



Russellville Connected Trail System



Russellville Connected Trail System Project
FY 2023 RAISE Grant Application
Submitted by the City of Russellville, Arkansas to the
United States Department of Transportation





Russellville RAISE Grant Geographical and Narrative Trail Description

Detailed Geographical Description:

The topography of the Arkansas River Valley is varied. The most typical character of the valley is broad gently rolling, or hilly plains with interspersed mountains, split by the wide alluvial bottomlands of the Arkansas River. The majority of the Trail Alignment follows tributaries to the Arkansas River, which are generally flat. The only exception is the Pedestrian Overpass crossing the interstate which crosses into rolling hills.

Narrative Trail Description

Primary Pedestrian Overpass North Multi-Use Trail

The primary route starts in the north at the intersection of Highway 7 and Gum Street and provides access to North Russellville through the construction of a pedestrian bridge over I-40. The start of the trail will be a 10' sidepath along the east side of Highway 7, in an alignment acceptable to ARDOT and will be approved by the Federal Highway administration for the pedestrian overpass. When considering breaking down barriers the idea for this initial section in the north was the first priority identified. Lower income residents who typically walk will benefit from this connection. This first section will connect on Phoenix Avenue to an existing Bike Facility where the 10' sidepath will be constructed along the south side of Phoenix Avenue. Modifications will be made to the signal at the intersection of Highway 7 and Phoenix Avenue/Reasoner Lane with protected pedestrian movements.

Primary East to West Connection from North Connection

New trails will be constructed to connect with the Phoenix Avenue Bicycle facilities with a trailhead location at the Aquatic Center. From the Aquatic Center, you can choose to head west to the Junior High School or East towards Valley Park Center and the southern connection heading towards Lock and Dam Park. The West to East connection will follow the alignment of Prairie Creek and is also known as the Prairie Creek Trail. This connection connects to Arkansas Tech University towards the center of Campus and heads south along the creek to the Historic Downtown Trailhead.

The Prairie Creek Trail will follow the creek, cross over El Paso at an at-grade crossing, and switch from the east side of the creek to the west side of the creek. Following the creek between El Paso and Parkway, on the east side of the creek there is the City Mall Shopping Center. A new Mural Wall will be added along this section and the section between Parkway and Arkansas as the Riparian Repair Corridor. The Mural Wall will be a citizen-led initiative competition to encourage participation within the community to select a Mural that will also act as a wall to hide the Mall Facilities trash container area.

Staying on the west / south side of the creek crossing Parkway Drive with a HAWK beacon to protect travel, another at-grade crossing for Commerce will bring citizens to the Historic featured Downtown Trailhead before heading down to a new underpass being proposed to cross under Highway 7. At this trailhead you can easily meander through the Downtown Retail area accessing shopping, restaurants, or entertainment facilities.

This underpass is one of two underpass sections that are instrumental in keeping pedestrians safe. In this corridor along Highway 7 and Prairie Creek, ARDOT traffic counts indicate that there are between 18,000 and 20,000 vehicles per day.



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After crossing under Highway 7 the trail will remain on the south side of the creek with at-grade crossing of Boston and Detroit. Once across Detroit the trail will turn north as a 10' sidepath and cross the creek over a pedestrian bridge and remain a sidepath for one block up to and across B Street. Once on B street the 10' sidepath will turn east on the north side of B Street for two and a half blocks before veering north and following the creek alignment across Greenwich and Hartford before entering City Park.

City Park will undergo trail renovations and new park amenities will be added and additional riparian repair will be completed along the streambanks. The trail will follow along the south side of Prairie Creek and split to head south at Knoxville, or continue east to Valley Park Center.

The trail will continue east along the Prairie Creek Trail crossing Knoxville with an at-grade crossing and switching to the north side of the creek. The trail will remain along the top of bank to Parkway Drive and cross again at-grade then continuing to Russell Road along the top of bank of Prairie Creek. At Russell Road there will be another at grade crossing and switching to the south of the creek and sloping downward to the second underpass at the high point on Weir Road to avoid the Intersection with I-40 and safely allow pedestrians to cross Weir Road (State Highway 124). There is significant development proposed north of the interstate in this location and although current traffic counts by ARDOT only indicate about 18,000 Vehicle Trips per day at this location, which will begin to increase drastically with the new developments. In order to continue to prioritize pedestrian safety an underpass at this location is a necessity.

Once across Weir Road the trail will become a 10' sidepath on the south side of East J Street until the road dead ends and the Multi-Use Trail will pick up again on the south side of a medium sized pond. Following the Multi-Use Trail in an alignment heading towards the interstate, but staying outside of their right of way meandering down towards Lowes, Quality Inn and ending at Parkway Drive and 331 with a trailhead located at Valley Park Center on the south side of the intersection.

South Connecting Trail from City Park to Lock and Dam.

At Knoxville heading south from City Park will be a 10' sidepath on the east side of Knoxville Avenue, with crossings at the intersection, (signal modification are programmed into the budget), and continuing to the at-grade Union Pacific Railroad Crossing before connecting to the existing trail along 4th and Fairway.

At Fairway Boulevard travel East on the existing 8' sidepath to connect to the Whig Creek Connection. The trail along Whig Creek will be constructed at the top of the bank on the west side of the creek. The alignment will follow west bank of the Creek from Fairway to Jimmy Lile, crossing 16th street with an at-grade crossing.

This portion of the Whig Creek Trail will also have three neighborhood connections. The First connection will be from the top of bank west to S Quincy Court. The second connection will be south of 16th and will connect behind the High School with a bridge connection to East 20th Street and the neighborhood located behind the high school. Currently students either walk all the way around back north to 16th or have been known, when the water is low, to try jumping the creek.

The final connection will be to the predominantly Hispanic neighborhood to the south of the high school.



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Once the Whig Creek alignment joins Jimmy Lile Road, the trail will become a 10' sidepath following the north side of Jimmy Lile Road to the T-intersection with Knoxville, a 10' sidepath will connect up to the sidewalk on Knoxville on the east side of the street to Ashley Lane.

The Jimmy Lile connection will cross Knoxville then turn south and cross Jimmy Lile Road to the south side of the street. The 10' sidepath will continue on the south side of Jimmy Lile, which turns into Bernice and will remain on the south side of Bernice to Highway 7.

The Multi-Use Trail will cross Highway 7 at the intersection of Bernice and Highway 7, then turn south along Highway 7 until Lock and Dam Road. At Lock and Dam Road the 10' sidepath will head west along the north side of the road until it passes International Paper Road, where the sidepath will cross Lock and Dam, join the Soccer Complex Trail through Park Property south of Lock and Dam Road, then staying off the road will continue on the south side of Lock and Dam into Old Post Park beyond Sheppard Drive. The trail will eventually connect to the future whitewater park trail being considered. This connection will also be connected to the trail proposed in the feasibility study across the dam to connect Russellville to the City of Dardanelle.

West Russellville Connection

From the Knoxville Connection head west on the 4th street 8' sidepath to the Dardanelle Russellville Railroad where the 10' Multi-Use Trail will be constructed and turn south along the west side of the railroad. This will cross several local residential streets connecting many areas of persistent poverty to the Russellville Connected Trail System. This portion of the trail will terminate on the 8' sidepath connection on Williamson Way and will include a pedestrian crossing for children from Oakland Heights Elementary School to cross safely to the Boys and Girls Club.

Connecting Existing Trails segments in West Russellville

From the terminus of the Schoolhouse Trail alignment ending at El Paso there will be a 10' sidepath along the West side of El Paso connecting to the 10' Sidepath on Sequoyah Way. This alignment will include three at-grade crossings along local residential streets.

There will be an eastern connection behind the bus barn connecting to the existing 10' sidepath to the Alternative Education Center located at the former Gardner Junior High School.

There is a gap between Schoolhouse Trail phase 1 and the Inglewood trail ending on West 12th Street. There will be a 10' sidepath constructed on the east side of Muskogee Avenue, crossing 12th Street and connecting to the existing 10' sidepath on the south side of 12th Street.

The last connection being proposed with this project is the connection from the terminus of Phase 3 of Schoolhouse trail at the Kroger parking lot along the south side of Main Street connecting to the bicycle facilities on Phoenix Avenue.



Russellville RAISE Grant Trail Description

Trail 1: Interstate Pedestrian Overpass

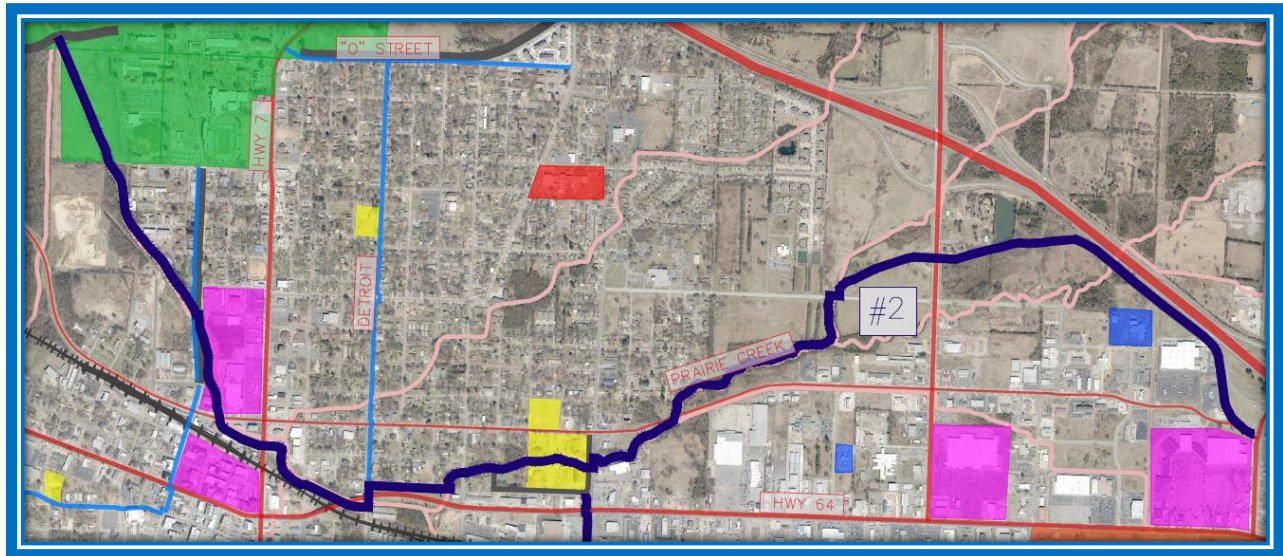
Route Segment 1: I-40 Pedestrian Overpass

- South from intersection of Highway 7 and Gum Street along east side of Highway 7
- Cross Aspen Ln
 - Modifications will be made to signal with protected pedestrian movements
- Continue south over I-40 with pedestrian bridge towards Phoenix Ave/Reasoner Ln Intersection
 - Alignment will be acceptable to ARDOT and approved by the Federal Highway Administration
- Cross I-40 East entrance ramp
 - Modifications will be made to signal with protected pedestrian movements
- Cross Reasoner Ln at intersection
- West from intersection along the south side of Phoenix Ave to Phoenix Drive Bicycle Facility
 - Modifications will be made to the signal with protected pedestrian movements



CONNECTION: Lower income North Russellville residents to Phoenix Drive Bicycle Facility

RECOMMENDED FACILITY TYPE: 10' Sidepath



Trail 2: Prairie Creek Trail

Route Segment 2: Aquatic Center to Historic Downtown

- South along the east side of Prairie Creek from existing Arkansas Tech Connect Trail located at east of Aquatic Center
- Cross creek from west to east side with pedestrian bridge crossing
- Continue trail south across El Paso Ave with an at-grade crossing to west side of creek
 - Crossing protected with a RRFB
- Continue trail south between El Paso Ave and Prairie Creek to Parkway Drive
- Continue south to cross Parkway Drive, then east to Commerce Ave, Historic Downtown Trailhead
 - Crossing protected by HAWK Beacon

CONNECTION: Aquatic Center and Arkansas Tech University to Historic Downtown

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail

Route Segment 3: Historic Downtown to City Park

- East from Historic Downtown Trailhead across Commerce Ave with an at-grade crossing to Highway 7
- Continue route east under Highway 7 with pedestrian underpass
- East along south side of Prairie Creek with an at-grade crossings at Boston Ave and Detroit Ave
 - Crossing at Detroit Ave protected by RRFB
- Turn trail north at Detroit Ave
- Cross creek with pedestrian bridge to continue north to and across B Street
- Turn trail east to north side of B Street
- Follow B Street to creek
- Follow south side of creek alignment across Greenwich Ave and Hartford Ave to City Park

CONNECTION: Historic Downtown to City Park

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail



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Route Segment 4: City Park to Valley Park Shopping Center

- East from City Park along south side of creek to Knoxville Ave
- Cross Knoxville Ave with at-grade crossing switching to the north side of creek
 - Crossing protected by RRFB
- Follow creek east to Parkway Drive to cross with at-grade crossing
 - Crossing protected by Hawk signal
- Continue east to Russell Road to cross the street at an at-grade crossing switching to the south side of the creek
 - Crossing protected by RRFB
- Cross Weir Road (State Highway 124) with a pedestrian underpass box culvert
- East from Weir Road on the south side of East J Street until dead end
- East from dead end along south side of pond to south side of I-40 Right of Way
- Cross creek with pedestrian bridge
- Follow I-40, outside of its Right of Way, meandering towards Lowes, Quality Inn, ending at the south side of the intersection of Parkway Drive and State Highway 331 to trailhead located at Valley Park Center

CONNECTION: City Park to Valley Park Shopping Center

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail



Trail 3: Whig Creek Trail

Route Segment 5: Connection 1: Fairway to 12th Street

- South from Fairway follow west bank of Whig Creek
- Cross pedestrian bridge to east side of creek
- Connection trail east from creek
- Cross pedestrian bridge to 12th Street

CONNECTION: North Cyclone Neighborhood

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail

Route Segment 6: Connection 2: 12th Street to E 20th Street

- Continue Whig Creek Trail south to E 16th St
- Cross E 16th St with at-grade crossing
 - Crossing protected with RRFB
- Continue south to connection trail on the east side of Russellville High School
- Turn east on connection trail to E 20th St
- Cross creek with pedestrian bridge

CONNECTION: Fairway, South Cyclone Neighborhood to Russellville High School

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail

Route Segment 7: Connection 3: Russellville High School to Ashbrook Lane

- Continue Whig Creek Trail south from east side of Russellville High School Sports Complex and east of creek
- Cross creek with pedestrian bridge to turn west to Ashbrook Ln

CONNECTION: Russellville High School to predominately Hispanic neighborhood

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail



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Route Segment 8: Whig Creek to Jimmy Lile Road

- Continue Whig Creek Trail south along west side of creek to Jimmy Lile Road
- Turn west on the north side of Jimmy Lile Road to T-intersection with Knoxville Ave

- Turn north to east side of Knoxville Ave on 10' sidepath
- Continue north to end of sidepath at Ashley Lane

CONNECTION: Whig Creek to Jimmy Lile Road

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail



Trail 4: Lock and Dam Trail

Route Segment 9: Jimmy Lile Road to Old Post Park

- East from T-intersection of Jimmy Lile Road and Knoxville Ave along north side of Jimmy Lile Road
- Turn south to cross to south side of Jimmy Lile Road
- Turn west to follow Jimmy Lile Road on the south side to Bernice Ave
- Cross creek with pedestrian bridge before coming to railroad tracks
- Continue west along south side of Bernice Ave to Highway 7
- Cross Highway 7 at intersection of Bernice Ave and Highway 7
 - Modifications will be made to the signal with protected pedestrian movements
- Turn south next to west side of Highway 7
- Continue trail south on west side of Highway 7 south to Lock and Dam Road
- Turn west next to north side of Lock and Dam Road

- Continue trail on north side of Lock and Dam Road west to T-intersection of Lock and Dam Road and International Paper Road
- Turn south to cross Lock and Dam Road west of International Paper Road to south side of Lock and Dam Road
- West to Old Post Park
- Past T-intersection of Lock and Dam Road and Skyline Drive, cross creek with pedestrian bridge

CONNECTION: Jimmy Lile Road to Old Post Park

RECOMMENDED FACILITY TYPE: 10' Sidepath



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- Cross Laredo Ave with at-grade crosswalk
- Cross Muskogee Ave with at-grade crosswalk
- Cross Omaha Ave with at-grade crosswalk to Phoenix Drive Bike Facility

CONNECTION: St. Mary’s Regional Medical Center located along Phoenix Drive Bike Facility to lower income neighborhood

RECOMMENDED FACILITY TYPE: 10’ Sidepath

Trail 5: Whirlwind Trail

Route Segment 10: Aquatic Center to Russellville Jr. High

- West from southwest corner of Aquatic Center parking lot
- Cross to west side of Phoenix Ave
 - Crossing protected by RRFB
- Approximately 700’ west turn south for approximately 400’
- Turn west for approximately 750’
- Turn south to north end of Russellville Junior High School parking lot

CONNECTION: Aquatic Center to Russellville Jr. High

RECOMMENDED FACILITY TYPE: 10’ Multi-Use Trail



Trail 7: North Knoxville Trail

Route Segment 11: City Park to Fairway Boulevard

- South from existing trail at corner of North Knoxville Ave and East B Street along west side of North Knoxville Ave
- Cross East Main Street with at-grade crosswalk
 - Modifications will be made to signal with protected pedestrian movements
- Cross the north and then south entrances of 10 Box Cost Plus Grocery Store
- South to railroad track
- Cross railroad track with PED Underpass
- Cross East 3rd Street with at-grade crosswalk
- Continue south to corner of East 4th Street and South Knoxville Ave



Trail 6: West Main Trail

Route Segment 11: Schoolhouse Trail to Phoenix Drive Bike Facility

- West from north end of existing phase 3 of Schoolhouse Trail along the south side of West Main Street



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- Turn east along north side of East 4th Street
- Cross South Knoxville Ave with at-grade crosswalk
 - Modifications will be made to signal with protected pedestrian movements
- Trail ends at existing 8' sidepath along Fairway Boulevard

CONNECTION: City Park, 10 Box Cost Plus Grocery Store to Fairway Boulevard, proposed Whig Creek Trail

RECOMMENDED FACILITY TYPE: 10' Sidepath



Trail 8: Schoolhouse Connection

Route Segment 12: Schoolhouse Trail to Inglewood Trail

- South from existing phase 1 of Schoolhouse Trail along west side of Muskogee Ave
- Cross West 12th Street with at-grade crosswalk
- Turn trail west to connect to existing 10' sidepath

CONNECTION: Existing Schoolhouse Trail to Existing Inglewood Trail

RECOMMENDED FACILITY TYPE: 10' Sidepath



Trail 9: South El Paso Trail

Route Segment 13: Schoolhouse trail to Gardner Adult Education Center

- South from existing east terminus of Schoolhouse Trail on west side of South El Paso Ave
- Cross West 10th street with at-grade crosswalk
- Continue south 100'
- Turn east to cross South El Paso Ave
- Continue east along north property line of Russellville School District Bus Barn to next section of West 10th Street connecting with existing sidewalk

CONNECTION: Schoolhouse trail to Gardner Adult Education Center

RECOMMENDED FACILITY TYPE: 10' Sidepath and 10' Multi-Use Trail

Route Segment 14: Gardner Adult Education Center to Sequoyah Way

- South from Gardner Adult Education Center trail connection along South El Paso Road
- Continue south, crossing West 11th Street, West 12th Street, and West 14th Street with at-grade crosswalks



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- Continue south, stopping at existing sidewalk along north side of Sequoyah Way

CONNECTION: Gardner Adult Education Center to Sequoyah Way

RECOMMENDED FACILITY TYPE: 10' Sidepath



Trail 10: D&R Railroad Trail

Route Segment 15: East 4th Street to Williamson Way

- South from existing 8' sidepath on East 4th Street along west side of Dardanelle-Russellville Railroad
- Cross East 5th Street, East 6th Street, East 7th Street, East 8th Street, East 10th Street, East 11th Street, and East 12th Street with at-grade crosswalks
- Continue south to Williamson Way west of Oakland Heights Elementary School and railroad
- Turn east on existing 8' sidepath to cross Williamson Way with at-grade crosswalk to Boys and Girls Club
 - Crossing protected by RRFB

CONNECTION: Lower income neighborhoods, Oakland Heights Elementary School to Boys and Girls Club

RECOMMENDED FACILITY TYPE: 10' Multi-Use Trail



Trail 11: Elmira Connection

Route Segment 16: Mahle Engine Components to South Elmira Ave

- East from south side of Fairway Boulevard along north property line of Mahle Engine Components to South Elmira Ave

CONNECTION: Lower income neighborhood to Mahle Engine Components, Star Industries, and Tyson Foods Hatchery

RECOMMENDED FACILITY TYPE: 10' Sidepath