

FAYETTEVILLE PROTECTED BIKE LANE

Pilot Project

Appleby Rd. and Rolling Hills Dr.

Project Team:

Project Owner - BikeNWA

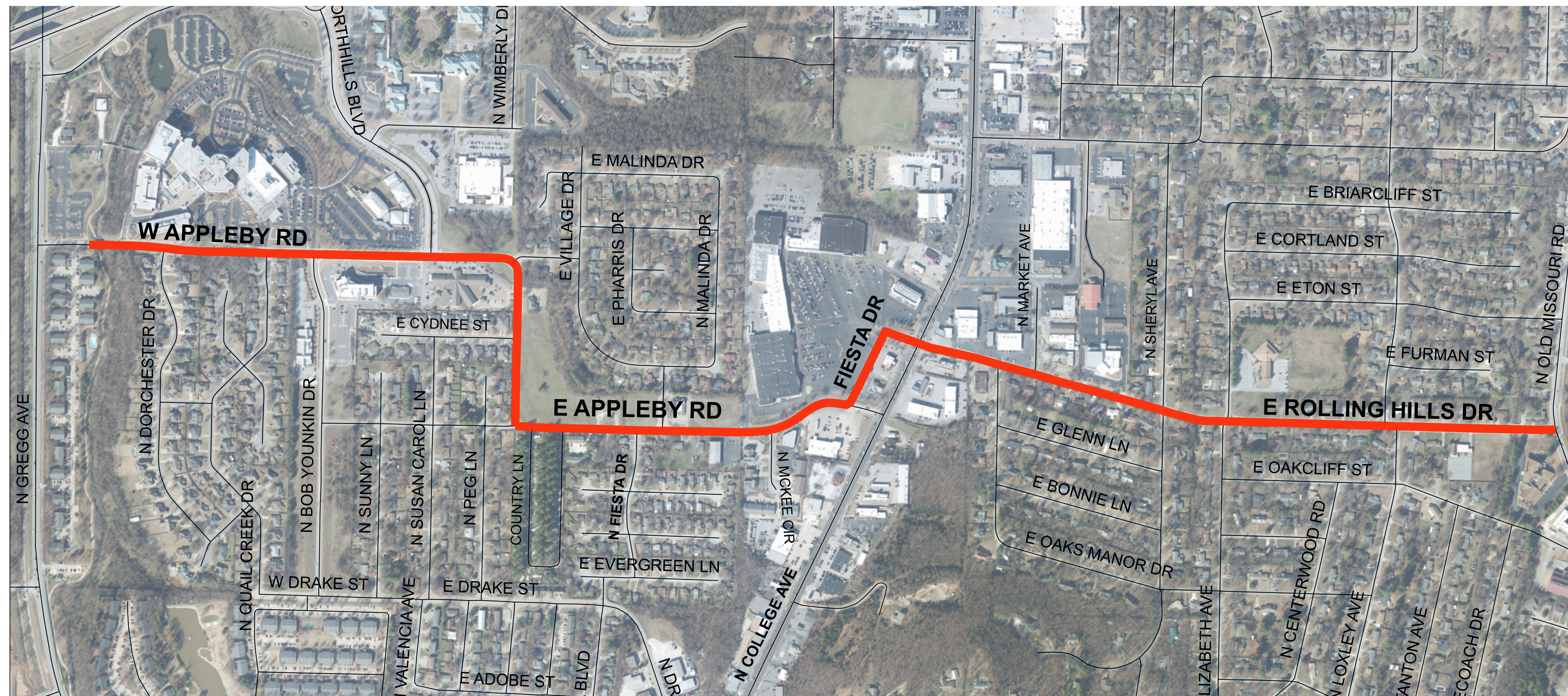
- a. Paxton Roberts, Executive Director
- b. Anya Bruhin, Program Manager

Lead Project Consultant - ACTIVE

- a. Dennis Blind, President and Project Director
- b. Claire Lasley, Project Consultant
- c. John Tankard, Project Designer

City of Fayetteville

- a. Dane Eifling, Bicycle and Pedestrian Programs Coordinator
- b. Chris Brown, City Engineering
- c. Terry Gulley, Transportation Director
- d. Matt Mihalevich, Trails Coordinator
- e. Brad Anderson, Traffic Control Supervisor
- f. Brian Sloat, Deputy Fire Marshall
- g. Mike Reynolds, Deputy Chief of Police
- h. Keith Shreve, Assistant Manager



Sponsored By:

BikeNWA
501 SE 3rd St.
Bentonville, AR
72712

Funded By:

Walton Family Foundation
P.O. Box 2030
Bentonville, AR
72712

BIKE LANES ENHANCEMENT PROJECT

APPLEBY RD.



ACTIVE planning + design

Dennis Blind, PLA
President

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Sheet List:

Cross-Sections:

- Cross Section Locations
- A. W. Appleby Rd. at Scull Creek Trail
 - B. W. Appleby Rd. at Jason Dr.
 - C. Fiesta Dr. Entrance
 - D. Appleby Rd. Typical

Plans:

- 1. Appleby Rd. Bike Lane Sheet 1
- 2. Appleby Rd. Bike Lane Sheet 2
- 3. Appleby Rd. Bike Lane Sheet 3
- 4. Appleby Rd. Bike Lane Sheet 4
- 5. Appleby Rd. Bike Lane Sheet 5
- 6. Appleby Rd. Bike Lane Sheet 6
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- 9. Appleby Rd. Bike Lane Sheet 9
- 10. Appleby Rd. Bike Lane Sheet 10
- 11. Appleby Rd. Bike Lane Sheet 11

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BICYCLE FACILITY ENHANCEMENT

APPLEBY RD. BIKE LANES
CROSS SECTION LOCATIONS AND
VIEW DIRECTION

NOTES:

- (A)** W. APPLEBY RD. AT SCULL CREEK TRAIL
- (B)** W. APPLEBY RD. AT JASON DR.
- (C)** FIESTA DR. ENTRANCE
- (D)** APPLEBY RD. TYPICAL

Data Source(s):
City of Fayetteville Aerial Photography



W. APPLEBY RD. AT SCULL CREEK TRAIL

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A W. APPLEBY RD. AT
 SCULL CREEK TRAIL

BICYCLE FACILITY ENHANCEMENT

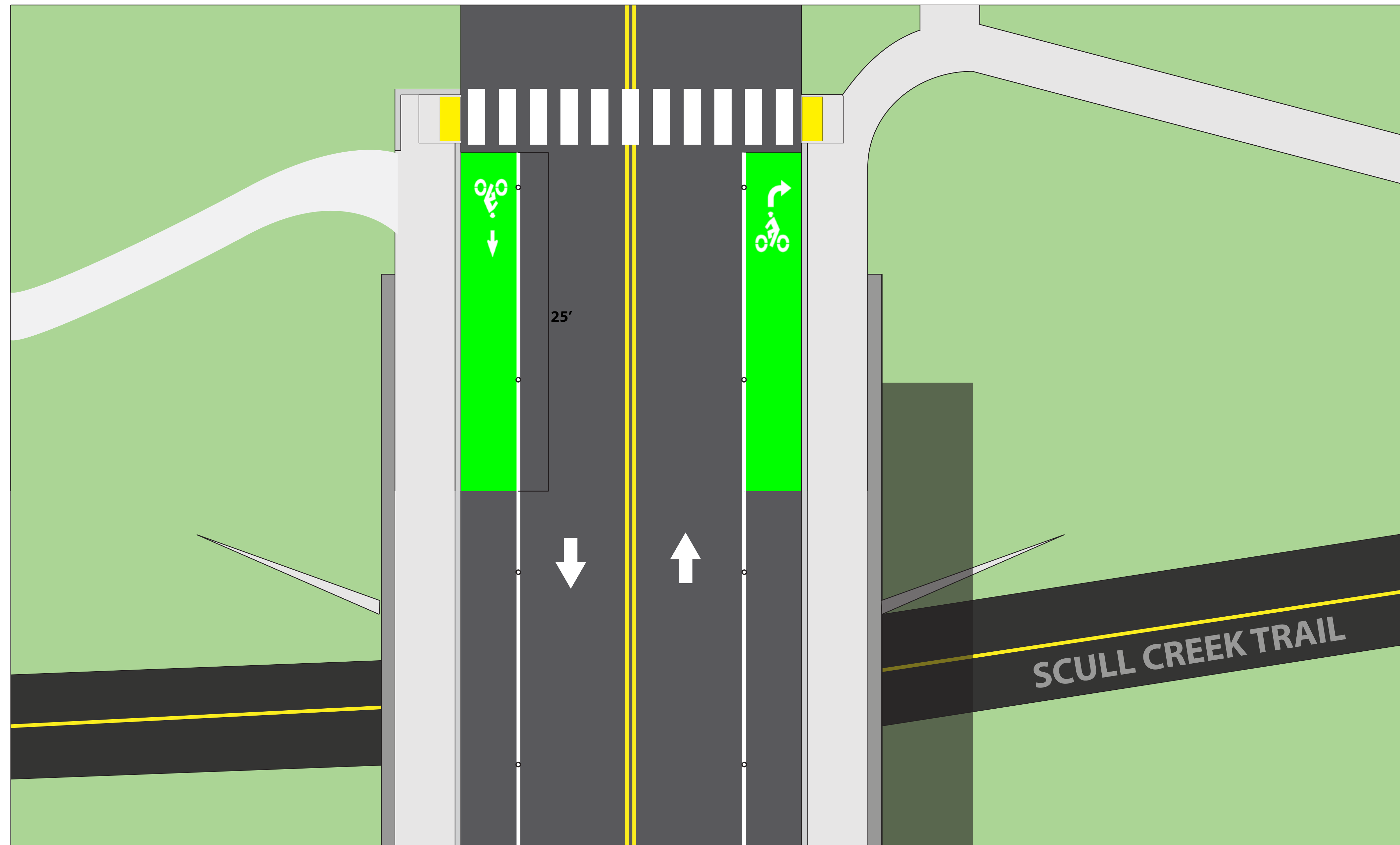
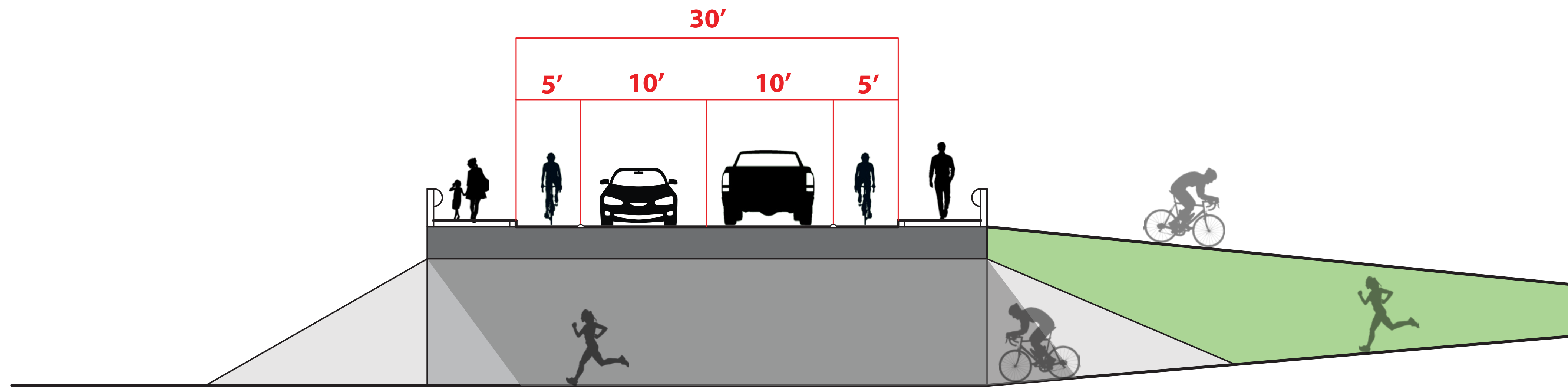
CROSS-SECTION AND PLAN:
 W. APPLEBY RD. AT
 SCULL CREEK TRAIL
 FACING EAST

NOTES:

Add reflective traffic buttons at 15' intervals on the 4" white stripe of the existing 5' bike lanes. The travel lanes are 10' wide.

Cyclists can maneuver between the trail and the bike lanes by utilizing a new painted crosswalk connecting the existing curb ramps on either side of W. Appleby Rd. Green paint is placed at the first 25' of the bike lanes, and a right-hand turn bike symbol and signage indicate the connection to the Scull Creek Trail or Razorback Greenway.

CROSS-SECTION LOCATIONS:



W. APPLEBY RD. AT JASON DR.

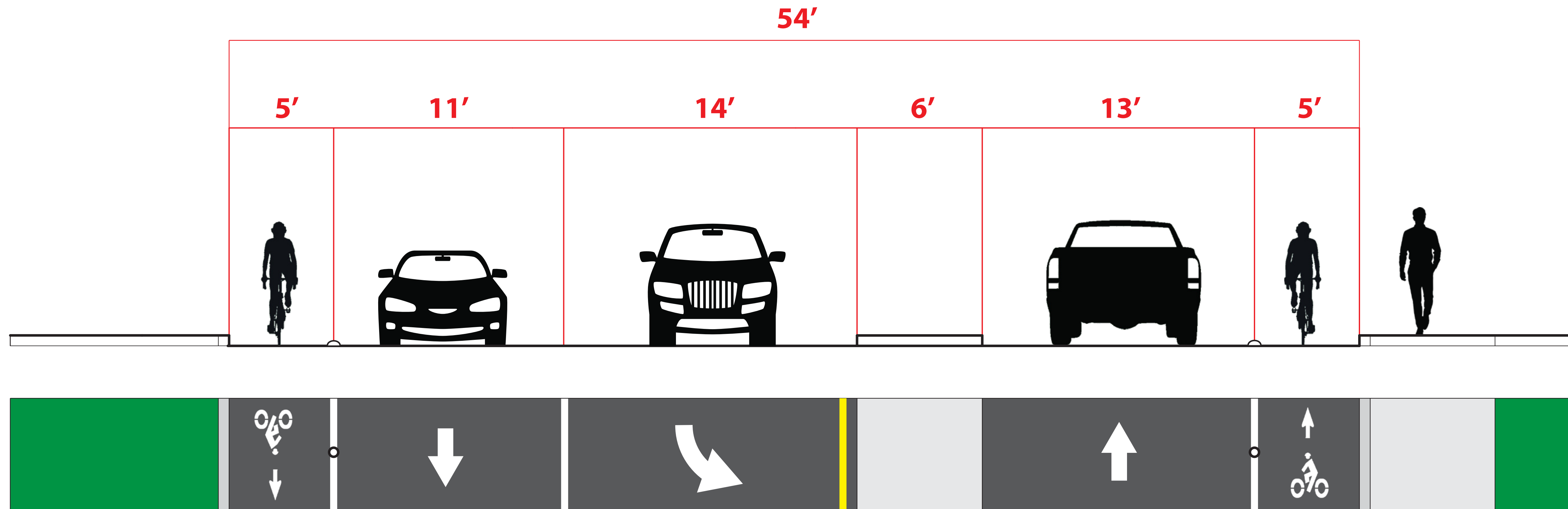
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B W. APPLEBY RD. AT JASON DR.

BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION AND PLAN:
W. APPLEBY RD. AT JASON DR.
FACING NORTH

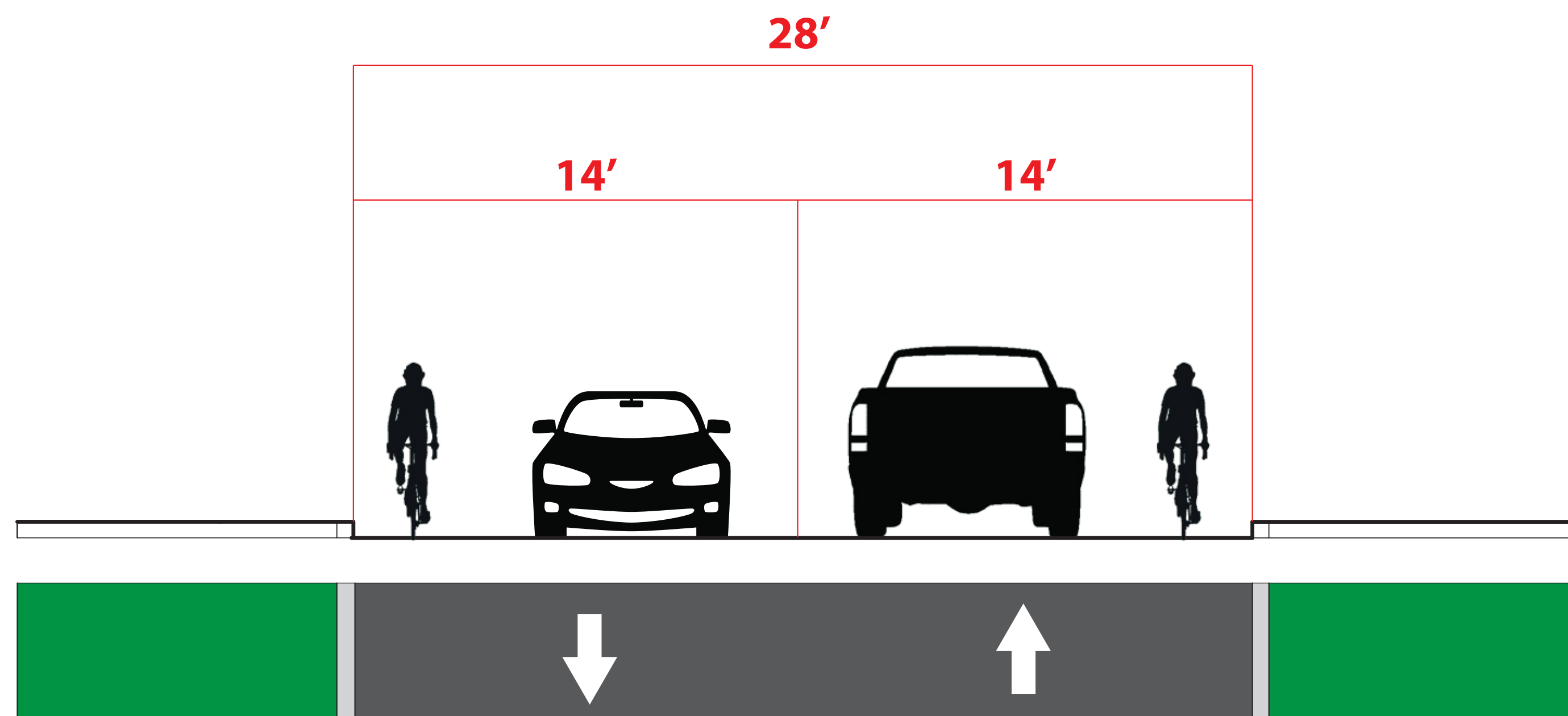


NOTES:
Add reflective traffic buttons at 15' intervals on the 4" white stripe of the existing 5' bike lanes. Travel lanes on the southbound side of the street are 11' with a 14' left-turn lane. The northbound travel lane is 13' in width. An existing 6' raised curb buffer separates traffic around the turn on W. Appleby Rd., with a gap to facilitate turns onto Jason Dr.

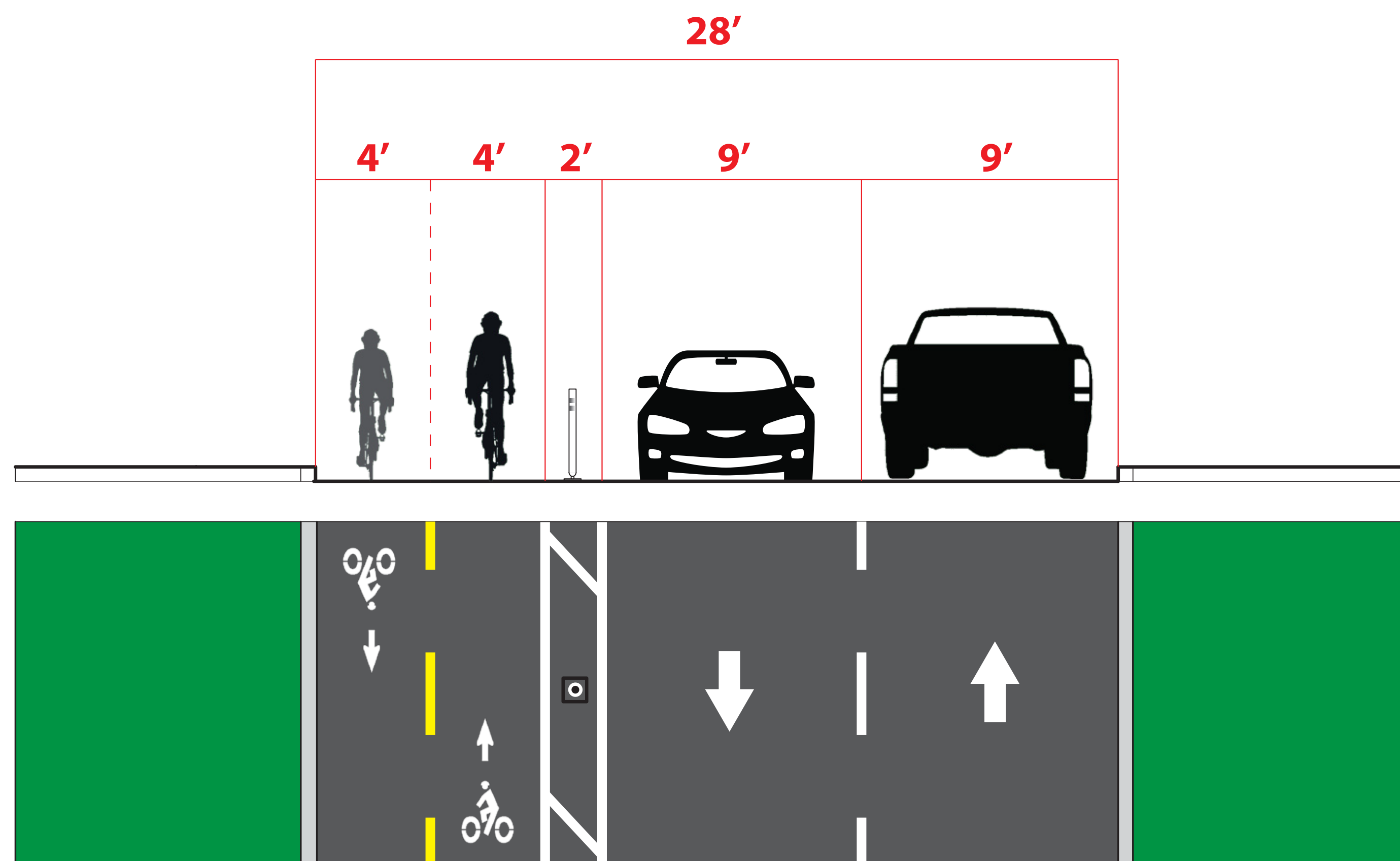
CROSS-SECTION LOCATIONS:



EXISTING



PROPOSED



FIESTA DR. ENTRANCE

BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION AND PLAN:
FIESTA DR. ENTRANCE ON
E. APPLEBY RD.
FACING NORTH

NOTES:

The existing entrance to Fiesta Square shopping center on E. Appleby Rd. quickly tapers down to 28' in width as it becomes a road through the parking lot. There is no striping currently. The road widens to 34' further into the parking lot.

The proposed condition includes a two-way cycle track with two 4' lanes, and a 2' buffer with vertical flexible bollards. The travel lanes are 9' in width.

CROSS-SECTION LOCATIONS:

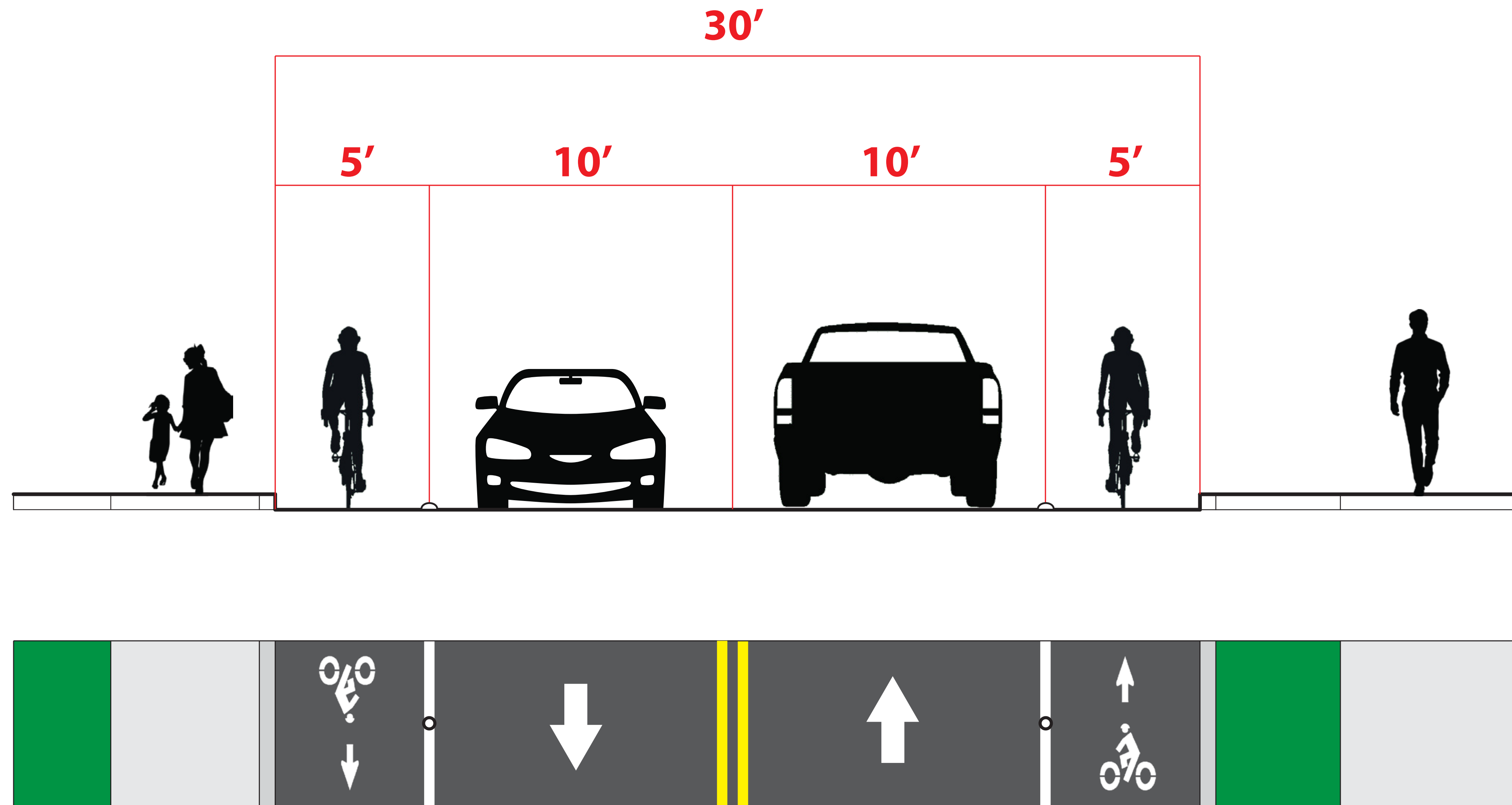


APPLEBY RD. TYPICAL CROSS-SECTION

D APPLEBY RD. TYPICAL

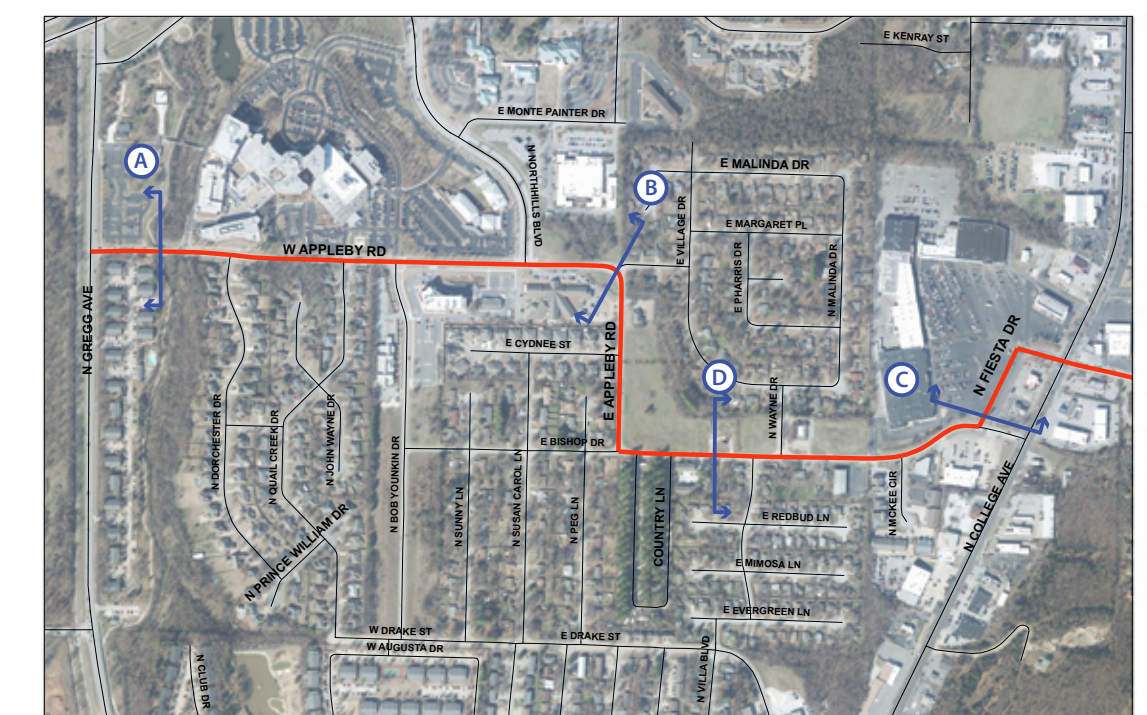
BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION AND PLAN:
APPLEBY RD. TYPICAL



NOTES:
Add reflective traffic buttons at 15' intervals on the 4" white stripe of the existing 5' bike lanes. The travel lane are 10' wide.

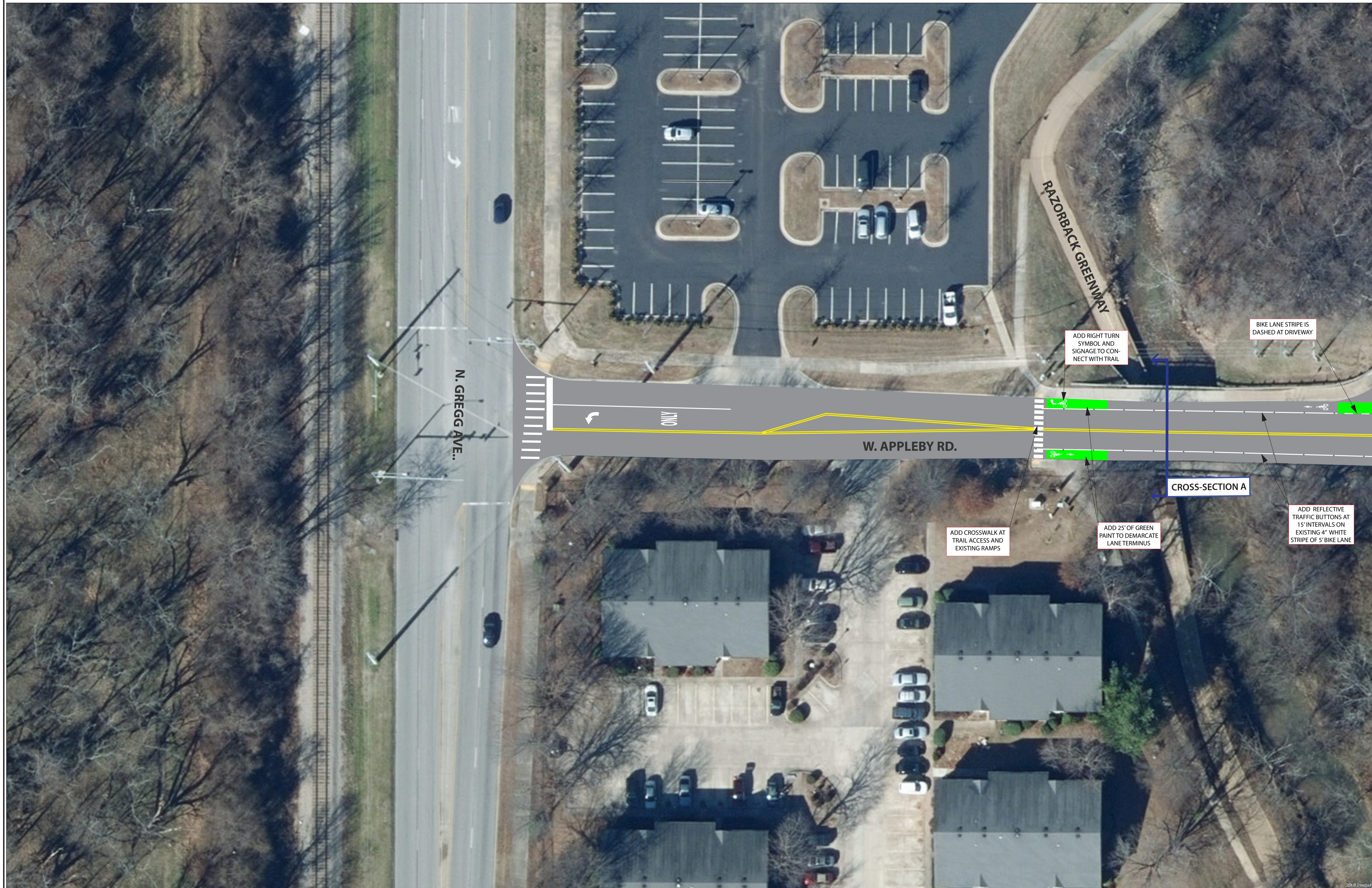
CROSS-SECTION LOCATIONS:



SHEET 1 OF 11

BICYCLE FACILITY ENHANCEMENT

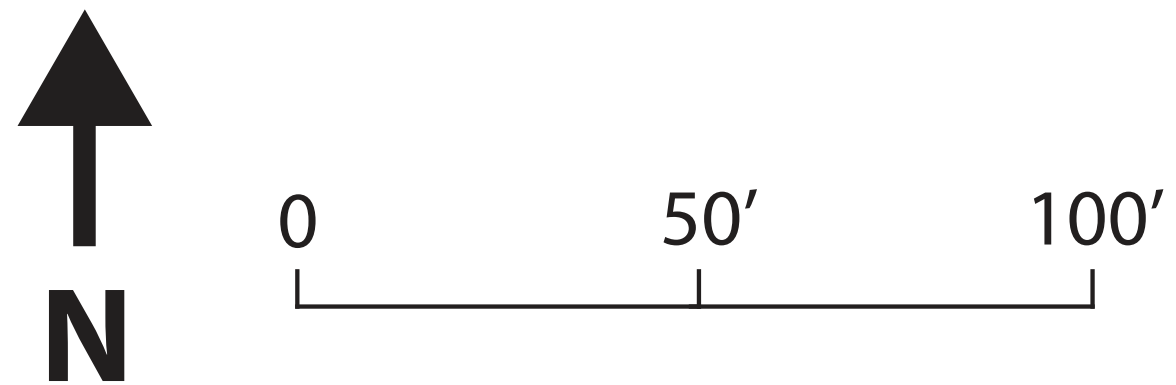
W. APPLEBY RD. BIKE LANES



NOTES:
The bike lanes on W. Appleby Rd. begin and end at the western edge of the bridge that crosses Scull Creek and the Razorback Greenway.

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

Cyclists can maneuver between the trail and the bike lanes by utilizing a new painted crosswalk connecting the existing curb ramps on either side of W. Appleby Rd. Green paint is placed at the first 25' of the bike lanes, and a right-hand turn bike symbol and signage indicate the connection to the Scull Creek Trail or Razorback Greenway.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 2 OF 11

BICYCLE FACILITY ENHANCEMENT

W. APPLEBY RD. BIKE LANES

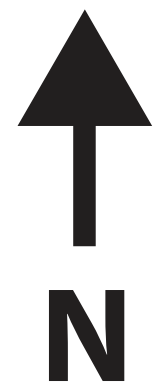


NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at all curb ramps crossing intersections, intersecting streets, and W. Appleby Rd. itself where curb ramps exist at the intersection with N. Dorchester Dr.



0 50' 100'

CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 3 OF 11

BICYCLE FACILITY ENHANCEMENT

W. APPLEBY RD. BIKE LANES

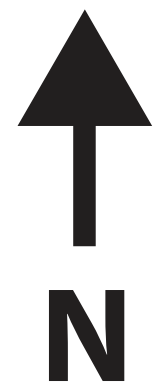


NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and across W. Appleby Rd. at the intersection with Bob Younkin Dr.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 4 OF 11

BICYCLE FACILITY ENHANCEMENT

W. APPLEBY RD. BIKE LANES

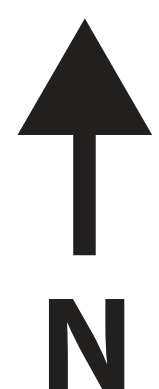


NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and across W. Appleby Rd. at the intersection with Bob Younkin Dr. (see Sheet 3).



0 50' 100'

CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 5 OF 11

BICYCLE FACILITY ENHANCEMENT

W. APPLEBY RD. BIKE LANES

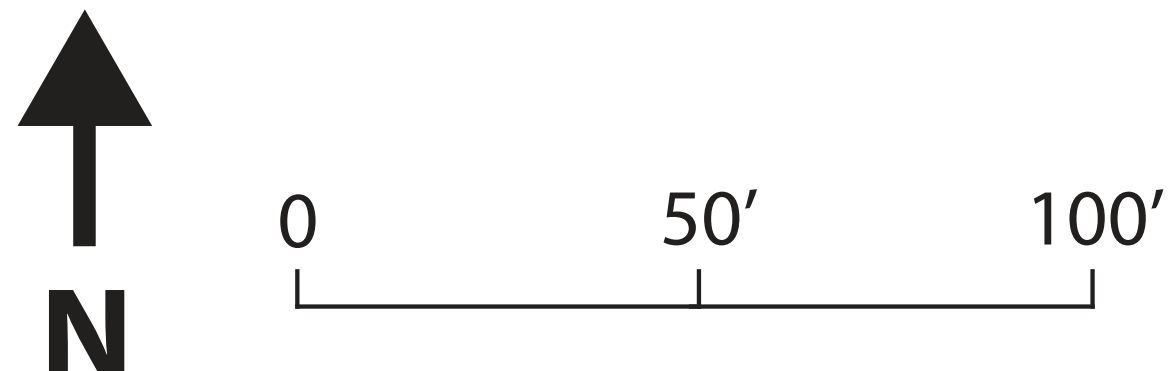
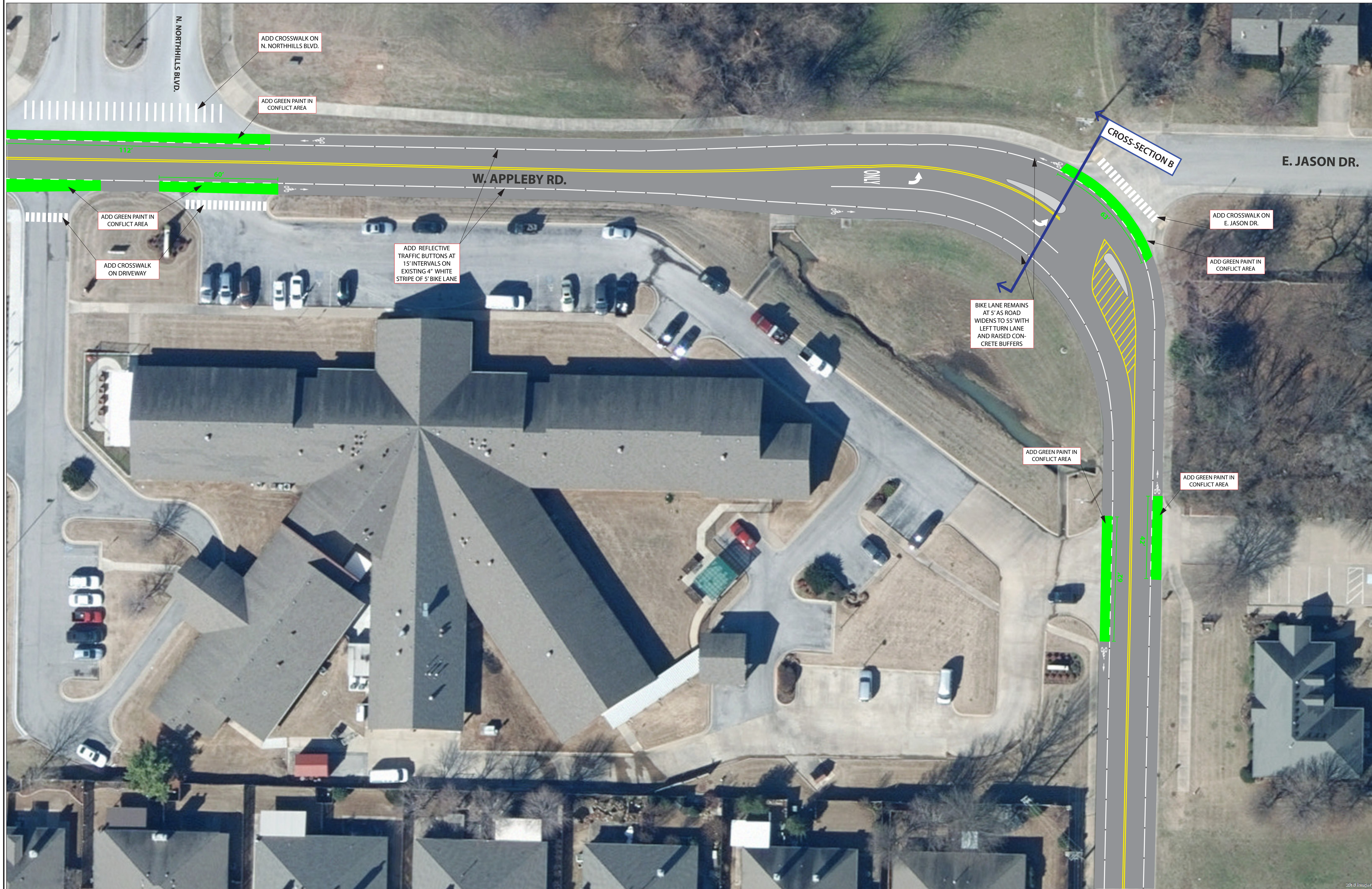
NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

At the intersection with Jason Dr. a left-hand turn lane and striped buffer with raised median islands are added to Appleby Rd. The bike lanes remain 5' in width around the turn.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and driveways.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 6 OF 11

BICYCLE FACILITY ENHANCEMENT

W. APPLEBY RD. BIKE LANES



NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and driveways.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 7 OF 11

BICYCLE FACILITY ENHANCEMENT

W./E. APPLEBY RD. BIKE LANES



NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and driveways.

The intersection of W. Appleby Rd. and W. Bishop Dr. has been altered from the current configuration. Stop signs and stop bars are added on westbound W. Appleby Rd. as well as eastbound W. Bishop Dr.



0 50' 100'

CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 8 OF 11

BICYCLE FACILITY ENHANCEMENT

E. APPLEBY RD. BIKE LANES

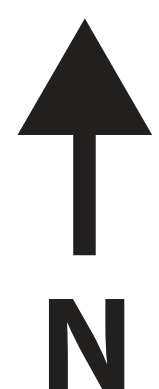


NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and driveways.



0 50' 100'

CROSS-SECTION LOCATIONS



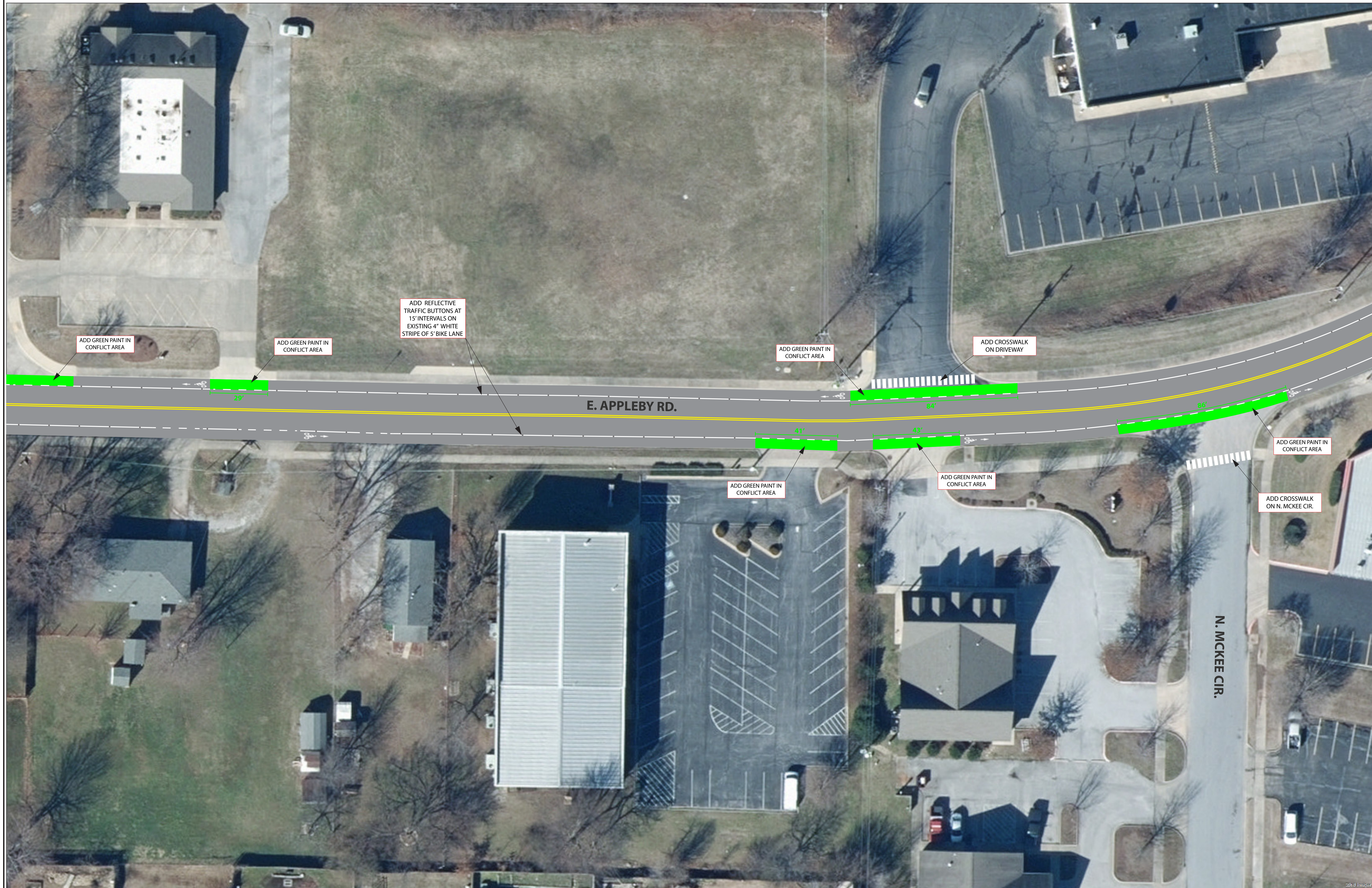
SHEET LOCATION



SHEET 9 OF 11

BICYCLE FACILITY ENHANCEMENT

E. APPLEBY RD. BIKE LANES

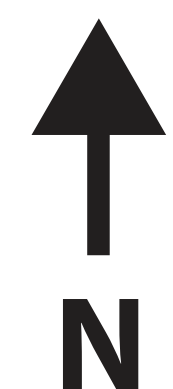


NOTES:

The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways.

Crosswalks are added at intersecting streets, and driveways.



0 50' 100'

CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 10 OF 11

BICYCLE FACILITY ENHANCEMENT

E. APPLEBY RD. BIKE LANES

NOTES:

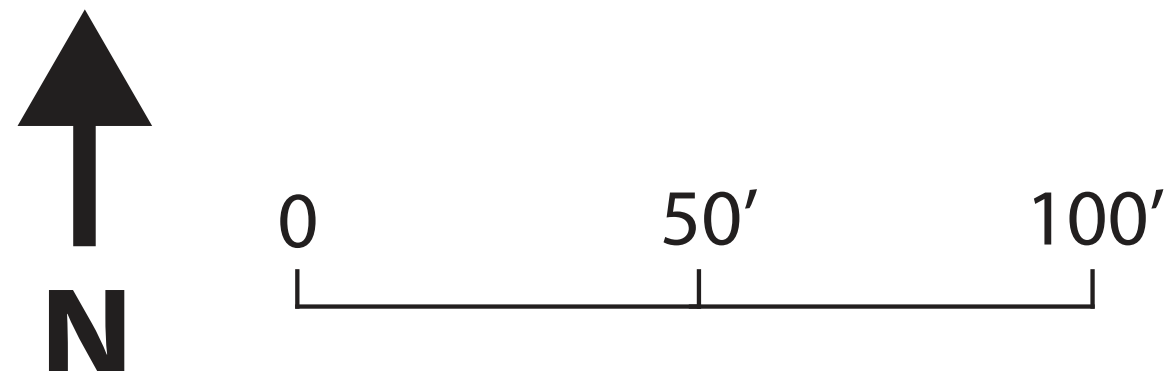
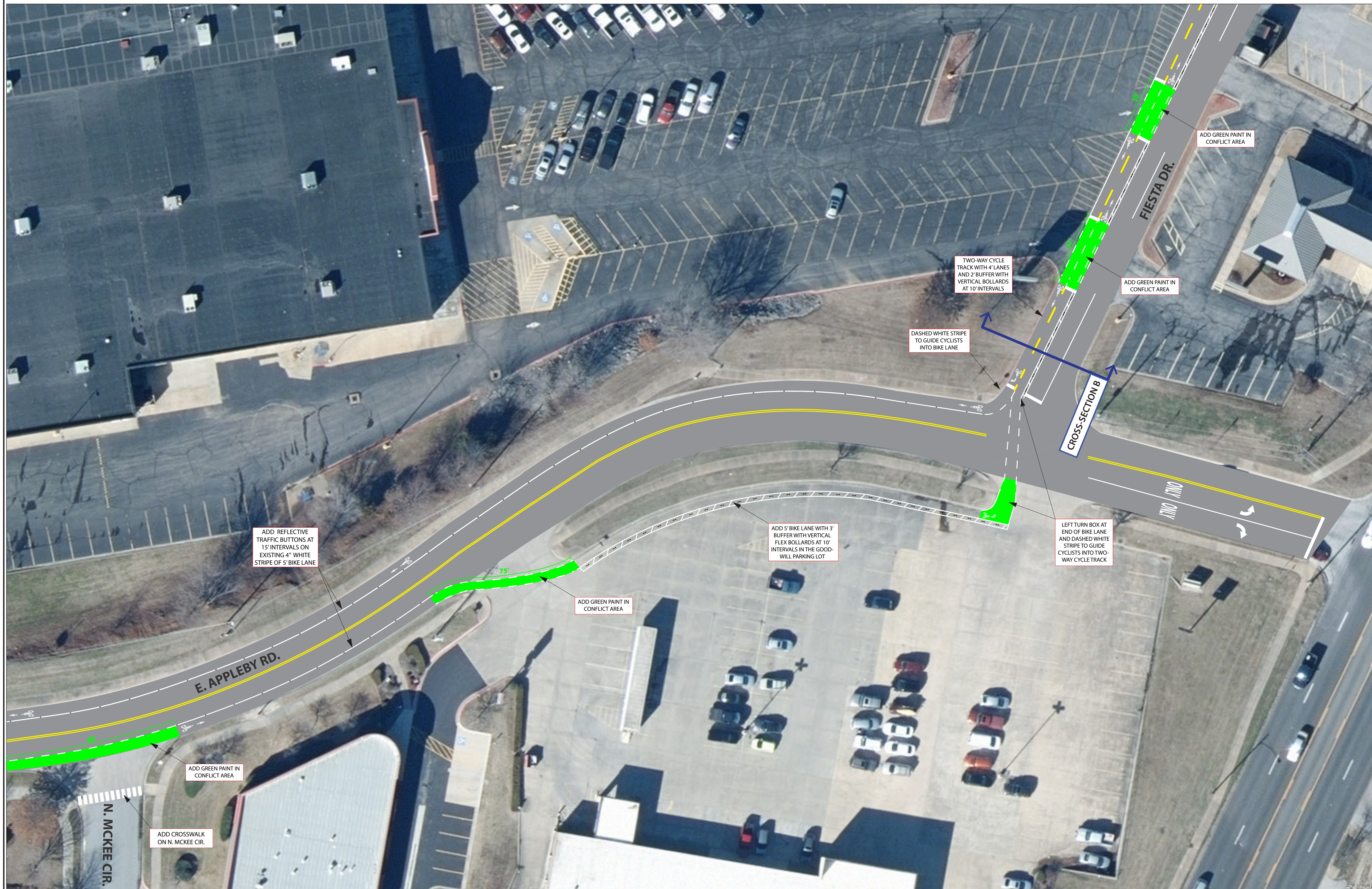
The bike lanes are 5' in width, while the travel lanes are 10' each. Reflective traffic buttons are placed at 15' intervals along the existing 4" white stripe of the bike lane to provide an enhanced level of separation and visibility. The eastbound bike lane shifts off of the street and into the Goodwill parking lot as a 5' protected bike lane with a 3' buffer with vertical flex bollards spaced at 10' intervals.

The white bike lane stripe is dashed at intersections and driveways, and green paint is used at conflict zones in intersections and commercial driveways. Crosswalks are added at intersecting streets, and driveways.

On Fiesta Dr. a two-way cycle track is added. The width of Fiesta Dr. at the intersection with E. Appleby Rd. is 28', with two 9' travel lanes, a 2' buffer, and two 4' bike lanes within the cycle track. Moving north on Fiesta Dr. the width increases to 34', giving space for wider bike lanes or travel lanes.

At the intersection with Fiesta Dr. a left-hand turn box and a dashed white stripe across E. Appleby Rd. are added to facilitate turning motions for northbound cyclists. Right-hand turns from Fiesta Dr. are guided with dashed striping.

Data Source(s):
City of Fayetteville Aerial Photography



CROSS-SECTION LOCATIONS



SHEET LOCATION



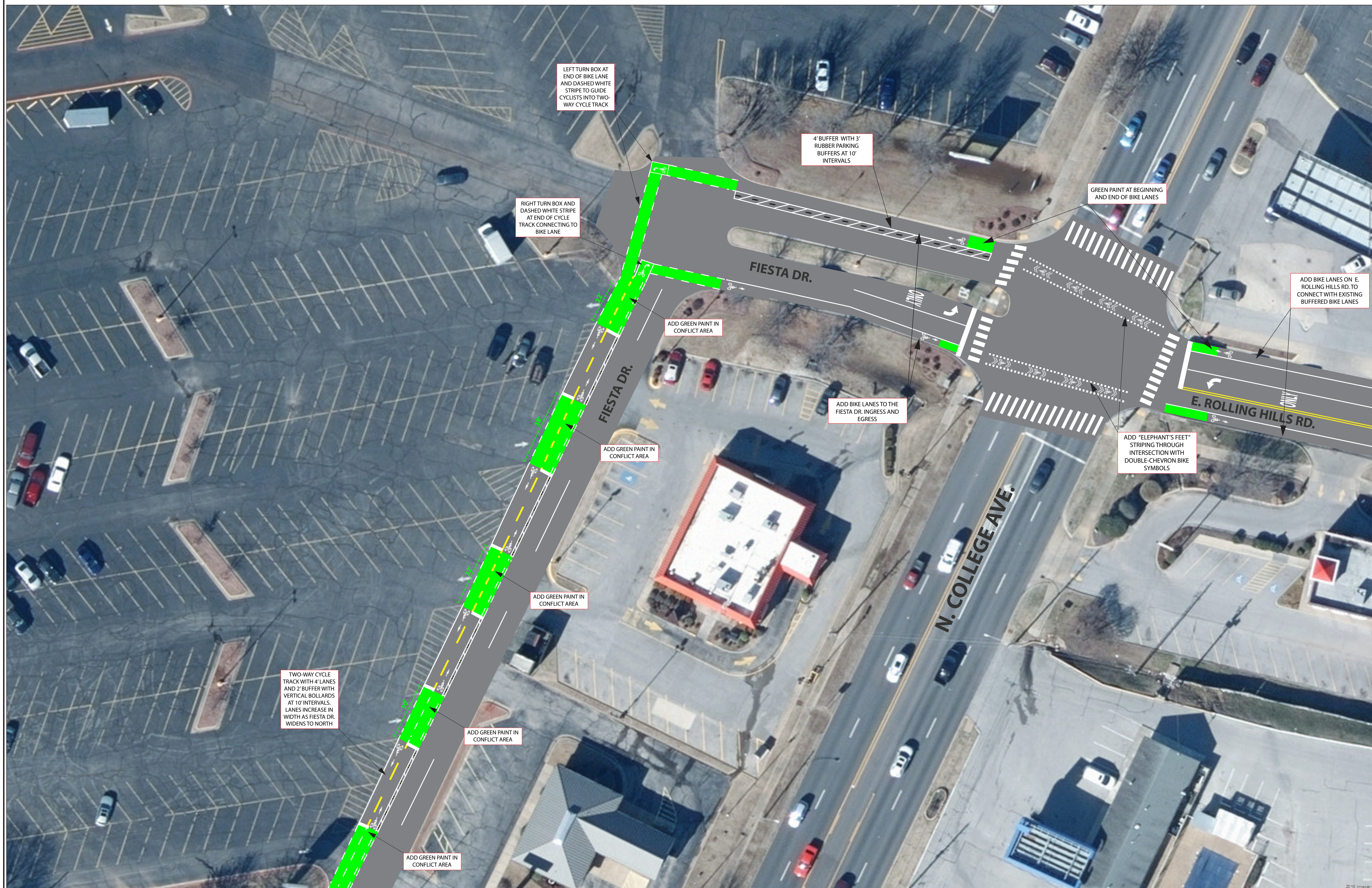
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SHEET 11 OF 11

BICYCLE FACILITY ENHANCEMENT

E. APPLEBY RD. BIKE LANES

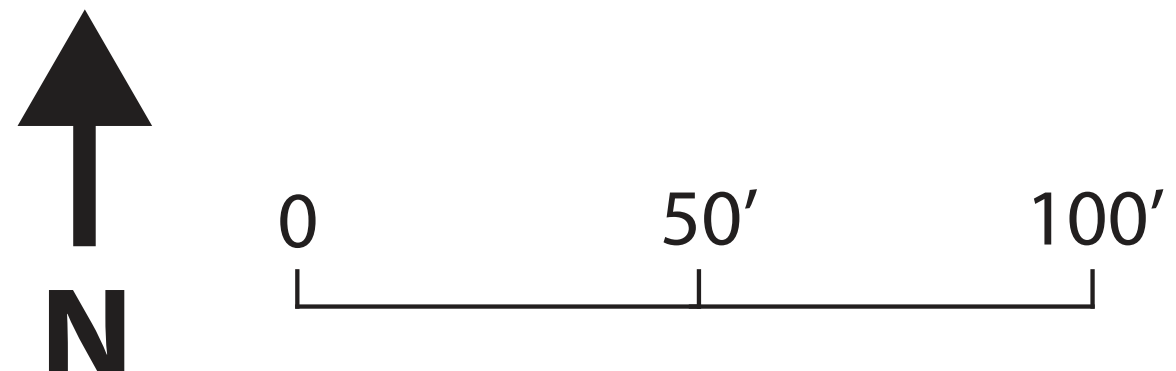


NOTES:

A two-way cycle track is added to Fiesta Dr., reducing the travel lanes to 9' to accommodate a 2' buffer and 8' of cycle track at the intersection with E. Appleby Rd. Fiesta Dr. widens as it approaches the intersection with N. College Ave. to 34' allowing for wider bike lanes, buffer, and/or travel lanes. Green paint is used in conflict zones with the shopping center parking lot. Vertical bollards are placed in the buffer at 10' intervals.

A left-hand turn box and dashed white stripes are placed in the shopping center entrance intersection to facilitate movement from the buffered bike lane on the shopping center ingress to the two-way cycle track. The ingress bike lane buffer has 3' rubber parking buffers spaced at 10' intervals.

See E. Rolling Hills Rd. and N. College Ave. Intersection drawing for intersection details.



CROSS-SECTION LOCATIONS



SHEET LOCATION



Data Source(s):
City of Fayetteville Aerial Photography

BICYCLE FACILITY ENHANCEMENT

**INTERSECTION MODIFICATION:
FIESTA DR. / E. ROLLING HILLS RD.
AND N. COLLEGE AVE.**

NOTES:

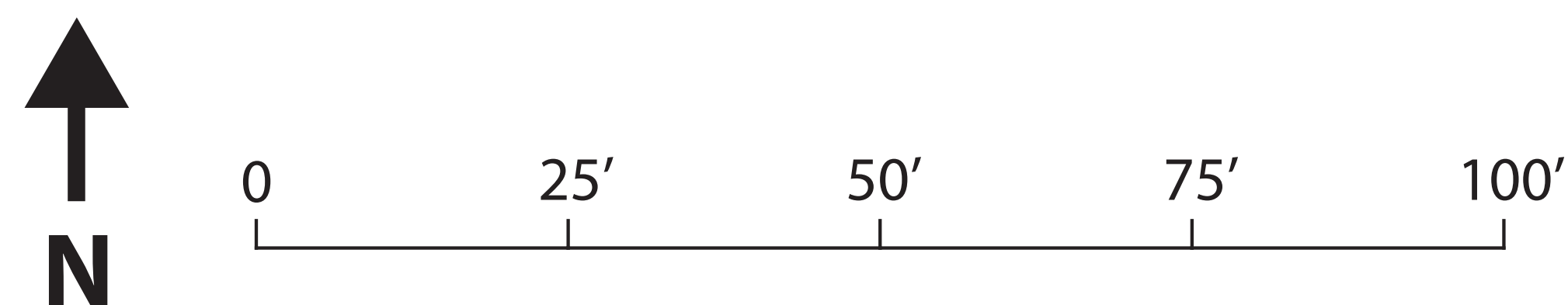
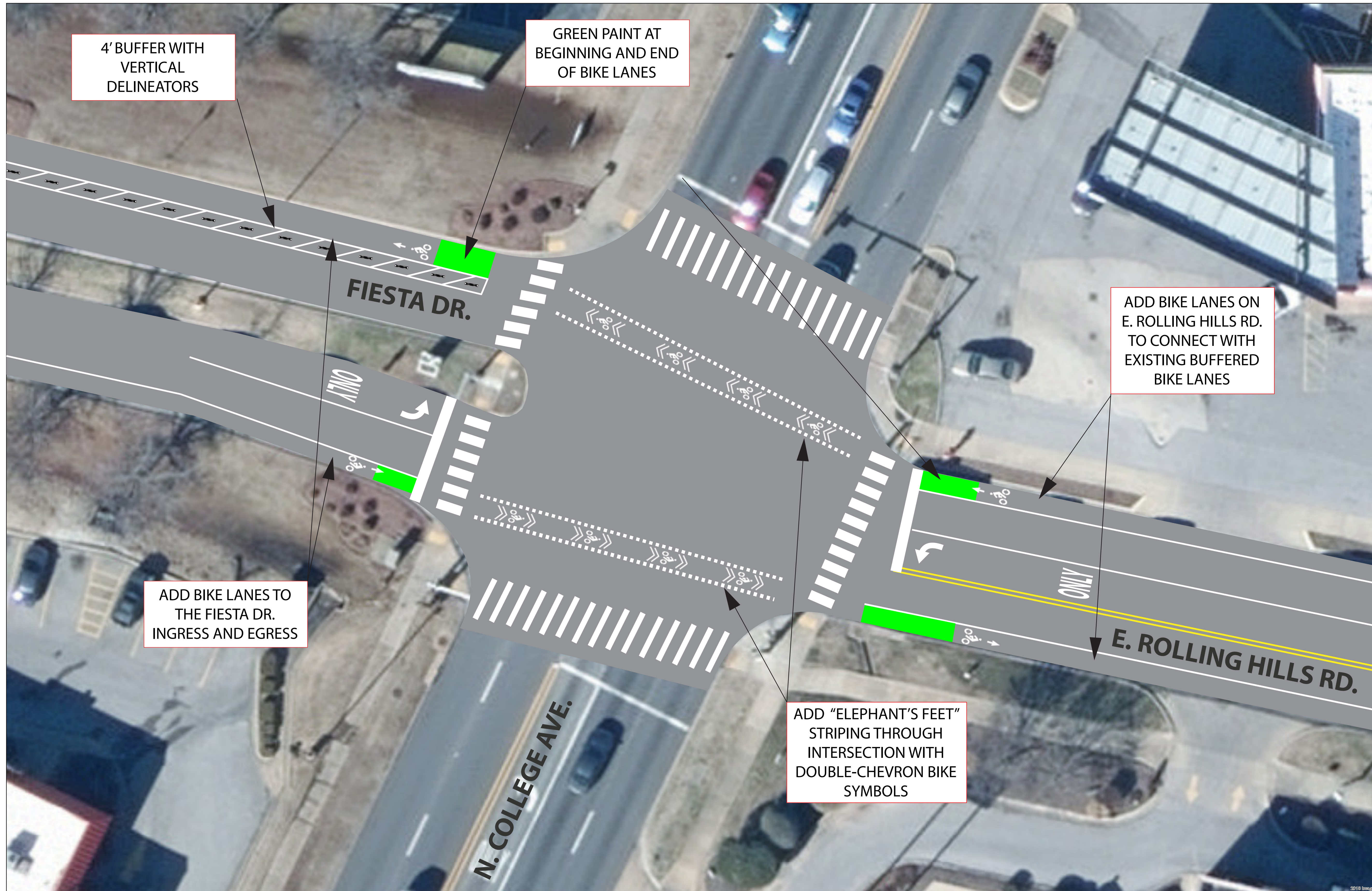
Add bike lanes to the ingress and egress of Fiesta Dr., reducing the ingress to one 12' travel lane, a 4' buffer with vertical delineators, and a 6' bike lane. Reduce the two lanes of egress to 9' and add a 3' bike lane.

Use green paint at the beginning and end of bike lanes. Place elephant's feet markings and bike lane symbols with double chevrons above and below the bike symbol through the intersection to increase visibility to vehicles in the intersection.

Add bike lanes to E. Rolling Hills Rd., maintaining the alignment of the centerline. Reducing travel lanes to 10', and adding 4.5' bike lanes on each side.

Data Source(s):

City of Fayetteville Online Data Portal
City of Fayetteville Aerial Imagery



PROTECTED BIKE LANES ENHANCEMENT PROJECT

E. ROLLING HILLS RD.



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Sheet List:

Cross-Sections:

- Cross Section Locations
- A. Fiesta Dr. at N. College Ave.
- B. E. Rolling Hills Dr. at N. College Ave.
- C. E. Rolling Hills Dr. at Old Missouri Rd.
- D. E. Rolling Hills Typical

Plans:

- 1. E. Rolling Hills Protected Bike Lane Sheet 1
- 2. E. Rolling Hills Protected Bike Lane Sheet 2
- 3. E. Rolling Hills Protected Bike Lane Sheet 3
- 4. E. Rolling Hills Protected Bike Lane Sheet 4
- 5. E. Rolling Hills Protected Bike Lane Sheet 5
- 6. E. Rolling Hills Protected Bike Lane Sheet 6
- 7. E. Rolling Hills Protected Bike Lane Sheet 7

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BICYCLE FACILITY ENHANCEMENT

CROSS SECTION LOCATIONS AND
VIEW DIRECTION

NOTES:

- (A)** FIESTA DR. AT N. COLLEGE AVE.
- (B)** E. ROLLING HILLS DR. AT N. COLLEGE AVE.
- (C)** E. ROLLING HILLS DR. AT OLD MISSOURI RD.
- (D)** E. ROLLING HILLS DR. TYPICAL CONDITION

Data Source(s):
City of Fayetteville Aerial Photography



A FIESTA DR. AT N. COLLEGE AVE.

BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION:
FIESTA DR. AT N. COLLEGE AVENUE
FACING EAST

NOTES:

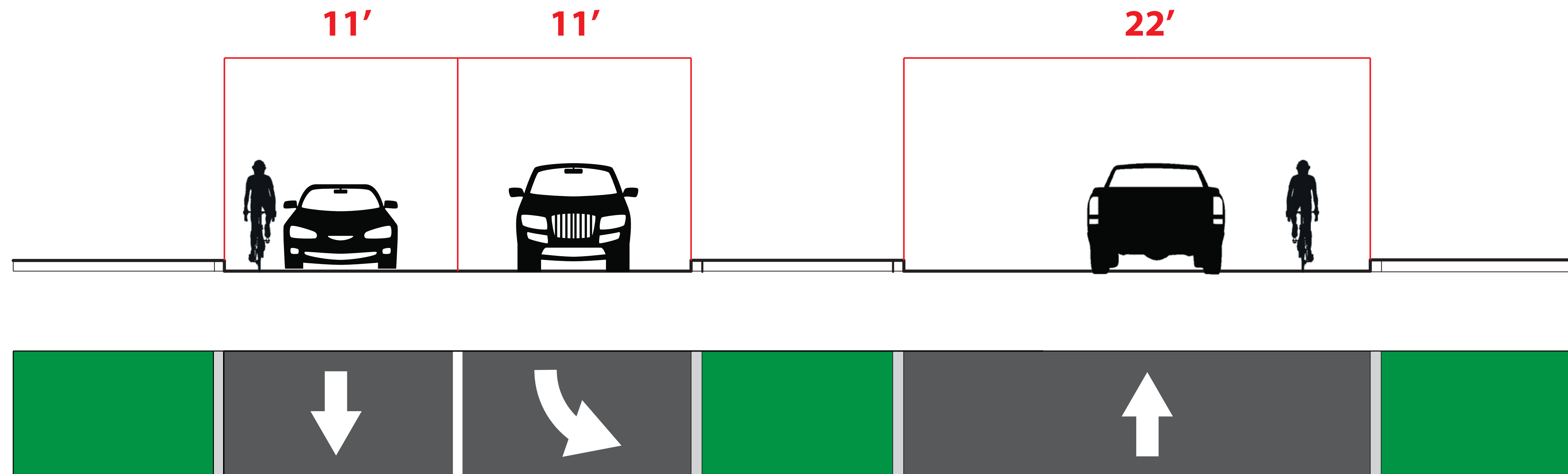
The existing ingress and egress to the Fiesta Square shopping center is median divided, with two 11' travel lanes of egress, and one 22' lane of ingress. There are currently no striped facilities for cyclists.

The proposed changes include reducing the two 11' lanes of egress to 9' in width to accommodate a 4' bike lane, as well as reducing the 22' lane of ingress to 10' to accommodate a 8' bike lane with a 4' buffer with vertical delineators.

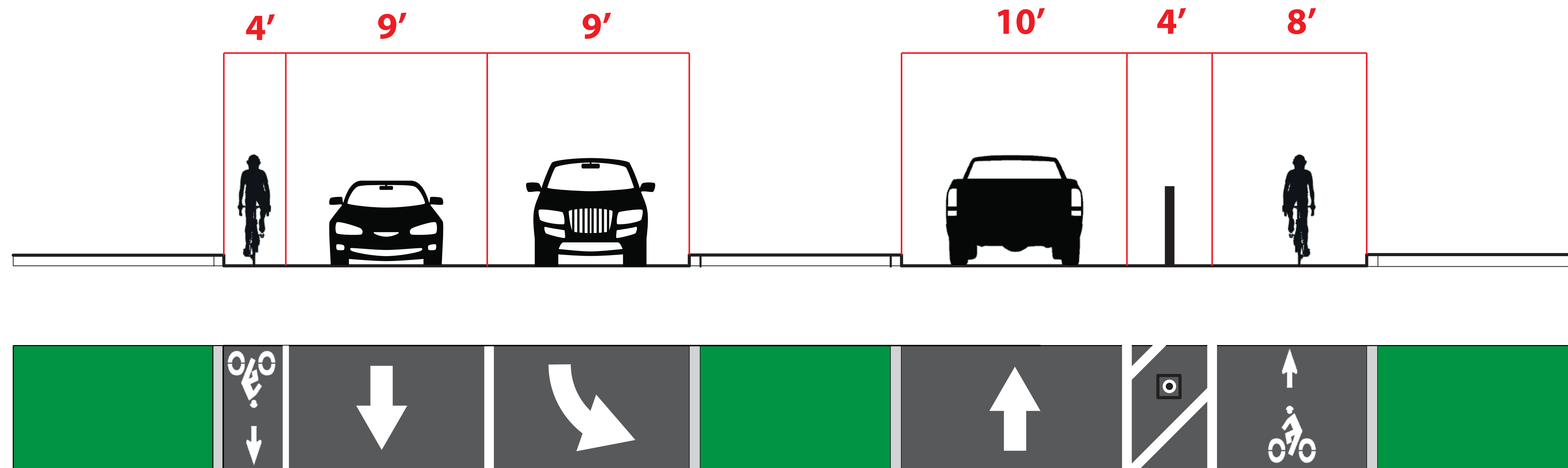
CROSS-SECTION LOCATIONS:



EXISTING



PROPOSED



B E. ROLLING HILLS DR. AT
N. COLLEGE AVE.

BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION:
E. ROLLING HILLS DR. AT
N. COLLEGE AVENUE
FACING EAST

NOTES:

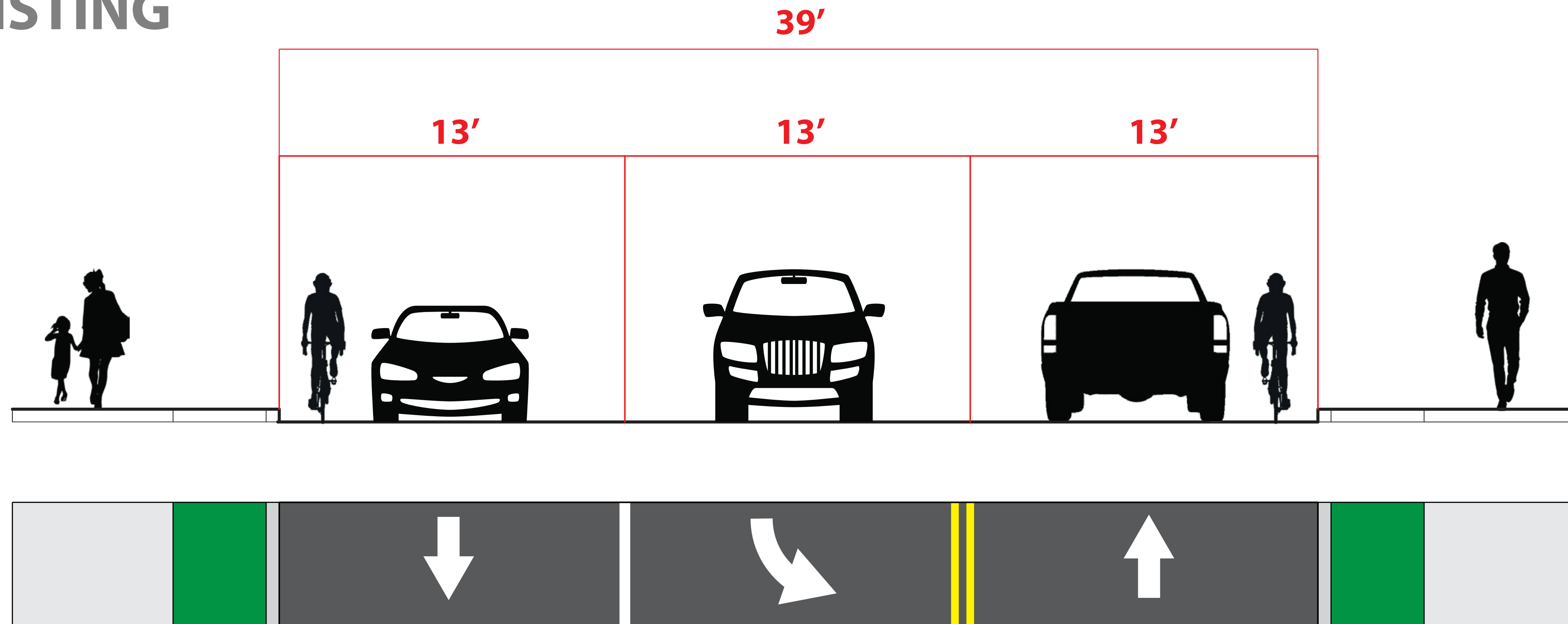
The existing conditions where E. Rolling Hills Rd. intersects with N. College Ave. include two 13' travel lanes and one 13' left-turn lane, with no accommodations for cyclists.

The proposed changes include reducing both travel lanes and the left-turn lane to 10' in width and introducing a 4.5' bike lanes on each side of the street using traffic buttons to provide textural separation of the bike lanes, which connect to the existing buffered bike lanes that begin when the left-hand turn lane tapers away.

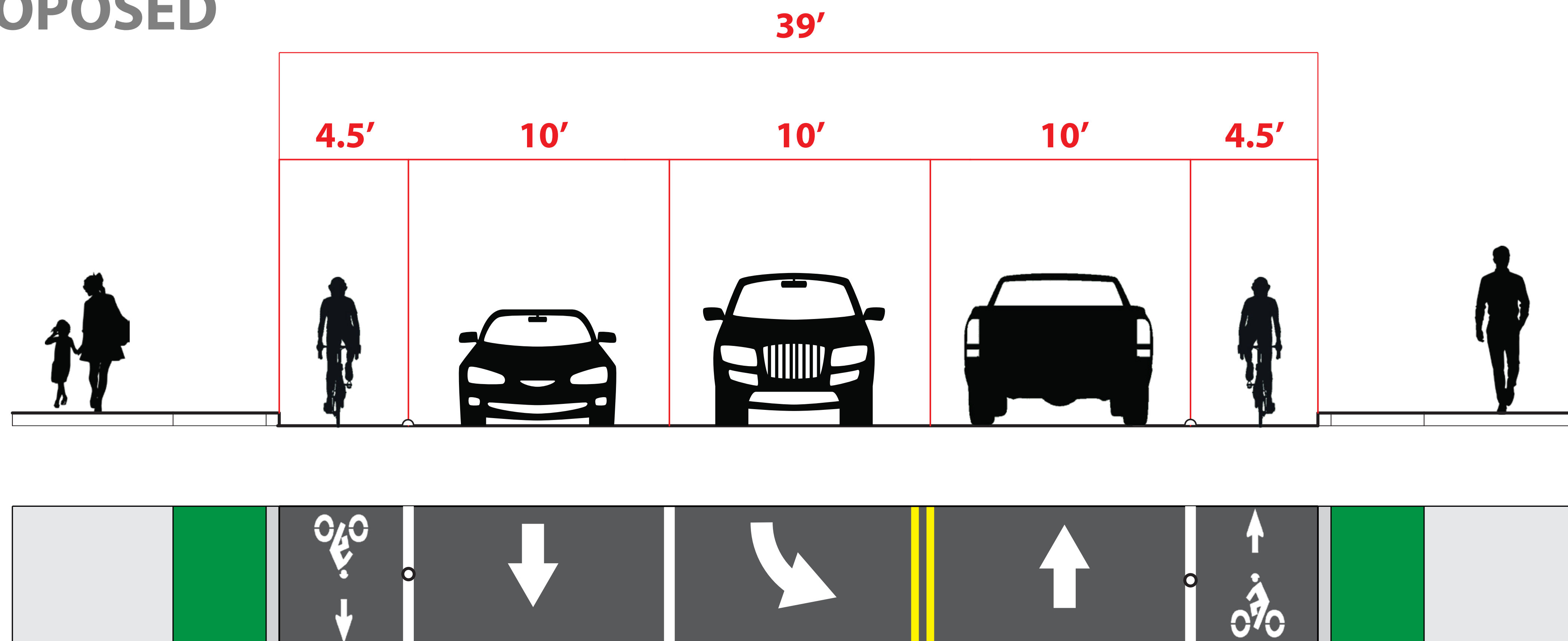
CROSS-SECTION LOCATIONS:



EXISTING



PROPOSED



**E. ROLLING HILLS DR. AT
OLD MISSOURI RD.**

BICYCLE FACILITY ENHANCEMENT

CROSS-SECTION:
E. ROLLING HILLS DR. AT
OLD MISSOURI RD.
FACING EAST

NOTES:

The existing condition on E. Rolling Hills Dr. at the intersection with Old Missouri Rd. includes two 5' buffered bike lanes with 3' buffers, along with two 11.5' travel lanes.

The proposed changes include removing the bike lane from the south half of the road and moving the cycling path onto the sidewalk to connect with the crossing over Old Missouri Rd. to join with the multi-use path. This allows for the addition of a right-hand turn lane, and the conversion of the existing travel lane into a left-hand turn lane.

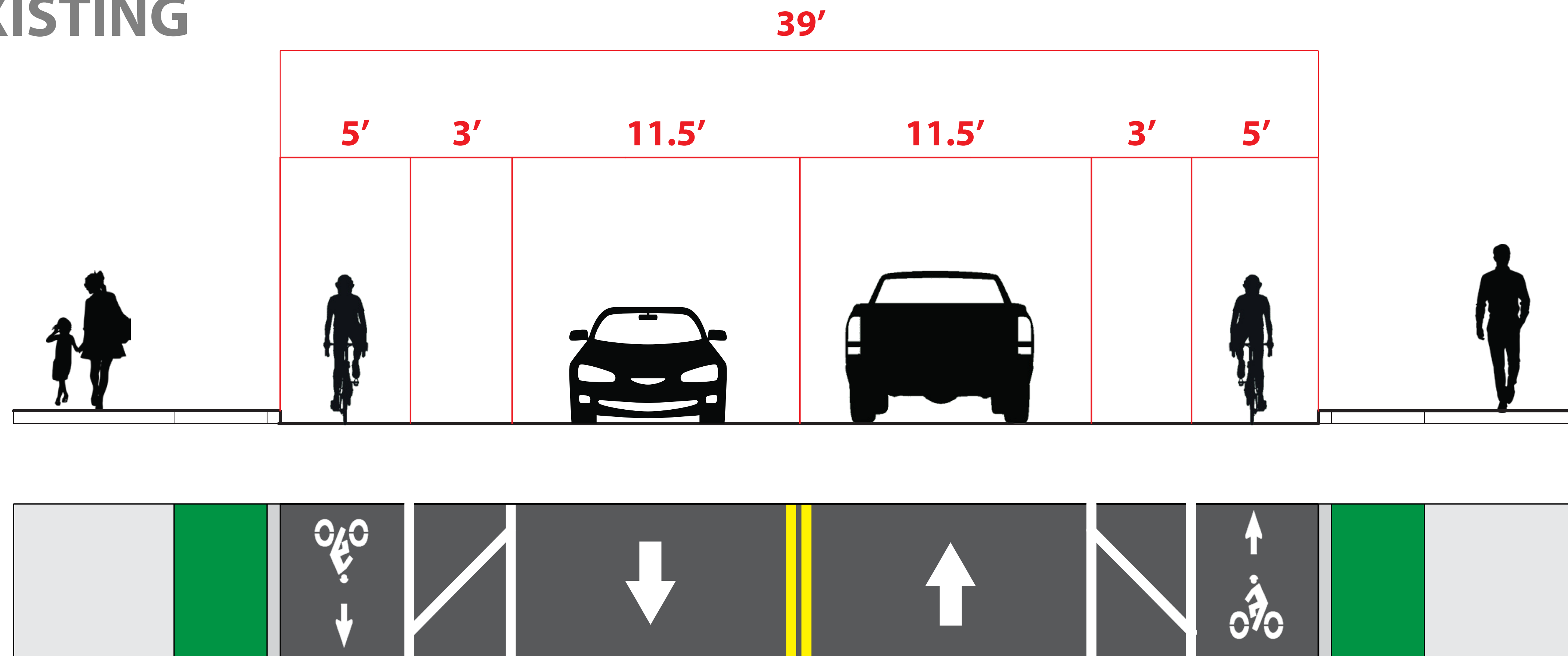
The buffered bike lane on the north side of E. Rolling Hills Rd. is widened to 6' and rubber parking buffers have been introduced into the 3' buffer spaced at 10' intervals center to center.

All travel lanes have been reduced to 10' to reduce speeds along the corridor.

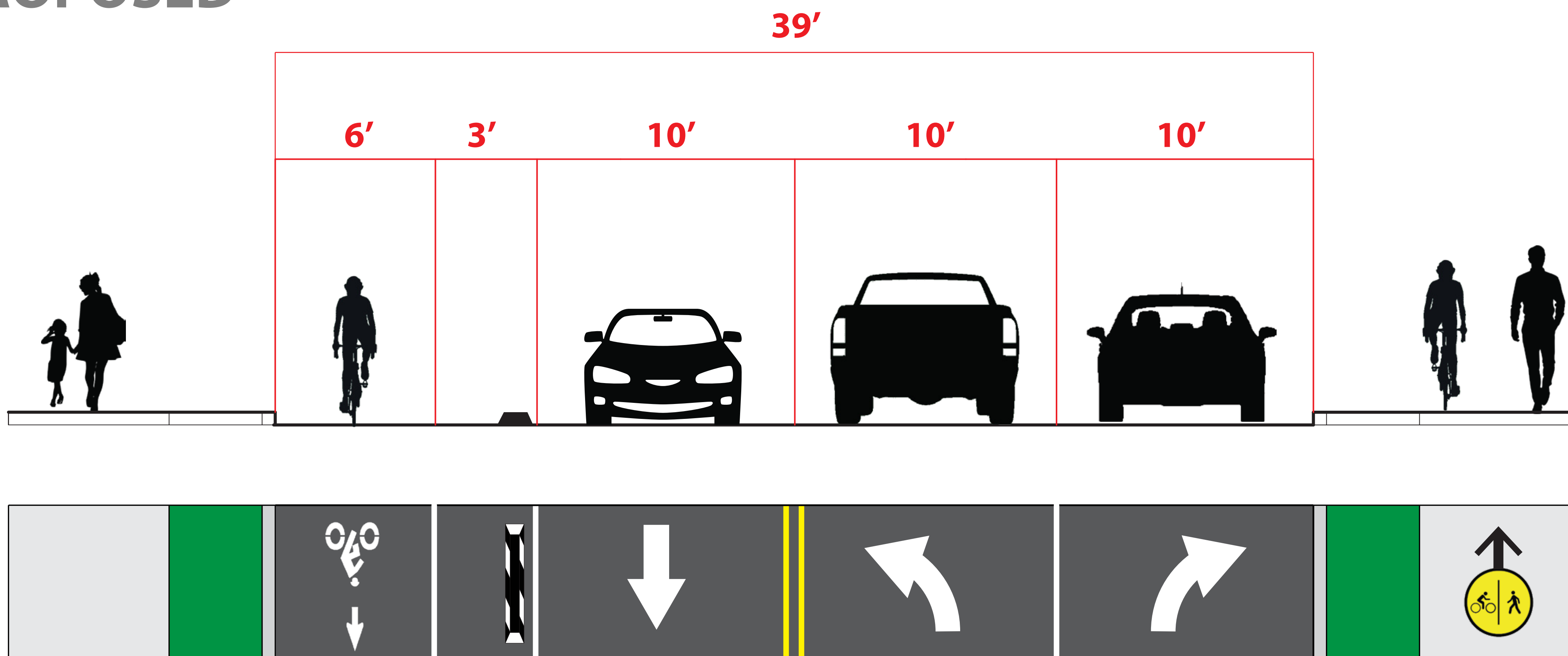
CROSS-SECTION LOCATIONS:



EXISTING



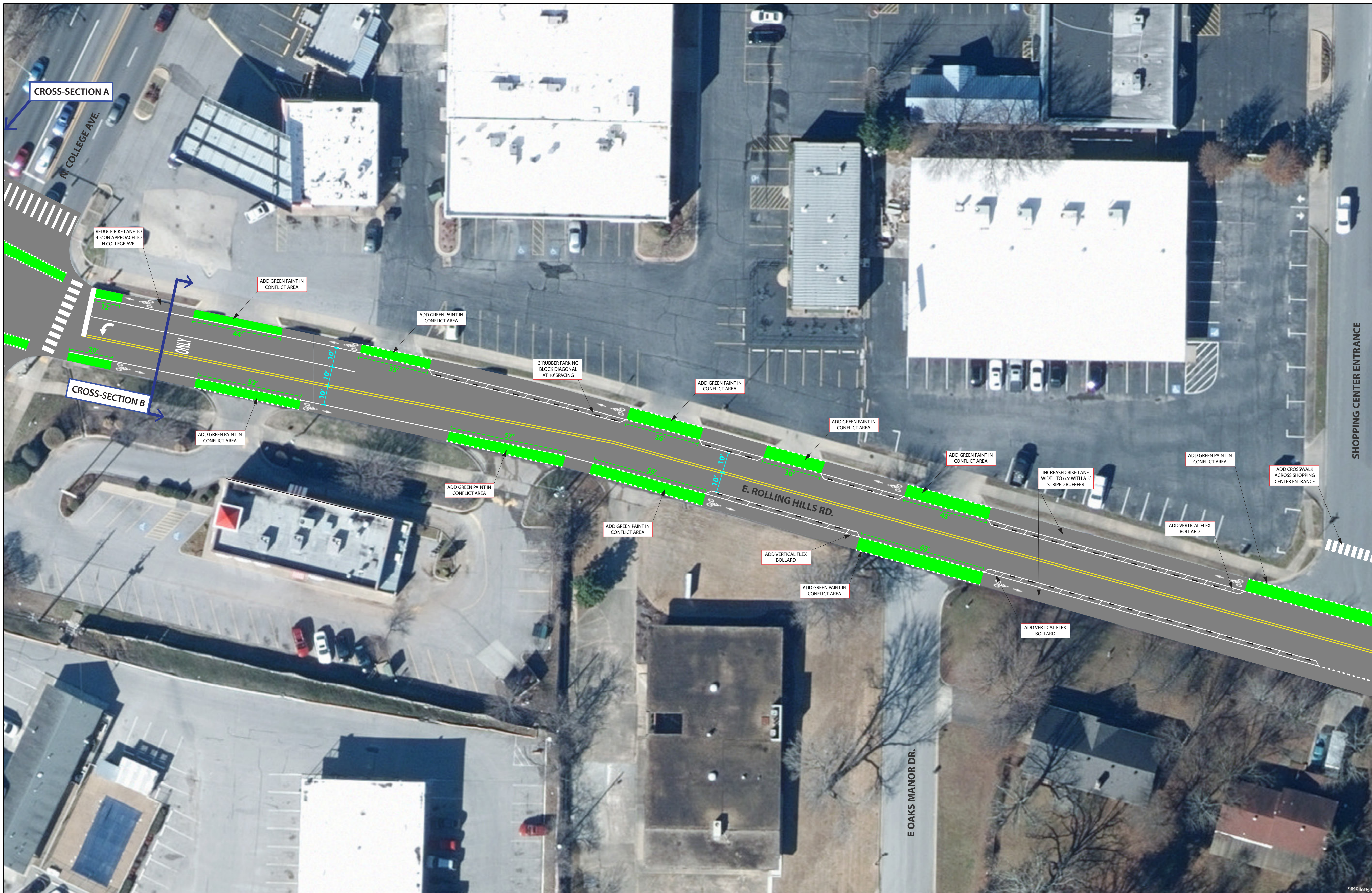
PROPOSED



SHEET 1 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

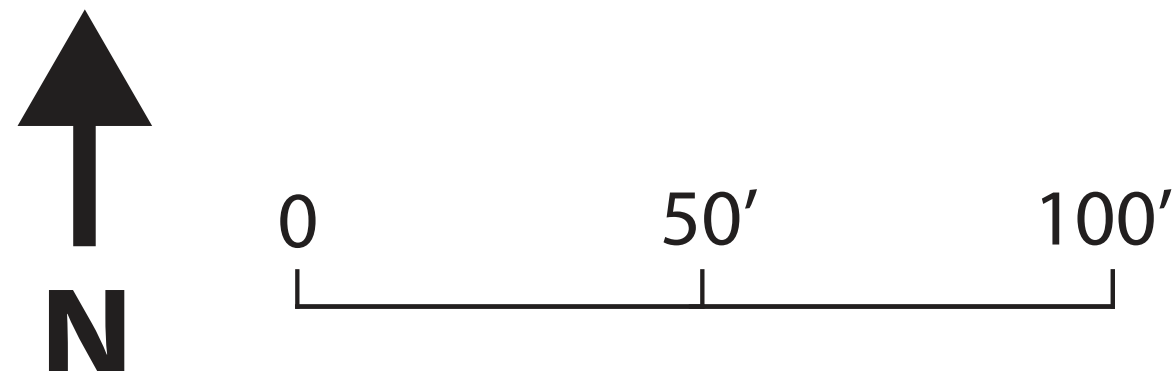


NOTES:

On E. Rolling Hills Dr. at the intersection with N. College Ave. the existing conditions include two travel lanes and a dedicated left-turn lane onto N. College Ave. The protected bike lanes on E. Rolling Hills Dr. terminate on the approach to the intersection with the addition of a turn lane.

The proposal calls for narrowing the travel lanes on E. Rolling Hills Dr. to 10' to allow for bike lanes to extend to the intersection and facilitate movements across to Fiesta Dr. Reflective buttons are added on the bike lane stripe in the the three-lane section, and 3' rubber parking buffers separated at 10' intervals are placed in the buffer when the road reduces to two travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

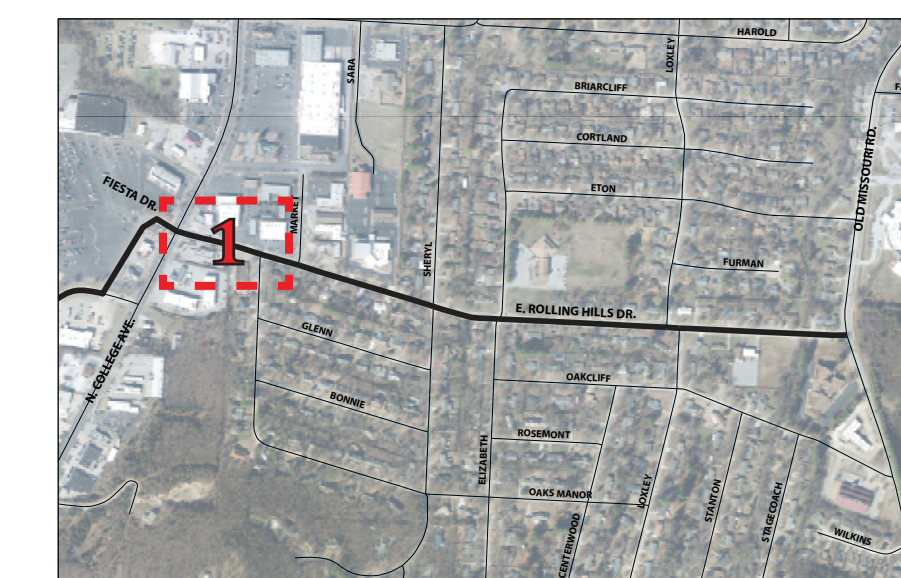
The protected bike lanes continue east on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and intersections. Green paint is added at conflict points with intersecting streets and commercial driveways.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 2 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

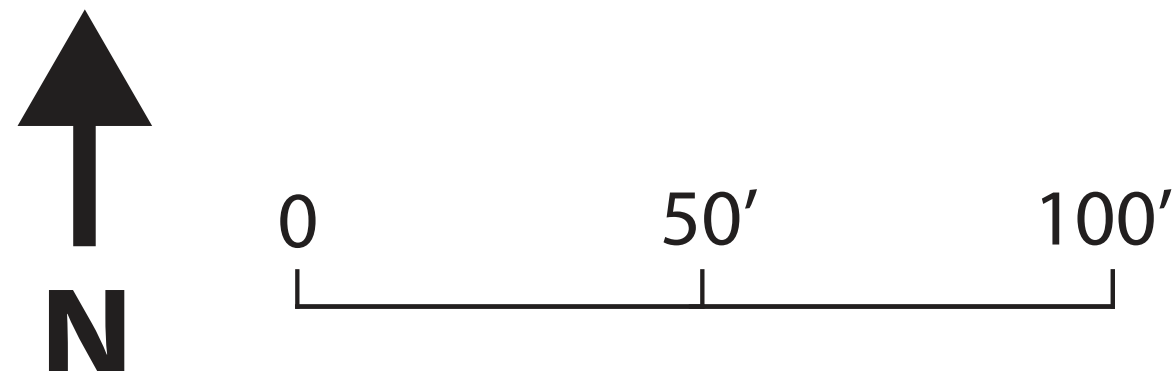


NOTES:

The protected bike lanes continue on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and the intersections. Green paint is added at conflict points with intersecting streets and commercial driveways.

Rubber parking buffers spaced at 10' intervals are placed in the buffer between the bike lane and the travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

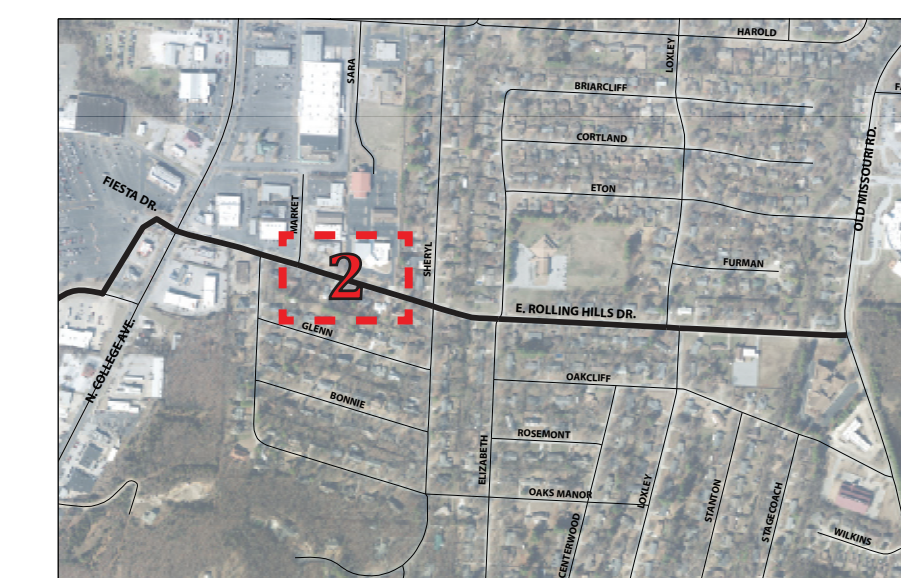
Travel lanes have been reduced to 10' to accommodate the 6.5' bike lanes and the 3' buffers.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 3 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

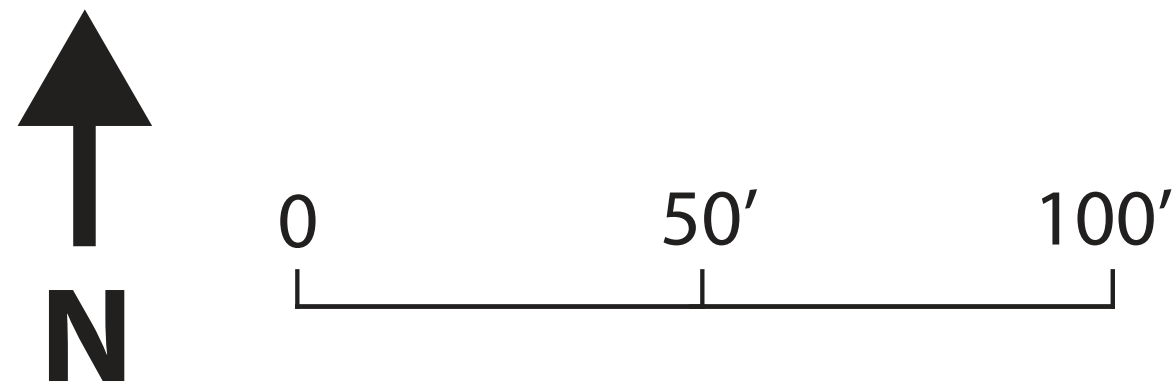


NOTES:

The protected bike lanes continue on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and the intersection with N. Sheryl Ave. Green paint is added at conflict points with intersecting streets and commercial driveways.

Rubber parking buffers spaced at 10' intervals are placed in the buffer between the bike lane and the travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

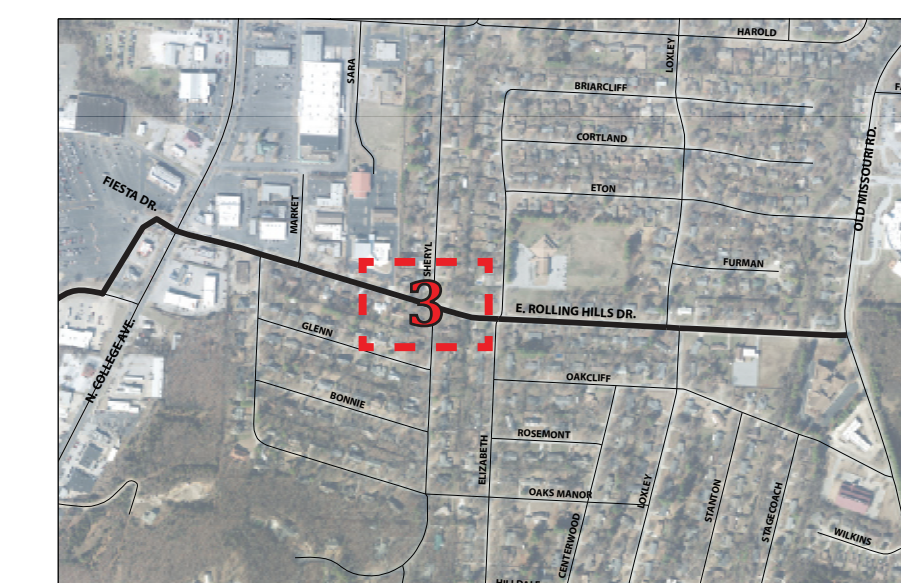
Travel lanes have been reduced to 10' to accommodate the 6.5' bike lanes and the 3' buffers.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 4 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

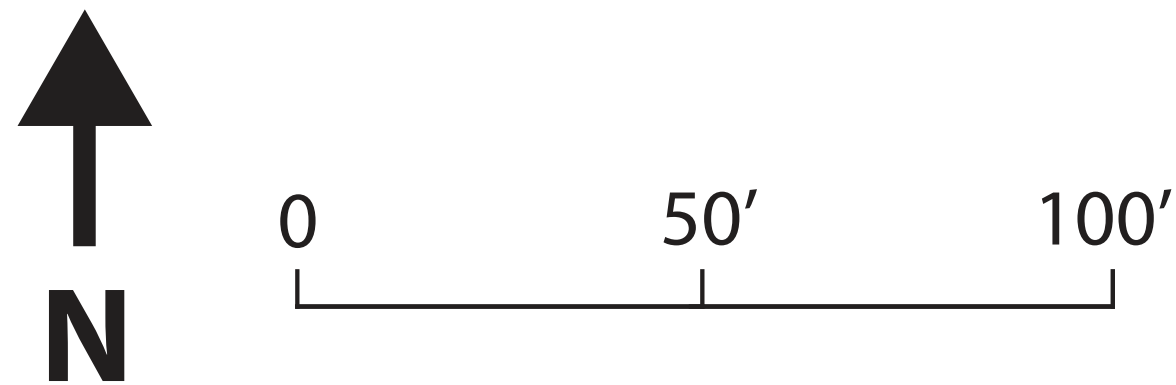


NOTES:

The protected bike lanes continue on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and the intersection with N. Elizabeth Ave. Green paint is added at conflict points with intersecting streets and commercial driveways.

Rubber parking buffers spaced at 10' intervals are placed in the buffer between the bike lane and the travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

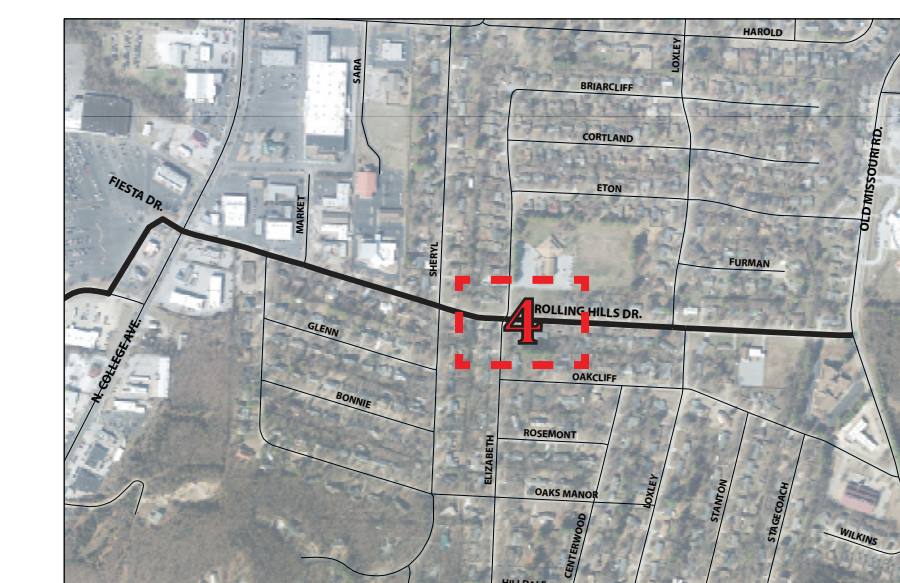
Travel lanes have been reduced to 10' to accommodate the 6.5' bike lanes and 3' buffers.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 5 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

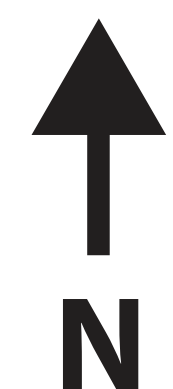


NOTES:

The protected bike lanes continue on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and the intersection with N. Loxley Ave. Green paint is added at conflict points with intersecting streets and commercial driveways.

Rubber parking buffers spaced at 10' intervals are placed in the buffer between the bike lane and the travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

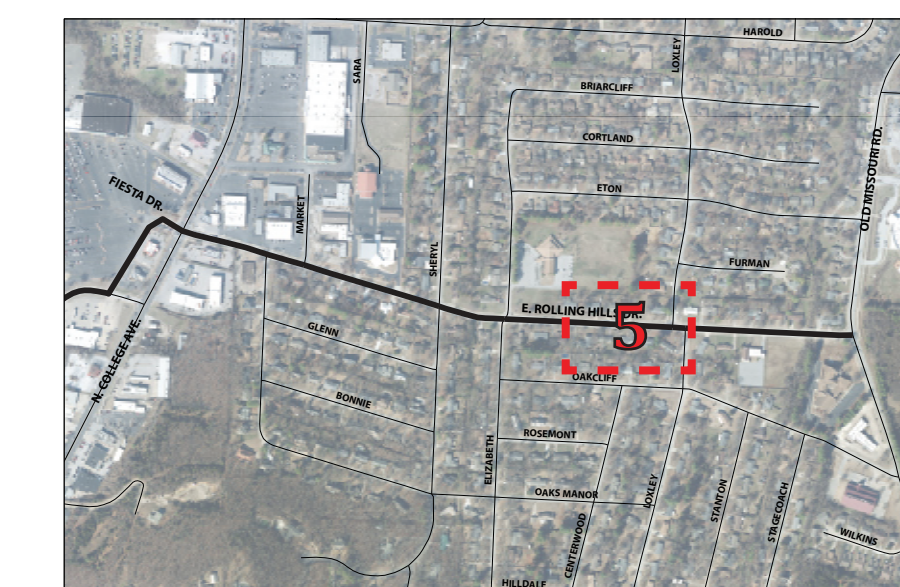
Travel lanes have been reduced to 10' to accommodate the 6.5' bike lanes and 3' buffers.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 6 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE

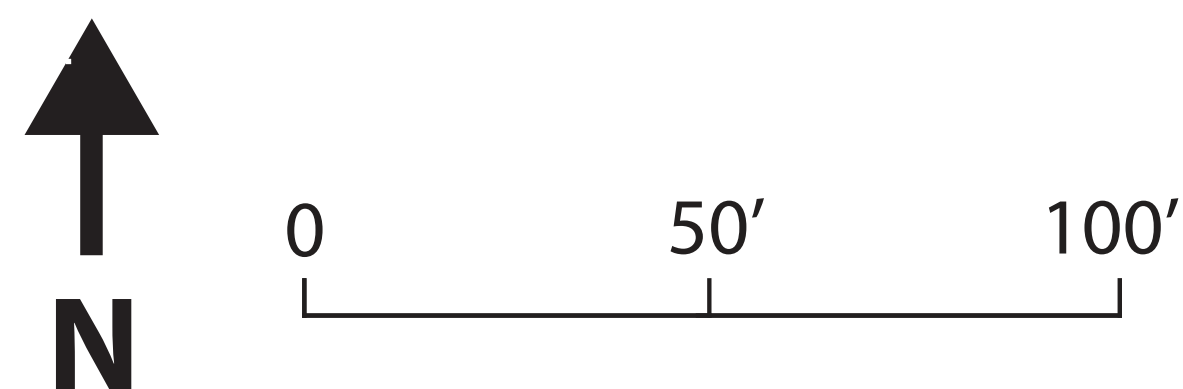


NOTES:

The protected bike lanes continue on E. Rolling Hills Dr. with dashed line breaks in the white paint buffers when crossing driveways and the intersection with N. Loxley Ave. Green paint is added at conflict points with intersecting streets and commercial driveways.

Rubber parking buffers spaced at 10' intervals are placed in the buffer between the bike lane and the travel lanes. Vertical flex bollards replace the rubber parking buffers at intersections with streets.

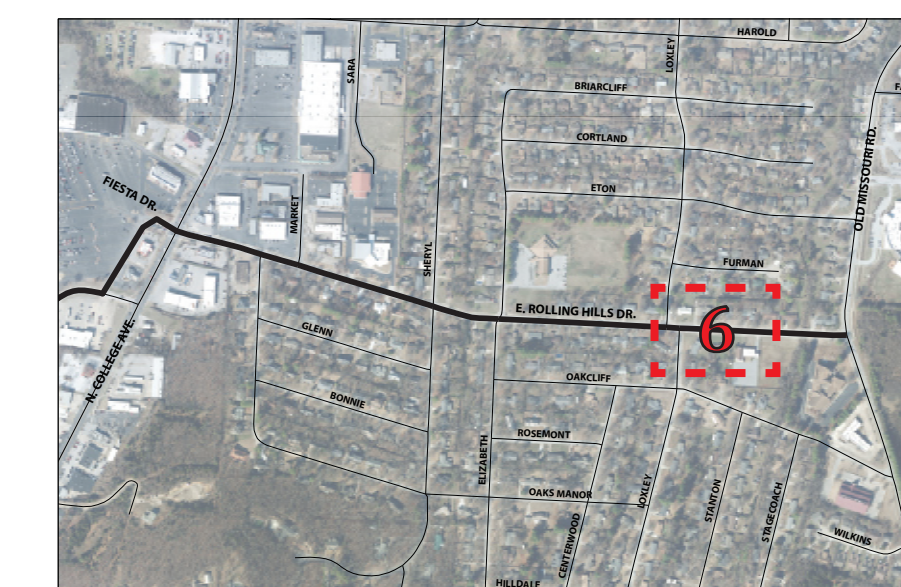
Travel lanes have been reduced to 10' to accommodate the 6.5' bike lanes and 3' buffers.



CROSS-SECTION LOCATIONS



SHEET LOCATION



SHEET 7 OF 7

BICYCLE FACILITY ENHANCEMENT

E. ROLLING HILLS RD. PROTECTED BIKE LANE



NOTES:

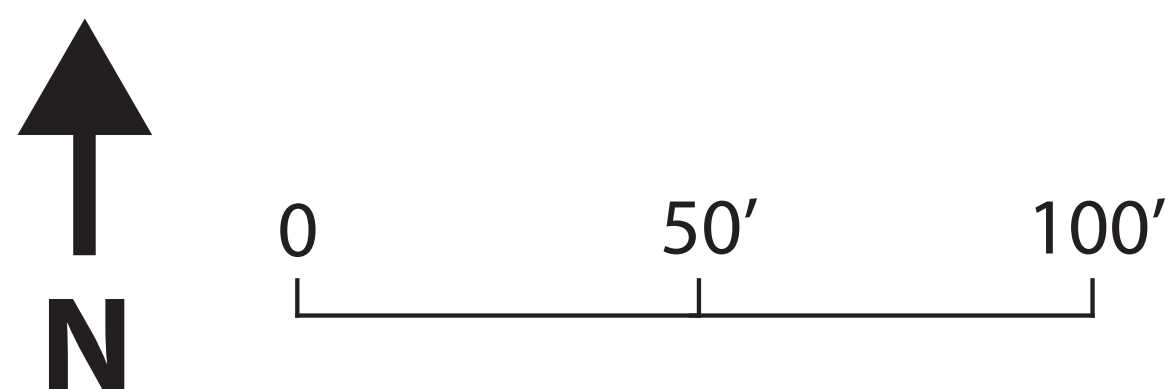
The existing condition on E. Rolling Hills Dr. at the intersection with Old Missouri Rd. includes two 5' buffered bike lanes with 3' buffers, along with two 11.5' travel lanes.

The proposed changes include ending the bike lane on the south half of the road before reaching the intersection, and moving the cycling path onto the sidewalk to connect with the crossing over Old Missouri Rd. to join with the multi-use path on the east side of Old Missouri Rd. This allows for the addition of a right-hand turn travel lane, and the conversion of the existing travel lane into a left-hand turn lane.

The buffered bike lane on the north side of E. Rolling Hills Rd. is widened to 6' and rubber parking buffers have been introduced into the 3' buffer spaced at 10' intervals center to center.

All travel lanes have been reduced to 10' to reduce speeds along the corridor.

Data Source(s):
City of Fayetteville Aerial Photography



CROSS-SECTION LOCATIONS



SHEET LOCATION

