



OFFICE OF THE MAYOR
LIONELD JORDAN

April 22, 2016

Mr. Michael D. Fugett, P.E.
Assistant Chief Engineer-Design
Arkansas Highway and Transportation Department
PO Box 2261
Little Rock, AR 72203-2261

Re: AHTD Job BB0411-Wedington Drive Interchange

Dear Mr. Fugett:

I have received your letter dated March 22nd, and have asked my staff to review the information provided. Upon review, we offer the following:

- Original conceptual drawings presented to the City in late 2013, and to the public in early 2014, included sidewalks on one or both sides of the highway, and bike lanes in both directions. The total bridge width in these drawings was 117 feet.
- In April of 2014, I sent a letter to the Department requesting the bike lanes be reallocated to a side path on the north side of the roadway, with the intent to maintain the same 117 feet of total bridge width.
- In February of 2015, after City staff met with you and other Department representatives (including the Director of the Department) regarding the cross section of Highway 16, the City Council approved revisions to the Fayetteville Alternative Transportation and Trails Plan and to the City's Master Street Plan to clarify that the on-street linkages identified in the FATT Plan were intended to be side paths, and to provide a Master Street Plan cross section including the side path, to be used at freeways and expressways on arterial streets. This Council action was based on clear Department guidance that the City's Master Street Plan cross sections would be used to develop cross sections for construction, and that if the City's adopted plan was amended, the shared path concept could be accommodated.
- 30% complete plans received in December include a 118 foot wide bridge option, with a 12 foot wide protected shared use path, an almost identical width to the original 117 foot wide conceptual design.

The point of recreating the history of this discussion around the bridge cross section and how the pedestrian cyclist traffic can be more safely accommodated is to reiterate that that we believe the City's standards and adopted plans specify the construction of a side path in this situation, at the guidance and direction of the Department, and do not consider it the City's responsibility to pay for any of the cost of this side path. As we have stated in the past, reallocation of the bridge width presented at conceptual and 30% level designs to provide for

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the side path instead of bike lanes would provide a safer and more usable facility for all users at little or no additional cost. It appears that the 118 foot bridge width in the 30% plans accomplishes this goal, and the City requests that the Department proceed with that cross section, which is attached for your reference.

As I have said in the past, provision of bicycle and pedestrian access across I-49 is a major goal of the City of Fayetteville, and is imperative to the safety of the cycling and pedestrian community. The current lack of adequate bicycle and pedestrian connections across the interstate is a significant safety issue, and is one that simply must be addressed with this project. I hope that we can find a solution that addresses this safety concern without costing either the City or the Department any additional money.

Please contact us if you have any questions.

Sincerely,



Lioneld Jordan
Mayor

Attachment

cc: Chris Brown, Fayetteville City Engineer