

- **SW I St. and SW 41st St. Intersection**

The existing intersection of SW I Street and SW 41st Street currently operates at an overall intersection LOS A, which will deteriorate to an LOS F by the 2040 design year. The intersection received the 10th most traffic-related comments of any location in the city. The main concerns are with bicycle and pedestrian safety and side street delay at the unsignalized location. With increasing volumes due to nearby community attractions and new residential development, additional intersection control is recommended. While adding a signal is one option, a roundabout is a preferred alternative for intersection control to improve safety and traffic operations. Contact for project Jarrod Brightwell jbrightwell@bentonvillear.com.

- **McCollum Drive - Ivy Cr. to End of McCollum Dr.**

The project consists of improving approximately 1.12 miles of McCollum Drive between Ivy Circle and the end of the existing McCollum Drive into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The existing McCollum Drive is a two-lane road with open shoulders and minimal pedestrian facilities. This project improves this section of McCollum Drive to collector street standards while also bringing much-needed bicycle and pedestrian facilities to this corridor. McCollum Drive currently serves as a frontage road paralleling I-49 and will become an even more significant north-south corridor with the construction of the proposed Tiger Boulevard overpass and the J Street interchange.

- **Redbud Street - SW E St. to SW A St.**

The project consists of improving approximately 0.28 miles of SW Redbud/SW 10th Street between SW E. Street and SW A Street into a two-lane roadway with a raised center median and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. During the public input process, several public comments requested improved connectivity between SW Redbud Street and SW 10th Street. This project provides that connectivity by constructing the roadway connection between the two roads, resulting in one collector roadway corridor from S Walton Boulevard to SE J Street for vehicles, bicyclists, and pedestrians.

- **SW 14th St. and S Walton Blvd. Intersection**

The existing intersection of SW 14th Street and Walton Boulevard already operates at an overall intersection LOS F. As part of ARDOT's Highway 102 Study; improvements are taken from the publicly available preliminary designs. The

improvements include an additional through lane along Highway 102 in each direction, dual northbound and southbound left-turn lanes, dedicated right-turn bays for southbound, eastbound, and westbound, and a channelized right-turn northbound.

- **Greenhouse Road - Glen Rd. to SW Elm Tree Rd.**

This project consists of realigning approximately 0.72 miles of Greenhouse Road north of Glen Road to align with SW Elm Tree Road. The proposed section of Greenhouse Road would be five lanes with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. Several public comments were received during the public input process requesting improved connectivity at SW Elm Tree Road with SW 14th Street. Additionally, public comments requested an improved signal at the current Greenhouse Road and SW 14th Street intersection. This project addresses both comments by aligning the two arterial roadways (SW Elm Tree Road and Greenhouse Road) to provide a continuous arterial corridor with a new signalized intersection at SW 14th Street.

- **McCollum Drive - End of McCollum Dr. to NE J St.**

The project consists of constructing approximately 0.84 miles of McCollum Drive into a three-lane roadway with pedestrian/bicycle facilities between the end of the existing McCollum Drive and NE J Street, where it turns sharply east. This project will provide connectivity to NE J Street, thereby creating a continuous north-south frontage road along I-49 from E Central Avenue to the proposed J Street interchange. This project will also serve to remove local traffic from the interstate and provide much-needed pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan along this corridor.

- **Medical Center Parkway - SE 28th St. to SE S St.**

The project consists of constructing approximately 0.29 miles of Medical Center Parkway from the existing pedestrian/bicycle facilities intersection with SE 28th Street to a connection with SE S Street using a three-lane roadway section that is consistent with the City's Bicycle and Pedestrian Master Plan. This project will remove the offset intersections of SE S Street/SE 28th Street and Medical Center Parkway/SE 28th Street by aligning Medical Center Parkway and SE S Street. This will create a single intersection with SE 28th Street, thereby creating a continuous north-south corridor from the Uptown District in Rogers to SW 14th Street near the new Walmart Home Office campus. The project would require signal improvements

at the SE 28th Street intersection and a multi-barrel box culvert to accommodate drainage and a tunnel for the Razorback Greenway to pass under the road.

- **O Street - SW 28th St. to SW 14th St.**

The project consists of constructing approximately 1.12 miles of O Street between SW 28th Street and SW 14th Street into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. This project, in conjunction with the Bright Road project, will extend the existing Bright Road corridor northward from SW Regional Airport Boulevard, thus providing a continuous north-south corridor from SW Windmill Road to SW 14th Street. The O Street project will provide traffic congestion relief on the adjacent north-south corridors such as SW I Street and Greenhouse Road.

- **S Walton Blvd. and SE 28th St. Intersection**

The existing intersection of Walton Boulevard and SE 28th Street currently operates at an overall intersection LOS E, which will deteriorate to an LOS F by the 2040 design year. Crash rates on 28th Street are more than four times higher than the statewide average on the eastern leg, and queues over 1,000 feet are currently observed. Additional westbound lanes will help reduce queuing, a major contributor to rear-end collisions and risky behavior. Dual westbound left-turn lanes and a dedicated westbound right-turn lane are recommended. These improvements stand to reduce queues on the westbound leg by 50 percent, extending the signal's service life and improving the overall safety of the intersection.

- **SE 28th St. and SE J St. Intersection**

The existing intersection of SE 28th Street and SE J Street already operates at an overall intersection LOS F. The intersection ranks in the top 10 for existing delay, queues extend to nearly 2,000 feet, and it is one of only seven signalized intersections with a serious or fatal crash at the intersection. To improve operations and safety at the intersection, it is recommended that new dedicated right-turn bays be constructed in all four directions and dual left-turn lanes along 28th Street for vehicles turning onto SE J Street. These improvements reduce both delay and queues by more than 60 percent.

- **SW A Street**

SW Walton to SW 8th Street - The project consists of improving approximately 0.70 miles of SW A Street between Walton Boulevard and SW 8th Street to a four-lane

roadway with pedestrian/bicycle facilities consistent with the City's Bicycle Pedestrian Master Plan. The project also includes intersection improvements where SW A Street intersects both SW 14th Street and Walton Boulevard. SW A Street is a vital north-south corridor into the heart of the downtown district, and the existing road along this section is a two-lane, open-shoulder roadway with minimal pedestrian facilities. This project will bring this section of SW A Street to current arterial street standards and provide the pedestrian/bicycle facilities that are much needed for this downtown entry corridor.

- **SW 8th to W Central**

The project consists of improving approximately 0.57 miles of SW A Street between E Central Avenue and 8th Street into a two-lane roadway with on-street parking and pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. SW A Street is a vital north-south corridor into the heart of the downtown district. The existing roadway has gaps in the pedestrian/bicycle facilities in an area with a high volume of pedestrian and bicyclist traffic. Additionally, portions of the existing roadway have failing pavement, no curb and gutter, and disorganized on-street parking. This project will bring this section of roadway up to downtown collector standards by adding or improving pedestrian/bicycle facilities and providing a uniform roadway with organized on the street parking.

- **Town Vu Road - City Limits (~Gower Ct.) to SW Tater Black Rd.**

The project consists of improving approximately 0.74 miles of Town Vu Road between Gower Court and SW Tater Black Road into a three-lane roadway with pedestrian/bicycle facilities that are consistent with the City's Bicycle and Pedestrian Master Plan. The existing Town Vu Road is a narrow two-lane road with open shoulders and minimal pedestrian facilities. This project improves this section of Town Vu Road to collector street standards while also bringing much-needed bicycle and pedestrian facilities to this corridor that provides access to Bentonville West High School.