



CITY OF
FAYETTEVILLE
ARKANSAS

*113 W Mountain Street
Fayetteville, AR 72701*

Transportation Committee Agenda

**(Immediately Following City Council Agenda Session)
City Hall Room 101 / Virtual Meeting Via Zoom
Tuesday, July 28, 2026
5:30 PM**

Members

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

City Staff

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

Zoom Information

Webinar ID:

Registration Link:

A. Call to Order

B. Roll Call

C. New Business

C.1. Elm Street Student Housing Cost Share Agreement Request

A request for a 50/50 cost share for construction of a cul-de-sac associated with the Elm Street student housing development project.

C.2. Phase 2 Design Contract with Kimley Horn for Safety Improvements on E. Joyce Blvd.

Review of a resolution to approve amendment No. 1 to the Professional Services Agreement with Kimley-Horn & Associates in the amount of \$810,500 for Additional Design Services for Joyce Blvd.

C.3. Highway 112 Widening (Poplar Street to Drake Street)-Approval of Bids for Construction

Review of Bids for Construction of Improvements and Widening on Highway 112 (Garland Avenue) between Poplar Street and Drake Street. **(Staff requests a recommendation of approval by the City Council)**

D. Reports and Presentations

D.1. Transit Service Update

Review of Upcoming Changes to Transit Service and Update of Ongoing Transit Stop Improvements

D.2. Traffic Impact Studies-Review of Chapter 3 of the Minimum Street Standards addressing requirements for traffic impact studies for proposed developments.

D.3. 2026 Bond Program Update-Review of Proposed Transportation Projects in the 2026 Bond Program

E. Informational Items

F. Adjournment



Meeting of July 28, 2026

To: Transportation Committee
Thru: Chris Brown, Public Works Director
From: Justin Bland, City Engineer
Subject: **Elm Street Student Housing Cost Share Agreement Request**

Recommendation:

Staff recommends rejecting the cost share agreement request for construction of a cul-de-sac on Leverett Ave. in association with the Elm Street student housing development. However, if the committee recommends to participate in this agreement, staff recommends refining the proposed costs to eliminate any unnecessary line items.

Background:

In December 2025 the Planning Commission approved a Large Scale Development (LSD-2025-0015) for a student housing project (278-unit private dormitory with 630 bedrooms). During the review process the Planning Division, in association with Razorback Transit, requested the addition of a bus turnaround at the north end of Leverette Ave. where the roadway terminates at the Agri Park. Currently, without a turnaround in this area, Razorback Transit buses are only able to provide a bus stop near the Leverett Ave. and Poplar St. intersection. This results in residents of the Leverett Gardens apartments and other nearby complexes walking up to a quarter of a mile to reach a bus stop. Razorback Transit stated they would be agreeable to adding a bus stop further north along Leverett Ave. if it were constructed in public right-of-way and met their standards. The applicant presented a cul-de-sac design for review which was conceptually approved by staff and Razorback Transit. The Planning Commission approved the student housing project contingent upon this cul-de-sac being included, however, they noted that the applicant could pursue a cost share for the construction of the cul-de-sac with the City Council.

Discussion:

Since then, the applicant has been working with staff on the details of a cost share. They have submitted a cost estimate of \$290,000 for this work and are requesting a 50/50 split with the City. In addition, they have dedicated additional right-of-way at the northeast corner of their property to shift the cul-de-sac west. This allows the construction of the cul-de-sac without the need for acquiring right-of-way from the eastern property owner. They also note that this right-of-way dedication resulted in impacts to the parking on their site.

To be clear, staff is very supportive of the addition of this cul-de-sac at this location as it would improve accessibility to the Razorback Transit system. However, staff is not recommending approval of the cost share mainly because we think that the cost of this improvement is within what would be considered proportional to a development of this size. Furthermore, the project currently has minimal other street costs due to the Leverett Ave. already being constructed to a proper width with curb and gutter. The only street improvements required along this frontage are for new sidewalks.

If the committee does recommend approval of the cost share agreement as presented, or at some other percentage, staff recommends refining the proposed costs. The presented cost is intended to be a worst-case estimate. However, there are unnecessary hard and soft cost items included (i.e. irrigation, structural & MEP

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design, additional permitting fees). The final agreement will have to be approved by City Council so the final costs can be confirmed prior to when that request is submitted.

Budget/Staff Impact:

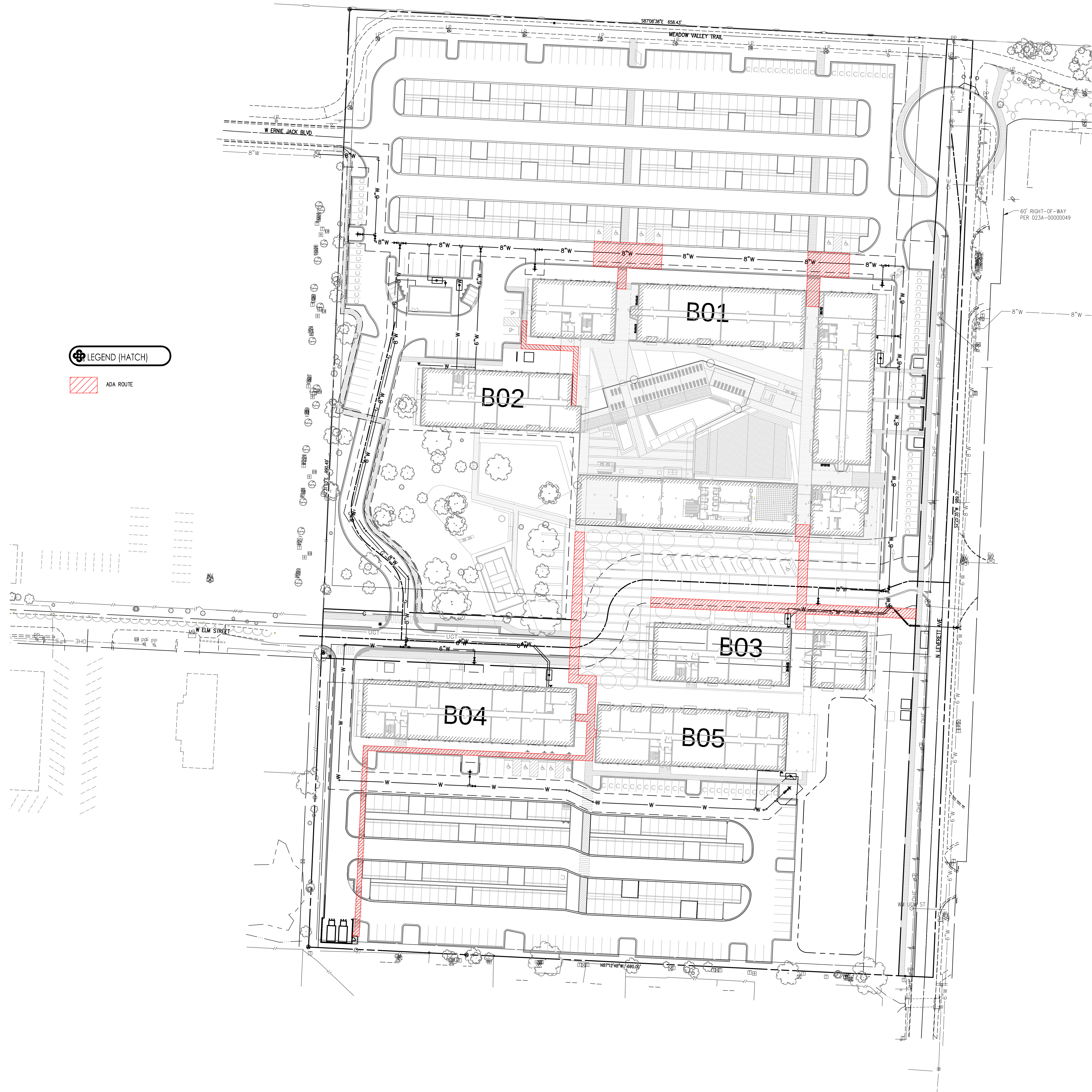
Any funding that the committee would like to cost share with would come from the Transportation Bond account.

Attachments: Site Plan, Grading Plan, Applicant Presentation, Clty of Fayetteville Blake P Redline to Razorback June 2026

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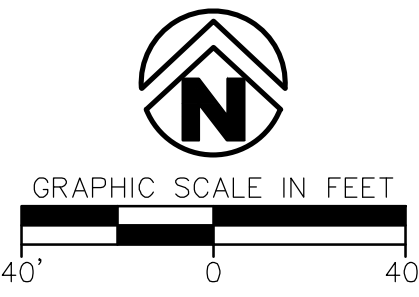
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LEGEND (HATCH)

ADA ROUTE



issue for review:
issue for pricing:
issue for construction:
revisions:
mark date description

modus
studio
architecture
+prototyping
479.455.5577
modusstudio.com
contact@modusstudio.com

Crafton Tull

artel

Summit

MILLER
ENGINEERING

NOT FOR
CONSTRUCTION

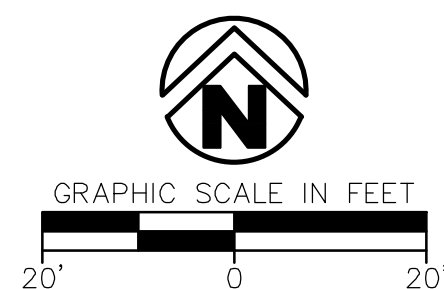
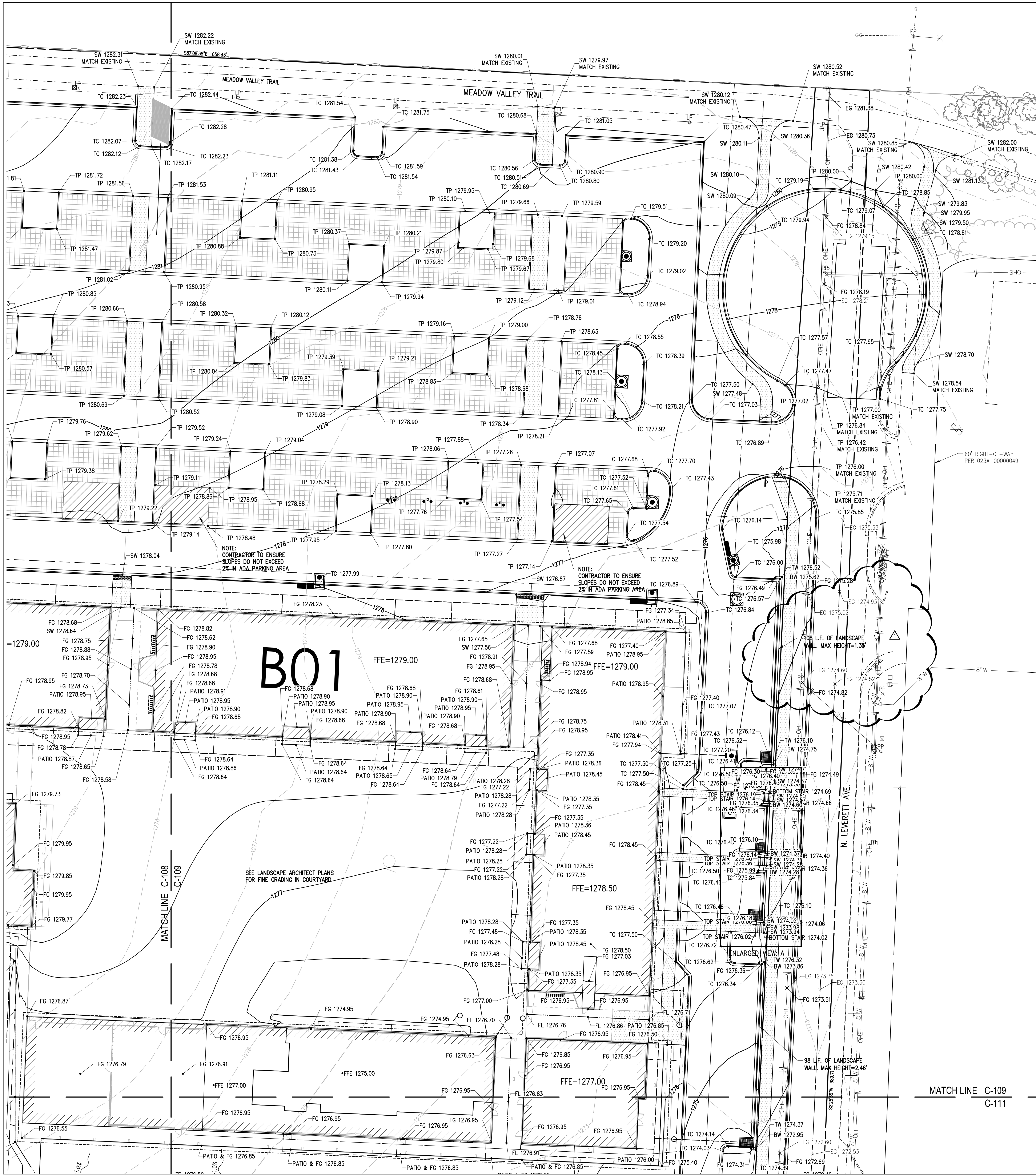
ELM STREET
N LEVERETT AVE
FAYETTEVILLE, ARKANSAS

REFER TO SHEETS GS-00 - GS-03 FOR ALL
GENERAL NOTES RELATIVE TO THE SCOPE OF
WORK AND THREE OR DRAWINGS, ELEMENTS,
AND INSTRUCTIONS FOUND ON THIS SHEET.

PLEASE REFER TO CONTRACTOR PROVIDED
TRADE PACKAGE (DIVISION 05) FOR ALL
CONTRACTOR PROJECT REQUIREMENTS.
WITHOUT EXCEPTION, ALL SUBCONTRACTORS
ARE RESPONSIBLE FOR REVIEWING ALL
CONTRACT DOCUMENTS, INCLUDING SHEETS,
DRAWINGS, GENERAL NOTES, SPECIFICATIONS,
ETC. AS PROVIDED BY THE ARCHITECT OR ANY
OTHER CONSULTANT.

contents:
ADA ROUTE
design: CD PACKAGE
date: 2026.03.18
project: 24.24

C-115

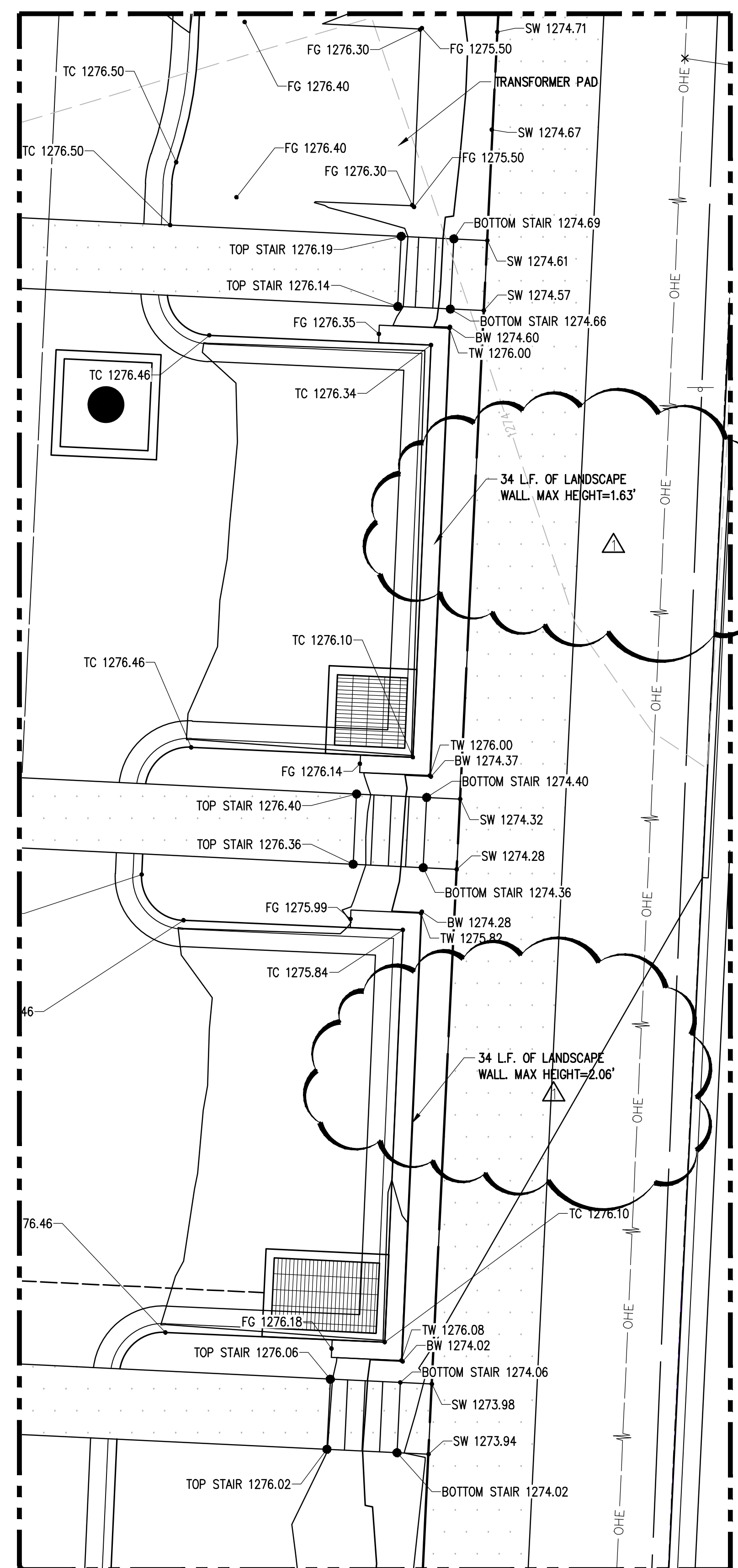


Issue for review:		
Issue for pricing:		
Issue for construction:		
Revisions:		
mark	date	description
1	05/20/2026	ADDENDUM 1

modus
studio
architecture
+ prototyping
479.465.5577
modusstudio.com
contact@modusstudio.com



NOT FOR
CONSTRUCTION



ENLARGED VIEW: A
SCALE: 1"=5'

ELM STREET
N LEVERETT AVE
FAYETTEVILLE, ARKANSAS

REFER TO SHEETS C-100 - C-103 FOR ALL
GENERAL NOTES RELATIVE TO THE SCOPE OF
WORK AND TYPE OF DRAWINGS, ELEMENTS,
AND INSTRUCTIONS FOUND ON THIS SHEET.

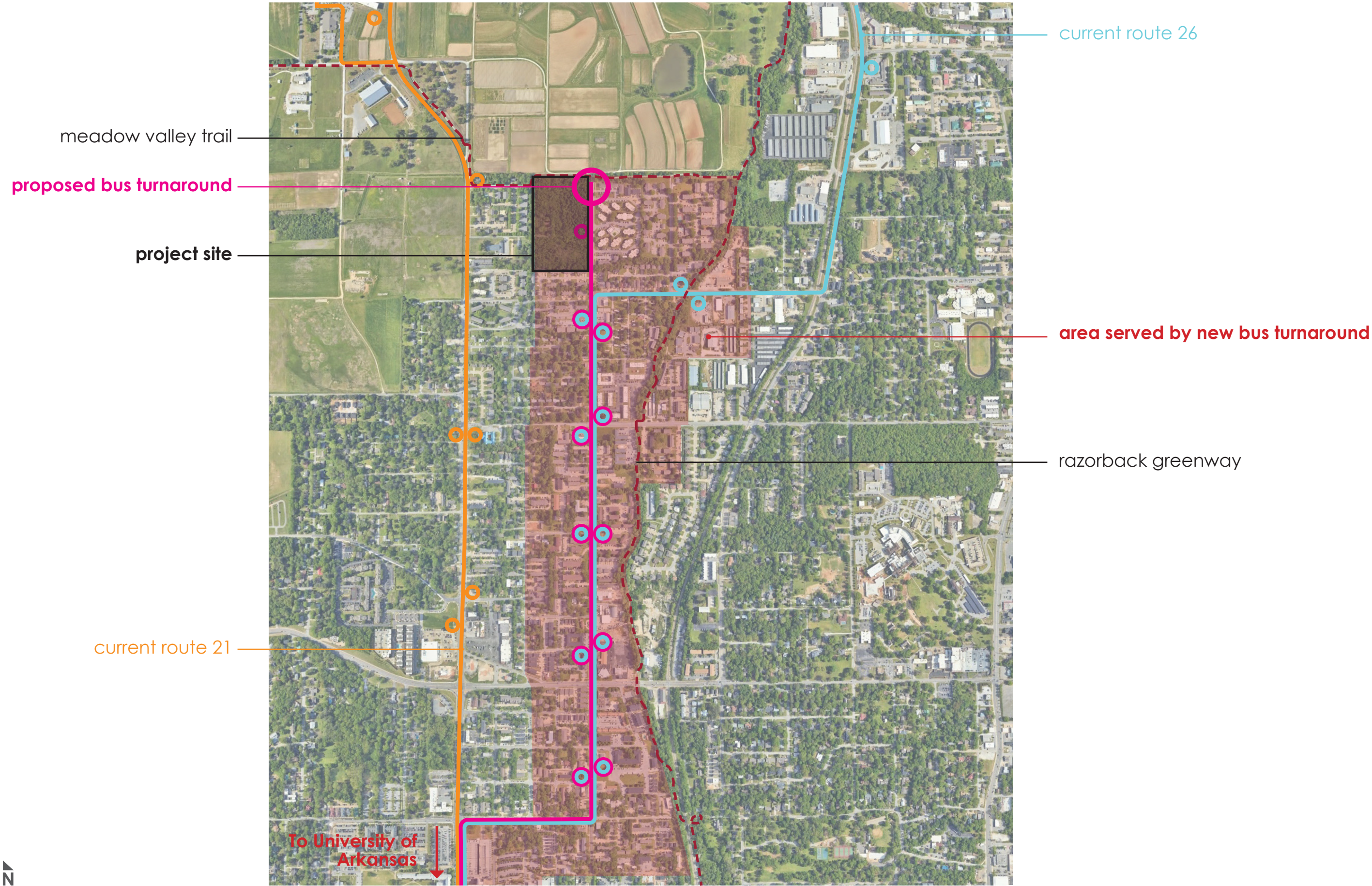
VCC

PLEASE REFER TO CONTRACTOR PROVIDED
BRIDGE PACKAGE (DIVISION 05) FOR ALL
CONTRACTOR PROJECT REQUIREMENTS.
WITHOUT EXCEPTION, ALL SUBCONTRACTORS
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CONTRACT DOCUMENTS, INCLUDING SHEETS,
DRAWINGS, GENERAL NOTES, SPECIFICATIONS,
ETC. AS PROVIDED BY THE ARCHITECT OR ANY
OTHER CONSULTANT.

Comments:	
Grading Plan B	
design:	CD PACKAGE
date:	2026.05.20
project:	24.24

C-109

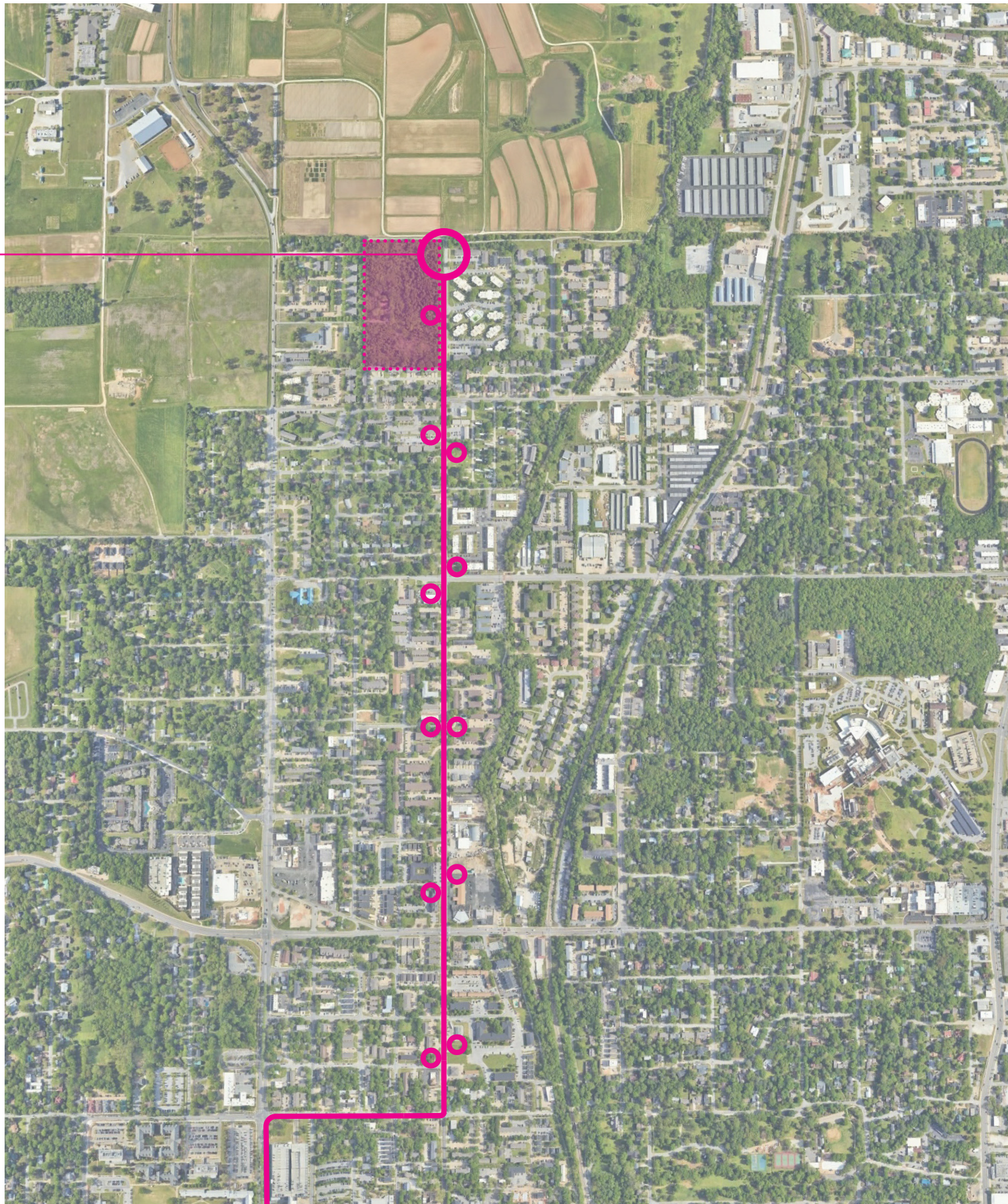
context



elm street: fayetteville, ar

proposed bus route

proposed bus turnaround



Community Benefits:

- > Enhance ridership and efficiency for the district's #1 transportation corridor
- > Beautifies street termination against Meadow Valley Trail
- > Serve one of Fayetteville's most dense neighborhoods
- > Improve street safety and efficiency

Leverett existing conditions

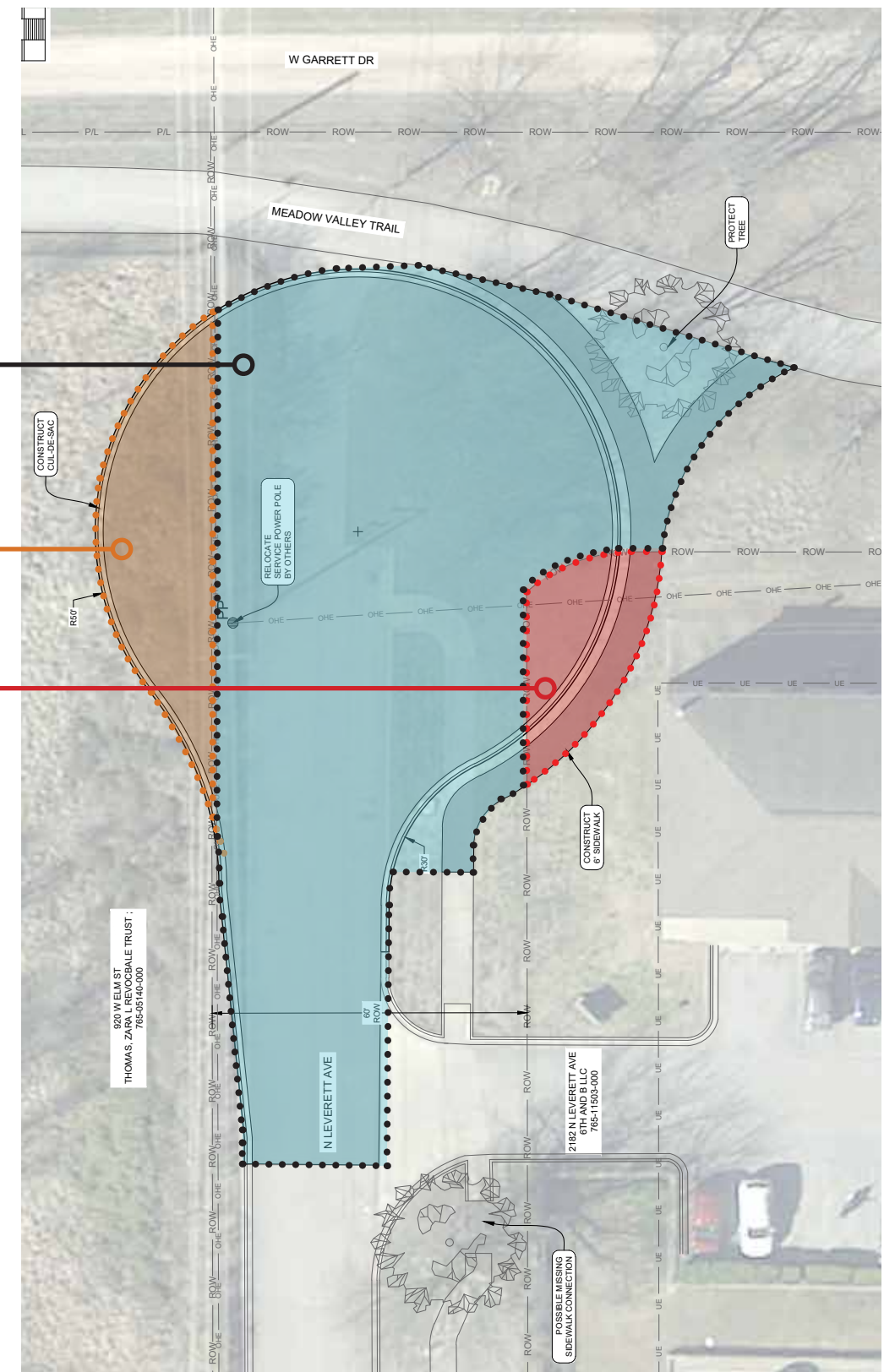


EXISTING CONDITION



on-project property

— area requiring —
acquisition of
neighboring property



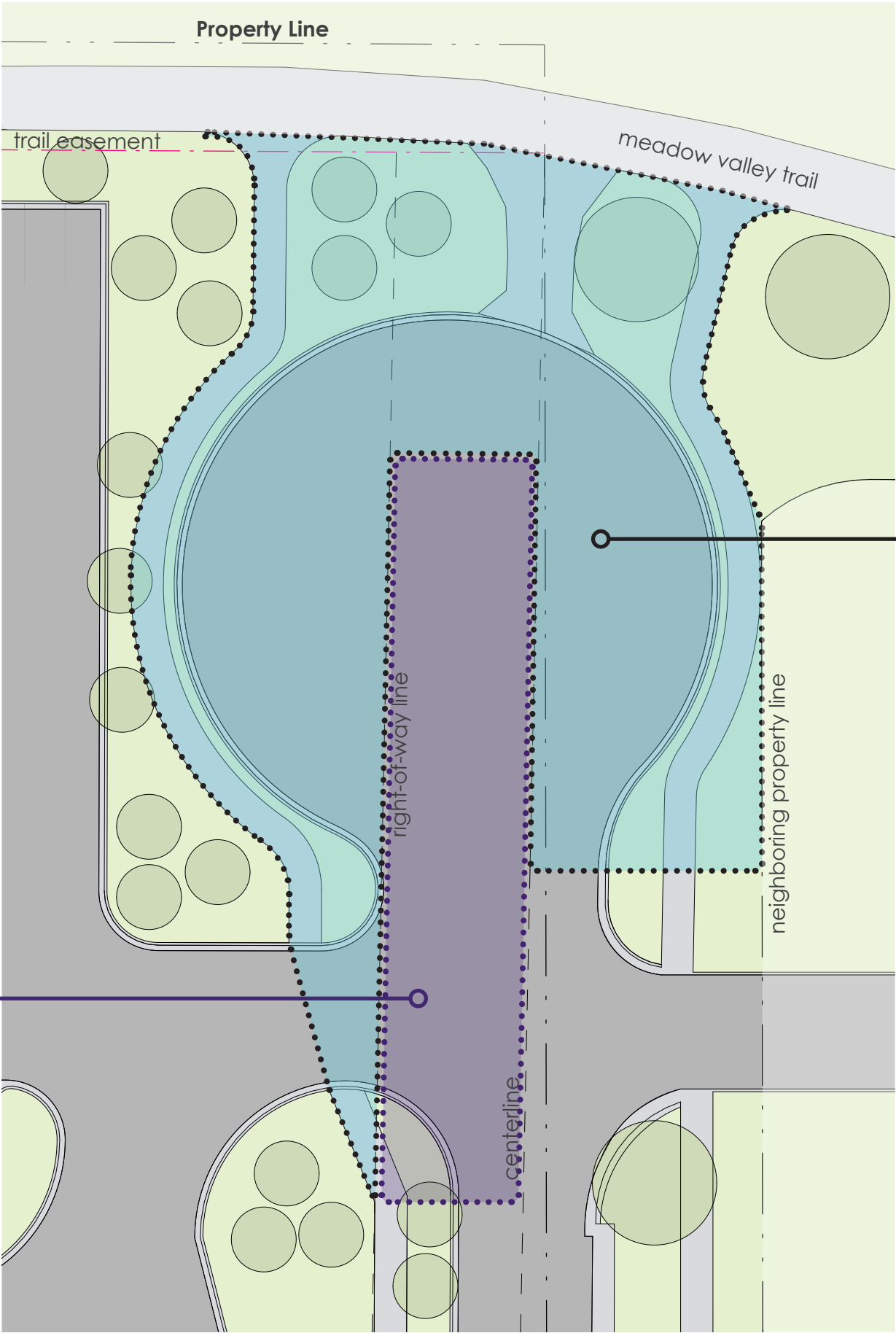
Benefit to City:

- > Does not require other property acquisition

Bus Turnaround
(minus typical half-street improvements)
12,077 SF

Estimated Cost:
\$290,000
(see budgets below)

Typical Half-Street Improvements
3,776 SF



Bus Turnaround Construction Budgets

Hard Cost Estimate

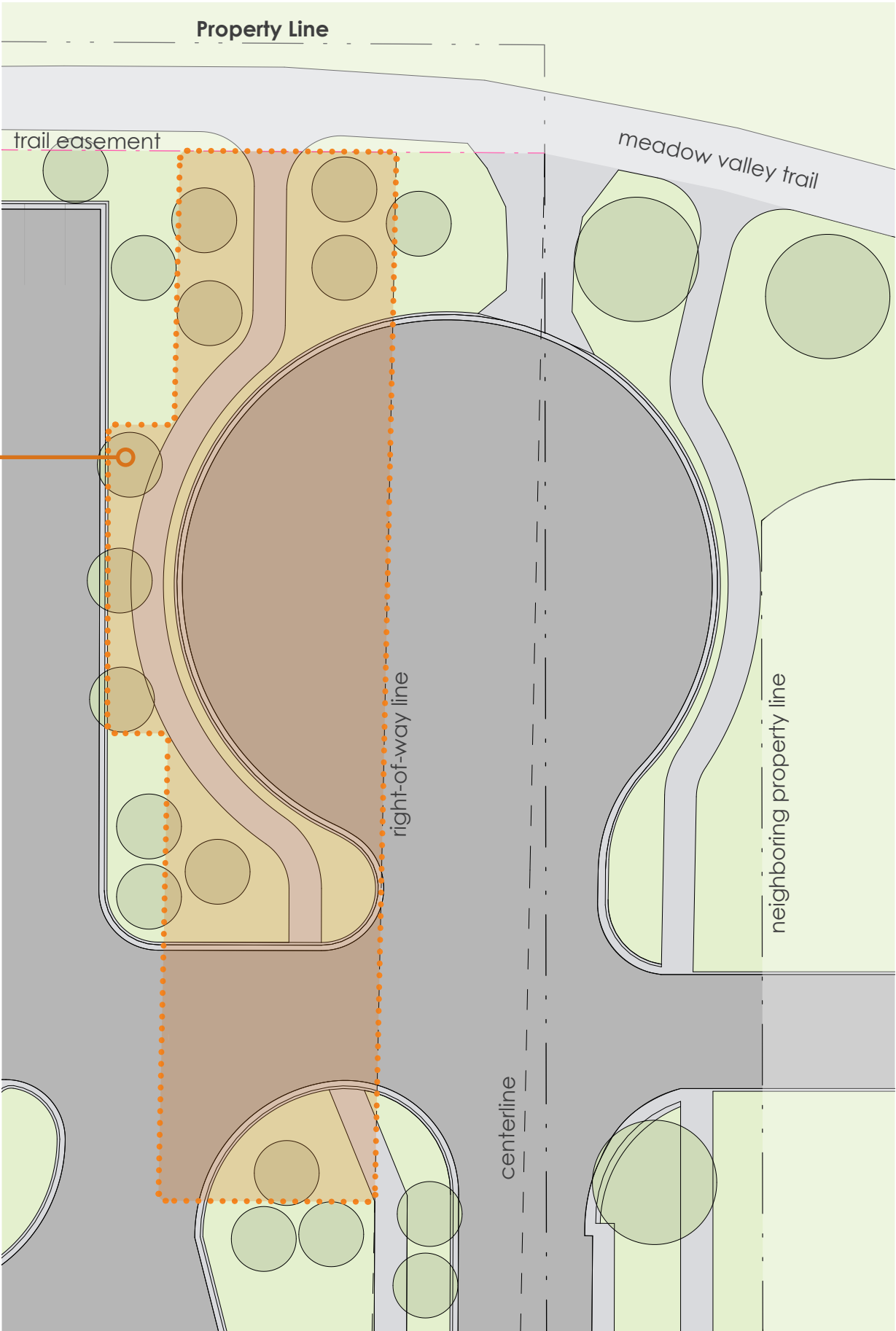
		GBA: 26,897		April 2, 2026		
Description	Quantity	UOM	Unit Cost	Total	Cost/GBA	Comments
SUMMARY						
General Requirements	26,897	Sf		\$ 5,814	\$ 0.22	
Existing Conditions	26,897	Sf		\$ 29,587	\$ 1.10	
Concrete	26,897	Sf		\$ 38,423	\$ 1.43	
Earthwork	26,897	Sf		\$ 29,175	\$ 1.08	
Paving	26,897	Sf		\$ 80,593	\$ 3.00	
Landscaping	26,897	Sf		\$ 16,019	\$ 0.60	
DIRECT COSTS - SUBTOTAL				\$ 199,610	\$ 7.42	
General Conditions	1	Ls		\$ 7,984	\$ 0.30	
SDI	1	Ls		\$ 2,495	\$ 0.09	
GL Insurance	1	Ls		\$ 2,034	\$ 0.08	
CTIP	1	Ls		\$ 1,996	\$ 0.07	
Fee	1	Ls		\$ 8,565	\$ 0.32	
Contingency	1	Ls		\$ 11,134	\$ 0.41	5.00%
INDIRECT COSTS - SUBTOTAL				\$ 34,209	1.27	
TOTAL				\$ 233,819	8.69	
General Notes:						
1) Budget based on "Site Plan for Bus Turnaround Easement Area 03112026" from Crafton Tull. Extents within red markup area only.						
EXISTING CONDITIONS						
Demo & Haul Off Existing Conditions	26,897	Sf	1.10	29,587	1.10	
Curb & Gutter	368	Lf		-	0.00	in above
Asphalt Pavement	5,361	Sf		-	0.00	in above
Sidewalk	527	Sf		-	0.00	in above
Fence	360	Lf		-	0.00	in above
Total - Existing Conditions				\$ 29,587	\$ 1.10	
CONCRETE						
Curb & Gutter	555	Lf	25.00	13,875	0.52	
Sidewalk 4"	2,131	Sf	8.00	17,048	0.63	
ADA Ramps	5	Ea	1,500.00	7,500	0.28	
Total - Concrete				\$ 38,423	\$ 1.43	
EARTHWORK						
Survey & Layout	26,897.00	Dys	0.20	5,379	0.20	
Clear & Grub	0.48	Ac	5,000.00	2,383	0.09	
Paving Prep - Cut 21"	1,005	Cy	3.00	3,016	0.11	
Paving Prep - Scarify & Compact Bottom 9"	431	Cy	2.00	862	0.03	
Paving Prep - Import & Place Select Fill - 9"	431	Cy	22.00	9,478	0.35	
Paving Prep - Fine Grade	14,100	Sf	0.25	3,525	0.13	
Curb Grade	555	Lf	2.00	1,110	0.04	
Hardscape Fine Grade -New Sidewalk Connection	2,131	Sf	0.50	1,066	0.04	Connect to Meadow Trial
Landscape Fine Grade	9,423	Sf	0.25	2,356	0.09	
Total - Earthwork				\$ 29,175	\$ 1.08	
Paving						
Asphalt Paving 12" Section	13,545	Sf	5.50	74,498	2.77	
Striping	13,545	Sf	0.45	6,095	0.23	
Total - Paving				\$ 80,593	\$ 3.00	
Landscape						
Landscape - Sod	9,423	Sf	0.70	6,596	0.25	
Landscape - Irrigation	9,423	Sf	1.00	9,423	0.35	
Total - Landscape				\$ 16,019	\$ 0.60	

Total Cost Estimate

Land Costs	Total
Land Acquisition/Value	\$0
Other Land Costs	\$0
Contingency	\$0
Subtotal Land Costs	\$0
Hard and Site Costs	
Turnaround Improvement Hard and Site Costs	\$199,610
Building Permits & Fees	\$4,215
GC Fee	\$8,565
GC General Conditions	\$7,984
SDI	\$2,495
CTIP	\$1,996
Builder's Risk and Liability Insurance	\$2,034
Contingency	\$11,134
Subtotal Hard Costs	\$238,033
Soft Costs	
Structural, Landscape, Architectural, & MEP	\$14,282
Civil, Environmental, Geotech, & Survey Engineering	\$4,761
Testing and Inspections and Escrows	\$14,282
Bond and LoC Fees	\$4,761
Real Estate Taxes (Prior to Placed in Service)	\$0
Financing Costs (Appraisal, Commitment Fee, Title, etc.)	\$0
Other Interest Expense	\$0
General & Administration - Developer	\$2,380
Developer Fee	\$9,521
Contingency	\$2,499
Subtotal Soft Costs	\$52,486
Reserve Costs	
Construction Interest Reserve	\$0
Operating Shortfall/Carry (excluding Taxes)	\$0
Subtotal Reserve Costs	\$0
Total Development Costs (Excluding Land)	\$290,519
Total Development Costs	\$290,519

diagram - bus turnaround areas of improvement

**Project Dedicated Land
for Access Easement**
8,440 SF = \$93,000

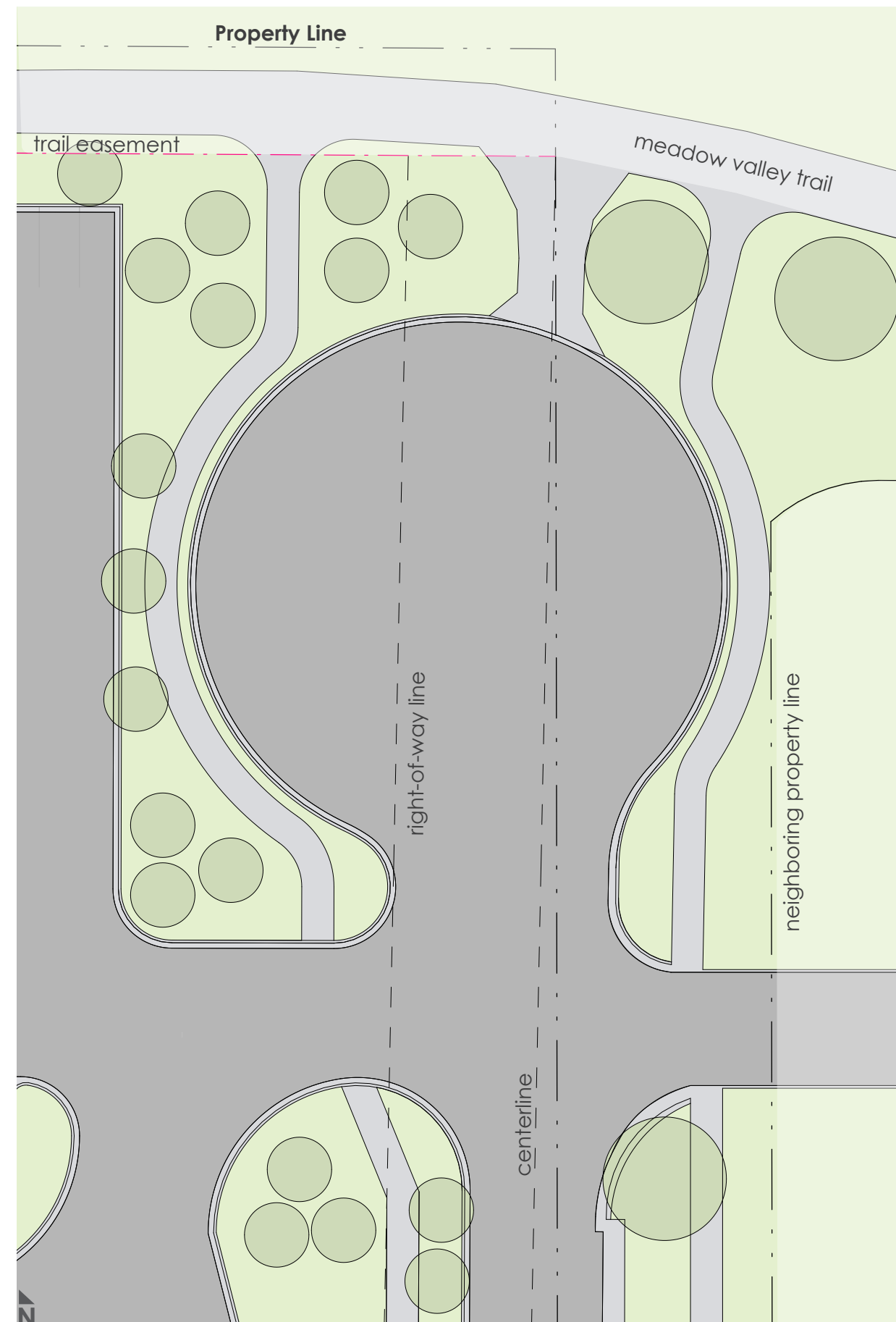


Benefit to City:

- > Project is donating significant land to the turnaround at no cost

elm street: fayetteville, ar

diagram - bus turnaround areas of improvement



Proposed Solution:

- > Developer donates \$93,000 in land value
- > Developer pays 50% of the cost of Bus Turnaround (excluding typical half street improvements)
- > City pays 50% of the cost of Bus Turnaround (excluding typical half street improvements)

Total cost of Bus Turnaround = \$290,000

Developer share = \$145,000

City share = \$145,000

LSD approved condition regarding the Bus turnaround:

The applicant shall provide an adequate turnaround for transit along N. Leverett Street. Any requested cost shares shall be approved separately by City Council.

**CONTRACTUAL AGREEMENT FOR
COST SHARE OF STREET AND PUBLIC IMPROVEMENT COSTS**

This Cost Sharing and Public Improvement Agreement (the “Agreement”) , made and entered into on this ____ day of _____ 2026, by and between the City of Fayetteville, Arkansas, a municipal corporation organized and existing under the laws of the State of Arkansas (hereinafter referred to as the “City”) and Razorback Housing, LLC (hereinafter referred to as the “Developer”), witnesseth:

RECITALS

WHEREAS, Developer is the owner of certain real property located within the jurisdiction of the City of Fayetteville, Arkansas; and

WHEREAS, Developer plans to dedicate the use of a portion of said land to the City by way of a public access easement and construct certain public street improvements within the boundary of a combination of the public access easement and the existing Right-of-Way on N Leverett Avenue, specifically including a full cul-de-sac bus turnaround, full road improvements (including grading, compacting, sub-base, base, asphalt, and other related road improvements), curb, sidewalk, landscaping, drainage, and other related improvements on both sides of the street (collectively, the “Street Project”) and further shown and described in Exhibit A; and

WHEREAS, the Street Project will provide a substantial public benefit to the City and its residents; and

WHEREAS, Developer will be constructing a new residential multifamily project (the “Student Housing Project”) along the west side of N Leverett Avenue;

WHEREAS, Developer as part of the approved Student Housing Project is required to construct street improvements along its property frontage along N Leverett Avenue: and

WHEREAS, Developer has committed to completing these required street improvements along their property frontage; and

WHEREAS, street improvements, which exceed the rough proportionality of impact of the project, are necessary along the western and eastern halves of N Leverett Avenue; and

WHEREAS, the ~~City of Fayetteville Engineering Division recommends the~~ street improvements that exceed the rough proportionality of impact from the development may be funded by means of a cost share; and

WHEREAS, the City has agreed to participate in the costs of the Street Project by reimbursing Developer for fifty percent (50%) of all construction and related hard and soft costs of the Street Project, expressly excluding the value or cost of the land dedicated by Developer;

TERMS

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the City and Developer agree as follows:

1. DEVELOPER'S OBLIGATIONS

- 1.1 Land Dedication: Developer shall, at Developer's sole cost and expense, dedicate to the City the necessary easements for the access, construction, operation, and maintenance of the Street Project. The land dedication shall be executed via a separate dedication instrument or final plat.
- 1.2 Construction of Improvements: Developer shall furnish all labor, materials, equipment, and services necessary to construct the Street Project. All construction shall be performed in a good and workmanlike manner and strictly in accordance with the plans, specifications, and engineering standards approved by the City of Fayetteville.
- 1.3 Permitting: Developer shall be responsible for obtaining all necessary local, state, and federal permits required for the construction of the Street Project.

2. CITY'S OBLIGATIONS AND COST SHARING

- 2.1 Cost Sharing Calculation: The City agrees to reimburse and pay Developer fifty percent (50%) of the total actual "Eligible Costs" incurred by Developer in constructing the Street Project as further shown on Exhibit B.
- 2.2 Eligible Costs: "Eligible Costs" shall include all out-of-pocket expenses for architectural, engineering, construction, grading, sub-base preparation, asphalt paving, curbs, sidewalks, drainage infrastructure, landscaping, development and construction management and other soft costs. The value of the land donated by Developer is strictly excluded from Eligible Costs and is a part of the Developer's contribution in addition to Developer's contribution of 50% of the total actual Eligible Costs.
- 2.3 Funding Limitation: The City's maximum financial obligation under this Agreement shall not exceed \$145,260.00 unless otherwise approved in writing by the Fayetteville City Council. It is further understood that the contracts for construction, architecture, engineering, and other consultants and management are between Developer and its agents, contractor and consultants and that the City has no contractual obligation with either the contractor or any agent or consultant for Developer. The City's only obligation shall be to participate and meet the requirements, terms, and conditions contained in this Agreement.

3. PAYMENT TERMS

- 3.1 Invoicing: Upon final completion of the Project, Developer shall submit a comprehensive invoice to the City detailing all Eligible Costs, accompanied by reasonable supporting documentation.
- 3.2 City Review and Payment: The City shall have thirty (30) days to review and approve the invoice and inspect the Street Project. Upon verification that the Street Project has been completed in accordance with City approved plans, specifications, and permits, the City shall remit its fifty percent (50%) share to Developer within thirty (30) days of invoice approval.

4. ACCEPTANCE AND MAINTENANCE

- 4.1 Final Inspection: Upon completion of the Street Project, Developer shall notify the City. The City shall promptly conduct a final inspection.
- 4.2 Dedication and Acceptance: Upon satisfactory inspection, the City shall formally accept the Street Project (the "Date of Acceptance").
- 4.3 Maintenance Responsibility: Following the Date of Acceptance, the City shall assume full and exclusive responsibility for the ownership, operation, repair, and maintenance of the portions of street, cul-de-sac, drainage, and related public improvements not governed by the Public Access Easement Agreement. The parties will assume responsibility for the maintenance of the access easement area in accordance with the obligations set forth in the Public Access Easement Agreement.

5. INDEMNIFICATION AND WAIVER OF LIABILITY

- 5.1 Developer Indemnification During Construction: Developer shall indemnify and hold harmless the City from any claims, damages, or liabilities arising directly from Developer, its officers, directors, employees, contractors, assignees, agents, affiliates, consultants, architects, and engineers' gross negligence or willful misconduct during the physical construction of the Project, up until the Date of Acceptance.
- 5.2 City ~~Indemnification and~~ Assumption of ~~Liability Responsibility~~ Post-Acceptance: To the fullest extent permitted by Arkansas law, upon the Date of Acceptance, the City shall assume all ~~liability, risk of loss, and responsibility for the Project. The City agrees to indemnify, defend, and hold harmless the Developer, its officers, directors, employees, contractors, assignees, agents, affiliates, consultants, architects, and engineers from and against any and all claims, demands, suits, causes of action, damages, liabilities, losses, and expenses (including reasonable attorneys' fees) arising out of or resulting from responsibility for the Street Project, except those portions required to be maintained by Developer pursuant to the Public Access Easement Agreement. Nothing herein shall be construed to alter, limit or otherwise compromise~~

that immunity afforded the City of Fayetteville under the Constitution and Statutes of the State of Arkansas.

- ~~(a) The public's use of the street, cul-de-sac, sidewalks, and related improvements;~~
- ~~(b) The City's failure to properly maintain, repair, replace or operate the improvements;~~
- ~~(c) Any design defect or engineering failure, provided the City previously reviewed and approved said design and specifications prior to construction; and~~
- ~~(d) Any accidents, injuries, or property damage occurring within the dedicated right-of-way after the Date of Acceptance.~~

5.3 Survival: The indemnification obligations set forth in this Section 5 shall survive the completion of the Project, the payment of all funds, and the termination of this Agreement.

6. INSURANCE

6.1 Insurance Coverage:

- (a) Developer shall procure and maintain, or cause to be procured and maintained,
 - (i) general liability insurance against claims on account of bodily injury and property damage incurred upon or about the improvement area, such insurance to be written with limits of not less than \$1,000,000 per occurrence, and \$2,000,000 aggregate, and
 - (ii) an umbrella policy of no less than \$5,000,000.00.
- (b) All policies of insurance provided for herein, as applicable, shall be carried with a company or companies licensed to do business in the State of Arkansas. Upon request of City, Developer shall provide proof of the insurance coverage required hereunder.

7. GENERAL PROVISIONS

7.1 Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the State of Arkansas. Venue for any dispute shall lie exclusively in the state or federal courts located in Washington County, Arkansas.

7.2 Entire Agreement: This document constitutes the entire agreement between the Parties and supersedes all prior negotiations, representations, or agreements, either written or oral.

7.3 Amendments: This Agreement may only be amended by a written instrument executed by both Parties. No waiver, modification or amendment of any of the provisions of this

Agreement shall be binding unless it is in writing and signed by duly authorized representatives of the Developer and the City or their respective successors and assigns.

- 7.4 Severability: In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- 7.5 No Personal Liability: Neither the officers, employees, principals, partners, members, employees, managers, agents or representatives of Developer or the City, shall be charged personally with any liability or held personally liable under any provision of this Agreement, or because of its execution or attempted execution, or because of any breach or attempted or alleged breach of any provision of this Agreement or otherwise. In enforcing any claim or liability hereunder against the Developer, the City agrees to look solely to the equity of the Developer's Student Housing Project.
- 7.6 Authority: Each person signing this Agreement warrants that they have the actual authority to bind their respective party to the obligations contained herein.
- 7.7 This Agreement shall be binding upon, inure to the benefit of, and be enforceable by the respective successors and assigns of the parties.
- 7.8 Notwithstanding anything to the contrary contained herein, neither party shall be liable to the other party for any indirect, punitive, special, consequential, or incidental damages whatsoever.
- 7.9 Notwithstanding anything contained herein to the contrary, the rights granted herein shall be subject to any and all easements, restrictions, encumbrances, and other items of record.
- 7.10 This Agreement may be signed in counterparts, any one of which shall be deemed to be an original but all of which taken together shall constitute but one agreement.
- 7.11 The Parties have participated jointly in the negotiation and drafting of this Agreement. Consequently, in the event an ambiguity or question of intent or interpretation arises, this Agreement shall be construed as if drafted jointly by the Parties hereto, and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any provision of this Agreement.
- 7.12 The waiver of a breach of any provision of this Agreement by any Party shall not operate or be construed as a waiver of or breach of any other provision of this Agreement or consent to any subsequent breach.

7.13 All aforementioned “Whereas Clauses” set forth above are incorporated and made a part hereof and shall have the full force and effect, as if each were fully set forth herein.

7.14 The captions and headings in this Agreement are for reference only and shall not be deemed to define or limit the scope or intent of any of the terms, covenants, conditions or agreements contained herein.

(Signature Page Follows)

IN AGREEMENT WITH ALL THE TERMS AND CONDITIONS ABOVE, WE SIGN BELOW:

RAZORBACK HOUSING, LLC

**CITY OF FAYETTEVILLE,
ARKANSAS**

By: _____

Mayor

By: _____
~~LIONELD JORDAN~~ Molly Rawn,

ATTEST:

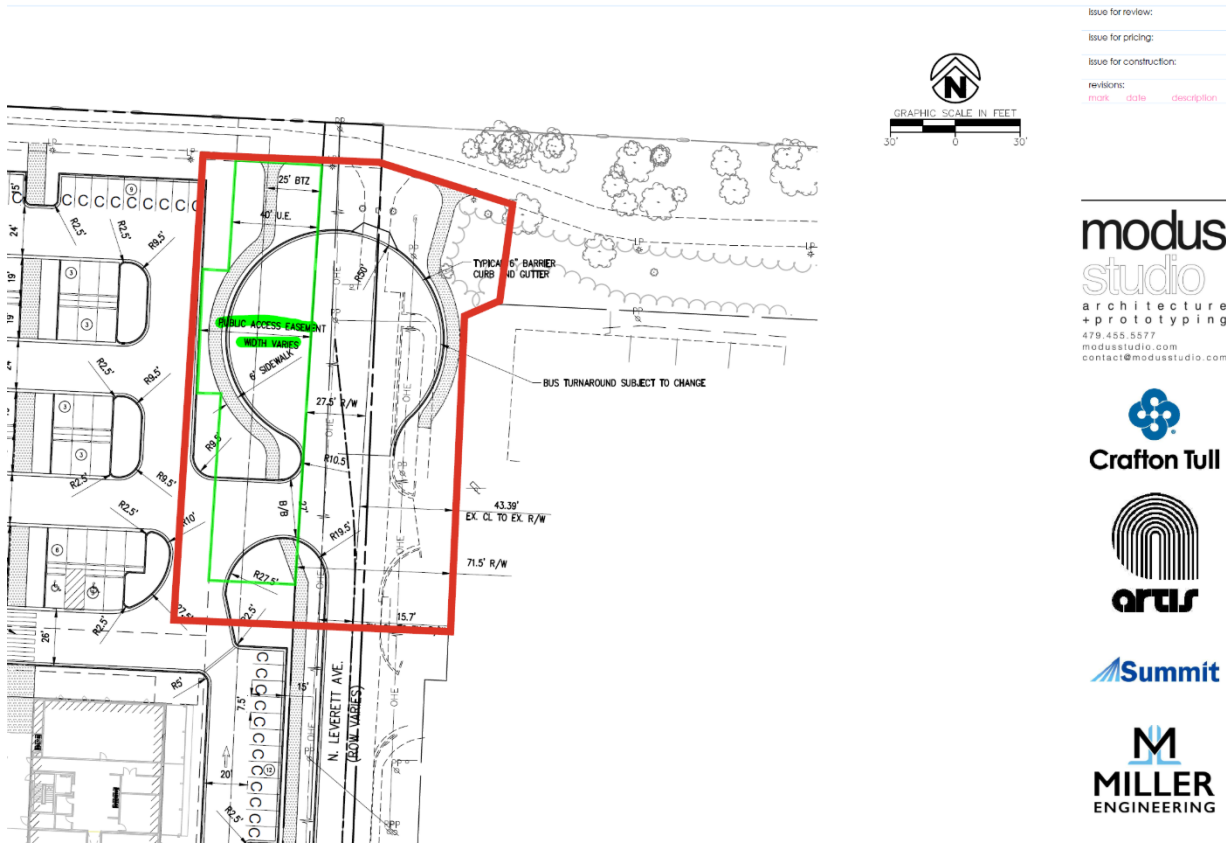
ATTEST:

By: _____

By: _____
Kara Paxton, City Clerk Treasurer

Exhibit A

Proposed Improvements



Cost Sharing Improvement Area outlined in RED

Public Access Easement Area to be granted by easement plat outlined in GREEN

Exhibit B
Eligible Costs

FAYETTEVILLE, AR - TRAILSIDE N LEVERETT BUS TURNAROUND IMPROVEMENTS	
Construction Budget Summary	
Land Costs	Total
Land Acquisition/Value	\$0
Other Land Costs	\$0
Contingency	\$0
Subtotal Land Costs	\$0
Hard and Site Costs	
Turnaround Improvement Hard and Site Costs	\$199,610
Building Permits & Fees	\$4,215
GC Fee	\$8,565
GC General Conditions	\$7,984
SDI	\$2,495
CTIP	\$1,996
Builder's Risk and Liability Insurance	\$2,034
Contingency	\$11,134
Subtotal Hard Costs	\$238,033
Soft Costs	
Structural, Landscape, Architectural, & MEP	\$14,282
Civil, Environmental, Geotech, & Survey Engineering	\$4,761
Testing and Inspections and Escrows	\$14,282
Bond and LoC Fees	\$4,761
Real Estate Taxes (Prior to Placed in Service)	\$0
Financing Costs (Appraisal, Commitment Fee, Title, etc.)	\$0
Other Interest Expense	\$0
General & Administration - Developer	\$2,380
Developer Fee	\$9,521
Contingency	\$2,499
Subtotal Soft Costs	\$52,486
Reserve Costs	
Construction Interest Reserve	\$0
Operating Shortfall/Carry (excluding Taxes)	\$0
Subtotal Reserve Costs	\$0
Total Development Costs (Excluding Land)	\$290,519
Total Development Costs	\$290,519



MEETING OF JULY 28, 2026

TO: Mayor Rawn and City Council
THROUGH: Justin Bland, City Engineer
FROM: Kenneth Patterson, Federal Aid Project Manager
SUBJECT: **Approval for Contract Amendment #1 for Kimley Horn Design Services on E. Joyce Blvd.**

RECOMMENDATION:

Staff recommends approval of contract Amendment #1 to the master agreement with Kimley-Horn & Associates in the amount of \$810,500 for additional design services on E. Joyce Blvd. for the Safe Streets and Roads for All Project, and approval of a budget amendment.

BACKGROUND:

The City received a \$25,000,000 Safe Streets for All grant for five construction projects, including the section of E. Joyce Blvd from Crossover Rd. to N. College Ave. Kimley Horn has a contract in place to provide a conceptual design which they are nearing completion on. This conceptual design phase included a public meeting which was held on May 14, 2026, as well as a supplemental presentation and input session for the Butterfield Trail Community that resides on the impacted stretch of road. Staff will present the recommended design concept along with public feedback/survey results at the Transportation Committee on July 28, 2026.

DISCUSSION:

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

BUDGET/STAFF IMPACT:

The City has been awarded federal funding for this project through the Safe Streets and Roads for All (SS4A) Program, as approved by Resolution 301-24. The federal funding will pay for 74.63% of this cost while the city will cover the remaining 25.37%. The \$810,500 cost in this proposal is for preliminary and final design services. Matching funds for the SS4A grant funds will come from the 2019 Bond Program. The funding breakdown for the contract amount is as follows:

Description	Account	Project	Amount
SS4A	2235.900.9224-32401.9224		\$604,876.15
	5860.02		

Transportation	4802.860.7235-46020.7235.9224	\$205,623.85
Bond Program	5860.02	

ATTACHMENTS: 3. Staff Review Form, 4. Joyce Boulevard SS4A Phase 2 Amendment_Partially Executed



City of Fayetteville, Arkansas

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

Legislation Text

File #: 2026-2438

Review of a resolution to approve amendment No. 1 to the Professional Services Agreement with Kimley-Horn & Associates in the amount of \$810,500 for Additional Design Services for Joyce Blvd.

WHEREAS, the City received a \$25,000,000.00 Safe Streets for All grant for five construction projects, including the section of East Joyce Boulevard from Crossover Road to North College Avenue; and

WHEREAS, on August 5, 2025, City Council passed Resolution 169-25 authorizing a contract with Kimley-Horn for study and design phase services for the East Joyce Boulevard Safe Streets and Roads for All Project; and

WHEREAS, Amendment No. 1 will include the Preliminary Design Phase, preparation of land acquisition documents, agency coordination for environmental review, preliminary plan preparation, and bidding services.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Rawn to sign Amendment No. 1 with Kimley-Horn & Associates in the amount of \$810,500.00 for additional design services associated with the Safe Streets and Roads for All Project.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget amendment, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2026-2144

Item ID

8/4/2026

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

Justin Bland

7/16/2026

ENGINEERING (621)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of contract Amendment #1 to the master agreement with Kimley Horn in the amount of \$810,500.00 for additional design services on the Joyce Blvd. project

Budget Impact:

2235.900.9224-5860.02

Safe Streets & Roads Grant

4802.860.7235-5860.02

Streets Projects 2024 Bonds

Account Number

Fund

32401.9224

Safe Streets & Roads Grant - Joyce Blvd.

46020.7235.9224

Streets Bond Projects, SS4A City Portion - Gregg

Ave

Project Number

Project Title

Budgeted Item? Yes

Total Amended Budget

Expenses (Actual+Encum)

Available Budget

\$ -

Does item have a direct cost? Yes

Item Cost

Is a Budget Amendment attached? No

Budget Amendment

\$ -

Remaining Budget

\$ -

Purchase Order Number:

Previous Ordinance or Resolution # 301-24

Change Order Number:

Approval Date:

Original Contract Number:

Comments: Budget adjustment has been submitted separately.



August 4, 2026

Ken Patterson
Federal Aid Project Manager
City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

**Re: Amendment Number 01 to Professional Engineering Services Agreement
Joyce Boulevard SS4A Implementation Project**

Dear :

Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") and the City of Fayetteville ("Client") entered in a Professional Services Agreement dated August 5, 2025 ("Agreement") concerning the Joyce Boulevard SS4A Implementation Project ("Project").

The parties now desire to amend the Agreement to include services to be performed by Consultant for compensation as set forth below in accordance with the terms of the Agreement, which are incorporated by reference.

Consultant will provide the services specifically set forth in **Appendix A**.

We will provide our services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

For the services set forth above, Client shall pay Consultant the following compensation set forth in **Appendix B**.

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Signed: 

Printed Name: Luke A. Schmidt

Title: Vice President

Signed: 

Printed Name: Amber L. Christenson

Title: Project Manager

AGREED AND ACCEPTED:
CITY OF FAYETTEVILLE

By: _____

Title: _____

Date: _____

APPENDIX A

Scope for Engineering Design Related Services for Joyce Boulevard SS4A Improvements Project – Phase 2

The scope set forth herein defines the work to be performed by Kimley-Horn and Associates, Inc. (“Kimley-Horn” or “Consultant”) in completing phase 2 of the project. Both the City of Fayetteville (“Client”) and Consultant have attempted to clearly define the work to be performed and address the needs of this phase of the overall project.

Project Understanding

The objective of the Joyce Boulevard SS4A Improvements Project – Phase 2 is to design and construct safety countermeasures through the implementation of transportation infrastructure within the public right-of-way that are designed, operated, and maintained to enable safe, accessible, comfortable, and convenient access for all people and travel modes. This includes people traveling as pedestrians, by bicycle, by transit, and by motor vehicle (including commercial vehicles and emergency responders).

The project will be funded with Federal funds and will follow City of Fayetteville design criteria and FHWA requirements.

The project limits are along E. Joyce Boulevard from College Avenue to Crossover Road. The scope of this phase of this project includes two roundabouts; one 2x1 roundabout at the Vantage intersection and one 2x2 (striped for a 2x1) roundabout at the Old Missouri intersection, raised concrete median connection between the two intersections, sidewalk connections, overhead safety lighting upgrades along the existing overhead electric luminaires, a High-intensity Activated crossWalk (HAWK) signal at Parkview Drive, and landscaping / irrigation in the roundabout circles.

Assumptions

Kimley-Horn’s scope and fee are based on the following assumptions:

- a. All services outlined below are to be performed by Kimley-Horn except for topographic survey and SUE services.
- b. Geotechnical engineering services will be coordinated and performed by the City.
- c. Project delivery method for phase 2 of the overall project is anticipated to follow the Construction Manager / General Contract (CM-GC) process.
- d. Design timeline for phase 2 of the overall project is anticipated to take twelve (12) months (pending complete franchise utility coordination/adjustments and right-of-way/easement acquisitions).
- e. Construction timeline for phase 2 of the overall project is anticipated to take eighteen (18) months.
- f. Kimley-Horn will utilize the planning level documents developed in Phase 1 of the Joyce Boulevard Safety Improvements Project. These documents include:
 - a. *Traffic Study;*

- b. *Lighting Study;*
 - c. *Pavement and Sidewalk Conditions Assessment;*
 - d. *Intersection Control Evaluation;*
 - e. *Corridor Study.*
- g. Kimley-Horn will utilize applicable design criteria from the City of Fayetteville Minimum Street Standards and ARDOT Standard Details.
- h. Project management for the Joyce Boulevard SS4A Improvements Project shall utilize the SMARTS™ web-based platform that was developed during phase 1 of the overall project.
- i. Public engagement platforms for the project shall be through the Client's web-based platform using Konveio. The Consultant shall provide any necessary materials in advance of any public engagement meetings / workshops.
- j. Concrete foundations are to follow ARDOT standards and specifications but shall be verified against the geotechnical report.
- k. No detention / retention is being contemplated as a part of this project, nor are Low Impact Development measures being completed.
- l. Any storm drain design as required as part of this project is only anticipated to be at the roundabouts and where existing drainage is impacted. Analysis and design of the entire existing system is not included as part of this project.
- m. No irrigation design shall be included in this scope of services. Irrigation for the project is anticipated to be covered under an irrigation allowance with any improvements and / or adjustments to be determined and designed by the contractor.
- n. Community engagement meetings are to be managed and facilitated by City staff. This includes City Council, stakeholder, and surface transportation committee meetings. Hours allocated under this scope of services shall be for meeting material preparation for the City to utilize.
- o. Construction phase services are not included in this scope of services.

If any of these assumptions are not correct, then the scope and fee will change.

Scope of Services

Kimley-Horn will provide the services set forth below.

Task 1: Project Administration

A. Project Management

- a. The Consultant will maintain project records, budgets, and communications for the duration of the project. The Consultant anticipates bi-weekly calls and monthly progress reports via e-mail between the Consultant's Project Manager and the Client staff to review the status of tasks and to keep the schedule current.

B. Team Management

- a. Lead, manage, and direct team activities including subconsultants (as needed)
- b. Communicate internally among team members.
- c. Task and allocate team resources.

C. Communications and Reporting

- a. Prepare and submit monthly invoices in the format requested by the Client.
- b. Prepare and submit monthly project status updates.
- c. Prepare and submit baseline project schedule initially, and project schedule updates monthly.
- d. Conduct QC/QA reviews and document submittal activities. Refer to Task 13 for further details.

D. Internal Project Team Meetings

- a. Progress meetings will be held internally as needed throughout the length of the project to coordinate production, key decisions, sub-consultant coordination, and project analysis / design. Also, the Consultant will prepare contracts for any sub-consultant(s), monitor sub-consultant staff activities, ensure sub-consultant(s) adhere to the project schedule, and review and recommend approval of sub-consultant invoices. A total of thirty (30) team meetings are anticipated.

E. Client Coordination.

- a. The Consultant will coordinate with Client Staff regarding the project or answer questions related to the project, including franchise utility coordination. Up to sixty (60) hours will be spent on Client coordination. Any additional time spent beyond the allotted sixty (60) hours will be considered additional services.

F. Deliverables

- a. Baseline project schedule.
- b. Monthly schedule updates with schedule narrative describing any current or anticipated schedule changes. Thirty (30) are anticipated.
- c. Monthly project status reports. Thirty (30) are anticipated.
- d. Monthly project invoices. Thirty (30) are anticipated.

Task 2: Conceptual Design (30%)**A. Data Collection.**

- a. Consultant will gather available as-built information from the Client as needed prior to initiation of conceptual design. As-built information received from the Client will be visually verified in the field.

B. Conceptual Design Plans, Estimate, and Specifications (PS&E). The 30% design plans will consist of the following:

- a. *Cover and Index of Sheets.* Page shall include a vicinity map, engineer/owner contact and seal, index, indemnification statement, project title, and legend of symbols. The plans will consist of preliminary seal(s) (for the 30%, 60%, and 90% submittals) and final seal(s) (for the 100% submittal) by an engineer(s) licensed in the State of Arkansas.
- b. *General Construction Notes.*
- c. *Key Map.* Map shall note all specific use areas (e.g. schools, parks, recreation centers, library, commercial, industrial, fire zones, no-parking and designated parking areas, etc.) and street segment pages.
- d. *Existing and Proposed Typical Section Sheets.* Existing pavement will be utilized where applicable. Proposed pavement structure will reflect the pavement design recommendation per the geotechnical report (once complete).
- e. *Roundabout and Roadway Plan Sheets.* Sheets shall include plan view of the proposed roundabout alternatives, raised concrete medians, sidewalks / shared-use paths, driveways, curb ramps.
- f. *Storm Drain Horizontal Layouts.* Any inlet adjustments as part of the roadway and roundabout improvements shall be included on the conceptual plan set to show the horizontal alignment(s).
- g. *Pavement Marking and Signing Sheets.* Pavement marking and signing plans shall be in accordance with the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).
- h. *HAWK Signal Sheets.* Signal plans shall include signal pole and mast arms, foundations, signal heads, pedestrian signal heads and push buttons, and applicable standard details.
 - i. HAWK related pavement markings and signing will be included on the pavement marking and signing sheets section of the plans.
- i. *Illumination Sheets.* Illumination plans shall include luminaire upgrade locations only at the conceptual design stage and applicable standard details.
- j. *Landscape Sheets.* Landscape architecture design will show a 30% design concept only for the conceptual design.
- k. *Client and ARDOT Standard Detail Sheets.*

C. Roundabout Performance Checks

- a. Consultant will prepare a performance checks package complying with the Federal Highway Administration (FHWA) method as outlined within National Cooperative Highway Research Program (NCHRP) Report 1043. The following performance checks will be prepared:
 - i. *Theoretical maximum fastest path speeds ("fastest path");*
 - ii. *Design and Accommodation vehicles;*
 - iii. *Sight distance envelopes;*
 - iv. *Visibility to Left; and*
 - v. *Path tangency / path overlap.*

D. Deliverables

- a. Electronic (PDF) submittal of 22" x 34" Preliminary Design (30% Plan Set) and up to three (3) hard copies in 11" x 17" (as requested).
- b. Opinions of Probable Construction Costs (OPCC).
- c. Documentation of Key Design Decisions.
- d. Roundabout Performance Checks package for each roundabout in .pdf format.

Task 3: Preliminary Design (60%)

A. 30% Conceptual Design Plan Review Meeting.

- a. Consultant will conduct a virtual plan review meeting to go through the 30% conceptual design comments prior to the start of the 60% preliminary design.

B. Preliminary Design Plans, Estimate, and Specifications (PS&E). The 60% design plans shall address up to one (1) round of comments from the 30% submittal agreed upon with the Client following one (1) plan review meeting and will also consist of the following:

- a. *Cover and Index of Sheets.*
- b. *General Construction Notes.*
- c. *Quantity Summary Sheets.* Summary table shall include quantity take-offs for the overall project.
- d. *Key Map.*
- e. *Existing and Proposed Typical Section Sheets.*
- f. *Overall Project Right-of-Way / Easement Sheets.* Sheets shall include existing and preliminary boundaries of proposed permanent acquisitions, temporary and permanent construction easements and temporary right of entries.
- g. *Traffic Control and Sequence of Construction.* Overall traffic control phasing and narrative shall be provided with the preliminary design plans in accordance with the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).

- h. *Removal Plan Sheets.*
- i. *Roundabout and Roadway Project Control Sheets.*
 - i. The minimum survey information to be provided on the plans shall include the following:
 - 1. The following information about each Control Point;
 - 2. Identification of Control Point Type. Example: OWNER Monument #8901, PK Nail, 5/8" Iron Rod.
 - 3. X, Y and Z Coordinates, in an identified coordinate system, and a referred bearing base. Z coordinate on OWNER Datum only.
 - 4. Descriptive Location (Ex. Set in the centerline of the inlet in the South curb line of North Side Drive at the East end of radius at the Southeast corner of North Side Drive and North Main Street).
 - 5. At least two horizontal control monuments and at least one benchmark will be shown on each sheet.
 - ii. Alignment data for each alignment shown on the paving plan. Each alignment will have the following information provided:
 - 1. Station and coordinate data for all horizontal alignment P.C.'s, P.T.'s, P.I.'s
 - 2. Bearings given on all proposed centerlines, or baselines.
 - 3. Station equations relating utilities to paving, when appropriate.
- j. *Roundabout and Roadway Plan and Profile Sheets.* Sheets shall include plan and profile views of the proposed roundabout layouts, raised concrete medians, sidewalks / shared-use paths, and curb ramps. Driveway grading information shall also be provided.
- k. *Roundabout and Roadway Grading / Erosion Control Plan Sheets / SWPPP.*
 - i. Erosion Control plans will include erosion control devices (temporary and long-term) as well as revegetation methods with specific notes to meet ADEQ requirements and contours as required by the Client.
 - ii. The Storm Water Pollution Prevention Plan (SWPPP) will meet all ADEQ requirements and be accepted and approved by the Client and ADEQ.
- l. *Storm Drain Layout Sheets.*
 - i. Storm drain layout sheets showing location and size of all inlets, manholes, junction boxes, culverts and piping to include storm drain profiles showing existing and proposed flow lines, flows, lengths and slopes of pipe, top of ground profile over pipe and connections to existing or proposed storm sewer systems. Storm drains shall be designed to match existing capacities.

- m. *Pavement Marking and Signing Sheets.*
- n. *HAWK Signal Sheets.* Signal plans shall include signal pole and mast arms, foundations, ground boxes, conduit, cable chart(s), signal heads, pedestrian signal heads and push buttons, and applicable standard details.
 - i. HAWK related pavement markings and signing will be included on the pavement marking and signing sheets section of the plans.
- o. *Illumination Sheets.* Illumination plans shall include luminaire upgrade locations, wiring diagrams, cable chart, and applicable standard details.
- p. *Landscape Sheets.* Landscape architecture design will show hardscape materials (if applicable), soil amendments, plant species, sizes, and location with associated details and specifications for all landscape and hardscape materials within the roundabouts.
- q. *Client and ARDOT Standard Detail Sheets.*

C. Constructability Walk

- a. Prior to the 60 percent review meeting with the Client, the Consultant shall schedule and attend a project site visit with the Client Project Manager and Construction personnel to walk the project.
- b. The Consultant shall summarize the Client's comments from the field visit and submit this information to the Client in writing.

D. Deliverables

- a. Electronic (PDF) submittal of 22" x 34" Preliminary Design (60% Plan Set) and up to three (3) hard copies in 11" x 17" (as requested).
- b. Project Manual.
- c. Opinions of Probable Construction Costs (OPCC).
- d. 30% Comment Response Form.
- e. Constructability Walk Meeting Minutes.
- f. Documentation of Key Design Decisions.
- g. Utility Conflict Coordination Package.
- h. Right-of-Way / Easement Coordination Package.

Task 4: Pre-Final / Final Design (90% and 100%)

A. 60% Preliminary Design Plan Review Meeting.

- a. Consultant will conduct a virtual plan review meeting to go through the 60% preliminary design comments prior to the start of the 90% pre-final design.

- B. Pre-Final Design Plans, Estimate, and Specifications (PS&E). The 90% design plans shall address up to one (1) round of comments from the 60% submittal agreed upon with the Client following one (1) plan review meeting and will also consist of the following:
- a. *Cover and Index of Sheets.*
 - b. *General Construction Notes.*
 - c. *Quantity Summary Sheets.*
 - d. *Key Map.*
 - e. *Existing and Proposed Typical Section Sheets.*
 - f. *Overall Project Right-of-Way / Easement Sheets.*
 - g. *Traffic Control and Sequence of Construction.* Overall traffic control phasing, narrative, and plans shall also include all construction signing and pavement markings with the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD). Up to twenty (20) project specific traffic control details will be developed.
 - h. *Removal Plan Sheets.*
 - i. *Roundabout and Roadway Project Control Sheets.*
 - j. *Roundabout and Roadway Plan and Profile Sheets.*
 - k. *Roundabout and Roadway Grading Plan / Erosion Control Plan Sheets / SWPPP.*
 - l. *Storm Drain Layout Sheets.*
 - m. *Pavement Marking and Signing Sheets.*
 - n. *HAWK Signal Sheets.*
 - o. *Illumination Sheets.*
 - p. *Landscape Sheets.*
 - q. *Client and ARDOT Standard Detail Sheets.*
 - r. *Cross Sections.* Cross sections will be provided for the main corridor and side streets at intervals of 50 feet horizontally, at intersections, transition points, driveways, and storm drains.
- C. 90% Pre-Final Design Plan Review Meeting.
- a. Consultant will conduct a virtual plan review meeting to go through the 60% conceptual design comments prior to the start of the 90% preliminary design.
 - b. Consultant will also submit an original 22" x 34" cover sheet for signature by authorized Client officials.

- D. Final Design Plans, Estimate, and Specifications (PS&E). The 100% design plans shall address up to one (1) round of comments from the 90% submittal agreed upon with the Client following one (1) plan review meeting and will also consist of the following:
- a. *Cover and Index of Sheets.*
 - b. *General Construction Notes.*
 - c. *Quantity Summary Sheets.*
 - d. *Key Map.*
 - e. *Existing and Proposed Typical Section Sheets.*
 - f. *Overall Project Right-of-Way / Easement Sheets.*
 - g. *Traffic Control and Sequence of Construction.*
 - h. *Removal Plan Sheets.*
 - i. *Roundabout and Roadway Project Control Sheets.*
 - j. *Roundabout and Roadway Plan and Profile Sheets.*
 - k. *Roundabout and Roadway Grading Plan Sheets / SWPPP.*
 - l. *Storm Drain Layout Sheets.*
 - m. *Erosion Control Sheets.*
 - n. *Pavement Marking and Signing Sheets.*
 - o. *HAWK Signal Sheets.*
 - p. *Illumination Sheets.*
 - q. *Landscape Sheets.*
 - r. *Client and ARDOT Standard Detail Sheets.*
 - s. *Cross Sections.*
- E. Pre-Final In-Field Review
- a. Prior to the 100 percent submittal package, the Consultant shall schedule and attend a project site visit to walk the project. The Client Project Manager and Construction personnel will also be invited to attend.
 - b. The Consultant shall summarize any Client's comments from the field visit and submit this information to the Client in writing.
- F. Deliverables
- a. Electronic (PDF) submittal of 22" x 34" Pre-Final / Final Design (90% and 100% Plan Set) and up to three (3) hard copies in 11" x 17" (as requested for each submittal).
 - b. Original 22" x 34" Cover Sheet for Signature (to be submitted before Final Design package).

- c. Project Manual for each submittal.
- d. Local Government Certification Letters (to be submitted with Pre-Final Design package).
- e. Opinions of Probable Construction Costs (OPCC) for each submittal.
- f. 60% Comment Response Form (to be submitted with Pre-Final Design package).
- g. 90% Comment Response Form (to be submitted with Final Design package).
- h. Pre-Final In-Field Review Meeting Minutes.
- i. Documentation of Key Design Decisions for each submittal.
- j. Utility Conflict Coordination Package for each submittal.
- k. Right-of-Way / Easement Coordination Package for each submittal.

Task 5: Community and Council Engagement

A. Meeting Material Preparation

- a. Online Engagement
 - i. *SMARTS™*. The Consultant will utilize the existing SMARTS™ web-based platform developed in Phase 1 of the overall project. The platform will be updated based on project updates throughout the duration of Phase 2.
- b. Community Meetings
 - i. *Community Meetings*. Kimley-Horn will prepare materials, attend, and documents as needed for up to two (2) community meetings. The Client will be responsible for selecting and scheduling the meeting location and distributing notifications to the public.

B. Deliverables

- a. Stakeholder meeting summaries with action items for up to two (2) stakeholder coordination meetings.
- b. Presentation materials and meeting summaries with action items for up to two (2) City Council meetings.
- c. Meeting summaries with action items for up to two (2) Surface Transportation Committee meetings.
- d. Updates to the SMARTS™ web-based platform based on Phase 2 updates for the overall project.
- e. Materials and summaries from community meetings / events.

Task 6: Environmental Clearance

Consultant will review the 30% plans and project constraints to confirm the National Environmental Policy Act (NEPA) class of action. It is assumed that the project will have only minor impacts on adjacent private property and not have significant environmental impacts. The NEPA class of action is anticipated to be a D-List Categorical Exclusion (CE). If it is determined through scoping and coordination with FHWA that an Environmental Assessment (EA) is required, additional scope and fee would be required. It is our understanding that the public meeting to solicit input held during Phase 1 of the overall project satisfied the requirement to initiate the NEPA process as discussed with FHWA. It is assumed that additional public outreach and engagement will not be needed. Based on coordination with FHWA, it is assumed that environmental clearance for both the Phase 2 and Phase 3 project limits will be performed at the same time.

- A. Project Initiation & Scoping.
 - a. Coordination with Client and FHWA to scope the project and discuss deliverables and considerations associated with the review process for the SS4A funding.
- B. Existing Conditions & Purpose and Need.
 - a. Describe the existing conditions.
 - b. Identify why the project is needed and the purpose.
- C. Discussion of Alternatives Analysis and the Proposed Action.
- D. Environmental Resource Review & Technical Studies.
 - a. Natural Resources.
 - i. *Review of desktop resource maps, databases, and regulatory information.*
 - ii. *Field visit to identify potential aquatic features and species habitat within the project study area.*
 - iii. *Due to the nature of the project area, memorandum format with corresponding figures and attachments is anticipated to be appropriate to document natural resource studies.*
 - b. Cultural Resources.
 - i. *The cultural resources assessment will include review of files from the Automated Management of Archeological Site Data in Arkansas (AMASDA) and other databases to determine if any previously recorded National Register of Historic Places Properties (NRHP), cemeteries, archeological sites, State Historic Landmarks (SHL), State Historical Markers, districts and previous cultural resource surveys, are located within one mile of the project area. This effort will also include review of soil survey maps, relevant aerial photography, historical maps, land use maps, and other sources to assess the impacts from the proposed project on cultural resources that could be considered Historic Properties. Project historians will visit the project area and document, through*

photographs and notes, any buildings greater than 50 years in age within or directly adjacent to the project footprint. The results of background research and field effort will be presented in a letter report format that inventories and depicts known Historic or Potentially Historic Properties, summarizes potential impacts and constraints for the proposed project and makes an assessment whether any further investigations would be needed to satisfy Section 106.

c. Hazardous Materials.

- i. Site visit to identify potential visual evidence of concerns.*
- ii. Historic map and database review.*
- iii. Documentation of findings.*

d. Right-of-Way.

- i. Analysis of impacts on private and federal properties.*

e. Temporary Construction Impacts.

E. Tribal and Agency Coordination

- a. Agency coordination consistent with FHWA requirements and the funding source.

F. Impact Evaluation & CE Documentation

- a. Prepare CE documentation and address one round of FHWA comments.

G. Project Coordination

- a. Virtual meetings are anticipated and will not exceed five (5) meetings. This includes prep for, attendance and meeting summaries with action items for no more than five meetings.

H. Deliverables

- a. Draft CE Documentation (draft environmental technical reports and forms) for FHWA review.
- b. Revised CE documentation (final environmental technical reports and forms).
- c. Environmental meeting summaries and action items for up to five (5) meetings.

Task 7: Construction Manager / General Contractor (CM-GC) Coordination

- A. Kimley-Horn shall provide CM-GC coordination for up to sixty (60) hours, which may include the following:
 - a. Requests for information and / or response to comments.

- b. Standalone coordination meetings (outside of the project coordination meetings with the City).
- c. Incorporate any revisions in the form of an addenda to the construction documents and issue conformed sets (Issue for Construction – IFC).

B. Deliverables

- a. Meeting summaries;
- b. Comment review log(s).

Task 8: Right-of-Way / Easement Services

- A. Kimley-Horn will, via a subconsultant, perform services related to right-of-way and easement research and preparation along Joyce Boulevard from Vantage Drive to Old Missouri Road. Such services shall include the following:
 - a. *Boundary Resolution.* The consultant shall complete records research, field research, and boundary resolutions along the adjoining right-of-way along Joyce Boulevard from Vantage Drive to Old Missouri Road.
 - b. *Exhibit Maps and Descriptions.* The Consultant shall complete maps and legal descriptions for up to 25 properties within the project limits.
 - i. *Each exhibit map will show any right-of-way, easements, or temporary construction easements needed for each subject property.*
 - ii. *All exhibit maps will be accompanied by separate legal descriptions for each acquisition area shown on said maps.*
 - c. It is anticipated that the City will handle any and all procurement processes as part of the resolution(s).

B. Deliverables

- a. Up to twenty-five (25) exhibits showing any right-of-way, easement, or temporary construction easements.

Task 9: Survey and Subsurface Utility Engineering Services

- A. Kimley-Horn will, via a subconsultant, perform services related to topographic survey and subsurface utility engineering along Joyce Boulevard from Vantage Drive to Old Missouri Road. Such services shall include the following:
 - a. *Topographic Survey.* The Consultant will complete topographic survey within the survey limits along Joyce Boulevard from Vantage Drive to Old Missouri Road. Details typically shown include (but are not limited to): contours, flowlines, utility poles and pedestals, structures, roads, sidewalks, geotechnical bores (if applicable), storm water structures, and sanitary sewer manholes.

- i. *The Consultant will also compile and provide publicly available LiDAR and GIS parcel data along Joyce Boulevard from College Avenue to Vantage Drive, and from Old Missouri Road to Crossover Road.*
- b. *Subsurface Utility Engineering (SUE).* The Consultant will conduct utility investigation and survey the field locations by the following methods:
 - i. *Level D SUE: Records and GIS research.*
 - ii. *Level C SUE: Order surface utility locates from ARKUPS/811.*

B. Deliverables

- a. Drawing of the project layout with dimensions and coordinate list.
- b. SUE plan drawings sealed by a professional engineer registered in the State of Arkansas.

Task 10: Quality Control / Quality Assurance

A. QC / QA Plan

- a. The Consultant will provide the Client a Quality Control / Quality Assurance Plan (QC/QA Plan) outlining the Consultant's method of ensuring customary levels of design and accuracy are incorporated into the calculations, plans, specifications, and estimates.
- b. The Consultant is responsible for and shall coordinate all subconsultant activity to include quality and consistency of plans.
- c. If, at any time, during reviewing a submittal of any item it becomes apparent to the Client that the submittal contains errors, omissions, and inconsistencies, the Client may cease its review and return the submittal to the Consultant immediately for appropriate action. A submittal returned to the Consultant for this reason may be rejected by the Client's Project Manager.

B. QC / QA of Survey and SUE Data

- a. The Consultant's surveyor shall perform Quality Control / Quality Assurance on all procedures, field surveys, data, and products prior to delivery to the Client. The Client may also require the Consultant's surveyor to perform a Quality Assurance review of the survey and/or subsurface utility engineering (SUE) work performed by other surveyors and SUE providers.
- b. The Consultant's surveyor shall certify in writing via a letter that the survey information provided has undergone a Quality Control / Quality Assurance process.

- c. The Consultant's subsurface utility engineering provider shall certify in writing via a letter that the SUE information provided has undergone a Quality Control / Quality Assurance process.

C. QC / QA of Design Documentation

- a. The Consultant shall perform a QC / QA review of all documents being submitted for review at all stages of the design including the 30%, 60%, 90%, and 100% document design review submittals. QA should be performed by an individual within the firm who is not on the design team.
- b. A Comment Resolution Log must be used to document conflicting comments between reviewers and to highlight comments made by the Client that the Consultant is not incorporating into the design documents along with the associated explanation. The Consultant shall develop a Comment Resolution Log template, unless one is provided by the Client.
- c. The documentation of a QC / QA review includes:
 - i. *A copy of the color-coded, original marked-up document (or "checkprint") developed during the QA checking process and/or review forms which sequentially list documents and associated comments; and*
 - ii. *A QC sign-off sheet with signatures of the personnel involved in the checking process. Mark-ups may also be documented using the Comment Resolution Log.*
- d. Evidence of the QC / QA review will be required to accompany all submittals. Documentation shall include, but is not limited to, the following items:
 - i. *PDF of the completed detailed checklists.*
 - ii. *PDF of the QC / QA checkprint of the plans, specifications, and estimates demonstrating that a review has been undertaken.*
 - iii. *PDF of previous review comments (if any) and the Consultant's responses to those comments in the Comment Resolution Log.*
- e. If any of the above information is missing, is incomplete or if any comments are not adequately addressed; the Client may contact the Consultant and request the missing information. If the Consultant does not respond to the request within 24 hours, the Client may reject the submittal. No additional time will be granted for a returned submittal.

- f. If the Consultant has not adequately addressed the comments, the submittal shall be rejected and returned to the Consultant immediately to address the issues.

D. Deliverables

- a. QC / QA Documentation for each deliverable (30%, 60%, 90%, 100).

Task 11: Client Project Meetings

A. Kick-off Meeting with Client Staff.

- a. Prepare for and attend a kick-off meeting with the Client via conference call based on tasks that are authorized by the Client. This meeting will be facilitated by the Consultant Project Manager to discuss the following:
 - i. Preliminary schedule;
 - ii. Goals and objectives;
 - iii. Request for information (RFI);
 - iv. Data collection; and
 - v. Other coordination items.

B. Client Staff Coordination Meetings.

- a. *Meetings.* The Consultant will conduct and document coordination meeting with the project team and any additional Client department members. This task includes weekly coordination meetings (or on an as-needed basis) during the project design phase to review progress, provide updates, and receive feedback on the work. The project design phase is anticipated to take twelve (12) months for a total of up to twelve (12) coordination meetings.
 - i. A baseline schedule will be provided as an attachment based on an agreed upon scope of services.
 - ii. Schedule, provide logistics, conduct, and prepare meeting summaries and action items for each coordination meeting and uploaded to SMARTS™. Consultant will provide materials needing review up to three (3) business days ahead of time for the Client to review in advance of the coordination meeting.

C. Deliverables

- a. Baseline project schedule.
- b. Meeting summaries with action items for a total of up to twelve (12) coordination meetings.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at Kimley-Horn's then-current hourly rates. Additional services Kimley-Horn can provide include, but are not limited to, the following:

- A. Negotiation of easements or property acquisition.
- B. Services related to development of the Client's project financing and/or budget.
- C. Landscaping and irrigation outside of the roundabout circles.
- D. Pedestrian and / or continuous safety lighting analysis or design.
- E. Structural foundation design.
- F. Sidewalk retaining wall design greater than five (5)-feet maximum.
- G. Any environmental engineering services specifically identified in the above scope including greenhouse gas emissions, traffic noise and vibration studies, socioeconomic studies, air quality (area is attainment), historic resources survey, archeological survey, Section 4(f)/6(f) visual aesthetic resources, and USACE permitting.
- H. Construction progress status meetings or reimbursement packages.
- I. Site inspections related to compliance of pedestrian infrastructure with accessibility requirements and standards for pedestrian infrastructure.
- J. Engineering design services not outlined in the scope of services.
- K. Services related to disputes over pre-qualification, bid protests, bid rejection and re-bidding of contract for construction.
- L. Performance of materials testing or specialty testing services.
- M. Preparation of final signatory documents for right-of-way or easement acquisition.
- N. Services necessary due to the default of the Contractor.
- O. Services related to damages caused by fire, flood, earthquake or other acts of God.
- P. Services related to warranty claims, enforcement, and inspection after final completion.
- Q. Services to support, prepare, document, bring, defend, or assist in litigation undertaken or defended by the Client.
- R. Performance of miscellaneous and supplemental services related to the project as requested by the Client.

Information Provided By Client

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following:

- A. Existing roadway / structures as-built plans.
- B. Geotechnical report(s) and information required for design documentation.
- C. Franchise utility coordination information.
- D. Community engagement meeting summaries.

Schedule

Kimley-Horn will perform the services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

ATTACHMENT B COMPENSATION

Transportation Planning and Engineering Services for Joyce Boulevard SS4A Implementation Project – Phase 2

Time and Materials with Rate Schedule

I. Compensation

- A. The Consultant shall be compensated in an amount not to exceed \$810,500 for personnel time, non-labor expenses, and subcontract expenses in performing services enumerated in **Appendix A** as follows:

- i. **Personnel Time.** Personnel time shall be compensated based upon hours worked directly in performing the project multiplied by the appropriate Labor Category Rate for the Consultant's team member performing the work.

Labor Category Rate as presented in the rate schedule table below is the rate for each labor category performing the work and includes all direct salaries, overhead, and profit.

Hourly Labor Rate Schedule

Classification	Rate
Analyst I	\$165 - \$185
Analyst II	\$195 - \$230
Professional	\$225 - \$280
Senior Professional I	\$275 - \$360
Senior Professional II	\$365 - \$450
Senior Technical Support	\$200 - \$325
Technical Support	\$110 - \$210
Support Staff	\$100 - \$160

**** Effective through June 30, 2027**

Annual adjustments to the hourly rates are anticipated to be escalated year over year.

Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. However, Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

- ii. **Non-Labor Expenses.** Non-labor expenses shall be reimbursed as Direct Expenses at invoice or internal office cost.
- (1) Direct Expenses (non-labor) include, but are not limited to, mileage, travel and lodging expenses, mail, supplies, printing and reproduction services, other direct

expenses associated with delivery of the work; plus applicable sales, use, value added, business transfer, gross receipts, or other similar taxes.

iii. **Subcontract Expenses.** Subcontract expenses and outside services shall be reimbursed at cost to Consultant plus a markup of ten percent (10%).

iv. **Budgets.** Consultant will make reasonable efforts to complete the work within the budget and will keep the Client informed of progress toward that end so that the budget or work effort can be adjusted if found necessary.

Consultant is not obligated to incur costs beyond the indicated budgets, as may be adjusted, nor is the Client obligated to pay the Consultant beyond these limits.

If the Consultant projects, in the course of providing the necessary services, that the project cost presented in this Agreement will be exceeded, whether by change in scope of the project, increased costs or other conditions, the Consultant shall immediately report such fact to the Client and, if so instructed by the Client, shall suspend all work hereunder.

When any budget has been increased, the Consultant's excess costs expended prior to such increase will be allowable to the same extent as if such costs had been incurred after the approved increase.

B. The Consultant shall be paid monthly payments as described in Section II - Method of Payment.

II. Method of Payment

A. The Consultant shall be paid by the Client based upon an invoice created on the basis of statements prepared from the books and records of account of the Consultant, based on the actual hours and costs expended by the Consultant in performing the work.

B. Each invoice shall be verified as to its accuracy and compliance with the terms of this Agreement by an officer of the ENGINEER.

C. Consultant shall prepare and submit invoices in the format and including content as agreed upon with the Client.

D. Payment of invoices will be subject to certification by the Client that such work has been performed.

III. Progress Reports

A. The Consultant shall prepare and submit to the designated representative monthly progress reports and schedules in the format required by the City.

IV. Summary of Total Project Fees

Task Number & Name		Hours	Labor	Expenses	Subtotal
1	Project Administration	335	\$85,500		\$ 85,500
2	Conceptual Design (30%)	414	\$86,300		\$ 86,300
3	Preliminary Design (60%)	896	\$184,500		\$ 184,500
4	Pre-Final / Final Design (90%,100%)	874	\$181,600	\$200	\$ 181,800
5	Community and Council Engagement	20	\$4,500		\$ 4,500
6	Environmental Clearance	260	\$54,900		\$ 54,900
7	CM-GC Coordination	60	\$16,900		\$ 16,900
8	Right-of-Way / Easement Services	25	\$6,500		\$ 69,300
	Subconsultant: McClelland Consulting Engineers, Inc.			\$62,800	
9	Survey and SUE Services	10	\$2,700		\$ 56,800
	Subconsultant: McClelland Consulting Engineers, Inc.			\$54,100	
10	Quality Control / Quality Assurance	194	\$53,000		\$ 53,000
11	Client Project Meetings	67	\$17,000		\$ 17,000
Total:					\$ 810,500

See following section for task / hour fee breakdown. Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. However, Kimley-Horn reserves the right to reallocate amounts among tasks as necessary. The labor categories are as follows:

Labor Categories

P7 – Senior Professional II

P6 – Senior Professional I

P5 – Senior Professional I (Senior Engineer)

P4 – Professional (Project Engineer)

P3 – Professional (Design Engineer)

P2 – Analyst (EIT II)

P1 – Analyst (EIT I)

O4 – Support Staff

B3 – Support Staff

V. Task / Hour Fee Breakdown

A. Task 1 – Project Management

Task Description		P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
1.1	RFI and Data Sourcing		15	30						45
1.2	Team Management (10 hrs./month for 12 months)			120						120
1.3	Communications and Reporting			30						30
1.4	Internal Project Team Meetings (30 total)		15	30	15		30			90
1.5	City Coordination (up to 50 hours)			50						50
Subtotal:			30	260	15		30			335
Task 1 Labor Subtotal:										\$ 85,500
Task 1 Expense Subtotal:										\$ 0
Task 1 Fee Total:										\$ 85,500

B. Task 2 – Conceptual Design (30%)

Task Description		P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
2.1	Data Collection		10	10		10				30
2.2	30% PS&E Package									
	- Cover						4			4
	- Construction Notes						6			6
	- Key Map						6			6
	- SUE Sheet			2			2			4
	- Typical Sections			2		4				6
	- Roadway Plan Sheets		20	20	40	60	60			200
	- Storm Horizontal Layouts				20					20
	- Signing and Striping					6	10			16
	- HAWK Signal					8				8
	- Illumination				4					4
	- Landscape		1	8		41				50
	- Standards		2	2			4			8
2.3	AutoTURN Exhibits		1	6			20			27
2.4	OPCC		2	4	4	1	10			21
2.5	Key Design Decisions		2	2						4
Task 2 Subtotal:			38	56	68	130	122			414
Task 2 Labor Subtotal:										\$ 86,300
Task 2 Expense Subtotal										\$ 0
Task 2 Fee Total:										\$ 86,300

C. Task 3 – Preliminary Design (60%)

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
3.1 30% Comment Review Meeting	2	2	2	2					8
3.2 60% PS&E Package									
- Address 30% Comments		2	2	8	8	16			36
- Cover						2			2
- Construction Notes						6			6
- Quantity Summary Sheets			10	20		30			60
- Key Map						3			3
- SUE Sheet			2			2			4
- Typical Sections			2		8				10
- Right-of-Way / Easement Sheets				25					25
- Traffic Control Narrative and Phasing		4	4	20		20			48
- Removal Sheets			10	20		60			90
- Roadway Project Control Sheets				10					10
- Roadway Plan & Profile Sheets		10	20	20	60	60			170
- Grading / Erosion / SWPPP					40				40
- Drainage Area Map		5			20				25
- Storm Design and Sheets		10		30	50				90
- Utility Adjustment Sheets		5			20				25
- Signing and Striping					10	20			30
- HAWK Signal					10	20			30
- Illumination					6				6
- Landscape		1	11		26				38
- Standards					2	4			6
- OPCC		2	4	4	1	10			21
- Key Design Decisions		2	2						4
3.3 Constructability Walk									
- Site Visit		20	20	10	10				60
- Meeting Minutes			1		1				5
3.4 60% Utility Conflict Package		2	8			12			22

Task 3 – Preliminary Design (60%) (Continued)

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
3.5 60% Right-of-Way / Easement Package		2	8			12			22
Subtotal:	2	67	106	169	275	277			896
Task 3 Labor Subtotal:									\$ 184,500
Task 3 Expense Subtotal:									\$ 0
Task 3 Fee Total:									\$ 184,500

D. Task 4 – Pre-Final / Final Design (90% and 100%)

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
4.1 60% Comment Review Meeting	2	2	2	2					8
4.2 90% PS&E Package									
- Address 60% Comments		4	4	16	16	24			64
- Cover						1			1
- Construction Notes						1			1
- Quantity Summary Sheets			10	20		30			60
- Key Map						2			2
- SUE Sheet						2			2
- Typical Sections						2			2
- Right-of-Way / Easement Sheets						2			2
- Traffic Control Plans		10	10	10	20	50			100
- Removal Sheets			10	15		30			55
- Roadway Project Control Sheets				4					4
- Roadway Plan & Profile Sheets		5	10	20	20	20			75
- Grading / Erosion / SWPPP		5		20					25
- Drainage Area Map		5		20					25
- Storm Sheets		5		15		20			40
- Utility Adjustment Sheets		5		15		20			40
- Signing and Striping					4				4
- HAWK Signal					2				2
- Illumination					2				2

Task 4 – Pre-Final / Final Design (90% and 100%) (Continued)

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
- Landscape		1	12		26				39
- Cross Sections		4			40				44
- Standards					2	4			6
4.3 90% Utility Conflict Package		2	8			12			22
4.4 90% Right-of-Way / Easement Package		2	8			12			22
4.5 90% Comment Review Meeting	2	2	2	2					8
4.6 100% PS&E Package									
- Address 90% Comments		2	2	12	12	20			48
- Cover					1				1
- Construction Notes					1				1
- Quantity Summary Sheets			2		4				6
- Key Map					1				1
- SUE Sheet					1				1
- Typical Sections					1				1
- Right-of-Way / Easement Sheets					1				1
- Traffic Control Plans		2	4		8	8			22
- Removal Sheets			4		8				12
- Roadway Project Control Sheets			1		2				3
- Roadway Plan & Profile Sheets			4		8				12
- Grading / Erosion / SWPPP			2		4				6
- Drainage Area Map			2		4				6
- Storm Sheets			2		4				6
- Utility Adjustment Sheets			2		4				6
- Signing and Striping			1		2				3
- HAWK Signal			1		2				3
- Illumination			1		2				3
- Landscape			5		15				20
- Cross Sections		4			20				24
- Standards					1	2			3
4.7 Final Site Visit		4	4	4		4			16
4.8 100% Utility Conflict Package		1	2			4			7

Task 4 – Pre-Final / Final Design (90% and 100%) (Continued)

Task Description		P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
4.9	100% Right-of-Way / Easement Package		1	2			4			7
Subtotal:		4	66	117	175	238	274			874
Task 4 Labor Subtotal:										\$ 181,600
Task 4 Expense Subtotal:										\$ 200
Task 4 Fee Total:										\$ 181,800

E. Task 5 – Community and Council Engagement

Task Description		P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
5.1	Meeting Material Preparation									
	- Online Engagement									
	- Community Meetings (2)		4	4	4			8		20
Subtotal:			4	4	4			8		20
Task 5 Labor Subtotal:										\$ 4,500
Task 5 Expense Subtotal:										\$ 0
Task 5 Fee Total:										\$ 4,500

F. Task 6 – Environmental Clearance

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
6.1 Existing Conditions / P&N	6			4	10	14			34
6.2 Alternatives Analysis / Proposed Action	2			6					8
6.3 Env Resource Review & Tech Studies	8			14	32	72	16		142
6.4 Agency / FHWA Coordination	10			4	16		2		32
6.5 Impact Evaluation & CE Documents	8			16	8	12			44
Subtotal:	34			44	66	98	18		260
Task 6 Labor Subtotal:									\$ 54,900
Task 6 Expense Subtotal:									\$ 0
Task 6 Fee Total:									\$ 54,900

G. Task 7 – CM-GC Coordination

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
7.1 CM-GC Coordination		20	40						60
Subtotal:		20	40						60
Task 7 Labor Subtotal:									\$ 16,900
Task 7 Expense Subtotal:									\$ 0
Task 7 Fee Total:									\$ 16,900

H. Task 8 – Right-of-Way / Easement Services

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
8.1 Subconsultant Coordination			10						10
8.2 Meetings with Property Owners			15						15
Subtotal:			25						25
Task 8 Labor Subtotal:									\$ 6,500
Subconsultant – McClelland Consulting Engineers, Inc.									
8.1.1 Boundary Resolution – Up to 25 Parcels for Phase 2 Project Limits									\$ 22,800
8.1.2 Exhibit Maps and Descriptions (\$1,600 / Parcel) – Up to 25 Parcels									\$ 40,000
Task 8 Subconsultant (McClelland Consulting Engineers, Inc.) Subtotal:									\$ 62,800
Task 8 Fee Total:									\$ 69,300

I. Task 9 – Survey and Subsurface Utility Engineering Services

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
9.1 Subconsultant Coordination			10						10
Subtotal:			10						10
Task 9 Labor Subtotal:									\$ 2,700
Subconsultant – McClelland Consulting Engineers, Inc.									
9.1.1 Topographic and Subsurface Utility Engineering – Phase 2 Project Limits									\$ 54,100
Task 9 Subconsultant (McClelland Consulting Engineers, Inc.) Subtotal:									\$ 54,100
Task 9 Fee Total:									\$ 56,800

J. Task 10 – Quality Control / Quality Assurance

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
10.1 QC / QA Plan			8						8
10.2 QC / QA Survey and SUE		6	6	6					24
10.3 QC / QA of Design Documents									
- Conceptual Design (30%)	6	12	20						38
- Preliminary Design (60%)	6	12	24						42
- Pre-Final Design (90%)	2	12	20						34
- Final Design (100%)	2	6	10						18
10.4 Comment Resolution Log									
- Preliminary Design (60%)			4			10			14
- Pre-Final Design (90%)			4			10			14
- Final Design (100%)			2			6			8
Subtotal:	16	48	98	6		26			194
Task 10 Labor Subtotal:									\$ 53,000
Task 10 Expense Subtotal:									\$ 0
Task 10 Fee Total:									\$ 53,000

K. Task 11 – Client Project Meetings

Task Description	P7	P6	P5	P4	P3	P2	P1	O4	Subtotal
11.1 Kickoff Meeting with City Staff	2	6	2	8	2	4			24
11.2 City Staff Design Coordination and Meetings									
- Baseline Project Schedule		1	6						7
- Twelve (12) Meetings		12	12			12			36
Subtotal:	2	19	20	8	2	16			67
Task 11 Labor Subtotal:									\$ 17,000
Task 11 Expense Subtotal:									\$ 0
Task 11 Fee Total:									\$ 17,000



Meeting of July 28, 2026

To: Transportation Committee

Thru:

From: Chris Brown, Public Works Director

Subject: **Review of Bids for Construction On Hwy 112 Poplar St to Drake St.**

Recommendation:

Staff recommends award of bid 26-43 to Crossland Heavy Contractors, low bidder on the project, in the amount of \$14,923,032.90

Background:

On January 3, 2017, the City Council approved the City's participation in a revised Partnering Agreement with the Arkansas Department of Transportation (ARDOT) to make needed improvements to Hwy 112 (Resolution 27-17). Upon completion of the improvements to Hwy 112, the City agreed to assume ownership and responsibility of Hwy 112 from Hwy 16 (15th St) to Interstate 49.

On September 19, 2017, the Mayor signed the Agreement of Understanding with ARDOT obligating the City to manage the improvements of Hwy 112 from Poplar Street to Drake Street. The City agreed to manage project design, right-of-way acquisition, utility relocations, bidding and construction management; ARDOT agreed to funding the full cost of the project, less betterments requested by the City.

Since the agreement, the City has engaged an engineer for the design of the project, acquired rights of way and easements, and secured all required permits for the project. Bids for construction were received on July 14th, 2026.

Discussion:

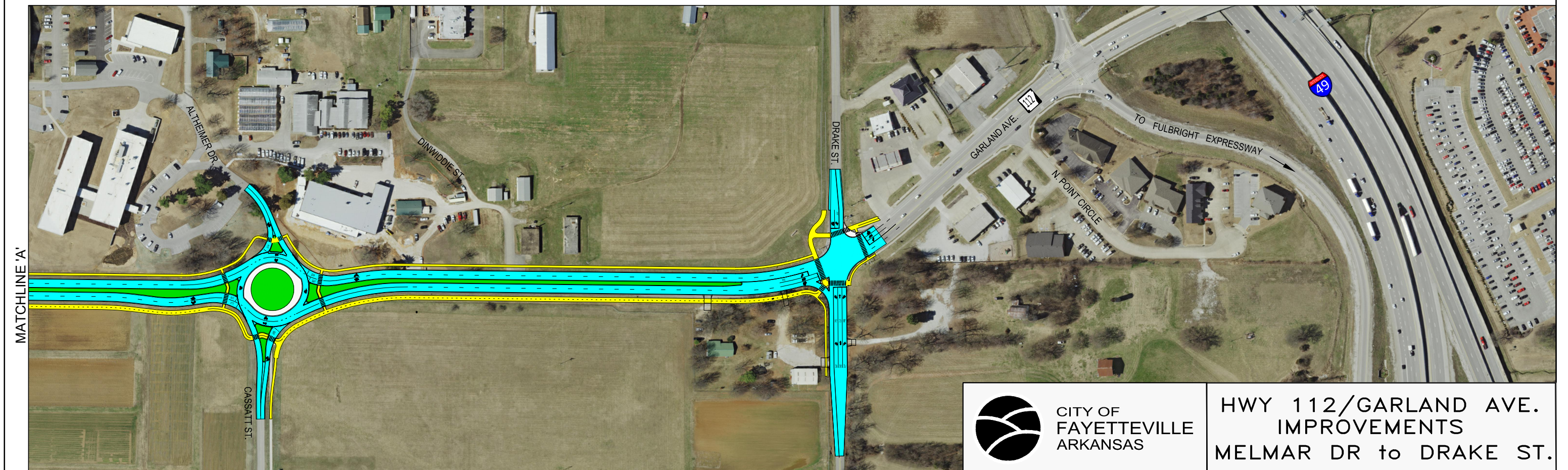
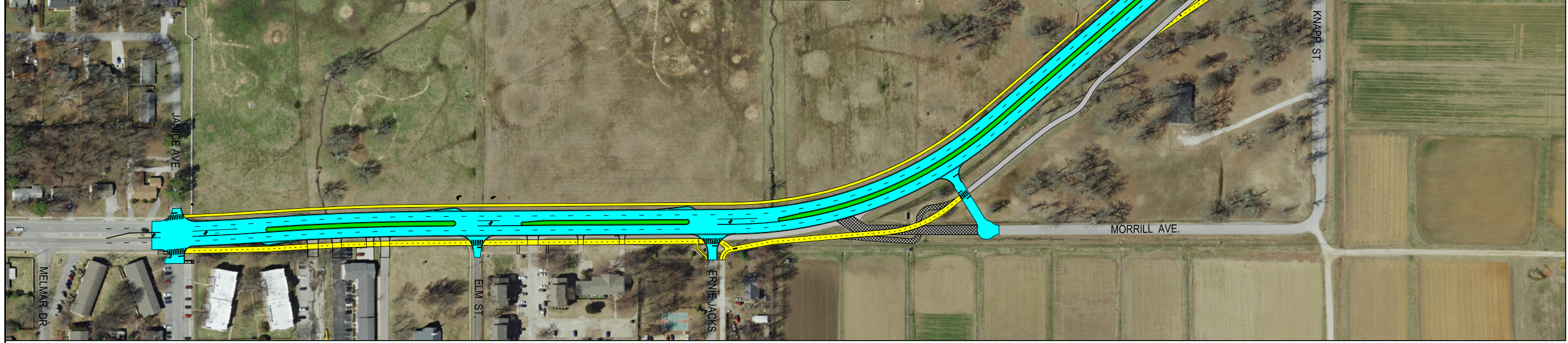
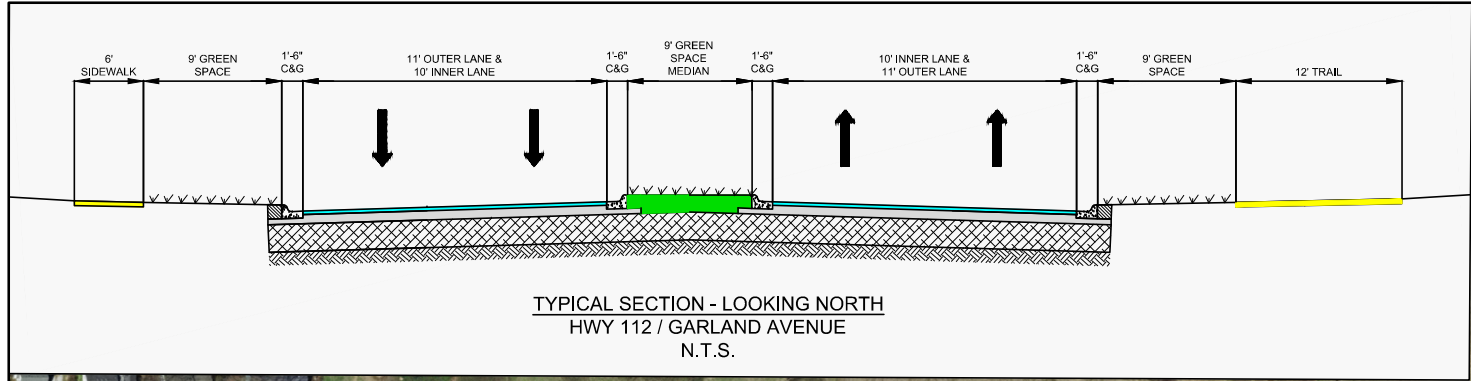
4 bids were received, ranging from \$14.9 million to \$16.9 million. Crossland Heavy Contractors, Inc. is the low bidder; staff recommends approval of a contract with Crossland for the work.

Budget/Staff Impact:

In accordance with our agreement, ARDOT will fund the majority of the cost of this contract. The City has secured grant funding in the amount of \$644,000, which will require a 20% match in the amount of \$161,000.

In addition, Water and Sewer Utilities cost will be \$248,131 for betterments on the project. The remaining \$13.87 million will be paid by ARDOT.

Attachments: Concept Plat Colored



HWY 112/GARLAND AVE.
IMPROVEMENTS
MELMAR DR to DRAKE ST.



CHAPTER 3 – TRANSPORTATION IMPACT STUDY

3.1 INTRODUCTION

3.1.1 General

This chapter contains the policies and guidelines necessary for the preparation of Transportation Impact Studies (TIS) for development proposals in the City of Fayetteville. The policies exist to ensure consistent and proper traffic planning and engineering practices when developments are being considered within the City. The guidelines provide for a standard process, set of assumptions, set of analytic techniques, and presentation format to be used in the preparation of the TIS.

3.1.2 Applicant Responsibility

The responsibility for assessing the transportation impacts associated with an application for development approval rests with the applicant. The City only serves in a review capacity. The assessment of these impacts shall be contained within a TIS report as specified herein. It shall be prepared under the supervision of, and sealed by, a licensed Professional Engineer in the State of Arkansas with experience in traffic engineering and transportation planning/engineering.

For all State Highways within the study area, the applicant is required to meet the requirements of the Arkansas Department of Transportation.

3.1.3 Capacity and Safety Issues

Development has a direct impact on transportation, including vehicular, transit, bicycle, and pedestrian traffic. In order to meet capacity and safety needs as they relate to the traffic generated from a particular development, specific improvements may be necessary. The goal of the TIS is to address the transportation related issues that result from the new development and to determine the improvements required such that appropriate levels of service are safely maintained. The competing objectives of vehicular movement, pedestrians, bicyclists, and others must be balanced in the development review process. A balanced combination of elements is needed to provide facilities that serve all transportation modes. The TIS will provide information and guidance as plans are developed and decisions made for the approved plan.

- A. *Vehicular Traffic Improvements.* Examples of capacity and safety improvements for vehicular traffic include road widening/narrowing, capacity of travel lanes, turn lanes, acceleration and deceleration lanes, intersection improvements, traffic signals, stop signs and modifications to access points.

- B. *Pedestrian and Bicycle Traffic Considerations and Improvements.* Examples of safe, comfortable, and convenient pedestrian services are shorter blocks, lower traffic speeds, tree-lined sidewalks, well-defined crosswalks, median refuges and channelized islands in large street crossings. Grade separated structures are examples of safety improvements where vehicular traffic causes unsafe conditions for pedestrians, and where space is available for the needed ramps or steps. The addition of on- or off-street bicycle facilities per the guidelines found in **Chapter 9, Bicycle Facilities Design and Technical Criteria**, and in the Master Street Plan may be needed to achieve connectivity between the proposed project and the existing bikeway system.
- C. *Transit Traffic Improvements.* Examples of transit traffic improvements include accommodation of public transit facilities such as bus stops, bus bays, and transit stop facilities. This may involve wider lanes to accommodate larger vehicles.

3.2 REQUIREMENTS AND CRITERIA

3.2.1 Scoping Meeting

- A. *Purpose.* The purpose of the scoping meeting is to determine the parameters for the study of traffic impacts for a specific development project, and to document those parameters. The parameters determined in the scoping meeting represent general agreement between the City and the consulting engineer, but they may not be all-inclusive. The City retains the right to require any additional information and/or analysis to complete an evaluation of the proposed development project.
- B. *Meeting Setup and Content.* The applicant is required to contact the City to arrange for a scoping meeting to discuss the TIS requirements and determine the base assumptions. It is incumbent upon the Applicant to be prepared to discuss the following:
 - 1. Previous TIS prepared for the site, if any;
 - 2. Location of the site;
 - 3. Proposed access and its relationship to adjacent properties and their existing/proposed access;
 - 4. Preliminary estimates of the site's trip generation and trip distribution at build-out;
 - 5. Identification of proposed year of build-out;
 - 6. Trip adjustment factors proposed, if any;
 - 7. Approved and proposed developments in the study area, and the associated committed roadway improvements;
 - 8. Anticipated roadway improvements to be provided by the applicant;
 - 9. Phasing plan proposed;
 - 10. Potential bicycle and pedestrian connections;
 - 11. Special analysis needs.

3.2.2 Types of Study

- A. *Master TIS.* Where large complex projects are planned or a project is phased over a multi-year build-out, it may be appropriate to prepare a Master TIS for the initial development followed by periodic updates for specific phases. The Master TIS must include overall phasing of improvements to coincide with project phasing. Updates to the Master TIS shall be submitted with the development applications for the specific phases, and shall meet the requirements for the Individual Site TIS.
- B. *Individual Site Transportation Impact Study.* An Individual Site TIS is prepared for a project that stands alone or is a phase of a master development. It can be for a new use in an existing or remodeled building, the construction of a new building (either single occupant or multiuser), construction of multiple buildings, or the construction of new residential development.

3.2.3 When a TIS is Required

An Individual Site TIS shall be required if one or more of the following conditions occur:

1. The development will generate greater than 100 peak hour trips on to a Residential Link;
2. The development will generate greater than 150 peak hour trips on to a Neighborhood Link;
3. The development will generate greater than 200 peak hour trips on to a Regional Link;
4. New high-volume access is requested for a Regional Link or State Highway;
5. The City Engineer deems that other development-specific conditions warrant a TIS.

3.2.4 Revisions and Updates

A revision or update to an approved TIS may be required when a previously approved development proposes an expansion, a change to access, or a change in use where new trip generation estimates exceed the original trip-end generation estimates. If the currently approved study was prepared within the last three years, an amendment letter addressing the changes may be accepted and satisfy the requirements of this guideline.

The letter must address: a) an estimate of site trip generation, b) existing site trip generation, c) the differences between anticipated estimates and existing trip generation and d) changes to the bicycle or pedestrian facilities. If the original study is older than three years, an entirely new study will be required by the City Engineer.

3.3 STUDY PARAMETERS

3.3.1 Project Description

A description of the proposed project will be prepared and include the type of land use and size of the proposed project (number of dwelling units or building square footage). Any proposed phasing will be discussed and the anticipated completion date established. A figure depicting the proposed site plan will also be included and the proposed vehicular access locations will be described. This section will also include a description of how pedestrian and bicycle travel will be accommodated

within the proposed site plan. This will include a discussion of types of sidewalks, trails, and connections to local and perimeter destinations.

3.3.2 Analysis Horizons

Three study horizons are required for a Master or Individual Site TIS analysis. It may be acceptable for the short range and long range horizons to be identical for some large projects.

- A. *Existing Horizon.* The intent of completing an analysis of the existing (current) study horizon is to establish a baseline of traffic conditions.
- B. *Short Range Horizon.* The intent of the short range planning horizon is to investigate the immediate impacts of the completed, proposed project on the existing and proposed roadway network. The short range planning horizon year is defined as one year after the full occupancy of the project. If the project is proposed to occur over multiple phases, each phase shall be evaluated for impacts one year after the occupancy of that phase for the short range analysis. To properly model the impacts, two analyses should be completed. One to project traffic conditions at full build out, and the other to project traffic conditions during the same time without build out.
- C. *Long Range Horizon.* The third planning horizon is the long range planning horizon. It shall be based on the current Regional Transportation Plan 20-year planning horizon and related modeling. The intent of the long range planning horizon is to evaluate the implications of the fully developed proposed project on the long-range traffic condition. Data from the Northwest Arkansas Regional Planning Commission is available.

3.3.3 Study Area

The limits of the transportation network study area shall be defined for all levels of TIS analysis. The limits of the transportation network to be studied shall be based on the size and extent of the application for development approval, the existing and future land uses, and traffic conditions on and near the site.

The exact limits of the study area are to be based on good engineering judgment, and an understanding of existing and future land use and traffic conditions at and around the site. The limits of the study area shall be agreed upon at the scoping meeting. The Master TIS shall generally establish the study area for all subsequent Individual Site TIS(s).

At a minimum, the factors to be considered for the establishment of the limits of the study area, the Master or Individual Site TIS should include as designated below:

1. All adjacent and internal Neighborhood Links and Regional Links - Master
2. Offside Neighborhood Links and Regional Links within the study area impacted 10% or more by the project, or provide the primary connections between the project and the urban services, unless otherwise approved by the City Engineer - Master
3. Continuity and adequacy of pedestrian and bike facilities - Master

4. Access to most direct transit facility or transit route – Master, Individual Site
5. Access routes to schools - Master, Individual site
6. All adjacent streets, intersections, and high-volume driveways - Individual Site
7. Nearest offsite major intersection(s), Neighborhood Links, and Regional Links - Individual Site
8. Internal public roads, including establishing the road classification - Individual Site
9. Additional offsite intersections as identified in the scoping meeting - Individual Site
10. Pedestrian and bicyclist destinations - Individual Site

3.3.4 Evaluation Elements

The purpose of the Master TIS is to provide a general sense of the overall impacts to the transportation system and to identify the larger scale improvement needs necessitated by the proposed development (i.e. widening of streets, connecting gaps in the street system, etc.). The Master TIS does not need to include intersection analyses, although it may, at the applicant's option, if the applicant intends to proceed with a specific phase of the project immediately following approval of the Master Development Plan.

For example, for a Master Development Plan with a multi-phase build-out, the Master TIS would not only address the overall project, but also identify key measurable criteria that would trigger the construction of some incremental portion of the overall infrastructure improvement plan. Typically at the Large Scale Development (LSD) or Preliminary Plat (PPL) stage, with each phase of the project a new individual site TIS specific to that phase would be prepared. This new study would verify the accuracy of the original traffic projections, both on-site and background, and check the criteria identified for infrastructure improvements, and other pertinent information.

The key elements of the project impact assessment for a Master or Individual Site TIS shall include the following minimum evaluations as designated below:

1. Conformity with the adopted Master Street Plan including any adopted access control plans – Master, Individual Site
2. Appropriateness of access locations – Master, Individual Site
3. Pedestrian/bike requirements and/or improvements – Master
4. Safety and accident analysis – Master, Individual Site
5. Neighborhood and public input issues – Master
6. Peak hour intersection LOS – Individual Site
7. Location and requirements for turn lanes or acceleration/deceleration lanes at accesses or intersections, including recommendations for taper lengths, storage length, acceleration/deceleration lengths, and other geometric design requirements per City or ARDOT requirements – Individual Site
8. Intersection and stopping sight distance evaluations and recommendations – Individual Site
9. Continuity and adequacy of pedestrian and bicycle facilities within the study area – Individual Site
10. Recommended traffic control devices for intersections which may include two-way stop control, four-way stop control or yield signs, school flashers, crosswalks, traffic signals, or roundabouts – Individual Site

11. Traffic signal and stop sign warrants – Individual Site
12. Appropriateness of the existing roadway signage and striping – Individual Site

3.4 TRAFFIC VOLUMES

3.4.1 Existing Traffic

- A. *Roadway Traffic Volumes/Traffic Counts.* Current A.M. and P.M. peak hour traffic counts as specified by the City Engineer shall be obtained for the roadways within the study area for one, non-holiday Tuesday, Wednesday, or Thursday. Each peak hour count shall be conducted over a two hour period (or as specified by the City Engineer) and shall include 15 minute count data to clearly identify the peak hours.

Weekend counts and/or average daily counts on residential links may also be required where appropriate when requested by the City Engineer.

The volumes shall be no more than one year old (from the date of application submittal). The City may require the use of seasonal adjustment factors depending on when data was collected and if the project is considered to be in an affected area (i.e. University of Arkansas).

- B. *Intersection Level of Service.* A.M. and P.M. peak hour intersection levels of service shall be determined for the existing signalized and unsignalized intersections with collectors and arterials within the area to be studied. Locations to be analyzed will normally be set in the scoping meeting. The analysis shall use procedures described in the latest edition of the Highway Capacity Manual.

3.4.2 Background Traffic

- A. *Short Range Volume Projections.* The traffic forecast for the short range planning horizon shall be the sum of existing traffic volumes plus cumulative development traffic. The cumulative development traffic shall be based, in part, on the A.M. and P.M. peak hour and ADT data established and accepted from planned and approved developments within and near the study area.

100% of the committed trips from the build out of the planned and approved projects in the study area must be included in the short range volume projection. The assumed baseline surface transportation network should reflect existing facilities (without the proposed project improvements) plus any committed improvements by the City, other public agencies, and/or other approved developments within the study.

The short range planning horizon background traffic growth rate shall be based on a growth rate based on one of the following methodologies:

1. Historical traffic counts projected to the build-out year (at least three years of traffic data should be used for this), or

2. Area-wide traffic count analysis which considers traffic volume trends in the study area's circulation system and uses proportion/extrapolation methods.

B. *Long Range Volume Projection.*

1. Historical traffic counts projected to the build-out year (at least three years of traffic data should be used for this), or
2. Area-wide traffic count analysis which considers traffic volume trends in the study area's circulation system and uses proportion/extrapolation methods, or
3. Growth rate agreed upon with the City Engineer.

3.4.3 Project Traffic

- A. *Trip Generation Rate.* Trip generation should be calculated from the latest data contained within the Institute of Transportation Engineers' Trip Generation Manual. Other industry publications (such as the ITE Journal or other sources) may be approved by the City. Data limitations, data age, choice of peak hours (for the land use or adjacent street traffic), choice of independent variables, and choice of average rate versus statistically significant modification should be discussed in the study when appropriate. When data is not available for a proposed land use or a modification is proposed, the Applicant must conduct a local trip generation study following procedures prescribed in the ITE Trip Generation Manual and provide sufficient justification for the proposed generation rate. This rate must be approved by the City prior to its use in the written study.
- B. *Preliminary Land Use Assumptions.* The trip generation values contained in studies submitted prior to the establishment of a site-specific development plan shall be based on the maximum number of dwelling units permitted for the approved land uses, and/or the maximum trip generation rates for the non-residential development. When a TIS is being developed for a project with an established site-specific development plan, trip generation shall be based on actual dwelling unit counts and square footage(s) proposed on the final plan.
- C. *Trip Generation Table.* The Applicant shall prepare a Trip Generation Table, listing each type of land use within the site at build-out, the size and unit of measure for each land use, trip generation rates (total daily traffic, A.M. and P.M. peaks), directional splits for each in/out driveway, the resultant total trips generated. The data source shall be stated. Build-out land uses and trip generation shall be used for both the short range and long range planning horizons. Developments proposed that are of a type that build-out in the short-range is not feasible due to the size, may propose phases (such as 2-year increments) for the development.
- D. *Adjustments to Trip Generation.* Trip-making reduction factors may be used after first generating trips at full ITE rates or pre-approved rates from other professional sources. These factors fall into two categories: those that reassign some portion of generated trips to the background stream of traffic, and those that remove or move generated trips. In all cases, the underlying assumptions of the ITE trip generation rates must be recognized and considered before any reductions are used in the TIS. Two specific situations will be closely reviewed. The first is when the traffic study assumes rates where the collection of mixed uses, such as at

a shopping center, result in lower peak hour trips than when applying individual rates to each land use. The second is when reductions in the trip generation rates are assumed based on reductions due to travel demand management.

1. Pass-by Trips. This first category may be considered when trips to the proposed development currently exist as part of the background traffic stream, referred to as a pass-by trip. Pass-by percentages identified in the ITE Trip Generation report or other industry publications will be considered with appropriate explanation and documentation. Pass-by traffic must remain assigned to driveways and access points. They are not additive to the background traffic stream. A technical appendix, table or map that illustrates the re-division of pass-by trips is required which may be submitted as a legible, hand-written work sheet(s).
 2. Internal Site Trips/TDM. Analytic support documentation of internal site trips, and transit use shall be provided to show how trip adjustments are derived. Optimistic assumptions regarding transit use will not be accepted unless accompanied by specific implementation proposals that will become a condition of approval. Such implementation proposals must have a high expectation of realization within a 5-year period after project initiation.
- E. *Trip Distribution*. Trip distribution must be documented in the TIS. It may be based on the professional engineer's judgment applied to one or more of the following: regional traffic volume projections, gravity model, market analysis, existing traffic flows, or applied census data. Regardless of the basis of the estimates, the procedures and rationale used in determining the trip distributions must be fully explained and documented.
- F. *Trip Assignment*. The project traffic will be assigned to the roadway system according to the trip distribution established above. The resulting project site generated traffic and total site traffic will be depicted on figures for each analysis horizon. These figures will include peak hour traffic volume information, plus daily traffic volume. Separate maps or values are required when the trip distribution differs by more than 10% between the short and long range analysis horizons.

3.4.4 Total Traffic

The total traffic projections will be determined for each of the analysis horizons identified earlier in the base assumptions. The total traffic projections will include the existing traffic, plus the future background traffic, plus the project generated traffic. The future total traffic projections will be depicted on figures for each study year.

Based upon the total traffic projections and the City's street standards and Master Street Plan, the Applicant shall provide roadway functional classification recommendations.

3.5 PROJECT IMPACTS

3.5.1 Significant Negative Impacts

This section applies primarily to vehicular related impacts associated with the proposed project. A project is defined as significantly impacting a study intersection when one of the following criteria are satisfied:

A. *For Signalized Intersections.*

1. When the added project traffic causes an intersection to fail the minimum acceptable level of service standard; or
2. When the background traffic conditions (without project traffic) causes an intersection to fail the minimum acceptable level of service standards; and when the project traffic causes more than a 2 percent increase in the intersection delay.

B. *For Unsignalized Intersections.*

1. When backstacking to adjacent intersections would create impeded traffic flows and/or excessive congestion; or
2. When added project traffic is determined to create potential safety problems.

3.5.2 Project Impact Assessment

The key elements of the project impact assessment include evaluations of issues outlined for a specific analysis. Refer to **Section 3.3.4** for a listing of the Evaluation Elements.

A. *Motor Vehicle Impact Evaluations.*

1. Existing Condition. Drawings shall be prepared and included in the report to document traffic counts, lane geometrics (including striping, signing and other pavement markings), traffic control, existing access locations, lane lengths, widths, tapers, and any other notable features. When Regional Links are impacted by the proposed project, the report shall include a tabulation or diagram which identifies the number of existing and proposed accesses contained within, and up to one-quarter mile of, the evaluated Regional Link and/or intersection .
2. Using the peak hour traffic volumes forecast and the maximum traffic volumes allowed for the specific classes of roadways, a general evaluation should be made of the street system for the specified analysis horizons. A summary report of the level of service evaluations for roadway links shall be presented in the TIS. Within one block (approximately 500 to 1000 feet) of an intersection with a street of higher functional classification, additional through and turning lanes may be required on a street to meet the level of service requirements in **Table 4-1** and/or for the intersection. The additional lanes shall not be considered a reclassification of the street.
3. Intersection Delay.

- a. An A.M. and P.M. peak hour intersection level of service analysis shall be conducted for each intersection analyzed in the TIS, based on procedures specified in the most recent release of the Highway Capacity Manual.
 - b. The principal objective of the intersection level of service traffic impact analysis is to identify whether the traffic from the proposed project when added to the short range planning horizon traffic will result in a significant impact and an unacceptable level of service.
 - 4. Driveway Access. The design, number, and location of access points to collector and arterial roadways must be submitted for approval with the development. State Highway accesses require the issuance of a permit from ARDOT. The number of access points must be kept to a minimum and be designed to be consistent with the Access Management Policy. Access points will be reviewed and approved by the City based on the following information:
 - a. Access location(s) as shown on the site plan.
 - b. Proposed traffic turning movements.
 - c. Analysis of on site (driveway) stacking/queuing and impacts to adjacent streets.
 - d. Signalization requirements and design in accordance with these guidelines.
 - 5. Traffic Signals.
 - a. Proposed and existing access points, proposed intersections, and existing intersections effected by the development being analyzed in the report that have any potential for signalization will be reviewed and discussed during the development review process. Discussion will include review of existing signals/potential modifications, proposed signals, school signals for school crossings, school flashers, pedestrian signals/crossings, and any other potential for signal devices and signal interconnect issues.
 - b. Signal Warrant Analysis for potential signal locations shall consist of a review of the applicable signal warrants contained in the Manual on Uniform Traffic Control Devices.
 - c. If any location proposed for signalization is not spaced according to the City's policy, then a traffic signal progression analysis shall be required.
 - d. Alternatives to signalization at potential signal locations will be discussed in the report. The alternatives to adding new intersections to be discussed should include no new intersection, limited movements, and roundabouts.
 - e. If any signal timing and/or phasing changes are proposed, an appropriate signal progression analysis may be required.
- B. *Pedestrian and Bicycle Evaluations*. Pedestrian and bike facility demand shall be identified and related items for discussion should include:
- 1. School routing plans per the MUTCD between the project and all schools within 1-1/2 miles of the project boundary;
 - 2. The demand for pedestrian and bike facilities to serve high pedestrian activity areas within the land use;
 - 3. The need for links of bicycle or pedestrian facilities to neighboring land uses or attractions (trails, etc) as guided by the Active Transportation Plan;

4. Geometric improvements and recommended traffic control devices to accommodate pedestrians and bicyclists;
5. Existing and proposed pedestrian and bike facilities shall be evaluated for compliance with the following elements:
 - a. Directness. Walking distance to destinations like transit stops, schools, parks, and commercial or activity areas should be direct.
 - b. Continuity. The sidewalk/ walkway system should be complete, without gaps. The pedestrian corridor should be integrated with the activities along the corridor and should provide continuous access to destinations.
 - c. Street Crossings. Safety and comfort is essential while crossing streets, intersections and mid-block crossings. Factors that affect the LOS include: number of lanes to cross, crossing delay for pedestrians, signal indication, cross-walks, lighting, raised medians, visibility, curb ramps, pedestrian buttons, convenience, comfort, and security.
 - d. Security. Pedestrians should be visible to motorists, separated from motor vehicles and bicycles, and under adequate street lighting.
 - e. Surface Condition. Pedestrian facilities should be free from obstructions, cracks, and interruptions.
 - f. Grade. Off street facilities shall be designed to minimize running slopes; maximum grade shall be 5% where possible. If steeper slopes are needed due to terrain, no more than 30% of the length of a facility should exceed 8.33%.

C. *Special Studies*. This section provides the City with opportunities to request specific focused traffic analyses that may be unique to the proposed land use action. The Applicant and the City will determine if special studies are required. These may include, but are not limited to the following:

1. Access spacing,
2. Accident/safety concerns (accident statistics),
3. Truck routing,
4. Neighborhood Transportation Impact Evaluation. The TIS may be required to include a focused analysis of the potential project related impacts on adjacent residential neighborhood quality of life issues such as potential cut-through traffic and speeding/volume concerns. If it is determined that a neighborhood transportation impact evaluation is required the following procedure should be followed:
 - a. Examine existing transportation conditions within the neighborhood. This should follow the same procedure as set forth earlier for the transportation impact analysis. Daily and peak hour traffic volumes should be collected for the local streets to be included in the analysis.
 - b. Determine project generated traffic for all modes within the neighborhood and show on a figure.
 - c. Determine total traffic projections for the local streets. This should follow the same procedures as described earlier, including other projects and area wide growth if applicable.
 - d. Determine if the proposed project would create significant impacts to the residential streets using the criteria stated earlier.

- e. If necessary, develop measures, including but not limited to traffic calming techniques, to mitigate any significant impacts.
- 5. Sight Distance. Sight distance concerns that are anticipated or observed which may impact driveway, intersection, or roadway operation and safety need to be discussed in the TIS. Recommendations regarding stopping sight distance, intersection sight distance, and passing sight distance needs should be provided by the Applicant's traffic engineer for detailing on the final development, site plan, or final construction plans.

3.6 MITIGATION MEASURES

When a project's vehicular impacts are determined to not meet the minimum acceptable level of service standard, the TIS shall include feasible measures, which would mitigate the project's impacts. The mitigation measures are intended to be in addition to the minimum required improvements necessary to meet the City's standards and codes.

3.6.1 Traffic Signal Operations Improvements

Traffic Signal Operational improvements would include upgrading signal to include additional signal phases and/or, signalization of an unsignalized intersection. Signalization of project access drives would not be considered as a mitigation measure. The City Engineer must approve signal improvements and/or installations.

3.6.2 Street Widening and Other Physical Improvements

Mitigation measures, which include street widening, and other physical improvements must be demonstrated to be physically feasible and must meet minimum City Standards and Ordinances for both on-site and off-site improvements.

3.6.3 Geometric Improvements

Turn lanes and other auxiliary lane needs shall be identified for each access. Design basis shall generally be ITE, AASHTO, CDOT, NCHRP or other nationally accepted standards. All proposed project entrances onto arterial streets shall be evaluated as to whether they require acceleration lanes or deceleration lanes.

3.7 REPORT CONCLUSIONS

3.7.1 Recommended Improvements

The findings of the Transportation Impact Study should be provided in summary format, including the identification of any areas of significant impacts and recommended improvements/mitigation measures to achieve the LOS standards for all modes.

- A. *Geometric Improvements.* The TIS shall include recommendations for all geometric improvements such as pavement markings, signs, adding through or turn lanes, adding project access and associated turn lanes, acceleration lanes, and changes in medians. Sufficient

dimensions/data shall be identified to facilitate review. Anticipated right-of-way needs shall also be identified.

- B. *Responsibility.* The applicant shall describe the location, nature, and extent of all transportation improvements that the applicant recommends to achieve the required level of service for each analysis horizon's year. In addition, the party(ies) responsible to complete the improvements shall be identified.

2026 BOND PROGRAM - DETAIL PROJECT LIST

Q5 – PEDESTRIAN / TRAILS | \$3,650,000

Issue	Project Name	Amount	Grant Funding	Total	Notes
FIRST ISSUE — 2026		\$ 1,200,000	\$ 500,000	\$ 1,700,000	
First Issue	Mission Blvd. Trail (Phase 2) - Rush Drive to Maple Street	\$ 350,000	\$ 500,000		
First Issue	Hwy 62 Sidepath (Lefler Ln. to Ruppel Road)	\$ 100,000			
First Issue	Midtown Trail (Ash Street Sidepath)	\$ 750,000			

Q6 – TRANSPORTATION | \$54,350,000

Issue	Project Name	Amount	Grant Funding	Total	Notes
FIRST ISSUE — 2026		\$ 13,770,000	\$ 17,920,000	\$ 31,690,000	
First Issue	North Street Corridor - Garland to Greenway	\$ 300,000		\$ 300,000	ROW on project
First Issue	North Street Corridor - Greenway to College	\$ 150,000	\$ 600,000	\$ 750,000	
First Issue	Town Branch Bridge Improvements	\$ 870,000		\$ 870,000	Design
First Issue	New/Upgrade Signalization Projects-First Phase	\$ 250,000		\$ 250,000	Study and Design
First Issue	I49/Stephen Carr Interchange	\$ 1,200,000	\$ 4,800,000	\$ 6,000,000	
First Issue	Wedington Dr. (Build Grant) \$160,000	\$ 160,000	\$ 640,000	\$ 800,000	Grant Received
First Issue	RR xings at University and Frisco (RCE \$1,120,000)	\$ 1,120,000	\$ 4,400,000	\$ 5,520,000	Grant Applied for-these amts for University only
First Issue	Joyce Blvd (SS4A \$1,720,000)	\$ 1,720,000	\$ 6,880,000	\$ 8,600,000	Grant Applied for
First Issue	SS4A Project Matching	\$ 6,000,000		\$ 6,000,000	Existing SS4A Grants
First Issue	Paving Plan Funding	\$ 500,000		\$ 500,000	
First Issue	Rolling Hills Ext to Oak Bailey	\$ 1,200,000		\$ 1,200,000	
First Issue	Township / 265 Intersection Widening	\$ 150,000		\$ 150,000	Design
First Issue	Huntsville Road/MLK Corridor Improvements (Hwy 265 to School)	\$ 150,000	\$ 600,000	\$ 750,000	Design