

SPRINGDALE INFRASTRUCTURE DEVELOPMENT PLAN

LOCALLY FUNDED MUNICIPAL PROJECTS

The following pages provide a narrative description, preliminary street alignment and a preliminary construction cost estimate for each of the 15 Locally Funded Municipal Projects that comprise the planned 2018 Springdale Infrastructure Bond Program.

LOCALLY FUNDED MUNICIPAL PROJECTS (15)

(Springdale Infrastructure Bond Program)

Project	Street Name	Project Limits	Length (LF)	Cost Est. (millions)
5	Gene George Blvd	Hwy 412 Bypass to Wagon Wheel Rd p. 2	3,700	\$10.4
6		Wagon Wheel Rd to Elm Springs Rd p. 3	11,575	\$22.9
7		Elm Springs Rd to Har-Ber Ave p. 4	3,000	\$4.5
8		Har-Ber Ave to Bleaux Ave p. 5	2,000	\$6.9
9	Elm Springs Road	Oak Grove Rd to Gene George Blvd p. 6	1,270	\$4.0
10	Huntsville Avenue	Gutensohn Rd to N. Thompson p. 7	7,400	\$1.4
11	Maple Avenue	Holcomb St to Park St p. 8	2,000	\$2.5
12	Don Tyson Pkwy	Habberton Rd to Hwy 412 p. 9	5,400	\$8.2
13	Dixieland Road	Apple Blossom Rd to Wagon Wheel Rd p. 10	5,800	\$5.8
14	Apple Blossom Road	N. Thompson to S. Goad Springs St p. 11	5,100	\$11.8
15	Randall Wobbe Lane	A&M Railroad to Hwy 265 Extension p. 12	2,000	\$2.1
16	Carley Road	Chapman Ave. to Don Tyson Parkway p. 13	3,900	\$5.6
17	40 th Street	Wagon Wheel Rd to Falcon Rd p. 14	9,500	\$13.7
18	Watkins Avenue (Trail)	48 th Street to Gene George Blvd p. 15	2,500	\$1.6
19	East I-49 Access Road	Wagon Wheel Rd to Elm Springs Rd p. 16	10,000	\$16.3
	TOTAL			\$117.7M

PROJECT 5 – GENE GEORGE BLVD.

HWY 412 BYPASS TO WAGON WHEEL ROAD

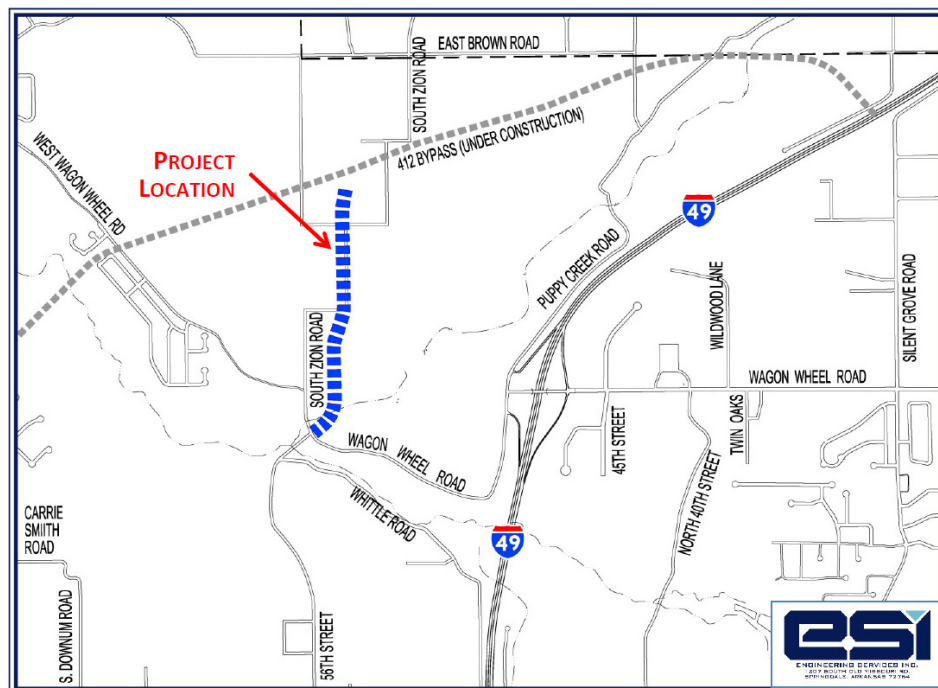
This project includes extending Gene George Blvd. from Wagon Wheel Road north to the 412 Bypass. At the 412 bypass, an overpass is currently under construction by AHTD to allow Zion Road to cross over the bypass. The proposed Gene George Blvd. extension will utilize this overpass, and the proposed project also includes adding on and off ramps north and south of the overpass to create an interchange at this location. No improvements to the overpass itself (the bridge structure) are included as part of the proposed project, all work will be north or south of the bridge structure installed by AHTD. AHTD approval will be required for the interchange improvements.

South of the overpass, Gene George Blvd. is proposed to be constructed as a boulevard with two driving lanes each direction within a one hundred foot wide right-of-way. The typical street section includes a sixteen foot wide landscaped median, a five foot wide sidewalk along the east side of the street, and a ten foot wide trail along the west side. This project includes approximately 3,700 linear feet of street.

The north end of this street will be near Sharps' Quarry, but the proposed street alignment is sufficiently west so as to eliminate any design issues for the street related to the quarry. The Puppy Creek crossing just north of the intersection with Wagon Wheel Road will require the installation of a bridge structure. This project ends at Wagon Wheel Road.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$7,159,150.00
TOTAL CONSTRUCTION COST	\$8,233,022.50
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$10,370,985.20



PROJECT 6 – GENE GEORGE BLVD.

WAGON WHEEL ROAD TO ELM SPRINGS ROAD

This project includes widening and improving existing Gene George Blvd. from Wagon Wheel Road south to Elm Springs Road. The proposed street improvements are along the existing roadway.

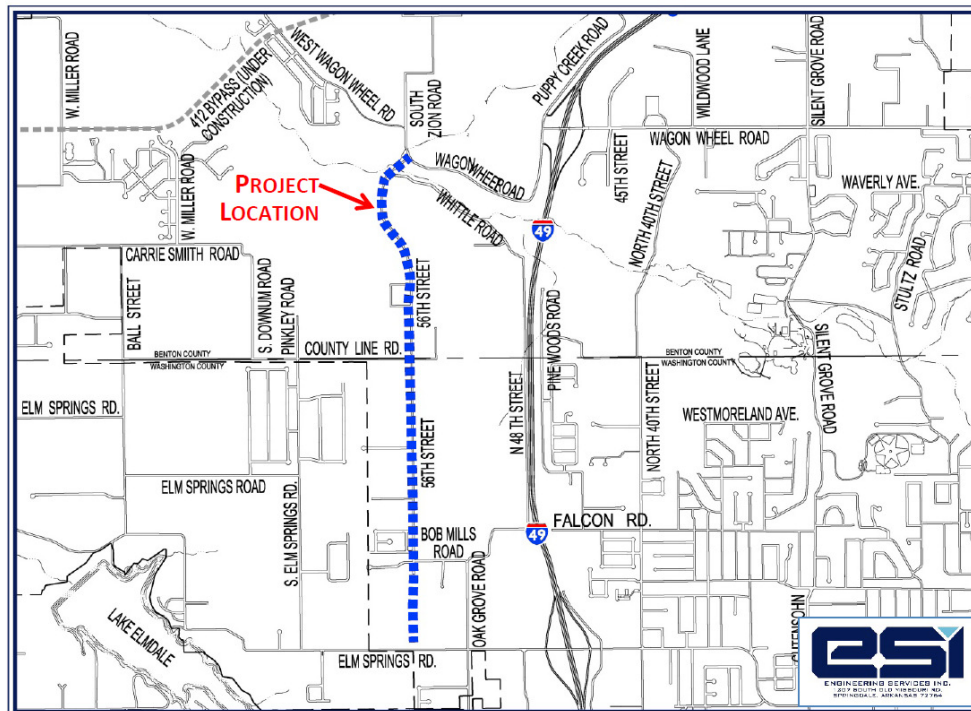
The street will be constructed as a boulevard with two driving lanes each direction within a one hundred foot wide right-of-way. The typical street section includes a sixteen foot wide landscaped median with a five foot wide sidewalk along the east side and a ten foot wide trail along the west side. This project includes approximately 11,600 linear feet of street, approximately 2.2 miles. This street is designated as a Major Collector on the Springdale Master Street Plan.

A stream crossing (Spring Creek) south of the Wagon Wheel Road intersection will require a bridge structure. This project includes intersection improvements at several cross streets, most notably Bob Mills Road and County Line Road.

The north end of this project, at the intersection with Wagon Wheel Road, ties in to the south end of the Gene George Blvd. 412 Bypass to Wagon Wheel Road project. The south end of this project is located at the future roundabout at the intersection of Gene George Blvd. with Elm Springs Road, which is also the west end of the Elm Springs Road project and the north end of the Gene George Blvd. Elm Springs Road to Har-Ber project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$14,681,875.00
TOTAL WATER AND SEWER RELOCATION	\$825,000.00
TOTAL CONSTRUCTION COST	\$17,832,906.25
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$22,862,855.00



PROJECT 7 – GENE GEORGE BLVD.

ELM SPRINGS ROAD TO HAR-BER AVENUE

This project includes extending Gene George Blvd. from Elm Springs Road to Har-Ber Avenue. The proposed project consists solely of new street construction, with no improvements to existing roadway.

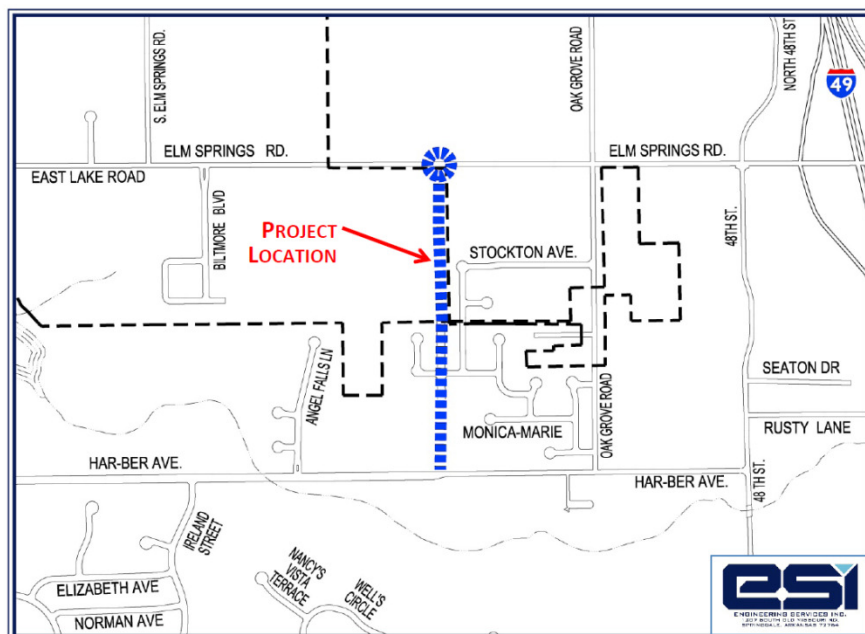
The north end of the proposed street is located at a proposed roundabout at the intersection of Gene George Blvd. and Elm Springs Road. The south end of the street is located at a proposed roundabout at the intersection of Gene George Blvd. with Har-Ber Avenue. The roundabout at the north end of the project is included as part of the Elm Springs Road project, while the roundabout at Har-Ber Avenue is included as part of the Gene George Blvd. Elm Springs Road to Har-Ber Avenue project. The typical street section includes two driving lanes in each direction within an eighty-foot-wide right-of-way with a five-foot sidewalk on the east side and a ten-foot trail along the west side. This project includes approximately 3,000 linear feet of street. This street is designated as a Major Collector on the Springdale Master Street Plan.

A portion of this project will be located between two rows of existing homes within the Parker's Place Subdivision within a seventy-foot-wide right-of-way dedicated for the street by the final plat.

The north end of the Gene George Blvd. Elm Springs Road to Har-Ber Avenue project is at the proposed roundabout at the intersection of Gene George Blvd. and Elm Springs Road, which is also the south end of the Gene George Blvd. Wagon Wheel Road to Elm Springs Road project and the west end of the Elm Springs Road project. The south end of the Gene George Blvd. Elm Springs Road to Har-Bar Avenue project is at the proposed roundabout at the intersection of Gene George Blvd. and Har-Ber Avenue, which is also the north end of Gene George Blvd. Har-Ber Avenue to Bleaux Avenue project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$3,215,510.00
TOTAL WATER AND SEWER RELOCATION	\$125,450.00
TOTAL CONSTRUCTION COST	\$3,842,104.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$4,464,998.68



PROJECT 8 – GENE GEORGE BLVD.

HAR-BER AVENUE TO BLEAUX AVENUE

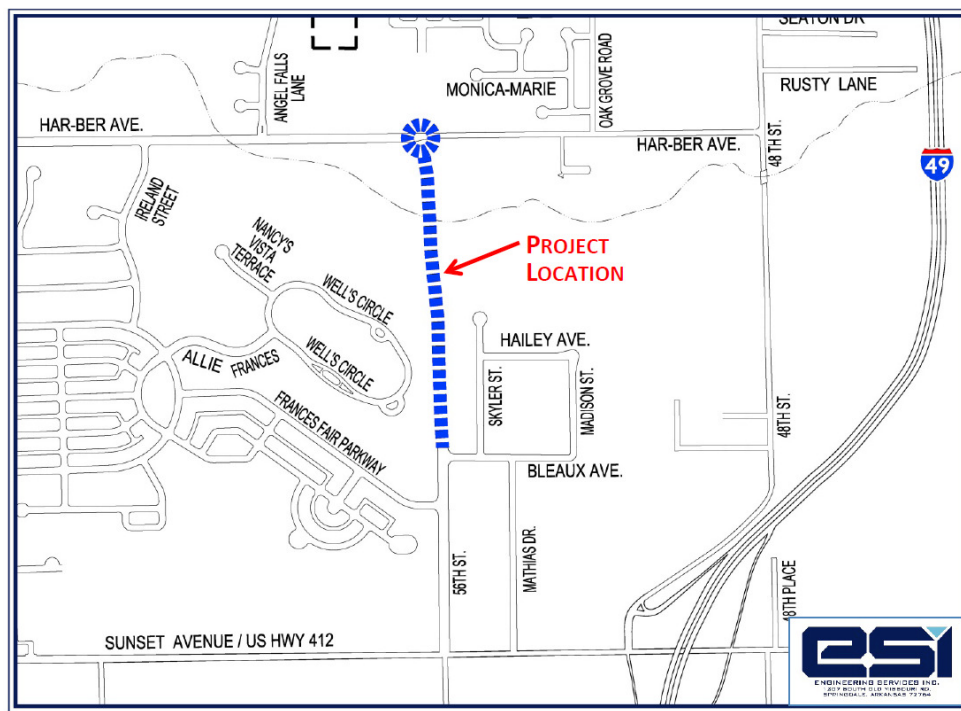
This project includes extending Gene George Blvd. from Har-Ber Avenue to Bleaux Avenue. The proposed project consists solely of new street construction, with no improvements to the existing roadway.

The north end of the proposed street is located at a proposed roundabout at the intersection of Gene George Blvd. with Har-Ber Avenue. The south end of the street is located at the intersection of Gene George Blvd. with Bleaux Avenue, where Gene George Blvd. currently dead ends. From Bleaux Avenue south to Don Tyson Parkway, Gene George Blvd. has already been improved and widened by recently completed construction projects. The proposed street will be constructed with two driving lanes each direction within an eighty foot-wide right-of-way. The street will include a five-foot trail along the east side and a ten-foot trail along the west side of the street. This project includes approximately 1,950 linear feet of street, roughly one third of a mile. This street is designated as a Major Collector on the Springdale Master Street Plan.

This street includes a stream crossing over Brush Creek, which will require the construction of a bridge. The north end of this project is at the proposed roundabout at the intersection of Gene George Blvd. and Har-Ber Avenue, which is also the south end of Gene George Blvd. Elm Springs Road to Har-Ber Avenue project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$5,593,021.25
TOTAL WATER AND SEWER RELOCATION	\$126,800.00
TOTAL CONSTRUCTION COST	\$6,577,794.44
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$6,933,795.19



PROJECT 9 – ELM SPRINGS ROAD

OAK GROVE ROAD TO GENE GEORGE BOULEVARD

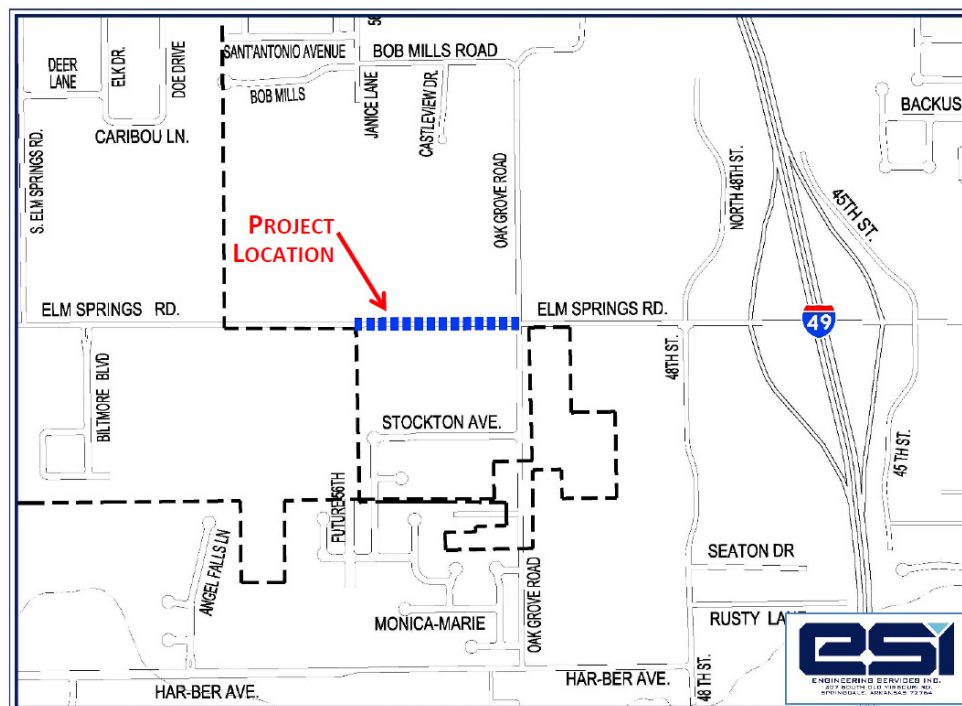
This project includes widening and improving an existing section of Elm Springs Road from Oak Grove Road west to the proposed roundabout at the intersection with Gene George Blvd. The proposed street improvements are along an existing roadway.

The street will be constructed to match the portion of Elm Springs Road east of Oak Grove Road, which has already been widened as part of a previous improvement project. The street will be constructed with two driving lanes each direction and a continuous central turning lane. The proposed right-of-way width varies from approximately one hundred feet wide at the east end to ninety-five feet wide at the west end near the roundabout. The typical street section includes a ten-foot-wide trail along the north side of the road and a five-foot-wide sidewalk along the south side. This project includes approximately 1,300 linear feet of street. This street is designated as a Major Collector on the Springdale Master Street Plan.

The west end of this project is located at the proposed roundabout to be constructed at the intersection of Elm Springs Road with Gene George Blvd., which is also the south end of the Gene George Blvd. Wagon Wheel Road to Elm Springs Road project and the north end of the Gene George Blvd. Elm Springs Road to Har-Ber Avenue project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$2,737,365.00
TOTAL WATER AND SEWER RELOCATION	\$286,160.00
TOTAL CONSTRUCTION COST	\$3,477,053.75
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$3,967,521.17



PROJECT 10 – HUNTSMVILLE AVENUE

OVERLAY GUTENSOHN ROAD TO N. THOMPSON

This project includes installing an overlay for a portion of existing Huntsville Avenue from the west edge of the Central Junior High School property east to North Thompson Street. The section of Huntsville Avenue included in this project is a four lane asphalt street with concrete curb and gutter and sidewalks along both sides of the street. This project will resurface approximately 7,400 linear feet of existing roadway.

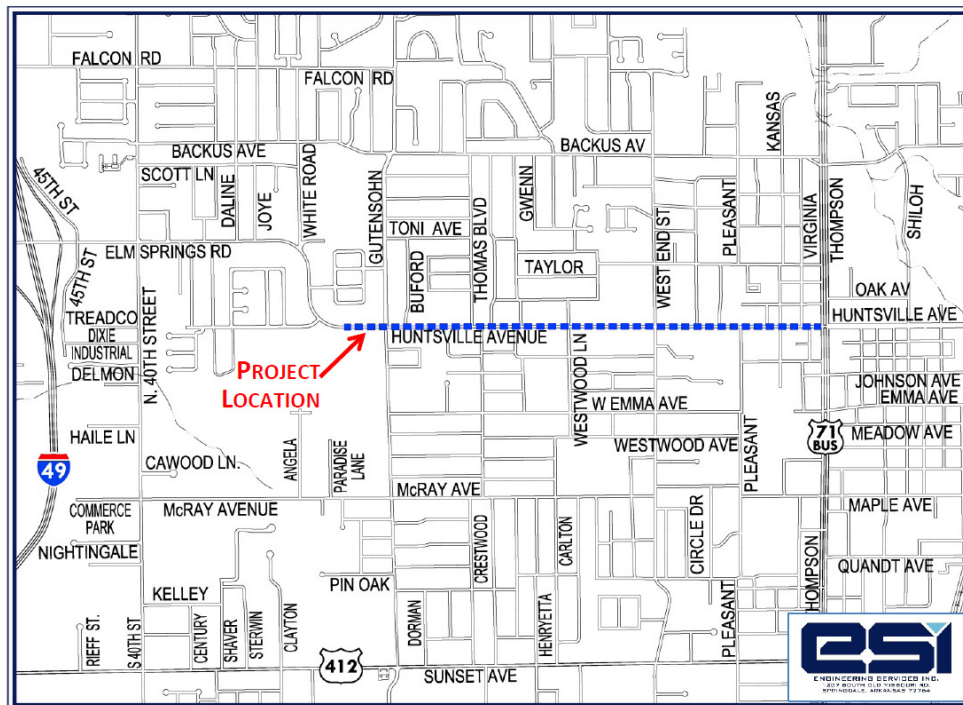
This project consists of milling, or mechanically removing, the existing asphalt street surface and placing new asphalt in its place. The project will not include any new roadway, curb and gutter, drainage infrastructure, intersection improvements, trails, or sidewalks.

This street is designated as a Major Collector on the Springdale Master Street Plan.

This project does not connect to any other potential street bond projects included in this report. No typical street section is provided for this project as it consists entirely of overlay work for the existing road surface with no modifications to the street or right-of-way widths.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$1,049,250.00
TOTAL CONSTRUCTION COST	\$1,206,637.50
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$1,351,434.00



PROJECT 11 – MAPLE AVENUE

HOLCOMB STREET TO PARK STREET

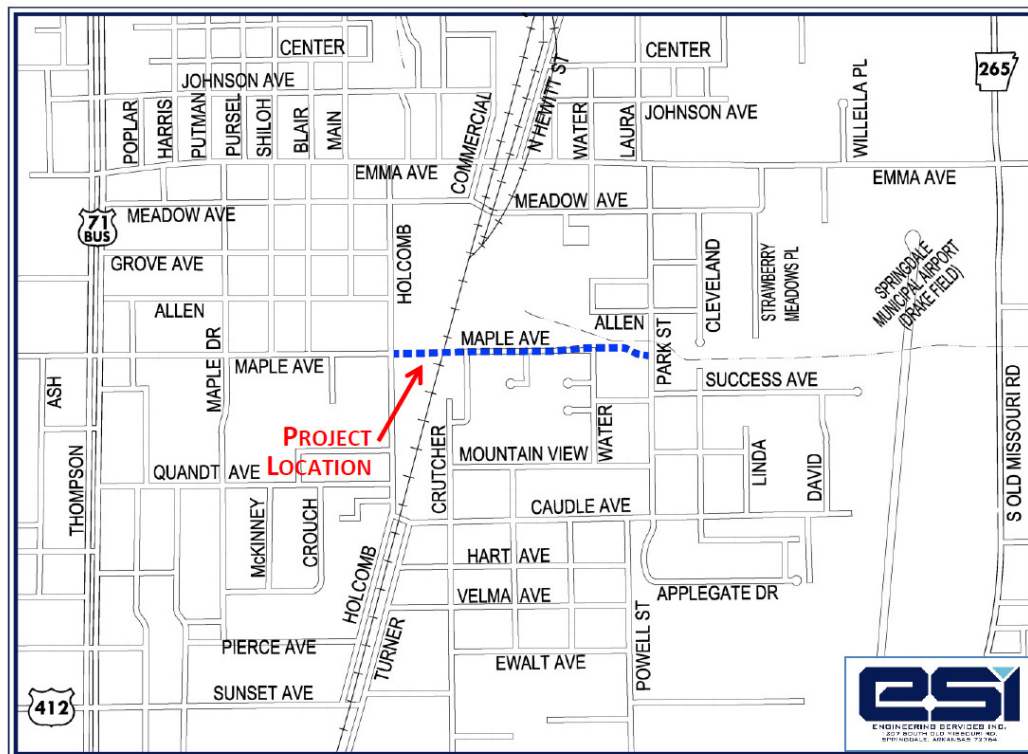
This project includes extending Maple Avenue from Holcomb Street to Park Street. The project includes improvements to approximately three hundred linear feet of existing Maple Avenue west of the railroad tracks and south of the post office, and also includes improvements to approximately nine hundred linear feet of existing Maple Avenue east of the railroad tracks. The project includes an additional seven hundred linear feet of new street, for a total project length of 1,900 linear feet.

The typical section for this project includes one driving lane each direction, a continuous central turning lane, a five-foot sidewalk on one side of the street, and a ten-foot-wide trail along the opposite side of the street within a sixty-five-foot-wide right-of-way.

This portion of Maple Avenue is not included on the Springdale Master Street Plan, but Maple Avenue west of Holcomb Street is designated as a Minor Collector on the Springdale Master Street Plan. This project includes a railroad crossing over the Arkansas and Missouri Railroad. This new crossing will replace the existing crossing at Meadow Avenue, approximately 1,000 feet north of Maple Avenue, which is planned for removal and abandonment. There are four duplexes and one single family home along the north side of Maple Avenue east of the railroad tracks which are owned and operated by the Springdale Housing Authority.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$1,614,960.00
TOTAL CONSTRUCTION COST	\$1,857,204.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$2,455,068.48



PROJECT 12 – DON TYSON PARKWAY

HABBERTON ROAD TO E. ROBINSON AVENUE (U.S. Hwy. 412)

This project includes extending Don Tyson Parkway from the roundabout at the intersection with Habberton Road north and east to the existing intersection of E. Robinson Avenue (U.S. Highway 412) with Eupeil Lane. The project includes improvements to approximately 1,200 linear feet of existing Horn Lane east of the roundabout, improvements to approximately 1,700 linear feet of existing Eupeil Lane, and approximately 2,400 linear feet of new street, with a total project length of 5,300 linear feet.

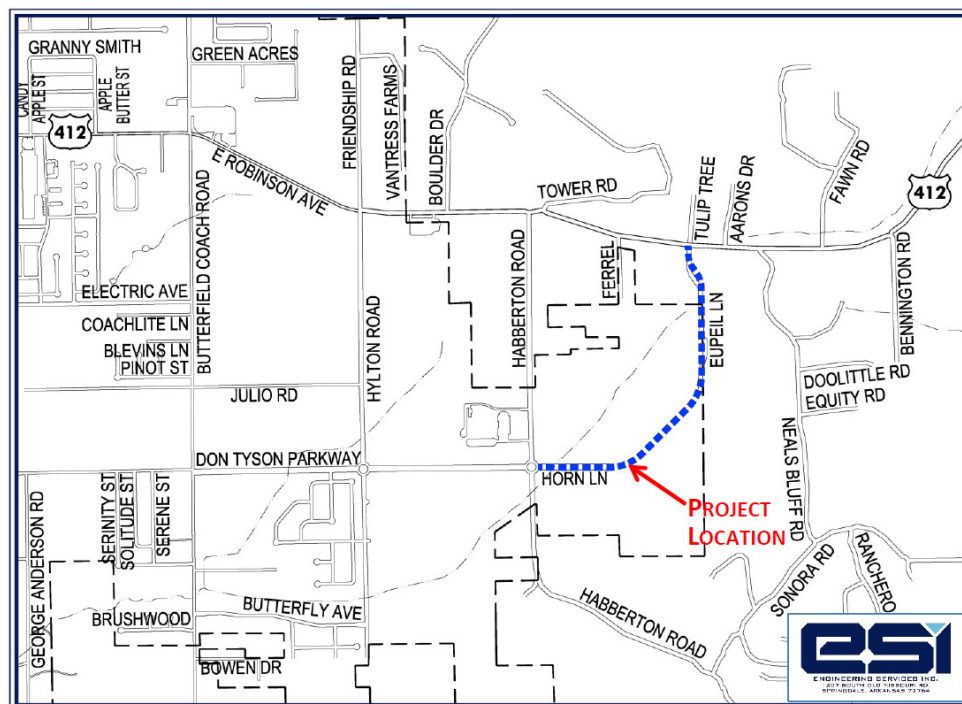
The typical section for this project includes two driving lanes each direction, a sixteen foot landscaped central median, a five-foot sidewalk on one side of the street, and a ten-foot-wide trail along the opposite side of the street within a one-hundred-foot wide right-of-way.

The north/south portion of this project is not included on the Springdale Master Street Plan, but the extension of Don Tyson Parkway due east from Habberton Road is designated as a Major Collector on the Master Street Plan.

This street includes a crossing of Clear Creek just east of the existing roundabout. Existing culverts are in place for a portion of the crossing, but additional culverts will need to be placed to widen the crossing and accommodate additional street width. Constructing the road in the vicinity of a large hill just south of Highway 412 will require significant dirt work. The proposed street will need to avoid the existing power substation on the west side of Eupeil Lane approximately six hundred feet south of Highway 412.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$5,418,900.00
TOTAL CONSTRUCTION COST	\$6,231,735.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$8,199,543.20



PROJECT 13 – DIXIELAND ROAD

APPLE BLOSSOM AVENUE TO WAGON WHEEL ROAD

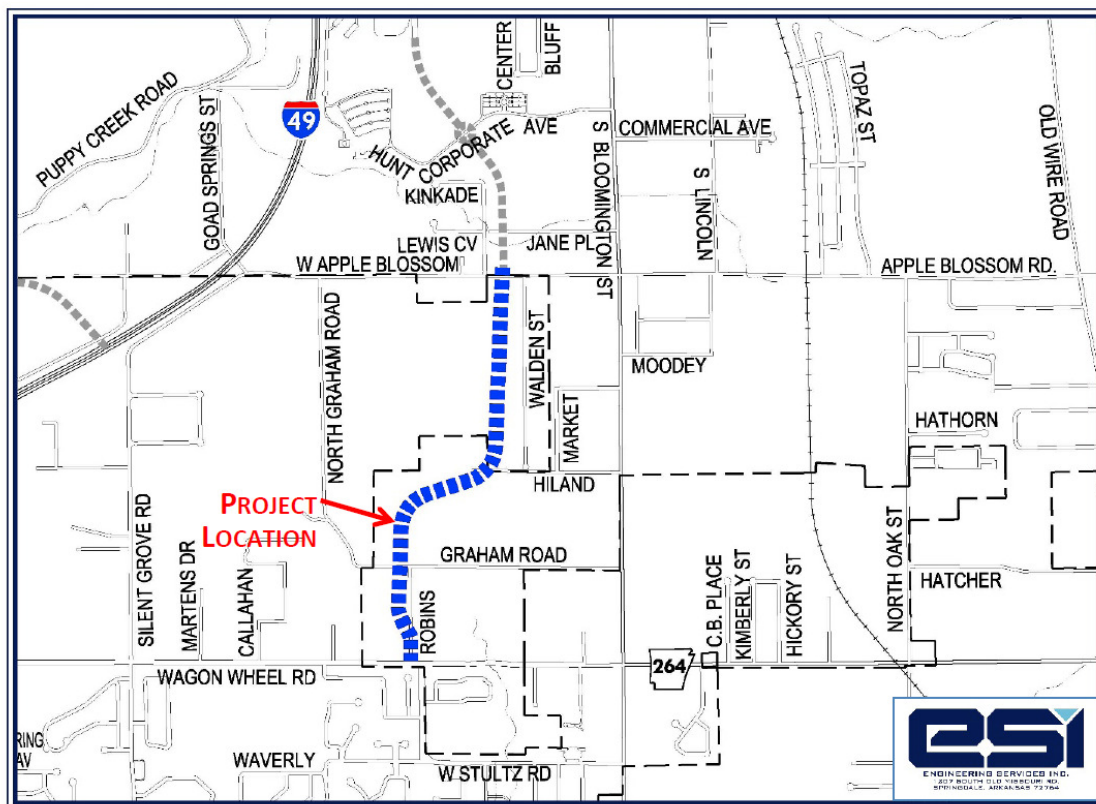
This project includes a street extension for Dixieland Road from West Apple Blossom Avenue to Wagon Wheel Road. Dixieland currently ends near Latham Drive north of the J.B. Hunt campus in Lowell. A Federal Aid Project is currently under design for the City of Lowell to extend Dixieland Road south from Latham Drive to Apple Blossom Avenue. This project would begin at the south end of the extension currently under design approximately two hundred feet east of Kinkade Place. The south end of the street will be at the existing intersection of Robins Road and Wagon Wheel Road. The project will include construction of approximately 5,000 linear feet of new street and improvements to approximately 750 linear feet of existing Robins Road.

The street will be constructed with three lanes within a sixty-five-foot-wide right-of-way, and will include one driving lane each direction, a continuous central turning lane, a five-foot sidewalk along one side of the street, and a ten-foot-wide trail along the opposite side of the street.

This street is not included on the Springdale Master Street Plan. However, North Graham Road, located to the west of the proposed street extension, is designated as a Minor Collector on the Springdale Master Street Plan and is also shown connecting to Wagon Wheel Road at the existing intersection with Robins Road.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$4,043,925.00
TOTAL CONSTRUCTION COST	\$4,650,513.75
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$5,788,575.40



PROJECT 14 – APPLE BLOSSOM ROAD

SOUTH THOMPSON STREET TO S. GOAD SPRINGS STREET

This project includes widening and improving existing West Apple Blossom Road from the intersection with North Thompson Street (U.S. Highway 71 Business) west to the intersection with S. Goad Springs Street, which crosses under I-49 near this intersection. The existing street to be widened is an asphalt, two lane street with an average width of twenty feet. This project includes widening and improving approximately 5,100 linear feet of existing roadway.

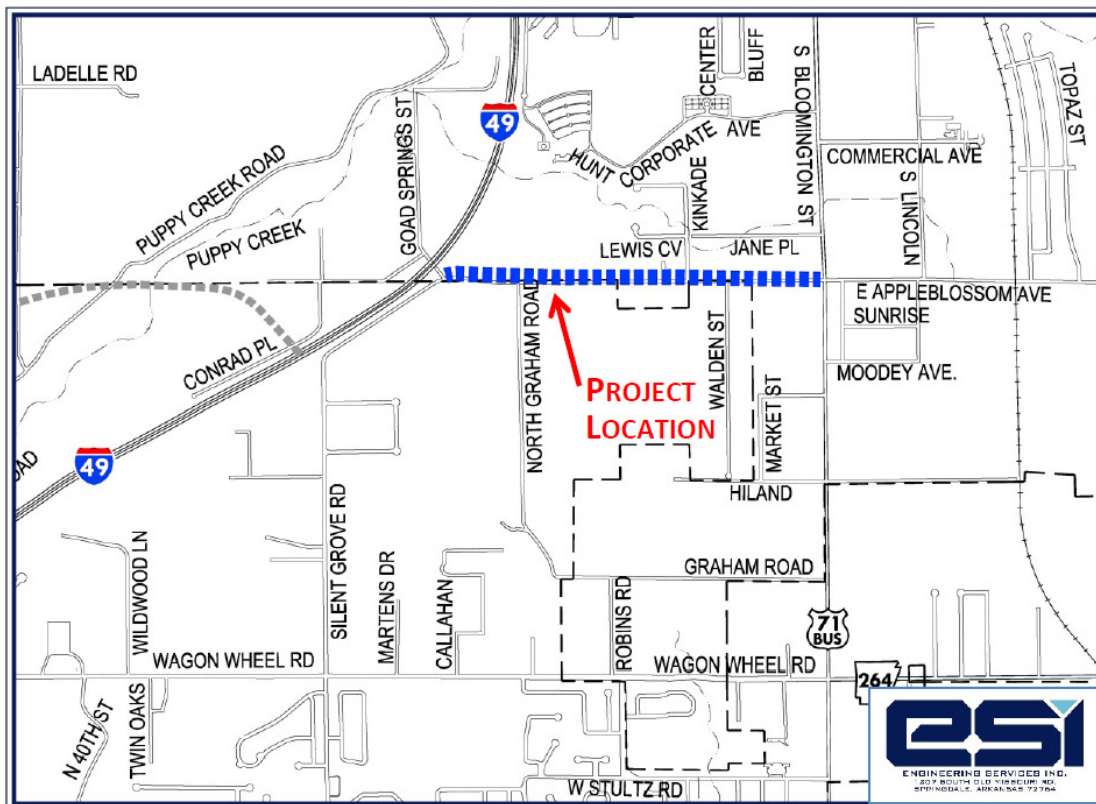
The street will be constructed with four lanes within a seventy-five-foot-wide right-of-way, and will include two driving lanes each direction, intermittent center turn lanes at select intersections, a ten foot- wide trail along one side of the street and a five-foot sidewalk along the opposite side.

This street is designated as a Major Collector on the Springdale Master Street Plan.

This project will include intersection improvements at multiple local streets, and require signalized intersection improvements at S. Thompson Street and at the proposed intersection with Dixieland Road. The north end of the Dixieland Road project is at a proposed intersection with this project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$8,452,000.00
TOTAL CONSTRUCTION COST	\$9,719,800.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$11,791,176.00



PROJECT 15 – RANDALL WOBBE LANE

ARKANSAS & MISSOURI RAILROAD TO HIGHWAY 265 EXTENSION

This project includes improvements to existing Randall Wobbe Lane from the east side of the Arkansas and Missouri Railroad to the west end of planned improvements to Randall Wobbe Lane by Arkansas DOT associated with the planned Highway 265 Extension project. According to preliminary plans, the Arkansas DOT extension project will include significant changes to the east end of Randall Wobbe Lane, curving it to the north. The east end of the proposed street bond project will join the west end of the Arkansas DOT improvements. This project will include approximately 1,600 linear feet of street construction.

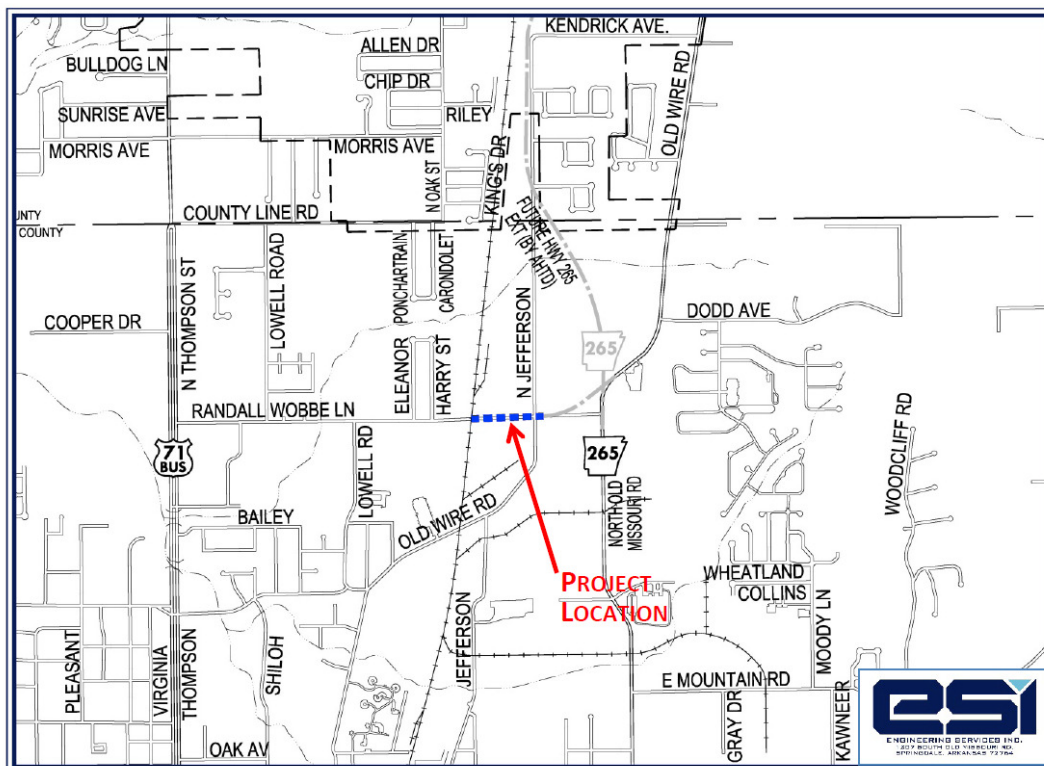
The street will be constructed with three lanes within a sixty-five-foot-wide right-of-way, and will include one driving lane each direction, a continuous central turning lane, a five-foot sidewalk along the north side of the street, and a ten-foot-wide trail along the south side of the street.

This street is designated as a Minor Collector on the Springdale Master Street Plan.

This project will include intersection improvements at the intersection of Randall Wobbe Lane with Jefferson Street/Old Wire Road.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$1,533,900.00
TOTAL CONSTRUCTION COST	\$1,763,985.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$2,085,663.20



PROJECT 16 – CARLEY ROAD

CHAPMAN AVENUE TO DON TYSON PARKWAY

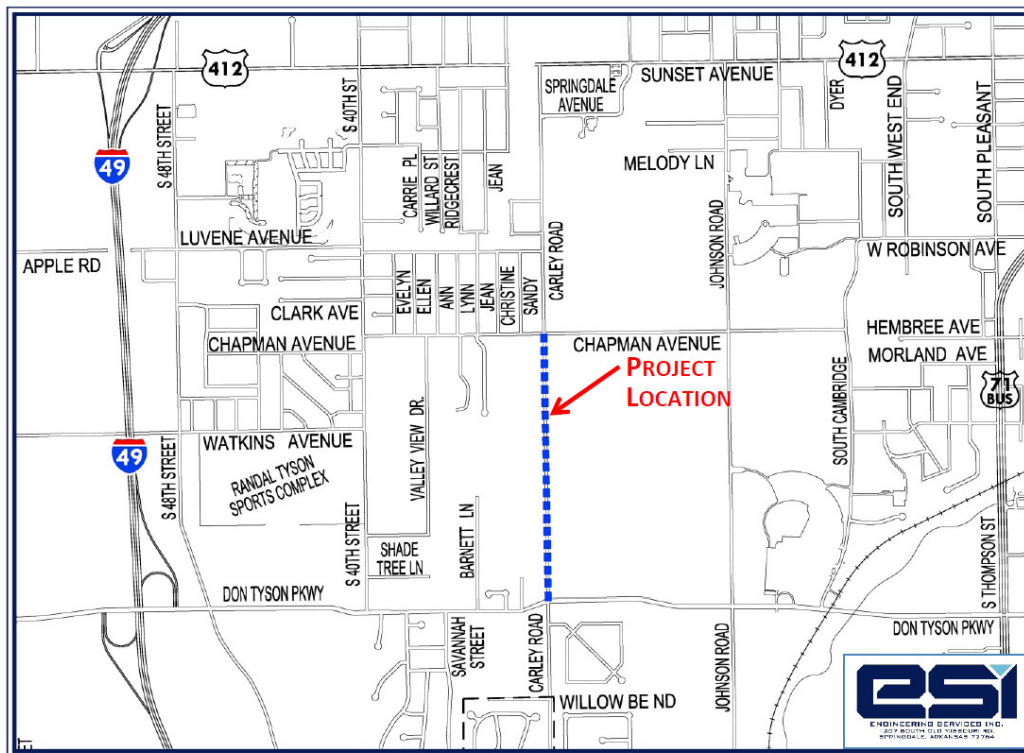
This project includes widening and improving existing Carley Road from the intersection with Chapman Avenue south to the intersection with Don Tyson Parkway. The existing street is two lanes and is approximately twenty-two feet wide. The project includes approximately 3,850 linear feet of street construction.

The street will be constructed with four lanes within a seventy-five-foot-wide right-of-way, and will include two driving lanes each direction, no central turning lane, a ten-foot-wide trail along one side of the street and a five-foot trail along the opposite side.

This street is designated as a Major Collector on the Springdale Master Street Plan. This street will have several significant drainage crossings that will require large box culverts.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$3,917,900.00
TOTAL CONSTRUCTION COST	\$4,404,484.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$5,621,255.20



PROJECT 17 – 40TH STREET

WAGON WHEEL ROAD TO FALCON ROAD

This project includes widening and improving existing 40th Street from the existing intersection with Wagon Wheel Road south to the existing intersection with Falcon Road. The existing street to be widened is an asphalt, two lane street which ranges from twenty to twenty-two feet wide for most of its length. This project includes widening and improving approximately 9,500 linear feet, or 1.8 miles, of existing roadway.

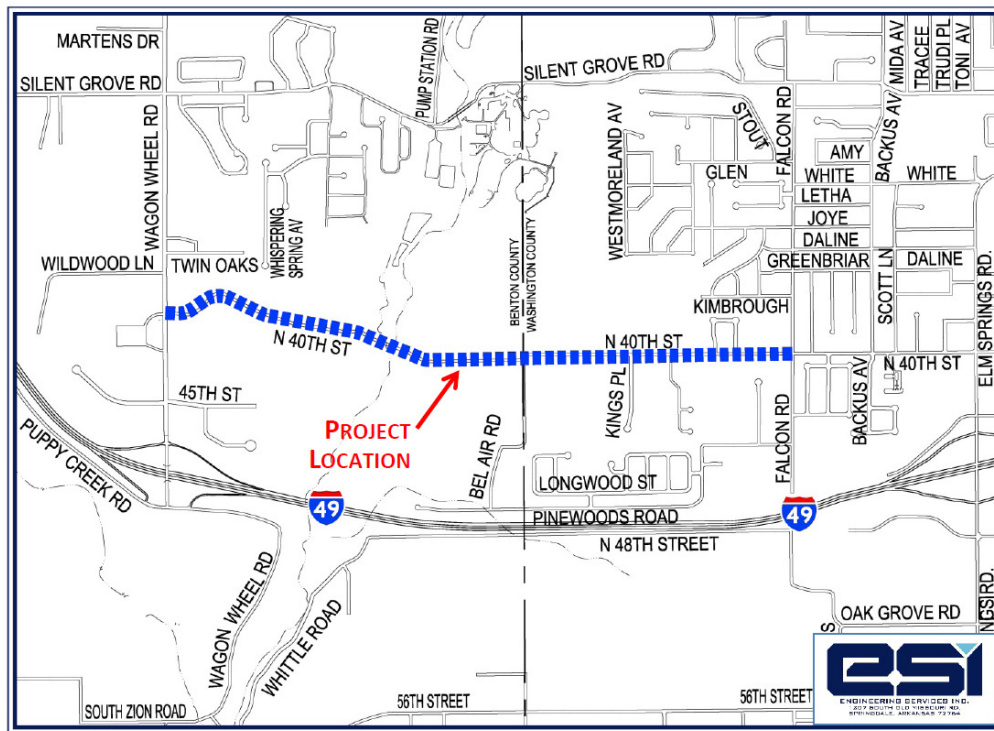
The street will be constructed with three lanes within a sixty-five-foot-wide right-of-way, and will include one driving lane each direction, a continuous central turn lane, a five-foot sidewalk along one side of the street, and a ten-foot trail along the opposite side.

This street is designated as a Minor Collector on the Springdale Master Street Plan.

This project will require a bridge structure where the street crosses Spring Creek, and will include a smaller stream crossing near the north end of the street as well. Steep topography along several sections of the roadway will require significantly more dirt work than a typical street project.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$10,033,375.00
TOTAL CONSTRUCTION COST	\$11,538,381.25
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$13,722,987.00



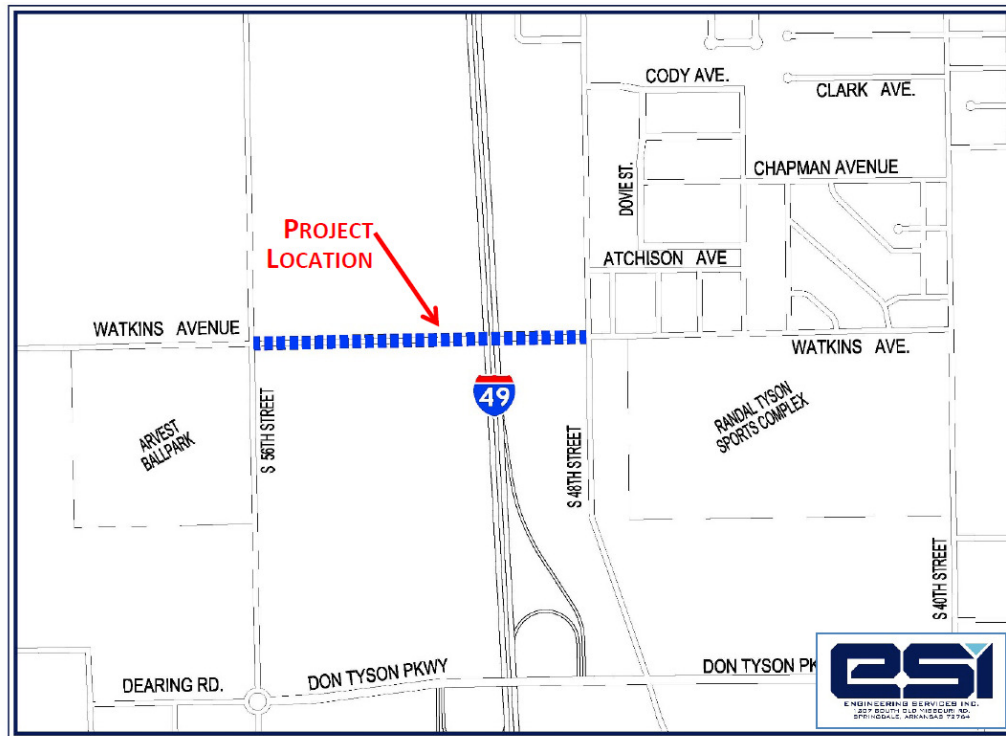
PROJECT 18 – WATKINS AVENUE (TRAIL)

GENE GEORGE BOULEVARD TO 48TH STREET

This project consists of constructing a ten-foot-wide trail on the north side of Watkins Avenue from Gene George Blvd. to 48th Street. There are no street improvements included in this project, only trail improvements to the existing Watkins Avenue. The project will include widening the existing Watkins Avenue overpass over I-49 in order to continue the 10' trail on the north side of Watkins from Gene George Blvd. east to 48th Street. This project will include the construction of approximately 2,500 linear feet of a 10' wide paved trail.

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$1,212,065.00
TOTAL CONSTRUCTION COST	\$1,393,874.75
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$1,561,139.72



PROJECT 19 – EAST I-49 ACCESS ROAD

WAGON WHEEL ROAD TO ELM SPRINGS ROAD

This project includes constructing a continuous access street along the east side of I-49 from Wagon Wheel Road to Elm Springs Road. The north end of this project begins at the current end of 45th Street approximately 1,300 feet south of Wagon Wheel Road. The project will extend 45th Street along the east right-of-way of I-49 to the north edge of the Everett Chevrolet dealership where 45th Street currently ends approximately 1,300 feet north of Elm Springs Road. The project includes approximately 10,000 linear feet of street construction, 6,000 feet of which is new street construction and 4,000 linear feet of which consists of widening existing Pine Woods Road west of Pine Woods Subdivision.

The street will be constructed with three lanes within a sixty-foot-wide right-of-way, and will include one driving lane each direction, a continuous turning lane, and a ten-foot-wide trail along the east side.

45th Street is designated as a Minor Collector on the Springdale Master Street Plan.

The proposed street alignment includes multiple stream crossings, and a bridge will be required where the street crosses Spring Creek. Project includes intersection improvements at Bel Air Road, Longwood Street, Pine Woods Road, and Falcon Road (proposed street will connect to the west end of Falcon Road).

CONSTRUCTION COSTS

TOTAL STREET AND DRAINAGE IMPROVEMENTS	\$11,944,400.00
TOTAL CONSTRUCTION COST	\$13,736,060.00
TOTAL COST WITH ENGINEERING & RIGHT-OF-WAY ACQUISITION	\$16,284,387.20

