                                                | 20                                                                                | 58                                                                                | 3                                                                                  | 37                                                                                  |
| Queue Length 95th (ft)  | 29                                                                                | 36                                                                                | 17                                                                                | 146                                                                               | 48                                                                                | 129                                                                               | 13                                                                                 | 73                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 298                                                                               |                                                                                   | 546                                                                               |                                                                                   | 249                                                                               |                                                                                    | 334                                                                                 |
| Turn Bay Length (ft)    | 175                                                                               |                                                                                   | 175                                                                               |                                                                                   | 200                                                                               |                                                                                   | 200                                                                                |                                                                                     |
| Base Capacity (vph)     | 304                                                                               | 601                                                                               | 386                                                                               | 575                                                                               | 454                                                                               | 1642                                                                              | 320                                                                                | 1446                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.20                                                                              | 0.13                                                                              | 0.07                                                                              | 0.54                                                                              | 0.26                                                                              | 0.36                                                                              | 0.06                                                                               | 0.28                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

HCM Signalized Intersection Capacity Analysis  
1: Old Wire Rd & Crossover Rd

Timing Plan: AM  
9/7/2012

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                               | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.96                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1735                                                                              |                                                                                   | 1770                                                                              | 1791                                                                              |                                                                                   | 1770                                                                               | 3508                                                                                |                                                                                     | 1770                                                                                | 3387                                                                                |                                                                                     |
| Flt Permitted                     | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.71                                                                              | 1.00                                                                              |                                                                                   | 0.47                                                                               | 1.00                                                                                |                                                                                     | 0.41                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 646                                                                               | 1735                                                                              |                                                                                   | 1314                                                                              | 1791                                                                              |                                                                                   | 875                                                                                | 3508                                                                                |                                                                                     | 763                                                                                 | 3387                                                                                |                                                                                     |
| Volume (vph)                      | 57                                                                                | 40                                                                                | 33                                                                                | 26                                                                                | 212                                                                               | 73                                                                                | 107                                                                                | 506                                                                                 | 31                                                                                  | 18                                                                                  | 269                                                                                 | 108                                                                                 |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 43                                                                                | 36                                                                                | 28                                                                                | 230                                                                               | 79                                                                                | 116                                                                                | 550                                                                                 | 34                                                                                  | 20                                                                                  | 292                                                                                 | 117                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 27                                                                                | 0                                                                                 | 0                                                                                 | 24                                                                                | 0                                                                                 | 0                                                                                  | 6                                                                                   | 0                                                                                   | 0                                                                                   | 65                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 62                                                                                | 52                                                                                | 0                                                                                 | 28                                                                                | 285                                                                               | 0                                                                                 | 116                                                                                | 578                                                                                 | 0                                                                                   | 20                                                                                  | 344                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                              |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 15.6                                                                              | 13.5                                                                              |                                                                                   | 14.2                                                                              | 12.8                                                                              |                                                                                   | 24.9                                                                               | 22.8                                                                                |                                                                                     | 22.1                                                                                | 21.4                                                                                |                                                                                     |
| Effective Green, g (s)            | 15.6                                                                              | 13.5                                                                              |                                                                                   | 14.2                                                                              | 12.8                                                                              |                                                                                   | 24.9                                                                               | 22.8                                                                                |                                                                                     | 22.1                                                                                | 21.4                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.29                                                                              | 0.25                                                                              |                                                                                   | 0.26                                                                              | 0.24                                                                              |                                                                                   | 0.46                                                                               | 0.42                                                                                |                                                                                     | 0.41                                                                                | 0.39                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 229                                                                               | 431                                                                               |                                                                                   | 355                                                                               | 421                                                                               |                                                                                   | 435                                                                                | 1470                                                                                |                                                                                     | 323                                                                                 | 1332                                                                                |                                                                                     |
| v/s Ratio Prot                    | c0.01                                                                             | 0.03                                                                              |                                                                                   | 0.00                                                                              | c0.16                                                                             |                                                                                   | c0.01                                                                              | c0.16                                                                               |                                                                                     | 0.00                                                                                | 0.10                                                                                |                                                                                     |
| v/s Ratio Perm                    | 0.07                                                                              |                                                                                   |                                                                                   | 0.02                                                                              |                                                                                   |                                                                                   | 0.11                                                                               |                                                                                     |                                                                                     | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.27                                                                              | 0.12                                                                              |                                                                                   | 0.08                                                                              | 0.68                                                                              |                                                                                   | 0.27                                                                               | 0.39                                                                                |                                                                                     | 0.06                                                                                | 0.26                                                                                |                                                                                     |
| Uniform Delay, d1                 | 14.6                                                                              | 15.8                                                                              |                                                                                   | 15.1                                                                              | 18.9                                                                              |                                                                                   | 8.6                                                                                | 11.0                                                                                |                                                                                     | 9.7                                                                                 | 11.1                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.6                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               | 4.3                                                                               |                                                                                   | 0.3                                                                                | 0.8                                                                                 |                                                                                     | 0.1                                                                                 | 0.5                                                                                 |                                                                                     |
| Delay (s)                         | 15.3                                                                              | 16.0                                                                              |                                                                                   | 15.2                                                                              | 23.2                                                                              |                                                                                   | 8.9                                                                                | 11.8                                                                                |                                                                                     | 9.8                                                                                 | 11.6                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | A                                                                                  | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 15.7                                                                              |                                                                                   |                                                                                   | 22.6                                                                              |                                                                                   |                                                                                    | 11.3                                                                                |                                                                                     |                                                                                     | 11.5                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 14.1                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.44                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 50.6%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM Unsignalized Intersection Capacity Analysis  
6: Skillern Rd & Brookbury Crossing

Timing Plan: AM  
9/7/2012

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Volume (veh/h)                    | 36                                                                                | 23                                                                                | 7                                                                                 | 150                                                                               | 80                                                                                | 11                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 39                                                                                | 25                                                                                | 8                                                                                 | 163                                                                               | 87                                                                                | 12                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   | None                                                                              |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 64                                                                                |                                                                                   | 230                                                                               | 52                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 64                                                                                |                                                                                   | 230                                                                               | 52                                                                                |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 88                                                                                | 99                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1538                                                                              |                                                                                   | 755                                                                               | 1016                                                                              |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 64                                                                                | 171                                                                               | 99                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 8                                                                                 | 87                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 25                                                                                | 0                                                                                 | 12                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1538                                                                              | 779                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.00                                                                              | 0.13                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 3.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.4%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

## Queues

Timing Plan: PM

1: Old Wire Rd &amp; Crossover Rd

9/7/2012

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Group Flow (vph)   | 61                                                                                | 253                                                                               | 60                                                                                | 122                                                                               | 88                                                                                | 572                                                                               | 64                                                                                 | 691                                                                                 |
| v/c Ratio               | 0.17                                                                              | 0.59                                                                              | 0.20                                                                              | 0.30                                                                              | 0.29                                                                              | 0.38                                                                              | 0.18                                                                               | 0.45                                                                                |
| Control Delay           | 11.6                                                                              | 17.6                                                                              | 12.0                                                                              | 13.7                                                                              | 11.4                                                                              | 13.1                                                                              | 10.0                                                                               | 13.8                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay             | 11.6                                                                              | 17.6                                                                              | 12.0                                                                              | 13.7                                                                              | 11.4                                                                              | 13.1                                                                              | 10.0                                                                               | 13.8                                                                                |
| Queue Length 50th (ft)  | 11                                                                                | 47                                                                                | 11                                                                                | 21                                                                                | 13                                                                                | 67                                                                                | 10                                                                                 | 86                                                                                  |
| Queue Length 95th (ft)  | 29                                                                                | 102                                                                               | 29                                                                                | 55                                                                                | 39                                                                                | 124                                                                               | 30                                                                                 | 153                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 298                                                                               |                                                                                   | 546                                                                               |                                                                                   | 249                                                                               |                                                                                    | 334                                                                                 |
| Turn Bay Length (ft)    | 175                                                                               |                                                                                   | 175                                                                               |                                                                                   | 200                                                                               |                                                                                   | 200                                                                                |                                                                                     |
| Base Capacity (vph)     | 352                                                                               | 575                                                                               | 298                                                                               | 561                                                                               | 307                                                                               | 1525                                                                              | 358                                                                                | 1525                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.17                                                                              | 0.44                                                                              | 0.20                                                                              | 0.22                                                                              | 0.29                                                                              | 0.38                                                                              | 0.18                                                                               | 0.45                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |



HCM Signalized Intersection Capacity Analysis  
1: Old Wire Rd & Crossover Rd

Timing Plan: PM  
9/7/2012

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                               | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1736                                                                              |                                                                                   | 1770                                                                              | 1780                                                                              |                                                                                   | 1770                                                                               | 3483                                                                                |                                                                                     | 1770                                                                                | 3482                                                                                |                                                                                     |
| Flt Permitted                     | 0.68                                                                              | 1.00                                                                              |                                                                                   | 0.44                                                                              | 1.00                                                                              |                                                                                   | 0.32                                                                               | 1.00                                                                                |                                                                                     | 0.39                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1264                                                                              | 1736                                                                              |                                                                                   | 821                                                                               | 1780                                                                              |                                                                                   | 594                                                                                | 3483                                                                                |                                                                                     | 730                                                                                 | 3482                                                                                |                                                                                     |
| Volume (vph)                      | 56                                                                                | 127                                                                               | 106                                                                               | 55                                                                                | 79                                                                                | 33                                                                                | 81                                                                                 | 470                                                                                 | 56                                                                                  | 59                                                                                  | 567                                                                                 | 69                                                                                  |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 61                                                                                | 138                                                                               | 115                                                                               | 60                                                                                | 86                                                                                | 36                                                                                | 88                                                                                 | 511                                                                                 | 61                                                                                  | 64                                                                                  | 616                                                                                 | 75                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 60                                                                                | 0                                                                                 | 0                                                                                 | 29                                                                                | 0                                                                                 | 0                                                                                  | 14                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 61                                                                                | 193                                                                               | 0                                                                                 | 60                                                                                | 93                                                                                | 0                                                                                 | 88                                                                                 | 558                                                                                 | 0                                                                                   | 64                                                                                  | 677                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                              |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 12.7                                                                              | 10.5                                                                              |                                                                                   | 12.7                                                                              | 10.5                                                                              |                                                                                   | 23.5                                                                               | 21.3                                                                                |                                                                                     | 23.5                                                                                | 21.3                                                                                |                                                                                     |
| Effective Green, g (s)            | 12.7                                                                              | 10.5                                                                              |                                                                                   | 12.7                                                                              | 10.5                                                                              |                                                                                   | 23.5                                                                               | 21.3                                                                                |                                                                                     | 23.5                                                                                | 21.3                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.24                                                                              | 0.20                                                                              |                                                                                   | 0.24                                                                              | 0.20                                                                              |                                                                                   | 0.45                                                                               | 0.41                                                                                |                                                                                     | 0.45                                                                                | 0.41                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 329                                                                               | 349                                                                               |                                                                                   | 240                                                                               | 358                                                                               |                                                                                   | 317                                                                                | 1421                                                                                |                                                                                     | 372                                                                                 | 1421                                                                                |                                                                                     |
| v/s Ratio Prot                    | 0.01                                                                              | c0.11                                                                             |                                                                                   | c0.01                                                                             | 0.05                                                                              |                                                                                   | c0.01                                                                              | 0.16                                                                                |                                                                                     | 0.01                                                                                | c0.19                                                                               |                                                                                     |
| v/s Ratio Perm                    | 0.04                                                                              |                                                                                   |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.11                                                                               |                                                                                     |                                                                                     | 0.07                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.19                                                                              | 0.55                                                                              |                                                                                   | 0.25                                                                              | 0.26                                                                              |                                                                                   | 0.28                                                                               | 0.39                                                                                |                                                                                     | 0.17                                                                                | 0.48                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.5                                                                              | 18.7                                                                              |                                                                                   | 15.5                                                                              | 17.6                                                                              |                                                                                   | 8.5                                                                                | 10.9                                                                                |                                                                                     | 8.2                                                                                 | 11.4                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.3                                                                               | 1.9                                                                               |                                                                                   | 0.5                                                                               | 0.4                                                                               |                                                                                   | 0.5                                                                                | 0.8                                                                                 |                                                                                     | 0.2                                                                                 | 1.1                                                                                 |                                                                                     |
| Delay (s)                         | 15.8                                                                              | 20.6                                                                              |                                                                                   | 16.1                                                                              | 18.0                                                                              |                                                                                   | 8.9                                                                                | 11.7                                                                                |                                                                                     | 8.5                                                                                 | 12.5                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | A                                                                                  | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 19.7                                                                              |                                                                                   |                                                                                   | 17.4                                                                              |                                                                                   |                                                                                    | 11.3                                                                                |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 13.6                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.47                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 52.2                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 52.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM Unsignalized Intersection Capacity Analysis  
6: Skillern Rd & Brookbury Crossing

Timing Plan: PM  
9/7/2012

|                                   | →    | ↘     | ↙    | ←                    | ↖    | ↗    |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Movement                          | EBT  | EBR   | WBL  | WBT                  | NBL  | NBR  |
| Lane Configurations               | ↗    |       |      | ↖                    | ↗    | ↘    |
| Sign Control                      | Free |       |      | Free                 | Stop |      |
| Grade                             | 0%   |       |      | 0%                   | 0%   |      |
| Volume (veh/h)                    | 108  | 47    | 12   | 72                   | 39   | 6    |
| Peak Hour Factor                  | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 117  | 51    | 13   | 78                   | 42   | 7    |
| Pedestrians                       |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      |       |      |                      | None |      |
| Median storage veh                |      |       |      |                      |      |      |
| Upstream signal (ft)              |      |       |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            |      |       | 168  |                      | 247  | 143  |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                |      |       | 168  |                      | 247  | 143  |
| tC, single (s)                    |      |       | 4.1  |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            |      |       | 2.2  |                      | 3.5  | 3.3  |
| p0 queue free %                   |      |       | 99   |                      | 94   | 99   |
| cM capacity (veh/h)               |      |       | 1409 |                      | 734  | 905  |
| Direction, Lane #                 | EB 1 | WB 1  | NB 1 |                      |      |      |
| Volume Total                      | 168  | 91    | 49   |                      |      |      |
| Volume Left                       | 0    | 13    | 42   |                      |      |      |
| Volume Right                      | 51   | 0     | 7    |                      |      |      |
| cSH                               | 1700 | 1409  | 753  |                      |      |      |
| Volume to Capacity                | 0.10 | 0.01  | 0.06 |                      |      |      |
| Queue Length 95th (ft)            | 0    | 1     | 5    |                      |      |      |
| Control Delay (s)                 | 0.0  | 1.1   | 10.1 |                      |      |      |
| Lane LOS                          |      | A     | B    |                      |      |      |
| Approach Delay (s)                | 0.0  | 1.1   | 10.1 |                      |      |      |
| Approach LOS                      |      |       | B    |                      |      |      |
| Intersection Summary              |      |       |      |                      |      |      |
| Average Delay                     |      |       | 1.9  |                      |      |      |
| Intersection Capacity Utilization |      | 24.0% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      |       | 15   |                      |      |      |



## Queues

Timing Plan: AM

## 1: Old Wire Rd &amp; Crossover Rd

9/12/2012

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Group Flow (vph)   | 62                                                                                | 83                                                                                | 33                                                                                | 323                                                                               | 116                                                                               | 585                                                                               | 21                                                                                 | 409                                                                                 |
| v/c Ratio               | 0.21                                                                              | 0.17                                                                              | 0.09                                                                              | 0.70                                                                              | 0.24                                                                              | 0.35                                                                              | 0.07                                                                               | 0.30                                                                                |
| Control Delay           | 12.1                                                                              | 10.1                                                                              | 11.0                                                                              | 24.2                                                                              | 10.7                                                                              | 11.5                                                                              | 11.4                                                                               | 11.1                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay             | 12.1                                                                              | 10.1                                                                              | 11.0                                                                              | 24.2                                                                              | 10.7                                                                              | 11.5                                                                              | 11.4                                                                               | 11.1                                                                                |
| Queue Length 50th (ft)  | 12                                                                                | 9                                                                                 | 6                                                                                 | 82                                                                                | 21                                                                                | 60                                                                                | 4                                                                                  | 38                                                                                  |
| Queue Length 95th (ft)  | 29                                                                                | 38                                                                                | 19                                                                                | 153                                                                               | 48                                                                                | 129                                                                               | 14                                                                                 | 73                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 298                                                                               |                                                                                   | 546                                                                               |                                                                                   | 249                                                                               |                                                                                    | 334                                                                                 |
| Turn Bay Length (ft)    | 175                                                                               |                                                                                   | 175                                                                               |                                                                                   | 200                                                                               |                                                                                   | 200                                                                                |                                                                                     |
| Base Capacity (vph)     | 292                                                                               | 585                                                                               | 383                                                                               | 555                                                                               | 481                                                                               | 1687                                                                              | 315                                                                                | 1363                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.21                                                                              | 0.14                                                                              | 0.09                                                                              | 0.58                                                                              | 0.24                                                                              | 0.35                                                                              | 0.07                                                                               | 0.30                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

HCM Signalized Intersection Capacity Analysis  
1: Old Wire Rd & Crossover Rd

Timing Plan: AM  
9/12/2012

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                               | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.96                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1742                                                                              |                                                                                   | 1770                                                                              | 1790                                                                              |                                                                                   | 1770                                                                               | 3507                                                                                |                                                                                     | 1770                                                                                | 3387                                                                                |                                                                                     |
| Flt Permitted                     | 0.31                                                                              | 1.00                                                                              |                                                                                   | 0.70                                                                              | 1.00                                                                              |                                                                                   | 0.44                                                                               | 1.00                                                                                |                                                                                     | 0.43                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 578                                                                               | 1742                                                                              |                                                                                   | 1310                                                                              | 1790                                                                              |                                                                                   | 829                                                                                | 3507                                                                                |                                                                                     | 801                                                                                 | 3387                                                                                |                                                                                     |
| Volume (vph)                      | 57                                                                                | 43                                                                                | 33                                                                                | 30                                                                                | 220                                                                               | 77                                                                                | 107                                                                                | 506                                                                                 | 32                                                                                  | 19                                                                                  | 269                                                                                 | 108                                                                                 |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 47                                                                                | 36                                                                                | 33                                                                                | 239                                                                               | 84                                                                                | 116                                                                                | 550                                                                                 | 35                                                                                  | 21                                                                                  | 292                                                                                 | 117                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 27                                                                                | 0                                                                                 | 0                                                                                 | 25                                                                                | 0                                                                                 | 0                                                                                  | 7                                                                                   | 0                                                                                   | 0                                                                                   | 66                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 62                                                                                | 56                                                                                | 0                                                                                 | 33                                                                                | 298                                                                               | 0                                                                                 | 116                                                                                | 578                                                                                 | 0                                                                                   | 21                                                                                  | 343                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                              |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 16.0                                                                              | 13.8                                                                              |                                                                                   | 14.4                                                                              | 13.0                                                                              |                                                                                   | 27.4                                                                               | 24.2                                                                                |                                                                                     | 22.4                                                                                | 21.7                                                                                |                                                                                     |
| Effective Green, g (s)            | 16.0                                                                              | 13.8                                                                              |                                                                                   | 14.4                                                                              | 13.0                                                                              |                                                                                   | 27.4                                                                               | 24.2                                                                                |                                                                                     | 22.4                                                                                | 21.7                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.29                                                                              | 0.25                                                                              |                                                                                   | 0.26                                                                              | 0.23                                                                              |                                                                                   | 0.49                                                                               | 0.43                                                                                |                                                                                     | 0.40                                                                                | 0.39                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 212                                                                               | 429                                                                               |                                                                                   | 348                                                                               | 415                                                                               |                                                                                   | 459                                                                                | 1513                                                                                |                                                                                     | 332                                                                                 | 1310                                                                                |                                                                                     |
| v/s Ratio Prot                    | c0.01                                                                             | 0.03                                                                              |                                                                                   | 0.00                                                                              | c0.17                                                                             |                                                                                   | c0.01                                                                              | c0.16                                                                               |                                                                                     | 0.00                                                                                | 0.10                                                                                |                                                                                     |
| v/s Ratio Perm                    | 0.07                                                                              |                                                                                   |                                                                                   | 0.02                                                                              |                                                                                   |                                                                                   | 0.11                                                                               |                                                                                     |                                                                                     | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.29                                                                              | 0.13                                                                              |                                                                                   | 0.09                                                                              | 0.72                                                                              |                                                                                   | 0.25                                                                               | 0.38                                                                                |                                                                                     | 0.06                                                                                | 0.26                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.2                                                                              | 16.5                                                                              |                                                                                   | 15.8                                                                              | 19.9                                                                              |                                                                                   | 8.0                                                                                | 10.9                                                                                |                                                                                     | 10.2                                                                                | 11.7                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.8                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               | 5.9                                                                               |                                                                                   | 0.3                                                                                | 0.7                                                                                 |                                                                                     | 0.1                                                                                 | 0.5                                                                                 |                                                                                     |
| Delay (s)                         | 16.0                                                                              | 16.6                                                                              |                                                                                   | 15.9                                                                              | 25.7                                                                              |                                                                                   | 8.2                                                                                | 11.6                                                                                |                                                                                     | 10.3                                                                                | 12.2                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | A                                                                                  | B                                                                                   |                                                                                     | B                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 16.3                                                                              |                                                                                   |                                                                                   | 24.8                                                                              |                                                                                   |                                                                                    | 11.0                                                                                |                                                                                     |                                                                                     | 12.1                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 56.1                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 51.3%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM Unsignalized Intersection Capacity Analysis  
6: Skillern Rd & Brookbury Crossing

Timing Plan: AM  
9/12/2012

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Volume (veh/h)                    | 36                                                                                | 29                                                                                | 8                                                                                 | 150                                                                               | 97                                                                                | 15                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 39                                                                                | 32                                                                                | 9                                                                                 | 163                                                                               | 105                                                                               | 16                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 71                                                                                |                                                                                   | 235                                                                               | 55                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 71                                                                                |                                                                                   | 235                                                                               | 55                                                                                |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 86                                                                                | 98                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1530                                                                              |                                                                                   | 749                                                                               | 1012                                                                              |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 71                                                                                | 172                                                                               | 122                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 9                                                                                 | 105                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 32                                                                                | 0                                                                                 | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1530                                                                              | 776                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.01                                                                              | 0.16                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 3.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 27.4%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |                                                                                   |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Queues

1: Old Wire Rd &amp; Crossover Rd

Timing Plan: PM

9/12/2012

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                | SBT                                                                                 |
| Lane Group Flow (vph)   | 61                                                                                | 264                                                                               | 63                                                                                | 131                                                                               | 88                                                                                | 577                                                                               | 70                                                                                 | 691                                                                                 |
| v/c Ratio               | 0.17                                                                              | 0.61                                                                              | 0.21                                                                              | 0.31                                                                              | 0.29                                                                              | 0.38                                                                              | 0.20                                                                               | 0.46                                                                                |
| Control Delay           | 11.5                                                                              | 18.6                                                                              | 12.1                                                                              | 13.8                                                                              | 11.5                                                                              | 13.2                                                                              | 10.3                                                                               | 14.0                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |
| Total Delay             | 11.5                                                                              | 18.6                                                                              | 12.1                                                                              | 13.8                                                                              | 11.5                                                                              | 13.2                                                                              | 10.3                                                                               | 14.0                                                                                |
| Queue Length 50th (ft)  | 11                                                                                | 52                                                                                | 12                                                                                | 23                                                                                | 14                                                                                | 69                                                                                | 11                                                                                 | 87                                                                                  |
| Queue Length 95th (ft)  | 29                                                                                | 109                                                                               | 30                                                                                | 58                                                                                | 39                                                                                | 125                                                                               | 32                                                                                 | 153                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 298                                                                               |                                                                                   | 546                                                                               |                                                                                   | 249                                                                               |                                                                                    | 334                                                                                 |
| Turn Bay Length (ft)    | 175                                                                               |                                                                                   | 175                                                                               |                                                                                   | 200                                                                               |                                                                                   | 200                                                                                |                                                                                     |
| Base Capacity (vph)     | 355                                                                               | 573                                                                               | 296                                                                               | 563                                                                               | 305                                                                               | 1514                                                                              | 354                                                                                | 1514                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Reduced v/c Ratio       | 0.17                                                                              | 0.46                                                                              | 0.21                                                                              | 0.23                                                                              | 0.29                                                                              | 0.38                                                                              | 0.20                                                                               | 0.46                                                                                |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |



HCM Signalized Intersection Capacity Analysis  
1: Old Wire Rd & Crossover Rd

Timing Plan: PM  
9/12/2012

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                               | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1741                                                                              |                                                                                   | 1770                                                                              | 1780                                                                              |                                                                                   | 1770                                                                               | 3478                                                                                |                                                                                     | 1770                                                                                | 3482                                                                                |                                                                                     |
| Flt Permitted                     | 0.67                                                                              | 1.00                                                                              |                                                                                   | 0.42                                                                              | 1.00                                                                              |                                                                                   | 0.32                                                                               | 1.00                                                                                |                                                                                     | 0.39                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1254                                                                              | 1741                                                                              |                                                                                   | 786                                                                               | 1780                                                                              |                                                                                   | 591                                                                                | 3478                                                                                |                                                                                     | 721                                                                                 | 3482                                                                                |                                                                                     |
| Volume (vph)                      | 56                                                                                | 137                                                                               | 106                                                                               | 58                                                                                | 85                                                                                | 36                                                                                | 81                                                                                 | 470                                                                                 | 61                                                                                  | 64                                                                                  | 567                                                                                 | 69                                                                                  |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 61                                                                                | 149                                                                               | 115                                                                               | 63                                                                                | 92                                                                                | 39                                                                                | 88                                                                                 | 511                                                                                 | 66                                                                                  | 70                                                                                  | 616                                                                                 | 75                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 55                                                                                | 0                                                                                 | 0                                                                                 | 30                                                                                | 0                                                                                 | 0                                                                                  | 15                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 61                                                                                | 209                                                                               | 0                                                                                 | 63                                                                                | 101                                                                               | 0                                                                                 | 88                                                                                 | 562                                                                                 | 0                                                                                   | 70                                                                                  | 677                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                              |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 12.9                                                                              | 10.7                                                                              |                                                                                   | 12.9                                                                              | 10.7                                                                              |                                                                                   | 23.3                                                                               | 21.1                                                                                |                                                                                     | 23.3                                                                                | 21.1                                                                                |                                                                                     |
| Effective Green, g (s)            | 12.9                                                                              | 10.7                                                                              |                                                                                   | 12.9                                                                              | 10.7                                                                              |                                                                                   | 23.3                                                                               | 21.1                                                                                |                                                                                     | 23.3                                                                                | 21.1                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.25                                                                              | 0.20                                                                              |                                                                                   | 0.25                                                                              | 0.20                                                                              |                                                                                   | 0.45                                                                               | 0.40                                                                                |                                                                                     | 0.45                                                                                | 0.40                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 332                                                                               | 357                                                                               |                                                                                   | 236                                                                               | 365                                                                               |                                                                                   | 313                                                                                | 1406                                                                                |                                                                                     | 366                                                                                 | 1407                                                                                |                                                                                     |
| v/s Ratio Prot                    | 0.01                                                                              | c0.12                                                                             |                                                                                   | c0.01                                                                             | 0.06                                                                              |                                                                                   | c0.01                                                                              | 0.16                                                                                |                                                                                     | 0.01                                                                                | c0.19                                                                               |                                                                                     |
| v/s Ratio Perm                    | 0.04                                                                              |                                                                                   |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.11                                                                               |                                                                                     |                                                                                     | 0.08                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.18                                                                              | 0.59                                                                              |                                                                                   | 0.27                                                                              | 0.28                                                                              |                                                                                   | 0.28                                                                               | 0.40                                                                                |                                                                                     | 0.19                                                                                | 0.48                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.3                                                                              | 18.7                                                                              |                                                                                   | 15.4                                                                              | 17.5                                                                              |                                                                                   | 8.6                                                                                | 11.1                                                                                |                                                                                     | 8.4                                                                                 | 11.5                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.3                                                                               | 2.4                                                                               |                                                                                   | 0.6                                                                               | 0.4                                                                               |                                                                                   | 0.5                                                                                | 0.9                                                                                 |                                                                                     | 0.3                                                                                 | 1.2                                                                                 |                                                                                     |
| Delay (s)                         | 15.6                                                                              | 21.2                                                                              |                                                                                   | 16.0                                                                              | 17.9                                                                              |                                                                                   | 9.1                                                                                | 11.9                                                                                |                                                                                     | 8.6                                                                                 | 12.7                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | A                                                                                  | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 20.1                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                    | 11.5                                                                                |                                                                                     |                                                                                     | 12.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         | 13.8                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      | 0.49                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         | 52.2                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 16.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 52.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM Unsignalized Intersection Capacity Analysis  
6: Skillern Rd & Brookbury Crossing

Timing Plan: PM  
9/12/2012

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Volume (veh/h)                    | 108                                                                               | 66                                                                                | 17                                                                                | 72                                                                                | 50                                                                                | 9                                                                                 |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 117                                                                               | 72                                                                                | 18                                                                                | 78                                                                                | 54                                                                                | 10                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   | None                                                                              |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 189                                                                               |                                                                                   | 268                                                                               | 153                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 189                                                                               |                                                                                   | 268                                                                               | 153                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 92                                                                                | 99                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1385                                                                              |                                                                                   | 711                                                                               | 893                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 189                                                                               | 97                                                                                | 64                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 18                                                                                | 54                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 72                                                                                | 0                                                                                 | 10                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1385                                                                              | 734                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.11                                                                              | 0.01                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 1                                                                                 | 7                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 1.5                                                                               | 10.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 1.5                                                                               | 10.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 27.8%                                                                             |                                                                                   | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |



**PETERS & ASSOCIATES  
ENGINEERS, INC.**

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• *CIVIL & TRAFFIC ENGINEERING* •

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5507 Ranch Drive - Suite 205 (501) 868-3999  
Little Rock, Arkansas 72223 Fax (501) 868-9710



TAKEN WEST OF THE  
BROOKBURY ENTRANCE  
LOOKING TOWARD CROSSOVER



TO THE EAST TAKEN  
FROM BROOKBURY ENTRANCE



TO THE WEST TAKEN  
FROM BROOKBURY ENTRANCE



OLD WIRE RD

SKILLERN RD

CO RD 536



TAKEN AT INTERSECTION  
FROM ENTRANCE OF JACKSON PLACE



TO THE WEST TAKEN  
FROM BROOKBURY ENTRANCE



TAKEN WEST OF THE  
BROOKBURY ENTRANCE

CROSSOVER

BROOKBURY CROSSING



## Sondra Smith - Fwd: Rezoning of property south of Brookbury

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**From:** Sondra Smith  
**To:** Aldermen  
**Subject:** Fwd: Rezoning of property south of Brookbury  
**CC:** Erin\_Setser@arwd.uscourts.gov

---

>>> <Erin\_Setser@arwd.uscourts.gov> 10/16/2012 12:07 PM >>>

Good Morning Ms. Smith. Could you please forward this e-mail to the Mayor and City Council members to review prior to the City Council meeting tonight. I am attaching by separate e-mail additional pictures.

Thank you,

Erin Setser

Dear Mayor Jordan and City Council Members:

My name is Erin Setser. I am writing as a representative of the Jackson Place Property Owner's Association. Our neighborhood is very concerned about the proposed development of the property south of Brookbury. We, of course, share in all of the concerns expressed by residents of Brookbury and Candlewood.

I write to separately express the concerns of Jackson Place residents regarding the impact the development could have on Mud Creek. I am forwarding pictures of our neighborhood from April 2011, when the creek overflowed into our backyards. As you can see from the pictures, the creek became more like a river with rushing rapids. If it had not stopped raining when it did, I believe our homes would have been flooded. We cannot put fences in our backyards because the creek will simply wash them away - this has happened six times to one neighbor.

I will also note that the road construction project on Crossover/265 has only worsened the problem. Just the rain we had Saturday night caused there to be standing water in our back yards.

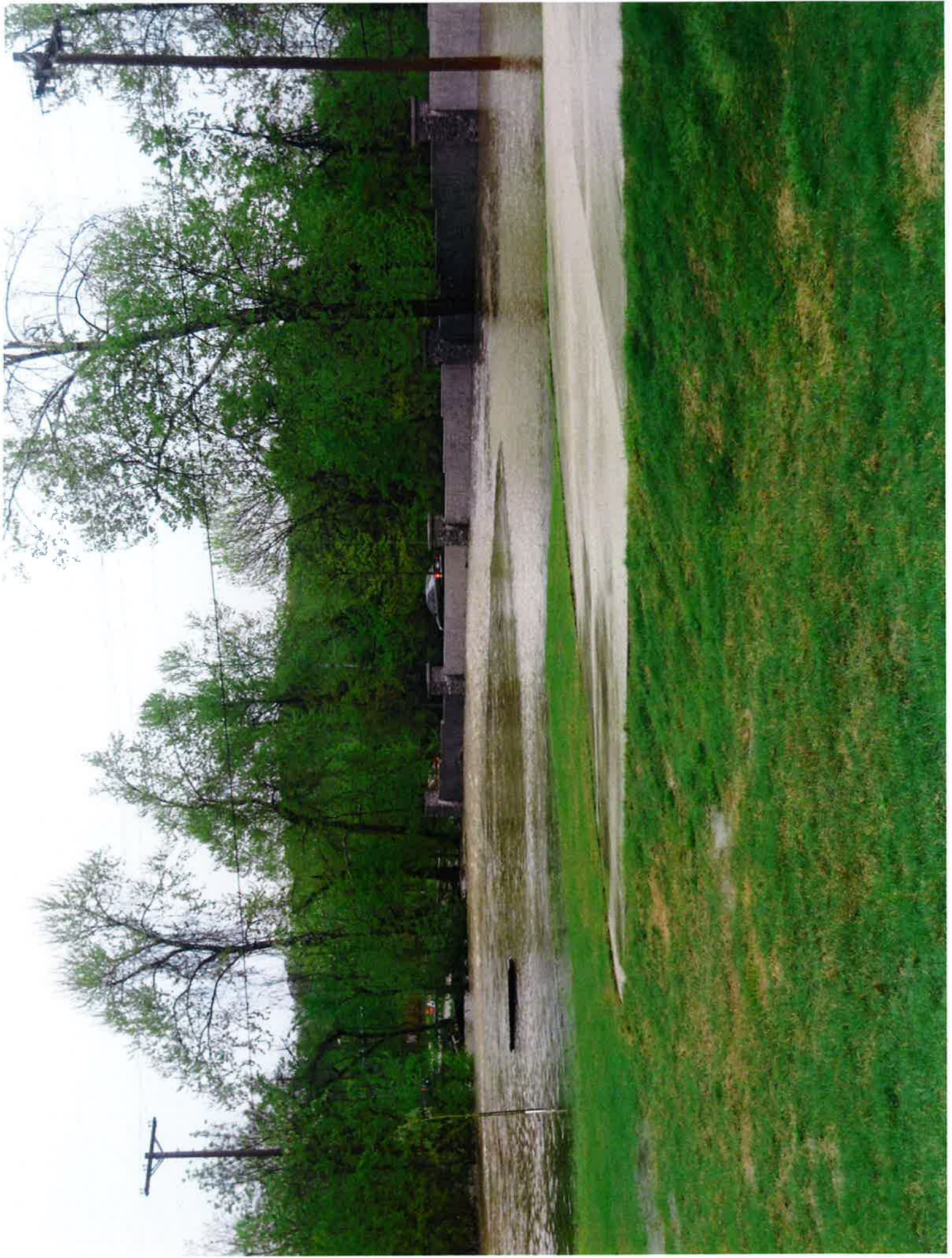
Our neighborhood is very concerned that the proposed development would only add to an existing problem and put our properties at an even greater risk of flooding. Thank you for taking the time to read this e-mail and view these pictures. We greatly appreciate the Council and Mayor's consideration of our concerns.

I look forward to seeing you all at the City Council meeting tonight.

Erin Setser

(See attached file: flood1.jpg)(See attached file: flood2.jpg)(See attached file: flood3.jpg)













**From:** <Erin\_Setser@arwd.uscourts.gov>  
**To:** <:ssmith@ci.fayetteville.ar.us>  
**Date:** 10/16/2012 12:20 PM  
**Subject:** additional pictures  
**Attachments:** flood4.jpg; flood5.jpg; flood6.jpg

Ms. Smith, here are additional pictures I would appreciate you forwarding to the Mayor and City Council.

Thank you,

Erin Setser

(See attached file: flood4.jpg)(See attached file: flood5.jpg)(See attached file: flood6.jpg)











**BILL OF ASSURANCE  
FOR THE CITY OF FAYETTEVILLE, ARKANSAS**

In order to attempt to obtain approval of a request for a zoning reclassification, the owner(s), developer, or buyer of this property LRRB Land Development, LLC, (hereinafter "Petitioners"), and the City of Fayetteville, Arkansas (the "City") offer this Bill of Assurance and enter into this binding agreement and contract.

**The Petitioners expressly grant to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance** in the Circuit Court of Washington County and agrees that if Petitioners or Petitioners' heirs, assigns, or successors violate any term of this Bill of Assurance, **substantial irreparable damage justifying injunctive relief** has been done to the citizens and City of Fayetteville, Arkansas. The Petitioners acknowledge that the Fayetteville Planning Commission and the Fayetteville City Council will **reasonably rely** upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioners' rezoning request.

**Petitioners and the City of Fayetteville hereby offer assurances** that Petitioners and the City shall comply with the terms and conditions set forth below **IF** Petitioners' rezoning is approved by the Fayetteville City Council.

1. Petitioner agrees to seek a zoning classification of RSF - 4, as defined by the Code of Ordinance, of the City of Fayetteville, for the Property.
2. Petitioner agrees that a maximum of thirty-seven (37) residential homes along with any permitted accessory structures) shall be built upon the Property.
3. Petitioner agrees to adopt and file with the Washington County Circuit Clerk Protective Covenants and Restrictions substantially similar to those adopted by Candlewood Subdivision filed for record on November 9, 1999; file number 1999-00101129 (hereinafter the "Candlewood Covenants").
4. Petitioner agrees that said Protective Covenants and Restrictions shall have a minimum square footage, as defined therein of 3,500 square feet of heated floor space.
5. That Petitioner reserves the right to not include a gas yard light as called for in the Candlewood Covenants, if Petitioner so determines.

6. Petitioner agrees that if requested by the Brookbury Property Owners Association, that each individual single family lot developed on the Property shall contribute its pro-rata share towards maintenance of the landscaping at the entrance Brookbury Crossing from Skillern Road.

IN WITNESS WHEREOF and in agreement with all the terms and conditions stated above, we, LRRB Land Development, LLC, as the owners, developers or buyers (Petitioners) and The City of Fayetteville, as governing municipal authority, offer all such assurances and sign our names below.

OCTOBER 16, 2012  
Date  
1200 E. SOYCE BLVD.  
Address  
FAYETTEVILLE, AR 72703

LRRB LAND DEVELOPMENT,  
LLC

BY [Signature]  
Signature

member

DARIN RIGGINS  
Printed Name

NOTARY OATH

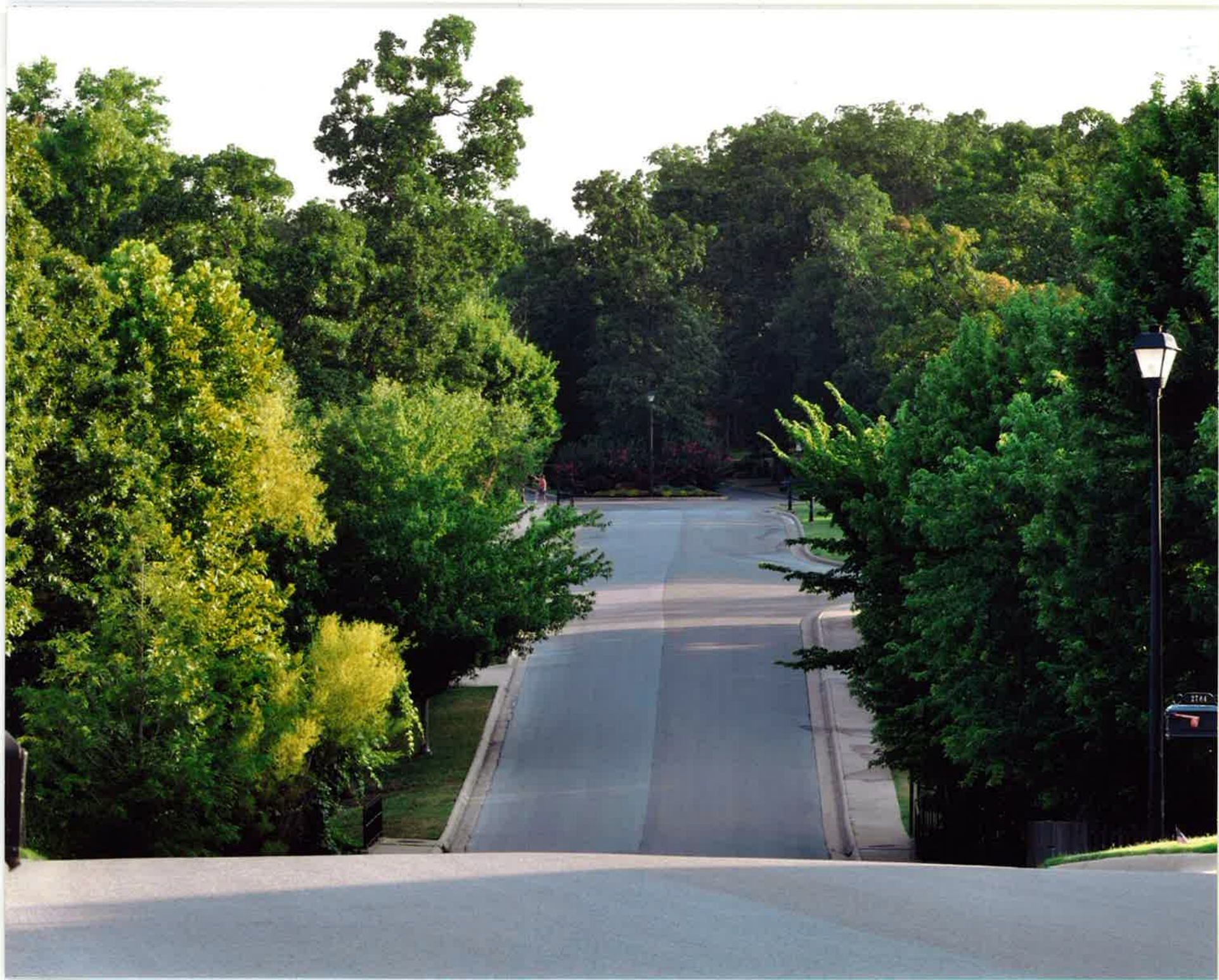
STATE OF ARKANSAS }  
COUNTY OF WASHINGTON }

And now on this the 16<sup>th</sup> day of October, 2012, appeared before me, Darin Riggins and after being placed upon his/her oath swore or affirmed that he agreed with the terms of the above Bill of Assurance and signed his name above.

[Signature]  
NOTARY PUBLIC

My Commission Expires  
OFFICIAL SEAL  
JOY L. HOOPS  
NOTARY PUBLIC - ARKANSAS  
WASHINGTON COUNTY  
COMMISSION EXP. 09/01/2014















Passed out at the 10/16/12  
Co mtg.

RZN 12-4166 (South of  
Brookbury Crossing &  
East of Candlewood Development / Riggs)

We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

Print Name

Address

Signature

Holly Harris 3163 E. Summershade Holly Harris

Bob Harris 3163 E. Summershade Dr. Bob Harris

(Russ ORGAIN) Russ Orgain 3215 E. Summershade Dr. Russ Orgain

Lisa Orgain 3215 E. Summershade Dr. Lisa Orgain

Bier Bartholomew 3197 E. Summershade Dr. Bier Bartholomew

Mary Margaret Fox 3214 E. SUMMERSHADE DR Mary Margaret Fox

GREG FOX Greg Fox 3274 E. Summershade Dr. Greg Fox

Wendy Dean Wendy Dean 3251 E. Summershade Dr. Wendy Dean

Whitley Dunn Whitley Dunn 3251 E. Summershade Dr. 72703 703

Lorie Wilcox 3217 E Summershade Fay AR 72703 Lorie Wilcox

Steve Wilcox " " " " " " Steve Wilcox

Raige McCool 3233 E. Summershade <sup>Fay</sup> AR Raige McCool

Kelly McCool 3233 E Summershade Dr. AR 72703 Kelly McCool

✓  
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| Print Name      | Address            | Fay 72703          | Signature          |
|-----------------|--------------------|--------------------|--------------------|
| Leeann Collins  | 3225 Piper Glen    |                    | Leeann Collins     |
| CHARLIE COLLINS | 3225 Piper Glen    | Fay 72703          | Charlie S. Collins |
| Michelle DALLAS | 3203 Piper Glen    | Fay 72703          | Michelle Dallas    |
| Amy Witte       | 3239 Piper Glen    | Fayetteville 72703 | Amy Witte          |
| Mike Witte      | 3239 Piper Glen    | 72703              | Mike Witte         |
| Phil Sherman    | 3282 Piper Glen    | 72703              | Phil Sherman       |
| Kelsey Knieriem | 3258 Piper Glen    | 72703              | Kelsey Knieriem    |
| KATIA COLSTON   | 3270 E. PIPER GLEN | 72703              | Katia Colston      |
| Xu, Hua         | 3236 E. Piper Glen | 72703              | Hua Xu             |
| Katherine Xu    | 3236 E. Piper Glen | 72703              | Katherine Xu       |
| Craig Hand      | 3222 PIPER GLEN    | 72703              | Craig Hand         |
| Cheryl Qiu      | 3222 Piper Glen    | 72703              | Cheryl Qiu         |
| Brian Williams  | 3200 Piper Glen    | 72703              | Brian Williams     |
| Wesley Hill     | 3200 Piper Glen    | 72703              | Wesley Hill        |
| Samuel LaB      | 3174 Piper Glen    | 72703              | Samuel LaB         |
| Austin Collins  | 3225 Piper Glen    | Fay 72703          | Austin Collins     |
| Jordan Collins  | 3225 Piper Glen    | 72703              | Jordan J. Collins  |
| Andrew Collins  | 3225 Piper Glen    | 72703              | Andrew B. Collins  |

✓  
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Print Name

Address

Signature

~~STEVE C. CUNNINGHAM 2756 SHADYBROOK COVE~~

~~Steve C. Cunningham~~

✓  
Ben Thorman

2721 N. Shadybrook Cove

Ben Thorman

Crystal Thorman 2721 N. Shadybrook Cove

Crystal Thorman

Jim Best 2718 N. Shadybrook Cove

Juni Young 2732 N. Shadybrook Cove Fayetteville

DEAN YOUNG

At

ARKOM CHOLLAPAND 2749 Shadybrook Cove Arkom Chollapand

Michelle Price 2777 N. Shadybrook Michelle Price

Jin Lin 2777 N. Shadybrook Jin Lin

Eric Funkhouser 2763 N. Shadybrook

Eric Funkhouser

Nicha Chollapand 2749 N. Shadybrook

Nicha Chollapand

EVAN R. PRESS 2744 N. Shadybrook Cove

ER Press

Sarah McClintock 2735 N. Shadybrook Cove Sarah McClintock

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Print Name

Address

Signature

James M. Roy Jr. 3074 Summershade

Bert Roy 3074 Summershade

Jerilyn Nicholson 3101 Summershade

Richard Nicholson 3101 Summershade

Rae Shepherd 3125 Summershade Dr.

Colleen Shepherd 3125 Summershade Dr.

Spencer Shepherd 3125 Summershade Dr.

Ted Borgstadt 3102 Summershade Dr.

Carol Borgstadt 3102 Summershade Dr.

Angela Dunn, 3058 Summershade Dr.

Kaitlyn Dunn 3058 Summershade

Charlottesville 3040 Summershade Dr.

Wynor 3002 Summershade Dr.

Elizabeth Abide 3016 E Summershade Dr.

Vitor Abide 3016 E. Summershade Dr.

Keither Wagstaff 3001 Summershade Dr.

Mark Wagstaff

3001 E Summershade Dr.

Charles Cudney 3021 Summershade

Linda Cudney 3021 Summershade

Cindy Koneck 3059 Summershade Dr.

Stephen Ray Stafford 3075 Summershade Dr.

Kristen Veltkamp 3043 Summershade Dr.

Jason Veltkamp

3043 E Summershade Dr.

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| Print Name        | Address                 | Signature          |
|-------------------|-------------------------|--------------------|
| Meggan Bell       | 2757 N Brookbury Xing   | Meggan Bell        |
| Laurie Malloy     | 2784 N. Brookbury Xing  | Laurie Malloy      |
| CARL MALLOY       | 2784 BROOKBURY XING.    | CARL MALLOY        |
| Jolinda Tune      | 2764 Brookbury          | Jolinda Tune       |
| Michael Tune      | 2764 Brookbury          | Michael Tune       |
| Rebecca Boss      | 2730 Brookbury          | Rebecca P. Boss    |
| Kate Leatherby    | 2731 Brookbury Crossg.  | Kathleen Leatherby |
| Dennis Leatherby  | 2731 BROOKBURY CROSSING | Dennis Leatherby   |
| Sue E. Popel      | 2745 Brookbury          | Sue E. Popel       |
| STEPHEN BOSS      | 2730 BROOKBURY CROSSING | Stephen Boss       |
| Scott Bell        | 2757 Brookbury Xing     | Scott Bell         |
| Mark Cook         | 2773 N. Brookbury Xing  | Mark Cook          |
| Steve Litzinger   | 2727 Brookbury Crossing | Steve Litzinger    |
| Kristin Litzinger | 2727 Brookbury Crossing | Kristin Litzinger  |

Walt & Fox



We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

| Print Name          | Address                                       | Signature |
|---------------------|-----------------------------------------------|-----------|
| Doug Walker         | 2855 Deaver Fayetteville AR                   |           |
| Heather Walker      | 2855 Deaver Fayetteville                      |           |
| Thomas Schatzman    | 2868 Deaver Fayetteville                      |           |
| Judith A. Schatzman | 2868 Deaver Fayetteville                      |           |
| Hee-Jeung Kim       | 2887 Deaver Fayetteville                      |           |
| Jim-Woo Kim         | 2887 Deaver Fayetteville                      |           |
| LARRY NOBLIN        | 2890 DEAVER FAYETTEVILLE                      |           |
| CHRYLENE NOBLIN     | 2890 DEAVER FAYETTEVILLE                      |           |
| Kellie Upton        | 2882 Deaver Cr. Fayetteville                  |           |
| Rick Upton          | 2882 Deaver Cr. Fayetteville                  |           |
| Jack Sheridan       | 3250 E. Summer Shade Dr Fayetteville          |           |
| Lynn Sheridan       | 3250 E Summer Shade Dr Fayetteville           |           |
| Boblyze Kraynik     | 2871 N. Deaver Circle Fayetteville            |           |
| Kim Crawford        | 2866 N. Brookbury Xing Fayetteville           |           |
| PAUL CRAWFORD       | 2866 Brookbury Xing Fayetteville              |           |
| Michelle Sexton     | 2884 Brookbury Xing Fayetteville, AR 72703    |           |
| Janell Sexton       | 2884 Brookbury Xing Fayetteville, AR 72703    |           |
| Jo Kaye Bandy       | 2898 Brookbury Crossing Fayetteville AR 72703 |           |
| Steve R. Bandy      | 2898 Brookbury Crossing Fayetteville          |           |
| George Noblin       | 2867 Brookbury Crossing Fayetteville          |           |

We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

| Print Name              | Address                 | Signature               |
|-------------------------|-------------------------|-------------------------|
| Christine Smith         | 3154 E. Idlewood Way    | Christine Smith         |
| <del>Roy L. Smith</del> | <del>Roy L. Smith</del> | <del>Roy L. Smith</del> |
| Andy Tye                | 3181 E. Idlewood Way    | Andy Tye                |
| Elizabeth Tye           | 3181 E. Idlewood Way    | Elizabeth Tye           |
| Lauri Cavell            | 3234 Idlewood           | Lauri Cavell            |
| Jennifer Page           | 3272 Idlewood           | Jennifer Page           |
| JACK PAGE               | 3272 Idlewood           | JACK PAGE               |
| Bernadette Pinter       | 3273 Idlewood           | Bernadette Pinter       |
| Kim Kendorck            | 3221 Idlewood           | Kim Kendorck            |
| Mary Boushelle          | 3196 E. Idlewood Way    | Mary Boushelle          |
| Rob McEver              | 3218 Idlewood Way       | Rob McEver              |
| Beth McEver             | 3218 Idlewood Way       | Beth McEver             |
| Kelly Cheek             | 3172 Idlewood Way       | Kelly Cheek             |
| Fred Witt               | 3235 Idlewood Way       | Fred Witt               |
| Elizabeth Witt          | 3235 Idlewood Way       | Elizabeth Witt          |
| Julie Young             | 3260 Idlewood Way       | Julie Young             |
| Armen Hayerian          | 3251 Idlewood Way       | Armen Hayerian          |
| Margaret Mc             | 3199 Idlewood Way       | Margaret Mc             |

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Signature \_\_\_\_\_

Scott Black 2789 Brookbury Cr. Scott Black  
 Kay Colvin 2712 Brookbury Cr. Kay Colvin  
 (Kay Colvin)  
 Ken W 2712 Brookbury Cr. Ken W  
 (Ken Colvin)

We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

| Print Name         | Address                           | Signature          |
|--------------------|-----------------------------------|--------------------|
| Tom Pagnozzi       | 3288 E. Piper Glen Fay. 72703     | Tom Pagnozzi       |
| Colleen Pagnozzi   | 3288 E. Piper Glen Fay. 72703     | Colleen Pagnozzi   |
| Linda Rogers       | 3288 E. Piper Glen Fay. 72703     | Linda Rogers       |
| PETER THOMAS LORIS | 2700 N. BROOKBURY CROSSING 72703  | Peter Thomas Loris |
| MATTHEW BLAKEY     | 2703 N. BROOKBURY XING 72703      | Matthew Blakey     |
| MISSY BLAKEY       | 2703 N. BROOKBURY XING 72703      | Missy Blakey       |
| Jeanette Loris     | 2700 N. Brookbury Xing 72703      | Jeanette Loris     |
| Kathleen Myers     | 3129 Skillern Rd., 72703          | Kathleen Myers     |
| JACKIE MCCUTCHEON  | 3263 SKILLERN RD. 72703           | Jackie McCutcheon  |
| Jacqueline Nagel   | 2707 Shadybrook Cv 72703          | Jacqueline Nagel   |
| Bill Matheny       | 2706 Shadybrook Cove 72703        | Bill Matheny       |
| Ashley Matheny     | 2706 Shadybrook Cove 72703        | Ashley Matheny     |
| Jonny S. Park      | 3285 E. Skillern Rd 72703         | Jonny S. Park      |
| Josephine Park     | 3285 E. Skillern Rd 72703         | Josephine Park     |
| Rod Nagel          | 2707 N. Shadybrook Cove Fay 72703 | Rod Nagel          |
| John McCutcheon    | 3263 Skillern Fay 72703           | John McCutcheon    |

✓  
We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

Print Name

Address

Signature

STEPHEN K. PETRUCONIS 2939 Brookbury Stephen K. Petruconis

ROSEMARY PETRUCONIS 2939 BROOKBURY XING Rosemary Petruconis

K. WINDOLE 2965 BROOKBURY CROSSING, FAYETTEVILLE K. Windole

Pamela Jones 2953 Brookbury Crossing, Ark. Pamela Jones

William Steven Jones 2953 Brookbury Crossing W. S. Jones

Brent Lundstrum 2927 Brookbury Xing Crossing Brent Lundstrum

Jacqueline Hobb 2899 Brookbury Xing Jacqueline Hobb

Marjorie Little 2885 Brookbury Xing Marjorie Little

Matthew Mallory 2915 Brookbury Matthew Mallory

MARY WILLIAMS 3169 E SKILLERN Mary Williams

~~Donna~~ Jim Meinecke 2932 Brookbury Jim Meinecke

Donna Meinecke 2932 Brookbury Donna Meinecke

Richard A. Williams 3169 E. Skillern Richard Williams

We, the undersigned residents of Brookbury Subdivision, do hereby oppose the re-zoning of the 20.99 acre tract located at the south end of Brookbury Crossing to RSF-4, including any extension of Brookbury Crossing to Township. We further support the recommendation of RSF-0.5 by the Fayetteville Planning Commission.

Print Name

Address

Signature

|                    |                      |                    |
|--------------------|----------------------|--------------------|
| Deirdre Garrison   | 2788 Shadybrook Cove | Deirdre Garrison   |
| Glenn Garrison     | 2788 Shadybrook Cove | Glenn Garrison     |
| Beverly Elliott    | 2805 Shadybrook Cove | Beverly Elliott    |
| Burt Elliott       | 2805 Shadybrook Cove | Burt Elliott       |
| Blakely Stokenburg | 2812 N Shadybrook    | Blakely Stokenburg |
| Scott Stokenburg   | 2812 N Shadybrook    | Scott Stokenburg   |
| Louisa E. Sardin   | 3112 Idlewood Way    | Louisa E. Sardin   |
| Michael Sardin     | 3112 Idlewood Way    | Michael Sardin     |
| Robert K. Rhoads   | 2791 Shadybrook Cove | Robert K. Rhoads   |
| RUSSELL GUNNELL    | 3090 IDLEWOOD WAY    | Russell Gunnell    |
| Andrea Gunnell     | 3090 Idlewood Way    | Andrea Gunnell     |
| Shelly Hoyt        | 3068 E Idlewood Way  | Shelly Hoyt        |
| Jared Hoyt         | 3068 E Idlewood Way  | Jared Hoyt         |
| Liz Rhoads         | 2791 Shadybrook CV   | Liz Rhoads         |
| Barbara Rhoads     | 2791 Shadybrook Cove | Barbara Rhoads     |





www.accessfayetteville.org

Handed out at the 10/16/12  
City Council meeting

**CITY COUNCIL AGENDA MEMO**  
**MEETING DATE OF OCTOBER 16, 2012**  
**THE CITY OF FAYETTEVILLE, ARKANSAS**

To: Fayetteville City Council

Thru: Mayor Lioneld Jordan  
Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director

From: Chris Brown, City Engineer *CB*

Date: October 16, 2012

Subject: October 16, 2012 City Council Agenda Items D.4 and D.5

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This memo provides additional information to be considered by the City Council during discussions regarding Item D.4 (Amend Chapter 33) and D.5 (Amend Standing City Council Committees). Currently, the Water and Sewer, Ordinance Review, Equipment, and Street Committees make recommendations to the City Council for the majority of, but not all, items that come before them. The Agenda item proposing revisions to the Powers and Duties of the Street Committee is intended to reflect the way that the Committee is currently operating; that is, it functions as an advisory body, making recommendations to either the City Council or to the Administration. Other City Council Committees operate in similar fashion to the Street Committee, as noted in the examples that follow.

Water and Sewer Committee:

The Water/Sewer Committee is presented three general types of items:

1. Contracts going forward for Council approval. These generally consist of contracts over \$20,000 that require Committee approval and are forwarded to the full Council.
  2. Informational items on major projects or activities that are underway, including:
    - updates on contracted projects that are underway, including change orders within the approved appropriation/contingency that executed by the Mayor
    - updates on selected test projects of particular interest or that may ultimately cause actions that will require future Council action (examples include the Water Treatment Residual land application contract with Beaver Water District, Lake Sequoyah dredging pilot project, West Fork request for sewer connection, etc.)
  3. Decisions on specific actions that it is in the City's best interest to have some Council level familiarity and input, but that may or may not result in future Council actions, including those listed below.
    - Routing for major water transmission lines.
    - Approval of water/sewer design standards.
    - Approval of water/sewer connection policies
    - Evaluations of Canterbury tank location alternatives.
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### Ordinance Review Committee:

The Ordinance Review Committee typically reviews proposed new City ordinances, and major revisions to existing ones. In many cases, the Committee works to make changes to the proposed ordinance, and develop it into its final form before being presented to the City Council. In others, the Committee may vote against sending the ordinance to the Council at all.

### Equipment Committee:

The Equipment Committee reviews major equipment purchases, and makes recommendations to the City Council for purchases above \$20,000, including replacement equipment and expansions of the City's fleet. The Committee also reviews expansion purchases less than \$20,000 and re-issuance of units from one division to another, neither of which are forwarded to the City Council.

### Street Committee:

As noted earlier, the Street Committee functions as an advisory board, and provides recommendations to the City Council or the staff/administration, as appropriate. Street Committee items consist of three general categories:

1. Informational items, including Transportation Bond Program updates, status of yearly Transportation paving and sidewalk programs, and other updates of programs and projects.
  2. Bids, contracts, legal actions related to right of way acquisitions, yearly Transportation work plans, and other items that require City Council approval.
  3. Technical design and operating issues, whether they be initiated by staff, by citizens, by a Committee member, etc. The Committee provides a public forum for discussion of these items, and provides recommendations, guidance, and feedback to the staff member(s) responsible for implementation. A listing of these types of discussions, taken from Street Committee Agendas from the past 14 Committee meetings follows.
    - 1) Old Wire Road/Mission Blvd: The concept for this plan was presented to the Street Committee for review and discussion prior to submitting to the Arkansas Highway and Transportation Department (AHTD) for them to begin design based on the conceptual plan.
    - 2) Highway 16 Bridge Replacements-West Fork and Middle Fork of the White Rivers: Proposed AHTD plans were presented to the Committee for review. Comments related to the proposed cross sections were later provided to AHTD based on staff review and Street Committee recommendations.
    - 3) North Street/Frisco Trail Intersection: The Street Committee received public comment from trail users regarding safety at this intersection. Based on this discussion, and options presented to the Committee during two subsequent Committee meetings, the decision was made to install a signal at the intersection.
    - 4) Van Asche Drive Extension: The Street Committee reviewed proposed cross sections for Van Asche. Site constraints required variations in the cross sections from Master Street Plan standards on various segments of the project. One member of the Committee requested staff look at a cross section that separates the proposed trail from the sidewalk. Staff developed this additional cross section, for review by the Committee, and design is proceeding using the revised cross sections.
    - 5) Clabber Creek Blvd: A citizen asked the Street Committee to consider changing Clabber Creek Blvd. from 2-way to 1-way traffic. Staff recommended against this action; the Street Committee concurred, and recommended staff pursue additional striping and channelization to alleviate the concern of the citizen.
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- 6) Street Preservation Program (Microsurfacing): Staff presented a plan to resurface selected streets in a pilot program using microsurfacing, a type of pavement sealing. This work will be bid and presented to the City Council.
  - 7) Spring Street Bikeway: A member of the Committee requested that staff review signage, striping, and stop sign configuration on Spring Street, between Dickson and Block. This review was completed and reviewed by the Street Committee. Implementation of this plan is in progress.
  - 8) Frisco Trail Extension. The proposed alignment and design concept for the extension of Frisco Trail, between Martin Luther King, Jr. Blvd. and Walker Park, was presented to the Street Committee for review and concurrence, prior to staff moving forward with development of detailed plans.
  - 9) Center Street Improvements: The Street Committee served as the public forum for discussion of street designs on Center Street, including consideration of full or partial sidewalk widening. Ultimately, the Committee voted to recommend not modifying the sidewalk widths or parking layout.
-



Mayor Lioneld Jordan  
City Attorney Kit Williams  
City Clerk Sondra Smith



**Aldermen**

Ward 1 Position 1 – Adella Gray  
Ward 1 Position 2 – Brenda Boudreaux  
Ward 2 Position 1 – Mark Kinion  
Ward 2 Position 2 – Matthew Petty  
Ward 3 Position 1 – Justin Tennant  
Ward 3 Position 2 – Robert Ferrell  
Ward 4 Position 1 – Rhonda Adams  
Ward 4 Position 2 – Sarah E. Lewis

**Tentative Agenda  
City of Fayetteville Arkansas  
City Council Meeting  
October 16, 2012**

A meeting of the Fayetteville City Council will be held on October 16, 2012 at 6:00 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Mayor's Announcements, Proclamations and Recognitions:**

**City Council Meeting Presentations, Reports and Discussion Items:**

1. **America in Bloom Award – Cindi Cope**

**Agenda Additions:**

**A. Consent:**

1. Approval of the October 2, 2012 City Council meeting minutes.
2. **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two (2) television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00.

3. **Community Development Block Grant Program:** A resolution awarding bid and authorizing the purchase of 1500 energy efficiency/weatherization kits from - \_\_\_\_\_ in the amount of \_\_\_\_\_ for use by the Community Development Block Grant Program.
4. **Zara L. Thomas Revocable Trust Settlement:** A resolution approving a settlement agreement with Zara L. Thomas, Trustee of the Zara L. Thomas Revocable Trust U/D/T November 20, 1998 and of the Mary C. Thomas Revocable Trust U/D/T November 20, 1998, concerning condemnation litigation filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).

#### **B. Unfinished Business:**

1. **RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins):** An ordinance rezoning that property described in rezoning petition RZN 12-4166, for approximately 20.99 acres, located to the south of Skillern Road from R-A, Residential Agricultural to RSF-0.5, One Half Single-Family Units Per Acre. *This ordinance was left on the First Reading at the August 21, 2012 City Council meeting and Tabled to the September 18, 2012 City Council meeting. This ordinance was left on the First Reading at the September 18, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

##### **Left on the First Reading**

2. **REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an eight-inch water main near Bridgewater Lane. *This ordinance was left on the Third Reading at the October 2, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

##### **Left on the Third Reading**

#### **C. Public Hearing:**

1. **Dynasty Taxi:** A resolution granting a Certificate of Public Convenience and Necessity to Dynasty Taxi Service, Inc. for the operation of a total of fifteen (15) to thirty (30) taxicabs in the City of Fayetteville.

#### **D. New Business:**

1. **VAC 12-4221 (2111 Martin Luther King Blvd./Panda Express):** An ordinance approving VAC 12-4221 submitted by Lorel Hoffman for property located at 2111 Martin Luther King Boulevard to vacate a portion of a water and sewer easement, a total of 2,039 square feet.



2. **Arkansas Forestry Commission Memorandum of Agreement:** An ordinance to waive formal competitive bidding and approve a Memorandum of Agreement between the Arkansas Forestry Commission and the City of Fayetteville to pay \$20,000.00 and \$24,995.00 respectively to Plan-It GEO to conduct a tree canopy analysis for Fayetteville.
3. **Arkansas State Highway and Transportation Department:** A resolution approving payment of \$4,019,094.00 to the Arkansas State Highway and Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16, and approving a budget adjustment.
4. **2013 Residential Trash Rates:** An ordinance waiving the requirements of Fayetteville Code of Ordinances Section 50.40 (A)(4) for an automatic annual price adjustment of residential trash rates for fiscal year 2013.
5. **Amend Chapter 33:** An ordinance amending Article XVI: City Council Street Committee of Chapter 33: Departments, Boards, Commission, and Authorities of the Code of Fayetteville to amend the Purposes, Powers and Duties of the City Council Street Committee.
6. **Amend Standing City Council Committees:** A resolution to amend Rule E.1.a. Standing City Council Committees of the Rules of Order and Procedure of the Fayetteville City Council to clarify the advisory status of all committees.

**E. City Council Agenda Session Presentations and Discussions:**

1. **Willow Bend Phase II Report for the Home Depot Grant given by Brian Teague with Community By Design and Rob Sharp with Fayetteville Partners for Better Housing.**

**City Council Tour: October 15, 2012 at 4:30 pm - RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)**

**Announcements:**

1. **Reminder:** The regular scheduled City Council meeting of November 6, 2012 has been changed to November 8, 2012. The City Council Rules of Order and Procedure state: *The City Council shall meet in regular session on the first and third Tuesday of each month at 6:00 P.M. When a holiday or general election occurs on any such Tuesday, the regular meeting shall be held on the following Thursday at the same hour unless otherwise provided for by motion.*

**Adjournment:**

## NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

All cell phones must be silenced and may not be used within the City Council Chambers.

Below is a portion of the **Rules of Order and Procedure of the Fayetteville City Council** pertaining to City Council meetings:

**Agenda additions.** A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.

**Consent Agenda.** Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If an Alderman wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

**Old business and new business.**

**Presentations by staff and applicants.** Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aides in a City Council meeting as part of their presentation.

**Public comments.** Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

**Courtesy and respect.** All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

**Interpreters or TDD for hearing impaired are available for all City Council meetings, a 72 hour advance notice is required. For further information or to request an interpreter, please call 575-8330.**

A copy of the complete City Council agenda is available at [accessfayetteville.org](http://accessfayetteville.org) or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

## City of Fayetteville Staff Review Form

A. 2  
 Bid #12-62 B&H Foto  
 & Electronics Corp.  
 Page 1 of 20

City Council Agenda Items  
 and  
 Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
 Agenda Items Only

Fritz Gisler

Submitted By

Government Channel

Division

Communications

Department

## Action Required:

Award of Bid #12-62, Studio Cameras and Pedestals, to B&amp;H Photo Video for the amount of \$75,578.00

\$ 75,578.00

Cost of this request

\$ 85,000.00

Category / Project Budget

Television Center Equipment

Program Category / Project Name

4470.9470.5801.00

Account Number

\$ -

Funds Used to Date

Studio Camera Upgrades/Replmnt.

Program / Project Category Name

12008.00

Project Number

\$ 85,000.00

Remaining Balance

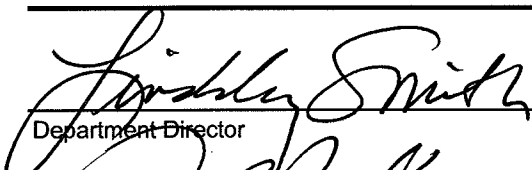
2012 Cap. Improv. Const. Fund

Fund Name

Budgeted Item

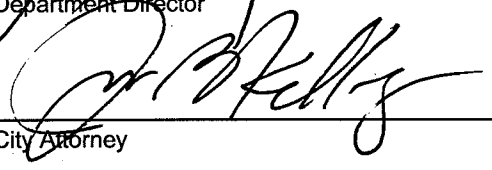
XX

Budget Adjustment Attached

  
 Department Director

 9-24-12  
 Date

Previous Ordinance or Resolution #

  
 City Attorney

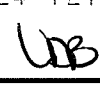
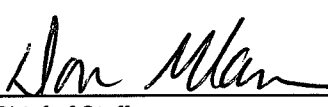
 9-25-12  
 Date

Original Contract Date:

Original Contract Number:

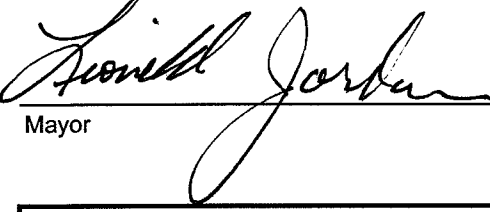
  
 Finance and Internal Services Director

 9-25-2012  
 Date

 Received in City 09-24-12 P03:23 RCVD  
 Clerk's Office  

  
 Chief of Staff

 9-25-12  
 Date

 Received in  
 Mayor's Office

  
 Mayor

 9/27/12  
 Date

Comments:

## CITY COUNCIL AGENDA MEMO

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**To:** The Fayetteville City Council

**Thru:** Mayor Lioneld Jordan  
Don Marr, Chief of Staff

**From:** Lindsley Smith, Director of Communication *JS*

**Date:** September 24, 2012

**Subject:** Award of Bid #12-70 to B&H PhotoVideo; \$75,578.00 for Studio Camera Replacement

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### **PROPOSAL:**

The City of Fayetteville Television Center operates a production studio equipped for the production of live and recorded programming for The Government Channel, Fayetteville Public Access Television, and internal use for other City Divisions. The television cameras currently installed in the studio are nearly 20 years old and are significantly past their service life. The camera supports (tripods) on which the cameras are operated are also worn out and beyond repair. We have been experiencing problems with image quality, stability of operation, and reliability. One camera of three has failed. Repair for equipment this old is unavailable. The need to replace these television camera systems was anticipated and a CIP budget was approved to fund the project.

### **RECOMMENDATION:**

The City Administration recommends the approval of a resolution awarding Bid #12-70 in the amount of \$75,578.00 to VSA, Inc. for the purchase of two Studio Camera systems to be installed in the City of Fayetteville Television Center.

### **BUDGET IMPACT:**

Funds are available in the Studio Camera & Lighting Upgrades/Replacement (#12008) project.

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION AWARDING BID #12-62 AND AUTHORIZING THE PURCHASE OF TWO (2) TELEVISION STUDIO CAMERA SYSTEMS FROM B&H FOTO & ELECTRONICS CORP. OF NEW YORK, NEW YORK IN THE AMOUNT OF \$75,578.00

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards Bid #12-62 and authorizes the purchase of two (2) television studio camera systems with from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**

Government & Educational  
Sales Department

420 Ninth Avenue  
New York, NY 10001



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800 947-8003

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800 858-5517

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**T H E   P R O F E S S I O N A L ' S   S O U R C E**

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Dear B&H Customer,

Please allow us to remind you that it is of the utmost importance for all buyers to reference our unique Quote/Reference Number on each Purchase Order you place with us.

We do this to ensure that your agency receives the exact price we applied to your solicitation, which includes all applicable terms and conditions set forth in your bid. Following these instructions will eliminate processing or administrative errors.

The Quote/Reference Number for this bid is 402055500.

We are happy to serve you and look forward to many future years of fulfilling your imaging needs.

Sincerely,

B&H Photo - Video Corp.





City of Fayetteville, Arkansas  
Purchasing Division – Room 306  
113 W. Mountain  
Fayetteville, AR 72701  
Phone: 479.575.8220  
TDD (Telecommunication Device for the Deaf): 479.521.1316

## INVITATION TO BID

**INVITATION TO BID: Bid 12-70, Camera Systems**

**DEADLINE: Tuesday, September 18, 2012 before 2:00 PM, local time**

**DELIVERY LOCATION: Room 306 – 113 W. Mountain, Fayetteville, AR 72701**

**PURCHASING AGENT: Andrea Foren, CPPB, CPPO**

**DATE OF ISSUE AND ADVERTISEMENT: Monday, September 03, 2012**

## INVITATION TO BID Bid 12-70, Camera Systems

No late bids shall be accepted. Bids shall be submitted in sealed envelopes labeled with the bid number, bid description, and with the name and address of the bidder.

All bids shall be submitted in accordance with the attached City of Fayetteville specifications and bid documents attached hereto. Each bidder is required to fill in every blank and shall supply all information requested; failure to do so may be used as basis of rejection.

The undersigned hereby offers to furnish & deliver the articles or services as specified, at the prices & terms stated herein, and in strict accordance with the specifications and general conditions of bidding, all of which are made a part of this offer. This offer is not subject to withdrawal unless upon mutual written agreement by the Proposer/Bidder and City Purchasing Manager.

Name of Firm: \_\_\_\_\_

Contact Person: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Business Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



# Government, Education, and Corporate Department

For Pricing Requests, Purchase Orders, and Customer Service:

A. 2

Bid #12-62 B&H Foto  
& Electronics Corp.

Page 6 of 28

Phone: 800-947-8003  
212-239-7503

Fax: 800-858-5517  
212-239-7759

Email: Education: emailbids@bhphoto.com  
Corporate: corporatesales@bhphoto.com

Federal Government: gsa@bhphoto.com  
State and Local: biddept@bhphoto.com

Federal ID# 13-2780

The Professional's Source

420 Ninth Avenue, New York City, NY 10001 • www.bhphotovideo.com

Prices Are Valid Until:

Bid No.: 402055500

Reference No.: 1270

Sold To: Andrea Foren  
City Of Fayetteville  
113 W Mountain St  
Room 306  
Attn: Purchasing Dept  
FAYETTEVILLE, AR 72701

Bill Phone: (479)575-8220

| Date                       |     | Customer Code                                                                                                                    | Terms | Salesperson | Ship Via                    |            |           |
|----------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------|-------|-------------|-----------------------------|------------|-----------|
| 09/04/12                   |     | 31293368                                                                                                                         | N/A   | ES          | MULTIPLE                    |            |           |
| Qty                        | Ord | Item Description                                                                                                                 |       |             | SKU#<br>Catalog#            | Item Price | Amount    |
| 2                          |     | JVC GY-HM790U CAMERA w/FUJINON 17x4.5 LENS/REG<br><i>Item 1</i>                                                                  |       |             | JVGYHM790L17<br>GYHM790L17  | 9,190.00   | 18,380.00 |
|                            |     | CONSISTS OF:                                                                                                                     |       |             |                             |            |           |
|                            |     | 2 JVC GY-HM970 PRHD STUDIO CAMCORDER w/o LNS/REG                                                                                 |       |             | JVGYHM790CHU<br>GYHM790CHU  |            |           |
|                            |     | 2 FUJINON 4.5mm 17X HD ENG LENS/QUICK/CRUISNG ZM/REG                                                                             |       |             | FUXT17SX45BR<br>XT17SX45BRM |            |           |
| 2                          |     | JVC SERVO ZOOM CONTROL/REG<br><i>Item 1</i>                                                                                      |       |             | JVHZZS13U<br>HZZS13U        | 639.00     | 1,278.00  |
| 2                          |     | JVC REAR MANUAL FOCUS CONTROL f/FUJI/JVC/REG<br><i>Item 1</i>                                                                    |       |             | JVHZFM13U<br>HZFM13U        | 584.00     | 1,168.00  |
| 2                          |     | JVC SLED OR CAMERA SUPPRT f/GY-HM790/HM700/REG<br><i>Item 1</i><br><i>This Is A "Special Order" Item, And Is Not Returnable.</i> |       |             | JVKA790G<br>KA790G          | 1,884.00   | 3,768.00  |
| 2                          |     | JVC 8.4" STUDIO VIEWFINDER f/GY-HM790 CAM/REG<br><i>Item 1</i><br><i>This Is A "Special Order" Item, And Is Not Returnable.</i>  |       |             | JVVFP790G<br>VFHP790G       | 3,578.00   | 7,156.00  |
| Continued on Next Page ... |     |                                                                                                                                  |       |             |                             |            |           |

Customer Copy

Page 1 of 2



The Professional's Source

# Government, Education, and Corporate Department

For Pricing Requests, Purchase Orders, and Customer Service:

Phone: 800-947-8003  
212-239-7503

Fax: 800-858-5517  
212-239-7759

Email: Education: emailbids@bhphoto.com  
Corporate: corporatesales@bhphoto.com

Federal Government: gsa@bhphoto.com  
State and Local: biddept@bhphoto.com

A. 2  
Bid #12-62 B&H Foto  
& Electronics Corp.  
Page 7 of 20

420 Ninth Avenue, New York City, NY 10001 • www.bhphotovideo.com

Bid No.: 402055500  
Reference No.: 1270

| Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Customer Code | Terms                                                                                                                                                                                                 | Salesperson              | Ship Via   |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------|-----------|
| 09/04/12                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 31293368      | N/A                                                                                                                                                                                                   | Slsm                     | MULTIPLE   |           |
| Qty                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ord           | Item Description                                                                                                                                                                                      | SKU#<br>Catalog#         | Item Price | Amount    |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               | JVC MULTICORE STUDIO CONNECTION MODULE/REG<br>Item 1<br>This Is A "Special Order" Item, And Is Not Returnable.                                                                                        | JVKAM790G<br>KAM790G     | 2,244.00   | 4,488.00  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               | JVC CAM/REMOTE CABLE - 20m f/RM-HP790DU/REG<br>Item 1<br>This Is A "Special Order" Item, And Is Not Returnable.                                                                                       | JVVCHP112U<br>VCHP112U   | 1,308.00   | 2,616.00  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               | JVC DIGITAL CAMERA CONTROL UNIT f/GY-HM790/REG<br>Item 1<br>This Is A "Special Order" Item, And Is Not Returnable.                                                                                    | JVRMHP790DU<br>RMHP790DU | 4,024.00   | 8,048.00  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               | SACHTLER SYSTEM 25 PLUS w/COMBI 1-40 PEDESTAL/REG<br>Item 2<br>This Is A "Special Order" Item, And Is Not Returnable.<br><br>CONSISTS OF:<br>2 VIDEO 25 PLUS HEAD (FL.-BASE)#2501P/<br>2 #SPE11B0392/ | SAS25C140<br>2580        | 14,338.00  | 28,676.00 |
| PLEASE NOTE: -----<br>*****B&H HOLIDAY SCHEDULE*****<br>Rosh Hashana Eve, Sunday, September 16 CLOSING at 1pm<br>Rosh Hashana, Mon, Sep 17 - Tue, Sep 18 CLOSED<br>Yom Kippur Eve, Tuesday, September 25 CLOSED<br>Yom Kippur, Wednesday, September 26 CLOSED<br>Succos Eve, Sunday, September 30 CLOSING at 1pm<br>Succos, Mon, Oct 1 - Tue, Oct 9 CLOSED<br>Certain items may be enforced by vendor to sell at the<br>vendor-imposed price posted at the time of order. |               |                                                                                                                                                                                                       |                          |            |           |
| Payment Type -                                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |                                                                                                                                                                                                       | - Amount                 | Sub-Total: | 75,578.00 |
| NO PAYMENT TYPE SELECTED                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                                                                                                                                                                                                       |                          | Shipping:  | 0.00      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |               |                                                                                                                                                                                                       |                          | Total:     | 75,578.00 |

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Customer Copy

Page 2 of 2

BNE\_quote

City of Fayetteville  
Bid 12-70, Camera Systems  
Bid Form

DATE REQUIRED AS A COMPLETE UNIT: 90 days from Date of Order

\*NAME OF BIDDER: \_\_\_\_\_

F.O.B. City of Fayetteville Television Center, 101 W. Rock Street, Fayetteville, AR 72701

| ITEM:                 | DESCRIPTION:                                             | QUANTITY: | *PRICE EACH:     | *TOTAL PRICE     |
|-----------------------|----------------------------------------------------------|-----------|------------------|------------------|
| 1.                    | Studio Camera Systems<br>Please Specify for Unit(s) Bid: | 2         | \$ <u>23451</u>  | \$ <u>46902-</u> |
|                       | *MANUFACTURER: _____                                     |           | *MODEL: _____    |                  |
| 2.                    | Pedestal/Head Systems<br>Please Specify for Unit(s) Bid: | 2         | \$ <u>14338</u>  | \$ <u>28676-</u> |
|                       | *MANUFACTURER: _____                                     |           | *MODEL: _____    |                  |
| TOTAL BASE BID PRICE: |                                                          |           | \$ <u>75578-</u> |                  |

Item 1 will be awarded to a single vendor – all or none.

Bids must be submitted on this bid form in its entirety AND accompanied by descriptive literature on the products being bid.

**THIS BID FORM CONTINUES ON THE NEXT PAGE.**

### EXECUTION OF BID -

Bidders are requested to indicate by check mark or "Yes/No" on each line of the Technical Specifications the compliance of the item bid. Actual specification of any deficient item shall be noted on the bid sheet or separate attachment. If specifications of item bid differ from provided literature, deviation must be documented and certified by the manufacturer as a regular production option.

### Upon signing this Bid, the bidder certifies that:

1. He/she has read and agrees to the requirements set forth in this proposal, including specifications, terms, standard conditions, and any pertinent information regarding the articles being bid on.
2. Unless otherwise noted and explained, the unit bid and listed meets or exceeds all of these requirements as specified by The City of Fayetteville.
3. The Bidder can and will comply with all specifications and requirements for delivery, documentation and support as specified herein.
4. I, as an officer of this organization, or per the attached letter of authorization, am duly authorized to certify the information provided herein is accurate and true.
5. Bidder shall comply with all State and Federal Equal Opportunity and Non-Discrimination requirements and conditions of employment in addition to all federal, state, and local laws.
6. Bidder shall disclose any possible conflict of interest with the City of Fayetteville, including, but not limited to, any relationship with any City of Fayetteville employee. Response shall disclose if a known relationship exists between any principal or employee of your firm and any City of Fayetteville employee or elected City of Fayetteville official. If no relationship exists, this should also be stated in your response. Failure to disclose such a relationship may result in cancellation of a purchase and/or contract as a result of your response.

☒ 1.) NO KNOWN RELATIONSHIP EXISTS

☐ 2.) RELATIONSHIP EXISTS (Please explain): \_\_\_\_\_

Unsigned bids will be rejected. Items marked \* are mandatory for consideration.

\*NAME OF FIRM: B&H FOTO & ELECTRONICS CORP.  
Purchase Order/Payments shall be issued to this name

\*BUSINESS ADDRESS: \_\_\_\_\_  
B&H FOTO & ELECTRONICS CORP.  
DBA: B&H PHOTO VIDEO  
\*CITY: \_\_\_\_\_ \*STATE: \_\_\_\_\_ \*ZIP: \_\_\_\_\_  
420 NINTH AVENUE, NEW YORK, NY 10001  
TEL: 212-239-7500 / 800-947-8003  
\*PHONE: \_\_\_\_\_ FAX: \_\_\_\_\_  
FAX 212-239-7509 / 800-743-0895  
FEIN#13-2768071/WEB:WWW.BHPHOTO.COM  
\*E-MAIL: \_\_\_\_\_

\*BY: (PRINTED NAME) \_\_\_\_\_  
\*AUTHORIZED SIGNATURE: Elizabeth Lite  
\*TITLE: \_\_\_\_\_  
B&H FOTO & ELECTRONICS CORP.  
DBA: B&H PHOTO VIDEO  
420 NINTH AVENUE, NEW YORK, NY 10001  
TEL: 212-239-7500 FAX 212-239-7509  
ELIZABETH LITE-COMPLIANCE SPECIALIST  
EMAIL: ESTHERL@BHPHOTO.COM

### Acknowledge Addendums:

Addendum No. \_\_\_\_\_ Dated: \_\_\_\_\_ Acknowledged by: \_\_\_\_\_

Addendum No. \_\_\_\_\_ Dated: \_\_\_\_\_ Acknowledged by: \_\_\_\_\_

Addendum No. \_\_\_\_\_ Dated: \_\_\_\_\_ Acknowledged by: \_\_\_\_\_

**City of Fayetteville**  
**Bid 12-70, Camera Systems**  
**General Terms and Conditions**

---

**1. SUBMISSION OF BID & BID EVALUATION:**

- a. Bids will be reviewed following the stated deadline, as shown on the cover sheet of this document.
- b. Bidders shall submit bids based on documentation published by the Fayetteville Purchasing Division.
- c. Bids shall be enclosed in sealed envelopes or packages addressed to the City of Fayetteville, Purchasing Division, Room 306, 113 W. Mountain, Fayetteville, AR 72701. The name, address of the firm and Bid, RFP, or RFQ number shall be on the outside of the packaging as well as on any packages enclosed in shipping containers or boxes.
- d. The City will not be responsible for misdirected bids. Vendor should call the Purchasing Office at 479.575.8220 to ensure correct receipt of bidding documents prior to opening time and date listed on the bid form.
- e. Bidders shall have experience in providing products and/or services of the same or similar nature.
- f. Bidder is advised that exceptions to any of the terms contained in this bid shall be identified in its response to the bid. Failure to do so may lead the City to declare any such term non-negotiable. Proposer's desire to take exception to a non-negotiable term will not disqualify it from consideration for award.
- g. Local time is defined as the time in Fayetteville, Arkansas on the due date of the deadline. Bids shall be received before the local time as shown by the atomic clock located in the Purchasing Division Office.
- h. Bids will be evaluated and awarded based on the best interest of the City of Fayetteville. The City reserves the right to award bids in their entirety, none, or by line item.

**2. WRITTEN REQUESTS FOR INTERPRETATIONS OR CLARIFICATION:**

No oral interpretations will be made to any firms as to the meaning of specifications or any other contract documents. All questions pertaining to the terms and conditions or scope of work of this bid must be sent in writing via e-mail to the Purchasing Agent. Responses to questions may be handled as an addendum if the response would provide clarification to the requirements of the bid. All such addenda shall become part of the contract documents. The City will not be responsible for any other explanation or interpretation of the proposed bid made or given prior to the award of the contract.

**3. DESCRIPTION OF SUPPLIES AND SERVICES:**

Any reference to a particular brand or manufacturer is done in an effort to establish an acceptable level of quality for this project. Brands or manufacturers that are included in bid that are of at least equal quality, size, design, and specification as to what has been specified, will be acceptable for consideration only if approved by the City of Fayetteville Purchasing Division. The City of Fayetteville reserves the right to accept or reject any requested equal.

**4. RIGHTS OF CITY OF FAYETTEVILLE BID PROCESS:**

- a. In addition to all other rights of the City of Fayetteville, under state law, the City specifically reserves the following. The City of Fayetteville reserves the right to select the bid that it believes will serve the best interest of the City.
- b. The City of Fayetteville reserves the right to accept or reject any or all bids.
- c. The City of Fayetteville reserves the right to cancel the entire bid.
- d. The City of Fayetteville reserves the right to remedy or waive technical or immaterial errors in the invitation to bid or in bids submitted.
- e. The City of Fayetteville reserves the right to request any necessary clarifications, additional information, or data without changing the terms of the bid.



**5. COSTS INCURRED BY BIDDERS:**

All expenses involved with the preparation and submission of bids to the City, or any work performed in connection therewith, shall be borne solely by the bidder(s). No payment will be made for any responses received, or for any other effort required of, or made by, the bidder(s) prior to contract commencement.

**6. CONFLICT OF INTEREST:**

- a. The bidder represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance or services required hereunder, as provided in City of Fayetteville Code Section 34.26 titled "Authority of City Employee to Contract with the City".
- b. All bidders shall promptly notify Andrea Foren, City Purchasing Agent, in writing, of all potential conflicts of interest for any prospective business association, interest, or other circumstance which may influence or appear to influence the bidder's judgment or quality of services being provided. Such written notification shall identify the prospective business association, interest or circumstance, the nature of which the bidder may undertake and request an opinion to the City as to whether the association, interest or circumstance would, in the opinion of the City, constitute a conflict of interest if entered into by the bidder. The City agrees to communicate with the bidder its opinion via e-mail or first-class mail within thirty days of receipt of notification.

**7. WITHDRAWAL OF PROPOSAL:**

A bid may be withdrawn prior to the time set for the bid submittal, based on a written request from an authorized representative of the firm; however, a bid shall not be withdrawn after the time set for the bid unless approved by the Purchasing Division.

**8. LATE PROPOSAL OR MODIFICATIONS:**

Bid modifications received after the time set for the bid submittal shall not be considered. Modifications in writing received prior to the deadline will be accepted. The City will not be responsible for misdirected bids. Bidders should call the Purchasing Division at (479) 575-8220 to verify receipt of their submittal documents prior to opening time and date listed.

**9. LOCAL, STATE, AND FEDERAL COMPLIANCE REQUIREMENTS:**

- a. The laws of the State of Arkansas apply to any purchase made under this bid. Bidders shall comply with all local, state, and federal directives, orders and laws as applicable to this proposal and subsequent contract(s) including but not limited to Equal Employment Opportunity (EEO), Disadvantaged Business Enterprises (DBE), & OSHA as applicable to this contract.
- b. Pursuant to Arkansas Code Annotated §22-9-203 the City of Fayetteville encourages all *qualified* small, minority and women's business enterprises to bid on and receive contracts for goods, services, and construction. Also, City of Fayetteville encourages all general contractors to subcontract portions of their contract to *qualified* small, minority and women's business enterprises.

**10. PROVISION FOR OTHER AGENCIES: N/A**

**11. COLLUSION:**

The Proposer, by affixing his or her signature to this proposal, agrees to the following: "bidder certifies that his or her bid is made without previous understanding, agreement, or connection with any person, firm or corporation making a proposal for the same item(s) and/or services and is in all respects fair, without outside control, collusion, fraud, or otherwise illegal action."

**12. RIGHT TO AUDIT, FOIA, AND JURISDICTION:**

- a. The City of Fayetteville reserves the privilege of auditing a vendor's records as such records relate to purchases between the City and said vendor.

- b. Freedom of Information Act: City contracts and documents prepared while performing City contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, the (Contractor) will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.
- c. Legal jurisdiction to resolve any disputes shall be in Washington County, Arkansas with Arkansas law applying to the case.

**13. CITY INDEMNIFICATION:**

The successful bidder(s) agrees to indemnify the City and hold it harmless from and against any and all claims, liability, loss, damage or expense, including but not limited to counsel fees, arising from or by reason of any actual or claimed trademark, patent or copyright infringement or litigation based thereon, with respect to the goods or any part thereof covered by this order, and such obligation shall survive acceptance of the goods and payment thereof by the City.

**14. VARIANCE FROM STANDARD TERMS & CONDITIONS:**

All standard terms and conditions stated in this request for bid apply to this contract except as specifically stated in the subsequent sections of this document, which take precedence, and should be fully understood by bidders prior to submitting a proposal on this requirement.

**15. ADA REQUIREMENT FOR PUBLIC NOTICES & TRANSLATION:**

Persons with disabilities requiring reasonable accommodation to participate in this proceeding/event, should call 479.521.1316 (telecommunications device for the deaf), not later than seven days prior to the deadline. Persons needing translation of this document shall contact the City of Fayetteville, Purchasing Division, immediately.

**16. PROCUREMENT POLICY FOR RECYCLED MATERIALS:**

The City of Fayetteville wishes to encourage its bidders to use recycled products in fulfilling contractual obligations to the City and that such practices will serve as a model for other public entities and private sector companies.

**17. PAYMENTS AND INVOICING:**

The bidder must specify in their bid the exact company name and address which must be the same as invoices submitted for payment as a result of award of this bid. Further, the successful bidder is responsible for immediately notifying the Purchasing Division of any company name change, which would cause invoicing to change from the name used at the time of the original bid. Payment will be made within thirty days of invoice received. The City of Fayetteville is very credit worthy and will not pay any interest, fees, or penalty for untimely payments. **Payments can be processed through bidder's acceptance of Visa at no additional costs to the City for expedited payment processing.** The City will not agree to any nonrefundable deposit or retainer that would remain property of the bidder even if the hourly work actually performed by the bidder would not justify such fee.

The City will pay the awarded bidder based on unit prices provided on invoicing. Progress payments will be made after approval and acceptance of work and submission of invoice. Payments will be made within 30 days of accepted invoice.

**18. CANCELLATION:**

- a. The City reserves the right to cancel this contract without cause by giving thirty (30) days prior notice to the Contractor in writing of the intention to cancel or with cause if at any time the Contractor fails to fulfill or abide by any of the terms or conditions specified.
- b. Failure of the contractor to comply with any of the provisions of the contract shall be considered a material breach of contract and shall be cause for immediate termination of the contract at the discretion of the City of Fayetteville.

- c. In addition to all other legal remedies available to the City of Fayetteville, the City reserves the right to cancel and obtain from another source, any items and/or services which have not been delivered within the period of time from the date of order as determined by the City of Fayetteville.
- d. In the event sufficient budgeted funds are not available for a new fiscal period, the City shall notify the vendor of such occurrence and contract shall terminate of the last day of the current fiscal period without penalty or expense to the City

**19. ASSIGNMENT, SUBCONTRACTING, CORPORATE ACQUISITIONS AND/OR MERGERS:**

- a. The Contractor shall perform this contract. No assignment of subcontracting shall be allowed without prior written consent of the City. If a bidder intends to subcontract a portion of this work, the bidder shall disclose such intent in the bid submitted as a result of this bid.
- b. In the event of a corporate acquisition and/or merger, the Contractor shall provide written notice to the City within thirty (30) calendar days of Contractor's notice of such action or upon the occurrence of said action, whichever occurs first. The right to terminate this contract, which shall not be unreasonably exercised by the City, shall include, but not be limited to, instances in which a corporate acquisition and/or merger represent a conflict of interest or are contrary to any local, state, or federal laws. Action by the City awarding a proposal to a firm that has disclosed its intent to assign or subcontract in its response to the bid, without exception shall constitute approval for purpose of this Agreement.

**20. NON-EXCLUSIVE CONTRACT:**

Award of this bid shall impose no obligation on the City to utilize the vendor for all work of this type, which may develop during the contract period. This is not an exclusive contract. The City specifically reserves the right to concurrently contract with other companies for similar work if it deems such an action to be in the City's best interest. In the case of multiple-term contracts, this provision shall apply separately to each item.

**21. LOBBYING:**

Lobbying of selection committee members, City of Fayetteville employees, or elected officials regarding request for proposals, request for qualifications, bids or contracts, during the pendency of bid protest, by the bidder/proposer/protestor or any member of the bidder's/proposer's/protestor's staff, and agent of the bidder/proposer/protestor, or any person employed by any legal entity affiliated with or representing an organization that is responding to the request for proposal, request for qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by the City of Fayetteville and shall be prohibited until either an award is final or the protest is finally resolved by the City of Fayetteville; provided, however, nothing herein shall prohibit a prospective/bidder/proposer from contacting the Purchasing Division to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision lobbying activities shall include but not be limited to, influencing or attempting to influence action or non-action in connection with any request for proposal, request for qualification, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such actions may cause any request for proposal, request for qualification, bid or contract to be rejected.

**22. ADDITIONAL REQUIREMENTS:**

The City reserves the right to request additional services relating to this bid from the bidder. When approved by the City as an amendment to the contract and authorized in writing prior to work, the Contractor shall provide such additional requirements as may become necessary.

**23. ADD OR DELETE LOCATIONS OR SERVICES:**

The City reserves the right to unilaterally add or delete locations and/or services, either collectively or individually, at the City's sole option, at any time after award has been made as may be deemed necessary or in the best interests of the City. In such case, the Contractor(s) will be required to provide services to this contract in accordance with the terms, conditions, and specifications.

**24. INTEGRITY OF BID DOCUMENTS:**

Bidders shall use the original bid form(s) provided by the Purchasing Division and enter information only in the spaces where a response is requested. Bidders may use an attachment as an addendum to the bid form(s) if sufficient space is not available on the original form for the bidder to enter a complete response. **Any modifications or alterations to the original documents by the bidder, whether intentional or otherwise, will constitute grounds for rejection of such response.** Any such modifications or alterations a bidder wishes to propose shall be clearly stated in the bidder's response and presented in the form of an addendum to the original bid documents.

## **25. CERTIFICATE OF INSURANCE:**

The successful bidder shall provide a Certificate of Insurance in accordance with specifications listed in this request for proposal, prior to commencement of any work. Such certificate shall list the City of Fayetteville as an additional insured. Insurance shall remain valid, when applicable, throughout project completion.

This bid is considered a public improvement bid. Public improvement bids with a total of \$20,000 or more shall submit certificates of insurance within 10 days of notice of notice to proceed, after City Council approval. Certificates of insurance are to be addressed to the City of Fayetteville, showing that the contractor carries the following insurance which shall be maintained throughout the term of the bid. Any work sublet, the contractor shall require the subcontractor similarly to provide the same insurance coverage. In case any employee engaged in work on the project is not protected under Workers' Compensation, the Contractor shall provide, and shall cause each subcontractor to provide, adequate employer's liability insurance for the protection of such of his employees as are not otherwise protected.

|                                               |                                                |
|-----------------------------------------------|------------------------------------------------|
| Workers' Compensation:                        | Statutory Amount                               |
| Comprehensive General & Automotive Liability: | \$250,000 each person.<br>\$500,000 aggregate. |
| Property Damage Liability:                    | \$100,000 aggregate.                           |

## **26. OTHER GENERAL CONDITIONS:**

- a) Bidder is presumed to be familiar with all federal, state, and city laws, ordinances, and regulations which in any manner affect those engaged or employed in the Work, or the materials or equipment used, or that in any way affect the Work and shall in all respects comply with said laws, ordinances, and regulations. No claim of misunderstanding or ignorance on the part of Bidder or Proposer will in any way serve to modify the provisions of the contract. No representations shall be binding unless embodied in the contract.
- b) Prices shall include all labor, materials, overhead, profit, insurance, shipping, freight, etc., to cover the products and services presented. **Sales tax shall NOT be included in the bid price.** Applicable Arkansas sales tax laws will apply to this bid but not be considered for the bid evaluation process. The City is not a sales tax exempt entity.
- c) Each bidder should state the anticipated number of days from the date of receipt of an order for delivery of services to the City of Fayetteville.
- d) Bidders must provide the City with their bids signed by an employee having legal authority to submit bids on behalf of the bidder. The entire cost of preparing and providing responses shall be borne by the bidder.
- e) The City reserves the right to request any additional information it deems necessary from any or all bidders after the submission deadline.
- f) The request for bid is not to be construed as an offer, a contract, or a commitment of any kind; nor does it commit the City to pay for any costs incurred by bidder in preparation. It shall be clearly understood that any costs incurred by the Proposer in responding to this request for proposal is at the bidder's own risk and expense as a cost of doing business. The City of Fayetteville shall not be liable for reimbursement to the Proposer for any expense so incurred, regardless of whether or not the proposal is accepted.
- g) If products, components, or services other than those described in this bid document are proposed, the bidder must include complete descriptive literature for each. All requests for additional information must be received within five working days following the request.

- h) **NOTE:** Any uncertainties shall be brought to the attention to Andrea Foren immediately via telephone (479.575.8220) or e-mail ( [aforen@ci.fayetteville.ar.us](mailto:aforen@ci.fayetteville.ar.us) ). It is the intent and goal of the City of Fayetteville Purchasing Division to provide documents providing a clear and accurate understanding of the scope of work to be completed and/or goods to be provided. We encourage all interested parties to ask questions to enable all bidders to be on equal bidding terms.
- i) Any inquiries or requests for explanation in regard to the City's requirements should be made promptly to Andrea Foren, City of Fayetteville, Purchasing Agent via e-mail ([aforen@ci.fayetteville.ar.us](mailto:aforen@ci.fayetteville.ar.us)) or telephone (479.575.8220). No oral interpretation or clarifications will be given as to the meaning of any part of this request for proposal. All questions, clarifications, and requests, together with answers, if any, will be provided to all firms via written addendum. Names of firms submitting any questions, clarifications, or requests will not be disclosed until after a contract is in place.
- j) Any information provided herein is intended to assist the bidder in the preparation of proposals necessary to properly respond to this bid. The bid is designed to provide qualified Proposers with sufficient basic information to submit proposals meeting minimum specifications and/or test requirements, but is not intended to limit a bid's content or to exclude any relevant or essential data.
- k) Bidders irrevocably consent that any legal action or proceeding against it under, arising out of, or in any manner relating to this bid, or any contract entered related thereto, shall be governed by Arkansas law without regard to conflicts of law principles. Proposer hereby expressly and irrevocably waives any claim or defense in any action or proceeding based on any alleged lack of jurisdiction or improper venue or any similar basis.
- k) The successful bidder shall not assign the whole or any part of this Contract or any monies due or to become due hereunder without written consent of City of Fayetteville. In case the successful bidder assigns all or any part of any monies due or to become due under this Contract, the Instrument of assignment shall contain a clause substantially to the effect that it is agreed that the right of the assignee in and to any monies due or to become due to the successful bidder shall be subject to prior liens of all persons, firms and corporations for services rendered or materials supplied for the performance of the services called for in this Contract.
- l) The successful bidder's attention is directed to the fact that all applicable Federal and State laws, municipal ordinances, and the rules and regulations of all authorities having jurisdiction over the services shall apply to the contract throughout, and they will be deemed to be included in the contract as though written out in full herein. The successful bidder shall keep himself/herself fully informed of all laws, ordinances and regulations of the Federal, State, and municipal governments or authorities in any manner affecting those engaged or employed in providing these services or in any way affecting the conduct of the services and of all orders and decrees of bodies or tribunals having any jurisdiction or authority over same. If any discrepancy or inconsistency should be discovered in the Contract Documents or in the specifications herein referred to, in relation to any such law, ordinance, regulation, order or decree, s/he shall herewith report the same in writing to City of Fayetteville.

27. **INVOICING:** All invoices shall be presented to the City with the minimum information listed below.

- a. City Department that ordered the materials or services
- b. Order Date
- c. Delivery date or the date of service
- d. Name of the City Employee that requested or picked up the goods, materials, or service
- e. Bid Number that applies to the purchase and invoice. Amounts in the bid shall match invoicing.

28. **ADDITIONAL INFORMATION PROVIDED AND REQUIRED FOR THIS BID:** The following attachments are hereby included and are made part of the requirements for this bid package. Pricing shall be inclusive of the entire bid package, inclusive of these attachments:

- a. N/A

**City of Fayetteville**  
**Bid 12-70, Camera Systems**  
**Technical Specifications: Studio Cameras**

---

**OVERVIEW:** Cameras shall be High Definition, solid-state camcorders, installed in a studio production configuration on support pedestals with pan-tilt heads, remote lens controls, and remote Camera Control Units. Each camera shall also include a 20 meter multicore hybrid camera control cable that includes two RG-6 coax cables for send and return HD-SDI video signals. Support pedestals shall have air-pressurized elevation columns, crab steering, and include air pressure control.

*The cameras and support pedestals will be installed by City of Fayetteville personnel. Bidders shall not include any installation fees. All bids shall include shipping.*

**1. Camera Specifications:** Camera systems shall be comprised of the following items, or equivalent based on published manufacturer's specifications.

**a. Camera:**

**JVC GY-HM790L17** (includes Fujinon XT17sx4.5BRM-K1 lens)

**b. Studio configuration items – Items bid shall include:**

**JVC HZ-ZS13U** Lens Zoom Control

**JVC HZ-FM13U** Lens Focus Control

**JVC KA-790G** Studio Adapter Sled

**JVC VF-HP790G** 8.4" LCD studio viewfinder

**JVC KA-M790G** Multicore studio interface unit

**JVC VC-HP112U** Multicore hybrid cable (20m) (includes 2 coax cables w/BNC connectors for send/return HD-SDI signals)

**JVC RM-HP790U** Camera control unit

**c. Camera and Studio configuration items Warranty:** All cameras shall have the following warranty:

- All warranty work shall include any shipping costs to and from the City.
- Warranty time period shall start upon acceptance and review from the City.
- Full 12 month warranty on labor
- Full 24 month warranty on parts
- Warranty Shall include: Viewfinder, lens, and battery mount



2. **Pedestal & Head Specifications** – Pedestal and head systems shall be comprised of the following items, or equivalent based on published manufacturer's specifications.

a. **Pedestal and Pan/Tilt Head combination:**

**Sachtler 2580 System 25 PLUS Combi 1-40 Pedestal System**

| Pan/Tilt Head           |                                    | Pedestal                                           |                              |
|-------------------------|------------------------------------|----------------------------------------------------|------------------------------|
| Specification           | Requirement                        | Specifications                                     |                              |
| Weight                  | 4.5 kg / 9.9 lbs                   | • Crab steering functionality                      |                              |
| Payload                 | 8 - 35 kg / 18 - 77 lbs            | • Detachable steering wheel                        |                              |
| Sliding Range - Plate   | 100 mm / 3.9 in                    | • Trim weights (min. 6)                            |                              |
| Counterbalance          | 18 steps                           | • Smooth height adjustment                         |                              |
| Grades of Drag          | 7 each horizontal and vertical + 0 | • Column brake for locking column in any position  |                              |
| Tilt Range              | +90/-75°                           | • Transport latch                                  |                              |
| Temperature Range       | -40 to +140° F                     | • Tool-free setup                                  |                              |
| Camera Fitting          | Plate                              | • 5" wheels                                        |                              |
| Tripod/Pedestal Fitting | Flat base                          | • Cable guards                                     |                              |
| Pan bar(s)              | 2, shall be telescopic             | • Individual wheel brakes                          |                              |
| Level                   | self-illuminating Touch Bubble     | • Column pressure gauge                            |                              |
|                         |                                    | • Pressure relief valve to prevent overfill damage |                              |
|                         |                                    | • Air pump                                         |                              |
|                         |                                    | Specification                                      | Requirement                  |
|                         |                                    | Weight                                             | 24.6 kg / 54 lbs             |
|                         |                                    | Payload                                            | 40 kg / 88.2 lbs             |
|                         |                                    | Height Range                                       | 79 - 133 cm / 31.1 - 52.4 in |
|                         |                                    | Lift                                               | 54 cm / 21.3 in              |
|                         |                                    | Clearance                                          | 70 cm / 27.5 in              |
|                         |                                    | Head Fitting                                       | flat base                    |

b. **Pedestal & Head Warranty** – All pedestals/heads shall have the following warranty:

- All warranty work shall include any shipping costs to and from the City. The City shall not pay shipping costs associated with any warranty work.
- Warranty time period shall start upon acceptance and review from the City.
- Full one (1) year warranty, including parts and labor, on Pedestal and Pan/Tilt head

402055500A

Max Perl

**From:** Nathan Hirschman  
**Sent:** Wednesday, September 12, 2012 5:14 PM  
**To:** GovEdBids  
**Subject:** FW: Fayetteville, AR: Bid 12-70, Camera Systems -- Addendum 1  
**Attachments:** Bid 12-70, Addendum 1 - revised.pdf  
  
**Categories:** MAXP

402055500A

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**From:** Andrea Foren [<mailto:aforen@ci.fayetteville.ar.us>]  
**Sent:** Wednesday, September 12, 2012 5:03 PM  
**To:** Andrea Foren  
**Subject:** Fayetteville, AR: Bid 12-70, Camera Systems -- Addendum 1

Reference: Bid 12-70, Camera Systems -- Addendum 1 (see attachment)  
Deadline: Tuesday, September 18, 2012 before 2:00 PM, local time

Attached is Addendum 1 in reference to Bid 12-70. Bidders may enclose the signed addendum upon submitting a bid OR sign the addendum and send back via e-mail to [aforen@ci.fayetteville.ar.us](mailto:aforen@ci.fayetteville.ar.us) or 479-575-8257.

If you have any questions please let me know. I appreciate your interest in doing business with the City!

Thank you,  
Andrea

---

Andrea Foren, CPPB, CPPO  
City of Fayetteville, Purchasing Agent  
113 W. Mountain  
Fayetteville, AR 72701  
Phone: (479) 575-8220  
TDD: (479) 521-1316  
[aforen@ci.fayetteville.ar.us](mailto:aforen@ci.fayetteville.ar.us)  
[www.accessfayetteville.org](http://www.accessfayetteville.org)

 Please consider the environment before printing this email.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed and may be subject to public disclosure under the Arkansas Freedom of Information Act (FOIA).

# Bid 12-70, Addendum 1



**Date:** Wednesday, September 12, 2012

**To:** All Prospective Vendors

**From:** Andrea Foren, CPPB, CPPO – 479.575.8220 – [aforen@ci.fayetteville.ar.us](mailto:aforen@ci.fayetteville.ar.us)

**RE:** Bid 12-70, Camera Systems

This addendum is hereby made a part of the contract documents to the same extent as though it were originally included therein. Bidders should indicate their receipt of same in the appropriate blank of the Form of Proposal. Failure to do so may subject bidder to disqualification. Addendum should be attached to the inside cover of the bidding documents, signed, and dated. Bidders are also welcome to fax acknowledgement of this addendum back to 479-575-8257.

• **Bid 12-70, has the following modifications and clarifications:**

- 1.) Bidders shall not include a battery mount warranty with bid. The language pertaining to the battery mount warranty was mistakenly left in the bid specifications.
- 2.) Bidders may return this Addendum signed with their bid or fax a copy of this signed addendum back to 479-575-8257.

B&H Photo Video Pro-Audio  
420 Ninth Av. NY, NY 10001  
Nathan Hirshman - Bid Officer  
E-MAIL: [nathanh@bhphotovideo.com](mailto:nathanh@bhphotovideo.com)  
Tel# 212-239-7503/800-947-8003 Ext. 6964  
Bids Fax # 212-239-7509 / 800-743-0895  
POs Fax # 212-239-7740 / 800-855-5517

**Acknowledge Addendum #1:**

Printed Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_ Date: 9-13-12

Company: \_\_\_\_\_



City of Fayetteville Staff Review Form

A. 3  
Community Development  
Block Grant Program  
Page 1 of 4

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items Only

Yolanda Fields

Submitted By

Community Services

Division

Development Services

Department

Action Required:

Approval for a purchase in the amount of \$ \_\_\_\_\_ for 1500 Energy Efficiency / Weatherization Kits from \_\_\_\_\_ for the CDBG Housing Program.

|                      |                           |                                 |
|----------------------|---------------------------|---------------------------------|
| _____                | \$ 534,427.00             | _____                           |
| Cost of this request | Category / Project Budget | Program Category / Project Name |
| 2180.4940.5315.00    | \$ -                      | _____                           |
| Account Number       | Funds Used to Date        | Program / Project Category Name |
| _____                | \$ 534,427.00             | Community Development           |
| Project Number       | Remaining Balance         | Fund Name                       |

Budgeted Item

☒

Budget Adjustment Attached

☐

W. C. Pate 10-02-2012  
Department Director Date

Previous Ordinance or Resolution # \_\_\_\_\_

Original Contract Date: \_\_\_\_\_

[Signature] - see note 10-3-12  
City Attorney Date

Original Contract Number: \_\_\_\_\_

Paul A. Bush 10-3-2012  
Finance and Internal Services Director Date

Received in City Clerk's Office  
[Signature]  
10-02-12 P04:26RR/CVD

[Signature] 10-4-12  
Chief of Staff Date

Received in Mayor's Office  
[Signature]  
ENTERED 10/3/12

[Signature] 10/4/12  
Mayor Date

Staff recommends approval of the purchase request.

Final Bid Docs & Agreement need review once determined. JLC



www.accessfayetteville.org

## CITY COUNCIL AGENDA MEMO

**To:** Mayor and City Council

**Thru:** Jeremy Pate, Dir. Development Services 

**From:** Yolanda Fields, Dir. Community Services 

**Date:** October 2, 2012

**Subject:** CDBG Housing Program – Approval for purchase of Energy Efficiency Kits

### PROPOSAL:

One of the goals of the Community Development Block Grant Housing Program is to help citizens of Fayetteville increase the energy efficiency of their homes. To help in meeting this goal, the CDBG Housing Program would like to purchase Home Energy Efficiency / Weatherization Kits for distribution through the CDBG Housing Program to qualifying residents. Kits would include items such as kitchen and bath aerators, showerheads, weatherstripping, caulk, and CFL bulbs, all designed to decrease energy consumption in a home.

### RECOMMENDATION:

Staff recommends approval of the request for the purchase of Energy Efficiency / Weatherization Kits. Bids for this project will open on October 11, 2012 and award information will be provided for the Council Meeting of October 16, 2012. As you are aware, normally bid amounts and the awarded party is submitted with the packet. Staff is requesting that this item be placed on the agenda in anticipation of receiving acceptable bids, due to a time-sensitive issue related to the CDBG grants for this year. This process will assist in meeting the CDBG timeliness ratio calculation. Under the provisions of 24 CFR 570.902 of the CDBG regulations, a grantee (like the City) is considered to be timely, if 60 days prior to the end of the grantee's program year, the balance in its line-of-credit does not exceed 1.5 times the annual grant. If this requirement is not met the City's CDBG funding for next year will be automatically cut in the amount that exceeds this limit. This year the City received its CDBG funding at the end of August which gave us two months to meet our timeliness test; testing for the City of Fayetteville will be conducted at the end of October, thus it is critical that this contract be awarded and the funds expended as soon as possible to meet the CDBG criteria and retain the maximum possible level of funding for the following year.

### BUDGET IMPACT:

None.



**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION AWARDDING BID AND AUTHORIZING THE PURCHASE  
OF 1500 ENERGY EFFICIENCY/WEATHERIZATION KITS FROM  
\_\_\_\_\_ IN THE AMOUNT OF \_\_\_\_\_ FOR USE  
BY THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards the  
bid and authorizes the purchase of 1500 energy efficiency/weatherization kits from  
\_\_\_\_\_ in the total amount of \_\_\_\_\_, for  
use by the Community Development Block Grant Program.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer



## City of Fayetteville Staff Review Form

A. 4  
Zara L. Thomas Revocable  
Trust Settlement  
Page 1 of 12

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items Only

Matt Mihalevich *MM*  
Submitted By

Engineering  
Division

Development Services  
Department

## Action Required:

Approval of a Resolution authorizing the City Attorney to settle the condemnation case with Zara L. Thomas Revocable Trust U/D/T November 20, 1998 in the amount of \$2,700.00 for certain lands that were necessary for the Meadow Valley Trail Project.

\$ 2,700.00  
Cost of this request

\$ 199,364.00  
Category / Project Budget

Trail Development  
Program Category / Project Name

4470.9470.5810.00  
Account Number

\$ 157,399.54  
Funds Used to Date

Trail Improvements  
Program / Project Category Name

02016 / 1202  
Project Number

\$ 41,964.46  
Remaining Balance

Sales Tax Capital  
Fund Name

Budgeted Item ☒

Budget Adjustment Attached ☐

*Jeffrey C. Pate*  
Department Director *9-27-2012*  
Date

Previous Ordinance or Resolution # \_\_\_\_\_

*John Bell*  
City Attorney *9-28-12*  
Date

Original Contract Date: \_\_\_\_\_

Original Contract Number: \_\_\_\_\_

*Paul a. Babin*  
Finance and Internal Services Director *9-28-2012*  
Date

Received in City *09-27-12 P04:38 RCVD*  
Clerk's Office

*Terry J. Gully*  
Chief of Staff *9-28-12*  
Date

Received in  
Mayor's Office

*David L. Jordan*  
Mayor *10/1/12*  
Date



Comments:

## CITY COUNCIL AGENDA MEMO

City Council Meeting of October 16th, 2012

**To:** Mayor Jordan and City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Director of Development Services *JP*  
Chris Brown, City Engineer *CB*

**From:** Matt Mihalevich, Trails Coordinator *M/M*

**Date:** September 26, 2012

**Subject:** Zara L. Thomas Revocable Trust Settlement

### RECOMMENDATION:

Staff recommends Approval of a Resolution authorizing the City Attorney to settle the condemnation case with Zara L. Thomas Revocable Trust U/D/T November 20, 1998 for an additional amount of \$2,700.00 for certain lands that were necessary for the Meadow Valley Trail Project.

### PROPOSAL:

The 2 mile long Meadow Valley Trail was officially opened to the public with a ribbon cutting ceremony on August 8<sup>th</sup>, 2012. This highly requested trail provides a safe alternative transportation route for the numerous residents and businesses west of I-540. On July 5<sup>th</sup>, 2011, resolution number 118-11 authorized the City Attorney to seek condemnation and possession of certain lands owned by the Zara L. Thomas Trust. The order of possession was delayed in court for several months and eventually was submitted to Arkansas Supreme Court where it was dismissed on March 15, 2012. The trail was then constructed across the Thomas property shortly after and is now enjoyed by many citizens daily.

To finalize the condemnation case, the Thomas Trust has agreed to a settlement in the total amount of \$20,000.00 as just compensation for the taking. The appraised value for the 14,305 square foot multi-use trail easement was established at \$17,300.00 and this amount is currently on deposit with the Circuit Court. After the \$17,300.00 is deducted from the \$20,000 settlement offer, the remaining funds to be paid will be \$2,700.00. In addition the Thomas family has requested a chain link fence to be constructed between their property and the new trail. This fence has been budgeted as part of the trail construction, but delayed due to the ongoing court case. Upon approval from City Council, the City will construct approximately 717 linear feet of 6' tall chain link fence at an estimated value of \$8,604.00 .

### BUDGET IMPACT:

The payment for settlement in the amount of \$2,700.00 will be made from the project budget allocated for the Meadow Valley Trail Project, which is funded by the Transportation Bond Trail Improvements Fund.

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION APPROVING A SETTLEMENT AGREEMENT WITH ZARA L. THOMAS, TRUSTEE OF THE ZARA L. THOMAS REVOCABLE TRUST U/D/T NOVEMBER 20, 1998, AND OF THE MARY C. THOMAS REVOCABLE TRUST U/D/T NOVEMBER 20, 1998, CONCERNING CONDEMNATION LITIGATION FILED REGARDING THE EXTENSION OF MEADOW VALLEY TRAIL (U OF A FARM TRAIL)

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves an agreement with Zara L. Thomas, Trustee of the Zara L. Thomas Revocable Trust u/d/t November 20, 1998, and of the Mary C. Thomas Revocable Trust u/d/t November 20, 1998, in a total amount of \$20,000.00, as full and final settlement of condemnation litigation (City of Fayetteville v. Thomas, Washington County Circuit Court Case No. CV 2011-2220-7) filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).

Section 2: That the City Council of the City of Fayetteville, Arkansas, in furtherance of the settlement, hereby approves payment of an additional \$2,700.00 over and above the \$17,300.00 placed on deposit with the court.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

KIT WILLIAMS  
FAYETTEVILLE CITY ATTORNEY

JASON B. KELLEY  
Assistant City Attorney

Judy Housley  
Office Manager

Phone (479) 575-8313  
FAX (479) 575-8315  
TDD (479) 521-1316



113 W. Mountain, Suite 302  
Fayetteville, AR 72701-6083

September 25, 2012

S. Lance Cox, Esq.  
Cox, Cox & Estes, PLLC  
P.O. Box 878  
Fayetteville, AR 72702

Re: City of Fayetteville v. Thomas, Wash. Co. Circuit No. CV 11-2220-7

Dear Lance:

In accord with our recent Email communications regarding the above-referenced case, please allow this letter to formalize the terms of settlement to which the City and Mr. Thomas have agreed.

Subject to the approval of the Mayor and City Council of Fayetteville, the City agrees to pay a total of \$20,000.00 as just compensation for the taking at issue in the above-referenced case. This \$20,000.00 represents the \$17,300.00 currently on deposit with the circuit court, plus an additional \$2,700.00 to be paid directly to your client. Additionally, the City agrees to construct a chain-link fence along the trail easement in the location of the current barbed wire fence. In exchange, your client agrees to accept the above-stated and to execute a trail easement deed and any documents necessary for dismissal of the above-referenced court case.

We will be requesting this proposal be considered at the October 16, 2012, City Council meeting. Assuming a positive outcome, I will then contact you to work out final payment and execution of documents.

Sincerely,

A handwritten signature in black ink, appearing to read "J. B. Kelley", written over a horizontal line.

Jason B. Kelley  
Assistant City Attorney

cc: C. Brown  
M. Mihalevich

**From:** "Lance Cox" <lcox@coxfirm.com>  
**To:** "Jason Kelley" <jkelley@ci.fayetteville.ar.us>  
**Date:** 9/25/2012 1:46 PM  
**Subject:** RE: Z. Thomas

Sounds good, Jason. Thanks for your help in getting this resolved.

lc

S. Lance Cox

Cox, Cox & Estes, PLLC

Arvest Bank Plaza

P.O. Box 878

75 N. East Ave., Ste. 400

Fayetteville, AR 72702

(479) 251-7900 (tel.)

(479-251-7910 (fax)

**PENALTY NOTICE:** To comply with certain U.S. Treasury regulations, we inform you that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended or written to be used, and cannot be used, by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.

From: Jason Kelley [mailto:jkelley@ci.fayetteville.ar.us]  
Sent: Tuesday, September 25, 2012 1:12 PM  
To: Lance Cox  
Subject: RE: Z. Thomas

Lance,

We can do the chain link fence.

Assuming the Council and Mayor approve (I have no reason to doubt they will), it appears we have a deal.

I will formalize everything in a letter to you and begin the process of getting this on the next available city



council agenda for approval.

Jason K.

---

Jason B. Kelley

Assistant City Attorney

City of Fayetteville, Arkansas

113 W. Mountain St., Suite 302

Fayetteville, Arkansas 72701

Telephone (479) 575-8313

Facsimile (479) 575-8315

Email: [jkelley@ci.fayetteville.ar.us](mailto:jkelley@ci.fayetteville.ar.us)

Website: [www.accessfayetteville.org](http://www.accessfayetteville.org) <<http://www.accessfayetteville.org/>>

>>> "Lance Cox" <[lc Cox@coxfirm.com](mailto:lc Cox@coxfirm.com)> 9/25/2012 9:44 AM >>>

Jason,

I've heard back from my clients in regard to settlement. They are agreeable to accepting \$20,000 for the land, but they would like a chain link fence instead of a wooden privacy fence. My last discussion with them about fencing was approximately a year ago, and my memory was that they wanted a wooden privacy fence. I was wrong.

I assume a chain link fence is actually less expensive than a wooden privacy fence?? Just let me know if that's an issue. Otherwise, it appears we have this settled.

Also, I don't know what kind of lighting, if any, currently exists out there (i.e., on the trail, in proximity to Mr. Thomas' house), but if the city would make sure that that area of the trail is reasonably lit the Thomases would certainly appreciate it. This is just a request, as it relates to Mr. Thomas' safety; it is not an additional term or requirement of settlement.

Thanks Jason.

lance

S. Lance Cox

Cox, Cox & Estes, PLLC  
Arvest Bank Plaza  
P.O. Box 878  
75 N. East Ave., Ste. 400  
Fayetteville, AR 72702  
(479) 251-7900 (tel.)  
(479-251-7910 (fax)

PENALTY NOTICE: To comply with certain U.S. Treasury regulations, we inform you that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended or written to be used, and cannot be used, by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.

From: Jason Kelley [mailto:jkelley@ci.fayetteville.ar.us]  
Sent: Monday, September 24, 2012 11:15 AM  
To: Lance Cox  
Subject: RE: Z. Thomas

Lance,

Here's what we can offer:

Subject to Mayor and City Council approval, we would agree to pay Mr. Thomas a total of \$20,000.00. This represents the \$17,300.00 currently on court deposit, plus and additional \$2,700.00.

The City, at its expense, would also construct a wooden privacy fence in the location where the barbed wire fence is currently located.

Let me know your position, after you have a chance to meet with the family.

Jason K.

---

Jason B. Kelley

Assistant City Attorney

City of Fayetteville, Arkansas

113 W. Mountain St., Suite 302

Fayetteville, Arkansas 72701

Telephone (479) 575-8313

Facsimile (479) 575-8315

Email: [jkelley@ci.fayetteville.ar.us](mailto:jkelley@ci.fayetteville.ar.us)

Website: [www.accessfayetteville.org](http://www.accessfayetteville.org) <<http://www.accessfayetteville.org/>>

>>> "Lance Cox" <[lc Cox@coxfirm.com](mailto:lc Cox@coxfirm.com)> 9/24/2012 10:10 AM >>>

K. Sounds good. Thanks Jason.

sent via ipad

S. Lance Cox

Cox, Cox & Estes, PLLC

Arvest Bank Plaza

P.O. Box 878

75 N. East Ave., Ste. 400

Fayetteville, AR 72702

(479) 251-7900 (tel.)

(479-251-7910 (fax)

**PENALTY NOTICE:** To comply with certain U.S. Treasury regulations, we inform you that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended or written to be used, and cannot be used, by any person for the purpose of avoiding any

penalties that may be imposed by the Internal Revenue Service.

From: Jason Kelley [mailto:jkelley@ci.fayetteville.ar.us]  
Sent: Monday, September 24, 2012 9:19 AM  
To: Lance Cox  
Subject: Z. Thomas

Lance,

We may be close to something here. I am meeting with the city engineer this morning to finalize our position. You should get a solid word from me today.

Jason K.

---

Jason B. Kelley

Assistant City Attorney

City of Fayetteville, Arkansas

113 W. Mountain St., Suite 302

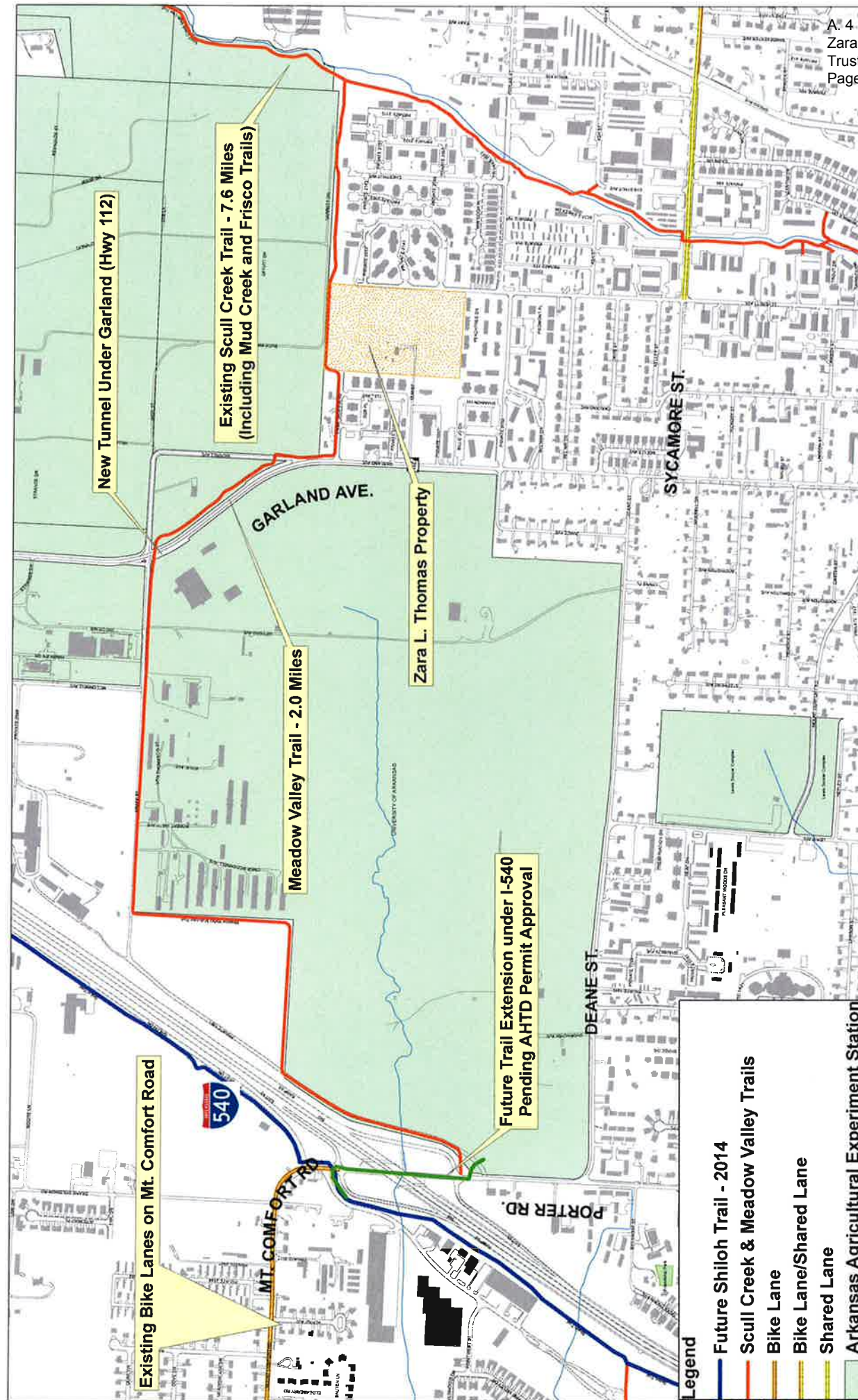
Fayetteville, Arkansas 72701

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Email: jkelley@ci.fayetteville.ar.us

Website: [www.accessfayetteville.org](http://www.accessfayetteville.org) <<http://www.accessfayetteville.org/>>



Meadow Valley Trail  
 2.0 Miles

## CHECK REQUEST

Date: 16-Oct-12

Vendor Number: \_\_\_\_\_

Payable to: Zara L Thomas Revocable Trust  
\_\_\_\_\_  
\_\_\_\_\_

For: Property condemnation settlement (PN 765-05140-000)  
City of Fayetteville vs. Thomas, Wash Co. Circuit No. CV 11-2220-7

Payable From: Fund Name Sales Tax Capital

Charged as follows:

|                     |                                                                     |         |
|---------------------|---------------------------------------------------------------------|---------|
| Manual Check        | <input type="checkbox"/>                                            |         |
| Mail                | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |         |
| Return Check to:    | City Attorney's Office                                              |         |
| Send Copy to:       |                                                                     |         |
| Separate Check Code |                                                                     |         |
| Bank Number         | 012                                                                 |         |
| Amount of Check     | \$                                                                  | 2700.00 |

| Account Name | Amount   |      |      |          |      |        |         |             |
|--------------|----------|------|------|----------|------|--------|---------|-------------|
|              |          | Fund | Dept | Sub Dept | Base | Detail | Project | Sub Project |
| Easements    | 2,700.00 | 4470 | 9470 |          | 5810 | 00     | 02016   | 1202        |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |
|              |          |      |      |          |      |        |         |             |

Additional  
Approval:

☐ Does Not Meet Purchasing Policy

☐ Contract Payment

☐ Other

Approved: \_\_\_\_\_

Prepared by: Ginny Gundlach  
Approved by:   
Entered: \_\_\_\_\_

| Accounting Use - Receiving |  |
|----------------------------|--|
| G/L Account Number         |  |
|                            |  |
| Key Code                   |  |





**City Council Agenda Items  
and  
Contracts, Leases or Agreements**

8/21/2012

City Council Meeting Date  
Agenda Items Only

Quin Thompson

Submitted By

Planning

Division

Development Services

Department

**Action Required:**

RZN 12-4166: Rezone S. of Brookbury Crossing & E. of Candlewood SD, 294: Submitted by Engineering Services Inc. for property located South of BROOKBURY CROSSING and East of CANDLEWOOD developments. The Property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 20.99 acres. The request is to rezone the subject property to RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE. The Planning commission recommended the property be rezoned to RSF-5, Single-family Residential, ONE HALF UNIT PER ACRE.

Cost of this request

\$

Category / Project Budget

Program Category / Project Name

Account Number

\$

Funds Used to Date

Program / Project Category Name

Project Number

\$

Remaining Balance

Fund Name

Budgeted Item ☐Budget Adjustment Attached ☐

Department Director

08.03.2012

Date

Previous Ordinance or Resolution #

*World say one unit per 2 acres. We don't  
need half-unit to be built.*

Original Contract Date:

*[Signature]*

8-3-12

Date

Original Contract Number:

City Attorney

Finance and Internal Services Director

8-3-2012

Date

Received in City  
Clerk's Office

08-03-12 P01:30 RCVD

Chief of Staff

8-3-12

Date

Received in  
Mayor's Office

ENTERED  
8/3/12  
P.12

Mayor

8/6/12

Date

Comments:

*Added to October 16, 2012 CC Mtg. at the 9/18/12 CC mtg.  
Added to September 18, 2012 CC mtg. at the 8/21/12 CC mtg.*



www.accessfayetteville.org

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
THE CITY OF FAYETTEVILLE, ARKANSAS  
DEPARTMENT CORRESPONDENCE

## CITY COUNCIL AGENDA MEMO

---

**To:** Mayor Jordan, City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director JP

**From:** Quin Thompson, Current Planner

**Date:** July 25, 2012

**Subject:** RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)

---

### RECOMMENDATION

The Planning Commission recommends approval of an ordinance to rezone the subject property from R-A, Residential Agricultural to RSF-.5, Single-Family Residential, one half unit per acre. The applicant originally requested that the property be re-zoned to RSF-4, Single-Family Residential, 4 units per acre. This item was discussed at the Planning Commission meeting on July 23, 2012.

### BACKGROUND

The subject property is located south of Skillern Road and east of Highway 265. The property is an undeveloped pasture and woodland with Flynn Creek traversing north to south on the east boundary of the site. The overall parcel contains approximately 20.99 acres. The applicant proposes to rezone the 20.99 acres, in its entirety, from R-A, Residential Agricultural to RSF-4, Single-Family Residential, 4 units per acre.

### DISCUSSION

This item was heard at the Planning Commission meeting July 23, 2012. Staff recommended in favor of the proposed zoning. This site is designated as Residential Neighborhood on City Plan 2030 Future Land Use Plan. The property is surrounded on three sides by existing neighborhoods currently zoned RSF-4, Single-Family Residential, 4 units per acre. In staff's opinion the requested zoning is compatible with surrounding land use & density.

After significant public comment, primarily in opposition to the density & accompanying traffic through the Brookbury neighborhood, the Planning Commission forwarded the request to City Council with a recommendation to re-zone the property to RSF-.5, Single-Family Residential, with a maximum density of 1 unit per two acres. This lower density is equivalent to the maximum density requirement of the current R-A zoning on the property, but removes certain of the existing agricultural rights that come with an R-A zone. The primary concern of the Planning Commission was the lack of a second point of access to this property, which would place all additional traffic load onto the Brookbury neighborhood and Skillern Road.

### BUDGET IMPACT

None.

**ORDINANCE NO.**

AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 12-4166, FOR APPROXIMATELY 20.99 ACRES, LOCATED TO THE SOUTH OF SKILLERN ROAD FROM R-A, RESIDENTIAL AGRICULTURAL TO RSF-0.5, ONE HALF SINGLE-FAMILY UNITS PER ACRE.

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the following described property from R-A, Residential Agricultural to RSF-0.5, as shown on Exhibits "A" and "B" attached hereto and made a part hereof.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

**PASSED and APPROVED** this     day of     , 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

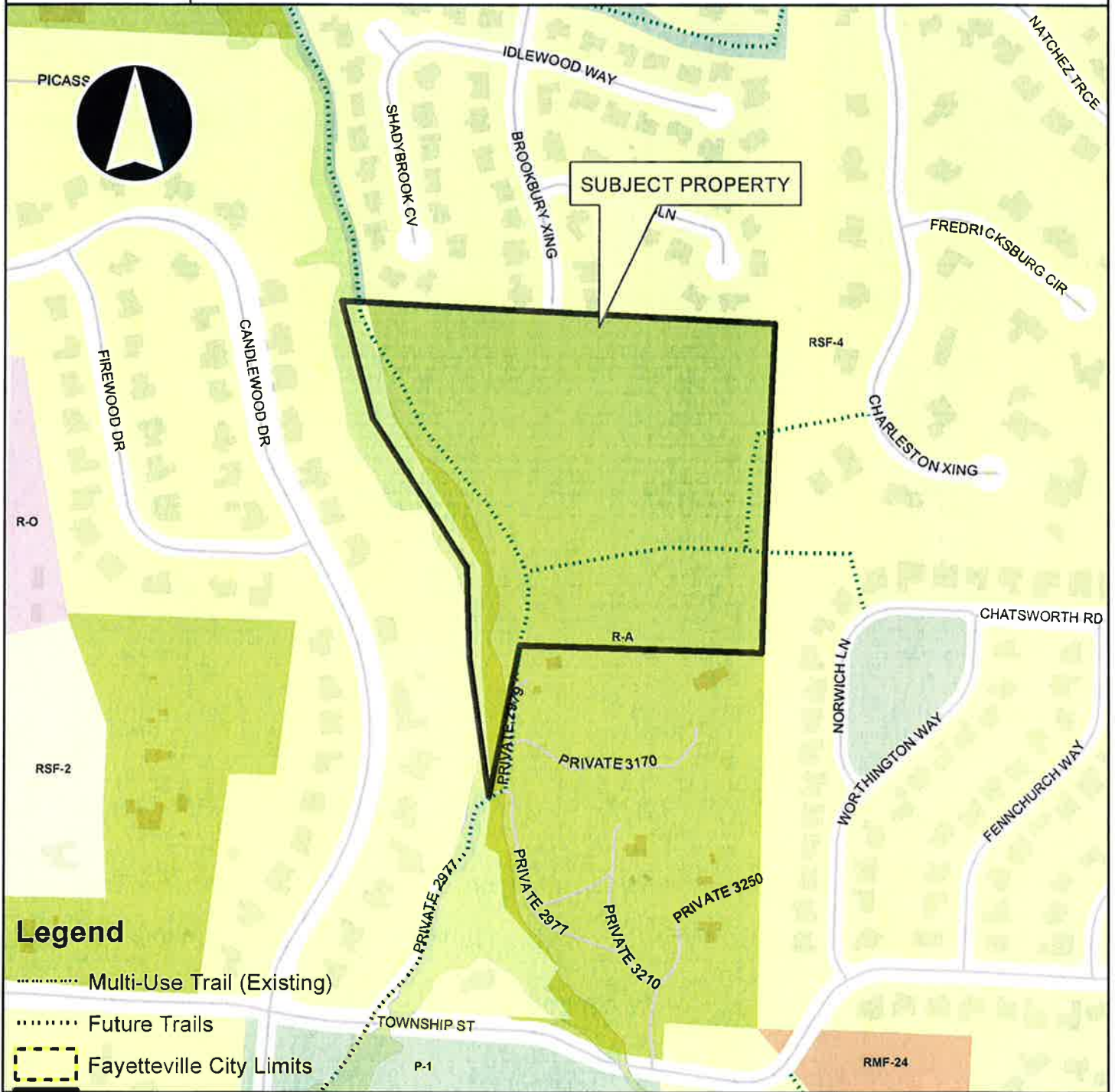
# EXHIBIT "A"

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Page 4 of 92

RZN12-4166

## RIGGINS

Close Up View



### Legend

- ..... Multi-Use Trail (Existing)
- ..... Future Trails
- ..... Fayetteville City Limits

Overview RZN12-4166

- Footprints 2010
- Hillside-Hilltop Overlay District
- Design Overlay District
- Design Overlay District
- Planning Area

0 175 350 700 1,050 1,400 Feet

**EXHIBIT "B"**  
**RZN 12-4166**

Legal Description to Accompany Rezoning Application for Parcel No. 765-13292-001

---

LEGAL DESCRIPTION - FROM DEED BOOK 94 PAGE 21919:

Part of the East Half (E 1/2), Southwest Quarter (SW 1/4) of Section Thirty-One (31), Township Seventeen North (T-17-N), Range Twenty-nine West (R-29-W), of the Fifth Principal Meridian in Washington County, Arkansas and being more particularly described as follows:

Commencing at the Southeast Corner of said East Half (E 1/2), Southwest Quarter (SW 1/4), thence North 01°14'02" East - 1,016.00 feet to the POINT OF BEGINNING, thence South 88°45'10" West - 658.17 feet, to the center of a road thence down the center of said road South 08°25'23" West - 420.00 feet to the center of a creek, thence along the center of said creek as follows: North 11°02'24" West - 381.44 feet, North 04°18'44" West - 246.70 feet, North 35°40'24" West - 480.96 feet, North 17°31'31" West - 330.46 feet, thence East - 1,179.15 feet, thence South 0°31'45" East - 596.50 feet, thence South 01°14'02" East - 300.00 feet to the POINT OF BEGINNING Containing 20.99 acres more or less subject to easements and rights-of-way of record.

**HUGH JARRATT\***  
ATTORNEY AT LAW  
1200 EAST JOYCE BLVD., 6<sup>TH</sup> FLOOR  
FAYETTEVILLE, ARKANSAS 72703  
TELEPHONE 479.521.6686 / FACSIMILE 479.527.8870

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Page 6 of 92

**RECEIVED**  
**JUL 30 2012**  
CITY OF FAYETTEVILLE  
CITY CLERK'S OFFICE

\* Licensed in Arkansas, Oklahoma  
& Missouri

July 30, 2012

City of Fayetteville, Arkansas  
ATTN: City Clerk  
113 W. Mountain Street  
Fayetteville, AR 72701

RE: RZN 12-4166  
South of Brookbury Crossing

Dear City Clerk:

Please treat this letter as a formal request on behalf of the applicant, Riggins Contruction, to appeal the Fayetteville Planning Commission decision regarding RZN 12-4166, a rezoning south of Brookbury Crossing.

Please place RZN 12-4166 on the agenda for consideration by the Fayetteville City Council on the first available meeting.

If there are any additional materials or information which you require, please let me know.

Thank you.

Sincerely,

  
Hugh Jarratt,  
Attorney at Law

cc: Client



## PC Meeting of July 23, 2012

THE CITY OF FAYETTEVILLE, ARKANSAS

125 W. Mountain St.  
Fayetteville, AR 72701  
Telephone: (479) 575-8267

### PLANNING DIVISION CORRESPONDENCE

TO: Fayetteville Planning Commission  
FROM: Quin Thompson, Current Planner  
THRU: Jeremy Pate, Development Services Director  
DATE: ~~July 12, 2012~~ *Updated July 25, 2012*

**RZN 12-4166: Rezone S. of Brookbury Crossing & E. of Candlewood SD, 294:** Submitted by Engineering Services Inc. for property located South of BROOKBURY CROSSING and East of CANDLEWOOD developments. The Property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 20.99 acres. The request is to rezone the subject property to RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE.

Planner: Quin Thompson

### BACKGROUND:

*Background and property description:* The property is zoned Residential-Agricultural and contains 20.99 acres located south of Skillern Road and the Brookbury development. The site is undeveloped pasture and wooded lot with access from Brookbury Crossing. The surrounding zoning and land use is depicted in *Table 1*. The western portion of the property adjacent to the Candlewood development is bordered by Flynn Creek.

Surrounding land use and zoning is depicted in *Table 1*.

Table 1  
Surrounding Zoning and Land Use

| Direction | Land Use                               | Zoning |
|-----------|----------------------------------------|--------|
| North     | Single-family residential (Brookbury)  | RSF-4  |
| South     | Single-family residential              | R-A    |
| East      | Single-family residential (Savannah)   | RSF-4  |
| West      | Single-family residential (Candlewood) | RSF-4  |

*Proposal:* The owners of the 20.99 acres propose to rezone from R-A (Residential-Agricultural) to RSF-4, Residential Single-family/4 units per acre.

*Public Comment:* Staff has received significant comment from residents of surrounding neighborhoods concerning the rezoning request as well as the presumed development of this property. A copy of all written comments and e-mails are attached to this report. Many of the comments concern the limited access to the property through existing neighborhoods & traffic/streets in the area.



## RECOMMENDATION:

Staff recommends forwarding **RZN 12-4166** to the City Council with a recommendation for **approval** based on the findings stated herein.

|                                                                   |                                 |                                                |                                 |
|-------------------------------------------------------------------|---------------------------------|------------------------------------------------|---------------------------------|
| <b>PLANNING COMMISSION ACTION:</b> Required <u>YES</u>            |                                 |                                                |                                 |
| <b>Date:</b> <u>July 23, 2012</u>                                 | <input type="checkbox"/> Tabled | <input checked="" type="checkbox"/> Forwarded  | <input type="checkbox"/> Denied |
| <b>Motion:</b> <u>Pennington</u>                                  | <b>Second:</b> <u>Hoskins</u>   | <b>Vote:</b> <u>8-1-0 (Chesser voted 'no')</u> |                                 |
| <b>CITY COUNCIL ACTION:</b> Required <u>YES</u>                   |                                 |                                                |                                 |
| <input type="checkbox"/> Approved <input type="checkbox"/> Denied |                                 |                                                |                                 |
| <b>Date:</b> <u>August 7, 2012</u>                                |                                 |                                                |                                 |

**CITY PLAN 2030 FUTURE LAND USE PLAN:** *City Plan 2030 Future Land Use Plan designates this site as **Residential Neighborhood Area**. Residential Neighborhood Areas are primarily residential in nature and support a variety of housing types of appropriate scales and context, including single-family, multifamily, and row-houses. It encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood.*

## INFRASTRUCTURE:

**Streets:** The site has access to Brookbury Crossing. Brookbury Crossing is a fully improved two lane city street which accesses Skillern road and Highway 265. Based on current development patterns, Brookbury Crossing can easily accommodate additional traffic without further improvements. Skillern Rd is relatively unimproved between Brookbury Crossing and Highway 265. Highway 265 is currently being widened to a 5-lane section in this vicinity. Street improvements will be evaluated at the time of development, and may include off-site improvements or the provision of additional points of access.

**Water:** Public water is available to the property. There is an 8" water main along Brookbury Crossing on the north side of this location. Public water main improvements will be necessary to provide fire flow for domestic service for any proposed development.

- Sewer:** Sanitary sewer is available to the site. There is an 8" main along Brookbury Crossing on the north side of this property. Public sewer main improvements will be necessary to provide service for any proposed development.
- Drainage:** Standard improvements and requirements for drainage will be required for any development. This property is affected by the 100-year floodplain and the Streamside Protection Zones.
- Police:** The Police Department does not find that this rezoning will affect calls for service or response times. A copy of the Police Department memo is attached.
- Fire:** This property will be protected by Engine No. 5, located approximately 2 miles away at the intersection of Crossover and Old Wire roads. Response time is expected to be 3 minutes to the property. The anticipated development of the property with more than 30 single family homes will require separate and approved fire access roads. The Fire Marshal has expressed concern over the limited access to this property related to future development plans. A copy of the memo from the Fire Marshal is attached, explaining Fire Code requirements pertinent to future development phase for this site.

## **FINDINGS OF THE STAFF**

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

**Finding:** Although a higher density zoning such as RSF-8 could be appropriate within the Future Land Use designation of Residential Area on the property, staff find that RSF-4 is consistent with the existing and surrounding land uses and infrastructure, particularly given the difficulty in access for this property. The property is surrounded to the East, West, & North by neighborhoods with RSF-4 zoning. The zoning will allow the owners to develop the property to a density and with a pattern similar to surrounding developments, if adequate access can be provided.

A primary guiding principle in the City Plan 2030 for new neighborhood development is to provide 'complete, compact, and connected' neighborhoods. The most difficult of these to achieve for this property is for it to be adequately connected, which is a result of previous decisions to not provide 'stub-out' streets from other properties as they developed. In fact, this condition may make it more difficult for the development to achieve desired density and still meet City requirements for access.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

**Finding:** The proposed zoning is needed at this time in order for the property to be developed at the higher density requested by the applicant. It is not a reasonable expectation that this property remain with R-A zoning, allowing for typical agricultural uses, when surrounded on three sides by developed neighborhoods that are zoned RSF-4. In fact, staff finds the current agricultural zoning could become highly incompatible to surrounding neighborhoods if developed with many of the uses currently allowed in the R-A district. As discussed in Finding No. 1, the proposed zoning is justified as it is compatible with the surrounding zoning and land uses and consistent with the City's Future Land Use Plan.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

**Finding:** The proposed rezone would not significantly increase traffic or congestion in the area. Highway 265 is currently being expanded to higher capacity. Skillern Road, which serves this property as primary access, is unimproved and currently experiences some congestion during peak periods. Improvements to this road would need to be evaluated with future development plans, so as not appreciably create or compound any dangerous traffic condition or congestion.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

**Finding:** Increased load on public services were taken into consideration and recommendations from the Engineering, Fire, and Police Departments and are included in this report. The proposed zoning change to RSF-4 should have no discernable impact on public services as the site is directly adjacent to public infrastructure, however future development will require improvements to public infrastructure with potential requirements for off-site improvements.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
- b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

**Finding:** Not applicable. Staff recommends in favor of the re-zoning request, with the understanding that development of this property is not being considered at this time. Concerns expressed both by the Fire Marshal and comments received from the public will be more appropriately considered during the [presumed] development phase to follow re-zoning, if the request is granted. It should be noted, specifically, that the single access point to the property may limit density to well below the four units per acre granted by the RSF-4 zoning district, due to safety & connectivity requirements.

### 161.07 District RSF-4, Residential Single-Family – Four Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted uses.*

|         |                         |
|---------|-------------------------|
| Unit 1  | City-wide uses by right |
| Unit 8  | Single-family dwellings |
| Unit 41 | Accessory dwellings     |

(2) *Conditional uses.*

|         |                                          |
|---------|------------------------------------------|
| Unit 2  | City-wide uses by conditional use permit |
| Unit 3  | Public protection and utility facilities |
| Unit 4  | Cultural and recreational facilities     |
| Unit 5  | Government facilities                    |
| Unit 9  | Two-family dwellings                     |
| Unit 12 | Limited business                         |
| Unit 24 | Home occupations                         |
| Unit 36 | Wireless communications facilities       |
| Unit 44 | Cottage Housing Development              |

(C) *Density.*

|                | Single-family dwellings | Two-family dwellings |
|----------------|-------------------------|----------------------|
| Units per acre | 4 or less               | 7 or less            |

(D) *Bulk and area regulations.*

|                                             | Single-family dwellings | Two-family dwellings |
|---------------------------------------------|-------------------------|----------------------|
| Lot minimum width                           | 70 ft.                  | 80 ft.               |
| Lot area minimum                            | 8,000 sq. ft.           | 12,000 sq.-ft.       |
| Land area per dwelling unit                 | 8,000 sq. ft.           | 6,000 sq. ft.        |
| Hillside Overlay District Lot minimum width | 60 ft.                  | 70 ft.               |
| Hillside Overlay District Lot area minimum  | 8,000 sq. ft.           | 12,000 sq.-ft.       |
| Land area per dwelling unit                 | 8,000 sq. ft.           | 6,000 sq. ft.        |

(E) *Setback requirements.*

| Front  | Side  | Rear   |
|--------|-------|--------|
| 15 ft. | 5 ft. | 15 ft. |

|                         |        |
|-------------------------|--------|
| Building Height Maximum | 45 ft. |
|-------------------------|--------|

*Height regulations.* Structures in this District are limited to a building height of 45 feet. Existing structures that exceed 45 feet in height shall be grandfathered in, and not considered nonconforming uses, (ord. # 4858).

(G) *Building area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. 4858, 4-18-06; Ord. 5028, 6-19-07; Ord. 5128, 4-15-08; Ord. 5224, 3-3-09; Ord. 5312, 4-20-10; Ord. 5462, 12-6-11)

### 161.03 District R-A, Residential-Agricultural

(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

(B) *Uses.*

(1) *Permitted uses.*

|         |                                          |
|---------|------------------------------------------|
| Unit 1  | City-wide uses by right                  |
| Unit 3  | Public protection and utility facilities |
| Unit 6  | Agriculture                              |
| Unit 7  | Animal husbandry                         |
| Unit 8  | Single-family dwellings                  |
| Unit 9  | Two-family dwellings                     |
| Unit 37 | Manufactured homes                       |
| Unit 41 | Accessory dwellings                      |
| Unit 43 | Animal boarding and training             |

(2) *Conditional uses.*

|         |                                          |
|---------|------------------------------------------|
| Unit 2  | City-wide uses by conditional use permit |
| Unit 4  | Cultural and recreational facilities     |
| Unit 5  | Government facilities                    |
| Unit 20 | Commercial recreation, large sites       |
| Unit 24 | Home occupations                         |
| Unit 35 | Outdoor Music Establishments             |
| Unit 36 | Wireless communications facilities       |
| Unit 42 | Clean technologies                       |

(C) *Density.*

|                |          |
|----------------|----------|
| Units per acre | One-half |
|----------------|----------|

(D) *Bulk and area regulations.*

E) *Setback requirements.*

(F) *Height requirements.* There shall be no maximum height limits in the A-1 District, provided, however, that any building which exceeds the height of 15 feet shall be setback from any boundary line of any residential district a distance of 1.0 foot for each foot of height in excess of 15 feet. Such setbacks shall be measured from the required

setback lines.

(G) *Building area.* None.

(Code 1965, App. A., Art. 5(1); Ord. No. 1747, 6-29-70; Code 1991, §160.030; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. 5028, 6-19-07; Ord. 5128, 4-15-08; Ord. 5195, 11-6-08; Ord. 5238, 5-5-09; Ord. 5479, 2-7-12)





www.accessfayetteville.org



B. 1  
RZN 12-4166 (South of  
Brooklyn Crossing & East of  
Candlewood Development/Riggins)  
Page 15 of 20  
6690 West Center Street  
Fayetteville, AR 72701  
P (479) 575-8365 F (479) 575-0471

## Zoning Review

**To:** Quin Thompson  
**From:** Harley Hunt, Fire Marshal  
**Date:** July 17, 2012  
**Re:** RZN 12-4166

This development will be protected by Engine 5 located at 2979 N. Crossover.  
It is 2 miles from the station with an anticipated response time of 3 minutes to the beginning of the development.  
The anticipated development of this property with more than 30 single family homes will require separate and approved fire apparatus roads as stated in AFC D107.1.  
The Fayetteville Fire Department does not feel this development will affect our calls for service or our response times.

If you have any questions please feel free to contact me.

Battalion Chief Harley Hunt  
479-718-7639  
Fayetteville Fire Department



## MEMORANDUM

To: Jeremy Pate  
From: Captain Kenny Yates  
Date: 7/13/12  
Subject: RZN 12-4166

This document is in response to the request for comments on proposed RZN 12-4166 (S. of Brookbury Crossing / Riggins, 294) submitted by Engineering Services, Inc. for property located at south of Brookbury Crossing.

It is the opinion of the Fayetteville Police Department that this RZN (12-4166), will not substantially alter the population density. This RZN will not create an appreciable or undesirable increase in the load on police services and will not create an appreciable increase in traffic danger and congestion.

**From:** "Kathleen Leatherby" <dkleatherby@cox.net>  
**To:** <qthompson@ci.fayetteville.ar.us>  
**CC:** "Charlie Collins" <clcollins6@cox.net>, "Jerilyn Nicholson" <jernic3@att...  
**Date:** 7/6/2012 7:14 AM  
**Subject:** surrounding Density - Proposed Riggins Development

Quin -

In response to the question I asked by email on 7/1 concerning whether the city had done an actual density study on the neighborhoods surrounding the property that Riggins Construction would like to have rezoned and then develop (your answer was "no"), I have spent some time at the Circuit clerk's office researching plats filed with the city. Here is what I've discovered:

Brookbury - 1.96 homes / acre

Covington - 2.2 homes / acre

Savanna - 1.2 homes / acre (Phase II Plat shows zoned R-1)

Candlewood - 1 home / acre (Plat shows zoned R-1)

Point: Compatability with surrounding neighborhoods would seem logical to zone at RSF-2 rather than RSF-4 to ensure the developer is consistent with surrounding development.

I would greatly appreciate it if you would pass this information on the the Planning Commissioners as I think it makes a strong point.

Sincerely,

Kathleen Leatherby  
Brookbury Woods POA Treasurer  
2731 N. Brookbury Crossing  
Fayetteville, AR 72703  
(479) 444-6551 (h)

**From:** "Jerilyn Nicholson" <jernic3@att.net>  
**To:** <qthompson@ci.fayetteville.ar.us>  
**CC:** "Kathleen Leatherby" <dkleatherby@cox.net>, "Charlie Collins" <clcollins...  
**Date:** 7/7/2012 12:01 PM  
**Subject:** requested rezoning at end of Brookbury Crossing

Mr. Thompson, my husband and I are residents of Brookbury subdivision & would like to offer the following comments in opposition to the proposed rezoning adjoining our neighborhood with access provided through our neighborhood.

**Zoning:** There is a discrepancy in the initial information we received on the existing zoning of the surrounding neighborhoods. The information was that all adjoining neighborhoods were zoned RSF-4. The final plat for Candlewood shows the zoning is RSF-1. Regardless of the existing zoning, what is "on the ground" is far more significant. The following is the actual density of the surrounding neighborhoods:

Brookbury: 1.96 homes/acre  
Covington: 2.2 homes/acre  
Savanna: 1.2 homes/acre  
Candlewood: 1 home/acre

As is apparent, the requested rezoning would more than double the surrounding densities. The developer could develop the property today as it is currently zoned and be compatible with the adjoining neighborhoods. No one is disputing the right to develop.

**Traffic/Density:** The proposed rezoning would permit up to 80 homes on this property. Using the nationally accepted statistics on average daily trips (ADT), 80 homes would generate an additional 800 trips per day onto Brookbury Crossing, to say nothing of the construction traffic that would result. If you look at a Brookbury plat or an aerial photograph, you will see that all of the streets in Brookbury take access into and out of the subdivision via Brookbury Crossing. Brookbury has 97 homes. Thus, what the proposed rezoning would allow comes very close to doubling the traffic count on Brookbury Crossing. You will further note by looking at our plat that Brookbury Crossing is a relatively straight street from the entry to the subdivision to its present termination point, a cul-de-sac, where access is proposed into the undeveloped 20 acre tract. The entry to Brookbury is a landscaped boulevard and the streets are only 13.9' wide. House setbacks in this area are fairly minimal with the exception of one. The boulevard intersects with Skillern, also a narrow street with sight distance problems.

Brookbury is a neighborhood filled with children, joggers, walkers and bicyclists. To add the amount of traffic which the proposed rezoning would allow is not only dangerous and disruptive but "boggles the mind" in terms of quality of planning.

Our Property Owners Association (POA) is diligent about reminding the membership via email to maintain a safe speed on Brookbury Crossing since it is such a straight street and makes high speeds very possible. We will have no influence on any traffic coming from this proposed development since it will not be a part of our POA and our internal communication system.

**Infill Development and Higher Density:** I understand from the City that its goal is to encourage infill development at higher densities. Encouraging infill development is certainly understandable although higher density infill development is normally focused on the inner city level and we are clearly in the suburbs. In the case of this proposed rezoning, this approach seems somewhat short sighted and ignores the impacts of such an approach. If such higher density development severely impacts an existing neighborhood, it runs the risk of destabilizing attractive and very viable areas such as Brookbury. I think that might be called, "shooting yourself in the foot". The City has also espoused "green goals" such as preservation of trees and encouragement of wildlife habitat. The proposed rezoning would allow up to 80 homes on this tract. Such density seems very incompatible with such green goals. The 20 acres will be all but denuded.

Thank you for your thoughtful attention. These are critical issues to those of us who live here and we trust that you can appreciate our strong objections to the proposed rezoning.

Richard and Jerilyn Nicholson  
3101 E. Summershade Drive  
Fayetteville, AR 72703

**From:** "Kathleen Leatherby" <dkleatherby@cox.net>  
**To:** <qthompson@ci.fayetteville.ar.us>  
**CC:** "Charlie Collins" <cicollins6@cox.net>, "Scott and Meggan Bell" <scottme...  
**Date:** 7/5/2012 11:20 PM  
**Subject:** Rezoning - Riggins development  
**Attachments:** DSCN4731.JPG; DSCN4730.JPG; DSCN4729.JPG

Quin -

I am submitting the attached photos as documentation of what has happened in the past when large commercial vehicles enter onto Brookbury Crossing. Not only is the landscaping disturbed, but the sprinkler heads close to the street are easily broken when run over. The turn onto Brookbury Crossing from a large vehicle that is east bound on Skillern can be difficult because of the sharp turning radius. Skillern is a narrow 2-way road with no shoulder and steep drop offs in some areas. If there is oncoming traffic, it's impossible for a large vehicle to swing out into the other lane to gain the wider radius it needs. Once school starts, traffic is often backed up on Skillern headed west (towards Crossover/265) all the way to Brookbury Crossing. Many of the construction vehicles will be arriving each morning about this same time. I will address the traffic issue further in a separate email.

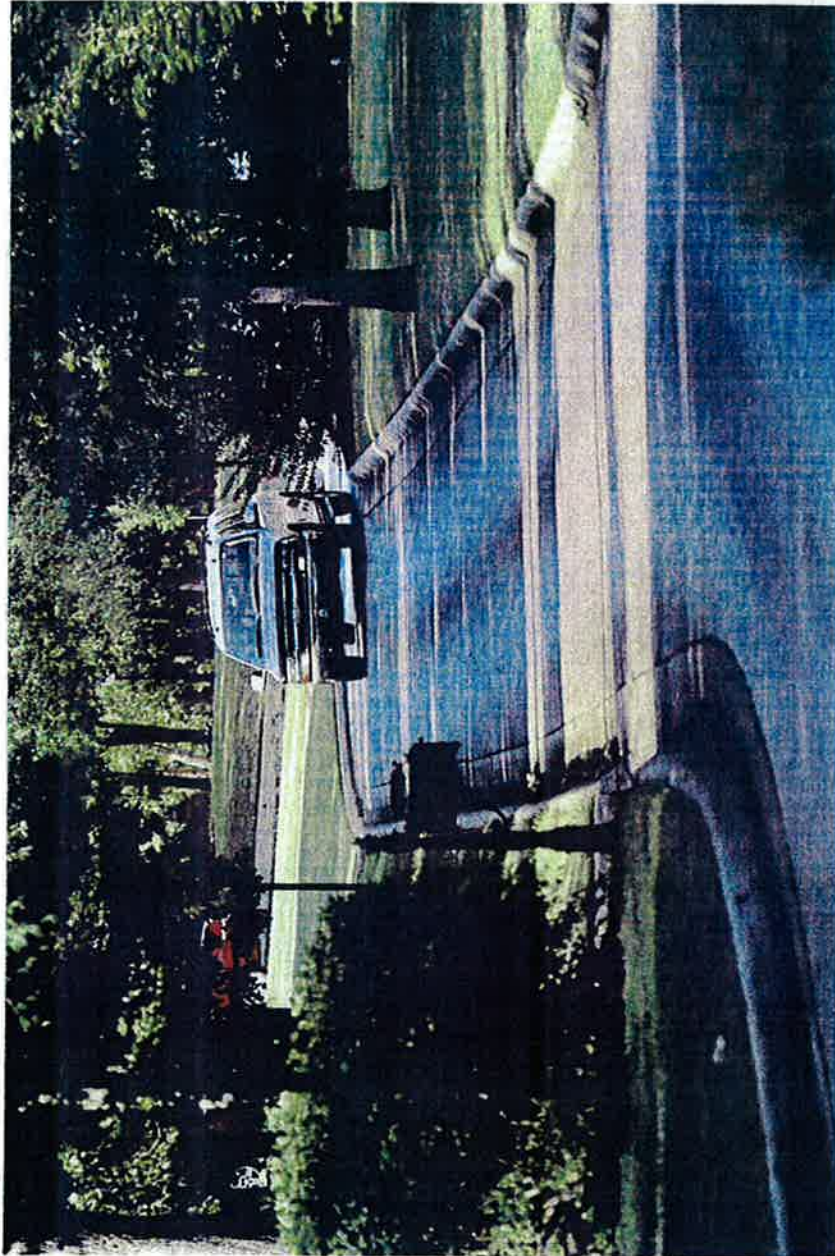
If the proposed rezoning request by Riggins Construction is passed (from RA to RSF-4) and construction begins using Brookbury Crossing as the access point; we expect a great deal more of this type of damage to the Brookbury POA landscaping for years to come. The Brookbury POA is not in a position financially to continually pay for repairs done by the ongoing construction of both the needed infrastructure and homes. It would be difficult to prove any damage done was associated with the ongoing Riggins construction unless we have an eye-witness each time that has the time to follow the vehicle to determine what it entered the neighborhood for. This then puts the financial burden on the POA. I am currently the Treasurer of the Brookbury POA and am the former Landscaping Chair so I'm familiar with all that is involved in both the landscaping and the financial end of maintaining our neighborhood.

We hope the Planning Commission will take these concerns into consideration when considering the possible rezoning and development plans of Riggins.

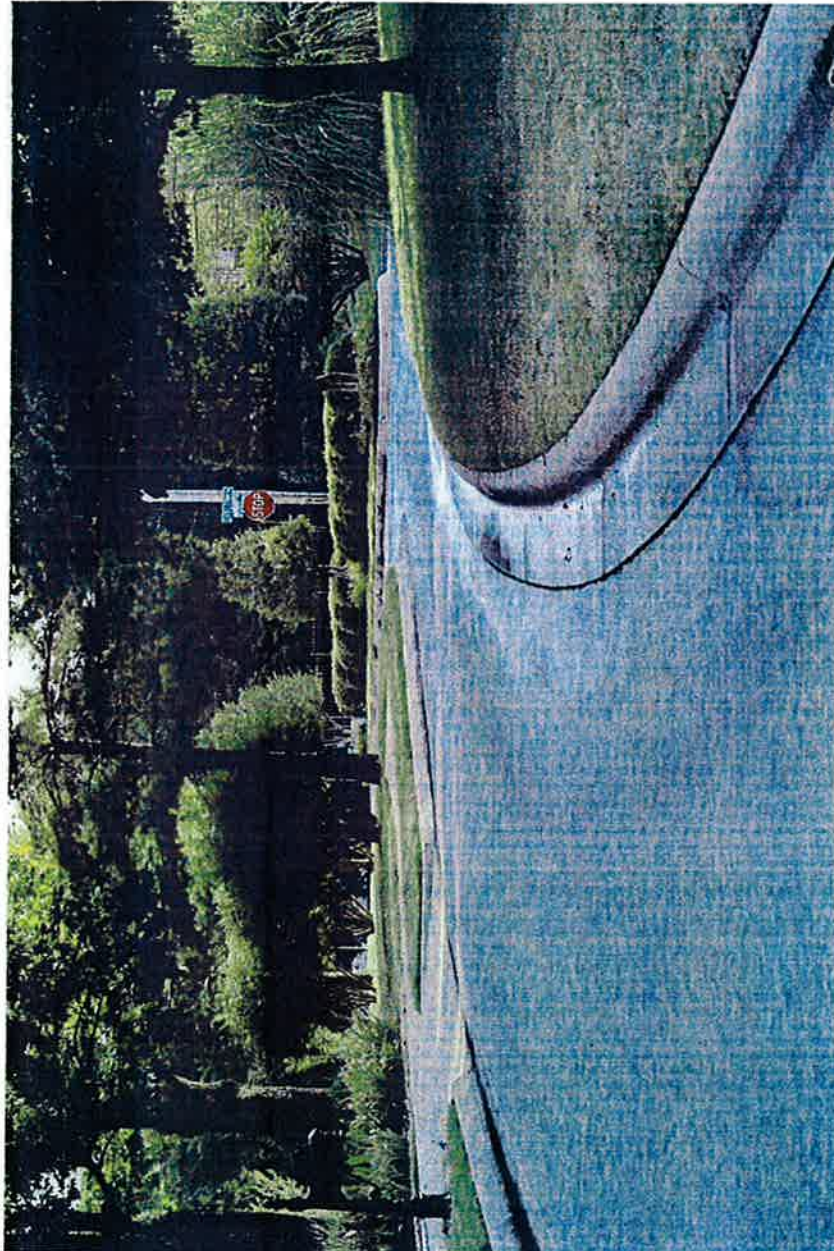
Kathleen Leatherby

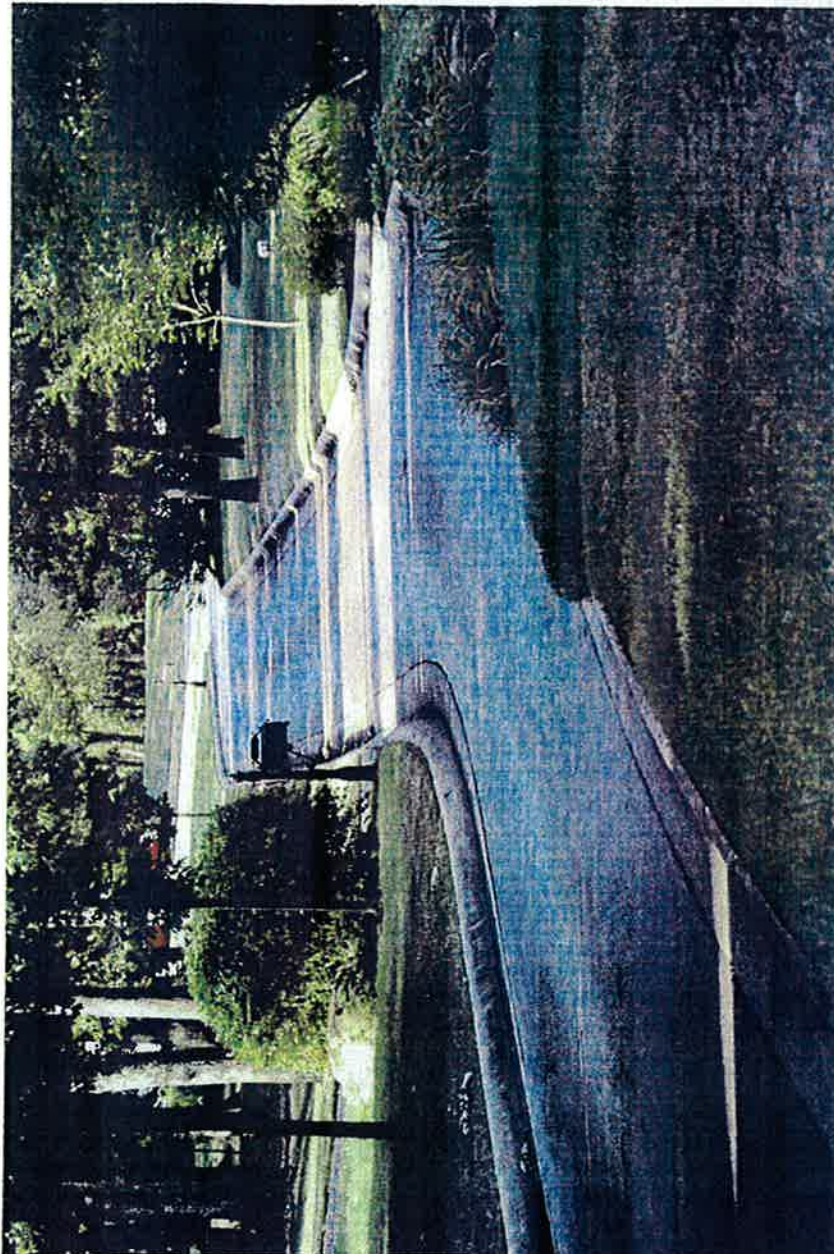
Treasurer, Brookbury Woods POA

2731 N. Brookbury Crossing





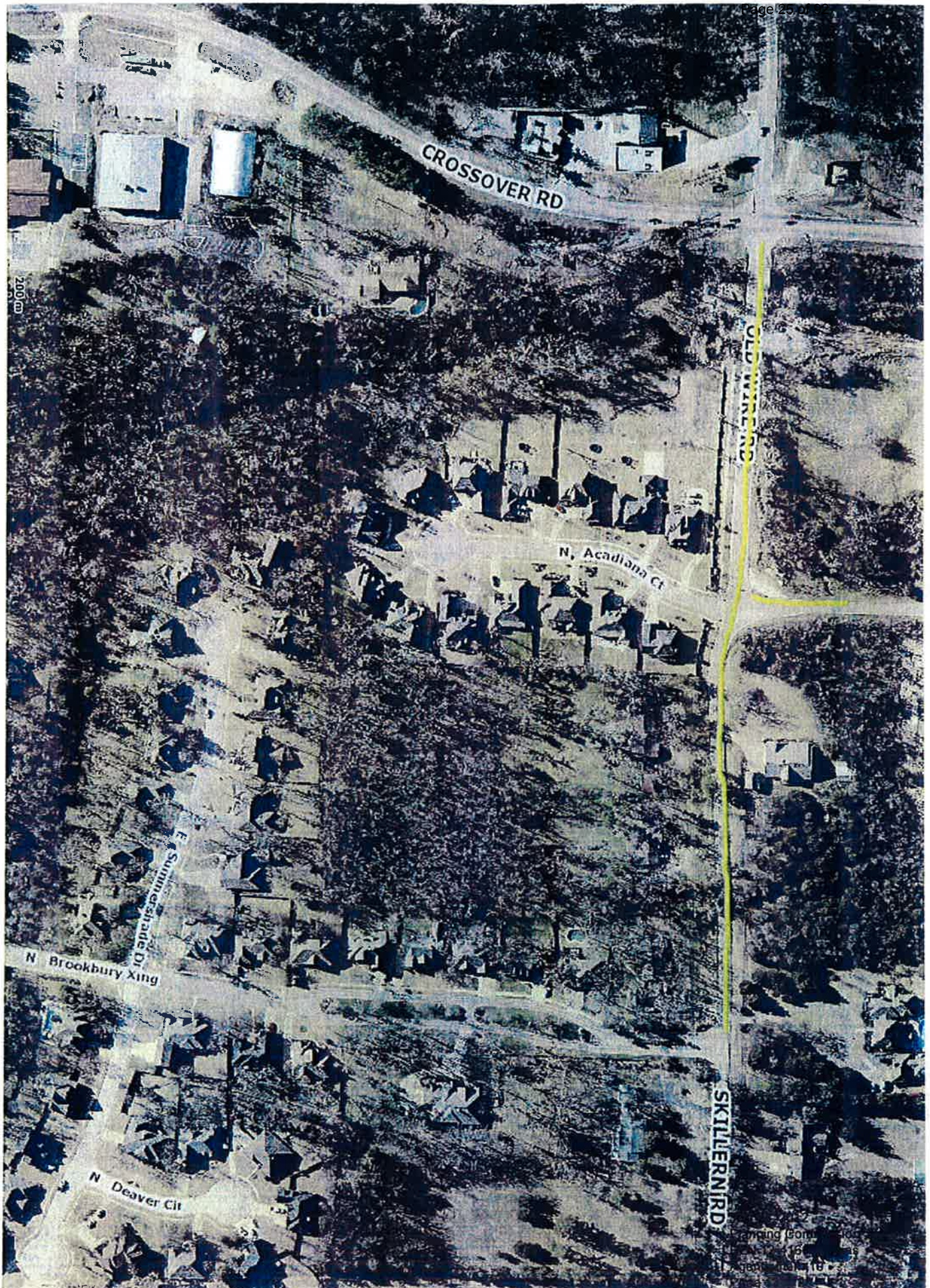




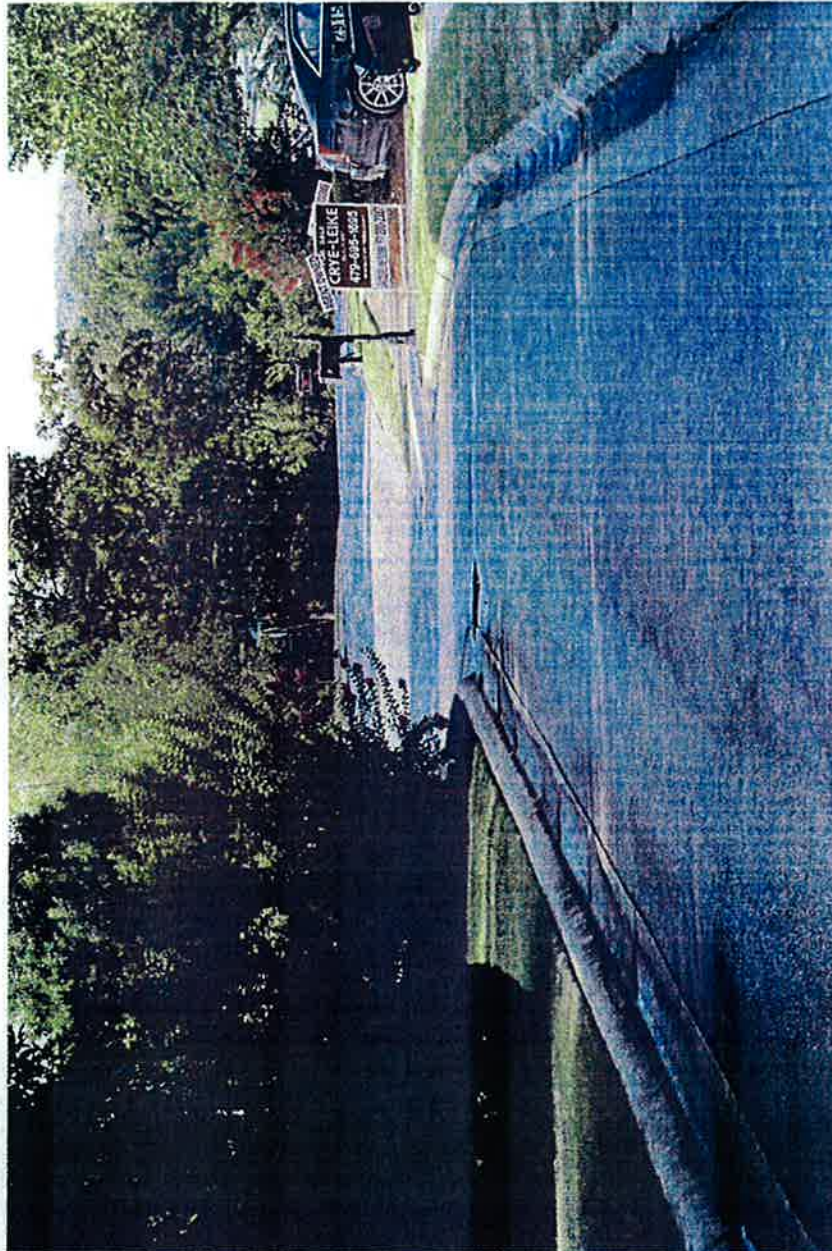












**From:** hogcrazy <hogcrazy\_2000@yahoo.com>  
**To:** <qthompson@ci.fayetteville.ar.us>  
**Date:** 7/7/2012 7:36 AM  
**Subject:** 20 acres Near Brookbury Subdivision

Dear Mr. Thompson:

As a landowner in Brookbury and one whose lot is right next to the 20 acres, I wanted to let you know of my thoughts.

As far as the zoning request for RSF-4, I realize the surrounding neighborhoods were zoned the same, this I was told, but they weren't built to those specifications. That is my concern. I would like this land to be developed in similar fashion to the surrounding neighborhoods. Both for continuity of the area and traffic concerns thru Brookbury.

I would like to let you know that I would be against RSF-4 zoning being approved and that a lower density zoning be approved instead. Why approve a zoning request that would allow up to 4 homes per acre when none of the surrounding neighborhoods were built to that density?

I also think the entrances to this area need to be addressed as Brookbury at this point will handle all the extra traffic.

Thank you very much.

Sincerely,

Linda Rogers

3285 E. Piper Glen

Fayetteville, AR 72703

**From:** "Kathleen Leatherby" <dkleatherby@cox.net>  
**To:** "Quin Thompson" <qthompson@ci.fayetteville.ar.us>  
**Date:** 7/8/2012 10:38 PM  
**Subject:** Traffic back-up photo - Brookbury  
**Attachments:** brookbury aerial.jpg; Brookbury-028.JPG; Brookbury-048.JPG; Brookbury-049.JPG; Brookbury-056.JPG; Brookbury-026.JPG

RE: Riggins rezoning request - South end of Brookbury Crossing

Quin -

As a member of the board of Directors for the Brookbury POA, I've had many neighbors share their concerns about the proposed rezoning and development at the south end of our neighborhood. One of the primary concerns that's been voiced is the volume of traffic that will be added - both from construction and the added homes. We have one entry / exit for the neighborhood that serves 96 homes. This one entry / exit presents a problem in the mornings once school starts. I have attached an aerial shot with the back-up of traffic at its worst highlighted in yellow. As you can see, it sometimes backs up all the way from Highway 265/Crossover to Brookbury Crossing. This makes it very difficult to get out of the neighborhood in the morning. If the RSF-4 zoning request is granted and Riggins is allowed to develop 70 additional homes (80 would be allowed but I'll be conservative given the need for easements, streets, etc.), based on the statistics you provided, this would add approximately 700 more trips per day on this single entry /exit. I have attached further photos to show the narrow split and curves at the entryway of Brookbury which add to the difficulty of seeing what's ahead (pedestrians, children, cars parked on the street, pets, etc.).

I've also had a neighbor share a story of having to wait over 10 minutes to exit Brookbury because of a large vehicle boxed in as it attempted to turn into Brookbury from Skillern without the proper turning radius. If this were an emergency situation, there is no alternative for a firetruck, ambulance or police.

We hope the Planning Commission will take all this into consideration when considering the number of homes that will be allowed to be built on the property in question and whether an alternative entry /exit is possible.

Sincerely,

Kathleen Leatherby



**From:** steve petruconis <srpconis@yahoo.com>  
**To:** "cmonreal@ci.fayetteville.ar.us" <cmonreal@ci.fayetteville.ar.us>  
**CC:** "qthompson@ci.fayetteville.ar.us" <qthompson@ci.fayetteville.ar.us>  
**Date:** 7/1/2012 1:32 PM  
**Subject:** Brookbury Crossing & Riggins Construction Land Development

Dear Ms. Monreal & Mr. Thompson:

Our names are Rosemary & Steve Petruconis and we reside at 2939 Brookbury Crossing, which is the third house on the west side of the boulevard as you enter the Brookbury development. We have learned that the City of Fayetteville will be considering changing the zoning status of the 21 acres of land immediately to the south of the Brookbury addition to allow Riggins Construction to develop homes under the RSF - 4 zoning designation. It is also our understanding that no entry/exit route is included in the proposed project other than the current Brookbury Crossing roadway.

Our primary concern is that Riggins would develop this property in a manner compatible with the adjoining neighborhoods and that it will consider adding an additional entry/exit route to help minimize the amount of traffic through our neighborhood. If an additional access route is not made a requirement in this project, all additional development traffic and residential owner traffic will pass directly in front of our home and others having an address on Brookbury Crossing. This will present a significant increase in the risk of potential motor vehicle accidents and personal injuries, in addition to wear and tear on the Brookbury Crossing roadway.

Brookbury Crossing is currently a very busy street because of only one entrance/exit route for the neighborhood. Adding potentially 80 more homes having one or more vehicles will unduly stress the current access route. We encourage you to require the additional or separate entry/exit route in this development if it is approved.

We thank you for your consideration of our request.

Sincerely,

Rosemary & Steve Petruconis  
2939 N. Brookbury Crossing  
Fayetteville, AR 72703

**From:** "Jerilyn Nicholson" <jernic3@att.net>  
**To:** <qthompson@ci.fayetteville.ar.us>, <jpate@ci.fayetteville.ar.us>  
**Date:** 7/19/2012 11:23 AM  
**Subject:** rezoning request adjoining Brookbury Subdivision

I sent an email to Mr. Thompson a couple of weeks ago on this rezoning request, outlining some of my major concerns regarding this proposed rezoning. I wanted to get it to you early so that it would be included in the material given to the Planning Commissioners prior to the meeting. While I have contact information on the Planning Commissioners, there is only one person's email address listed and I hate to bother these folks by telephone with my added comments. Thus, I am sending this to you with the request that it be included in the information provided to the Commissioners, if there is still time to do so.

The feedback I am receiving from the city is that all of the issues that are of paramount concern to us will be addressed at the plat review stage if the requested RSF-4 zoning is approved. I would submit to you that the zoning dictates the parameters of the plat and should this rezoning be approved, the "die is cast". To not seriously consider the onerous effects this rezoning could have on Brookbury seems to be akin to putting one's head in the sand. I would add that the effects extend beyond Brookbury & include Skillern, Old Wire & Crossover. I would urge you and the Commissioners to face the issues head on now. I have always believed that it is better to be safe than sorry and I do indeed believe that such a rezoning, if approved, will provide ample opportunity to be sorry.

Thank you very much.

Jerilyn Nicholson  
3101 E. Summershade

Public Comment for RZN 12-4166

Phone Message:

07-06-2012  
Aaron Marooner  
(479) 443-1997

Mr. Marooner(sp?), resident at Covington Park development stated that in his opinion the proposed rezone should be denied since the surrounding neighborhoods are not built to RSF-4 density.

Phone record:

07-07-2012  
Manny Terminella  
(479) 263-4749

Mr. Terminella had questions pertaining to city access requirements for new developments, specifically if the any future development on the subject property would be required to have more than one entry/exit. He owns property to the South and it would be necessary to cross his property if the developer wishes to have a South entry.

Staff responded that it is not a city requirement that a development have two entries/exits, but that once an entry/exit serves 80 homes, there are increased requirements according to fire code.

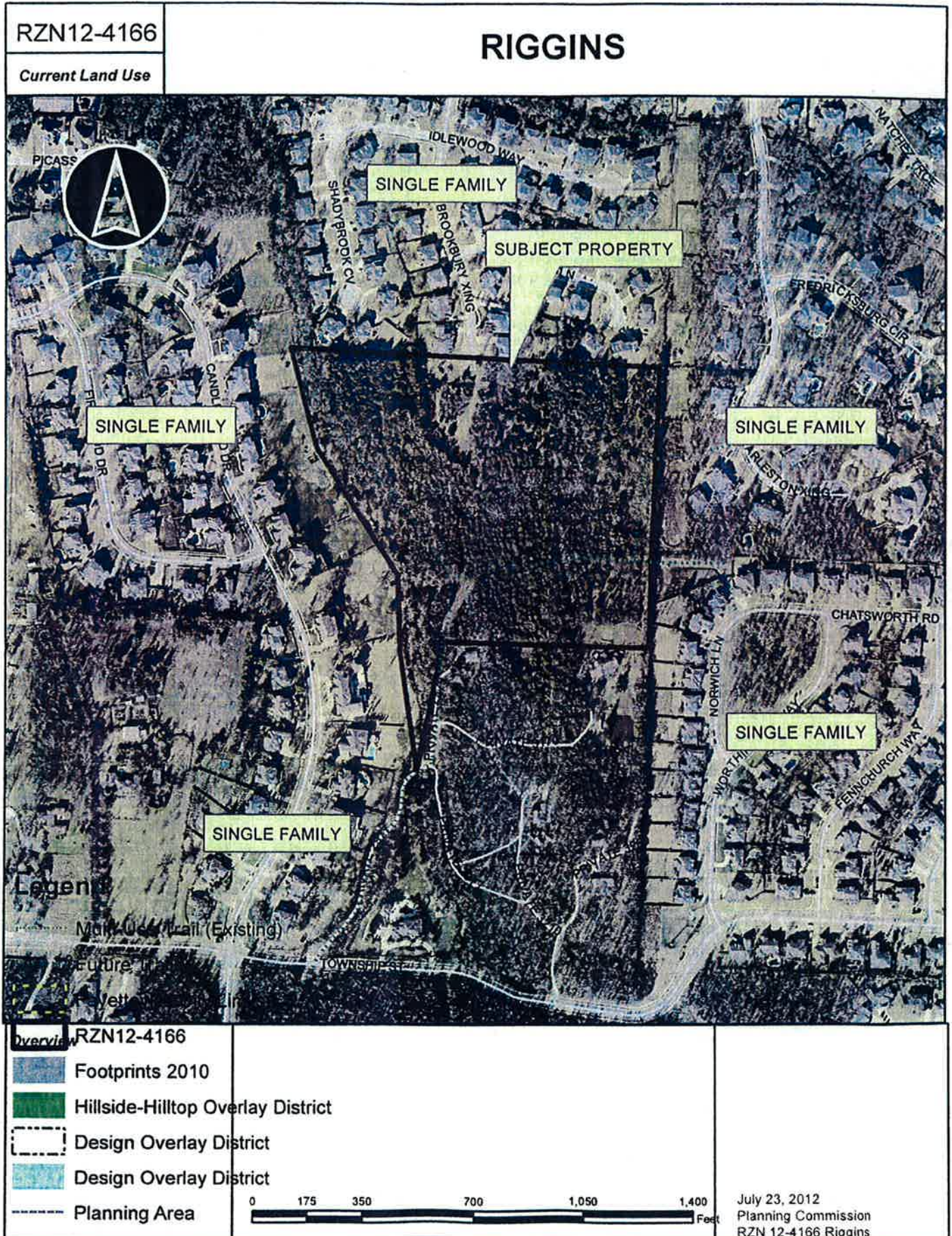
07-10-2012  
Scott Stokenbury

Mr. Stokenbury is a resident of Brookbury development. He called with general questions regarding the re-zoning request.

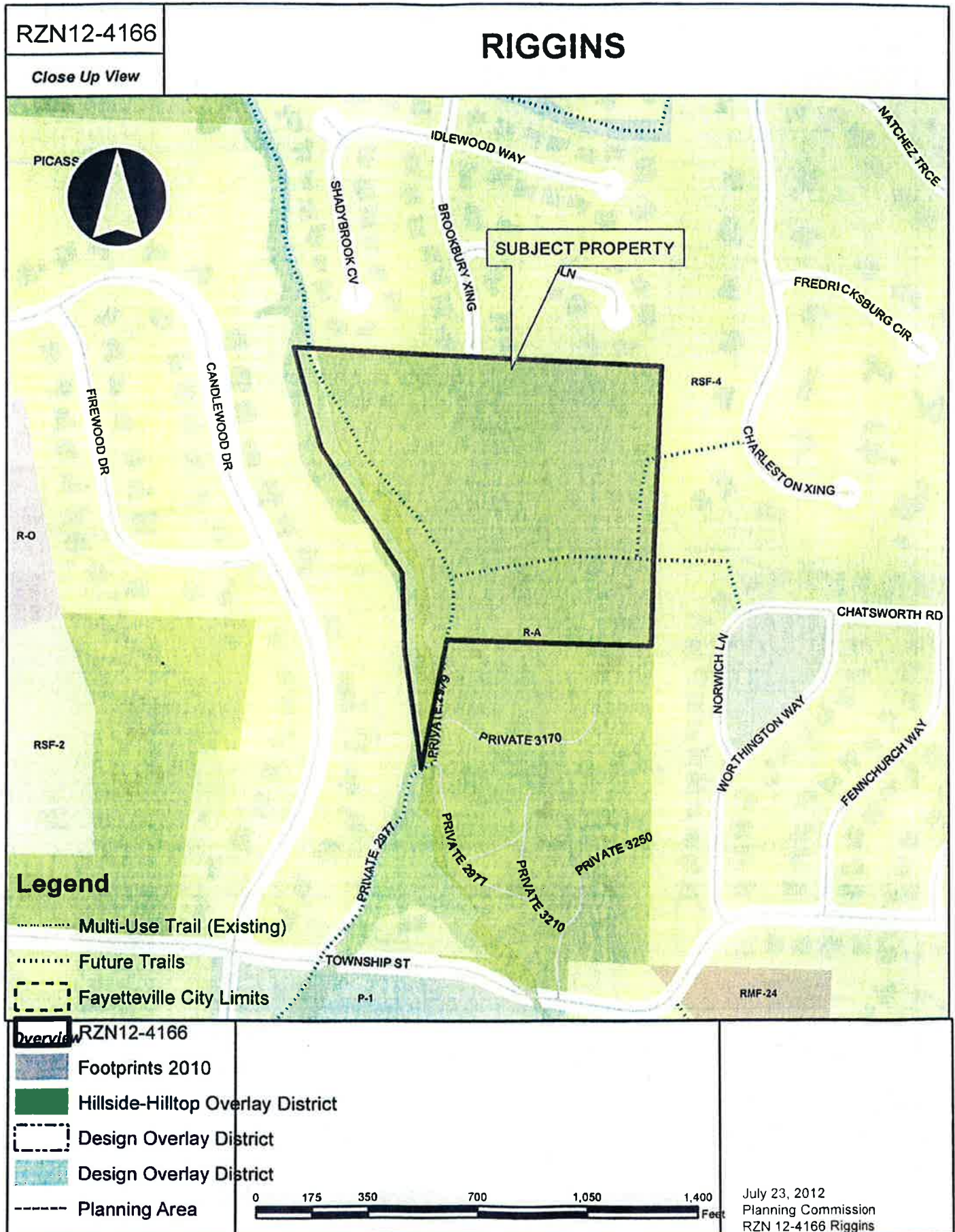
07-18-2012  
Christine Smith

Mrs. Smith called to voice opinion against the requested re-zone, citing concerns about increased traffic and the likelihood that existing problems with high traffic speeds on Brookbury Crossing will be made worse. She is concerned about already difficult conditions caused by congestion at Brookbury Crossing, Skillern Road, and Highway 265 during peak traffic times

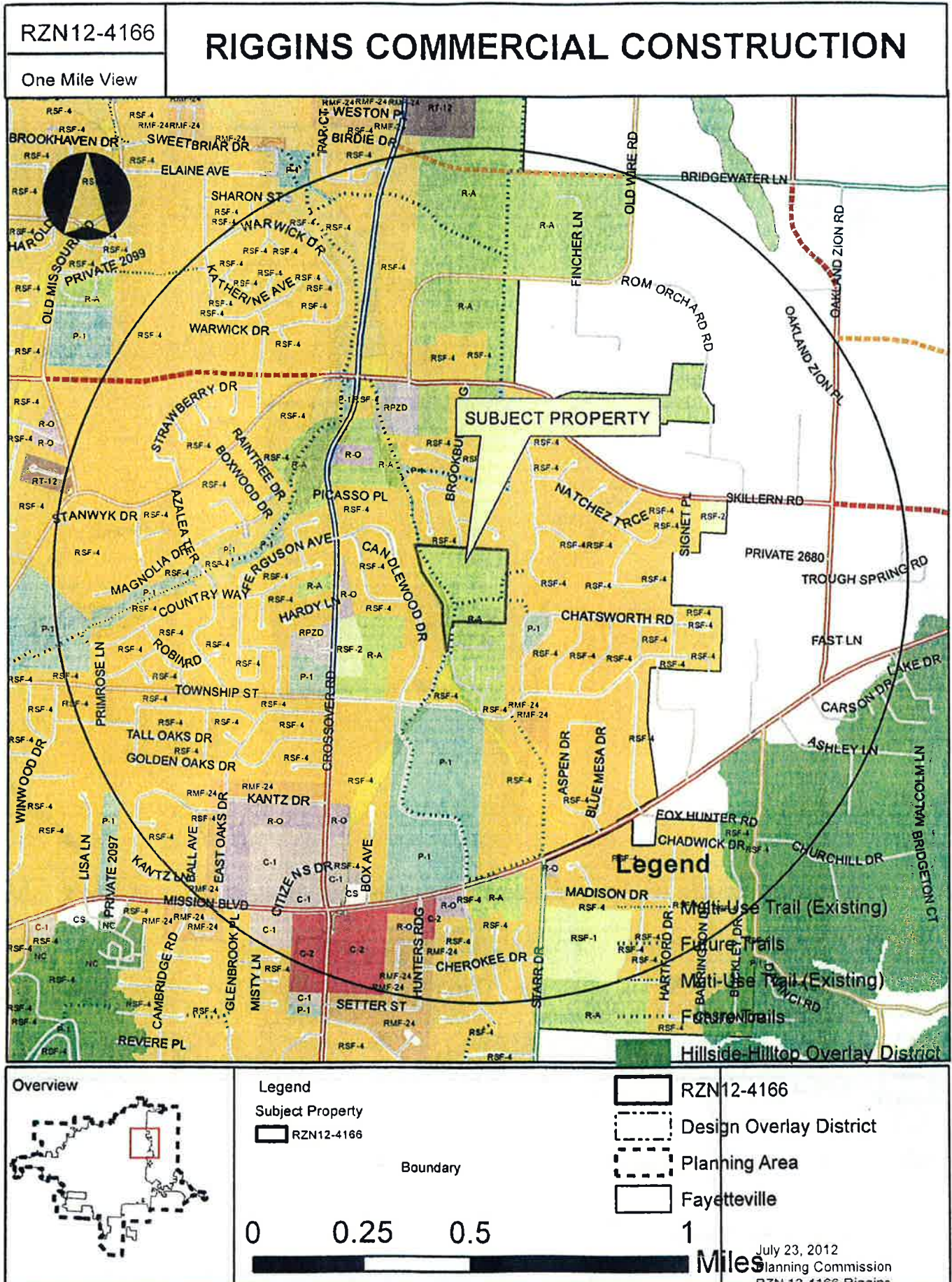














**MINUTES OF THE PLANNING COMMISSION HEARING OF RZN 12-4166; JULY 23, 2012**

**RZN 12-4166: Rezone (S. OF BROOKBURY CROSSING/RIGGINS, 294):** Submitted by ENGINEERING SERVICES, INC. for property located SOUTH OF BROOKBURY CROSSING. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 20.99 acres. The request is to rezone the property to RSF-4, RESIDENTIAL SINGLE-FAMILY, 4 UNITS PER ACRE.

Andrew Garner, Senior Planner, gave the staff report.

Mickey Harrington, attorney for the property owner, agreed with staff's comments.

Commissioner Winston requested the City Attorney mention the items that were allowed to be considered and discussed by the Planning Commission for a rezoning.

Kit Williams, City Attorney, discussed the items that were allowed to be considered in a rezoning and referred to a memo that he had prepared and distributed.

Public Comment:

Eva Madison, Candlewood Subdivision, spoke for the neighborhood. She discussed the proposal was inconsistent with the surrounding neighborhoods. She discussed the old R-1 zoning that is different than the current RSF-4 zoning. The proposed RSF-4 zoning is different than the surrounding properties.

Charlie Collins, 3225 Pipers Glen, POA President of Brookbury, discussed that it is virtually unanimous regarding the opposition to this rezoning by the surrounding neighborhoods.

Christin Bellcamp, President of Brookbury, agreed with the comments by Eva Madison. We have obtained 96 signatures to downzone our neighborhood to RSF-2. She discussed Brookbury Crossing was the sole means of access. She discussed that zoning and development are tied together. She discussed traffic flow problems, fire safety problems, and issues with density and compatibility. Skillern Road has traffic and site distance issues. Brookbury would not meet the fire code today as it has 95 homes on a dead end street. Adding approximately 40 more additional homes on this site, even with sprinkler systems, would be a problem. The private interest should not override the public interest for safety.

James McGinty, President of Savannah, discussed support for the residents of Brookbury and Candlewood. He discussed traffic on Skillern Road. Savannah will also proposal to downzone to RSF-2.

Jimmy Roy, 3074 Brookbury, read an exert from the City Attorney's memo, "public opposition that is ogical and reasonable" can be considered. He also discussed that traffic is a problem. There are too many homes.

Christine Smith, Brookbury and Idlewood Way, Brookbury is already in a dangerous situation. Children ar all crossing in a blind area. It is a 25 mph speed limit but people exceed the limit. It will be worse if Brookbury is extended. She discussed a dangerous intersection in the Brookbury neighborhood.

Jason Fourie, 3475 Township, asked if the actual density was considered.

Laurie Covell, teacher at McNair, discussed traffic issues that occurred when a truck for a pool construction blocked the round backing up traffic in Brookbury.

No more public comment was presented.

Commissioner Hoskins asked about the property owner information.

Micky Harrington responded that the owner is requesting the rezoning.

Commissioner Hoskins discussed that the lack of a street connection is a problem. A full-fledged connection is needed. This could potentially have 80 residences or 800 average daily trips. He is pro smart-development and until a complete connection is made he can't support this.

Commissioner Winston discussed the R-A is not appropriate as it is surrounded by neighborhoods.

Kit Williams, City Attorney, discussed that the old R-1 zoning was almost identical to the current RSF-4 zoning. It allowed up to four units per acre.

Commissioner Hoskins discussed surrounding properties have RSF-2 type density. He discussed the lack of cross connection.

Commissioner Winston discussed the need to disconnect the two things.

Commissioner Chesser referred to the City Attorney's memo and whether this request meets or does not meet those criteria. He requested all of the neighborhood representatives to come back up and answer a question. Would you be opposed to this if there were a second street connection?

Eva Madison responded that their arguments were made based on density.

Jimmy Roy discussed that safety, density, and traffic are their biggest issues.

Charlie Collins discussed that if it were only an additional 10 homes it would not be dramatically worse.

Commissioner Chesser asked the applicant about the proposed density and zoning.

Micky Harrington discussed that there are other issues besides density that require the RSF-4 zoning such as lot dimensions and lot size.

Commissioner Chesser asked about a connection Township.

Brian Moore, Engineering Services Incorporated, discussed that yes a connection to the south is our intent with a stub-out.

Commissioner Honchell thanked everyone one for participating and being here. He discussed that he won't be able to support RSF-4.

Jeremy Pate, Development Services Director, discussed the differences between RSF-4 and RSF-

2. He also discussed that if Brookbury were rezoned to RSF-2 it would create nonconformities because very few of the lots are large enough to meet the RSF-2 requirements.

Commissioner Hoskins discussed a need for RSF-4 zoning because of bulk and area regulations. He also discussed that a Bill of Assurance would be an option for the applicant to limit the overall density. He would support a rezone to RSF-0.5.

Micky Harrington discussed that they would offer a Bill of Assurance to limit the density to two units per acre.

Kit Williams, City Attorney, discussed that the Planning Commission cannot require a Bill of Assurance and that one has not been offered. It would have to be offered in writing and notarized.

Commissioner Pennington discussed that the rezoning would not be incompatible, but public safety is a concern and he would be in support of RSF-0.5.

**Motion:**

**Commissioner Pennington** made a motion to forward **RZN 12-4166 to City Council with a recommendation for RSF-0.5. Commissioner Hoskins** seconded the motion.

Commissioner Hoskins asked if RSF-0.5 would be considered a spot-zone.

Kit Williams, City Attorney, discussed that did not think an RSF-0.5 could be considered a spot-zone.

Commissioner Winston asked about fire code issues.

Harley Hunt, Fire Marshall, discussed the rationale behind the enforcement of fire access roads to this property and the existing condition that is already in place.

**Upon roll call the motion passed with a vote of 8-1-0, with Commissioner Chesser voting no.**

## **Sondra Smith - Fwd: Brookbury Crossing Rezone RZN 12-4166**

---

**From:** Andrew Garner  
**To:** Pate, Jeremy; Smith, Sondra  
**Date:** 9/14/2012 9:06 AM  
**Subject:** Fwd: Brookbury Crossing Rezone RZN 12-4166

---

FYI - The applicant is requesting this item be tabled again at the 09/18/2012 City Council meeting.

Andrew M. Garner, AICP  
Senior Planner  
City of Fayetteville  
125 West Mountain Street  
Fayetteville, Arkansas 72701  
Tel.479.575.8262  
Fax.479.575.8202  
agarner@ci.fayetteville.ar.us  
[www.accessfayetteville.org](http://www.accessfayetteville.org)

Telecommunications Device for the Deaf: (479) 521-1316

>>> Quin Thompson 9/13/2012 3:22 PM >>>  
see below:

>>> "Hugh Jarratt" <hugh.jarratt@lindseymanagement.com> 9/13/2012 3:20 PM >>>  
Jeremy & Quin:

On behalf of the proposed developer of the 20 acres located south of Brookbury Crossing, please treat this email as formal notice that the developer will request that this item be tabled for an additional two week period. I just received a draft copy of our traffic report and the traffic report will not be in final form in time for City Staff to adequately study the information contained therein prior to the City Council meeting.

Also, the developer is determining the feasibility and/or availability of a secondary access from the 20 acre parcel south to Township Road. This determination will require further information that will not be able to be put together prior to the City Council meeting.

If you have any questions, please let me know.

Thank you.

Hugh Jarratt

# *Traffic Study*

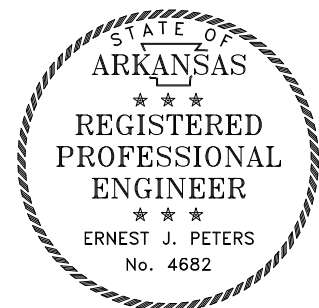
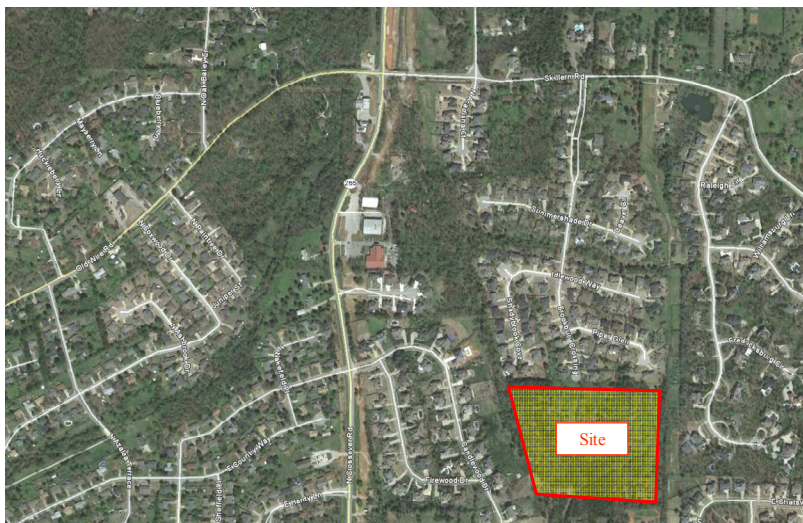
## Single-Family Residential Development

*prepared for:*

### Riggins Construction

Brookbury Crossing and  
Skillern Road

Fayetteville, Arkansas



A handwritten signature in black ink, appearing to read 'Ernest J. Peters'.



**PETERS & ASSOCIATES**  
ENGINEERS, INC.

• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 205 (501) 868-3999  
Little Rock, Arkansas 72223 Fax (501) 868-9710

Project No.: P-1586

September 17, 2012

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### APPENDIX

Site Plan  
Trip Generation Data  
Vehicle Turning Movement Count Data  
Capacity and Level of Service Calculations





## INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a proposed 37 single-family lot residential development located at the south end of Brookbury Crossing south of Skillern Road in Fayetteville, Arkansas. Brookbury Crossing intersects Skillern Road approximately 1,300 feet east of the Crossover Road (Highway 265) and Old Wire Road intersection. The primary focus of this report is to assess traffic operational characteristics of the adjacent intersections in the vicinity proposed to serve the site. A reduced copy of the preliminary tract layout plan is included in the Appendix for reference.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions at the following study intersections:
  - Skillern Road and Brookbury Crossing
  - Crossover Road and Old Wire Road.
- Determine projected traffic volumes entering and exiting the proposed development at the nearby study intersections.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the development as proposed.
- Evaluate traffic operations for the study intersections of Skillern Road and Brookbury Crossing and Crossover Road and Old Wire Road in the immediate vicinity of the site and make recommendations for mitigative improvements which may be necessary and appropriate for acceptable traffic operations.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

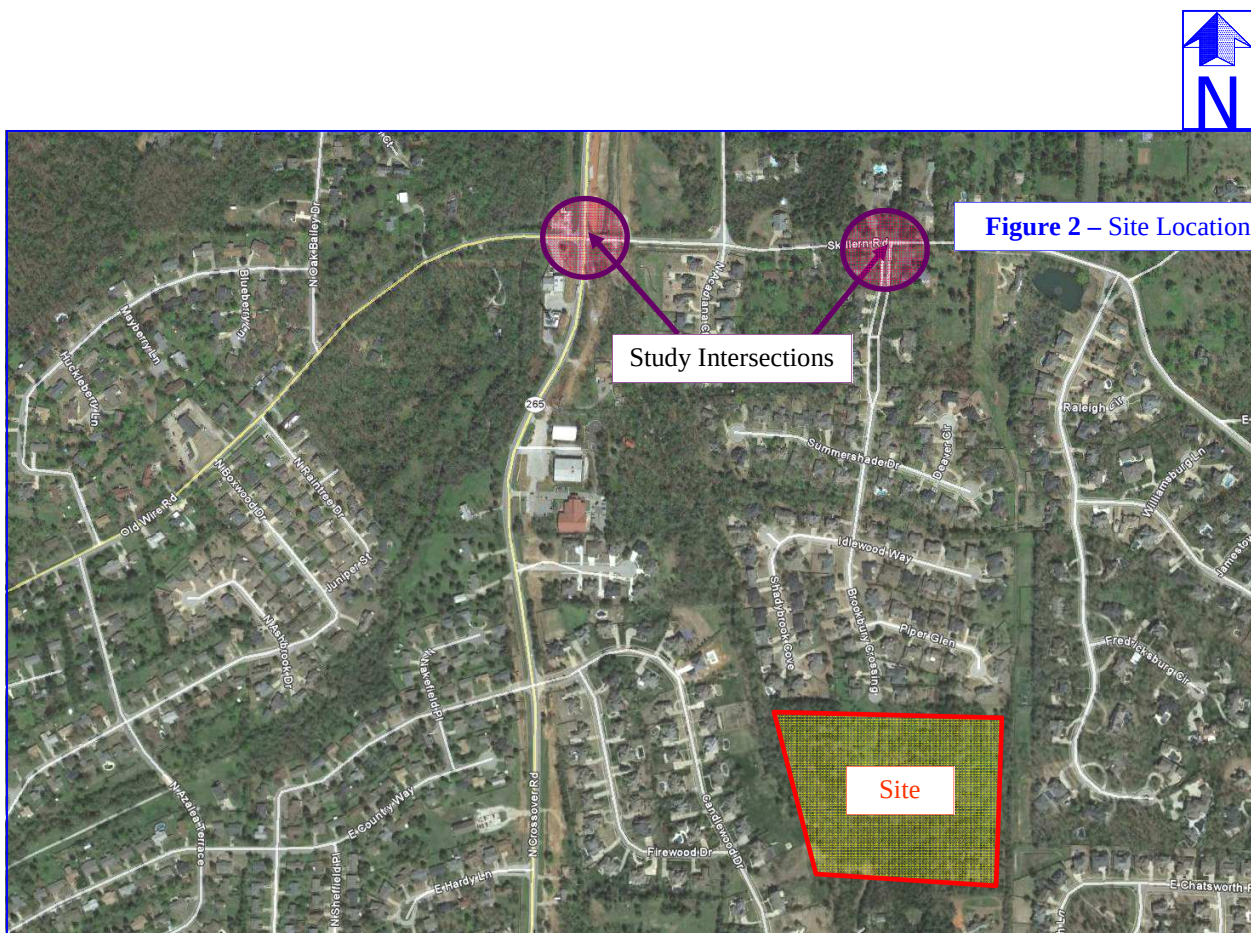
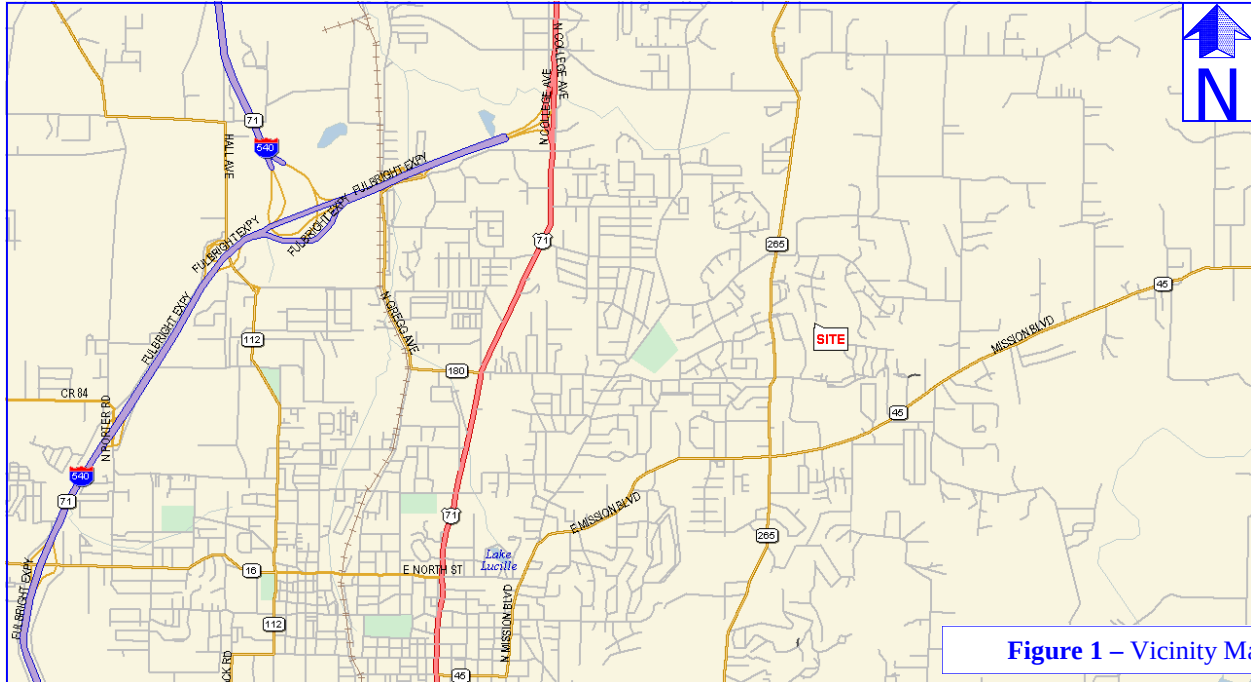


## THE SITE

The location of the development is within the city limits of Fayetteville in Washington County, Arkansas. The proposed 37 single-family lot residential development located at the south end of Brookbury Crossing south of Skillern Road. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to site is proposed to be provided via the intersection of Skillern Road and Brookbury Crossing. There is an existing approximate 100 lot single-family residential neighborhood (Brookbury Crossing) that's access is currently served via Brookbury Crossing at Skillern Road. Typical AM and PM peak traffic periods of the adjacent streets are the traffic operating conditions which have warranted primary traffic analysis as a part of this study





## STREET SYSTEM

**Skillern Road**, at Brookbury Crossing near the site, is a two-lane roadway consisting of a eastbound lane and a westbound lane. This roadway is asphalt and constructed with curbs and gutters along the south side and drainage ditches along the north side of the roadway in the vicinity of Brookbury Crossing. There are no sidewalks and the speed limit is 25 miles per hour in the vicinity of the study area. Skillern Road is classified as a Principal Arterial on the City of Fayetteville Master Street Plan (MSP).

**Brookbury Crossing**, at Skillern Road, is a two-lane roadway consisting of a northbound lane and a southbound lane separated by a landscaped median. This street is asphalt and constructed with curbs and gutters. The speed limit is 25 miles per hour. Brookbury Crossing is classified as a Local Street on the City of Fayetteville MSP.

The closest existing signalized intersections to the site is located approximately 1,300 feet west of Brookbury Crossing at the intersection of Crossover Road and Old Wire Road (analysis of this intersection has been included as a part of this study).

The following photos show the general layout of Brookbury Crossing and Skillern Road. These were taken at locations as indicated on the photo captions.







Lewis Avenue

Looking east on Skillern Road  
toward Brookbury Crossing.

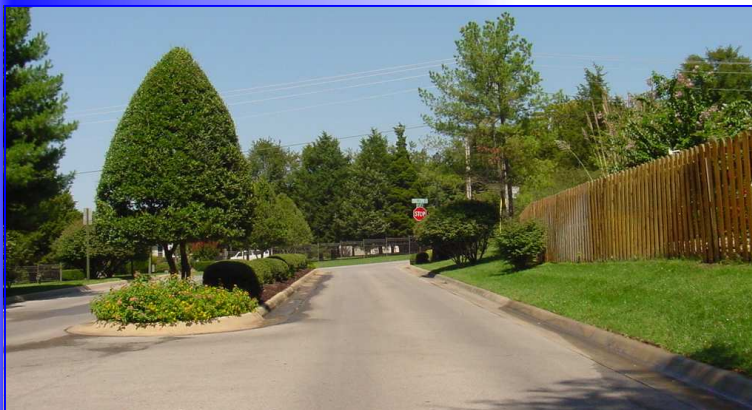


Brookbury Crossing

Looking west on Skillern Road  
toward Brookbury Crossing.



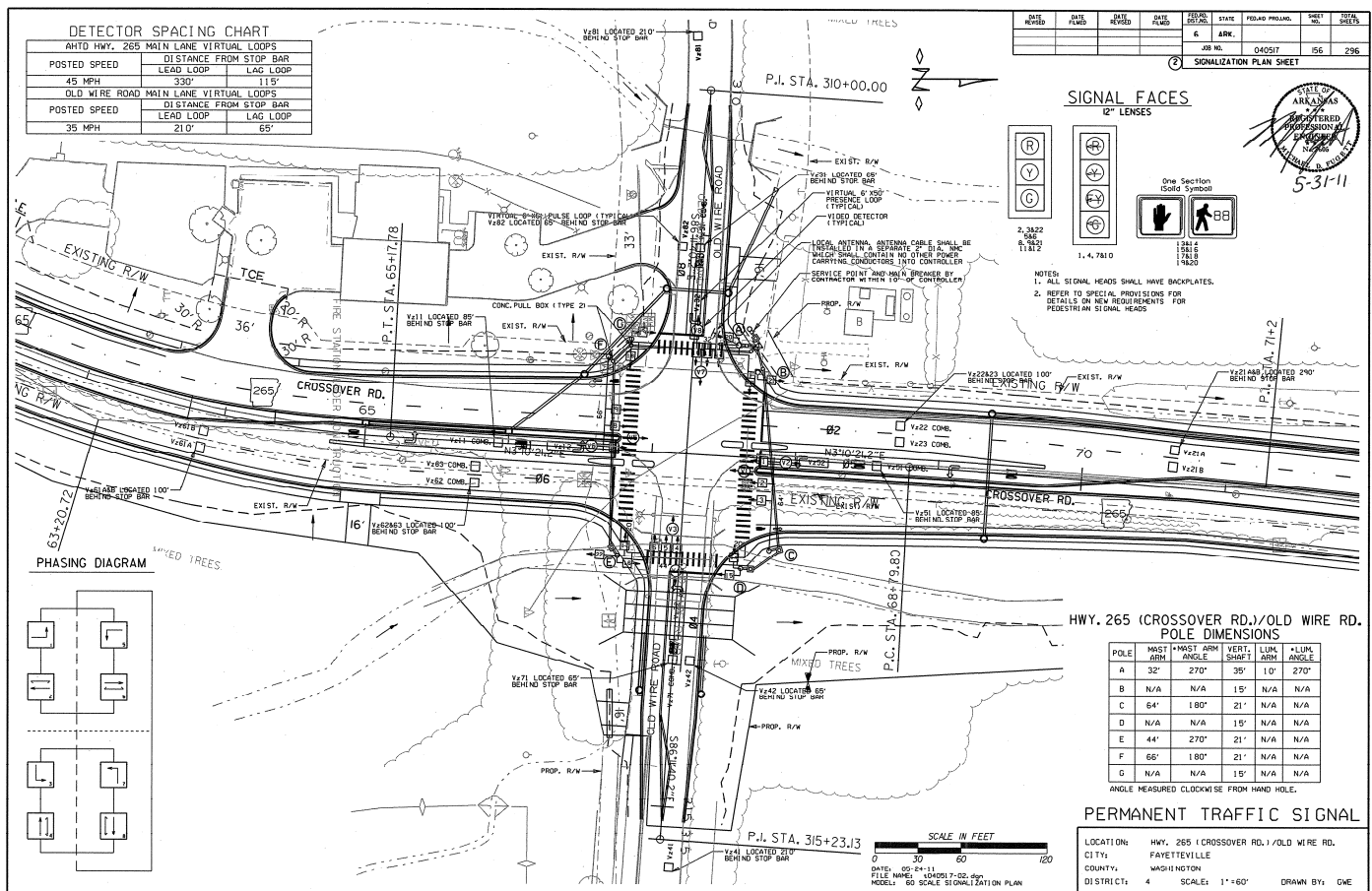
Looking south on Brookbury Crossing  
from Skillern Road.



Looking north on Brookbury Crossing  
toward Skillern Road.



Crossover Road (Highway 265) is currently under construction from Joyce Boulevard to Highway 45 as a part of the AHTD project 040517. The scheduled completion date of this project is September, 2013. Included in this AHTD improvement project is the intersection of Crossover Road and Old Wire Road. Crossover Road is currently being widened at Old Wire Road to provide two northbound lanes and two southbound lanes divided by a raised median with a northbound and a southbound left-turn lane at Old Wire Road. The east and west leg (Old Wire Road) at Crossover Road will each consist of a left-turn lane, a thru / right-turn lane and a receiving lane. The following graphic depicts the design concept for the planned roadway improvements at median breaks at Crossover Road and Old Wire Road.



Planned Crossover Road and Old Wire Road  
Intersection



## EXISTING TRAFFIC CONDITIONS

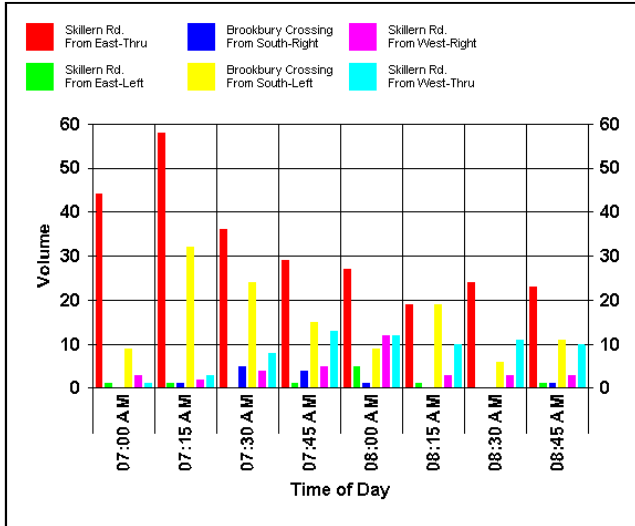
Traffic count data collected as a part of this study include AM and PM peak hours vehicle turning movement counts at the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road.

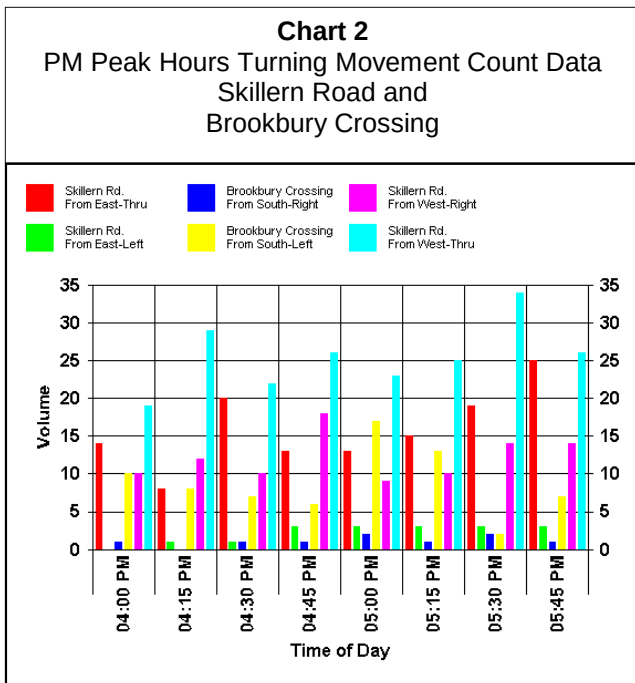
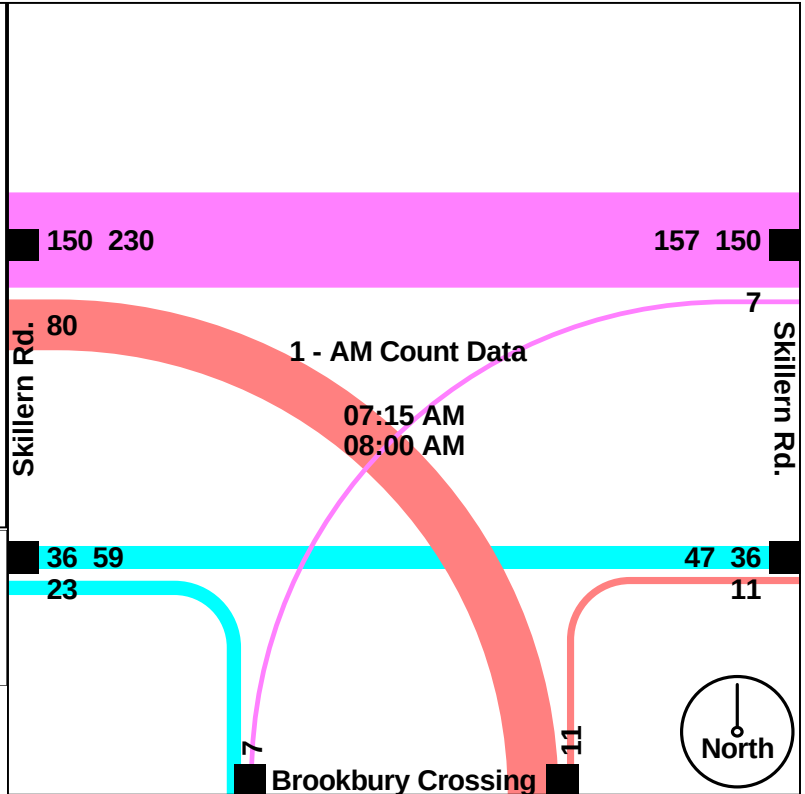
The peak hours vehicle turning movement count data at these intersections are summarized in the following peak hour turning movement Charts 1, 2, 3 and 4 and are presented in more detail in the Appendix of this report.

AM and PM peak hours vehicle turning movement counts made as a part of this study are shown on Figure 3, "Existing Traffic Volumes - AM and PM Peak Hours."

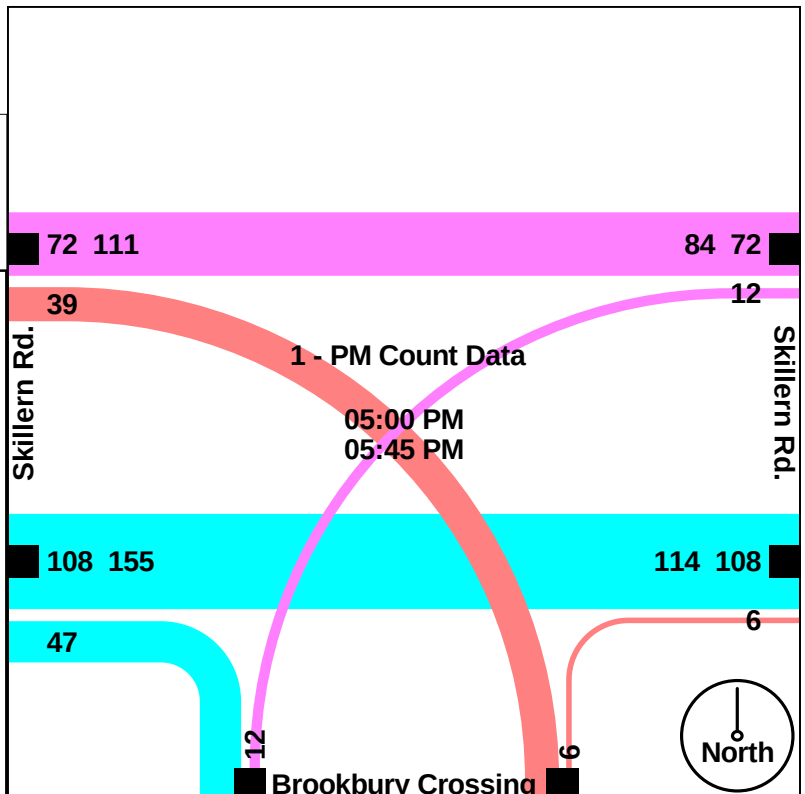


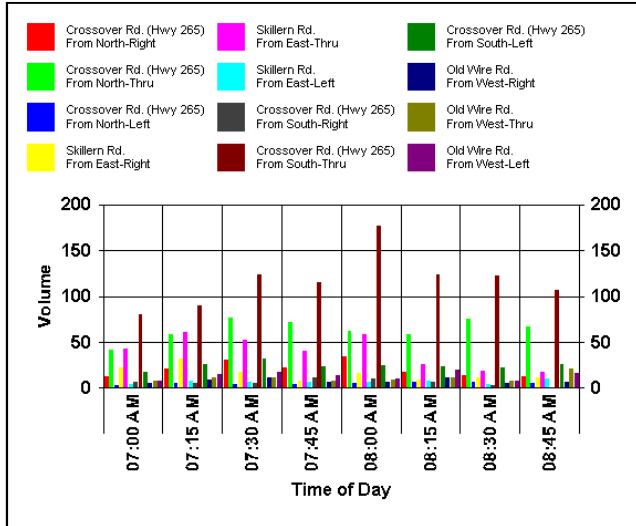


**Chart 1**  
AM Peak Hours Turning Movement Count Data  
Skillern Road and  
Brookbury Crossing

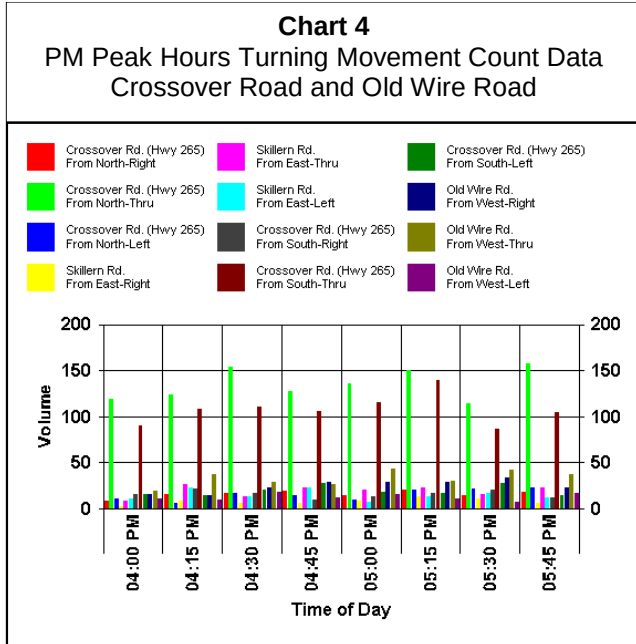
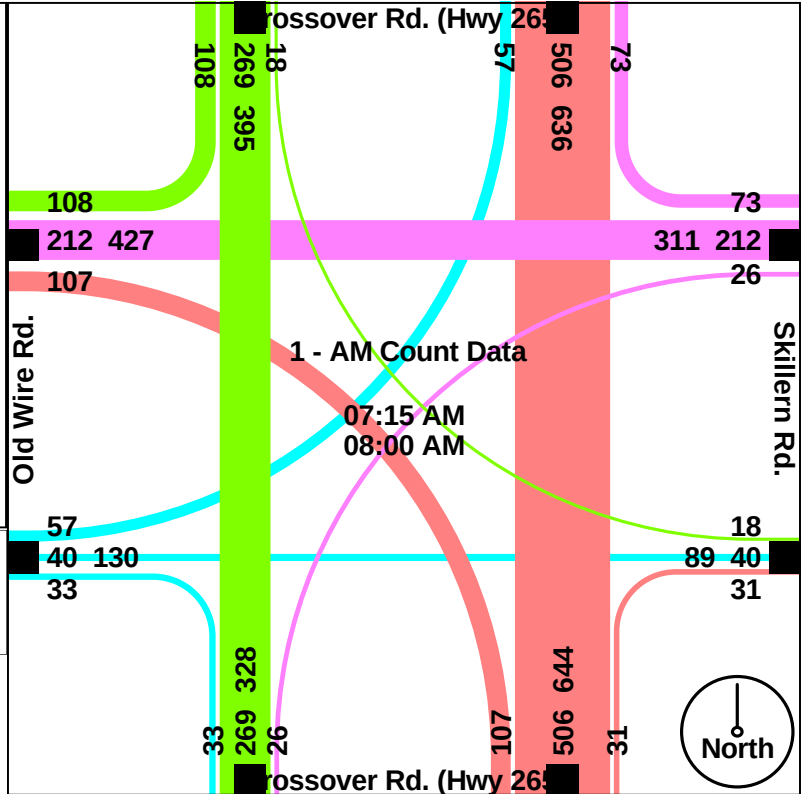


**Chart 2**  
PM Peak Hours Turning Movement Count Data  
Skillern Road and  
Brookbury Crossing

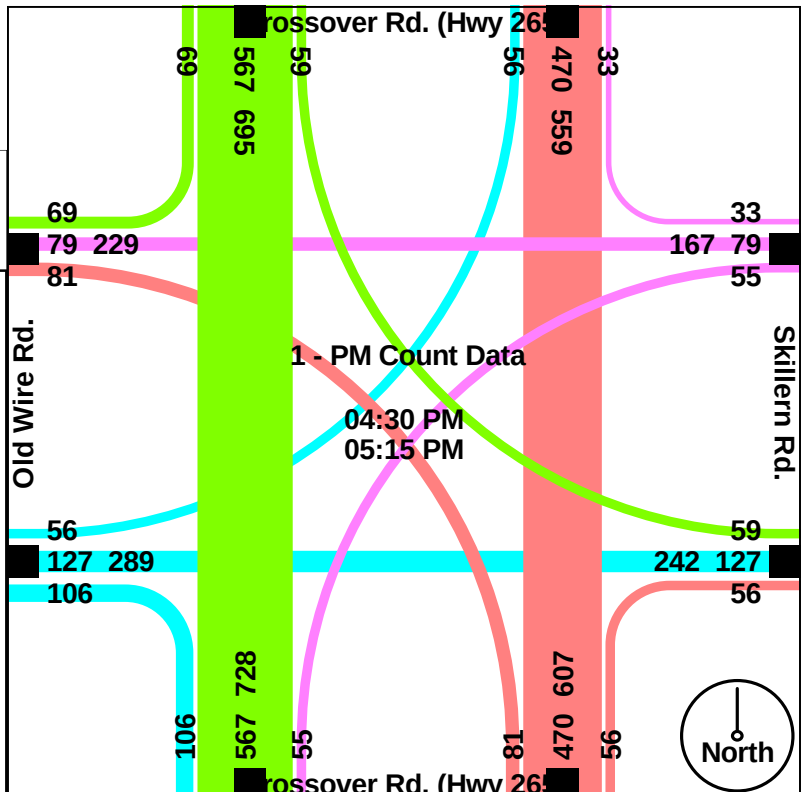




**Chart 3**  
AM Peak Hours Turning Movement Count Data  
Crossover Road and Old Wire Road



**Chart 4**  
PM Peak Hours Turning Movement Count Data  
Crossover Road and Old Wire Road



## TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report (8th Edition), 2008, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Software (Version 6 by Microtrans), were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed single-family residential land-use of the proposed development. These are reliable sources for this information and are universally used in the traffic engineering profession.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the development as proposed. Applying the appropriate trip-generation rates to the land use proposed for the development makes these calculations. Results of this calculation are summarized on Table 1, "Summary of Trip-Generation." These calculations indicate that approximately 28 net new vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour and approximately 38 net new vehicle trips are estimated during the traffic conditions of the PM peak hour are projected to be generated by the proposed 37 single-family residential land use on this site. The estimated typical weekday two-way, 24-hour volume is 354 vehicle trips.

Residential traffic, as will be the traffic associated with this site, ordinarily does contribute to the adjacent street traffic conditions during the on-street AM peak traffic hour and the PM peak traffic hour. Accordingly, both the AM and PM peak traffic periods of the adjacent streets in the immediate vicinity of the site are the traffic operating conditions which have warranted primary traffic analysis as a part of this study.

| PROPOSED<br>LAND USE            | APPROXIMATE<br>SIZE | ITE<br>CODE | 24-HOUR<br>TWO-WAY<br>WEEKDAY<br>VOLUME | AM PEAK HOUR<br>VOLUME |      | PM PEAK HOUR<br>VOLUME |      |
|---------------------------------|---------------------|-------------|-----------------------------------------|------------------------|------|------------------------|------|
|                                 |                     |             |                                         | ENTER                  | EXIT | ENTER                  | EXIT |
| Single-Family Residential       | 37 Lots             | 210         | 354                                     | 7                      | 21   | 24                     | 14   |
| <b>TOTAL ENTERING + EXITING</b> |                     |             |                                         | <b>28</b>              |      | <b>38</b>              |      |

**Table 1 – Summary of Trip-Generation**



## TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated left and right-turns at the study intersections. Directional distribution percentages used in this study are shown on Figure 4, “Directional Distribution - Site Traffic.” The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. These values are shown on:

- Figure 5, “Entering Traffic Percentage Turns”
- Figure 6, “Exiting Traffic Percentage Turns.”

The projected traffic volumes shown on Figure 7, “Site-Generated Traffic Volumes - AM and PM Peak Hours,” result from applying the projected entering and exiting percentages shown on Figures 5 and 6 to the corresponding projected site-generated traffic volumes summarized on Table 1, “Summary of Trip-Generation.”

The site-generated traffic volumes shown on Figure 7 and corresponding existing background traffic volumes shown on Figure 3 have been combined and the results are depicted on Figure 8, “Projected Traffic Volumes - AM and PM Peak Hours.”

Traffic volumes shown on Figure 8 are the values used in capacity and level of service calculations conducted as a part of this study for projected traffic conditions. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the developments has thus been accounted for in this analysis.

## CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates congested conditions with considerable delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of vehicle delay associated with each level of service for signalized and unsignalized intersections.

### Intersection Level of Service Delay Thresholds

#### Level of Service

| (LOS) | Signalized   | Un-Signalized |
|-------|--------------|---------------|
| A     | < 10 Seconds | < 10 Seconds  |
| B     | < 20 Seconds | < 15 Seconds  |
| C     | < 35 Seconds | < 25 Seconds  |
| D     | < 55 Seconds | < 35 Seconds  |
| E     | < 80 Seconds | < 50 Seconds  |
| F     | ≥ 80 Seconds | ≥ 50 Seconds  |



The LOS rating deemed acceptable varies by community, facility type and traffic control device. A LOS “D” is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS “E” or “F” is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. For signalized intersections, level of service and average delay relate to all vehicles using the intersection. LOS “D” is the typical desirable standard for signalized intersections. All study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Directional distribution of projected traffic volumes.
- Existing and planned intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Existing or planned traffic control.



## CAPACITY ANALYSIS

### Level of Service Analysis Results

#### Existing Traffic Conditions

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road.

As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions," all of the vehicle movements currently operate at what calculates as an acceptable LOS "C" or better for existing traffic conditions at the study intersections for the AM and PM peak hours with existing traffic control.

Traffic volumes used for this analysis are shown on Figure 3, "Existing Traffic Volumes - AM and PM Peak Hours."

| EXISTING TRAFFIC CONDITIONS          |         |                              | Traffic Control | EB LT | EB TH | EB RT | WB LT | WB TH | WB RT | NB LT | NB TH | NB RT | SB LT | SB TH | SB RT | Overall Intersection |
|--------------------------------------|---------|------------------------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|
| INTERSECTION                         | PEAK HR | PEAK HOUR - LEVEL OF SERVICE |                 |       |       |       |       |       |       |       |       |       |       |       |       |                      |
| Skillern Road and Brookbury Crossing | AM      | "STOP" SIGN                  |                 | A     | A     |       | B     |       | B     |       |       |       | n/a   |       |       |                      |
|                                      | PM      |                              |                 | A     | A     |       | B     |       | B     |       |       |       | n/a   |       |       |                      |
| Crossover Road and Old Wire Road     | AM      | SIGNAL                       | B               | B     | B     | C     | A     | B     | A     | B     |       |       |       |       |       |                      |
|                                      | PM      |                              | B               | C     | B     | B     | A     | B     | A     | B     |       |       |       |       |       |                      |

**Table 2 - Level of Service Summary - Existing Traffic Conditions**

### Projected Traffic Conditions

Capacity and LOS analysis was performed for projected traffic conditions for the AM and PM peak hours for the following intersections:

- o Skillern Road and Brookbury Crossing
- o Crossover Road and Old Wire Road (includes AHTD planned intersection improvements).

Traffic volumes used for these projected traffic conditions are shown on Figure 8, “Projected Traffic Volumes - AM and PM Peak Hours.” The operating conditions projected to exist at the study intersections are summarized in Table 3, “Level of Service Summary - Projected Traffic Conditions.”

As indicated in Table 4, all vehicle movements for the projected traffic conditions at the study intersections are expected to continue to operate at what calculates as an acceptable LOS “C” or better for the worst-case AM and PM peak hours.

| PROJECTED TRAFFIC CONDITIONS                                      |         | Traffic Control | EB LT                        | EB TH | EB RT | WB LT | WB TH | WB RT | NB LT | NB TH | NB RT | SB LT | SB TH | SB RT | Overall Intersection |
|-------------------------------------------------------------------|---------|-----------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|
| INTERSECTION                                                      | PEAK HR |                 | PEAK HOUR - LEVEL OF SERVICE |       |       |       |       |       |       |       |       |       |       |       |                      |
| Skillern Road and Brookbury Crossing                              | AM      | "STOP" SIGN     |                              | A     | A     |       | B     |       | B     |       |       |       |       | n/a   |                      |
|                                                                   | PM      |                 |                              | A     | A     |       | B     |       | B     |       |       |       | n/a   |       |                      |
| Crossover Road and Old Wire Road*                                 | AM      | SIGNAL          | B                            | B     | B     | C     | A     | B     | B     | B     |       | B     |       | B     |                      |
|                                                                   | PM      |                 | B                            | C     | B     | B     | A     | B     | A     | B     |       | B     |       | B     |                      |
| *Includes AHTD planned intersection improvements.                 |         |                 |                              |       |       |       |       |       |       |       |       |       |       |       |                      |
| Table 3 - Level of Service Summary - Projected Traffic Conditions |         |                 |                              |       |       |       |       |       |       |       |       |       |       |       |                      |

## SUMMARY OF FINDINGS

Findings of this study are summarized as follows:

- For the development of the 37 single-family residential lots as proposed, approximately 28 net new vehicle trips (combined in and out) are estimated during the traffic conditions of the AM peak hour and approximately 38 net new vehicle trips are estimated during the traffic conditions of the of the PM peak hour are projected to be generated by the proposed land use on this site. The estimated typical weekday two-way, 24-hour volume is 354 vehicle trips.
- Capacity and LOS analysis results for existing traffic conditions for the study intersections indicate existing vehicle movements for existing traffic conditions at the study intersections presently operate at what calculates as an acceptable LOS “C” or better for the AM and PM peak hours.
- Capacity and LOS analysis results performed for projected traffic conditions for the AM and PM peak hours for the study intersections indicate vehicle movements at the study intersections are expected to continue to operate at what calculates as an acceptable LOS “C” or better for the worst-case AM and PM peak hours.
- It was found that no negative impact to traffic operations at the adjacent study intersections is expected to occur as a result of the additional traffic associated with the proposed site development. More than sufficient intersection capacity exists at the study intersections to accommodate the very modest increase in traffic volumes expected to result from the residential development as proposed.



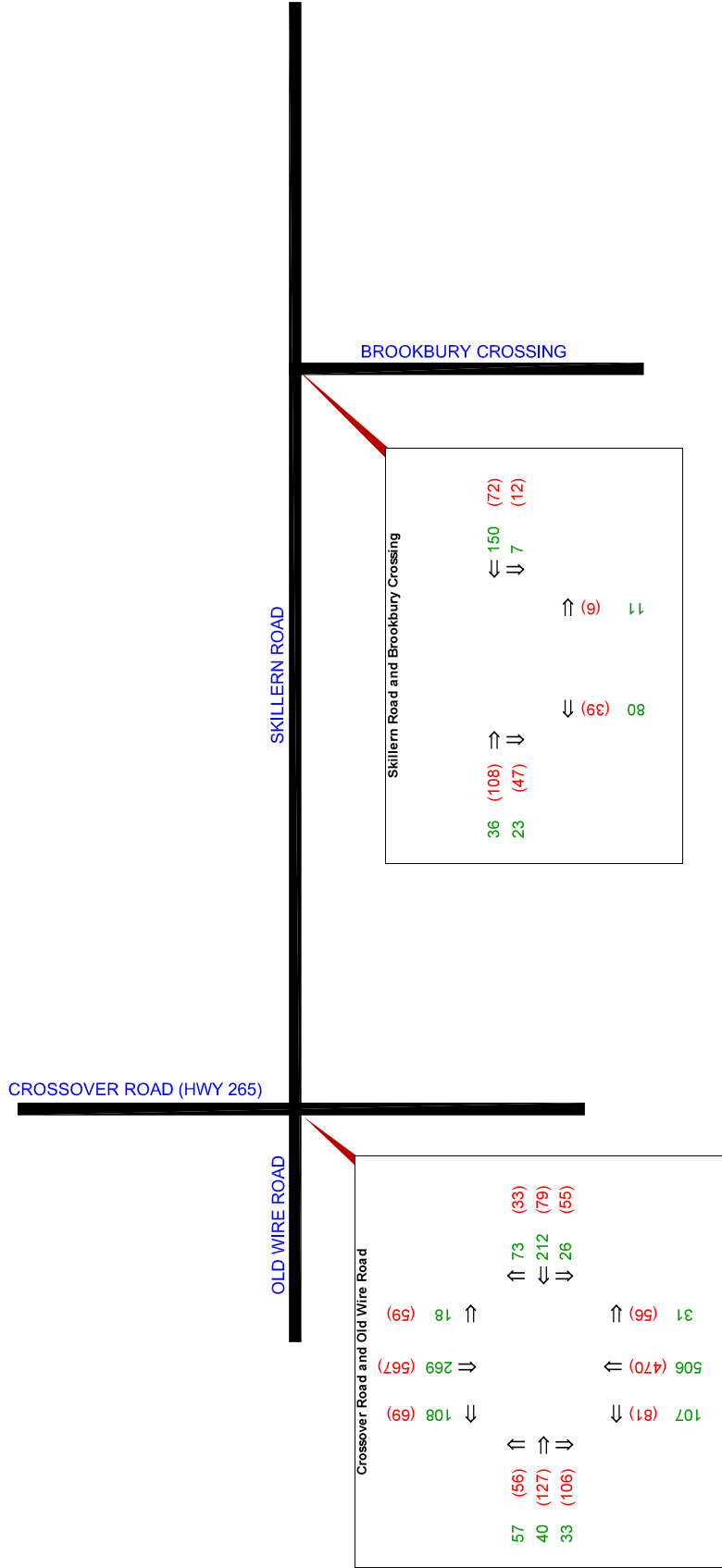
# FIGURES



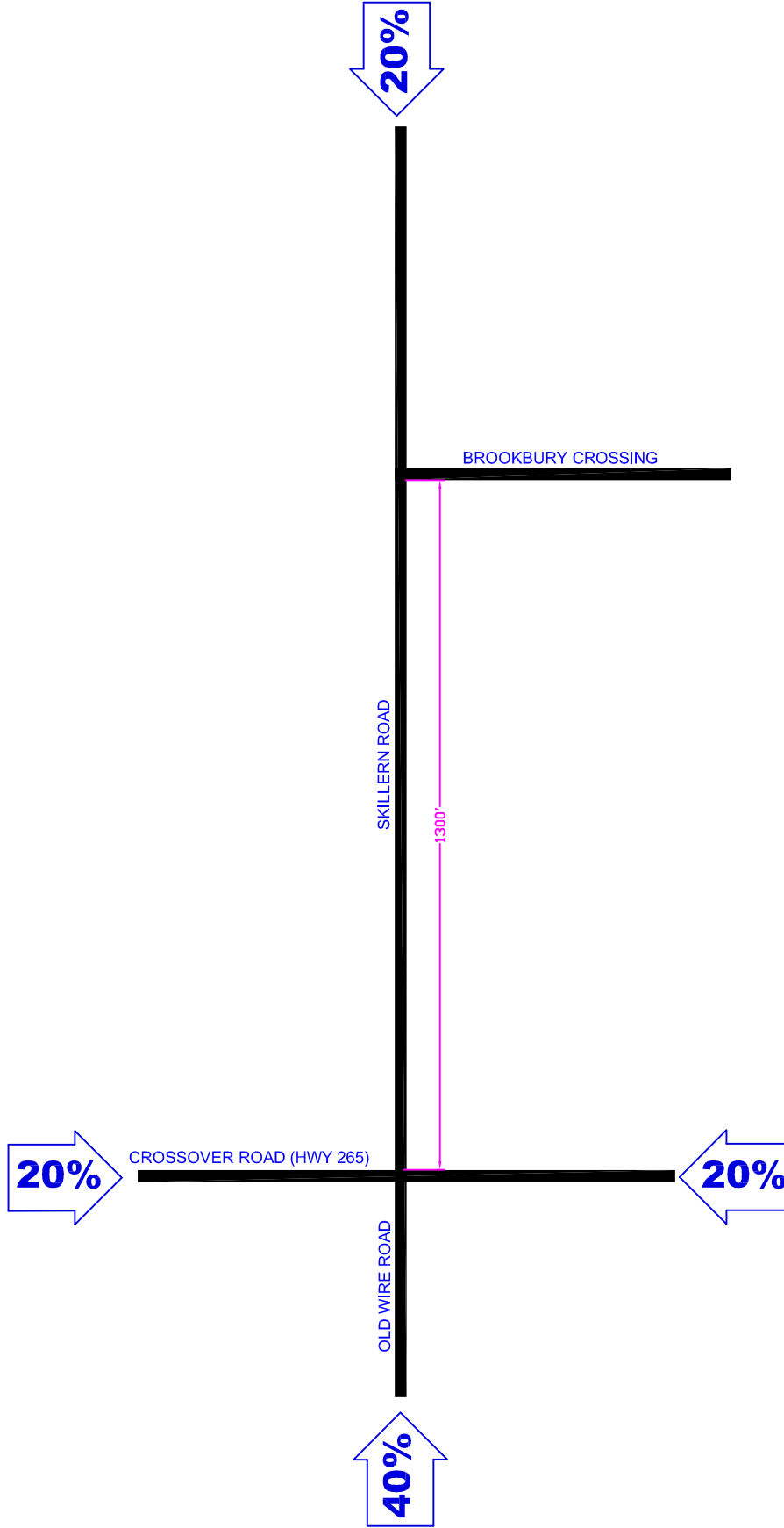


PEAK HOURS KEY

xxx = AM Peak Hour  
(xxx) = PM Peak Hour







B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins  
Page 59 of 92

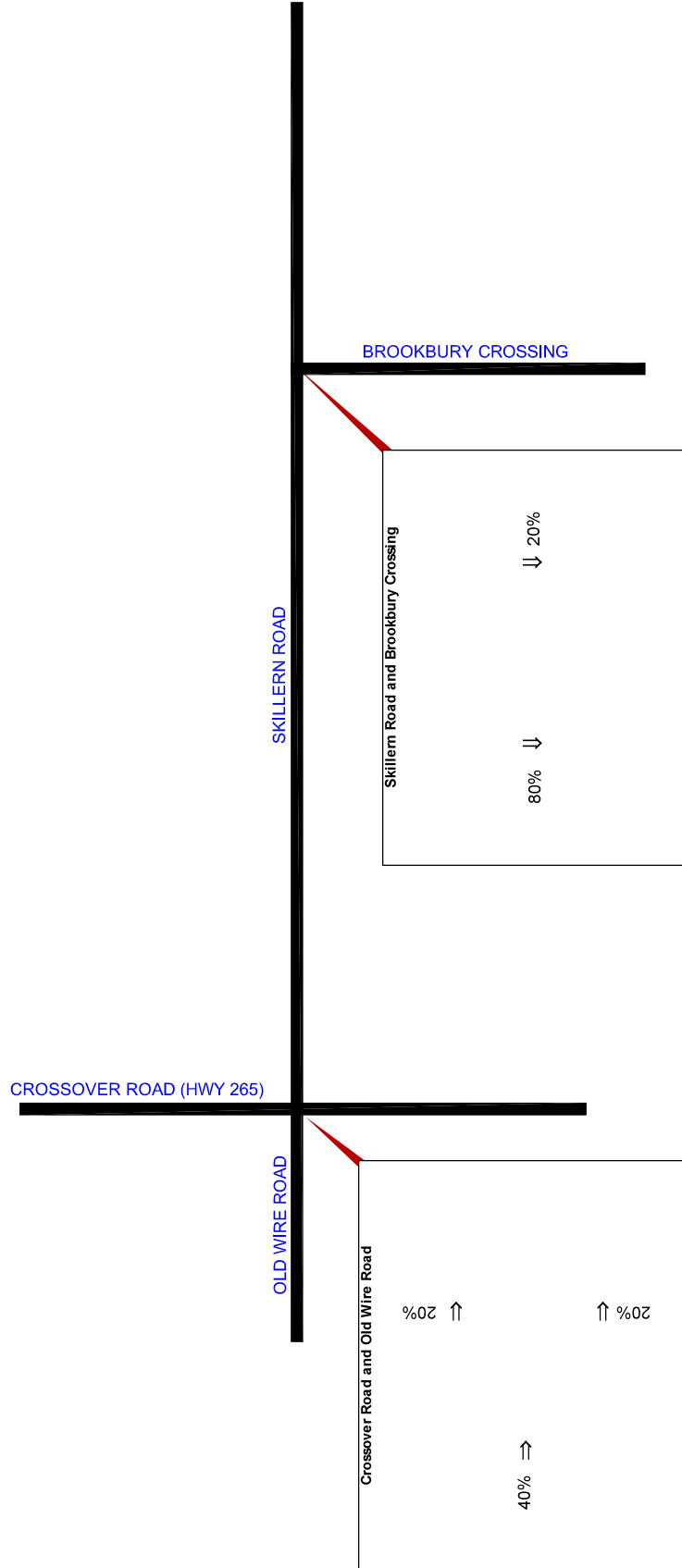
DIRECTIONAL DISTRIBUTION  
SITE TRAFFIC  
FIGURE No. 4

RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS

PROJECT No. P1586  
DATE: 9-12-2012

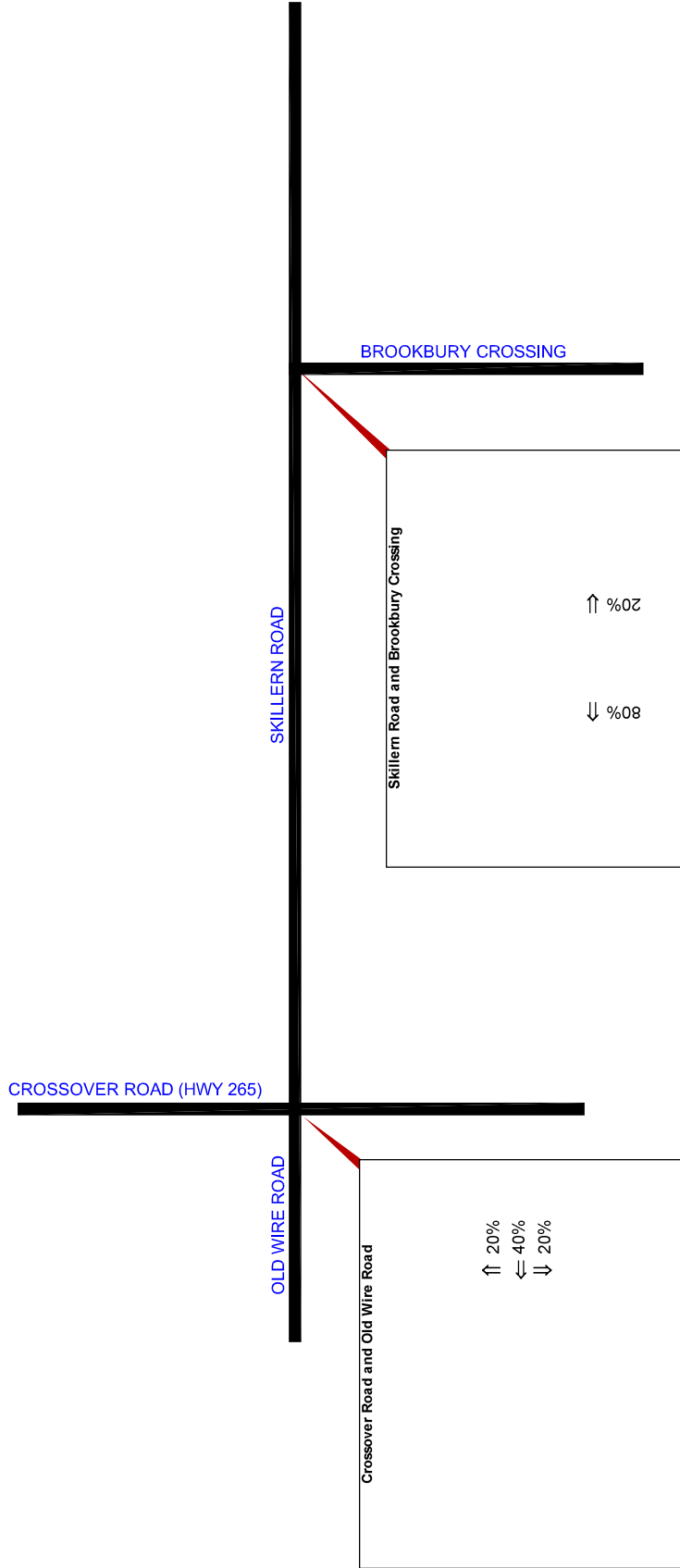
PETERS & ASSOCIATES  
ENGINEERS, INC.





RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS





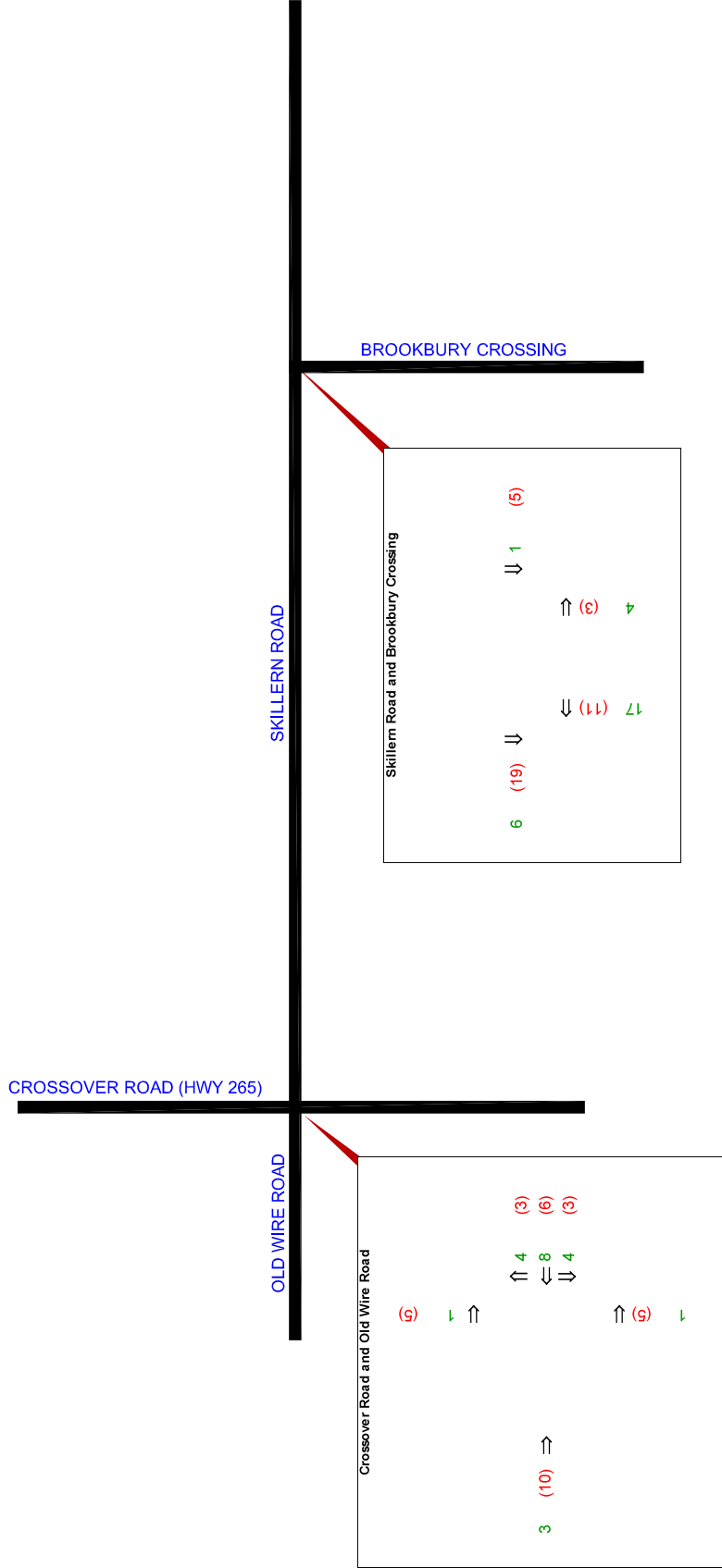
**RESIDENTIAL DEVELOPMENT  
BROOKBURY CROSSING AND SKILLERN ROAD  
FAYETTEVILLE, ARKANSAS**





PEAK HOURS KEY

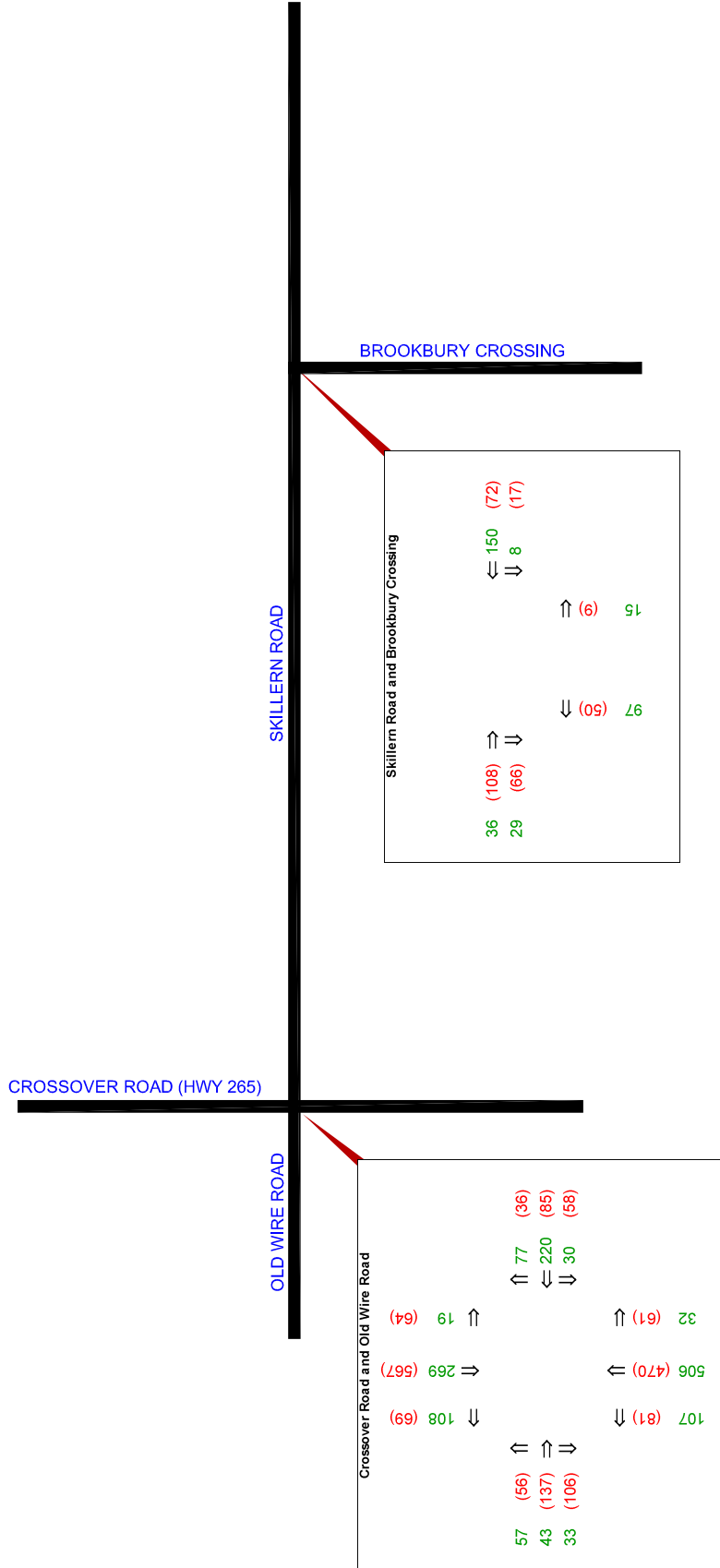
xxx = AM Peak Hour  
(xxx) = PM Peak Hour





PEAK HOURS KEY

xxx = AM Peak Hour  
(xxx) = PM Peak Hour



# APPENDIX





# Site Plan





**PRELIMINARY LAYOUT "M"**  
**FAYETTEVILLE 21 ACRE PROPERTY**  
**FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS**

ENGINEERING SERVICES  
INCORPORATED  
CONSULTING ENGINEERS AND SURVEYORS  
1207 SOUTH OLD MISSOURI RD.  
SPRINGDALE, ARKANSAS 72764  
A LICENSED PROFESSIONAL ENGINEER AND SURVEYOR  
A LICENSED PROFESSIONAL ENGINEER AND SURVEYOR



| REVISION | DATE       | DESCRIPTION     |
|----------|------------|-----------------|
| 1        | 06/01/2012 | SCALE 1"=50'    |
|          |            | DATE: JUNE 2012 |
|          |            | W.D. # 12913    |

# Trip-Generation Data



# Fayetteville, AR

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Page 68 of 92

P1586

| PROPOSED<br>LAND USE      | APPROXIMATE<br>SIZE | ITE<br>CODE | 24-HOUR<br>TWO-WAY<br>WEEKDAY<br>VOLUME | AM PEAK HOUR<br>VOLUME |      | PM PEAK HOUR<br>VOLUME |      |
|---------------------------|---------------------|-------------|-----------------------------------------|------------------------|------|------------------------|------|
|                           |                     |             |                                         | ENTER                  | EXIT | ENTER                  | EXIT |
| Single-Family Residential | 37 Lots             | 210         | 354                                     | 7                      | 21   | 24                     | 14   |
| TOTAL ENTERING + EXITING  |                     |             |                                         | 28                     |      | 38                     |      |

P1586 - Residential Development  
Summary of Average Vehicle Trip Generation  
For 37 Dwelling Units of Single Family Detached Housing  
September 12, 2012

|                 | 24 Hour<br>Two-Way<br>Volume | 7-9 AM Pk Hour |      | 4-6 PM Pk Hour |      |
|-----------------|------------------------------|----------------|------|----------------|------|
|                 |                              | Enter          | Exit | Enter          | Exit |
| Average Weekday | 354                          | 7              | 21   | 24             | 14   |

|          | 24 hour<br>Two-Way<br>Volume | Peak Hour |      |
|----------|------------------------------|-----------|------|
|          |                              | Enter     | Exit |
| Saturday | 373                          | 18        | 16   |
| Sunday   | 324                          | 17        | 15   |

Note: A zero indicates no data available.  
Source: Institute of Transportation Engineers  
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

# Vehicle Turning Movement Count Data





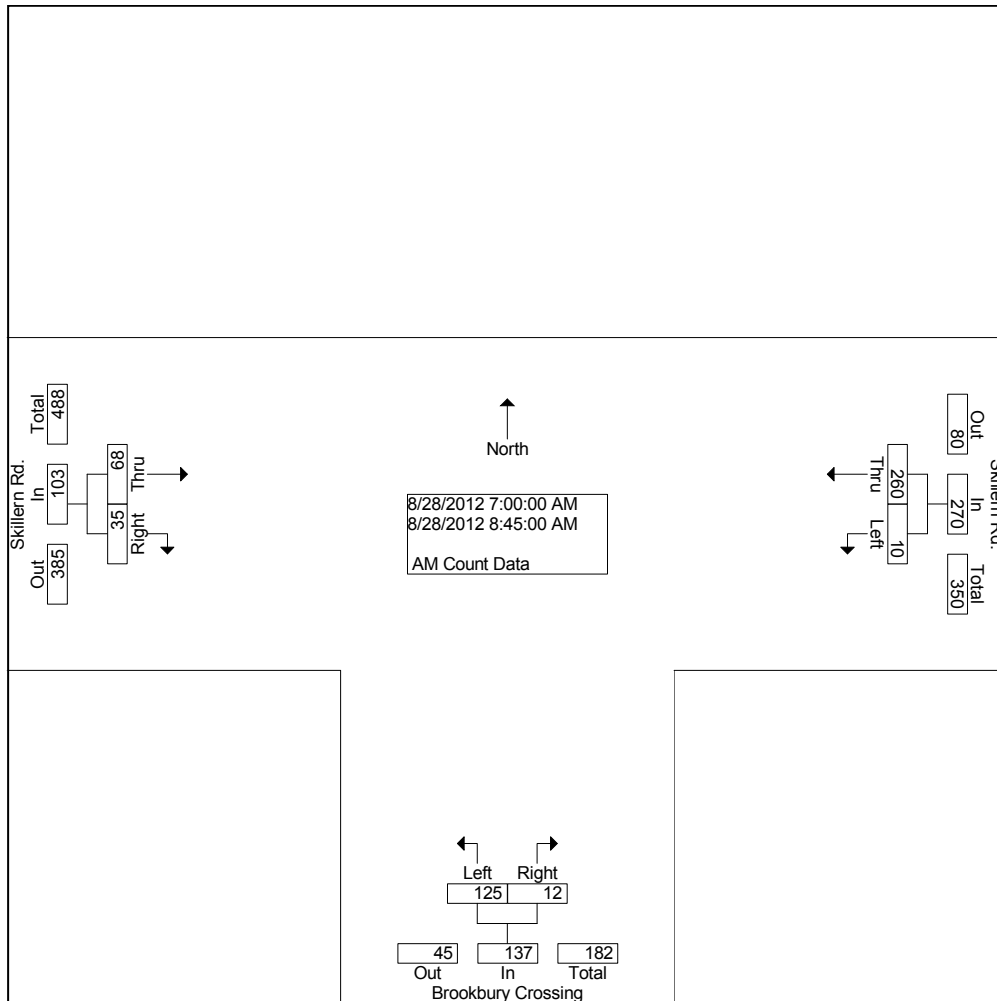
Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Skillern Rd. (D. McPherson Riggins))  
File Name : AM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 1

Groups Printed- AM Count Data

|             | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|-------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time  | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Factor      | 1.0                       | 1.0  |            | 1.0                              | 1.0  |            | 1.0                       | 1.0  |            |            |
| 07:00 AM    | 44                        | 1    | 45         | 0                                | 9    | 9          | 3                         | 1    | 4          | 58         |
| 07:15 AM    | 58                        | 1    | 59         | 1                                | 32   | 33         | 2                         | 3    | 5          | 97         |
| 07:30 AM    | 36                        | 0    | 36         | 5                                | 24   | 29         | 4                         | 8    | 12         | 77         |
| 07:45 AM    | 29                        | 1    | 30         | 4                                | 15   | 19         | 5                         | 13   | 18         | 67         |
| Total       | 167                       | 3    | 170        | 10                               | 80   | 90         | 14                        | 25   | 39         | 299        |
| 08:00 AM    | 27                        | 5    | 32         | 1                                | 9    | 10         | 12                        | 12   | 24         | 66         |
| 08:15 AM    | 19                        | 1    | 20         | 0                                | 19   | 19         | 3                         | 10   | 13         | 52         |
| 08:30 AM    | 24                        | 0    | 24         | 0                                | 6    | 6          | 3                         | 11   | 14         | 44         |
| 08:45 AM    | 23                        | 1    | 24         | 1                                | 11   | 12         | 3                         | 10   | 13         | 49         |
| Total       | 93                        | 7    | 100        | 2                                | 45   | 47         | 21                        | 43   | 64         | 211        |
| Grand Total | 260                       | 10   | 270        | 12                               | 125  | 137        | 35                        | 68   | 103        | 510        |
| Apprch %    | 96.3                      | 3.7  |            | 8.8                              | 91.2 |            | 34.0                      | 66.0 |            |            |
| Total %     | 51.0                      | 2.0  | 52.9       | 2.4                              | 24.5 | 26.9       | 6.9                       | 13.3 | 20.2       |            |

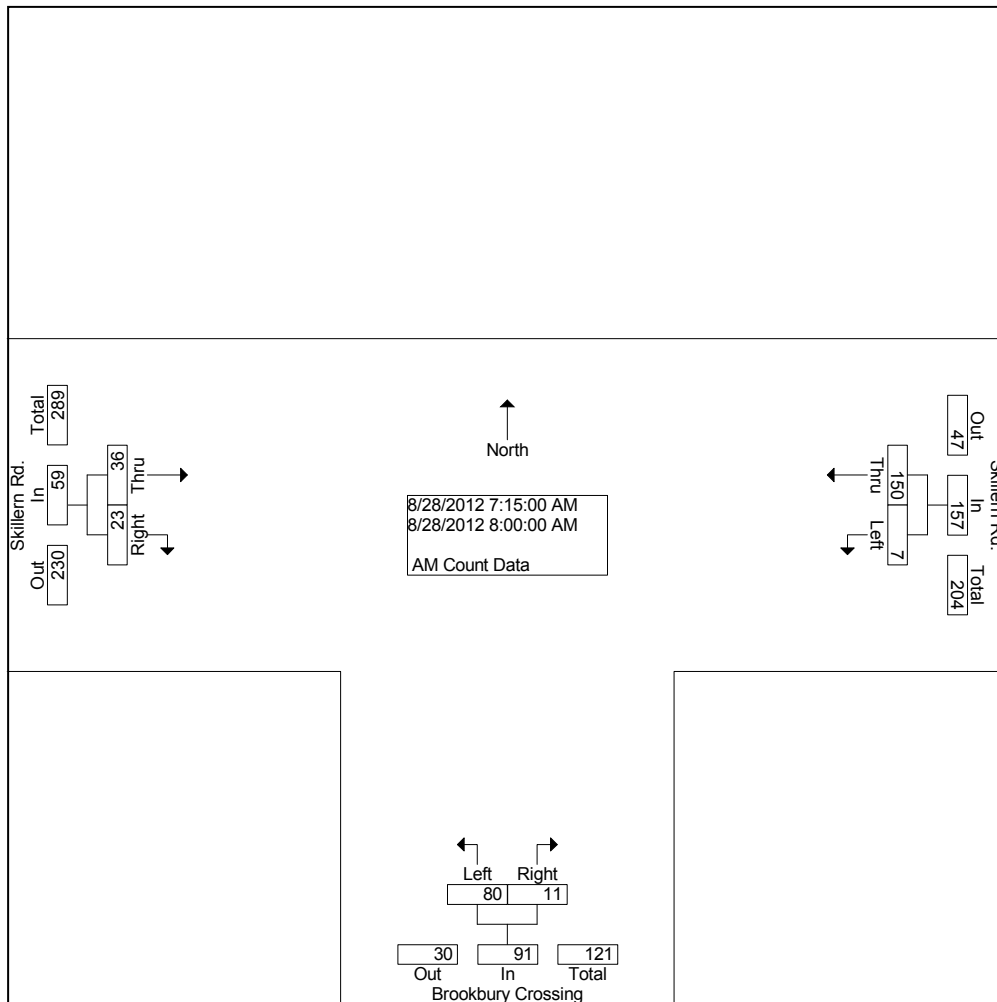


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Skillern Rd. (D. A. Riggins))  
File Name : AM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 2

|                                                   | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|---------------------------------------------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time                                        | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |            |                                  |      |            |                           |      |            |            |
| Intersection                                      | 07:15 AM                  |      |            |                                  |      |            |                           |      |            |            |
| Volume                                            | 150                       | 7    | 157        | 11                               | 80   | 91         | 23                        | 36   | 59         | 307        |
| Percent                                           | 95.5                      | 4.5  |            | 12.1                             | 87.9 |            | 39.0                      | 61.0 |            |            |
| 07:15 Volume                                      | 58                        | 1    | 59         | 1                                | 32   | 33         | 2                         | 3    | 5          | 97         |
| Peak Factor                                       |                           |      |            |                                  |      |            |                           |      |            | 0.791      |
| High Int.                                         | 07:15 AM                  |      |            | 07:15 AM                         |      |            | 08:00 AM                  |      |            |            |
| Volume                                            | 58                        | 1    | 59         | 1                                | 32   | 33         | 12                        | 12   | 24         |            |
| Peak Factor                                       |                           |      | 0.665      |                                  |      | 0.689      |                           |      | 0.615      |            |



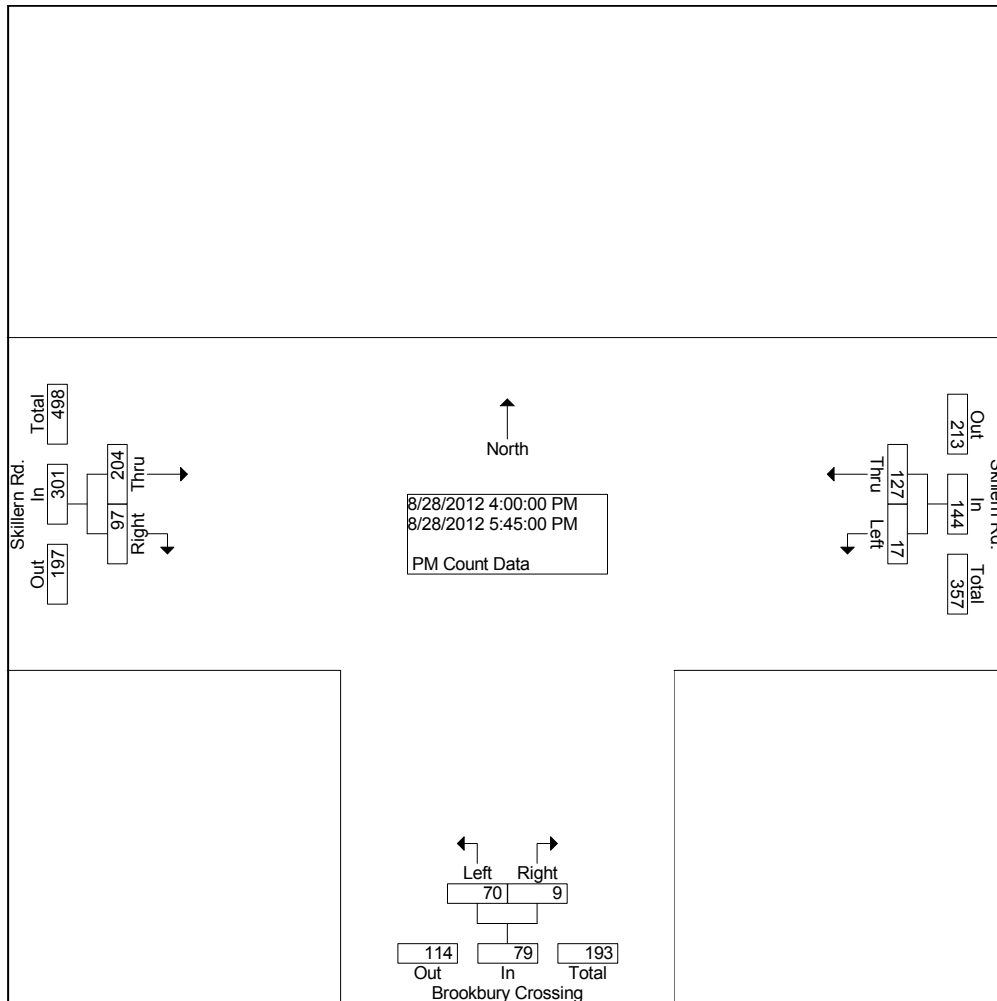
Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

PM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Skillern Rd. (Dwight Street Riggins))  
File Name : PM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 1

Groups Printed- PM Count Data

|             | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|-------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time  | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Factor      | 1.0                       | 1.0  |            | 1.0                              | 1.0  |            | 1.0                       | 1.0  |            |            |
| 04:00 PM    | 14                        | 0    | 14         | 1                                | 10   | 11         | 10                        | 19   | 29         | 54         |
| 04:15 PM    | 8                         | 1    | 9          | 0                                | 8    | 8          | 12                        | 29   | 41         | 58         |
| 04:30 PM    | 20                        | 1    | 21         | 1                                | 7    | 8          | 10                        | 22   | 32         | 61         |
| 04:45 PM    | 13                        | 3    | 16         | 1                                | 6    | 7          | 18                        | 26   | 44         | 67         |
| Total       | 55                        | 5    | 60         | 3                                | 31   | 34         | 50                        | 96   | 146        | 240        |
| 05:00 PM    | 13                        | 3    | 16         | 2                                | 17   | 19         | 9                         | 23   | 32         | 67         |
| 05:15 PM    | 15                        | 3    | 18         | 1                                | 13   | 14         | 10                        | 25   | 35         | 67         |
| 05:30 PM    | 19                        | 3    | 22         | 2                                | 2    | 4          | 14                        | 34   | 48         | 74         |
| 05:45 PM    | 25                        | 3    | 28         | 1                                | 7    | 8          | 14                        | 26   | 40         | 76         |
| Total       | 72                        | 12   | 84         | 6                                | 39   | 45         | 47                        | 108  | 155        | 284        |
| Grand Total | 127                       | 17   | 144        | 9                                | 70   | 79         | 97                        | 204  | 301        | 524        |
| Apprch %    | 88.2                      | 11.8 |            | 11.4                             | 88.6 |            | 32.2                      | 67.8 |            |            |
| Total %     | 24.2                      | 3.2  | 27.5       | 1.7                              | 13.4 | 15.1       | 18.5                      | 38.9 | 57.4       |            |

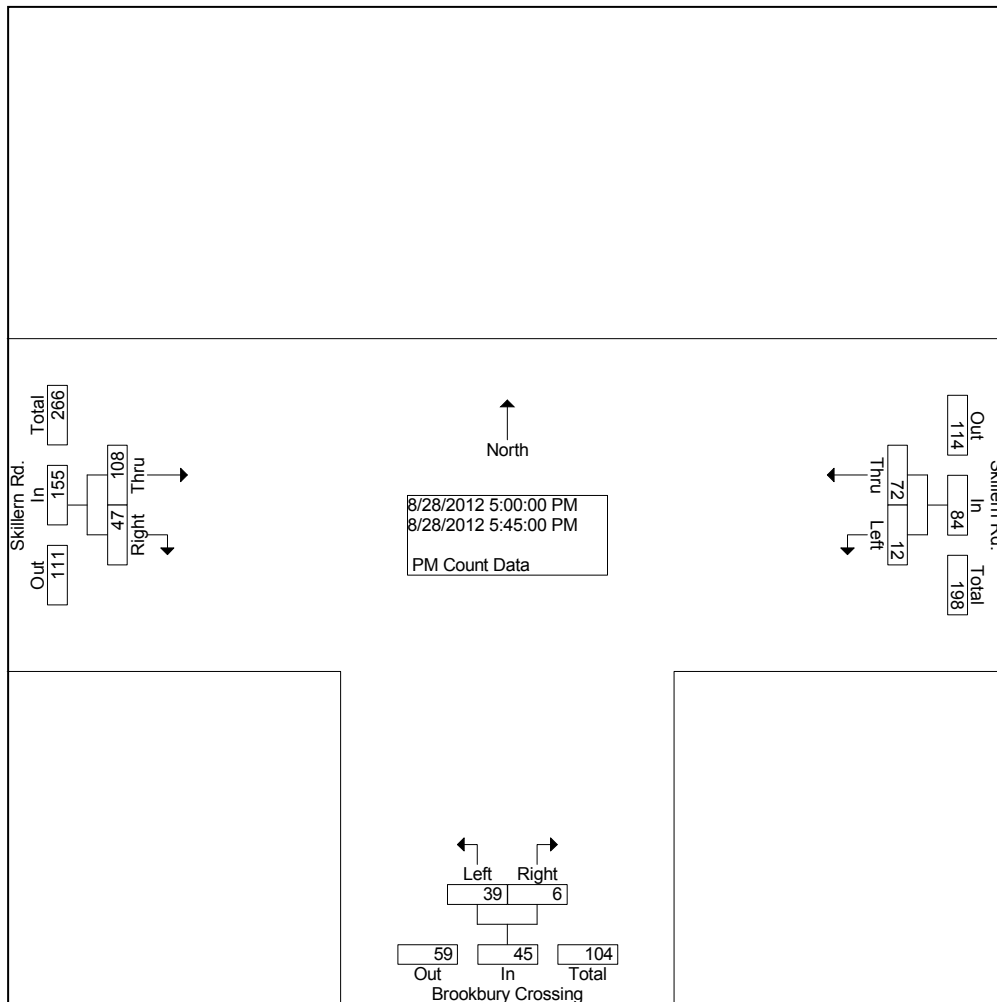


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

PM Hour Turning Movement Count Data  
Skillern Road and Brookbury Crossing  
Fayetteville, AR  
P-1586

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Skillern Rd. (D. W. Brooks Riggins))  
File Name : PM-Brook  
Site Code : 00000000  
Start Date : 08/28/2012  
Page No : 2

|                                                   | Skillern Rd.<br>From East |      |            | Brookbury Crossing<br>From South |      |            | Skillern Rd.<br>From West |      |            |            |
|---------------------------------------------------|---------------------------|------|------------|----------------------------------|------|------------|---------------------------|------|------------|------------|
| Start Time                                        | Thru                      | Left | App. Total | Right                            | Left | App. Total | Right                     | Thru | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |            |                                  |      |            |                           |      |            |            |
| Intersection                                      | 05:00 PM                  |      |            |                                  |      |            |                           |      |            |            |
| Volume                                            | 72                        | 12   | 84         | 6                                | 39   | 45         | 47                        | 108  | 155        | 284        |
| Percent                                           | 85.7                      | 14.3 |            | 13.3                             | 86.7 |            | 30.3                      | 69.7 |            |            |
| 05:45 Volume                                      | 25                        | 3    | 28         | 1                                | 7    | 8          | 14                        | 26   | 40         | 76         |
| Peak Factor                                       |                           |      |            |                                  |      |            |                           |      |            | 0.934      |
| High Int.                                         | 05:45 PM                  |      |            | 05:00 PM                         |      |            | 05:30 PM                  |      |            |            |
| Volume                                            | 25                        | 3    | 28         | 2                                | 17   | 19         | 14                        | 34   | 48         |            |
| Peak Factor                                       |                           |      | 0.750      |                                  |      | 0.592      |                           |      | 0.807      |            |



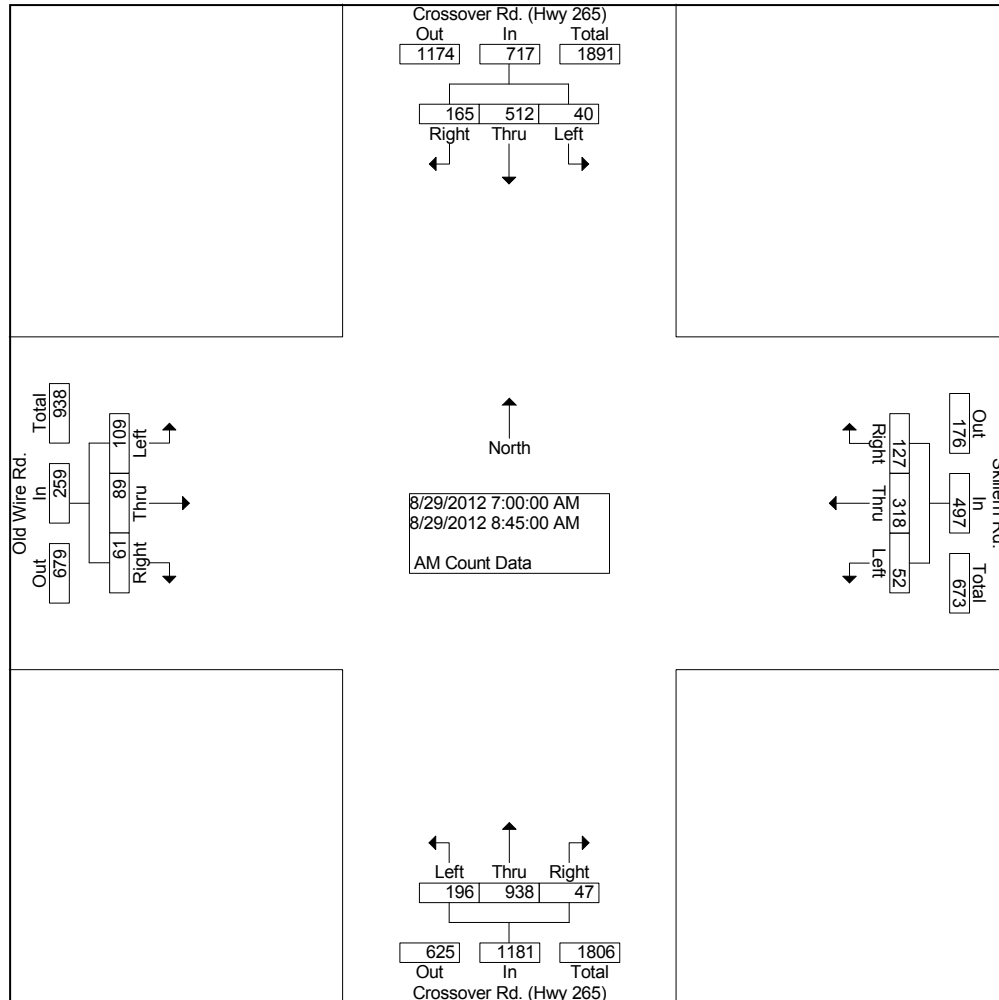
**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

**AM Hour Turning Movement Count Data**  
**Crossover Rd and Old Wire Rd/Skillern Rd**  
**Fayetteville, AR**  
**P-1586**

B. 1  
 RZN 12-4166 (South of  
 Brookbury Crossing & East of  
 Old Wire Rd. (Hwy 265/Skillern Rd.))  
 File Name : AM-Hour  
 Site Code : 00000000  
 Start Date : 08/29/2012  
 Page No : 1

Groups Printed- AM Count Data

|             | Crossover Rd. (Hwy 265)<br>From North |      |      |               | Skillern Rd.<br>From East |      |      |               | Crossover Rd. (Hwy 265)<br>From South |      |      |               | Old Wire Rd.<br>From West |      |      |               |               |
|-------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------|
| Start Time  | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Int.<br>Total |
| Factor      | 1.0                                   | 1.0  | 1.0  |               | 1.0                       | 1.0  | 1.0  |               | 1.0                                   | 1.0  | 1.0  |               | 1.0                       | 1.0  | 1.0  |               |               |
| 07:00 AM    | 13                                    | 42   | 3    | 58            | 22                        | 43   | 4    | 69            | 6                                     | 80   | 18   | 104           | 5                         | 8    | 8    | 21            | 252           |
| 07:15 AM    | 21                                    | 58   | 5    | 84            | 32                        | 61   | 8    | 101           | 5                                     | 90   | 26   | 121           | 9                         | 11   | 15   | 35            | 341           |
| 07:30 AM    | 31                                    | 77   | 4    | 112           | 17                        | 52   | 6    | 75            | 5                                     | 124  | 32   | 161           | 12                        | 12   | 18   | 42            | 390           |
| 07:45 AM    | 22                                    | 72   | 4    | 98            | 8                         | 40   | 6    | 54            | 11                                    | 115  | 24   | 150           | 6                         | 8    | 14   | 28            | 330           |
| Total       | 87                                    | 249  | 16   | 352           | 79                        | 196  | 24   | 299           | 27                                    | 409  | 100  | 536           | 32                        | 39   | 55   | 126           | 1313          |
| 08:00 AM    | 34                                    | 62   | 5    | 101           | 16                        | 59   | 6    | 81            | 10                                    | 177  | 25   | 212           | 6                         | 9    | 10   | 25            | 419           |
| 08:15 AM    | 17                                    | 59   | 7    | 83            | 9                         | 26   | 8    | 43            | 6                                     | 123  | 23   | 152           | 11                        | 12   | 20   | 43            | 321           |
| 08:30 AM    | 14                                    | 75   | 7    | 96            | 12                        | 19   | 4    | 35            | 3                                     | 122  | 22   | 147           | 5                         | 8    | 8    | 21            | 299           |
| 08:45 AM    | 13                                    | 67   | 5    | 85            | 11                        | 18   | 10   | 39            | 1                                     | 107  | 26   | 134           | 7                         | 21   | 16   | 44            | 302           |
| Total       | 78                                    | 263  | 24   | 365           | 48                        | 122  | 28   | 198           | 20                                    | 529  | 96   | 645           | 29                        | 50   | 54   | 133           | 1341          |
| Grand Total | 165                                   | 512  | 40   | 717           | 127                       | 318  | 52   | 497           | 47                                    | 938  | 196  | 1181          | 61                        | 89   | 109  | 259           | 2654          |
| Apprch %    | 23.0                                  | 71.4 | 5.6  |               | 25.6                      | 64.0 | 10.5 |               | 4.0                                   | 79.4 | 16.6 |               | 23.6                      | 34.4 | 42.1 |               |               |
| Total %     | 6.2                                   | 19.3 | 1.5  | 27.0          | 4.8                       | 12.0 | 2.0  | 18.7          | 1.8                                   | 35.3 | 7.4  | 44.5          | 2.3                       | 3.4  | 4.1  | 9.8           |               |

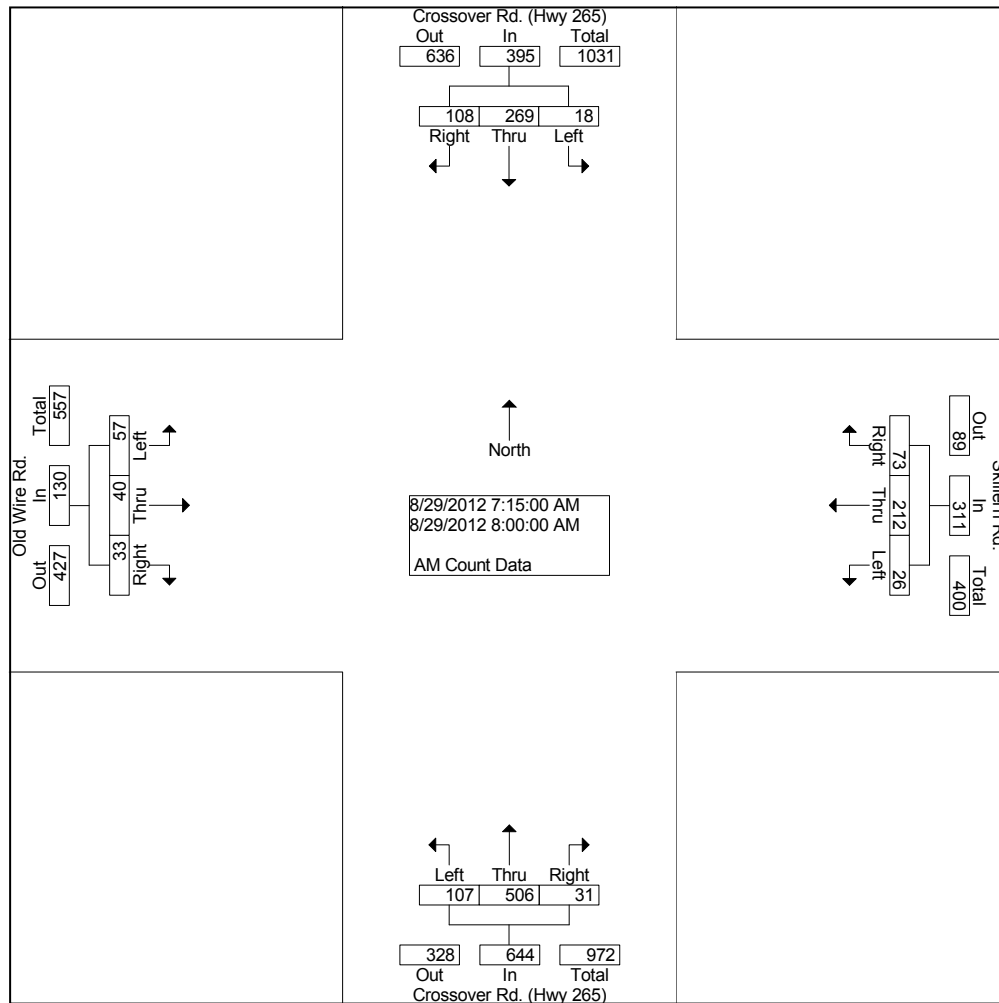


Peters & Associates Engineers, Inc.  
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data  
Crossover Rd and Old Wire Rd/Skillern Rd  
Fayetteville, AR  
P-1586

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Crossover Rd and Skillern Rd)  
File Name : AM-HOW  
Site Code : 00000000  
Start Date : 08/29/2012  
Page No : 2

|                                                   | Crossover Rd. (Hwy 265)<br>From North |      |      |               | Skillern Rd.<br>From East |      |      |               | Crossover Rd. (Hwy 265)<br>From South |      |      |               | Old Wire Rd.<br>From West |      |      |               |               |
|---------------------------------------------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------|
| Start Time                                        | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Int.<br>Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Intersection                                      | 07:15 AM                              |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Volume                                            | 108                                   | 269  | 18   | 395           | 73                        | 212  | 26   | 311           | 31                                    | 506  | 107  | 644           | 33                        | 40   | 57   | 130           | 1480          |
| Percent                                           | 27.3                                  | 68.1 | 4.6  |               | 23.5                      | 68.2 | 8.4  |               | 4.8                                   | 78.6 | 16.6 |               | 25.4                      | 30.8 | 43.8 |               |               |
| 08:00                                             | 34                                    | 62   | 5    | 101           | 16                        | 59   | 6    | 81            | 10                                    | 177  | 25   | 212           | 6                         | 9    | 10   | 25            | 419           |
| Volume                                            |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Peak Factor                                       |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               | 0.883         |
| High Int.                                         | 07:30 AM                              |      |      |               | 07:15 AM                  |      |      |               | 08:00 AM                              |      |      |               | 07:30 AM                  |      |      |               |               |
| Volume                                            | 31                                    | 77   | 4    | 112           | 32                        | 61   | 8    | 101           | 10                                    | 177  | 25   | 212           | 12                        | 12   | 18   | 42            |               |
| Peak Factor                                       |                                       |      |      | 0.882         |                           |      |      | 0.770         |                                       |      |      | 0.759         |                           |      |      | 0.774         |               |





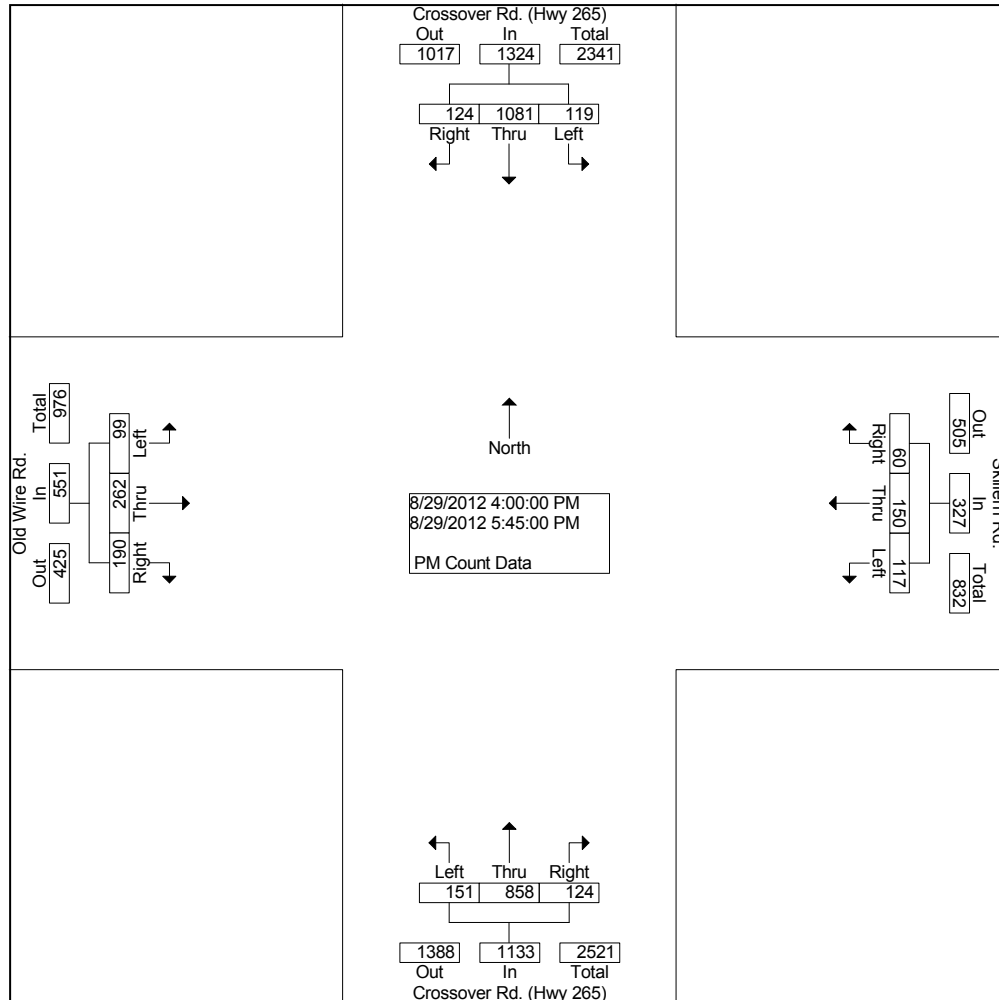
**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

**PM Hour Turning Movement Count Data**  
**Crossover Rd and Old Wire Rd/Skillern Rd**  
**Fayetteville, AR**  
**P-1586**

B. 1  
 RZN 12-4166 (South of  
 Brookbury Crossing & East of  
 Old Wire Rd. (Duckhorn/Williams/Riggins))  
 File Name : PM-HW  
 Site Code : 00000000  
 Start Date : 08/29/2012  
 Page No : 1

Groups Printed- PM Count Data

|             | Crossover Rd. (Hwy 265)<br>From North |      |      |               | Skillern Rd.<br>From East |      |      |               | Crossover Rd. (Hwy 265)<br>From South |      |      |               | Old Wire Rd.<br>From West |      |      |               |               |
|-------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------|
| Start Time  | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Int.<br>Total |
| Factor      | 1.0                                   | 1.0  | 1.0  |               | 1.0                       | 1.0  | 1.0  |               | 1.0                                   | 1.0  | 1.0  |               | 1.0                       | 1.0  | 1.0  |               |               |
| 04:00 PM    | 8                                     | 119  | 10   | 137           | 2                         | 8    | 11   | 21            | 15                                    | 90   | 15   | 120           | 15                        | 19   | 11   | 45            | 323           |
| 04:15 PM    | 15                                    | 124  | 6    | 145           | 8                         | 26   | 22   | 56            | 21                                    | 108  | 14   | 143           | 14                        | 37   | 9    | 60            | 404           |
| 04:30 PM    | 16                                    | 154  | 16   | 186           | 6                         | 13   | 13   | 32            | 17                                    | 110  | 20   | 147           | 22                        | 28   | 18   | 68            | 433           |
| 04:45 PM    | 19                                    | 127  | 14   | 160           | 6                         | 23   | 22   | 51            | 9                                     | 106  | 27   | 142           | 28                        | 26   | 12   | 66            | 419           |
| Total       | 58                                    | 524  | 46   | 628           | 22                        | 70   | 68   | 160           | 62                                    | 414  | 76   | 552           | 79                        | 110  | 50   | 239           | 1579          |
| 05:00 PM    | 14                                    | 136  | 9    | 159           | 8                         | 20   | 7    | 35            | 13                                    | 115  | 18   | 146           | 28                        | 43   | 15   | 86            | 426           |
| 05:15 PM    | 20                                    | 150  | 20   | 190           | 13                        | 23   | 13   | 49            | 17                                    | 139  | 16   | 172           | 28                        | 30   | 11   | 69            | 480           |
| 05:30 PM    | 14                                    | 114  | 21   | 149           | 11                        | 15   | 17   | 43            | 20                                    | 86   | 27   | 133           | 33                        | 42   | 7    | 82            | 407           |
| 05:45 PM    | 18                                    | 157  | 23   | 198           | 6                         | 22   | 12   | 40            | 12                                    | 104  | 14   | 130           | 22                        | 37   | 16   | 75            | 443           |
| Total       | 66                                    | 557  | 73   | 696           | 38                        | 80   | 49   | 167           | 62                                    | 444  | 75   | 581           | 111                       | 152  | 49   | 312           | 1756          |
| Grand Total | 124                                   | 1081 | 119  | 1324          | 60                        | 150  | 117  | 327           | 124                                   | 858  | 151  | 1133          | 190                       | 262  | 99   | 551           | 3335          |
| Apprch %    | 9.4                                   | 81.6 | 9.0  |               | 18.3                      | 45.9 | 35.8 |               | 10.9                                  | 75.7 | 13.3 |               | 34.5                      | 47.5 | 18.0 |               |               |
| Total %     | 3.7                                   | 32.4 | 3.6  | 39.7          | 1.8                       | 4.5  | 3.5  | 9.8           | 3.7                                   | 25.7 | 4.5  | 34.0          | 5.7                       | 7.9  | 3.0  | 16.5          |               |

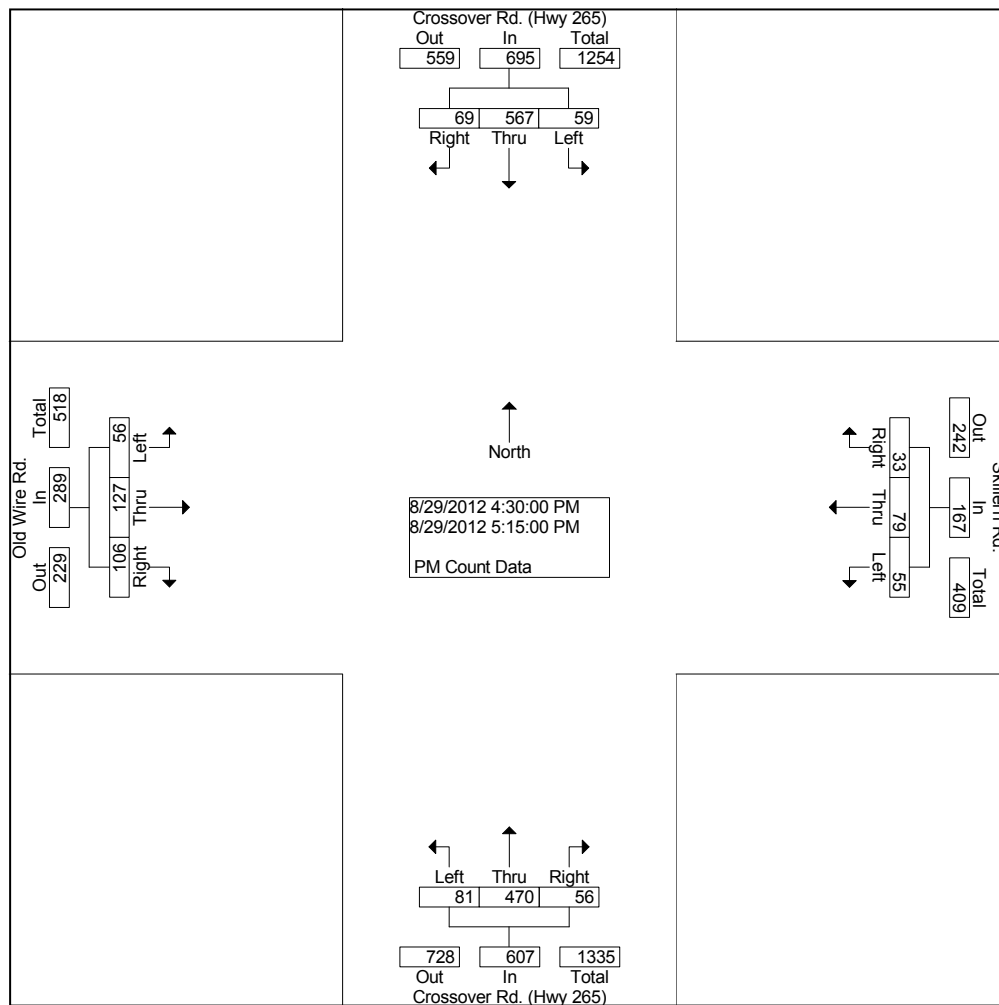


**Peters & Associates Engineers, Inc.**  
**Peak Hours Turning Movement Count Data**

**PM Hour Turning Movement Count Data**  
**Crossover Rd and Old Wire Rd/Skillern Rd**  
**Fayetteville, AR**  
**P-1586**

B. 1  
 RZN 12-4166 (South of  
 Brookbury Crossing & East of  
 Crossover Rd and Old Wire Rd/Skillern Rd)  
 File Name : PM-OW  
 Site Code : 00000000  
 Start Date : 08/29/2012  
 Page No : 2

|                                                   | Crossover Rd. (Hwy 265)<br>From North |      |      |               | Skillern Rd.<br>From East |      |      |               | Crossover Rd. (Hwy 265)<br>From South |      |      |               | Old Wire Rd.<br>From West |      |      |               |               |
|---------------------------------------------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------------------------------|------|------|---------------|---------------------------|------|------|---------------|---------------|
| Start Time                                        | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Right                                 | Thru | Left | App.<br>Total | Right                     | Thru | Left | App.<br>Total | Int.<br>Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Intersection                                      | 04:30 PM                              |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Volume                                            | 69                                    | 567  | 59   | 695           | 33                        | 79   | 55   | 167           | 56                                    | 470  | 81   | 607           | 106                       | 127  | 56   | 289           | 1758          |
| Percent                                           | 9.9                                   | 81.6 | 8.5  |               | 19.8                      | 47.3 | 32.9 |               | 9.2                                   | 77.4 | 13.3 |               | 36.7                      | 43.9 | 19.4 |               |               |
| 05:15                                             | 20                                    | 150  | 20   | 190           | 13                        | 23   | 13   | 49            | 17                                    | 139  | 16   | 172           | 28                        | 30   | 11   | 69            | 480           |
| Volume                                            |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               |               |
| Peak Factor                                       |                                       |      |      |               |                           |      |      |               |                                       |      |      |               |                           |      |      |               | 0.916         |
| High Int.                                         | 05:15 PM                              |      |      |               | 04:45 PM                  |      |      |               | 05:15 PM                              |      |      |               | 05:00 PM                  |      |      |               |               |
| Volume                                            | 20                                    | 150  | 20   | 190           | 6                         | 23   | 22   | 51            | 17                                    | 139  | 16   | 172           | 28                        | 43   | 15   | 86            |               |
| Peak Factor                                       |                                       |      |      | 0.914         |                           |      |      | 0.819         |                                       |      |      | 0.882         |                           |      |      | 0.840         |               |

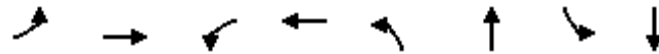


# Capacity & Level of Service Calculations



## Queues

### 1: Old Wire Rd & Crossover Rd



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 62   | 79   | 28   | 309  | 116  | 584  | 20   | 409  |
| v/c Ratio               | 0.20 | 0.16 | 0.07 | 0.66 | 0.26 | 0.36 | 0.06 | 0.28 |
| Control Delay           | 11.7 | 9.9  | 10.7 | 22.3 | 11.3 | 11.5 | 11.3 | 10.6 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 11.7 | 9.9  | 10.7 | 22.3 | 11.3 | 11.5 | 11.3 | 10.6 |
| Queue Length 50th (ft)  | 12   | 8    | 5    | 78   | 20   | 58   | 3    | 37   |
| Queue Length 95th (ft)  | 29   | 36   | 17   | 146  | 48   | 129  | 13   | 73   |
| Internal Link Dist (ft) |      | 298  |      | 546  |      | 249  |      | 334  |
| Turn Bay Length (ft)    | 175  |      | 175  |      | 200  |      | 200  |      |
| Base Capacity (vph)     | 304  | 601  | 386  | 575  | 454  | 1642 | 320  | 1446 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.13 | 0.07 | 0.54 | 0.26 | 0.36 | 0.06 | 0.28 |

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 1: Old Wire Rd & Crossover Rd

B. 1  
RZN 12-4166 (South of  
Brookbruy Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan AM  
Page 81 of 92 9/7/2012

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.96                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1735                                                                              |                                                                                   | 1770                                                                              | 1791                                                                              |                                                                                   | 1770                                                                                | 3508                                                                                |                                                                                     | 1770                                                                                | 3387                                                                                |                                                                                     |
| Flt Permitted                     | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.71                                                                              | 1.00                                                                              |                                                                                   | 0.47                                                                                | 1.00                                                                                |                                                                                     | 0.41                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 646                                                                               | 1735                                                                              |                                                                                   | 1314                                                                              | 1791                                                                              |                                                                                   | 875                                                                                 | 3508                                                                                |                                                                                     | 763                                                                                 | 3387                                                                                |                                                                                     |
| Volume (vph)                      | 57                                                                                | 40                                                                                | 33                                                                                | 26                                                                                | 212                                                                               | 73                                                                                | 107                                                                                 | 506                                                                                 | 31                                                                                  | 18                                                                                  | 269                                                                                 | 108                                                                                 |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 43                                                                                | 36                                                                                | 28                                                                                | 230                                                                               | 79                                                                                | 116                                                                                 | 550                                                                                 | 34                                                                                  | 20                                                                                  | 292                                                                                 | 117                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 27                                                                                | 0                                                                                 | 0                                                                                 | 24                                                                                | 0                                                                                 | 0                                                                                   | 6                                                                                   | 0                                                                                   | 0                                                                                   | 65                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 62                                                                                | 52                                                                                | 0                                                                                 | 28                                                                                | 285                                                                               | 0                                                                                 | 116                                                                                 | 578                                                                                 | 0                                                                                   | 20                                                                                  | 344                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                               |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 15.6                                                                              | 13.5                                                                              |                                                                                   | 14.2                                                                              | 12.8                                                                              |                                                                                   | 24.9                                                                                | 22.8                                                                                |                                                                                     | 22.1                                                                                | 21.4                                                                                |                                                                                     |
| Effective Green, g (s)            | 15.6                                                                              | 13.5                                                                              |                                                                                   | 14.2                                                                              | 12.8                                                                              |                                                                                   | 24.9                                                                                | 22.8                                                                                |                                                                                     | 22.1                                                                                | 21.4                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.29                                                                              | 0.25                                                                              |                                                                                   | 0.26                                                                              | 0.24                                                                              |                                                                                   | 0.46                                                                                | 0.42                                                                                |                                                                                     | 0.41                                                                                | 0.39                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 229                                                                               | 431                                                                               |                                                                                   | 355                                                                               | 421                                                                               |                                                                                   | 435                                                                                 | 1470                                                                                |                                                                                     | 323                                                                                 | 1332                                                                                |                                                                                     |
| v/s Ratio Prot                    | c0.01                                                                             | 0.03                                                                              |                                                                                   | 0.00                                                                              | c0.16                                                                             |                                                                                   | c0.01                                                                               | c0.16                                                                               |                                                                                     | 0.00                                                                                | 0.10                                                                                |                                                                                     |
| v/s Ratio Perm                    | 0.07                                                                              |                                                                                   |                                                                                   | 0.02                                                                              |                                                                                   |                                                                                   | 0.11                                                                                |                                                                                     |                                                                                     | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.27                                                                              | 0.12                                                                              |                                                                                   | 0.08                                                                              | 0.68                                                                              |                                                                                   | 0.27                                                                                | 0.39                                                                                |                                                                                     | 0.06                                                                                | 0.26                                                                                |                                                                                     |
| Uniform Delay, d1                 | 14.6                                                                              | 15.8                                                                              |                                                                                   | 15.1                                                                              | 18.9                                                                              |                                                                                   | 8.6                                                                                 | 11.0                                                                                |                                                                                     | 9.7                                                                                 | 11.1                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.6                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               | 4.3                                                                               |                                                                                   | 0.3                                                                                 | 0.8                                                                                 |                                                                                     | 0.1                                                                                 | 0.5                                                                                 |                                                                                     |
| Delay (s)                         | 15.3                                                                              | 16.0                                                                              |                                                                                   | 15.2                                                                              | 23.2                                                                              |                                                                                   | 8.9                                                                                 | 11.8                                                                                |                                                                                     | 9.8                                                                                 | 11.6                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                | 15.7                                                                              |                                                                                   |                                                                                   | 22.6                                                                              |                                                                                   |                                                                                   | 11.3                                                                                |                                                                                     |                                                                                     | 11.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         | 14.1                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      | 0.44                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         | 54.4                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 50.6%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis6: Skillern Rd & Brookbury Crossing

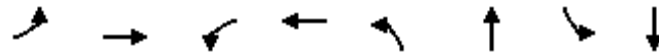
B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan AM  
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|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |  |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Volume (veh/h)                    | 36                                                                                | 23                                                                                | 7                                                                                 | 150                                                                               | 80                                                                                | 11                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 39                                                                                | 25                                                                                | 8                                                                                 | 163                                                                               | 87                                                                                | 12                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   | None                                                                              |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 64                                                                                |                                                                                   | 230                                                                               | 52                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 64                                                                                |                                                                                   | 230                                                                               | 52                                                                                |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 88                                                                                | 99                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1538                                                                              |                                                                                   | 755                                                                               | 1016                                                                              |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 64                                                                                | 171                                                                               | 99                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 8                                                                                 | 87                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 25                                                                                | 0                                                                                 | 12                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1538                                                                              | 779                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.00                                                                              | 0.13                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 3.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 25.4%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



## Queues

### 1: Old Wire Rd & Crossover Rd



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 61   | 253  | 60   | 122  | 88   | 572  | 64   | 691  |
| v/c Ratio               | 0.17 | 0.59 | 0.20 | 0.30 | 0.29 | 0.38 | 0.18 | 0.45 |
| Control Delay           | 11.6 | 17.6 | 12.0 | 13.7 | 11.4 | 13.1 | 10.0 | 13.8 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 11.6 | 17.6 | 12.0 | 13.7 | 11.4 | 13.1 | 10.0 | 13.8 |
| Queue Length 50th (ft)  | 11   | 47   | 11   | 21   | 13   | 67   | 10   | 86   |
| Queue Length 95th (ft)  | 29   | 102  | 29   | 55   | 39   | 124  | 30   | 153  |
| Internal Link Dist (ft) |      | 298  |      | 546  |      | 249  |      | 334  |
| Turn Bay Length (ft)    | 175  |      | 175  |      | 200  |      | 200  |      |
| Base Capacity (vph)     | 352  | 575  | 298  | 561  | 307  | 1525 | 358  | 1525 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.17 | 0.44 | 0.20 | 0.22 | 0.29 | 0.38 | 0.18 | 0.45 |

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 1: Old Wire Rd & Crossover Rd

B. 1  
RZN 12-4166 (South of  
Brookbruy Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan PM  
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|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1736                                                                              |                                                                                   | 1770                                                                              | 1780                                                                              |                                                                                   | 1770                                                                                | 3483                                                                                |                                                                                     | 1770                                                                                | 3482                                                                                |                                                                                     |
| Flt Permitted                     | 0.68                                                                              | 1.00                                                                              |                                                                                   | 0.44                                                                              | 1.00                                                                              |                                                                                   | 0.32                                                                                | 1.00                                                                                |                                                                                     | 0.39                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1264                                                                              | 1736                                                                              |                                                                                   | 821                                                                               | 1780                                                                              |                                                                                   | 594                                                                                 | 3483                                                                                |                                                                                     | 730                                                                                 | 3482                                                                                |                                                                                     |
| Volume (vph)                      | 56                                                                                | 127                                                                               | 106                                                                               | 55                                                                                | 79                                                                                | 33                                                                                | 81                                                                                  | 470                                                                                 | 56                                                                                  | 59                                                                                  | 567                                                                                 | 69                                                                                  |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 61                                                                                | 138                                                                               | 115                                                                               | 60                                                                                | 86                                                                                | 36                                                                                | 88                                                                                  | 511                                                                                 | 61                                                                                  | 64                                                                                  | 616                                                                                 | 75                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 60                                                                                | 0                                                                                 | 0                                                                                 | 29                                                                                | 0                                                                                 | 0                                                                                   | 14                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 61                                                                                | 193                                                                               | 0                                                                                 | 60                                                                                | 93                                                                                | 0                                                                                 | 88                                                                                  | 558                                                                                 | 0                                                                                   | 64                                                                                  | 677                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                               |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 12.7                                                                              | 10.5                                                                              |                                                                                   | 12.7                                                                              | 10.5                                                                              |                                                                                   | 23.5                                                                                | 21.3                                                                                |                                                                                     | 23.5                                                                                | 21.3                                                                                |                                                                                     |
| Effective Green, g (s)            | 12.7                                                                              | 10.5                                                                              |                                                                                   | 12.7                                                                              | 10.5                                                                              |                                                                                   | 23.5                                                                                | 21.3                                                                                |                                                                                     | 23.5                                                                                | 21.3                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.24                                                                              | 0.20                                                                              |                                                                                   | 0.24                                                                              | 0.20                                                                              |                                                                                   | 0.45                                                                                | 0.41                                                                                |                                                                                     | 0.45                                                                                | 0.41                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 329                                                                               | 349                                                                               |                                                                                   | 240                                                                               | 358                                                                               |                                                                                   | 317                                                                                 | 1421                                                                                |                                                                                     | 372                                                                                 | 1421                                                                                |                                                                                     |
| v/s Ratio Prot                    | 0.01                                                                              | c0.11                                                                             |                                                                                   | c0.01                                                                             | 0.05                                                                              |                                                                                   | c0.01                                                                               | 0.16                                                                                |                                                                                     | 0.01                                                                                | c0.19                                                                               |                                                                                     |
| v/s Ratio Perm                    | 0.04                                                                              |                                                                                   |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.11                                                                                |                                                                                     |                                                                                     | 0.07                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.19                                                                              | 0.55                                                                              |                                                                                   | 0.25                                                                              | 0.26                                                                              |                                                                                   | 0.28                                                                                | 0.39                                                                                |                                                                                     | 0.17                                                                                | 0.48                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.5                                                                              | 18.7                                                                              |                                                                                   | 15.5                                                                              | 17.6                                                                              |                                                                                   | 8.5                                                                                 | 10.9                                                                                |                                                                                     | 8.2                                                                                 | 11.4                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.3                                                                               | 1.9                                                                               |                                                                                   | 0.5                                                                               | 0.4                                                                               |                                                                                   | 0.5                                                                                 | 0.8                                                                                 |                                                                                     | 0.2                                                                                 | 1.1                                                                                 |                                                                                     |
| Delay (s)                         | 15.8                                                                              | 20.6                                                                              |                                                                                   | 16.1                                                                              | 18.0                                                                              |                                                                                   | 8.9                                                                                 | 11.7                                                                                |                                                                                     | 8.5                                                                                 | 12.5                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 19.7                                                                              |                                                                                   |                                                                                   | 17.4                                                                              |                                                                                   |                                                                                     | 11.3                                                                                |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 13.6                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.47                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 52.2                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 52.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

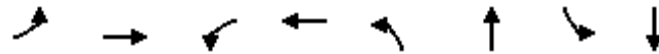
# HCM Unsignalized Intersection Capacity Analysis 6: Skillern Rd & Brookbury Crossing

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan PM  
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|                                   | →    | ↘     | ↙    | ←                    | ↖    | ↗    |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Movement                          | EBT  | EBR   | WBL  | WBT                  | NBL  | NBR  |
| Lane Configurations               | ↗    |       |      | ↖                    | ↗    | ↘    |
| Sign Control                      | Free |       |      | Free                 | Stop |      |
| Grade                             | 0%   |       |      | 0%                   | 0%   |      |
| Volume (veh/h)                    | 108  | 47    | 12   | 72                   | 39   | 6    |
| Peak Hour Factor                  | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 117  | 51    | 13   | 78                   | 42   | 7    |
| Pedestrians                       |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      |       |      | None                 |      |      |
| Median storage veh                |      |       |      |                      |      |      |
| Upstream signal (ft)              |      |       |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            |      |       | 168  |                      | 247  | 143  |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                |      |       | 168  |                      | 247  | 143  |
| tC, single (s)                    |      |       | 4.1  |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            |      |       | 2.2  |                      | 3.5  | 3.3  |
| p0 queue free %                   |      |       | 99   |                      | 94   | 99   |
| cM capacity (veh/h)               |      |       | 1409 |                      | 734  | 905  |
| Direction, Lane #                 | EB 1 | WB 1  | NB 1 |                      |      |      |
| Volume Total                      | 168  | 91    | 49   |                      |      |      |
| Volume Left                       | 0    | 13    | 42   |                      |      |      |
| Volume Right                      | 51   | 0     | 7    |                      |      |      |
| cSH                               | 1700 | 1409  | 753  |                      |      |      |
| Volume to Capacity                | 0.10 | 0.01  | 0.06 |                      |      |      |
| Queue Length 95th (ft)            | 0    | 1     | 5    |                      |      |      |
| Control Delay (s)                 | 0.0  | 1.1   | 10.1 |                      |      |      |
| Lane LOS                          |      | A     | B    |                      |      |      |
| Approach Delay (s)                | 0.0  | 1.1   | 10.1 |                      |      |      |
| Approach LOS                      |      |       | B    |                      |      |      |
| Intersection Summary              |      |       |      |                      |      |      |
| Average Delay                     |      |       | 1.9  |                      |      |      |
| Intersection Capacity Utilization |      | 24.0% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      |       | 15   |                      |      |      |

## Queues

### 1: Old Wire Rd & Crossover Rd



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 62   | 83   | 33   | 323  | 116  | 585  | 21   | 409  |
| v/c Ratio               | 0.21 | 0.17 | 0.09 | 0.70 | 0.24 | 0.35 | 0.07 | 0.30 |
| Control Delay           | 12.1 | 10.1 | 11.0 | 24.2 | 10.7 | 11.5 | 11.4 | 11.1 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 12.1 | 10.1 | 11.0 | 24.2 | 10.7 | 11.5 | 11.4 | 11.1 |
| Queue Length 50th (ft)  | 12   | 9    | 6    | 82   | 21   | 60   | 4    | 38   |
| Queue Length 95th (ft)  | 29   | 38   | 19   | 153  | 48   | 129  | 14   | 73   |
| Internal Link Dist (ft) |      | 298  |      | 546  |      | 249  |      | 334  |
| Turn Bay Length (ft)    | 175  |      | 175  |      | 200  |      | 200  |      |
| Base Capacity (vph)     | 292  | 585  | 383  | 555  | 481  | 1687 | 315  | 1363 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.21 | 0.14 | 0.09 | 0.58 | 0.24 | 0.35 | 0.07 | 0.30 |

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 1: Old Wire Rd & Crossover Rd

B. 1  
RZN 12-4166 (South of  
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|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.96                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1742                                                                              |                                                                                   | 1770                                                                              | 1790                                                                              |                                                                                   | 1770                                                                                | 3507                                                                                |                                                                                     | 1770                                                                                | 3387                                                                                |                                                                                     |
| Flt Permitted                     | 0.31                                                                              | 1.00                                                                              |                                                                                   | 0.70                                                                              | 1.00                                                                              |                                                                                   | 0.44                                                                                | 1.00                                                                                |                                                                                     | 0.43                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 578                                                                               | 1742                                                                              |                                                                                   | 1310                                                                              | 1790                                                                              |                                                                                   | 829                                                                                 | 3507                                                                                |                                                                                     | 801                                                                                 | 3387                                                                                |                                                                                     |
| Volume (vph)                      | 57                                                                                | 43                                                                                | 33                                                                                | 30                                                                                | 220                                                                               | 77                                                                                | 107                                                                                 | 506                                                                                 | 32                                                                                  | 19                                                                                  | 269                                                                                 | 108                                                                                 |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 47                                                                                | 36                                                                                | 33                                                                                | 239                                                                               | 84                                                                                | 116                                                                                 | 550                                                                                 | 35                                                                                  | 21                                                                                  | 292                                                                                 | 117                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 27                                                                                | 0                                                                                 | 0                                                                                 | 25                                                                                | 0                                                                                 | 0                                                                                   | 7                                                                                   | 0                                                                                   | 0                                                                                   | 66                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 62                                                                                | 56                                                                                | 0                                                                                 | 33                                                                                | 298                                                                               | 0                                                                                 | 116                                                                                 | 578                                                                                 | 0                                                                                   | 21                                                                                  | 343                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                               |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 16.0                                                                              | 13.8                                                                              |                                                                                   | 14.4                                                                              | 13.0                                                                              |                                                                                   | 27.4                                                                                | 24.2                                                                                |                                                                                     | 22.4                                                                                | 21.7                                                                                |                                                                                     |
| Effective Green, g (s)            | 16.0                                                                              | 13.8                                                                              |                                                                                   | 14.4                                                                              | 13.0                                                                              |                                                                                   | 27.4                                                                                | 24.2                                                                                |                                                                                     | 22.4                                                                                | 21.7                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.29                                                                              | 0.25                                                                              |                                                                                   | 0.26                                                                              | 0.23                                                                              |                                                                                   | 0.49                                                                                | 0.43                                                                                |                                                                                     | 0.40                                                                                | 0.39                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 212                                                                               | 429                                                                               |                                                                                   | 348                                                                               | 415                                                                               |                                                                                   | 459                                                                                 | 1513                                                                                |                                                                                     | 332                                                                                 | 1310                                                                                |                                                                                     |
| v/s Ratio Prot                    | c0.01                                                                             | 0.03                                                                              |                                                                                   | 0.00                                                                              | c0.17                                                                             |                                                                                   | c0.01                                                                               | c0.16                                                                               |                                                                                     | 0.00                                                                                | 0.10                                                                                |                                                                                     |
| v/s Ratio Perm                    | 0.07                                                                              |                                                                                   |                                                                                   | 0.02                                                                              |                                                                                   |                                                                                   | 0.11                                                                                |                                                                                     |                                                                                     | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.29                                                                              | 0.13                                                                              |                                                                                   | 0.09                                                                              | 0.72                                                                              |                                                                                   | 0.25                                                                                | 0.38                                                                                |                                                                                     | 0.06                                                                                | 0.26                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.2                                                                              | 16.5                                                                              |                                                                                   | 15.8                                                                              | 19.9                                                                              |                                                                                   | 8.0                                                                                 | 10.9                                                                                |                                                                                     | 10.2                                                                                | 11.7                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.8                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               | 5.9                                                                               |                                                                                   | 0.3                                                                                 | 0.7                                                                                 |                                                                                     | 0.1                                                                                 | 0.5                                                                                 |                                                                                     |
| Delay (s)                         | 16.0                                                                              | 16.6                                                                              |                                                                                   | 15.9                                                                              | 25.7                                                                              |                                                                                   | 8.2                                                                                 | 11.6                                                                                |                                                                                     | 10.3                                                                                | 12.2                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     | B                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 16.3                                                                              |                                                                                   |                                                                                   | 24.8                                                                              |                                                                                   |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     | 12.1                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 56.1                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 51.3%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

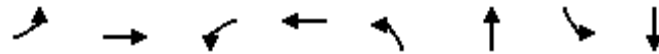
# HCM Unsignalized Intersection Capacity Analysis6: Skillern Rd & Brookbury Crossing

B. 1  
RZN 12-4166 (South of  
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|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Volume (veh/h)                    | 36                                                                                | 29                                                                                | 8                                                                                 | 150                                                                               | 97                                                                                | 15                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 39                                                                                | 32                                                                                | 9                                                                                 | 163                                                                               | 105                                                                               | 16                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 71                                                                                |                                                                                   | 235                                                                               | 55                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 71                                                                                |                                                                                   | 235                                                                               | 55                                                                                |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 86                                                                                | 98                                                                                |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1530                                                                              |                                                                                   | 749                                                                               | 1012                                                                              |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 71                                                                                | 172                                                                               | 122                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 9                                                                                 | 105                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 32                                                                                | 0                                                                                 | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1530                                                                              | 776                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.04                                                                              | 0.01                                                                              | 0.16                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               | 10.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 3.7                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 27.4%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

## Queues

### 1: Old Wire Rd & Crossover Rd



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 61   | 264  | 63   | 131  | 88   | 577  | 70   | 691  |
| v/c Ratio               | 0.17 | 0.61 | 0.21 | 0.31 | 0.29 | 0.38 | 0.20 | 0.46 |
| Control Delay           | 11.5 | 18.6 | 12.1 | 13.8 | 11.5 | 13.2 | 10.3 | 14.0 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 11.5 | 18.6 | 12.1 | 13.8 | 11.5 | 13.2 | 10.3 | 14.0 |
| Queue Length 50th (ft)  | 11   | 52   | 12   | 23   | 14   | 69   | 11   | 87   |
| Queue Length 95th (ft)  | 29   | 109  | 30   | 58   | 39   | 125  | 32   | 153  |
| Internal Link Dist (ft) |      | 298  |      | 546  |      | 249  |      | 334  |
| Turn Bay Length (ft)    | 175  |      | 175  |      | 200  |      | 200  |      |
| Base Capacity (vph)     | 355  | 573  | 296  | 563  | 305  | 1514 | 354  | 1514 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.17 | 0.46 | 0.21 | 0.23 | 0.29 | 0.38 | 0.20 | 0.46 |

### Intersection Summary



# HCM Signalized Intersection Capacity Analysis

## 1: Old Wire Rd & Crossover Rd

B. 1  
RZN 12-4166 (South of  
Brookbruy Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan PM  
Page 90 of 92  
9/12/2012

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 0.95                                                                                |                                                                                     | 1.00                                                                                | 0.95                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1770                                                                              | 1741                                                                              |                                                                                   | 1770                                                                              | 1780                                                                              |                                                                                   | 1770                                                                                | 3478                                                                                |                                                                                     | 1770                                                                                | 3482                                                                                |                                                                                     |
| Flt Permitted                     | 0.67                                                                              | 1.00                                                                              |                                                                                   | 0.42                                                                              | 1.00                                                                              |                                                                                   | 0.32                                                                                | 1.00                                                                                |                                                                                     | 0.39                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1254                                                                              | 1741                                                                              |                                                                                   | 786                                                                               | 1780                                                                              |                                                                                   | 591                                                                                 | 3478                                                                                |                                                                                     | 721                                                                                 | 3482                                                                                |                                                                                     |
| Volume (vph)                      | 56                                                                                | 137                                                                               | 106                                                                               | 58                                                                                | 85                                                                                | 36                                                                                | 81                                                                                  | 470                                                                                 | 61                                                                                  | 64                                                                                  | 567                                                                                 | 69                                                                                  |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 61                                                                                | 149                                                                               | 115                                                                               | 63                                                                                | 92                                                                                | 39                                                                                | 88                                                                                  | 511                                                                                 | 66                                                                                  | 70                                                                                  | 616                                                                                 | 75                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 55                                                                                | 0                                                                                 | 0                                                                                 | 30                                                                                | 0                                                                                 | 0                                                                                   | 15                                                                                  | 0                                                                                   | 0                                                                                   | 14                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 61                                                                                | 209                                                                               | 0                                                                                 | 63                                                                                | 101                                                                               | 0                                                                                 | 88                                                                                  | 562                                                                                 | 0                                                                                   | 70                                                                                  | 677                                                                                 | 0                                                                                   |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                             |                                                                                   |                                                                                   | pm+pt                                                                               |                                                                                     |                                                                                     | pm+pt                                                                               |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 12.9                                                                              | 10.7                                                                              |                                                                                   | 12.9                                                                              | 10.7                                                                              |                                                                                   | 23.3                                                                                | 21.1                                                                                |                                                                                     | 23.3                                                                                | 21.1                                                                                |                                                                                     |
| Effective Green, g (s)            | 12.9                                                                              | 10.7                                                                              |                                                                                   | 12.9                                                                              | 10.7                                                                              |                                                                                   | 23.3                                                                                | 21.1                                                                                |                                                                                     | 23.3                                                                                | 21.1                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.25                                                                              | 0.20                                                                              |                                                                                   | 0.25                                                                              | 0.20                                                                              |                                                                                   | 0.45                                                                                | 0.40                                                                                |                                                                                     | 0.45                                                                                | 0.40                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                 | 4.0                                                                                 |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 332                                                                               | 357                                                                               |                                                                                   | 236                                                                               | 365                                                                               |                                                                                   | 313                                                                                 | 1406                                                                                |                                                                                     | 366                                                                                 | 1407                                                                                |                                                                                     |
| v/s Ratio Prot                    | 0.01                                                                              | c0.12                                                                             |                                                                                   | c0.01                                                                             | 0.06                                                                              |                                                                                   | c0.01                                                                               | 0.16                                                                                |                                                                                     | 0.01                                                                                | c0.19                                                                               |                                                                                     |
| v/s Ratio Perm                    | 0.04                                                                              |                                                                                   |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.11                                                                                |                                                                                     |                                                                                     | 0.08                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.18                                                                              | 0.59                                                                              |                                                                                   | 0.27                                                                              | 0.28                                                                              |                                                                                   | 0.28                                                                                | 0.40                                                                                |                                                                                     | 0.19                                                                                | 0.48                                                                                |                                                                                     |
| Uniform Delay, d1                 | 15.3                                                                              | 18.7                                                                              |                                                                                   | 15.4                                                                              | 17.5                                                                              |                                                                                   | 8.6                                                                                 | 11.1                                                                                |                                                                                     | 8.4                                                                                 | 11.5                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.3                                                                               | 2.4                                                                               |                                                                                   | 0.6                                                                               | 0.4                                                                               |                                                                                   | 0.5                                                                                 | 0.9                                                                                 |                                                                                     | 0.3                                                                                 | 1.2                                                                                 |                                                                                     |
| Delay (s)                         | 15.6                                                                              | 21.2                                                                              |                                                                                   | 16.0                                                                              | 17.9                                                                              |                                                                                   | 9.1                                                                                 | 11.9                                                                                |                                                                                     | 8.6                                                                                 | 12.7                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 20.1                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                     | 11.5                                                                                |                                                                                     |                                                                                     | 12.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 13.8                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.49                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 52.2                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 52.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis 6: Skillern Rd & Brookbury Crossing

B. 1  
RZN 12-4166 (South of  
Brookbury Crossing & East of  
Candlewood Developments/Riggins)  
Timing Plan PM  
9/12/2012  
Page 91 of 92

|                                   | →    | ↘     | ↙    | ←                    | ↖    | ↗    |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Movement                          | EBT  | EBR   | WBL  | WBT                  | NBL  | NBR  |
| Lane Configurations               | ↗    |       |      | ↖                    | ↗    | ↘    |
| Sign Control                      | Free |       |      | Free                 | Stop |      |
| Grade                             | 0%   |       |      | 0%                   | 0%   |      |
| Volume (veh/h)                    | 108  | 66    | 17   | 72                   | 50   | 9    |
| Peak Hour Factor                  | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 117  | 72    | 18   | 78                   | 54   | 10   |
| Pedestrians                       |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      |       |      | None                 |      |      |
| Median storage veh                |      |       |      |                      |      |      |
| Upstream signal (ft)              |      |       |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            |      |       | 189  |                      | 268  | 153  |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                |      |       | 189  |                      | 268  | 153  |
| tC, single (s)                    |      |       | 4.1  |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            |      |       | 2.2  |                      | 3.5  | 3.3  |
| p0 queue free %                   |      |       | 99   |                      | 92   | 99   |
| cM capacity (veh/h)               |      |       | 1385 |                      | 711  | 893  |
| Direction, Lane #                 | EB 1 | WB 1  | NB 1 |                      |      |      |
| Volume Total                      | 189  | 97    | 64   |                      |      |      |
| Volume Left                       | 0    | 18    | 54   |                      |      |      |
| Volume Right                      | 72   | 0     | 10   |                      |      |      |
| cSH                               | 1700 | 1385  | 734  |                      |      |      |
| Volume to Capacity                | 0.11 | 0.01  | 0.09 |                      |      |      |
| Queue Length 95th (ft)            | 0    | 1     | 7    |                      |      |      |
| Control Delay (s)                 | 0.0  | 1.5   | 10.4 |                      |      |      |
| Lane LOS                          |      | A     | B    |                      |      |      |
| Approach Delay (s)                | 0.0  | 1.5   | 10.4 |                      |      |      |
| Approach LOS                      |      |       | B    |                      |      |      |
| Intersection Summary              |      |       |      |                      |      |      |
| Average Delay                     |      | 2.3   |      |                      |      |      |
| Intersection Capacity Utilization |      | 27.8% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      | 15    |      |                      |      |      |



**PETERS & ASSOCIATES**  
**ENGINEERS, INC.**

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• *CIVIL & TRAFFIC ENGINEERING* •

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5507 Ranch Drive - Suite 205 (501) 868-3999  
Little Rock, Arkansas 72223 Fax (501) 868-9710

City of Fayetteville Staff Review Form

B. 2  
REO Holdings 1, LLC  
Page 1 of 8

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/2/2012

City Council Meeting Date  
Agenda Items Only

David Jurgens

Submitted By

Utilities

Division

Utilities

Department

Action Required:

Approval of a cost-share and bid waiver in the approximate amount of \$31,712.00, with REO Holdings 1, LLC for the upsizing from a 2" to an 8" proposed water main

\$ 31,712.00

Cost of this request

\$ 154,472.00

Category / Project Budget

Water and Sewer Cost Sharing

Program Category / Project Name

5400.5600.5808.00

Account Number

\$ -

Funds Used to Date

Water Line Improvements

Program / Project Category Name

02067.1

Project Number

\$ 154,472.00

Remaining Balance

Water and Sewer Fund

Fund Name

Budgeted Item

☒

Budget Adjustment Attached

☐

Department Director

14 Sept 12  
Date

Previous Ordinance or Resolution #

Original Contract Date:

City Attorney

9-14-12  
Date

Original Contract Number:

Finance and Internal Services Director

9-18-2012  
Date

Received in City Clerk's Office 09-14-12 P12:28 RCVD

Chief of Staff

9-17-12  
Date

Received in Mayor's Office

Mayer

9/18/12  
Date

ENTERED  
9/17/12

Comments:

Revised January 15, 2009

left on third Reading and Sabled to the Oct. 16th CC mtg.

To: Fayetteville City Council

Thru: Mayor Lioneld Jordan  
Don Marr, Chief of Staff

From: David Jurgens, Utilities Director

Date: September 13, 2012

Subject: Approval of a cost-share and bid waiver in the approximate amount of \$31,712.00, with REO Holdings 1, LLC for the upsizing from a 2" to an 8" proposed water main

## **RECOMMENDATION**

City Administration recommends approval of an ordinance for a cost-share and bid waiver in the approximate amount of \$31,712.00 with REO Holdings 1, LLC for the upsizing from a 2" to an 8" proposed water main.

## **BACKGROUND**

REO Holdings 1, LLC recently submitted a lot split for approval by the City of Fayetteville. As a condition of approval for this proposed split, a water main is required to be extended approximately 1000 feet from Bridgewater Lane to serve each lot. A 2" water main is the size that is necessary to serve the proposed homes on this property. REO Holdings 1, LLC has hired an engineer to prepare plans for the construction of this water main.

## **DISCUSSION**

The proposed cost share will be to upsize the required 2" water main to an 8" water main. This upsizing will further the 8" grid in the area and create the potential for a future loop to the south and east of this property. The Slone Subdivision is located approximately 700 feet to the east and has a system of 8" mains installed. Altus Drive is located approximately 1200 feet to the south and currently has a 2" main. The future 8" loop to these properties will improve the pressure and flow in this area.

The City would benefit from the cost share by utilizing the developer's contractor who will already be onsite performing water line installation. A bid waiver is requested since this cost share is greater than \$20,000.

|                                          |                     |
|------------------------------------------|---------------------|
| <b>Developer's Share (2" Water Line)</b> | <b>\$ 33,508.00</b> |
| <b>City's Share</b>                      | <b>\$ 25,783.00</b> |
| <b>Contingency</b>                       | <b>\$ 5,929.00</b>  |
| <b>Total</b>                             | <b>\$ 65,220.00</b> |

## **BUDGET IMPACT**

Funds for the City portion of work are available in the Water and Sewer Cost Sharing Project.

The final actual cost to the City will be based upon actual bid price for this project.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE WAIVING THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVING A COST-SHARE AGREEMENT WITH REO HOLDINGS 1, LLC IN THE AMOUNT OF \$31,712.00 FOR THE CONSTRUCTION OF AN EIGHT-INCH WATER MAIN NEAR BRIDGEWATER LANE**

**WHEREAS**, REO Holdings 1, LLC, as a condition of a lot split approval, is required to extend one thousand (1000) feet of two-inch water line from Bridgewater Lane to serve each of the split lots, and

**WHEREAS**, upsizing the extended water line to an eight-inch water main would be of benefit to the City by furthering the eight-inch grid in the area and creating the potential for a future loop to the south and east of the affected area, and

**WHEREAS**, entering into a cost-share agreement with REO Holdings 1, LLC for the difference in cost related to upsizing the required water line extension is the most cost-effective way to add capacity to the City's water system in this area,

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby determines the above-stated facts constitute an exceptional situation in which competitive bidding is deemed not feasible or practical and therefore waives the requirements of formal competitive bidding and approves a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of approximately one thousand (1000) feet of eight-inch water main near Bridgewater Lane.

**PASSED and APPROVED** this 2<sup>nd</sup> day of October, 2012

**APPROVED:**

**ATTEST:**

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**



## **CONTRACTUAL AGREEMENT**

This Agreement, made and entered into this \_\_\_\_\_, by and between the City of Fayetteville, Arkansas and REO Holdings 1, LLC, Witnesseth:

**WHEREAS**, REO Holdings 1, LLC, has hired an engineer for the design and a contractor for the construction of a 2" public water line to serve their property south of Bridgewater Lane; and

**WHEREAS**, there is an existing 8" water line to the north of this property on Bridgewater Lane and Horse Meadow Drive. REO Holdings 1, LLC will be connecting to this line; and extending a 2" main south 1000 feet to his property; and

**WHEREAS**, it will benefit the City of Fayetteville to upgrade this 2" water main to an 8" water main to further the 8" grid in this area and to create a potential for a future loop to the south and to the east of this property. The future 8" loop will improve the pressure and flow in this area.

**NOW, THEREFORE**, the City of Fayetteville and REO Holdings 1, LLC agree as follows:

1. Upon the City Council and/or the Mayor approving the Water Main Cost-Share, the City of Fayetteville agrees to:
  - A. Pay for 100% of the actual documented construction costs for the upsizing to an 8" main to serve this property.
  - B. Pay a maximum-not-to-exceed cost of \$31,712.00 for the afore mentioned water main construction as was provided by REO Holdings 1, LLC's engineer and made a part of this agreement.
  - C. Reconsider the costs if the future and actual construction costs exceed the maximum-not-to-exceed amount that was furnished by REO Holdings 1, LLC. The contractual agreement shall be required to be reevaluated and re-approved by the Mayor and/or City Council as appropriate prior to proceeding with construction.
  - D. Make all efforts to provide payment to REO Holdings 1, LLC within thirty (30) days after receipt of the invoice(s) but cannot guarantee the thirty day schedule.
2. REO Holdings 1, LLC agrees to:
  - A. Provide the necessary and normal project management, inspection, and

testing as necessary for a complete and acceptable water main installation.

- B. Provide a copy of the invoice(s) from the Contractor and a completed lien waiver executed by the Contractor upon acceptance of the water main installation.
  - C. Not proceed with the proposed construction unless/until the proposed contractual agreement is approved by the City Council and/or the Mayor.
3. It is further understood that the contract for construction is between REO Holdings 1, LLC and his Contractor and that the City has no contractual obligation with either the Contractor or the Engineer. The City's only obligation shall be to participate in a contractual agreement with a not-to-exceed amount of \$31,712.00 for the water main upgrade.

**IN AGREEMENT WITH ALL THE TERMS AND CONDITIONS ABOVE, WE  
SIGN BELOW:**

CITY OF FAYETTEVILLE

REO Holdings 1, LLC

By: \_\_\_\_\_  
LIONELD JORDAN, Mayor

By: \_\_\_\_\_

# CLINTON BENNETT WATER LINE EXTENSION CONSTRUCTION COST ESTIMATE

Page: 1  
9/4/2012

## 2" PVC WATER LINE

|    | ITEM                                              | UNIT | QUANTITY | UNIT PRICE  | COST      |
|----|---------------------------------------------------|------|----------|-------------|-----------|
| 1  | MOBILIZATION                                      | LS   | 1        | \$ 2,600.00 | \$ 2,600  |
| 2  | 2" 13.5 PVC WATER LINE                            | EA.  | 999      | \$ 18.00    | \$ 17,982 |
| 3  | WATER METER SET - DOUBLE                          | EA.  | 2        | \$ 1,200.00 | \$ 2,400  |
| 4  | 8X2 SADDLE AND 3/4 CORP STOP/ CONNECT TO EXISTING | EA.  | 1        | \$ 500.00   | \$ 500    |
| 5  | 2" GATE VALVE                                     | EA.  | 1        | \$ 1,000.00 | \$ 1,000  |
| 6  | ROAD CROSSING-CUT & REPAIR (4' X 40')             | SY   | 18       | \$ 135.00   | \$ 2,430  |
| 7  | 1" COPPER WATER SERVICE                           | LF   | 20       | \$ 25.00    | \$ 500    |
| 8  | 2" BLOW-OFF                                       | EA.  | 1        | \$ 1,500.00 | \$ 1,500  |
| 9  | SOD DISTURBED AREAS                               | SF   | 14385    | \$ 0.25     | \$ 3,596  |
| 10 | TRAFFIC CONTROL                                   | LS   | 1        | \$ 500.00   | \$ 500    |
| 11 | RIP RAP                                           | LS   | 1        | \$ 500.00   | \$ 500    |

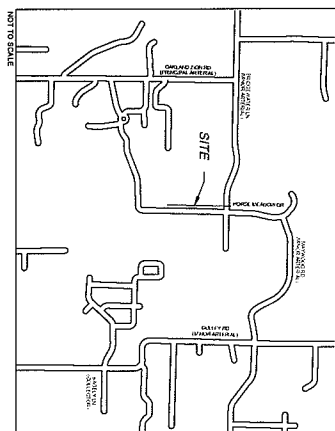
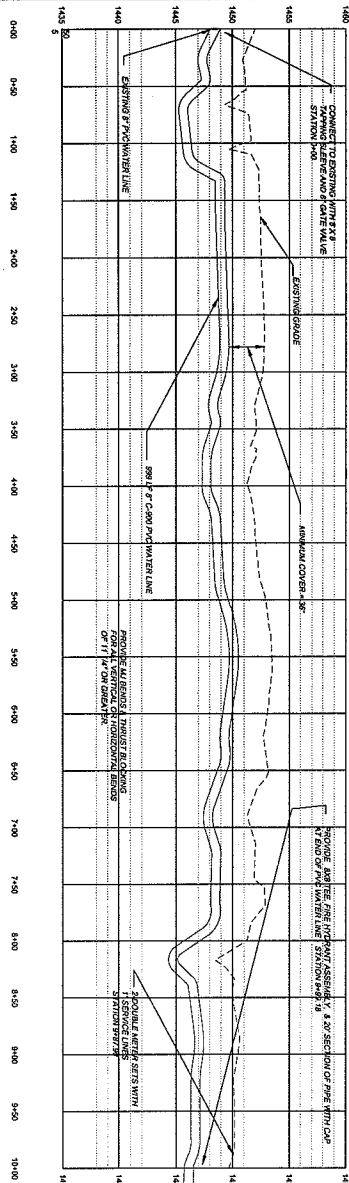
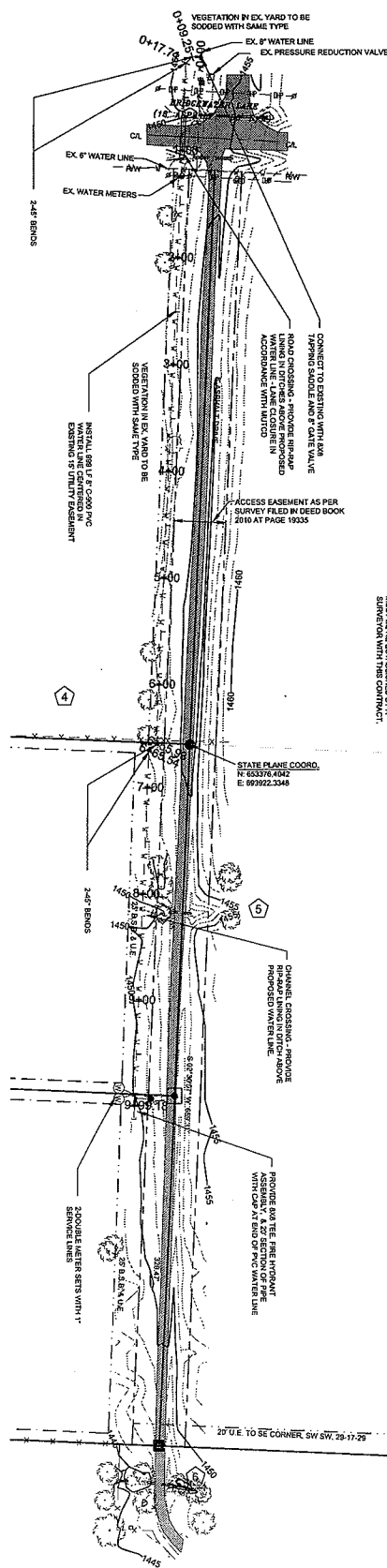
**SUBTOTAL** **\$ 33,508**  
**TOTAL WITH CONTINGENCY OF** 10% **\$ 36,859**

## 8" PVC WATER LINE

|    | ITEM                                             | UNIT | QUANTITY | UNIT PRICE  | COST      |
|----|--------------------------------------------------|------|----------|-------------|-----------|
| 1  | MOBILIZATION                                     | LS   | 1        | \$ 2,600.00 | \$ 2,600  |
| 2  | 8" C-900 PVC WATER LINE (INC. 20' AT END)        | EA.  | 1019     | \$ 35.00    | \$ 35,665 |
| 3  | WATER METER SET - DOUBLE                         | EA.  | 2        | \$ 1,200.00 | \$ 2,400  |
| 4  | 8X8 TAPPING SLEEVE & VALVE / CONNECT TO EXISTING | EA.  | 1        | \$ 3,600.00 | \$ 3,600  |
| 5  | MJ FITTINGS                                      | LB   | 100      | \$ 5.00     | \$ 500    |
| 6  | ROAD CROSSING-CUT & REPAIR (4' X 40')            | SY   | 18       | \$ 135.00   | \$ 2,430  |
| 7  | 1" COPPER WATER SERVICE                          | LF   | 20       | \$ 25.00    | \$ 500    |
| 8  | FIRE HYDRANT ASSEMBLY                            | EA.  | 1        | \$ 4,000.00 | \$ 4,000  |
| 9  | SOD DISTURBED AREAS                              | SF   | 14385    | \$ 0.25     | \$ 3,596  |
| 10 | TRAFFIC CONTROL                                  | LS   | 1        | \$ 500.00   | \$ 500    |
| 11 | 8X6 TEE AND 8" GATE VALVE                        | EA.  | 1        | \$ 2,500.00 | \$ 2,500  |
| 12 | CAP & PLUG 8" PVC                                | EA.  | 1        | \$ 500.00   | \$ 500    |
| 13 | RIP RAP                                          | LS   | 1        | \$ 500.00   | \$ 500    |

**SUBTOTAL** **\$ 59,291**  
**TOTAL WITH CONTINGENCY OF** 10% **\$ 65,220**

NOTE: THIS ESTIMATE DOES NOT INCLUDE ANY ROCK EXCAVATION EXPENSE.  
 SURVEYING AND ENGINEERING ARE NOT INCLUDED.  
 LOT STAKING AND CONSTRUCTION STAKING ARE NOT INCLUDED.

[illegible]

**Know what's below.  
Call before you dig.**



NOTE: ALL DIMENSIONS ON THESE PLANS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF FAYETTEVILLE SPECIFICATIONS AND STANDARD DETAILS. SEE CITY OF FAYETTEVILLE STANDARD CONSTRUCTION DETAILS - SHEET 2 OF 2.

CLINTON BENNETT  
PROJECT

---

WATER LINE EXTENSION  
PLAN & PROFILE



BLEW & ASSOCIATES, PA

PROFESSIONAL ENGINEERS  
LAND SURVEYORS

524 W. SYCAMORE ST. SUITE 4  
FAYETTEVILLE, AR 72703  
PH. (479) 443-4506 FAX (479) 582-1883  
<http://www.biewinc.com>

[illegible]

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items OnlyGreg Tabor  
Submitted ByPolice  
DivisionPolice  
Department

## Action Required:

Request for public hearing to determine if a Certificate of Public Convenience and Necessity should be issued to Dynasty Taxi. This action is an application to increase his minimum and maximum number of permitted vehicles.

N/A  
Cost of this requestN/A  
Category / Project BudgetN/A  
Program Category / Project NameN/A  
Account NumberN/A  
Funds Used to DateN/A  
Program / Project Category NameN/A  
Project NumberN/A  
Remaining BalanceN/A  
Fund NameBudgeted Item ☐Budget Adjustment Attached ☐

Department Director

Date

Previous Ordinance or Resolution #

Original Contract Date:

City Attorney

Date

Original Contract Number:

Finance and Internal Services Director

Date

Received in City Clerk's Office 09-27-12 P01:15 RCVD

Chief of Staff

Date

Received in  
Mayor's Office

Mayor

Date

Comments:



www.accessfayetteville.org

THE CITY OF FAYETTEVILLE, ARKANSAS



POLICE DEPARTMENT

100-A West Rock Street

Fayetteville, AR 72701

P (479) 587-3555 F (479) 587-3522

C. 1  
Dynasty Taxi  
Page 2 of 8

TO: Mayor Lioneld Jordan and Members of the City Council

FROM: Greg Tabor, Chief of Police 

DATE: September 26, 2012

RE: Request for Public Hearing on a Certificate of Public Convenience and Necessity for Dynasty Taxi (Filing for Additional Vehicles)

#### **Recommendation:**

The council should schedule a public hearing to determine if a Certificate of Public Convenience and Necessity should be issued to Dynasty Taxi that increases the company's number of vehicles to be permitted.

#### **Background:**

City Ordinance 117 article IV governs taxicabs and requires a public hearing to determine if there exists the further need for taxicab service. Dynasty was issued an original Certificate of Public Convenience and Necessity by the City Council on April 5, 2005, and was allotted a minimum number of two (2) taxis and a maximum number of ten (10) taxis. Dynasty has remained in business throughout this time frame. Currently, the city of Fayetteville has a total of six (6) authorized taxi companies. The city council has approved a maximum number of fifty-four (54) taxis in current city council actions for these six companies.

#### **Discussion:**

Attached are copies of Mr. Curry's notarized application for his certificate, proof of insurance, and financial statement.

#### **Budget Impact:**

None.

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION GRANTING A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO DYNASTY TAXI SERVICE, INC. FOR THE OPERATION OF A TOTAL OF FIFTEEN (15) TO THIRTY (30) TAXICABS IN THE CITY OF FAYETTEVILLE**

WHEREAS, the City Council of the City of Fayetteville, Arkansas finds that further taxicab service in the City is required by the public convenience and necessity; and

WHEREAS, the City Council of the City of Fayetteville, Arkansas, taking into consideration the number of taxicabs already in operation, whether existing transportation is adequate to meet the public need, the probable effect of increased service on local traffic conditions and the character, experience, and responsibility of the applicant, finds the applicant, Dynasty Taxi Service, Inc. is fit, willing, and able to perform such public transportation and to conform to the provisions of Article IV of Chapter 117 of the Fayetteville Code of Ordinances;

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby grants a Certificate of Public Convenience and Necessity to Dynasty Taxi Service, Inc. for the operation of a total of fifteen (15) to thirty (30) taxicabs in the City of Fayetteville, in accordance with Article IV of Chapter 117 of the Fayetteville Code of Ordinances.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer



**Certificate of Public Convenience & Necessity  
Application/Renewal**

As required to comply with Chapter 117 of the Fayetteville Code of Ordinances

BRICE R. CURRY 5631 E. MISSION BLVD 521-1974  
Applicant Name Address Phone Number  
Fayetteville, AR

Dynasty Taxi 479 521(TAXI)8294  
Name of Business Phone Number

1428 N. College Ave. Fayetteville, Ar. 72703  
Business Location

1722 N. College St. C PMB 317 Fayetteville, Ar.  
Mailing Address 72703

LLC  
Type of Business (Sole Proprietor, Corporation, LLC)

Name and address of all owners, officers and stockholders:

BRICE R. CURRY (same as above)  
Kenneth Sill 5028 W. Newbridge Fay. Ar.  
72704

Name of person to whom complaints should be directed:

Kenneth Sill

Financial status of applicant (Attach financial statement or profit and loss statement)

List any unpaid judgments against any of the owners, officers and stockholders and the nature or acts giving rise to said judgments:

(None)

Describe the experience of all owners, officers and stockholders in the transportation of passengers:

We have had a little experience in operating  
in the Fayetteville area

Give any facts you believe tend to prove the necessity of granting a certificate:

Town needs good transportation during  
the daytime not just on weekends

List the number of vehicles that will be under your operation or control: 15-30

Minimum and Maximum number of vehicles to be permitted: 15 30  
Minimum Maximum

List the location of proposed depots and terminals:

1428 N. College Ave Fayetteville

917 71 Plaza Ct. Ste. B Springdale, Ar.

410 S. 8th Street Rogers, Ar.

Describe the color scheme or insignia to be used to designate your vehicle:



List your days and hours of operation:

We would like to work just weekends & special events  
but we will most likely be 24/7 365 Days

List any days you do not propose to provide taxicab service to the general public:

The Day that Ma County dies will probably  
will not have service

List your proposed passenger rate schedule:

3.50 pick-up 2.40 Mile 2.00 X-Tra Passenger

Police Department Representative

Date

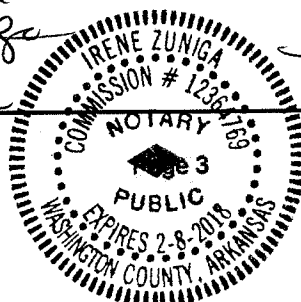
9-26-12  
9-26-12

Subscribed and sworn to before me this 26 day  
of Sept. 2012. My commission expires:

02-08-2018

Donne Zuniga  
Notary Public

9-26-12  
Date





# CERTIFICATE OF LIABILITY INSURANCE

C. 1  
Dynasty TaxiDATE (MM/DD/YYYY)  
9/18/2012

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| <b>PRODUCER</b><br><b>McNair &amp; Associates</b><br><b>P O Box 819</b><br><br><b>Fayetteville AR 72702-0819</b>          |                            | <b>CONTACT NAME:</b> Margaret Pendry<br><b>PHONE (A/C, No, Ext):</b> (479) 521-7800<br><b>FAX (A/C, No):</b> (479) 521-8617<br><b>E-MAIL ADDRESS:</b> margiep@mcnairandassociates.com                                                                                                                                                                                                                                                           |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
|---------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------|--|--------|-----------|----------------------------|--|------------|--|--|------------|--|--|------------|--|--|------------|--|--|------------|--|--|
| <b>INSURED</b><br><b>Dynasty Taxi Service, Inc.</b><br><b>917 71 Plaza Court B</b><br><br><b>Springdale AR 72764-6224</b> |                            | <table border="1"><thead><tr><th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr></thead><tbody><tr><td>INSURER A</td><td>National Interstate Ins Co</td><td></td></tr><tr><td>INSURER B:</td><td></td><td></td></tr><tr><td>INSURER C:</td><td></td><td></td></tr><tr><td>INSURER D:</td><td></td><td></td></tr><tr><td>INSURER E:</td><td></td><td></td></tr><tr><td>INSURER F:</td><td></td><td></td></tr></tbody></table> |  | INSURER(S) AFFORDING COVERAGE |  | NAIC # | INSURER A | National Interstate Ins Co |  | INSURER B: |  |  | INSURER C: |  |  | INSURER D: |  |  | INSURER E: |  |  | INSURER F: |  |  |
| INSURER(S) AFFORDING COVERAGE                                                                                             |                            | NAIC #                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER A                                                                                                                 | National Interstate Ins Co |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER B:                                                                                                                |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER C:                                                                                                                |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER D:                                                                                                                |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER E:                                                                                                                |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |
| INSURER F:                                                                                                                |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                               |  |        |           |                            |  |            |  |  |            |  |  |            |  |  |            |  |  |            |  |  |

**COVERAGES****CERTIFICATE NUMBER:** CL1241800254**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                     | ADDL INSR | SUBR WVD | POLICY NUMBER                           | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                   |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------------------------------------|-------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <b>GENERAL LIABILITY</b><br><input type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br><input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC  |           |          |                                         |                         |                         | EACH OCCURRENCE \$<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$<br>MED EXP (Any one person) \$<br>PERSONAL & ADV INJURY \$<br>GENERAL AGGREGATE \$<br>PRODUCTS - COMP/OP AGG \$<br>\$ |
| A        | <b>AUTOMOBILE LIABILITY</b><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS<br><input checked="" type="checkbox"/> Uninsured BI |           |          | EAL 0000466-03<br><br>\$25,000/\$50,000 | 4/18/2012               | 4/18/2013               | COMBINED SINGLE LIMIT (Ea accident) \$ 100,000<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$                            |
|          | <b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR<br><b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE<br><br>DED <input type="checkbox"/> RETENTION \$                                                                                                                                       |           |          |                                         |                         |                         | EACH OCCURRENCE \$<br>AGGREGATE \$<br>\$                                                                                                                                                 |
|          | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                         |           |          |                                         |                         |                         | WC STATUTORY LIMITS <input type="checkbox"/> OTH-ER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                 |
| A        | <b>Assault &amp; Battery Liab</b><br><b>Sexual/Phys Abuse Liab</b>                                                                                                                                                                                                                                    |           |          | 0000466-03<br>0000466-03                | 4/18/2012<br>4/18/2012  | 4/18/2013<br>4/18/2013  | Combined Single Limit 50,000<br>Combined Single Limit 50,000                                                                                                                             |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

**CERTIFICATE HOLDER****CANCELLATION**

|                                                                                                                                |                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>City of Fayetteville</b><br><b>113 W Mountain</b><br><b>Fayetteville, AR 72701</b><br><br><b>jharter@ci.fayetteville.ar</b> | <b>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</b> |
|                                                                                                                                | <b>AUTHORIZED REPRESENTATIVE</b><br><br><b>John McNair/MARGIE</b>                                                                                                     |

ACORD 25 (2010/05)

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INS025 (201005) 01

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**917 71 Plaza Ct. Ste. B  
Springdale, AR. 72764**

**E-mail [bcurry@currysinc.com](mailto:bcurry@currysinc.com)**

**Voice 479.443.5466**

**Fax: 479.750.9558**

*When the Ride is as Important as the Event*

To whom it may Concern;

Date: 09/24/2012

Dynasty Transportation has no liens, or judgments, and current on all taxes, and insurance.

I personally feel this company at the present time is sound, and able to conduct business in the N.W. Arkansas area. If any financials are necessary they are readily available.

Thank you

Brice Curry

A handwritten signature in black ink, appearing to read "Brice Curry", is written over a horizontal line. The signature is stylized with loops and a long horizontal stroke extending to the right.

## City of Fayetteville Staff Review Form

D. 1  
 VAC 12-4221 (2111 Martin  
 Luther King Blvd./Panda Express)  
 Page 1 of 18

City Council Agenda Items  
 and  
 Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
 Agenda Items Only

Jesse Fulcher

Submitted By

Planning

Division

Development Services

Department

## Action Required:

VAC 12-4221: Vacation (2111 MARTIN LUTHER KING BLVD./PANDA EXPRESS, 559): Submitted by LOREL HOFFMAN for property located at 2111 MARTIN LUTHER KING BOULEVARD. The property is zoned C-2, THOROUGHFARE COMMERCIAL, and contains 2,039 square feet. The request is to vacate a portion of a water and sewer easement.

Cost of this request

\$

-

Category / Project Budget

Program Category / Project Name

Account Number

\$

-

Funds Used to Date

Program / Project Category Name

Project Number

\$

-

Remaining Balance

Fund Name

Budgeted Item

☐

Budget Adjustment Attached

☐

*Jerry C. Pate*  
 Department Director

*09-18-2012*  
 Date

Previous Ordinance or Resolution #

*Jim Kelley*  
 City Attorney

*9-28-12*  
 Date

Original Contract Date:

Original Contract Number:

*Paul A. Buh*  
 Finance and Internal Services Director

*9-29-2012*  
 Date

Received in City *09-23-12 A08:58* RCVD  
 Clerk's Office

*Terry J. Gully*  
 Chief of Staff

*9-28-12*  
 Date

Received in  
 Mayor's Office

*Frederick Jordan*  
 Mayor

*10/11/12*  
 Date

Comments:



www.accessfayetteville.org

## CITY COUNCIL AGENDA MEMO

---

**To:** Mayor Jordan, City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director *JP*

**From:** Jesse Fulcher, Current Planner

**Date:** September 28, 2012

**Subject:** VAC 12-4221 (2111 MARTIN LUTHER KING/PANDA EXPRESS)

---

### RECOMMENDATION

The Planning Commission and staff recommend approval of an ordinance to vacate a portion of a water and sewer easement.

### BACKGROUND

The subject property is located at 2111 Martin Luther King Boulevard and is zoned C-2, Thoroughfare Commercial. The site is currently developed with a commercial building. The applicant has submitted a Site Improvement Plan application to redevelop the property with a new Panda Express restaurant. Before this development proposal can move forward, a portion of the existing water and sewer easement must be vacated.

*Request:* The applicant's request is to vacate a portion of an existing water and sewer easement. The Water and Sewer Division has reviewed this request and does not object to the vacation. Utility improvements will be required at the time of development.

### DISCUSSION

On September 24, 2012, the Planning Commission forwarded this item to the City Council with a recommendation of approval with a vote of 7-0-0.

### BUDGET IMPACT

None.



**ORDINANCE NO.**

AN ORDINANCE APPROVING VAC 12-4221 SUBMITTED BY LOREL HOFFMAN FOR PROPERTY LOCATED AT 2111 MARTIN LUTHER KING BOULEVARD TO VACATE A PORTION OF A WATER AND SEWER EASEMENT, A TOTAL OF 2,039 SQUARE FEET

**WHEREAS**, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

**WHEREAS**, the City Council has determined that the following described portion of the platted water and sewer easement is not required for corporate purposes;

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby vacates and abandons the following described portion of a water and sewer easement in Exhibit B (attached).

Section 2: That a copy of this Ordinance duly certified by the City Clerk along with the map attached and labeled Exhibit A shall be filed in the office of the Recorder of the County and recorded in the Deed Records of the County.

Section 3: That this vacation approval is subject to the Condition of Approval and shall not be in effect until the condition is met.

“Any relocation of existing utilities shall be at the owner/developer’s expense.”

**PASSED** and **APPROVED** this     day of     , 2012.

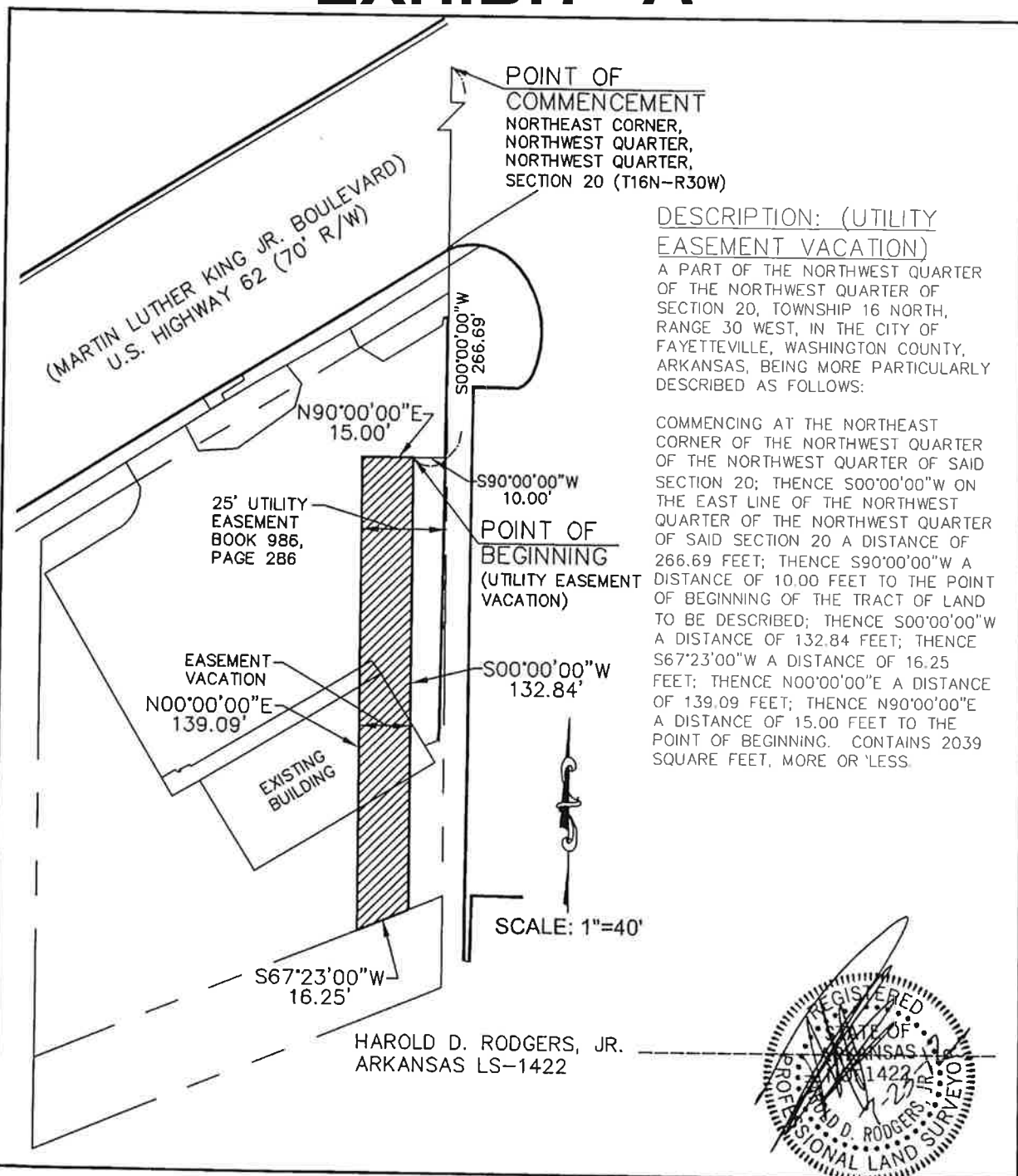
APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

# EXHIBIT "A"



**SURVEYS 4 DESIGN, LLC**  
1302 CHESTNUT LANE  
EUDORA, KANSAS 66025  
PH. (660) 596-2666

EXHIBIT "A"  
PROJECT #: 12-2207  
**PANDA EXPRESS**  
2111 U.S. HIGHWAY 62  
FAYETTEVILLE, ARKANSAS  
UTILITY EASEMENT VACATION EXHIBIT  
2207EXHIBIT.dwg

**EXHIBIT "B"**  
**VAC 12-4221**

DESCRIPTION: (UTILITY EASEMENT VACATION)  
A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER  
OF SECTION 20, TOWNSHIP 16 NORTH, RANGE 30 WEST, IN THE  
CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS, BEING  
MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST  
QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 20;  
THENCE S00°00'00"W ON THE EAST LINE OF THE NORTHWEST  
QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 20 A  
DISTANCE OF 266.69 FEET; THENCE S90°00'00"W A DISTANCE  
OF 10.00 FEET TO THE POINT OF BEGINNING OF THE TRACT OF  
LAND TO BE DESCRIBED; THENCE S00°00'00"W A DISTANCE OF  
132.84 FEET; THENCE S67°23'00"W A DISTANCE OF 16.25 FEET;  
THENCE N00°00'00"E A DISTANCE OF 139.09 FEET; THENCE  
N90°00'00"E A DISTANCE OF 15.00 FEET TO THE POINT OF  
BEGINNING. CONTAINS 2,039 SQUARE FEET, MORE OR LESS.



PC Meeting of September 24, 2012

THE CITY OF FAYETTEVILLE, ARKANSAS

125 W. Mountain St.  
Fayetteville, AR 72701  
Telephone: (479) 575-8267

**PLANNING DIVISION CORRESPONDENCE**

TO: Fayetteville Planning Commission  
FROM: Jesse Fulcher, Current Planner  
THRU: Jeremy Pate, Development Services Director  
DATE: ~~September 19, 2012~~ Updated September 27, 2012

**VAC 12-4221: Vacation (2111 MARTIN LUTHER KING/PANDA EXPRESS, 559):**  
Submitted by LOREL HOFFMAN for property located at 2111 MARTIN LUTHER KING. The property is zoned C-2, THOROUGHFARE COMMERCIAL and contains approximately 0.04 acres. The request is to vacate a portion of a water and sewer easement on the subject property. Planner: Jesse Fulcher

**Findings:**

*Property Description and Background:* The subject property is located at 2111 Martin Luther King Boulevard and is zoned C-2, Thoroughfare Commercial. The site is currently developed with a commercial building. The applicant has submitted a Site Improvement Plan application to redevelop the property with a new Panda Express restaurant. Before this development proposal can move forward, a portion of the existing water and sewer easement must be vacated.

*Request:* The applicant's request is to vacate a portion of an existing water and sewer easement. The Water and Sewer Division has reviewed this request and does not object to the vacation. Utility improvements will be required at the time of development.

*Easement Vacation Approval:* The applicant has submitted the required easement vacation notification forms to the utility companies and to the City with the results summarized below.

**UTILITIES**

**RESPONSE**

|                             |               |
|-----------------------------|---------------|
| AEP/SWEPCO                  | No Objections |
| Ozarks Electric Cooperative | No Objections |
| Cox Communications          | No Objections |
| Source Gas                  | No Objections |

AT&T No Objections

**CITY OF FAYETTEVILLE:**

**RESPONSE**

Water/Sewer No Objections

Transportation No Objections

Solid Waste No Objections

**Public Comment:** No public comment has been received.

**Recommendation:** Staff recommends forwarding **VAC 12-4221** to the City Council with a recommendation for approval subject to the following condition:

1. Relocation of or damage to any existing utilities will be at the owner's expense.

---

**CITY COUNCIL ACTION: Required**

**PLANNING COMMISSION ACTION: Required**

**Planning Commission Action:**    ☒ Forwarded    ☐ Denied    ☐ Tabled

**Date:** September 24, 2012

**Motion:** Cook

**Second:** Cabe

**Vote:** 7-0-0

**Notes:** \_\_\_\_\_

**Panda Express Water line Vacation**

**PETITION TO VACATE A WATER LINE EASEMENT, LOCATED IN (lot 2, block 2, Fayetteville Center Subdivision), CITY OF FAYETTEVILLE, ARKANSAS**

TO: The Fayetteville City Planning Commission and  
The Fayetteville City Council

I, the undersigned, being the authorized agent of all the owners of the real estate abutting the water line easement, hereinafter sought to be abandoned and vacated, lying in (lot 2, block 2, Fayetteville Center Subdivision), City of Fayetteville, Arkansas, a municipal corporation, petition to vacate a water line easement, which is described as follows:

(see attached survey by Surveys 4 Design, LLC)

That the abutting real estate affected by said abandonment of the alley are (see attached Special Certificate provided to applicant by Waco Title) City of Fayetteville used by the public for a period of many years, and that the public interest and welfare would not be adversely affected by the abandonment of the portion of the above described easement.

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing utility easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.  
The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said alley.  
Dated this 15 day of August, 2012

Printed Name: Lorel Hoffman, agent

Signature 

**DUB-1:** REBAR W/CAP (ARKANSAS HIGHWAY DEPARTMENT) FOUND APPROXIMATELY 250 FEET WEST OF THE NORTHWEST CORNER OF THE SUBJECT PROPERTY AND ALONG THE SOUTH RIGHT-OF-WAY LINE OF U.S. HIGHWAY 67 (ELEVATION=1270.15)

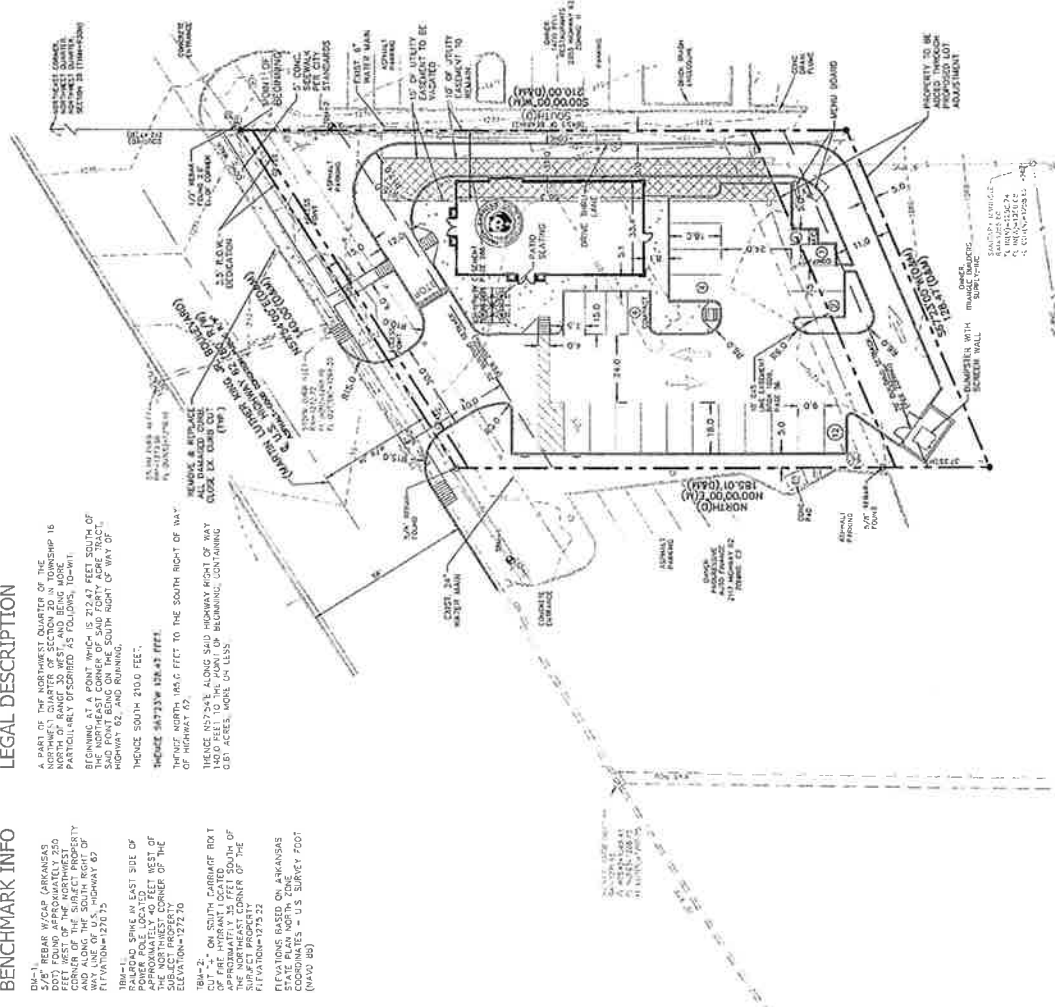
**TBM-1:** GALVANIZED IRON PIPE FOUND SOME AN EAST SIDE OF THE SUBJECT PROPERTY APPROXIMATELY 40 FEET WEST OF THE NORTHWEST CORNER OF THE SUBJECT PROPERTY (ELEVATION=1270.20)

**TBM-2:** CONCRETE PILE FOUND ON SOUTH CARRIAGE ROAD (RTE. 92) APPROXIMATELY 35 FEET SOUTH OF THE NORTHWEST CORNER OF THE SUBJECT PROPERTY (ELEVATION=1275.22)

**ALTERNATES:** FOUND IN ARKANSAS STATE PLANT WITH ZONE 10 (NOV. 88)  
FOUND IN U.S. SURVEY FOOT (NOV. 88)

A PART OF THE NORTHWEST QUARTER OF THE  
NORTHWEST QUARTER OF SECTION 20 IN TOWNSHIP 16  
NORTH, RANGE 12 EAST, T16N R12E, 10-1W,  
SPECIFICALLY DESCRIBED AS FOLLOWS, TO-WIT:

BEING A POINT WHOSE CO-ORDINATE FEET SOUTH OF  
THE NORTHWEST CORNER OF SECTION 20 BEING 200.0  
FEET SOUTH OF THE POINT BEING ON THE SOUTH RIGHT OF WAY  
OF HIGHWAY 62, AND RUNNING,  
THENCE SOUTH 200.0 FEET,  
THENCE S89°23'W 120.4 FEET,  
THENCE NORTH 165.0 FEET TO THE SOUTH RIGHT OF WAY  
OF HIGHWAY 62  
THENCE ALONG SAID HIGHWAY RIGHT OF WAY  
TO THE BEGINNING, CONTAINING  
ACRES MORE OR LESS.

[illegible][illegible]

LOT 2 BLK 2  
FAYETTEVILLE  
CENTER SUPERVISOR

## for

2111 U.S. Highway 62

City of Fayetteville

D. 1  
VAC 12-4221 (21) 1 Martin  
Luther King Blvd./Panda Express)  
Page 9 of 18

65. A. 100

00012528  
 PANDA RESTAURANT GROUP, INC  
 1803 WALNUT GROVE AVENUE  
 BERKELEY, CA 94709  
 (415) 799-9185  
 CONTACT: JAMES K. HEDGES

ENGINEER:  
BANNISTER ENGINEERING, LLC  
714 HUNTERS ROW CT  
STE 104  
MANASSASFIELD, TX 76063  
(817) 642-2094  
CONTACT: DAVID GREER

OWNER,  
VIVY FUNDS DISTRIBUTOR, INC.  
6,500 LAMAR AVE.  
SHAWNEE MISSION, KS 66202  
(913) 236-1492  
CONTACT: TERRY L. LUSTER

**BANNISTER**  
ENGINEERING  
714 Hunters Bow Ct., Ste. 104 | Houston, TX 77063 | 817.842.1094 | 817.842.2065  
866.232.7270 or 844.689.7765



## UTILITY APPROVAL FORM

### FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 8/13/2017

UTILITY COMPANY: City of Fayetteville Water & Sewer

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (479) 781-7373  
REQUESTED VACATION (applicant must check all that apply):

- ☒ Utility Easement
- ☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.
- ☐ Alley
- ☐ Street right-of-way

I have been notified of the petition to vacate the following (alley, easement, right-of-way), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

\*\* 2111 MARTIN LUTHER KING, FAYETTEVILLE, AR.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

#### UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☒ No objections provided the following conditions are met:

It does not appear that this parcel has legal sewer service. A sewer main must be adjacent to the parcel to provide legal sewer service. A main extension will be required.

[Signature]  
Signature of Utility Company Representative

Utilities Engineer  
Title

UTILITY APPROVAL FORM  
FOR RIGHT-OF-WAY, ALLEY, AND  
UTILITY EASEMENT VACATIONS

DATE: 8/13/2017

UTILITY COMPANY: \_\_\_\_\_

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (479) 781-7313  
REQUESTED VACATION (applicant must check all that apply):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right-of-way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (alley, easement, right-of-way), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

\*\* 2111 MARTIN LUTHER KING, FAYETTEVILLE, AK.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

- No objections provided the following conditions are met:

Brian A. Ompant - Supervisor  
Signature of Utility Company Representative

\_\_\_\_\_  
Title

## UTILITY APPROVAL FORM

### FOR RIGHT- OF- WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 8/13/2017

UTILITY COMPANY: AEP-SWEPSCO

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (419) 781-7313  
REQUESTED VACATION (*applicant must check all that apply*):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right- of- way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

\*\* 2111 MARTIN LUTHER KING, FAYETTEVILLE, AK.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

#### UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

- No objections provided the following conditions are met:

John Baynes  
Signature of Utility Company Representative

Dist. Engineer  
Title

## UTILITY APPROVAL FORM

### FOR RIGHT-OF-WAY, ALLEY, AND UTILITY EASEMENT VACATIONS

DATE: 8/13/2012

UTILITY COMPANY: OZARKS

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (479) 781-7378  
REQUESTED VACATION (*applicant must check all that apply*):

- ☒ Utility Easement
- ☐ Right-of-way for alley or streets and all utility easements located within the vacated right-of-way.
- ☐ Alley
- ☐ Street right-of-way

I have been notified of the petition to vacate the following (*alley, easement, right-of-way*), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

**\*\* 2111 MARTIN LUTHER KING, FAYETTEVILLE, AR.**

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

#### UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

☒ No objections provided the following conditions are met:

This is in AEP Territory. Ozarks Electric has no objection.

Greg McGee  
Signature of Utility Company Representative

Lead Staking Tech.  
Title

**UTILITY APPROVAL FORM**  
**FOR RIGHT- OF- WAY, ALLEY, AND**  
**UTILITY EASEMENT VACATIONS**

DATE: 8/13/2012

UTILITY COMPANY: ATT/SWBT

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (419) 781-7373  
REQUESTED VACATION (applicant must check all that apply):

☒ Utility Easement

☐ Right-of-way for alley or streets and all utility easements located within the vacated right-of-way.

☐ Alley

☐ Street right-of-way

I have been notified of the petition to vacate the following (alley, easement, right-of-way), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

\*\* 2741 MARTIN LUTHER KING, FAYETTEVILLE, AR.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

- No objections provided the following conditions are met:

DAMAGE TO OR RELOCATION OF ANY EXISTING ATT FACILITIES  
WILL BE AT THE OWNER AND/OR DEVELOPER'S EXPENSE

Susan K. Clouser  
Signature of Utility Company Representative

ENGINEER OSP DESIGN  
Title

UTILITY APPROVAL FORM  
FOR RIGHT-OF-WAY, ALLEY, AND  
UTILITY EASEMENT VACATIONS

DATE: 8/13/2017

UTILITY COMPANY: COX

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (414) 781-7373  
REQUESTED VACATION (applicant must check all that apply):

- ☒ Utility Easement  
☐ Right-of-way for alley or streets and all utility easements located within the vacated right-of-way.  
☐ Alley  
☐ Street right-of-way

I have been notified of the petition to vacate the following (alley, easement, right-of-way), described as follows:

General location / Address (referring to attached document- must be completed)\*\*

\*\* 211 MARTIN LUTHER KING, FAIRFAXVILLE, AK.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

UTILITY COMPANY COMMENTS:

- No objections to the vacation(s) described above.
- No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

- No objections provided the following conditions are met:

Any damage to or relocation of any existing facilities will be at the owners/developers expense.

Signature of Utility Company Representative

Title

8/13/17

UTILITY APPROVAL FORM  
FOR RIGHT-OF-WAY, ALLEY, AND  
UTILITY EASEMENT VACATIONS

DATE: 8/13/2017

UTILITY COMPANY: \_\_\_\_\_

APPLICANT NAME: LOREL HOFFMAN, AGENT APPLICANT PHONE: (479) 781-7373  
REQUESTED VACATION (applicant must check all that apply):

- ☒ Utility Easement  
☐ Right-of-way for alley or streets and all utility easements located within the vacated right-of-way.  
☐ Alley  
☐ Street right-of-way

I have been notified of the petition to vacate the following (alley, easement, right-of-way), described as follows:

General location / Address (referring to attached document- must be completed\*\*)

\*\* 2111 MARTIN LUTHER KING, FAYETTEVILLE, AR.

(ATTACH legal description and graphic representation of what is being vacated-SURVEY)

UTILITY COMPANY COMMENTS:

- ☒ No objections to the vacation(s) described above.  
☐ No objections to the vacation(s) described above, provided following described easements are retained. (State the location, dimensions, and purpose below.)

- ☐ No objections provided the following conditions are met:

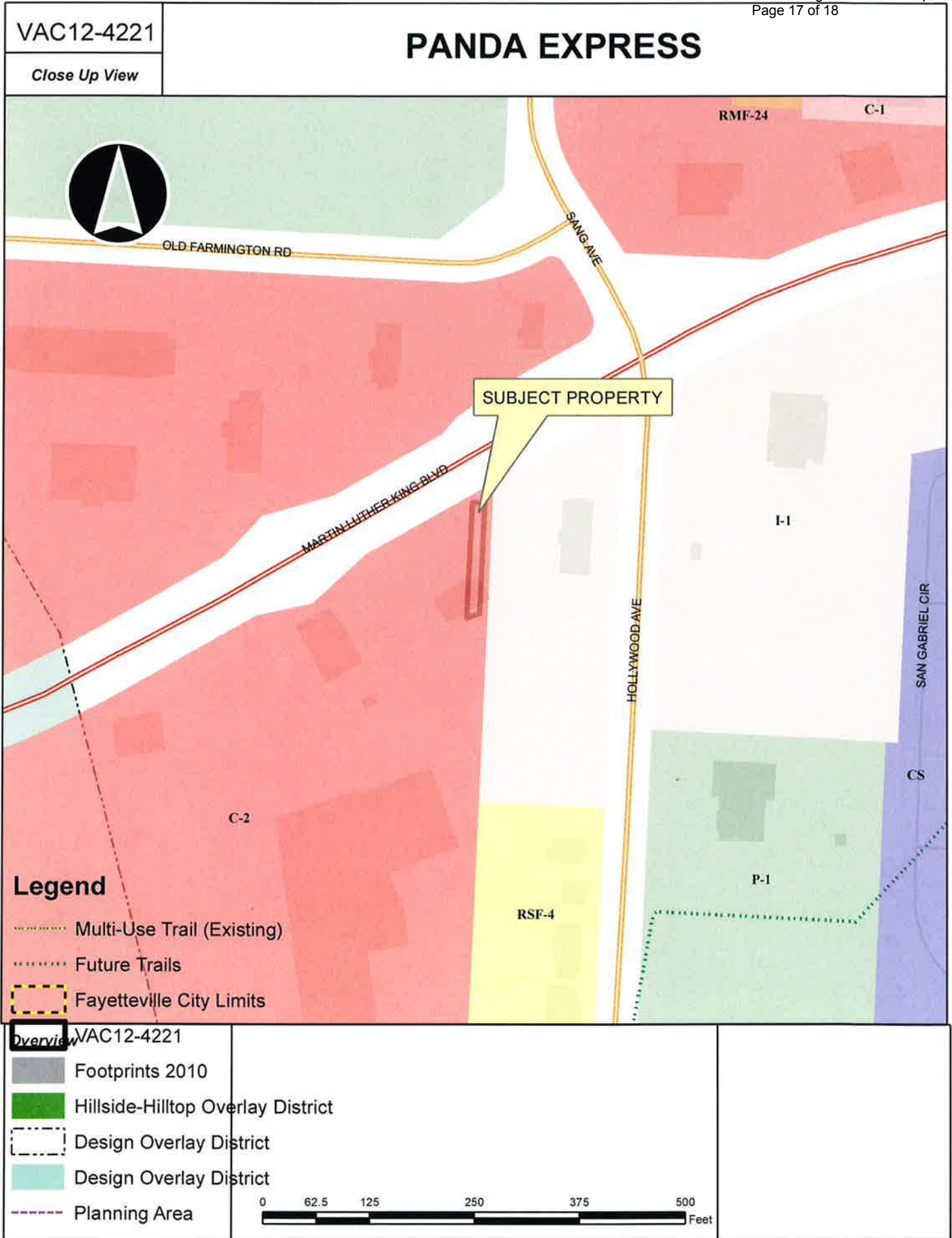
Beier Corp

Signature of Utility Company Representative

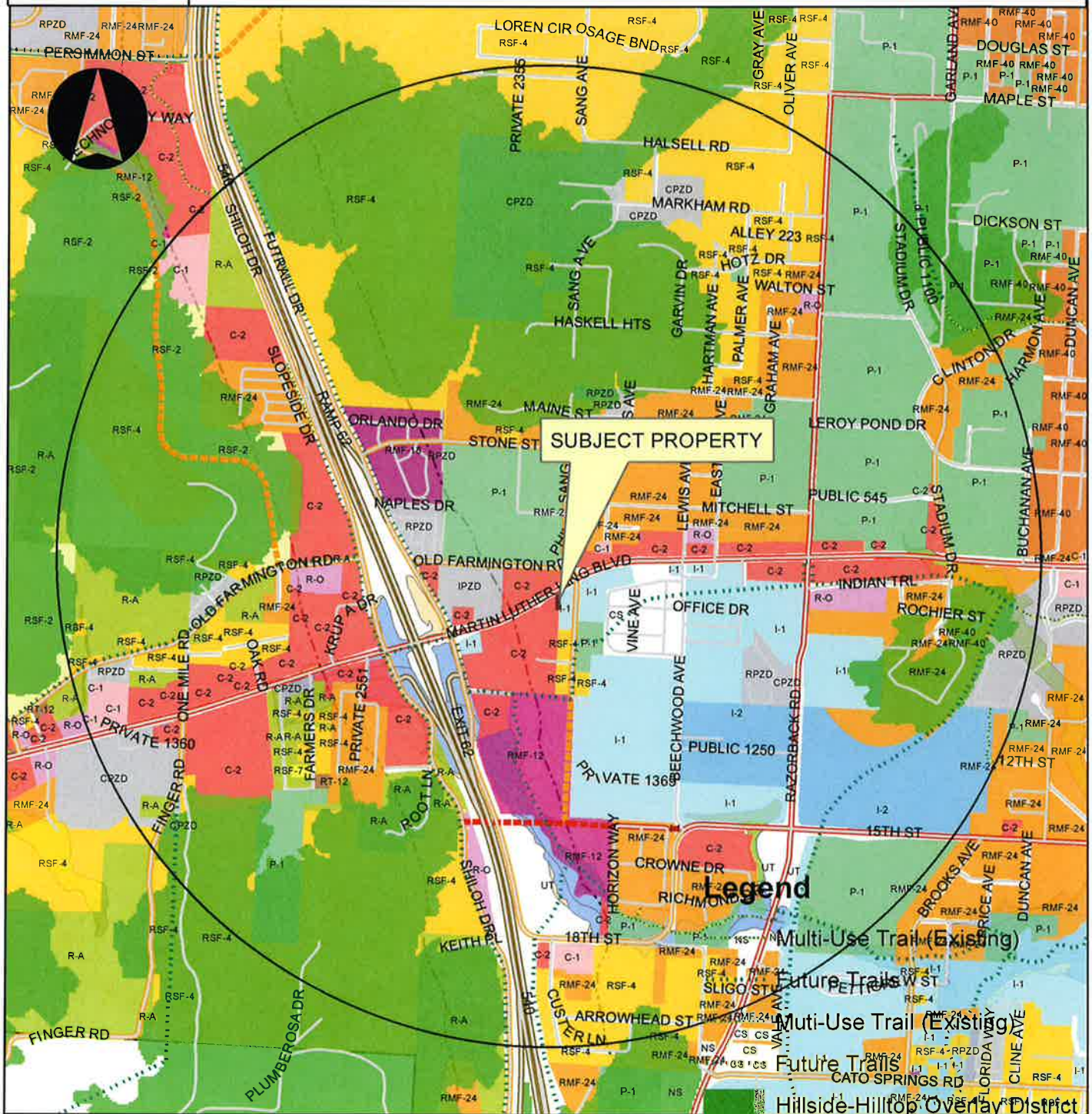
Waste Reduction Coordinator

Title

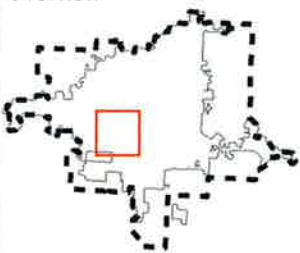




# PANDA EXPRESS



## Overview



Legend

Subject Property

 VAC12-4221

Boundary

0

0.25

0.5

VAC12-4221

Design Overlay District

Planning Area

Fayetteville

Miles

Miles



**City of Fayetteville Staff Review Form**

D. 2  
Arkansas Forestry Commission  
Memorandum of Agreement  
Page 1 of 18

**City Council Agenda Items  
and  
Contracts, Leases or Agreements**

10/16/2012

City Council Meeting Date  
Agenda Items Only

Megan Dale (MD)  
Submitted By

Park Planning / Urban Forestry  
Division

Parks and Recreation  
Department

**Action Required:**

Approval of a bid waiver and a Memorandum of Agreement with Arkansas Forestry Commission to participate in an Urban Tree Canopy Assessment, as required by Chapter 167.03(C) Urban Forest Analysis.

\$24,995  
Cost of this request

\$80,000  
Category / Project Budget

Forestry, Safety and ADA Compliance  
Program Category / Project Name

4470.9470.5314.00  
Account Number

\$0  
Funds Used to Date

Urban Forest Analysis  
Program / Project Category Name

02045.1201  
Project Number

\$80,000  
Remaining Balance

Sales Tax Fund  
Fund Name

Budgeted Item ☒

Budget Adjustment Attached ☐

Connie Edmonston 9-27-12  
Department Director Date

Previous Ordinance or Resolution # \_\_\_\_\_

K. [Signature] 9-28-12  
City Attorney Date

Original Contract Date: \_\_\_\_\_

Original Contract Number: \_\_\_\_\_

Paul A. Behn 9-29-2012  
Finance and Internal Services Director Date

Received in City 09-27-12 P03:39 RCVD  
Clerk's Office USK

Angy Man 10-3-12  
Chief of Staff Date

Received in Mayor's Office  
ENTERED 9/28/12 7:45

[Signature] 10/9/12  
Mayor Date

Comments:



www.accessfayetteville.org

THE CITY OF FAYETTEVILLE, ARKANSAS  
DEPARTMENT CORRESPONDENCE

## CITY COUNCIL AGENDA MEMO

**To:** Mayor Lioneld Jordan and City Council

**Thru:** Don Marr, Chief of Staff  
Connie Edmonston, Parks and Recreation Director *C.E.*  
Alison Jumper, Park Planning Superintendent

**From:** Megan Dale, Urban Forester *MD*

**Date:** 16 October 2012

**Subject:** Urban Tree Canopy Assessment Grant – Bid Waiver and Memorandum of Agreement  
between Arkansas Forestry Commission and City of Fayetteville

### PROPOSAL

Staff is requesting approval of a bid waiver and a Memorandum of Agreement with the Arkansas Forestry Commission to participate in an urban forest canopy assessment. Chapter 167: Tree Preservation and Protection states that an Urban Tree Canopy Assessment must be completed every 10 years. The last study was done in 2002 and a new study is due to be completed this year.

The Arkansas Forestry Commission (AFC) desires to partner with the City of Fayetteville (COF) to participate in an urban forest canopy assessment which is part of a regional program through the USDA Forest Service. The AFC and COF will work with a consultant to provide an assessment of the Urban Tree Canopy (UTC) for COF. This UTC Assessment will include both public and private trees. Partial funding is provided by the USDA Forest Service.

The study is part of a three state project where tree canopy analyses will be conducted in Arkansas, Tennessee, and Mississippi. Other Arkansas cities participating in the study include Little Rock, North Little Rock, Jonesboro, and West Memphis.

The objectives for the City of Fayetteville are to obtain a current classification of land cover, conduct an analysis of the urban tree canopy, and determine ecosystem benefits that area derived from urban forests. This study will help the city in setting canopy goals, revising policies, promoting the benefits of trees, and developing sound management plans.

AFC advertised a Request for Proposals in accordance with all state bidding requirements that included deliverables desired by the City of Fayetteville. AFC and COF staff evaluated the proposals and selected Plan-It Geo to perform the work. The performance of the Program will be determined by the deliverables as outlined in the Request for Proposals provided by AFC.

The funding for Fayetteville's portion of the project will be under the administration of the Urban Forestry Coordinator of AFC and the Urban Forester for COF. Funds will be paid by the City of Fayetteville directly to Plan-It Geo, therefore requiring a bid waiver.

All work for the City of Fayetteville's canopy study will be complete by November 30, 2012.

**RECOMMENDATION:**

Staff recommends approving a bid waiver and a Memorandum of Agreement with Arkansas Forestry Commission to participate in an Urban Tree Canopy Assessment, as required by Chapter 167.03(C) Urban Forest Analysis.

**BUDGET IMPACT:**

Total project cost is \$44,995. Arkansas Forestry Commission agrees to provide funding in the amount of \$20,000. Matching funds in the amount of \$24,995 are budgeted in the Sales Tax Fund in project 02045.1201, Urban Forest Analysis.

Attachments:

Chapter 167 Tree Preservation and Protection  
Memorandum of Agreement with Arkansas Forestry Commission  
RFP advertised by AFC  
Purchase Order Request

**ORDINANCE NO. \_\_\_\_\_**

AN ORDINANCE TO WAIVE FORMAL COMPETITIVE BIDDING AND APPROVE A MEMORANDUM OF AGREEMENT BETWEEN THE ARKANSAS FORESTRY COMMISSION AND THE CITY OF FAYETTEVILLE TO PAY \$20,000.00 AND \$24,995.00 RESPECTIVELY TO PLAN-IT GEO TO CONDUCT A TREE CANOPY ANALYSIS FOR FAYETTEVILLE

**WHEREAS**, Section 167.03 of the Fayetteville Code, **Tree Registry and Urban Forest Analysis** requires the City to “initiate a tree canopy analysis in 2012”; and

**WHEREAS**, the Arkansas Forestry Commission has agreed to pay \$20,000.00 of the \$44,995.00 needed to pay Plan-It Geo (which was competitively selected through a Request for Proposals process) for the tree canopy analysis.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby determines that such circumstances make formal competitive bidding impractical and therefore waives formal competitive bidding and agrees to enter into a Memorandum of Agreement with the Arkansas Forestry Commission to cost share the services of Plan-It Geo to obtain the necessary tree canopy analysis for Fayetteville which will be shared by the Commission and Fayetteville and authorizes Mayor Jordan to execute this Agreement which requires the City to pay \$24,995.00 and the Commission to pay \$20,000.00.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

**MEMORANDUM OF AGREEMENT  
BETWEEN  
ARKANSAS FORESTRY COMMISSION  
AND  
CITY OF FAYETTEVILLE**

Whereas the Arkansas Forestry Commission (AFC) desires to partner with the City of Fayetteville (COF) to participate in an urban forest canopy assessment which is part of a regional program through the USDA Forest Service. The AFC and COF will work with a vendor to provide an assessment of the Urban Tree Canopy (UTC) for COF. This UTC Assessment will pertain to both public and private trees. Funding is provided by the USDA Forest Service (USDA FS).

This project is one of a series of assessments being developed for a landscape scale Urban Tree Canopy project that encompasses cities in Arkansas, Tennessee, and Mississippi. This project will "allow communities to have tree canopy assessments done for their urban forests and provide them with the tools needed to develop canopy goals and strategies to improve green infrastructure."

The objectives for the City of Fayetteville are to obtain a current classification of land cover, conduct an analysis of the urban tree canopy, and determine ecosystem benefits that are derived from the urban forests. This will assist COF in setting canopy goals, revising policies, promoting the benefits of trees, and developing sound management plans. UTC assessment protocols integrate high resolution land cover aerial multispectral photography with planimetric datasets such as building and streets to determine an area's existing UTC. The UTC geographic information system analyses also define land-use areas, including impervious layers, and the percentages of these lands that are covered by trees.

The Area of Interest (AOI) is 55.4 square miles defined by the city limits of the COF, in Washington County, Arkansas.

The funding for this project will be under the administration of the Urban Forestry Coordinator of AFC and the Urban Forester for COF. The performance of the Program will be determined by the deliverables as outlined in the Request for Proposals provided by AFC that the vendor, Plan-It Geo, bid on and was awarded. All requirements as agreed to by AFC and COF in said proposal will be provided by Plan-It Geo.

AFC agrees to provide funding in the amount of \$20,000 and the matching in the amount of \$24,995 will be provided by the COF.

The contract period will be from August 30, 2012 to November 30, 2012.



AGREED TO BY:

Patti Erwin

Patti Erwin

Urban Forestry Program Coordinator

Title

9/17/12

Date

AGREED TO BY:

\_\_\_\_\_

Lioneld Jordon

Mayor

Title

\_\_\_\_\_

Date

**MEMORANDUM OF AGREEMENT**  
**ARKANSAS FORESTRY COMMISSION & the CITY OF FAYETTEVILLE**  
**PROPOSED BUDGET**  
**9/14/2012**

| <b>CORE RFP TASKS</b>                     | <b>COST</b>    |
|-------------------------------------------|----------------|
| Project/Contract Management               | \$1,500        |
| Data Collection                           | \$1,000        |
| Land Cover Classification                 | \$10,500       |
| Accuracy Assessment                       | \$1,000        |
| UTC Analysis and Mapping                  | \$4,500        |
| Ecosystem Services Analysis               | \$5,000        |
| Urban Forest Management Scenarios         | \$3,500        |
| Powerpoint, Report & Delivery             | <u>\$7,999</u> |
| <br>Sub-Total                             | <br>\$34,995   |
| <br><b>ADDITIONAL TASKS</b>               |                |
| 2-pg Summary Factsheet                    | \$2,000        |
| Training Workshop                         | \$3,250        |
| Potential Planting Sites & Prioritization | <u>\$4,250</u> |
| <br>Total Project Costs                   | <br>\$44,995   |

**City Of Fayetteville - Purchase Order (PO) Request**

(Not a Purchase Order)

**All purchases under \$2500 shall be used on a P-Card unless medical or 1099 service related. (Call x256 with questions)****All PO Request shall be scanned to the Purchasing e-mail: Purchasing@ci.fayetteville.ar.us**

|                                                                                |                                   |          |               |                            |               |                                      |  |                              |             |                                             |  |
|--------------------------------------------------------------------------------|-----------------------------------|----------|---------------|----------------------------|---------------|--------------------------------------|--|------------------------------|-------------|---------------------------------------------|--|
| Vendor #:                                                                      |                                   |          |               |                            |               | Vendor Name: <b>Plan-It Geo, LLC</b> |  | Requisition No.:             |             | Date: <b>10/16/2012</b>                     |  |
| Address: <b>6382 Utica Street</b>                                              |                                   |          |               |                            |               | Fob Point:                           |  | P.O Number:                  |             | Expected Delivery Date:                     |  |
| City: <b>Arvada</b>                                                            |                                   |          |               |                            |               | State: <b>CO</b>                     |  | Zip Code: <b>80003</b>       |             | Ship to code:                               |  |
| Requester: <b>Megan Dale, Urban Forester</b>                                   |                                   |          |               |                            |               | Requester's Employee #: <b>3617</b>  |  | Extension: <b>470</b>        |             | Division Head Approval: <i>Alton Jumper</i> |  |
| Item                                                                           | Description                       | Quantity | Unit of Issue | Unit Cost                  | Extended Cost | Account Numbers                      |  | Project/Subproject #         | Inventory # | Fixed Asset #                               |  |
| 1                                                                              | 2012 Urban Tree Canopy Assessment | 1        | Lump Sum      | 24,995.00                  | \$24,995.00   | 4470.9470.5314.00                    |  | 2045.1201                    |             |                                             |  |
| 2                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 3                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 4                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 5                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 6                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 7                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 8                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 9                                                                              |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| 10                                                                             |                                   |          |               |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| *                                                                              | Shipping/Handling                 |          | Lot           |                            | \$0.00        |                                      |  |                              |             |                                             |  |
| Special Instructions:<br>Any applicable tax is included in the lump sum price. |                                   |          |               |                            |               |                                      |  | Subtotal: <b>\$24,995.00</b> |             |                                             |  |
|                                                                                |                                   |          |               |                            |               |                                      |  | Tax: _____                   |             |                                             |  |
|                                                                                |                                   |          |               |                            |               |                                      |  | Total: <b>\$24,995.00</b>    |             |                                             |  |
| Approvals:                                                                     |                                   |          |               |                            |               |                                      |  |                              |             |                                             |  |
| Mayor: _____                                                                   |                                   |          |               | Department Director: _____ |               |                                      |  | Purchasing Manager: _____    |             |                                             |  |
| Finance & Internal Services Director: _____                                    |                                   |          |               | Budget Manager: _____      |               |                                      |  | IT Manager: _____            |             |                                             |  |
| Dispatch Manager: _____                                                        |                                   |          |               | Utilities Manager: _____   |               |                                      |  | Other: _____                 |             |                                             |  |

TITLE XV UNIFIED DEVELOPMENT CODE

**CHAPTER 167: TREE PRESERVATION AND PROTECTION**

**167.01 Purpose**

It is the purpose of this chapter to preserve and protect the health, safety, and general welfare, and preserve and enhance the natural beauty of Fayetteville by providing for regulations of the preservation, planting, maintenance, and removal of trees within the city, in order to accomplish the following objectives:

(A) *Objectives.*

- (1) To preserve existing tree canopy;
- (2) To create a healthful environment for Fayetteville residents, businesses, and industries;
- (3) To moderate the harmful effects of sun, wind, and temperature changes;
- (4) To buffer noise, air and visual pollution;
- (5) To filter pollutants from the air that assist in the generation of oxygen;
- (6) To reduce storm water runoff and the potential damage it may create;
- (7) To stabilize soil and prevent erosion, with an emphasis on maintaining tree canopy on hillsides defined as canopied slopes in Chapter 151;
- (8) To provide habitat for birds and other wildlife;
- (9) To preserve riparian banks and beds, and prevent sedimentation;
- (10) To screen incompatible land;
- (11) To promote energy conservation; and
- (12) To protect and enhance property values.

(B) *Principles.* This chapter shall be enforced according to the following principles:

- (1) Preservation shall be the first, best, and standard approach.
- (2) If preservation cannot be achieved, on-site mitigation shall next be pursued.
- (3) If on-site mitigation cannot be achieved, off-site preservation shall be pursued.
- (4) If off-site preservation cannot be achieved, off-site forestation shall be pursued.

- (5) If none of the above approaches can be achieved, payment shall be made to the tree escrow account.

(Code 1991, §162.01; Ord. No. 3699, §1 4-20-93; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4340, 10-2-01)

**167.02 City Of Fayetteville Tree Preservation, Protection, And Landscape Manual**

The urban forester, in cooperation with other members of city staff, shall promulgate and periodically revise forms, procedures and regulations to implement this chapter and publish this information in the *City of Fayetteville, Tree Preservation, Protection, and Landscape Manual*.

(A) Copies of the *Tree Preservation, Protection, and Landscape Manual* are to be made readily available to the public and shall include, but need not be limited to:

- (1) Specific criteria for gaining city approval of tree preservation plans;
- (2) The format and content of reports and plans the applicant must submit to the city pursuant to this chapter;
- (3) Tree protection during construction;
- (4) A glossary of important terms used in this chapter;
- (5) Size and species requirements for trees planted for on-site mitigation or off-site forestation;
- (6) Maintenance of trees (including but not limited to pruning, irrigation, and protection from disease).

(B) The Tree and Landscape Advisory Committee shall review and may recommend revisions to the *Tree Preservation, Protection, and Landscape Manual* at least every three years to reflect changes in arboricultural and horticultural practices, lists of preferred tree species, city policies, or the content of this chapter.

(Ord. No. 4340, 10-2-01)

**167.03 Tree Registry And Urban Forest Analysis**

(A) *Tree Registry.* Trees and groups of trees which are documented to be of historic merit, of an uncommon or endangered species, or are of extraordinary value due to their age, size, or type,

Fayetteville Code of Ordinances

may be registered in the City of Fayetteville's tree registry. It shall be the duty of the urban forester to maintain and keep this registry on file in the urban forester's office.

- (B) *Voluntary registration.* Registration of trees shall be voluntary and may be done by the owner(s) of the property on which the tree is located. Registration shall not run with the land unless the property owner wishes to use an express trust to transfer a benefit in the tree or groups of trees to the city. Registered tree owners are entitled to consultation with the Tree and Landscape Advisory Committee and/or the urban forester concerning proper care and protection of the tree, as well as an evaluation of the tree's condition.
- (C) *Urban Forest Analysis.* The city shall initiate a tree canopy analysis and an Urban Forestry Effects Model study or their current equivalent studies within the current geographical boundaries of the city by December 31, 2012. Thereafter, the city should conduct these studies every ten (10) years.

(Ord. No. 4340, 10-02-01; Ord. 5427, 8-2-11)

#### **167.04 Tree Preservation And Protection During Development**

- (A) *Applicability.* The provisions of this section shall apply to proposed subdivisions, and large scale developments required by other chapters of the Unified Development Code to go through the city's permitting process. Persons seeking to build one single-family dwelling unit, or duplex, are specifically exempt from the provisions of this section except when the land is located within the Hillside/Hilltop Overlay District; then all the provisions of this ordinance shall apply. Planned Zoning Districts should meet the percent minimum tree canopy based upon their primary use, but may be allowed a lesser tree canopy requirement as part of the overall Master Plan approved by the City Council.

- (1) *Subdivisions and large scale developments.* Applicants seeking approval of proposed subdivisions and large scale developments shall submit a site analysis plan, analysis report, and tree preservation plan with the preliminary plat or site plan. There shall be no land disturbance, grading, or tree removal until a tree preservation plan has been submitted and approved, and the tree protection measures at the site inspected and approved.
- (2) *Grading permit.* An abbreviated tree preservation plan, as set forth in §167.04(H)(3), shall be submitted with the application for grading permits on projects

that are not required to go through subdivision or large scale development process. There shall be no land disturbance, grading, or tree removal until an abbreviated tree preservation plan has been submitted and approved, and the tree protection measures at the site inspected and approved.

- (3) *Building permits.* Tree preservation requirements apply to all permit applications for nonresidential construction, and the construction of multi-family residential buildings composed of three or more dwelling units. An abbreviated tree preservation plan, as set forth in § 167.04 (H)(3), shall be submitted with the application for building permits on projects that are not required to go through the subdivision or large scale development process. There shall be no land disturbance, grading, or tree removal until an abbreviated tree preservation plan has been submitted and approved, and the tree protection measures at the site inspected and approved.
- (4) *Parking lots.* Tree preservation requirements apply to all permit applications for the construction of parking lots with five or more spaces. An abbreviated tree preservation plan, as set forth in §167.04 (H)(3), shall be submitted with the application for permits on projects that are required to go through the subdivision or large scale development process. There shall be no land disturbance, grading, or tree removal until an abbreviated tree preservation plan has been submitted and approved, and the tree protection measures at the site inspected and approved.
- (5) *Hillside/Hilltop Overlay District.* Undeveloped land located within the Hillside/Hilltop Overlay District shall submit a site analysis plan, analysis report, and tree preservation plan with the preliminary plat or site plan. Single and two family residential development shall submit an abbreviated tree preservation and site plan at the time of obtaining a building permit. Structural changes to buildings located in the Hillside/Hilltop Overlay District that do not result in an enlargement of the building footprint or roof dripline shall not require an abbreviated tree preservation plan. There shall be no land disturbance, grading, or tree removal until a tree preservation plan has been submitted and approved, and the tree protection measures at the site inspected and approved.

## **The Arkansas Forestry Commission Urban & Community Forestry Program Request for Proposals**

**The State expects vendors to propose creative, competitive solutions to the agency's stated problem and needs, as specified below.**

### **OVERVIEW OF PROJECT**

The Arkansas Forestry Commission Urban & Community Forestry (AFC) program is currently seeking a vendor to provide an assessment of the Urban Tree Canopy (UTC) for the City of Fayetteville (COF). This Urban Tree Canopy Assessment will pertain to both public and private trees. This funding is provided by the USDA Forest Service (USDA FS). The contract period will be from August 30, 2012 to November 30, 2012.

This RFP is one of a series of RFPs being developed for a landscape scale Urban Tree Canopy project that encompasses cities in Arkansas, Tennessee, and Mississippi. This project will "allow communities to have tree canopy assessments done for their urban forests and provide them with the tools needed to develop canopy goals and strategies to improve green infrastructure."

The Area of Interest (AOI) is 55.4 square miles defined by the city limits of the City of Fayetteville, in Washington County, Arkansas. The link to the COF GIS data download page can be found at:

<http://gis.accessfayetteville.org/SpatialDirect/translationServlet?SSFunction=prepareFetch>  
(last accessed August 2, 2012)

- 1) set max extents
- 2) in the boundary list
- 3) select "City Limits"

There are several programs that can be used for ecosystem benefits calculations in conjunction with urban tree canopy studies; for example, AMERICAN FORESTS CITYGreen®, i-Tree Vue, and the urban watershed runoff model TR55 (NRCS).

This UTC assessment will use 2010 National Agricultural Imagery Program (NAIP) leaf-on aerial digital imagery of 1 meter pixel resolution for the image classification to develop the UTC layer and other deliverables for the City of Fayetteville.

All intermediate datasets and layers, and final data developed or created for this project will be the property of the Arkansas Forestry Commission and the City of Fayetteville. This project is awarded through AFC in cooperation with and funding from the USDA Forest Service State & Private Forestry. The USDA is an equal opportunity provider and employer.

## **Definitions**

For the purpose of this RFP, the following definitions will be used:

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AOI</b>            | Area of interest; an area of 55.4 square miles as currently defined by the City of Fayetteville, Arkansas                                                                                                                                                                                                                                                                                                                                                                      |
| <b>AFC</b>            | Arkansas Forestry Commission Urban & Community Forestry Program                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Awarded Vendor</b> | The organization/individual that is awarded and has an approved contract with the AFC for the services identified in this RFP.                                                                                                                                                                                                                                                                                                                                                 |
| <b>CITYGreen®</b>     | A Windows based GIS application extension for ArcView® software.                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>COF</b>            | City of Fayetteville, Arkansas                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Existing UTC</b>   | The area that is covered by trees, leaves and branches existing at the time of imagery data acquisition.                                                                                                                                                                                                                                                                                                                                                                       |
| <b>i-Tree Vue</b>     | A program that makes use of a city's current land cover GIS layer to assess a community's tree canopy and the ecosystem services provided by the urban forest. Basic scenarios can be modeled for various urban tree canopy changes.                                                                                                                                                                                                                                           |
| <b>Land Cover</b>     | Land cover is the description of the physical surface of the earth. Land covers include: grass, asphalt, trees, bare ground, water, etc.                                                                                                                                                                                                                                                                                                                                       |
| <b>Land Use</b>       | Land use is a description of how people <i>utilize</i> the land and the socio-economic activity that occurs on the land; urban and agricultural land uses (including forestry) are two of the most commonly known land use classes. Urban land use can be further divided into sub-classes like: residential, commercial, public, etc. For this study, land-use is defined by the current COF land-use GIS layer downloaded from their website (see <b>Overview</b> for link). |
| <b>MMU</b>            | Minimum mapping unit.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>NAIP</b>           | National Agricultural Imagery Program.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>NRCS</b>           | Natural Resource Conservation Service, USDA                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Possible UTC</b>   | The area where trees can possibly be planted; this includes grass and bare ground as assessed at the time of imagery data acquisition.                                                                                                                                                                                                                                                                                                                                         |



|             |                                                                                                      |
|-------------|------------------------------------------------------------------------------------------------------|
| <b>TR55</b> | An NRCS model that provides a quantitative measure of stormwater characteristics based on landcover. |
| <b>USFS</b> | United States Department of Agriculture Forest Service.                                              |
| <b>UFS</b>  | Urban Forestry South (USDA FS in Athens, Georgia)                                                    |
| <b>UTC</b>  | Urban Tree Canopy                                                                                    |

## **Objective**

The objectives for the City of Fayetteville are to: obtain a current classification of land cover, conduct an analysis of the urban tree canopy and determine ecosystem benefits that are derived from the urban forests. This will assist the City in setting canopy goals, revising policies, promoting the benefits of trees, and developing sound management plans.

UTC assessment is a starting point to understanding, managing and preserving the City of Fayetteville's investments in both public and private trees and will provide tools to develop local urban forestry management plans, and goals and policies to sustain the existing Urban Forest (UF). UTC assessment protocols integrate high resolution land cover aerial multispectral photography with planimetric datasets such as building and streets to determine an area's existing UTC. The UTC geographic information system analyses also define land-use areas, including impervious layers, and the percentages of these lands that are covered by trees. With this analysis and the values of the impact UTC has on ecosystem services (air quality, energy conservation, stormwater runoff and water quality), decision makers can plan and make better decisions about integrating trees into their urban infrastructure. Additionally, the modeling of various percent UTC scenarios demonstrate the effects of increases or declines in the UTC on these ecosystem benefits and can be used to set UTC goals. UTC assessment or study results also show where there are the greatest opportunities to plant trees and increase the UTC.

## **SCOPE OF WORK**

The awarded vendor will be responsible for an image classification and specified assessment of the Area of Interest. This AOI encompasses the city limits of Fayetteville, Arkansas.

## **REQUIREMENTS AND TASKS**

The awarded vendor must perform the following tasks, complete those tasks to the specified standards and submit each component of those tasks as deliverables to the Arkansas Forestry Commission and the City of Fayetteville.

The awarded vendor must consult with AFC (and indirectly COF & USFS) prior to beginning the project with a proposed outline (if different than the RFP submitted), any clarifications on deliverables, and final methodology for classification and accuracy assessment.

Specifically, the awarded vendor will:

1. Utilize the 2010 NAIP imagery (4-band orthorectified digital aerial photography – 1 meter resolution) to extract the following land cover.
  - Classifications will include: bare ground, open space/grass, impervious layers (parking lots and generalized building areas), and other commercial and industrial areas, roads, water features and UTC.
  - Tables, graphs and geospatial data created by the analysis will be provided for the report; the percent and acres of UTC, land cover classifications in acres and percentages, the UTC ecosystem services, and scenarios of the impacts of increasing and decreasing UTC to these services.
2. GIS datasets and layers must be delivered in a form compatible with ArcGIS - ESRI software version 10.
3. Accuracy Standards  
The grantee and its GIS subcontractor will provide an accuracy assessment including the detailed error assessment methodology narrative, the intermediate GIS layers that show locations of points used for the accuracy assessment, a layer that shows locations of any training sites used in the classification process, and the resulting error matrix.
4. In the RFP, clearly indicate all licensed and open-source software that the contractor intends on using for this project.

#### **Quality Assurance (QA) and Quality Control (QC)**

The analysis will achieve a minimum of 92% user's accuracy for tree canopy and impervious classes. Overall accuracy must  $\geq 90\%$ .

Based on the vendor's classification methodology and other considerations, the RFP response must clearly define the minimum mapping unit (MMU) that will be developed for all deliverables. Based on the objectives of the project, MMU should probably be  $\leq 9$  square meters.

The AFC in cooperation with the USFS will perform a QA/QC check on the image classification deliverables. The error assessment methodology for the QA/QC will be based on *Assessing the Accuracy of Remotely Sensed Data : Principles and Practices* (2nd Edition) Congalton Russell G and Kass Green, CRC Press, Boca Raton, FL 2008

All appropriate accuracy assessment techniques will be employed including: Kappa (KHAT statistic) and MARGFIT (normalization). A fuzzy error matrix approach will be used if deemed appropriate. USDA FS (UFS) will consult with NOAA and USFS remote sensing specialists on the protocol.

Vendor will provide UFS datasets needed for accuracy verification as soon as the vendor has completed their assessment for the project. This should occur by mid/late-October. (See timeline.) This should include the final classified raster layer with metadata, the

narrative description of the classification methodology, the contractor's error matrix, and the narrative describing the contractor's error assessment methodology.

## **Deliverables**

### **A. Land Cover Classifications**

Develop digital GIS/spatial data sets; these data sets will be used to complete the required tasks.

- Classifications will include: bare ground, open space/ grass, impervious layers (parking lots and generalized building areas), and other commercial and industrial areas, roads, water features and UTC.
- Tables, graphs and geospatial data created by the analysis will be reported for the report; the percent and acres of UTC, land cover classifications in acres and percentages, the UTC ecosystem services, and scenarios of the impacts of increasing and decreasing UTC to these services.

### **B. GIS Datasets**

- All final raster and vector GIS datasets
- All significant intermediary GIS datasets (AFC and USFS reserves the right to request specific intermediary data sets as deemed necessary in the review and delivery acceptance process)

### **C. Urban Tree Canopy (UTC) Analysis and Mapping**

1. The vendor must provide a report of existing UTC, and Possible UTC broken out into the following land use categories:
  - a) Agricultural
  - b) Residential
  - c) Commercial
  - d) Industrial
  - e) Public land
  - f) Public Right-of-Way
2. The vendor must generate maps, statistics, tables, spreadsheets and charts identifying the following:
  - a) Existing UTC in acres and percentages of total for AOI.
  - b) Existing UTC in acres and percentages of total for each land use category (obtained from other GIS layers) for AOI.
  - c) Possible UTC acres to plant (riparian zones, open spaces, front lawns, etc.) and percentages of total for AOI.
  - d) Possible UTC acres and percentages of total for each land use categories in the AOI.

### **D. Ecosystem Benefits Analysis**

Awarded vendor must prepare reports, graphs, spreadsheets and/or tables which capture air quality, water quality, stormwater runoff, and carbon sequestration values for the tree canopy for the AOI. Note: Included indicators must also be quantified in resource units and dollars.

1. Air pollution removed by existing UTC as:
  - a) Pounds removed per year; and,
  - b) Dollar value of removed air pollutants per year.
2. Carbon storage and sequestration as:
  - a) Total tons stored
  - b) Total tons sequestered annually
3. Stormwater Management as:
  - a) Water quantity – runoff volume
  - b) Total stormwater savings.

#### E. Urban Forest Management Scenarios

Using existing UTC the awarded vendor must develop and record models for:

1. 2004 - 2012 Comparison
  - a) Determine decrease in benefits due to canopy lost.
  - b) Prepare 2012 benefits of canopy from the 2010 NAIP classification benefits (we are assuming the benefits from 2010 are current benefits).
  - c) Chart where development happened (focus on impervious surface).
  - d) Chart where canopy was removed.
  - e) Chart where canopy was replaced.
  - f) Determine if the trees that were planted in 2004 (where chart shows development) matured and compensated for the loss of trees removed?
2. Target areas to plant trees
  - a) Note areas that are most vulnerable to the urban heat island
  - b) Notes area that could benefit from additional wildlife habitat such as linkages & density improvement.
  - c) Note areas for potential planting spaces (classified by current land use)
3. Identify our city's current % of canopy coverage analyze data from #1
  - a) The national recommendation is 40% canopy cover.
  - b) Is our tree preservation ordinance effective?
  - c) If our ordinance is not achieving the 40% target, we would like recommendations noting where it failed.
4. Management  
Gain or loss for city property trees (parks, and trails) these areas

Awarded vendor must provide the Arkansas Forestry Commission (AFC) with one original CD disk and one identical copy, two identical copies for the City of Fayetteville and one copy for the USFS.

### **PowerPoint Presentations**

The awarded vendor must develop a PowerPoint Presentation with talking points for the AOI. The presentation must be made to the AFC and COF and oriented and suitable for elected officials and decision makers. The presentations will encompass; the data, summary of methods and results. COF will set up the presentation. The AOI presentations must be on one primary disk and two backup disks.

### **Report and Data Disks**

The awarded vendor must:

1. Produce 20 spiral-bound copies of a report that documents the results and methodology.
2. Record an electronic version of the spiral-bound report on five (5) disks. The disk must include the reports, data, graphs, spreadsheets, charts, maps, and PowerPoint show talking points and data. This requirement must be included in the 20 spiral bound reports.

Note: Both the spiral-bound reports and disk must be submitted to AFC and COF.

### **Timeline**

1. RFP released on August 20, 2012
2. Pre-deadline conference call with AFC, COF, and UFS to answer questions about the project, requirements, and deliverables. August 24, 2012
3. RFP deadline September 10, 2012
4. Vendor notification and contract award date September 12, 2012
5. UFS Accuracy Assessment by November 16, 2012
6. Complete all the required tasks - to include deliverable acceptance - no later than November 26, 2012.
7. Submit all bills to AFC and City of Fayetteville no later than November 16, 2012.

NOTE: These dates represent a tentative schedule of events. The State reserves the right to modify these dates at any time.

### **Minimum RFP Components**

#### Narrative

Vendors must clearly describe and reference (peer-reviewed ) the image classification methodology they will utilize. Based on methodology and the data available for the project, vendors will define the MMU they will target & achieve at the specified accuracy requirements.

Vendors must clearly describe the accuracy assessment methodology (including software components) that will be used to develop and analyze the error matrix.

### Deliverables

Describe any deviation from deliverables specified in this RFP. This may include vendor clarification language if needed. A simple statement "All deliverables will be produced as specified in the RFP" is sufficient.

### Company Background and References

Name, address and telephone number of the vendor's point of contact for a contract resulting from this RFP.

A list and/or a brief description of the applicant's experience with image classification and/or UTC studies.

Vendors should provide a minimum of three (3) references from similar projects performed for private, state and/or large local government clients within the last three years.

### **RFP & Project Contacts**

Patti Erwin, Arkansas Forestry Commission Urban Forestry Coordinator –  
(479) 442-4963, [patti.erwin@arkansas.gov](mailto:patti.erwin@arkansas.gov)

Megan Dale, City of Fayetteville Urban Forester - (479) ~~444-3470~~  
[mdale@ci.fayetteville.ar.us](mailto:mdale@ci.fayetteville.ar.us)

Todd Jorgensen, City of Fayetteville's mapping - (479) 575-8440,  
[tjorgensen@ci.fayetteville.ar.us](mailto:tjorgensen@ci.fayetteville.ar.us)

Dudley Hartel, Center Manager, Urban Forestry South, Centers for Urban & Interface Forestry - (706) 559-4236, [dhartel@fs.fed.us](mailto:dhartel@fs.fed.us)

## City of Fayetteville Staff Review Form

D. 3  
Arkansas State Highway and  
Transportation Department  
Page 1 of 10

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

9/27/2012

City Council Meeting Date  
Agenda Items Only

Chris Brown

Submitted By

Engineering

Division

Development Services

Department

## Action Required:

A resolution approving a payment of \$4,019,094.00 to the Arkansas State Highway & Transportation Department for the City's portion of the constructions costs associated with improvements to Hwy. 16 (Armstrong to Stonebridge). The City has already deposited \$980,906.00 with AHTD, bringing the total City expense to \$5,000,000.00. Sweetser was the low bidder to the Highway Dept.

|                      |    |                           |                                 |
|----------------------|----|---------------------------|---------------------------------|
| \$4,019,094.00       | \$ | 5,000,000.00              | Hwy. 16 Improvements            |
| Cost of this request |    | Category / Project Budget | Program Category / Project Name |
| 4520.9540.5809.00    | \$ | 980,906.00                | Transportation Bonds            |
| Account Number       |    | Funds Used to Date        | Program / Project Category Name |
| 06035.2300           | \$ | 4,019,094.00              | Street Sales Tax 2009           |
| Project Number       |    | Remaining Balance         | Fund Name                       |

Budgeted Item

☐

Budget Adjustment Attached

☒

Department Director

Date

Previous Ordinance or Resolution # RES 111-10

RES 101-06

Original Contract Date:

RES 202-10

City Attorney

Date

Original Contract Number:

Finance and Internal Services Director

Date

Received in City  
Clerk's Office

Chief of Staff

Date

Received in  
Mayor's Office

Mayor

Date

Comments:





www.accessfayetteville.org

## CITY COUNCIL AGENDA MEMO

Council Meeting of October 16, 2012

**To:** Mayor and City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director

**From:** Chris Brown, P.E., City Engineer *CB*

**Date:** September 27, 2012

**Subject:** Highway 16 Improvements-Armstrong Ave. to Stonebridge Rd.

### PROPOSAL:

Improvements to Highway 16 are included in the City's Transportation Bond Program. Design and construction of the project is being managed by the Arkansas Highway and Transportation Department (AHTD). The City's agreement with AHTD is to share in all costs of the project, with the City's portion to be capped at \$5 million.

In 2010, a payment of \$980,906 was made to the AHTD towards this \$5 million commitment for right of way and utility costs. Bids were taken on September 12<sup>th</sup>; Sweetser Construction was the low bidder at \$6,212,756.93. The total cost of the project, as detailed below, is \$10.2 million.

| Armstrong Ave.-Stone Bridge Rd. (Sel. Secs.) (Fayetteville) (\$) |                 |                 |                 |
|------------------------------------------------------------------|-----------------|-----------------|-----------------|
| 040578                                                           | Total           | State           | City            |
| Prelim. Eng.                                                     | \$ 438,294.12   | \$ 219,147.06   | \$ 219,147.06   |
| ROW & Util.                                                      | \$ 2,973,816.68 | \$ 1,486,908.34 | \$ 1,486,908.34 |
| Const.                                                           | \$ 6,212,756.93 | \$ 3,106,378.47 | \$ 3,106,378.46 |
| Const. Eng                                                       | \$ 621,275.69   | \$ 433,709.55   | \$ 187,566.14   |
| Totals                                                           | \$10,246,143.42 | \$ 5,246,143.42 | \$ 5,000,000.00 |
| Less City Deposit                                                |                 |                 | \$ (980,906.00) |
| City's Remaining Share                                           |                 |                 | \$ 4,019,094.00 |

Since the City's shared is capped at \$5 million, the AHTD is requesting the remaining \$4,019,094 due at this time (See attached letter dated September 20<sup>th</sup> from Frank Vozel, Deputy Director/Chief Engineer).

**RECOMMENDATION:**

Staff recommends City Council approval of this payment to AHTD. Street Committee recommended approval at the September 25<sup>th</sup> meeting.

**BUDGET IMPACT:**

The Transportation Bond Program includes funding in the amount of \$5 million for this project. This payment will be made from these funds.

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION APPROVING PAYMENT OF \$4,019,094.00 TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT REPRESENTING THE CITY'S PORTION OF CONSTRUCTION COSTS RELATED TO IMPROVEMENTS TO STATE HIGHWAY 16, AND APPROVING A BUDGET ADJUSTMENT

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby approves payment of \$4,019,094.00 to the Arkansas State Highway and Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16.

Section 2. That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution as Exhibit "A".

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

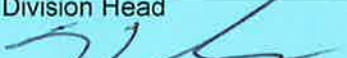
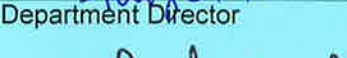
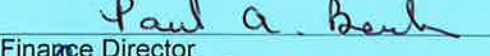
By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

D. 3 V11.0425  
Arkansas State Highway and  
Transportation Department  
Page 3 of 10

|                            |                                                                |                                  |                                          |
|----------------------------|----------------------------------------------------------------|----------------------------------|------------------------------------------|
| <b>Budget Year</b><br>2012 | Division: Utilities Director<br>Department: Utilities Director | <b>Request Date</b><br>7/27/2012 | <b>Adjustment Number</b><br>Page 5 of 10 |
|----------------------------|----------------------------------------------------------------|----------------------------------|------------------------------------------|

| BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION |           |
|-----------------------------------------------|-----------|
| 1                                             | 2025-2026 |
| 2                                             | 2025-2026 |
| 3                                             | 2025-2026 |
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| 100                                           | 2025-2026 |

This budget adjustment is to fund a cost share with AHTD for improvements to Hwy. 16. The City's portion of the cost share is \$4,019,094.00. There is \$3,437,285.00 in project 06035.2300, and this BA will move the additional funds into the project.

|                                                                                   |                   |              |                   |            |
|-----------------------------------------------------------------------------------|-------------------|--------------|-------------------|------------|
|  | <u>9/27/12</u>    | Prepared By: | <u>Peggy Bell</u> |            |
| Division Head                                                                     | Date              | Reference:   |                   | <i>bfe</i> |
|  | <u>9/27/12</u>    |              |                   |            |
| Budget Director                                                                   | Date              |              |                   |            |
|  | <u>10/27/2012</u> |              |                   |            |
| Department Director                                                               | Date              |              |                   |            |
|  | <u>9-29-2012</u>  |              |                   |            |
| Finance Director                                                                  | Date              |              |                   |            |
|  | <u>10-2-12</u>    |              |                   |            |
| Chief of Staff                                                                    | Date              |              |                   |            |
|  | <u>10/3/12</u>    |              |                   |            |
| Mayor                                                                             | Date              |              |                   |            |

|                            |   |   |   |          |   |   |
|----------------------------|---|---|---|----------|---|---|
| Budget & Research Use Only |   |   |   |          |   |   |
| Type:                      | A | B | C | <u>D</u> | E | P |
| General Ledger Date        |   |   |   |          |   |   |
| Posted to General Ledger   |   |   |   |          |   |   |
| Checked / Verified         |   |   |   |          |   |   |

## TOTAL BUDGET ADJUSTMENT

[illegible]

RECEIVED  
SEP 21 2012  
ENGINEERING DIV. ARKANSAS STATE HIGHWAY  
AND  
TRANSPORTATION DEPARTMENT

Scott E. Bennett  
Director  
Telephone (501) 569-2000  
Voice/TTY 711



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

September 20, 2012

The Honorable Lioneld Jordan  
Mayor of Fayetteville  
113 West Mountain Street  
Fayetteville, AR 72701

Re: Job 040578  
F.A.P. STP-9142(26)  
Armstrong Ave.-Stone Bridge Rd.  
(Sel. Secs.) (Fayetteville) (S)  
Washington County

Dear Mayor Jordan:

Sweetser Construction, Inc. of Fayetteville submitted the low bid of \$6,212,756.93 for the referenced project at the Department's September 12, 2012 letting. The Arkansas State Highway Commission has tentatively accepted Sweetser Construction's proposal and will execute the contract upon receipt of the City's remaining funds.

Currently, the total cost for all phases of this project is \$10,246,143.00. As previously agreed, the City is responsible for 50% of the cost of this project up to \$5,000,000.00. A deposit of \$980,906.00 for the City's share of preliminary engineering, right-of-way acquisition, and utility relocation costs was previously received.

At this time, we request that you submit a check (made payable to the Arkansas State Highway and Transportation Department) in the amount of \$4,019,094.00. **The contract will not be executed, and construction cannot begin until your funds are received.** Submittal of these funds to the Department will be considered as your concurrence in the award of this contract.

We look forward to working with the City to complete the proposed improvements. Should you have any questions or comments, please advise.

Sincerely,

Frank Vozel  
Deputy Director and  
Chief Engineer

c: Assistant Chief Engineer-Planning  
Programs and Contracts  
Fiscal Services (2)  
Planning and Research  
District 4  
Job 040578 'C' File  
Chris Brown, P.E., Fayetteville City Engineer

**RESOLUTION NO. 111-10**

A RESOLUTION AMENDING RESOLUTION 101-06 EXPRESSING THE  
WILLINGNESS OF THE CITY OF FAYETTEVILLE TO PARTICIPATE IN  
PARTIAL FUNDING OF THE PROPOSED WIDENING OF HIGHWAY 16

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

Section 1. That the City Council of the City of Fayetteville, Arkansas, hereby amends  
Resolution 101-06 and expresses its willingness to participate in the partial funding of the  
proposed widening of Highway 16 as provided herein.

Section 2. That the City Council of the City of Fayetteville, Arkansas, hereby expresses  
its willingness to pay 50% of the costs for segments 1 and 2 of this project up to a maximum of  
\$5,000,000.00, including all costs associated with construction, right-of-way acquisition, utility  
adjustments and construction engineering. Should total costs for segments 1 and 2 be less than  
\$10,000,000.00, the City agrees to cost share with the Arkansas Highway and Transportation  
Department on a 50/50 basis for additional construction, design, right of way acquisition, or  
other project development tasks for the unfunded portions of 15<sup>th</sup> Street and Happy Hollow  
Road, up to a total cost of \$10,000,000.00.

**PASSED and APPROVED** this 15<sup>th</sup> day of June, 2010.

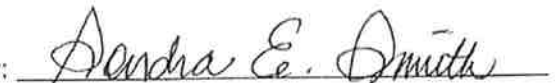
APPROVED:

ATTEST:

By:

  
LIONELD JORDAN, Mayor

By:

  
SONDRA E. SMITH, City Clerk/Treasurer



**RESOLUTION NO. 202-10**

A RESOLUTION AUTHORIZING PAYMENT TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT IN THE AMOUNT OF \$980,906.00 FOR A PORTION OF THE CITY'S FIFTY PERCENT (50%) SHARE OF IMPROVEMENTS TO STATE HIGHWAY 16 FROM ARMSTRONG AVENUE TO STONEBRIDGE ROAD

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby authorizes payment to the Arkansas State Highway and Transportation Department of \$980,906.00 for a portion of the City's fifty percent (50%) share of improvements to State Highway 16 from Armstrong Avenue to Stonebridge Road.

**PASSED and APPROVED** this 16<sup>th</sup> day of November, 2010.

APPROVED:

By:   
LIONELD JORDAN, Mayor

ATTEST:

By:   
SONDRA E. SMITH, City Clerk/Treasurer





**RESOLUTION NO. 101-06**

A RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF FAYETTEVILLE TO PARTICIPATE IN PARTIAL FUNDING OF THE PROPOSED WIDENING OF HIGHWAY 16 FROM HIGHWAY 71B EAST TO STONE BRIDGE ROAD.

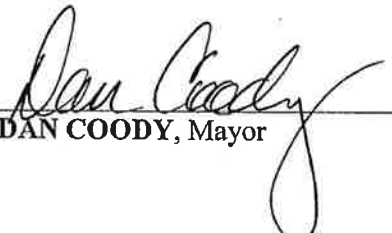
**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1. That the City Council of the City of Fayetteville, Arkansas, hereby expresses its willingness to participate in the partial funding of the proposed widening of Highway 16 from Highway 71B east to Stone Bridge Road.

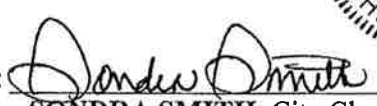
Section 2. That the City Council of the City of Fayetteville, Arkansas, hereby expresses its willingness to pay 50% of the construction cost for this project up to a maximum of \$5,000,000.00, including all costs associated with construction, right-of-way acquisition, utility adjustments and construction engineering.

**PASSED and APPROVED** this 6<sup>th</sup> day of June, 2006.

APPROVED:

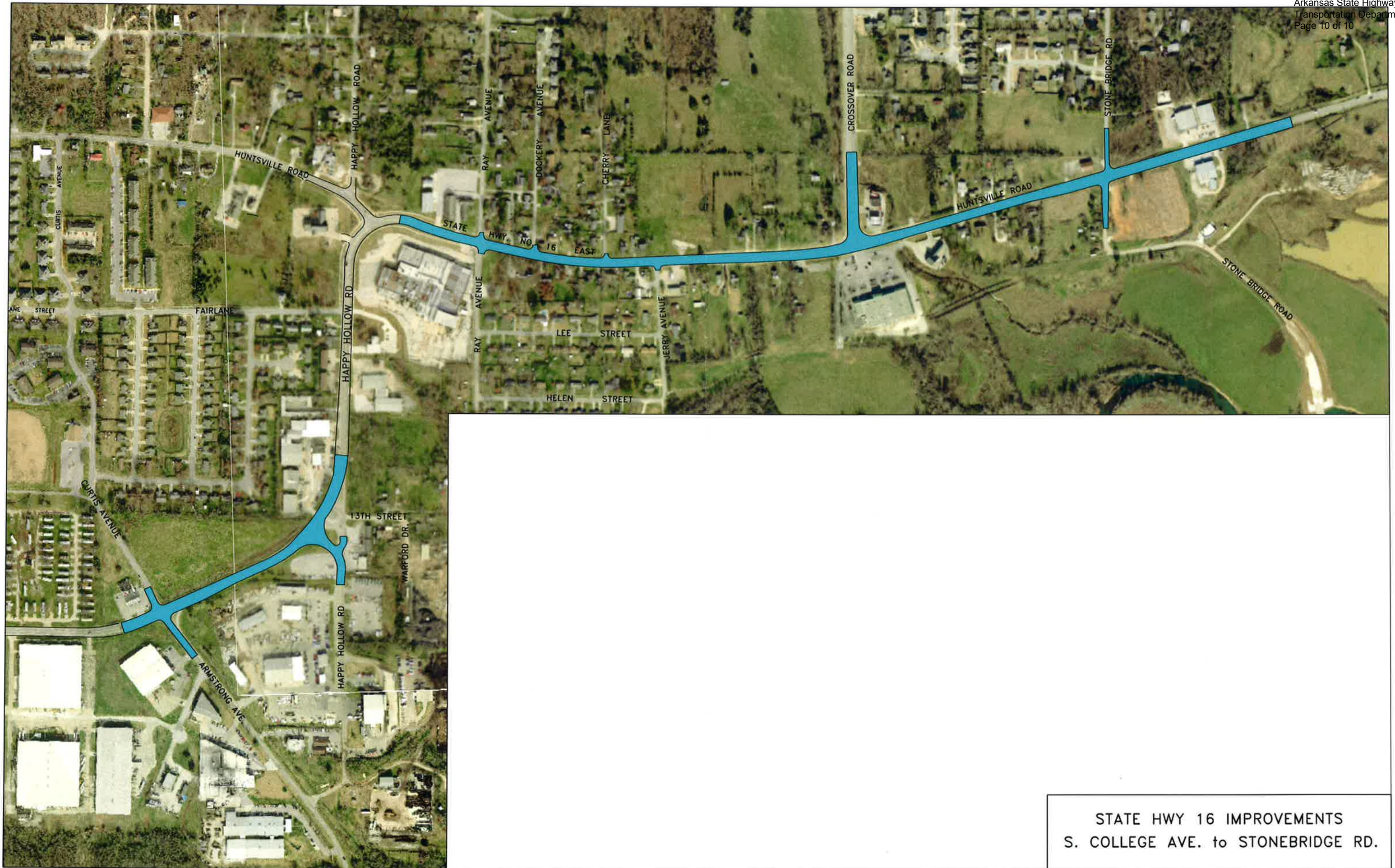
By:   
DAN COODY, Mayor

ATTEST:

By:   
SONDRA SMITH, City Clerk









## City of Fayetteville Staff Review Form

D. 4  
2013 Residential Trash Rates  
Page 1 of 4

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items Only

Don Marr  
Submitted By

Solid Waste  
Division

Transportation  
Department

## Action Required:

Approval and Ordinance Waiving the Automatic Annual Price Adjustment for Residential Trash for the 2013 fiscal year.

|                                        |                                                     |                                 |  |
|----------------------------------------|-----------------------------------------------------|---------------------------------|--|
| \$                                     | -                                                   |                                 |  |
| Cost of this request                   | Category / Project Budget                           | Program Category / Project Name |  |
| Account Number                         | Funds Used to Date                                  | Program / Project Category Name |  |
| Project Number                         | \$                                                  | -                               |  |
|                                        | Remaining Balance                                   | Fund Name                       |  |
| Budgeted Item <input type="checkbox"/> | Budget Adjustment Attached <input type="checkbox"/> |                                 |  |

Don Marr 9/20/12 Previous Ordinance or Resolution # 4765  
Department Director Date  
Chris Kelly 9/21/12 Original Ordinance Date: 20-Sep-05  
City Attorney Date Original Contract Number: \_\_\_\_\_

Paul A. DeB 9-25-2012  
Finance and Internal Services Director Date

Received in City  
Clerk's Office 09-21-12 P01:25 RCVD

Don Marr 9-25-12  
Chief of Staff Date

Received in  
Mayor's Office

Paul DeB 10/2/12  
Mayor Date

Comments:

To: Fayetteville City Council

Thru: Mayor Lioneld Jordan  
Fayetteville Water and Sewer Committee

From: Don Marr, Chief of Staff

Date: September 20, 2012

Subject: Approval and Ordinance Waiving the Automatic Annual Price Adjustment for 2013 Residential Trash Rates

### **RECOMMENDATION**

City Administration recommends approval of an ordinance waiving the automatic annual price adjustment for residential trash rates for 2013.

### **BACKGROUND**

Ordinance 4765 allows for annual adjustments of the residential trash rate equal to the consumer price index. This adjustment was not waived in 2012 due to increases in the Waste Management hauling and tipping fees, but has been waived each other year since January 1, 2008.

### **DISCUSSION**

Monthly residential rates are set by Ordinance are as shown below. These rates will remain unchanged. Residents receive trash, recycling, and yardwaste collection included with the monthly rate.

32 gallon cart - \$ 9.07  
64 gallon cart - \$ 13.85  
96 gallon cart - \$ 19.66

Per the U.S. Department of Labor, the CPI adjustment for all urban consumers (CPI-U), U.S. city average reflects a 1.686% increase from August, 2011 to August, 2012. Continued cost cutting and improvements in the Solid Waste Division efficiency have allowed the Division to operate within the current rates, making this rate increase not required at this time.

### **BUDGET IMPACT**

None.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE WAIVING THE REQUIREMENT OF FAYETTEVILLE  
CODE OF ORDINANCES SECTION 50.40(A)(4) FOR AN AUTOMATIC  
ANNUAL PRICE ADJUSTMENT OF RESIDENTIAL TRASH RATES FOR  
FISCAL YEAR 2013**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF  
FAYETTEVILLE, ARKANSAS:**

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby waives §  
50.40(A)(4) of the Fayetteville Code of Ordinances, and cancels the annual price adjustment of  
residential trash rates for fiscal year 2013.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

**APPROVED:**

**ATTEST:**

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**

**City of Fayetteville**  
**Consumer Price Index**  
**All Urban Consumers - (CPI - U)**  
**Percentage of Change - August 2011 to August 2012**

|                | <b>Consumer<br/>Price<br/>Index</b> | <b>Index<br/>Point<br/>Change</b> | <b>Index<br/>Percentage<br/>Change</b> |
|----------------|-------------------------------------|-----------------------------------|----------------------------------------|
| August 2011    | 226.545                             |                                   |                                        |
| September 2011 | 226.889                             | 0.344                             | 0.152%                                 |
| October 2011   | 226.421                             | (0.468)                           | -0.206%                                |
| November 2011  | 226.230                             | (0.191)                           | -0.084%                                |
| December 2011  | 225.672                             | (0.558)                           | -0.247%                                |
| January 2012   | 226.665                             | 0.993                             | 0.440%                                 |
| February 2012  | 227.663                             | 0.998                             | 0.440%                                 |
| March 2012     | 229.392                             | 1.729                             | 0.759%                                 |
| April 2012     | 230.085                             | 0.693                             | 0.302%                                 |
| May 2012       | 229.815                             | (0.270)                           | -0.117%                                |
| June 2012      | 229.478                             | (0.337)                           | -0.147%                                |
| July 2012      | 229.104                             | (0.374)                           | -0.163%                                |
| August 2012    | 230.379                             | 1.275                             | 0.557%                                 |
|                |                                     | <b>3.834</b>                      | <b>1.686%</b>                          |

**Percentage of Change**

|                                                          |                |
|----------------------------------------------------------|----------------|
| <b>Percentage of Change - August 2011 to August 2012</b> | <b>1.686%</b>  |
| <b>Percentage of Change - August 2010 to August 2011</b> | <b>3.713%</b>  |
| <b>Percentage of Change - August 2009 to August 2010</b> | <b>1.144%</b>  |
| <b>Percentage of Change - August 2008 to August 2009</b> | <b>-1.459%</b> |
| <b>Percentage of Change - August 2007 to August 2008</b> | <b>5.253%</b>  |
| <b>Percentage of Change - August 2006 to August 2007</b> | <b>1.964%</b>  |

## City of Fayetteville Staff Review Form

D. 5  
Amend Chapter 33  
Page 1 of 6

City Council Agenda Items  
and  
Contracts, Leases or Agreements

10/16/2012

City Council Meeting Date  
Agenda Items Only

Chris Brown <sup>CB</sup>

Submitted By

Engineering

Division

Development Services

Department

## Action Required:

Approval of Revisions to Chapter 33.291 of the Fayetteville Code of Ordinances to amend the Purpose, Powers, and Duties of the Street Committee.

Cost of this request

\$

Category / Project Budget

Program Category / Project Name

Account Number

Funds Used to Date

Program / Project Category Name

Project Number

\$

Remaining Balance

Fund Name

Budgeted Item

Budget Adjustment Attached

James C. Pike  
Department Director

09-27-2012  
Date

Previous Ordinance or Resolution #

John Kelly  
City Attorney

9-28-12  
Date

Original Contract Date:

Original Contract Number:

Paula A. Buh  
Finance and Internal Services Director

9-29-2012  
Date

Received in City  
Clerk's Office



9/28/12

Don Man  
Chief of Staff

10-2-12  
Date

Received in  
Mayor's Office



Franklin Jordan  
Mayor

10/3/12  
Date

Comments:





www.accessfayetteville.org

## CITY COUNCIL AGENDA MEMO

Council Meeting of October 16, 2012

**To:** Mayor and City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director *JP*

**From:** Chris Brown, P.E., City Engineer *CB*

**Date:** September 27, 2012

**Subject:** Revisions to Street Committee Powers and Duties Chapter 33.291

### PROPOSAL:

The Fayetteville Code of Ordinances, Chapter 33.291, establishes the powers and duties of the City Council Street Committee. The current Ordinance language often creates confusion during Street Committee Meetings, since the Ordinance does not fully address the various issues that are typically presented to the Committee, and does not provide guidance regarding Street Committee authority for decision making.

The proposed Ordinance language attached provides a summary of common issues that are periodically presented to the Street Committee, and clarifies whether Committee recommendations are to be made to the City Council, or to the Administration. The proposed powers and duties generally do not change the way that the Committee has been operating, rather, they provide written guidance to the Committee and staff regarding operation of the committee.

### RECOMMENDATION:

Staff recommends City Council approval of revisions to Chapter 33 of the Code of Ordinances, to amend the the Purpose, Duties, and Powers of the Street Committee. The Street Committee recommended approval of these revisions at the September 11, 2012 Committee Meeting.

### BUDGET IMPACT:

None.

**ORDINANCE NO. \_\_\_\_\_**

AN ORDINANCE AMENDING ARTICLE XVI: CITY COUNCIL STREET COMMITTEE OF CHAPTER 33: DEPARTMENTS, BOARDS, COMMISSIONS, AND AUTHORITIES OF THE CODE OF FAYETTEVILLE TO AMEND THE PURPOSES, POWERS AND DUTIES OF THE CITY COUNCIL STREET COMMITTEE

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:**

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby amends Article XVI of Chapter 33: Departments, Boards, Commissions, and Authorities of the Code of Fayetteville, so that after amendment, it shall read as presented in the attached Exhibit "A", which is incorporated herein as if set out word for word.

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

**STREET COMMITTEE  
ARTICLE XVI  
CITY COUNCIL**

**33.290 Composition**

There is hereby established and continued a City Council Street Committee which shall be composed of four aldermen, one from each ward who shall be appointed bi-annually by the Mayor, subject to City Council approval. The members shall elect a Chair at its first bi-annual meeting.

**33.291 Purpose, Duties and Powers**

(A) The Street Committee shall make recommendations to the City Council on transportation projects and issues that may arise, including, but not limited to:

- 1) Changes, additions, or deletions to the Master Street Plan.
- 2) Bids, Contracts, Contract Amendments, Change Orders, cost share proposals, and other contractual items that require City Council approval.
- 3) Requests for authority to begin eminent domain actions, and offers of settlement for eminent domain cases related to transportation projects, except when timing of settlement offers are such that Street Committee review is not feasible.
- 4) Yearly Transportation Division paving and overlay construction programs.
- 5) Funding priorities for proposed major transportation improvement projects and programs.
- 6) Street and alley closures and/or right of way vacations.

(B) The Street Committee shall serve as an advisory board to the City Administration, and as a public forum for transportation projects and issues that may arise, including, but not limited to:

- 1) Proposed street improvement plans for major projects to be partially or fully funded by the City. Said review will be at the preliminary stage, and will include typical cross sections and preliminary horizontal and vertical alignments. Said projects will be at the discretion of the City Administration, but generally will include major widening or new location projects, or projects where major changes to existing street cross sections are planned.
- 2) Traffic Calming Policies of the City, including review of requests for traffic calming by citizens.

(C) The Street Committee may adopt rules to govern the conduct of its business. Said rules shall be consistent with the provisions of the Arkansas Freedom of Information Act.

**33.292-33.300 Reserved**

(Code 1965, §§17B-11.2(a), (b), (d); Ord. No. 2109, 6-3-75; Ord. No. 2585, 12-4-79; Ord. No. 3153, 11-19-85; Ord. No. 3340, 3-15-88; Ord. No. 3587, §1, 1-7-92; Ord. No. 4099, 6-16-98; Ord. No. 4652, 12-07-04; Ord. 5041, 7-17-07)



FAYETTEVILLE CODE OF ORDINANCES  
TITLE III ADMINISTRATION

- (3) Vacancies in an unexpired term shall be filled by the City Council for the remainder of the term at the next Council nominating process after the vacancy shall have occurred.
- (4) Members of the former Tree and Landscape Advisory Committee serving at the time of the adoption of this Article shall continue to serve their respective terms as members of the Urban Forestry Advisory Board. Terms of membership on the board shall be for a period of two (2) years with staggered terms carried over from the former Tree and Landscape Advisory Committee.
- (5) The Mayor may designate city staff to assist the board in the conduct of its business.

(Ord. 5426, 8-2-11; Ord. 5446, 10-4-11)

### **33.284 Officers**

At the first regularly scheduled meeting after the effective date of this Article, the board shall elect from among its members a chairperson and vice-chairperson, who shall each serve a term of one (1) year. Further, the board may elect such additional officers as it deems necessary for the proper performance of its duties.

(Ord. 5426, 8-2-11)

### **33.285 Meetings**

The Urban Forestry Advisory Board shall meet at least once each month and may call special meetings if necessary to carry out its duties. The Urban Forestry Advisory Board sitting as the Wildland-Urban Interface: Firewise Advisory Board shall meet at least twice each year. Special meetings may be called as needed to carry out the board's duties. A majority of the voting membership of the board shall constitute a quorum.

(Ord. 5426, 8-2-11)

### **33.286-33.289 Reserved**

## **ARTICLE XVI CITY COUNCIL STREET COMMITTEE**

### **33.290 Composition**

There is hereby established and continued a City Council Street Committee which shall be composed of

four aldermen, one from each ward who shall be appointed annually by the Mayor, subject to City Council approval. The members shall elect a Chair at its first annual meeting."

### **33.291 Purpose, Duties and Powers**

- (A) The Street Committee shall examine, consider, and recommend any changes, additions, or deletions to the Master Street Plan to the City Council."
- (B) All street plans for new or enlarged collector or arterial streets will be provided to the Street Committee during the initial or conceptual planning stage for its input and recommendations. Final plans for such streets shall be considered and recommended for approval or rejection to the City Council.

### **33.292-33.300 Reserved**

(Code 1965, §§17B-11.2(a), (b), (d); Ord. No. 2109, 6-3-75; Ord. No. 2585, 12-4-79; Ord. No. 3153, 11-19-85; Ord. No. 3340, 3-15-88; Ord. No. 3587, §1, 1-7-92; Ord. No. 4099, 6-16-98; Ord. No. 4652, 12-07-04; Ord. 5041, 7-17-07)

## **ARTICLE XVII TRANSPORTATION DIVISION**

### **33.301 Establishment**

The Transportation Division (formerly known as the Street Department) has long been established in Fayetteville to maintain and improve city streets, curbs, gutters and sidewalks and to perform related services for our citizens. The Transportation Division works under the supervision of the Mayor and the budgetary authorization of the City Council.

### **33.302 City Overlay Program**

- (A) In the early 1990s, the City began its in-house overlay program with a stated goal to pave every City street for which public right-of-way existed. Later, the overlay program also began milling and overlaying various important, but deteriorating city streets.
- (B) In the early 2000s, the Mayor and City Council enlarged the overlay program to maintain and overlay city streets on a



## AGENDA REQUEST

**FOR: COUNCIL MEETING OF    OCTOBER 16, 2012**

---

**FROM:**

**ALDERMAN ADELLA GRAY  
ALDERMAN JUSTIN TENNANT**

---

**ORDINANCE OR RESOLUTION TITLE AND SUBJECT:**

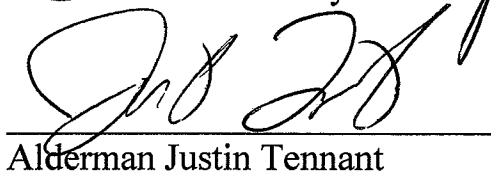
A Resolution To Amend Rule E.1.a. **Standing City Committees** of the **Rules Of Order And Procedure Of The Fayetteville City Council** To Clarify The Advisory Status Of All Committees

---

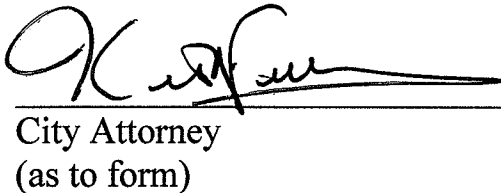
**APPROVED FOR AGENDA:**

  
Alderman Adella Gray

9-25-2012  
Date

  
Alderman Justin Tennant

9-25-2012  
Date

  
City Attorney  
(as to form)

9-20-2012  
Date

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION TO AMEND RULE E.1.a. STANDING CITY COUNCIL COMMITTEES OF THE RULES OF ORDER AND PROCEDURE OF THE FAYETTEVILLE CITY COUNCIL TO CLARIFY THE ADVISORY STATUS OF ALL COMMITTEES**

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby adds the following sentence to the end of Rule E.1.a **Standing City Council Committees**:

“All recommendations from all standing committees shall be made to the City Council as a whole at a City Council meeting for the City Council’s final decision or recommendation to the Administration.”

**PASSED and APPROVED** this 16<sup>th</sup> day of October, 2012.

**APPROVED:**

**ATTEST:**

By: \_\_\_\_\_  
**LIONELD JORDAN, Mayor**

By: \_\_\_\_\_  
**SONDRA E. SMITH, City Clerk/Treasurer**



**5. Readings**

All ordinances shall be read aloud at three different meetings unless the City Council votes to suspend the rules.

The following guidelines for reading ordinances are recommended:

- ◆ After the ordinance's first reading, aldermen may briefly point out potential concerns or benefits from the proposed ordinance, but should refrain from attempting to persuade each other or arrive at a final consensus.
- ◆ Unless there is clearly no opposition or concern about the ordinance, it should be read and open for public discussion during at least two City Council meetings.
- ◆ Complex ordinances that need further clarification or drafting work should be referred to the Ordinance Review Committee.

**6. Items Tabled Indefinitely**

Any item tabled indefinitely may be taken from the table by majority vote of the City Council during the calendar year in which it was tabled indefinitely. All items tabled indefinitely and remaining on the table at the end of the calendar year shall be deemed denied and rejected for appellate and all other purposes on December 31<sup>st</sup> and shall not be considered by the City Council in the future unless brought forward as a new item.

**E. INTERNAL BOARDS, COMMITTEES, COMMISSIONS AND APPOINTMENTS**

**1. Membership Of Internal Boards, Committees, Commissions And Appointments**

**a. Standing City Council Committees.**

The four standing committees of the City Council are: Nominating, Ordinance Review, Streets, and Water and Sewer. Each committee shall have four aldermen members appointed by the Mayor in January after every regular election. All Aldermen shall serve on two of these four committees. Each committee shall elect a chairman and vice chairman during the first committee meeting after the aldermen are appointed.

**b. Other committees (See also Section H. Citizens Committees)**

Aldermen may volunteer or request to serve on any of the various other committees which have Alderman slots. The Mayor may appoint Aldermen to the other committees pursuant to their request.

**c. Appeal Right To City Council**

Any Alderman who is dissatisfied with his or her committee assignments can appeal to the whole City Council who can determine by majority vote which Alderman will be appointed to a specific committee.



Mayor Lioneld Jordan  
City Attorney Kit Williams  
City Clerk Sondra Smith



**Aldermen**

Ward 1 Position 1 – Adella Gray  
Ward 1 Position 2 – Brenda Boudreaux  
Ward 2 Position 1 – Mark Kinion  
Ward 2 Position 2 – Matthew Petty  
Ward 3 Position 1 – Justin Tennant  
Ward 3 Position 2 – Robert Ferrell  
Ward 4 Position 1 – Rhonda Adams  
Ward 4 Position 2 – Sarah E. Lewis

**Tentative Agenda  
City of Fayetteville Arkansas  
City Council Meeting  
October 16, 2012**

A meeting of the Fayetteville City Council will be held on October 16, 2012 at 6:00 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

**Call to Order**

**Roll Call**

**Pledge of Allegiance**

**Mayor's Announcements, Proclamations and Recognitions:**

**City Council Meeting Presentations, Reports and Discussion Items:**

- 1/ America in Bloom Award – Cindi Cope

**Agenda Additions:**

**A. Consent:**

- 1/ Approval of the October 2, 2012 City Council meeting minutes.
- 2/ **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two (2) television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00.

3. **Community Development Block Grant Program:** A resolution awarding bid and authorizing the purchase of 1500 energy efficiency/weatherization kits from - \_\_\_\_\_ in the amount of \_\_\_\_\_ for use by the Community Development Block Grant Program.
4. **Zara L. Thomas Revocable Trust Settlement:** A resolution approving a settlement agreement with Zara L. Thomas, Trustee of the Zara L. Thomas Revocable Trust U/D/T November 20, 1998 and of the Mary C. Thomas Revocable Trust U/D/T November 20, 1998, concerning condemnation litigation filed regarding the extension of Meadow Valley Trail (U of A Farm Trail).

**B. Unfinished Business:**

1. **RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins):** An ordinance rezoning that property described in rezoning petition RZN 12-4166, for approximately 20.99 acres, located to the south of Skillern Road from R-A, Residential Agricultural to RSF-0.5, One Half Single-Family Units Per Acre. *This ordinance was left on the First Reading at the August 21, 2012 City Council meeting and Tabled to the September 18, 2012 City Council meeting. This ordinance was left on the First Reading at the September 18, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**Left on the First Reading**

2. **REO Holdings 1, LLC:** An ordinance waiving the requirements of formal competitive bidding and approving a cost-share agreement with REO Holdings 1, LLC in the amount of \$31,712.00 for the construction of an eight-inch water main near Bridgewater Lane. *This ordinance was left on the Third Reading at the October 2, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

**Left on the Third Reading**

**C. Public Hearing:**

1. **Dynasty Taxi:** A resolution granting a Certificate of Public Convenience and Necessity to Dynasty Taxi Service, Inc. for the operation of a total of fifteen (15) to thirty (30) taxicabs in the City of Fayetteville.

**D. New Business:**

1. **VAC 12-4221 (2111 Martin Luther King Blvd./Panda Express):** An ordinance approving VAC 12-4221 submitted by Lorel Hoffman for property located at 2111 Martin Luther King Boulevard to vacate a portion of a water and sewer easement, a total of 2,039 square feet.

2. **Arkansas Forestry Commission Memorandum of Agreement:** An ordinance to waive formal competitive bidding and approve a Memorandum of Agreement between the Arkansas Forestry Commission and the City of Fayetteville to pay \$20,000.00 and \$24,995.00 respectively to Plan-It GEO to conduct a tree canopy analysis for Fayetteville.

move to  
Consent  
Agenda

3. **Arkansas State Highway and Transportation Department:** A resolution approving payment of \$4,019,094.00 to the Arkansas State Highway and Transportation Department representing the City's portion of construction costs related to improvements to State Highway 16, and approving a budget adjustment.

4. **2013 Residential Trash Rates:** An ordinance waiving the requirements of Fayetteville Code of Ordinances Section 50.40 (A)(4) for an automatic annual price adjustment of residential trash rates for fiscal year 2013.

5. **Amend Chapter 33:** An ordinance amending Article XVI: City Council Street Committee of Chapter 33: Departments, Boards, Commission, and Authorities of the Code of Fayetteville to amend the Purposes, Powers and Duties of the City Council Street Committee.

6. **Amend Standing City Council Committees:** A resolution to amend Rule E.1.a. Standing City Council Committees of the Rules of Order and Procedure of the Fayetteville City Council to clarify the advisory status of all committees.

#### E. City Council Agenda Session Presentations and Discussions:

1. **Willow Bend Phase II Report for the Home Depot Grant given by Brian Teague with Community By Design and Rob Sharp with Fayetteville Partners for Better Housing.**

**City Council Tour: October 15, 2012 at 4:30 pm - RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)**

*City Council Tour: October 23, 2012 at 4:30 pm - Wedington Drive Corridor*  
**Announcements:**

1. **Reminder:** The regular scheduled City Council meeting of November 6, 2012 has been changed to November 8, 2012. The City Council Rules of Order and Procedure state: *The City Council shall meet in regular session on the first and third Tuesday of each month at 6:00 P.M. When a holiday or general election occurs on any such Tuesday, the regular meeting shall be held on the following Thursday at the same hour unless otherwise provided for by motion.*

#### Adjournment:

## NOTICE TO MEMBERS OF THE AUDIENCE

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**Consent Agenda.** Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If an Alderman wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

**Old business and new business.**

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Mayor Lioneld Jordan  
City Attorney Kit Williams  
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Aldermen

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1. America in Bloom Award – Cindi Cope

**Agenda Additions:**

**A. Consent:**

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2. **Bid #12-62 B&H Foto & Electronics Corp.:** A resolution awarding Bid #12-62 and authorizing the purchase of two (2) television studio camera systems from B&H Foto & Electronics Corp. of New York, New York in the amount of \$75,578.00.
3. **CDBG Public Facility Program:** Placeholder - additional information will be provided.



## B. Unfinished Business:

- Addition from Jeremy*
- ✓ **RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins):** An ordinance rezoning that property described in rezoning petition RZN 12-4166, for approximately 20.99 acres, located to the south of Skillern Road from R-A, Residential Agricultural to RSF-0.5, One Half Single-Family Units Per Acre. *This ordinance was left on the First Reading at the August 21, 2012 City Council meeting and Tabled to the September 18, 2012 City Council meeting. This ordinance was left on the First Reading at the September 18, 2012 City Council meeting and Tabled to the October 16, 2012 City Council meeting.*

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6. **Amend Standing City Council Committees:** A resolution to amend Rule E.1.a. Standing City Council Committees of the Rules of Order and Procedure of the Fayetteville City Council to clarify the advisory status of all committees.
7. ~~**Amend Chapter 115 Pawnbrokers:** An ordinance amending sections 115.01 through 115.05 of Chapter 155: Pawnbrokers of the Code of Fayetteville, and renaming the chapter to Chapter 155: Pawnbrokers and Secondhand Dealers, to provide licensing and reporting requirements for dealers in certain secondhand goods. Removed from agenda at the Pre Agenda meeting 09/05/12.~~

**E. City Council Agenda Session Presentations and Discussions:**

1. **Willow Bend Phase II Report for the Home Depot Grant given by Brian Teague with Community By Design and Rob Sharp with Fayetteville Partners for Better Housing.**
2. **City Council meeting date change: The November 6, 2012 City Council meeting has been changed to November 8, 2012 due to the General Election.**

**City Council Tour: October 15, 2012 at 4:30 pm - RZN 12-4166 (South of Brookbury Crossing & East of Candlewood Developments/Riggins)**

**Announcements:**

*Reminder:*  
**Adjournment:**

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## **Amber Wood - Re: Agenda Session Presentation**

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**From:** Peter Nierengarten  
**To:** Wood, Amber  
**Date:** 9/18/2012 5:17 PM  
**Subject:** Re: Agenda Session Presentation

---

**Willow Bend Phase II Report for the Home Depot Grant given by Brian Teague with Community By Design and Rob Sharp with Fayetteville Partners for Better Housing**

**Peter Nierengarten, PE - LEED AP**

Director of Sustainability & Strategic Planning  
City of Fayetteville  
479-575-8272 Phone  
479-521-1316 TDD (Telecommunication Device for the Deaf)  
[pnierengarten@ci.fayetteville.ar.us](mailto:pnierengarten@ci.fayetteville.ar.us)

 Please consider the environment before printing this email.

>>> Amber Wood 9/17/2012 9:28 AM >>>  
Peter,

Listed below is the title that will be displayed on the October 16, 2012 City Council Tentative Agenda under Agenda Session Presentations:

**Willow Bend Phase II Report for the Home Depot Grant given by Bryan Teague and Rob Sharp.**

Please confirm that this is correct or let us know of any changes that need to be made.

Thank you and have a great day!

*Amber Wood, CAMC, CMC*

Senior Clerk/Codifier  
City of Fayetteville  
113 West Mountain  
Fayetteville, AR 72701  
(479) 575-8323  
[awood@ci.fayetteville.ar.us](mailto:awood@ci.fayetteville.ar.us)

TDD (Telecommunications Device for the Deaf): (479) 521-1316

**From:** Cindi <copecindi@aol.com>  
**To:** Sondra Smith <:ssmith@ci.fayetteville.ar.us>  
**CC:** Lisa Branson <lbranson@ci.fayetteville.ar.us>  
**Date:** 9/25/2012 5:08 PM  
**Subject:** Re: America in Bloom Awards

Thanks

Sent from my iPhone

On Sep 25, 2012, at 4:46 PM, "Sondra Smith" <:ssmith@ci.fayetteville.ar.us> wrote:

> Cindi,  
>  
> That is correct. The meeting begins at 6:00 pm in Room 219. We will add it to the October 16, 2012  
City Council meeting.  
>  
> Sondra E. Smith CAMC, CMC  
> City Clerk Treasurer  
> City of Fayetteville  
> 113 West Mountain  
> Fayetteville, AR 72701  
> (479) 575-8323  
> [ssmith@ci.fayetteville.ar.us](mailto:ssmith@ci.fayetteville.ar.us)  
>  
> TDD (Telecommunications Device for the Deaf): (479) 521-1316  
>  
>  
>  
>  
>  
>>>> <CopeCindi@aol.com> 9/25/2012 3:21 PM >>>  
> Let's plan Oct 16, 6 PM right?  
>  
>  
> In a message dated 9/25/2012 11:44:28 A.M. Central Daylight Time,  
> [ssmith@ci.fayetteville.ar.us](mailto:ssmith@ci.fayetteville.ar.us) writes:  
>  
>  
>  
> Hi Cindi  
>  
> Would you like the meeting of October 2 or October 16. If you want it on  
> the October 2, 2012 agenda I will need to know by tomorrow.  
>  
> Thanks!  
>  
>  
> Sondra E. Smith CAMC, CMC  
> City Clerk Treasurer  
> City of Fayetteville  
> 113 West Mountain  
> Fayetteville, AR 72701  
> (479) 575-8323  
> [\\_ssmith@ci.fayetteville.ar.us](mailto:_ssmith@ci.fayetteville.ar.us) ([mailto:\\_ssmith@ci.fayetteville.ar.us](mailto:_ssmith@ci.fayetteville.ar.us))  
>

> TDD (Telecommunications Device for the Deaf): (479) 521-1316  
>  
>  
>  
>  
>  
>  
>  
>>>> <CopeCindi@aol.com> 9/25/2012 9:07 AM >>>  
>  
> Would like to make a presentation at a City Council meeting.  
>  
>  
>  
> Fayetteville won:  
>  
> Criteria: Heritage Preservation  
>  
> Population Category: 50,000-100,000  
>  
> New Award: member of Circle of Champions  
>  
> America in Bloom announces a new designation to honor the achievement of  
> communities that have won a combination of three population and/or criteria  
> awards. This special recognition will highlight these communities for a  
> period of three years. To maintain the elite status the community would have  
> to participate in AIB at the end of the three-year period. Only a small  
> number of communities have achieved this new designation.  
> Marilyn Heifner won the Holmes Community Champion  
>  
>  
>  
>  
>  
> <Sondra Smith.vcf>

**Sondra Smith - Place holder for the meeting of Oct. 16**

---

**From:** Yolanda Fields  
**To:** Smith, Sondra  
**Date:** 10/1/2012 4:22 PM  
**Subject:** Place holder for the meeting of Oct. 16  
**Attachments:** Yolanda Fields2.vcf

---

I am very sorry to ask this of you again but I need a place holder for the meeting of Oct. 16 we will open bid on Oct. 11. Please feel free to call me on this item.

Yolanda Fields, CGFM  
Community Services Director

City of Fayetteville  
113 W Mountain  
Fayetteville, AR 72701  
(479) 575-8290  
TDD (Telecommunications Device for the Deaf): (479) 521-1316



## **City Clerk - City Council & Planning Commission Tour of Wedington Corridor Plan**

---

**From:** Peter Nierengarten  
**To:** City Clerk  
**Date:** 10/10/2012 7:37 AM  
**Subject:** City Council & Planning Commission Tour of Wedington Corridor Plan

---

The Fayetteville City Council and Planning Commission will leave from City Hall on a van tour of the Wedington Corridor planning area on Tuesday, October 23rd at 4:30pm.

**Peter Nierengarten, PE - LEED AP**

Director of Sustainability & Strategic Planning

City of Fayetteville

479-575-8272 Phone

479-521-1316 TDD (Telecommunication Device for the Deaf)

[pnierengarten@ci.fayetteville.ar.us](mailto:pnierengarten@ci.fayetteville.ar.us)



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