

Congestion Management Process

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Prepared by:

METROPLAN

Table of Contents

Survey Type	4
Congested Segments.....	4
Survey Start Times	5
Results.....	5
Trend Analysis	8
Major Commuting Corridors	8
(LR) Cantrell Road (Hwy 10): Hwy 300 to State Street (14.2 miles), AM	10
(LR) University Avenue: Cantrell Road to Markham Street (1.1 miles), Noon	11
(CON) Harkrider (Hwy 65B): Hwy 64/65 split to Dave Ward Drive (3.0 miles), AM	12
(CON) Hwy 64/65B: Hwy 25 to I-40 (0.97 miles), AM	13
(FC) Hwy 65: Acklin Gap Road to I-40 (2.8 miles), AM	15
(FC/PC) I-40: Hwy 65 to I-30 (27.6 miles), AM	15
(CON) Hwy 64E: East German Lane to Harkrider (2.1 miles), Noon	17
(LR/NLR) I-40/I-430: I-30 to I-630 (13.35 miles), AM	18
(NLR) Hwy 365/MacArthur/Pike/W Broadway: Clinton to Broadway Bridge (9.8 miles), AM	19
(NLR) Remount/Camp Robinson/Percy Machin/18 th Street: Maryland to 18 th & Main, AM	21
(JAX/SHW/NLR/LR) US 67/167/I-40/I-30: Hwy 5 to I-630 (20.31 miles), AM	21
(JAX/SHW/NLR/LR) US 67/167/I-40/I-30: I-630 to Hwy 5 (20.5 miles), PM	23
(CAB) Hwy 321: Hwy 89 to US/67/167 (3.9 miles), AM	25
(LR) 3rd St/W Markham: Chenal Pkwy to Cumberland (8.5 miles), AM	25
(LR) 3rd St/W Markham: Cumberland to Chenal Pkwy (8.5 miles), PM	27
(LR) Baseline Road: Hwy 367 to I-30 Frontage Road (4.20 miles), PM	28
(LR) I-430 (NB): Hwy 300 to I-630 (2.90 miles), AM	28
(LR) I-430/I-30 (SB): Hwy 300 to Alcoa Rd. (3.70 miles), PM	29
(LR) Chicot/University (NB): Mabelvale Cutoff to Markham (6.6 Miles), AM	30
(LR) I-30: US 67 to I-630 (25.40 Miles), AM	30
(PC) I-530/I-30: Pratt Rd to I-630 (7.6 miles), AM	32
(LR) Bowman: Markham to Chenal Pkwy (0.3 miles), Noon	32
(LR) Bowman: Hwy 300 to Chenal Pkwy (2.8 miles), AM	33
(LR) Colonel Glenn: Bowman Road to Asher Avenue (1.8 miles), AM	33
(SC/PC) Hwy 5/Asher/Wright/17 th : I-30 to Chester (18.61 miles), AM	33

(LR) Kanis/Chenal/FC Pkwy/I-630: Denny Rd to I-30 (12.4 miles), AM	35
(BEN) Hwy 5/Hwy 35: Salt Creek Rd to I-30 (1.3 miles), AM.....	36
(MAU/NLR) Maumelle Blvd: Millwood Circle to I-430 (5.0 miles), AM	36
(MAU/NLR) Maumelle Blvd: Millwood Circle to I-40 (2.8 miles), AM.....	38
(LR/PC) Broadway/Arch St Pike: Capitol to Pratt Rd (9.2 miles), PM.....	39
(LR/NLR) I-630/I-430: I-30 to I-40 (14.33 miles), PM	39
(LR) Roosevelt Road: Asher Avenue to Hwy 365 (3.40 miles), AM	41
(PC/NLR) Hwy 107/Main St: Jacksonville-Cato to 3rd St. (LR) (11.69 miles), AM	41
(JAX/NLR) 1 st St./Hwy 161/Hwy 70/E. Broadway: US 67/167 to Broadway Bridge (15.65 miles), AM	43
(JAX/NLR) Main St.: First St. to US 67/167 (1.03 miles), AM	43
(SHW) Brockington/Brookwood: Hwy 107 to US 67/167 (2.5 miles), AM	44
(Bryant) Hwy 183: Hwy 5 to S. 4th Street, PM.....	44
(CON) Dave Ward Drive: I-40 to Hogan (4.7 miles), PM	44
(LR) University Avenue: Markham Street to 65 th Street (4.24 miles), PM	46
(LR) Kanis/12 th Street: Bowman to Fair Park, AM	46
(LR) I-630/FC Pkwy/Chenal: Barrow to Markham (2.56 miles), PM.....	47
(BEN) Military Drive: East Street to I-30 (2.32 miles), AM	48
(NLR/PC) Hwy 107/Main Street: 3 rd Street to Jacksonville-Cato (11.69 miles), PM	49
(MAU) Maumelle Boulevard: I-430 to Hwy 365 (7.00 miles), PM	51
(PC/FC) I-40/Hwy 65: I-30 to Greenbrier (38.45 miles), PM	52
Regional Arterial Network Analysis – Volume Per Lane Analysis	54
State Highway Crash Frequency Analysis	55
Appendix A: Complete Results.....	58
Appendix B: Arterial segments from the highest to the lowest DOC	68
Appendix C: Freeway segments from the highest to the lowest DOC.....	73
Appendix D: Historical Travel Times	76
Appendix E: Volume per Lane Results	77
Appendix F: State Highway Crash Frequency Analysis	80

2011 CMP Report

The federal government requires Traffic Management Areas (TMA) – urbanized area with a population above 200,000 – to conduct a systematic assessment of congestion within one’s study area. This assessment is intended to identify congestion, causes of that congestion, and measures for reducing congestion. The Congestion Management Process (CMP) utilized by Metroplan, formerly Congestion Management System (CMS), is carried out by the practice of conducting travel time surveys within the Central Arkansas Regional Transportation Study (CARTS) area. Since 1996, Metroplan staff has conducted travel time surveys on freeways and regional arterials each fall and used the results to assess congestion on major thoroughfares within the CARTS area. Beginning in 2009, Metroplan began evaluating subsets of the full CMP network, while agreeing to perform a full survey of the entire network every three years.

For the 2011 CMP, Metroplan staff performed a full survey of all CMP routes, which are similar to the segments used since 2000, as well as several new routes. Based upon the recommendation of the Technical Coordinating Committee (TCC), fifty-five routes were selected for surveys during the 2011 CMP.

Survey Type

Travel time surveys conducted by Metroplan staff utilize the floating car technique, where a surveyor attempts to safely pass as many cars as pass them. In recent years, AHTD has provided Metroplan with Global Positioning Satellites Receivers (GPS) which are used to record time, location, and travel speed during the survey. The data from the GPS is then used by Metroplan staff to evaluate the congestion levels for different roadway segments. The use of GPS affords Metroplan second by second information on CMP runs, as opposed to the previous method when stop watches were used to record travel time between predetermined locations.

Congested Segments

Roadway segments are classified as congested based upon the difference in travel speed and the speed limit (desired speed/freeflow). When the delay rate exceeds 0.41 minutes per mile (min/mile) for arterials, the equivalent of traveling 40 mph when the posted speed is 55 mph, the roadway is classified as congested. On freeways when the delay rate exceeds .20 min/mile, the equivalent of traveling 50 mph when the posted speed is 60 mph, the roadway is classified as congested. Congestion is then classified as mild, moderate, serious, severe, or extreme based on the extent to which the segment exceeds the delay threshold. Roadways that are not congested are classified as none, acceptable, or borderline. Congestion ratings for each segment can be found in Appendix A.

Survey Start Times

During years in which the full CMP network is analyzed, the congestion ranking for the CMP is based on the average of three travel surveys. The start time is based upon the perceived peak travel time, giving only a snapshot of congestion. The start time for surveys are the same used in previous years allowing for long-term trend analysis.

Results

The 2011 CMP analyzed 423 centerline miles of roadway. Of the segments analyzed, 195 miles (46%) are classified as congested. A total of 117 (28%) miles experience congestion classified as serious, severe, or extreme congestion. A summary of the results are listed in the table below. The results for 2011 CMP are shown in Figures 1 and 2 on the following pages. Complete results are also shown in table form in Appendix A.

Table 1: 2011 Summary Results

		Surveyed	Congested	Serious to Extreme Congestion
2011	Arterials	231	130	74
	Freeways	192	66	43
	Total	423	195	117
	Percentage		46%	28%

Of the 231 miles of arterials surveyed, 130 miles (56%) are classified as congested with 74 miles (32%) classified as serious, severe or extreme congestion. The five most congested arterial segments are Maumelle Boulevard from Crystal Hill Road to Counts Massie in the AM (3.22 MPH operating speed), W. Broadway in North Little Rock between Pike Avenue and the Broadway Bridge in the AM (4.75 MPH operating speed), Main Street in North Little Rock from W. Broadway to 7th Street in the PM (8.78 MPH operating speed), Bowman between Markham and Chenal Parkway at noon (8.59 MPH operating speed), and Hwy 64 from Hwy 25 and Hwy 65B in the AM (9.59 MPH operating speed). Appendix B lists the arterial segments from the highest to the lowest DOC.

Of the 192 miles of freeways surveyed, 66 miles (34%) are classified as congested with 43 miles (22%) classified as serious, severe or extreme congestion. The five most congested freeway segments include I-40 from Hwy 107 to I-30 in the AM (12.15 MPH operating speed), I-40 between US67/167 and I-30 in the AM (13.98 MPH operating speed), I-430 from Rodney Parham to I-630 in the AM (16.14 MPH operating speed), I-430 between Hwy 300 and Shackleford in the AM (16.88 MPH operating speed), and I-430 from Hwy 5 to I-30 in the PM (18.15 MPH operating speed). Interchange and roadway construction associated with the I-630/I-430 interchange reconstruction resulted in lower travel speeds on I-430 and I-630 during surveys. Appendix C lists the freeway segments from the highest to the lowest DOC.

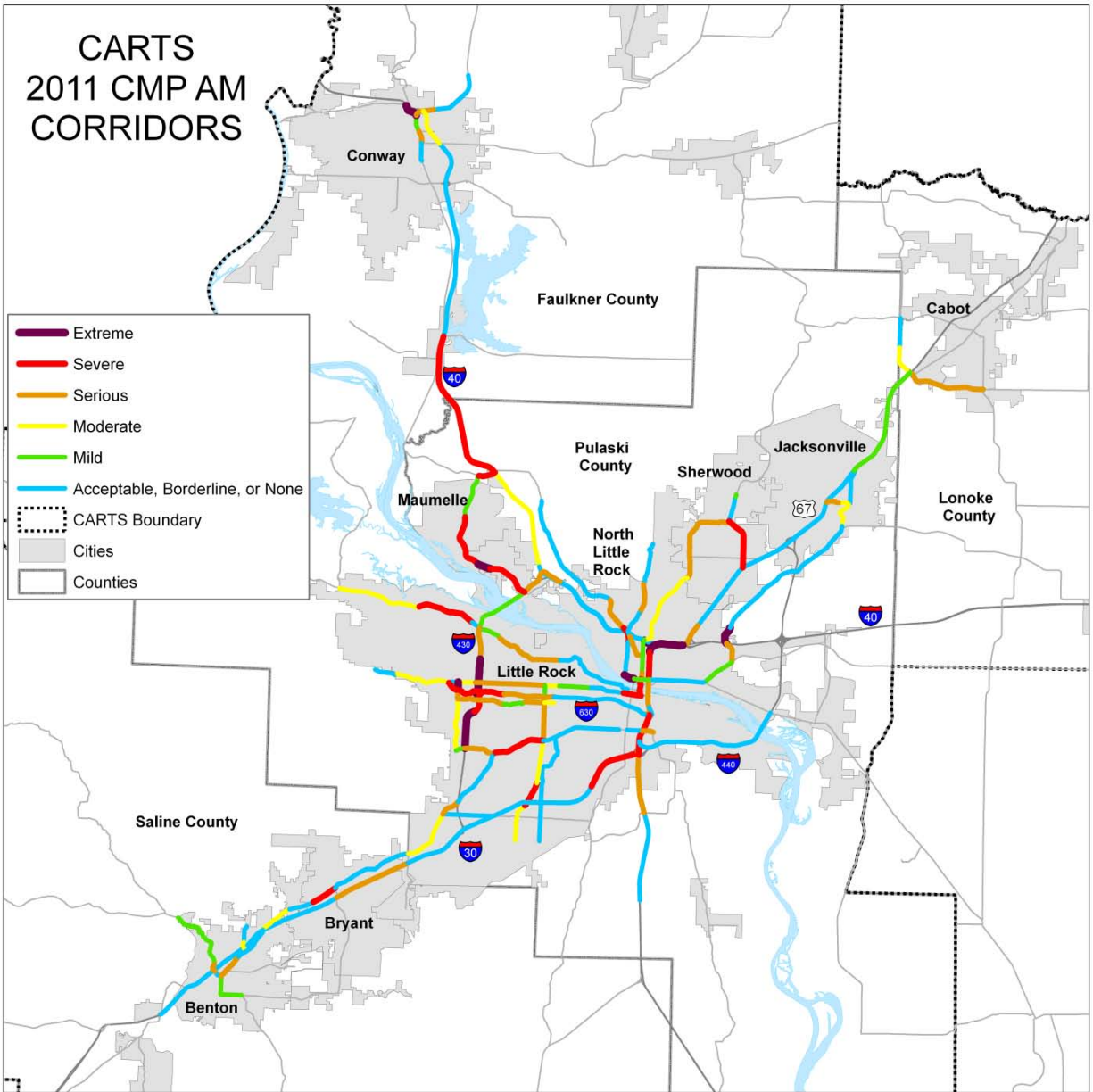


Figure 1: 2011 CMP AM Corridor Results

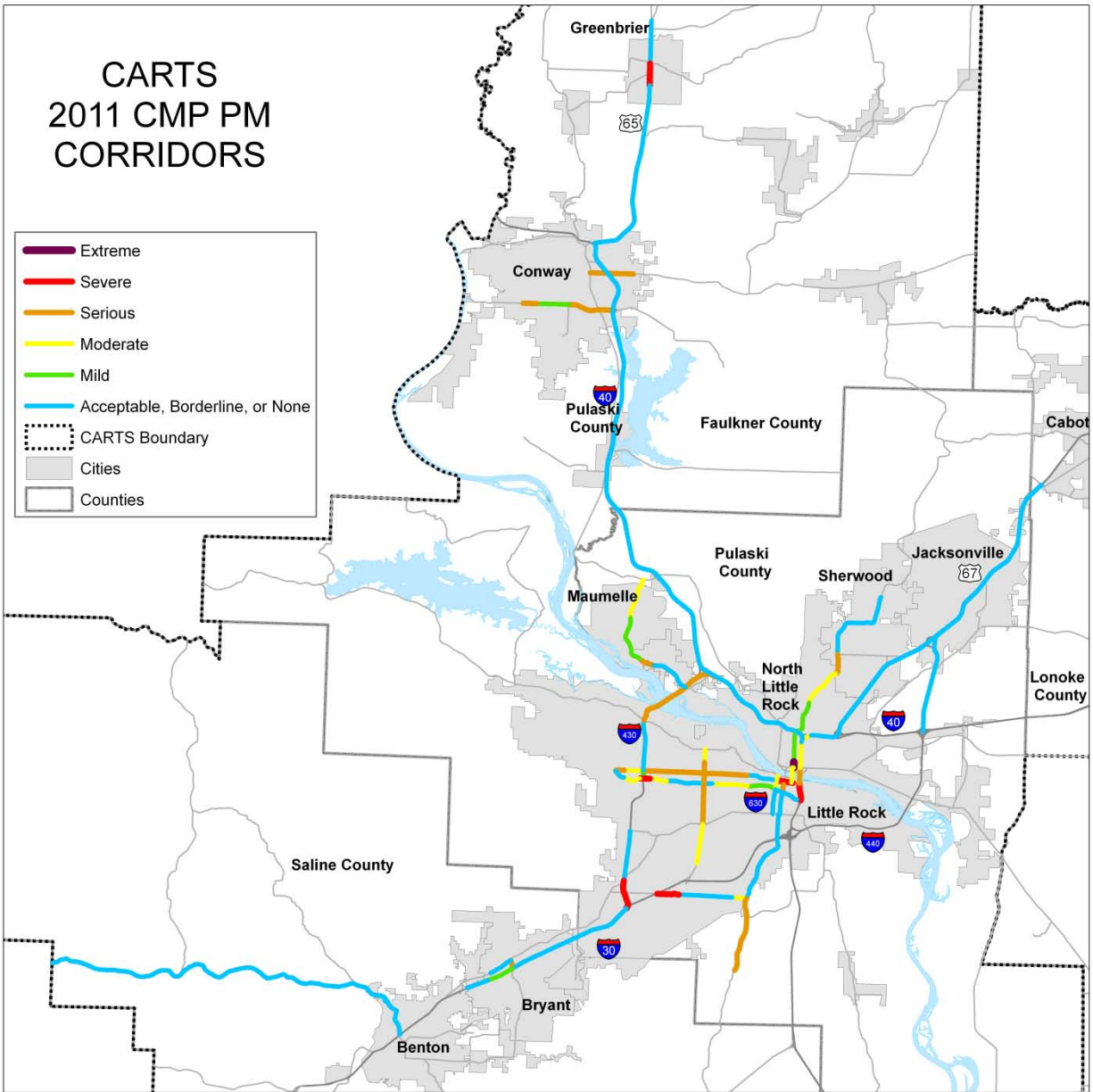


Figure 2: 2011 CMP PM Corridor Results

Trend Analysis

The following table compares the overall miles surveyed, the miles congested, and the miles with serious to extreme congestion for the routes which were surveyed in both 2008 and 2011. There was an increase (50% to 54%) in the percentage of congested miles surveyed. The percentage of miles that experienced serious to severe congestion also increased from 28% to 34%.

Table 2: Summary of 2008 and 2011 Results

		Surveyed	Congested	Serious to Extreme Congestion
2008	Arterials	175	97	51
	Freeways	149	65	39
	Total	323	162	90
	Percentage		50%	28%
2011	Arterials	175	110	68
	Freeways	149	64	43
	Total	323	174	111
	Percentage		54%	34%

Major Commuting Corridors

For major commuting corridors the average travel time, the average delay, and percent of travel time which is associated with delay is reported in the table below. The corridors with the longest travel time are I-40 from Conway to Little Rock and Hwy 10 from Hwy 300 to State Street with average travel times over 35 minutes. Corridors where the percent of travel time contributed to delay was 45% or greater were Maumelle Boulevard from Millwood Circle to I-430 (AM), US 67/167 & I-30 from Jacksonville to Little Rock (AM), I-40 from Conway to Little Rock (AM), Hwy 10 from Hwy 300 to State Street (AM). Nine of the corridors showed a decrease in travel time from 2008 surveys, while twelve showed an increase in travel time. Appendix D contains historical travel times from major corridors.

Table 3: Corridor Travel Time Delay (min)

Route	Time	Location	Average Travel Time	Average Travel Delay (Controlled and Capacity)*	Percent of Travel Time Attributed to Delay	2008 Delay	Change from 2008 (min)
Cantrell/Hwy 10	AM	Hwy 300 to State	36.69	16.57	45%	9.20	7.37
I-40	AM	Hwy 65 to I-30	45.23	21.05	47%	8.00	13.05
I-40/I-430	AM	I-30 to I-630	20.16	7.45	37%	2.40	5.05
Hwy 365/MacArthur/Pike/W. Broadway	AM	Clinton to Broadway Bridge	23.55	7.09	30%	2.80	4.29
Remount/Camp Robinson/Percy Machin/18th	AM	Maryland to Main	13.23	1.27	10%	4.20	-2.93
US-67/I-40/I-30	AM	Vandenberg to I-630	23.72	11.95	50%	10.00	1.95
US-67/I-40/I-30	PM	I-630 to Vandenberg	17.48	3.84	22%	12.90	-9.06
Markham/W. 3rd	AM	Chenal to Cumberland	23.03	8.29	36%	7.80	0.49
Markham/W. 3rd	PM	Cumberland to Chenal	25.09	10.35	41%	6.10	4.25

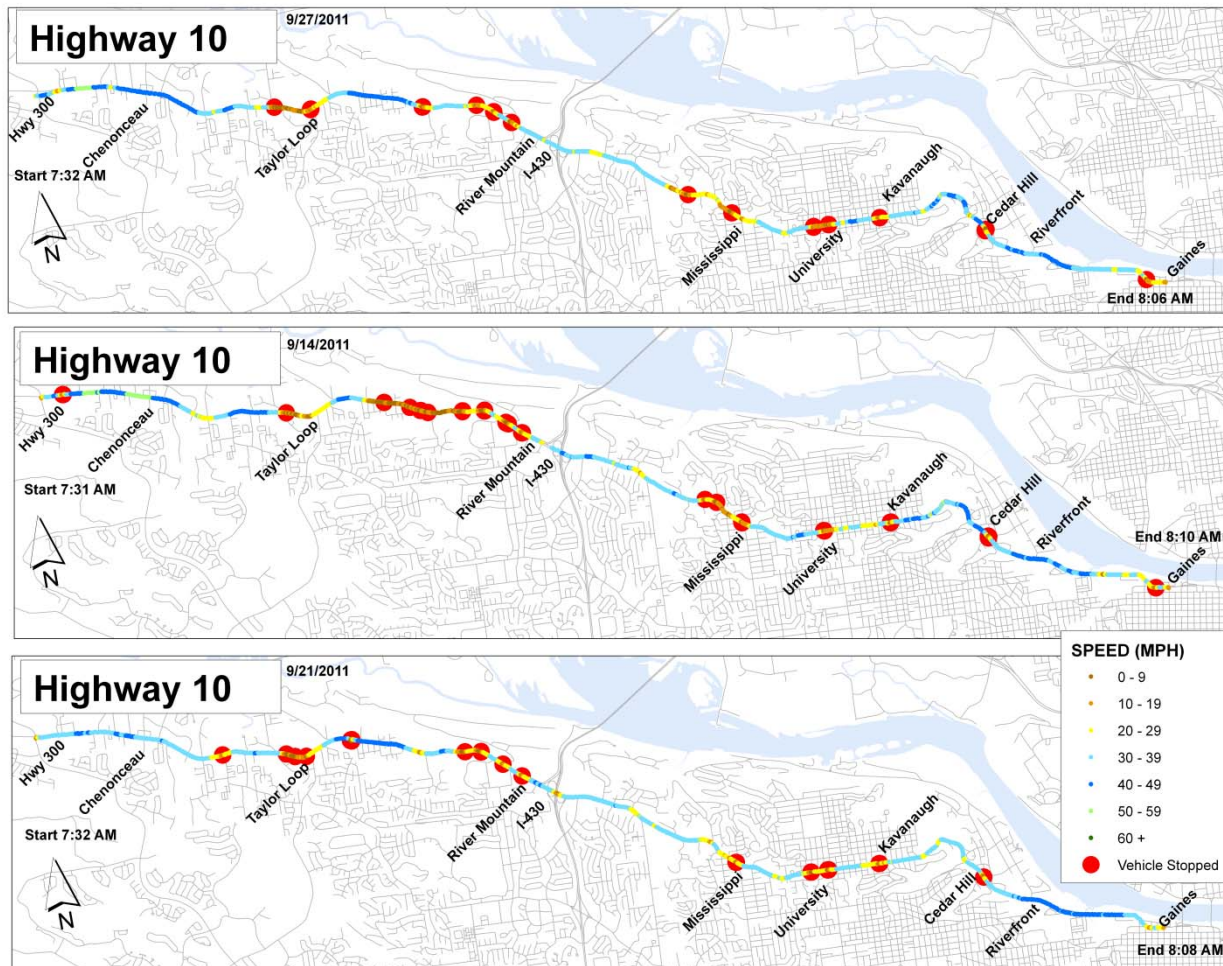
Chicot/University	AM	Mabelvale Cutoff to Markham	18.06	7.12	39%	8.00	-0.88
I-30	AM	US 67 to I-630	30.06	7.25	24%	2.90	4.35
Hwy 5/Colonel Glenn/Asher/Wright/17th Kanis/Chenal/Financial Center Pkwy/I-630	AM	I-30 to Chester	25.95	-0.32	-1%	10.50	-10.82
	AM	Denny to I-30	24.07	9.96	41%	8.20	1.76
Maumelle Blvd.	AM	Millwood Circle to I-430	31.90	25.78	81%	6.80	18.98
Arch St. Pike/Broadway	PM	Capitol to Pratt	16.71	1.64	10%	1.80	-0.16
I-530/I-30	AM	Pratt to I-630	11.75	5.10	43%	5.20	-0.10
I-630/I-430	PM	I-30 to I-40	18.01	4.59	25%	5.10	-0.51
Hwy 107/Main St.	AM	Jacksonville-Cato to 3rd St. (LR)	30.89	11.90	39%	10.70	1.20
DWD/Hwy 65B/Hwy 60 1st/Hwy 161/Hwy 70/E. Broadway	PM	I-40 to Hogan	9.79	4.35	44%	3.90	0.45
	AM	US 67/167 to Broadway Bridge	28.58	3.49	12%	10.70	-7.21
Harkrider	AM	Hwy 64/65 Split to DWD	5.89	1.16	20%	3.10	-1.94

*Difference between travel time at speed limit and congested travel time

The following section highlights the serious, severe, or extreme segments along a corridor. Maps showing each travel survey and instantaneous speed have been added to some corridors with an additional write up on congestion locations based on the surveys. Additionally, some likely sources of congestion and possible congestion reduction measures are identified for these segments. These programs may include implementing already programmed transportation improvement program (TIP) projects, applying access management (AM) techniques, or using intelligent transportation systems (ITS) technologies. Although not specifically addressed in this report a regional traffic incident management program should be established to address non-recurring congestion related to any traffic incidents. The suggested congestion reduction measures were identified using a number of studies that have developed specific recommendations for some of these segments (e.g. the Areawide Freeway Study (AWFS), Regional Arterial Network Study (RANS), Little Rock's Traffic Safety Study (TSS), and I-430/I-630 Interchange Concepts Study (I-430/I-630 ICS). However, not all recommendations from these studies are endorsed by Metroplan and are included for informational purposes only. Each route may require a detailed study to determine the most effective means for congestion relief. Note: 2010 average daily traffic (ADT) is reported throughout the discussion of individual corridors below.

(LR) Cantrell Road (Hwy 10): Hwy 300 to State Street (14.2 miles), AM

Three surveys of Cantrell Road completed in the AM peak showed severe congestion occurring between Taylor Loop and Rodney Parham and serious congestion occurring between Reservoir Road and Kavanaugh. The travel speeds begin to slow west of Taylor Loop Road. Traffic continues to progress slowly through this section of the corridor until clearing the intersection at Rodney Parham after multiple signal cycles. Traffic again begins to slow approaching Reservoir Road and continues through the signal at Kavanaugh. Several other traffic signals may be caught during a typical AM commute, but they usually take a single light cycle to pass. The remaining portions of the route were uncongested with travel speeds ranging from 25 to 50 mph.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Cantrell (Hwy 10)	Taylor Loop (East)	Sam Peck	1.30	14.21	2.479	Severe
Cantrell (Hwy 10)	Sam Peck	Rodney Parham	1.20	12.34	3.118	Severe
Cantrell (Hwy 10)	Reservoir	Mississippi	1.30	20.26	0.837	Serious
Cantrell (Hwy 10)	Mississippi	University	1.00	17.12	1.381	Serious
Cantrell (Hwy 10)	University	Kavanaugh	0.60	19.58	1.155	Serious

Locations of Congestion

- Traffic volumes (Sta.204: 53,000 ADT west of I-430; Sta.207: 33,000 ADT west of Mississippi)
- High amount of turning movements at Pleasant Ridge Rd, Southridge Rd, and Rodney Parham signals accompanied with high traffic volumes
- Increased development activity along corridor
- Intersection delay at Taylor Loop, Sam Peck, Pleasant Ridge, Southridge, Rodney Parham, I-430 and Mississippi
- Major traffic generators west of I-430 such as Alltel, Cingular, LR Christian Academy, Pleasant Ridge Shopping Center, etc. and strip commercial development area around Mississippi
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

AHTD is currently conducting a corridor study to look at improvements to Cantrell Road between Ferndale Cutoff and Pleasant Valley Drive. This section of Hwy 10 includes the severely congested section between Taylor Loop and Rodney Parham. Improvements within the corridor will need to be coordinated to avoid simply moving the congestion an adjacent intersection. AHTD also has a project under design for improvements to Cantrell Road between Mississippi and Perryville. The following are additional suggestions for the corridor:

- Implement advanced traffic control system (Hwy 300 to State), improve signal coordination
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Intersection Improvements at Rodney Parham (AHTD Study), I-430 (AHTD Study), and University
- Signal upgrades at Tyler and Kavanaugh, possible intersection improvements
- Widening to provide additional travel lanes at selected locations Install median between University and Taylor St.
- Provide/encourage alternative forms of travel
- Travel Demand Management Strategies

(LR) University Avenue: Cantrell Road to Markham Street (1.1 miles), Noon

The travel time surveys on University Avenue between Cantrell Road and Markham Street during the noon peak period showed serious congestion occurring between H Street and Markham Street. This congestion is caused by the traffic signal at Markham Street, which can cause a queue beyond Lee Avenue. Although it is possible to be stopped at other signals along the corridor, the remaining portion of the route is uncongested with speeds ranging from 30 to 50 mph.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
University (SB)	H Street	Markham	0.50	16.62	1.487	Serious

Locations of Congestion

- High traffic volumes (Sta.471: 21,000 ADT south of H Street)
- Intersection delay at Markham St.

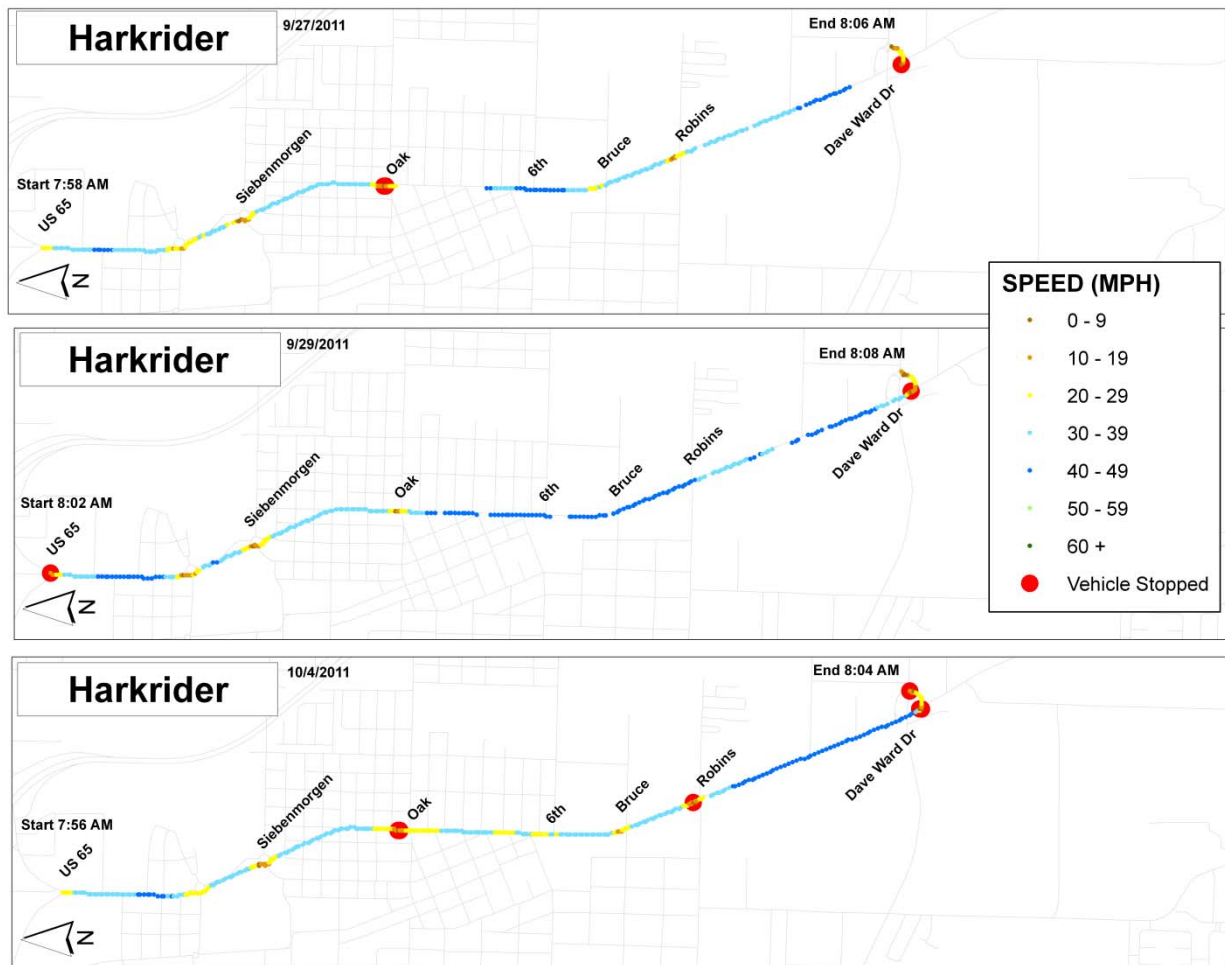
- Large traffic generators along University and Markham (Park Plaza Mall, Park Avenue shopping center, Midtowne Shopping Center, St. Vincent's, UAMS)

Suggested Congestion Reduction Measures

- Intersection improvements at Markham and Cantrell
- Encourage alternative transportation modes

(CON) Harkrider (Hwy 65B): Hwy 64/65 split to Dave Ward Drive (3.0 miles), AM

Three travel surveys were completed on Harkrider in the morning. These surveys showed serious congestion occurring between Siebenmorgen and Oak St, which is currently be reconstructed to provide a continuous center-turn lane. Traffic briefly slows to approach and enter the roundabout at Siebenmorgen, but the queue disperses immediately. Traffic again slows approaching Oak St., which is the cause of the congestion rating in this section. A majority of the surveys showed the driver being unable to pass through the Oak without having to stop for the traffic signal.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Harkrider (Hwy 65B)	Siebenmorgen	Oak St (Hwy 64)	0.60	22.27	0.570	Serious

Locations of Congestion

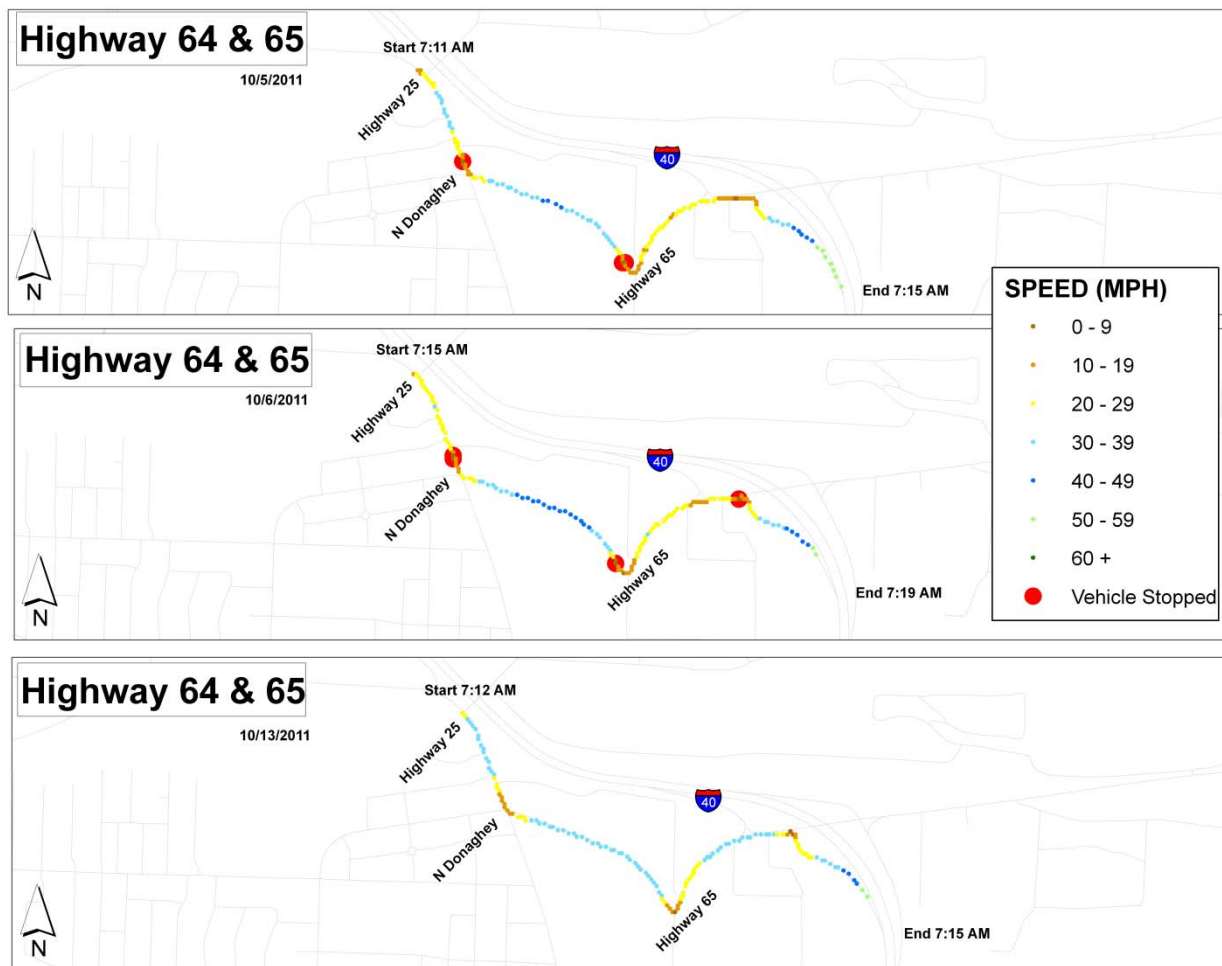
- Traffic volumes (Sta.246: 28,000 ADT south of Winfield)
- Major traffic generators such as UCA, Hendrix, Axiom, central business district (CBD), etc.
- High amount of turn movements throughout corridor – Hendrix College

Suggested Congestion Reduction Measures

- AHTD Construction Project Underway
- Construct roundabout at Oak St or other intersection improvements
- Upgrade signals at 6th, Bruce, and Robins
- Add signal at Elm St.
- Provide/encourage alternative forms of travel
- Travel Demand Management strategies

(CON) Hwy 64/65B: Hwy 25 to I-40 (0.97 miles), AM

Three surveys of Hwy 64/65B in the AM peak period showed serious occurring over the entire route. Delay is incurred at traffic signals throughout the corridor, including Donaghey, Hwy 65B, and I-40.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 64	Hwy 25	Hwy 65B	0.65	19.08	1.402	Serious
Hwy 65B	Hwy 64	I-40 (cont'd with I-40)	0.32	18.99	1.416	Serious

Locations of Congestion

- Traffic volumes (Sta.230: 22,000 ADT west of Hwy 65B and Sta.245: 24,000 ADT west of I-40)
- Commercial area with Goody's, Lowe's, Wal-Mart, and multiple restaurants
- Intersection delays at Donaghey, Hwy 65B, and at I-40
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

- Interconnect and coordinate traffic signals
- Implement I-40 interchange improvements
- Study possible intersection improvements
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)

(FC) Hwy 65: Acklin Gap Road to I-40 (2.8 miles), AM

The three AM surveys of Hwy 65 between Acklin Gap and I-40 showed serious congestion occurring between Lower Ridge Rd. and I-40. This congestion is caused by the traffic signals at I-40. Speeds on the remaining portions of the route range from 40 to 55 mph.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 65	Lower Ridge Rd	I-40	0.50	21.43	0.890	Serious

Locations of Congestion

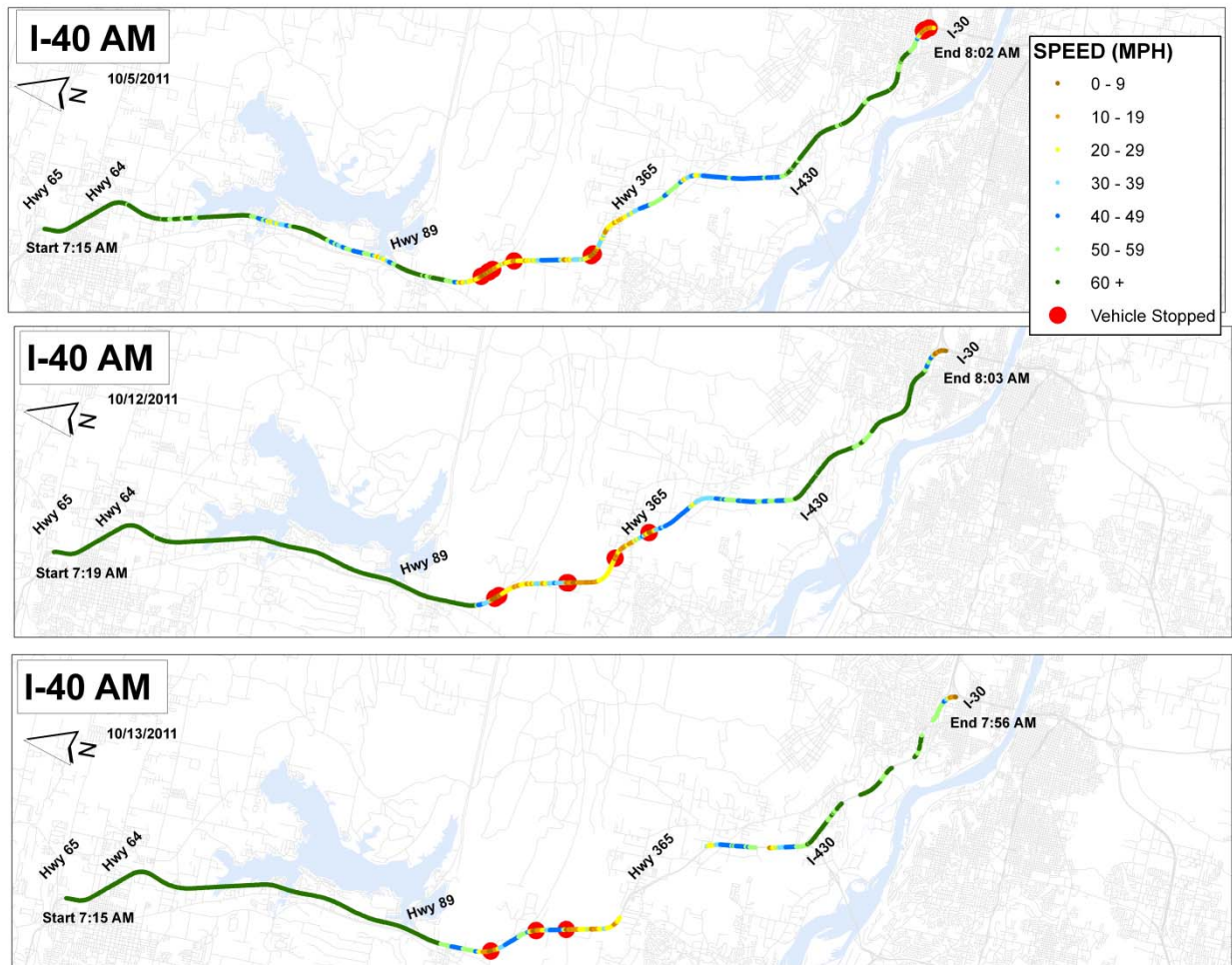
- Traffic volumes (Sta.244: 32,000 ADT east of I-40)
- Intersection delay at I-40

Suggested Congestion Reduction Measures

- Interconnect and coordinate traffic signals
- Implement I-40 interchange improvements
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)

(FC/PC) I-40: Hwy 65 to I-30 (27.6 miles), AM

Traffic between Conway and Little Rock during the morning commute usually begins to slow just south of Mayflower with severe congestion. Traffic speeds for the duration of this section can range from approximately 30 mph to 50 mph depending on the day. A point of extreme congestion occurs where traffic exits I-40 to travel into downtown Little Rock, and traffic slows below 20 mph. A construction project is underway to widen the freeway to six lanes from Hwy 65 to Mayflower; continued widening of the freeway is expected during the next TIP cycle.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-40	Hwy 89	Hwy 365	6.80	19.07	2.090	Severe
I-40	Hwy 107/Main St	I-30	0.62	12.15	3.737	Extreme

Locations of Congestion

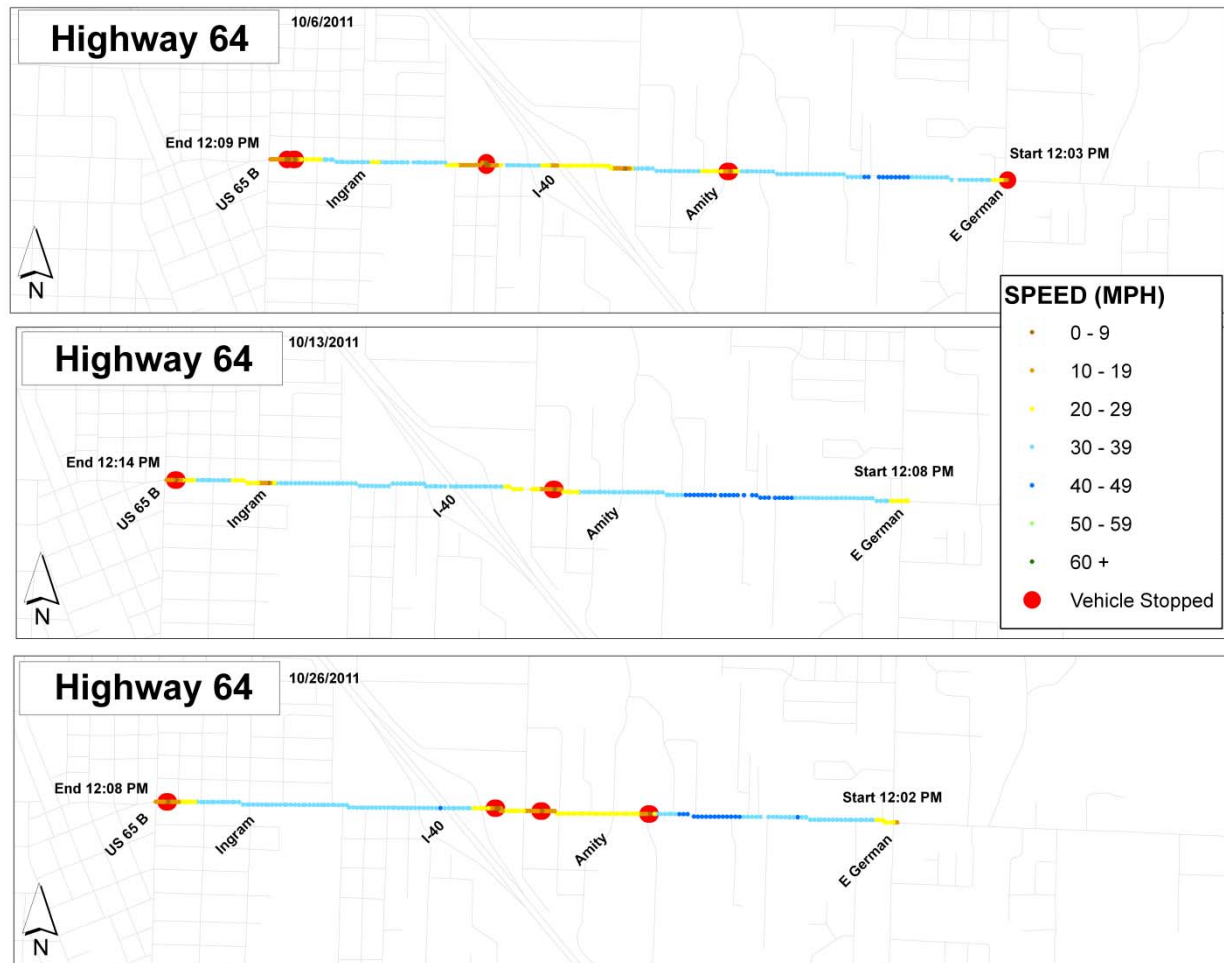
- Traffic volumes (Sta.1799: 59,000 ADT north of Morgan)
- Major commuting corridor between LR and Conway
- Interchange delays at Hwy 365, I-430, and I-30
- High percentage of truck traffic

Suggested Congestion Reduction Measures

- Widen to six lanes (Hwy 65 to Mayflower Underway)
- Implement interchange improvements
- Improve/construct Clinton Rd through Camp Robinson and/or widen Hwy 365
- Provide/encourage alternative forms of travel
- Implement a Freeway Management System (FMS) for the corridor

(CON) Hwy 64E: East German Lane to Harkrider (2.1 miles), Noon

The three surveys of Hwy 64 during the noon peak revealed serious congestion throughout the entire corridor. Between E. German Lane and Harkrider, it is not uncommon for drivers to encounter a queue and subsequent delay at multiple traffic signals, including I-40, Faulkner Plaza, and Harkrider.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 64 E	E German Ln	I-40	1.20	21.49	0.882	Serious
Hwy 64 E	I-40	Harkrider	0.90	18.87	1.055	Serious

Locations of Congestion

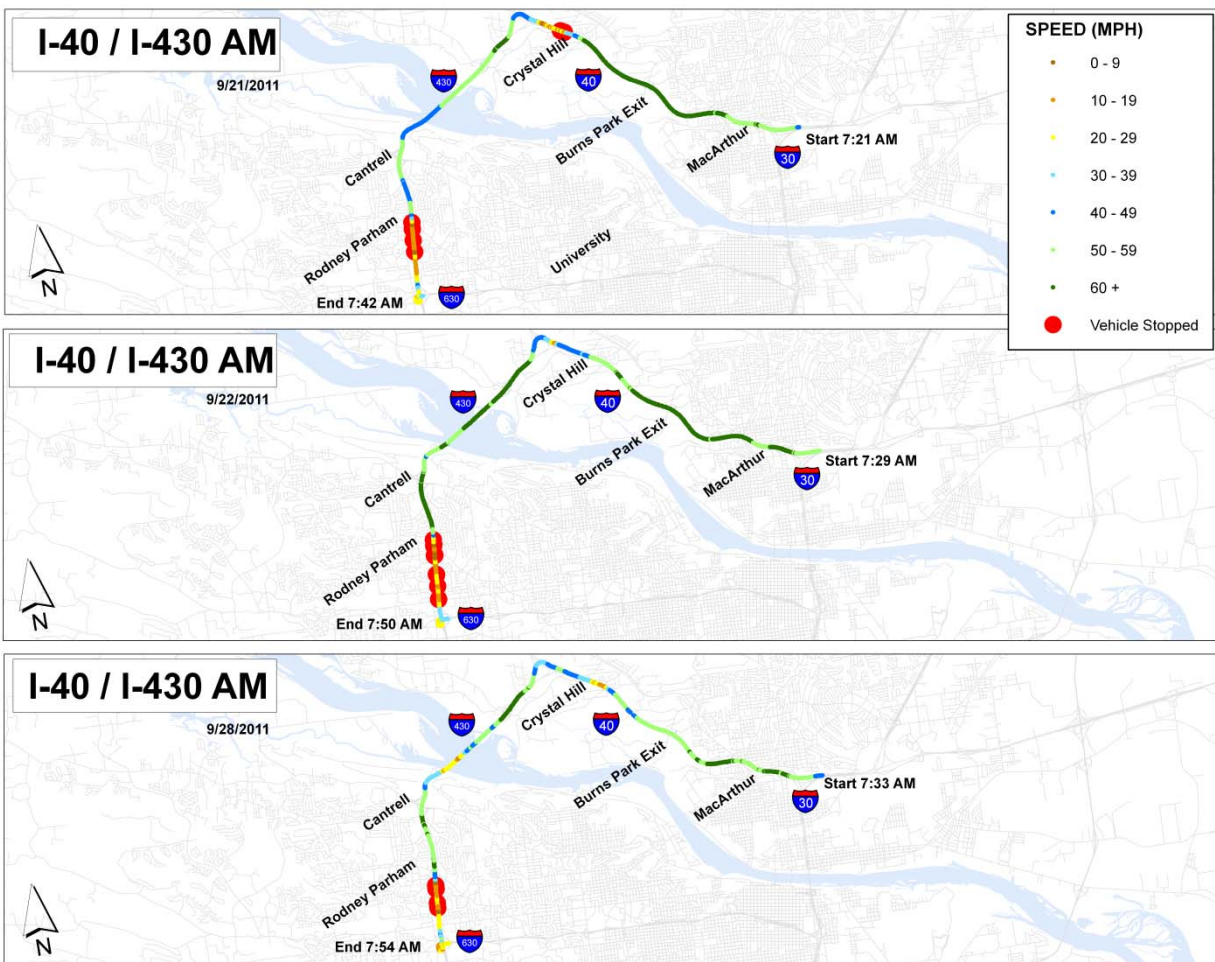
- Traffic volumes (Sta.232: 30,000 ADT west of Gum St.)
- Intersection delay at Harkrider, I-40, and at Conway Common's entrances
- Strip commercial development area
- High amount of turn movements throughout corridor
- Poor Signal Progression

Suggested Congestion Reduction Measures

- Implement adaptive signal control
- Implement interchange improvements
- Construct roundabout at Harkrider
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.), potential roadway widening
- Provide/encourage alternative forms of travel
- Provide parallel route for through traffic
- I-40 interchange reconfiguration

(LR/NLR) I-40/I-430: I-30 to I-630 (13.35 miles), AM

Three surveys were completed on I-40 and I-430 in the morning. On this route the most severe congestion is located near the I-430 and I-630 interchange, which was under construction during the surveys. Traffic at this interchange slows to speeds of 10-30 mph and extends with slower speeds past the Rodney Parham interchange. Slower speeds also occur as traffic is exiting I-40 to I-430 and as vehicles have to climb from the Arkansas River to Cantrell Road.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-40/I-430	Crystal Hill Rd	Maumelle Blvd	2.10	32.77	0.631	Serious
I-430	Cantrell	Rodney Parham	1.40	36.26	0.532	Serious
I-430	Rodney Parham	I-630	1.75	16.14	2.594	Extreme

Locations of Congestion

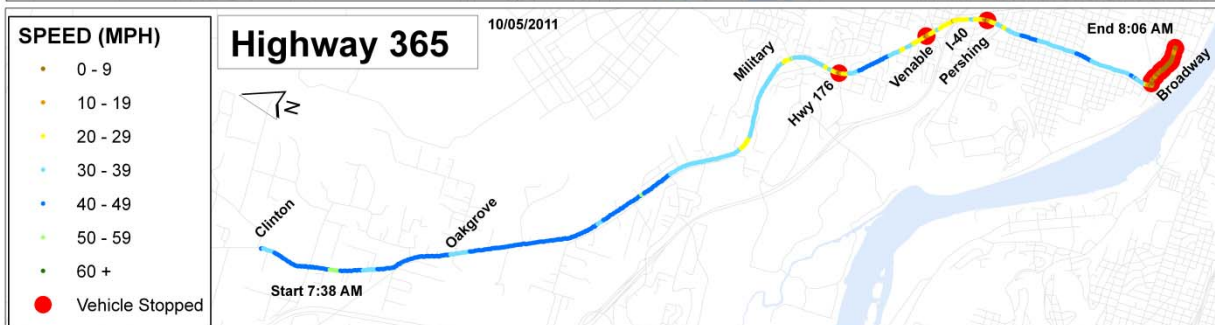
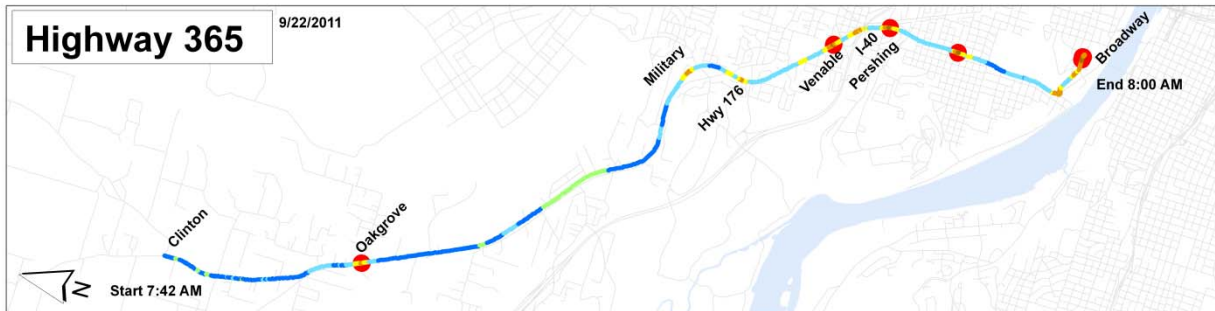
- Interchange Delay at I-40/I-430
- Interchange and construction delay at I-630
- High traffic volumes (Sta.347: 90,000 ADT north of I-630)

Suggested Congestion Reduction Measures

- Consider interchange improvements at I-40 and I-430
- Interchange reconstruction currently underway at I-430/I-630

(NLR) Hwy 365/MacArthur/Pike/W Broadway: Clinton to Broadway Bridge (9.8 miles), AM

Three surveys were completed on Hwy 365 from Clinton Road to the Broadway Bridge. These surveys showed that traffic usually slowed around the I-40 interchange. On multiple surveys, traffic was stopped by signals along the route, including Landski Dr./Hwy 176, Pershing, and 18th St. Traffic was stopped by the signal at the Broadway Bridge and the queue extended back to the roundabout at Pike Avenue on one survey. Traffic flow was otherwise unimpeded along Hwy 365 from Clinton to Military Road as well as on Pike Avenue.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 365/MacArthur	Military	I-40 Ramp (WB)	1.60	21.82	0.626	Serious
Hwy 365/MacArthur	I-40 Ramp (WB)	Pershing Broadway	0.50	15.34	1.787	Severe
W Broadway	Pike	Bridge	0.50	4.75	10.223	Extreme

Locations of Congestion

- Traffic volumes (Sta.291: 19,000 ADT on Hwy 365 south of W. Avalon Dr. and Sta.292:20,000 ADT on Pike Avenue south of 18th)
- Hwy 365/MacArthur is currently two lanes SB and one lane NB between Pershing and I-40
- Major traffic generators such as NLR/LR CBD and industrial area along Pike
- Intersection delay at Broadway Bridge

Suggested Congestion Reduction Measures

- Widen Hwy 365/MacArthur to four lanes divided from 37th St. connection to Pershing

- Construct Pike Avenue bridge
- Provide direct connection from Riverfront Drive to the Broadway Bridge
- Improve intersection at W. Broadway and Broadway Bridge (Consider Roundabout)
- Provide/encourage alternative forms of travel

(NLR) Remount/Camp Robinson/Percy Machin/18th Street: Maryland to 18th & Main, AM

Three surveys of Remount/Camp Robinson/Percy Machin/18th Street were completed in the AM peak travel period. These surveys showed congestion at the 47th Street traffic signal, as well as the signal at Pike Avenue. Traffic progression was slow south of I-40 with speeds ranging between 10 and 30 mph.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Remount/CR	Kierre	47th	1.30	20.00	0.876	Serious
PM/18th	I-40 Ramp (EB)	18th & Main	1.10	17.00	1.120	Serious

Locations of Congestion

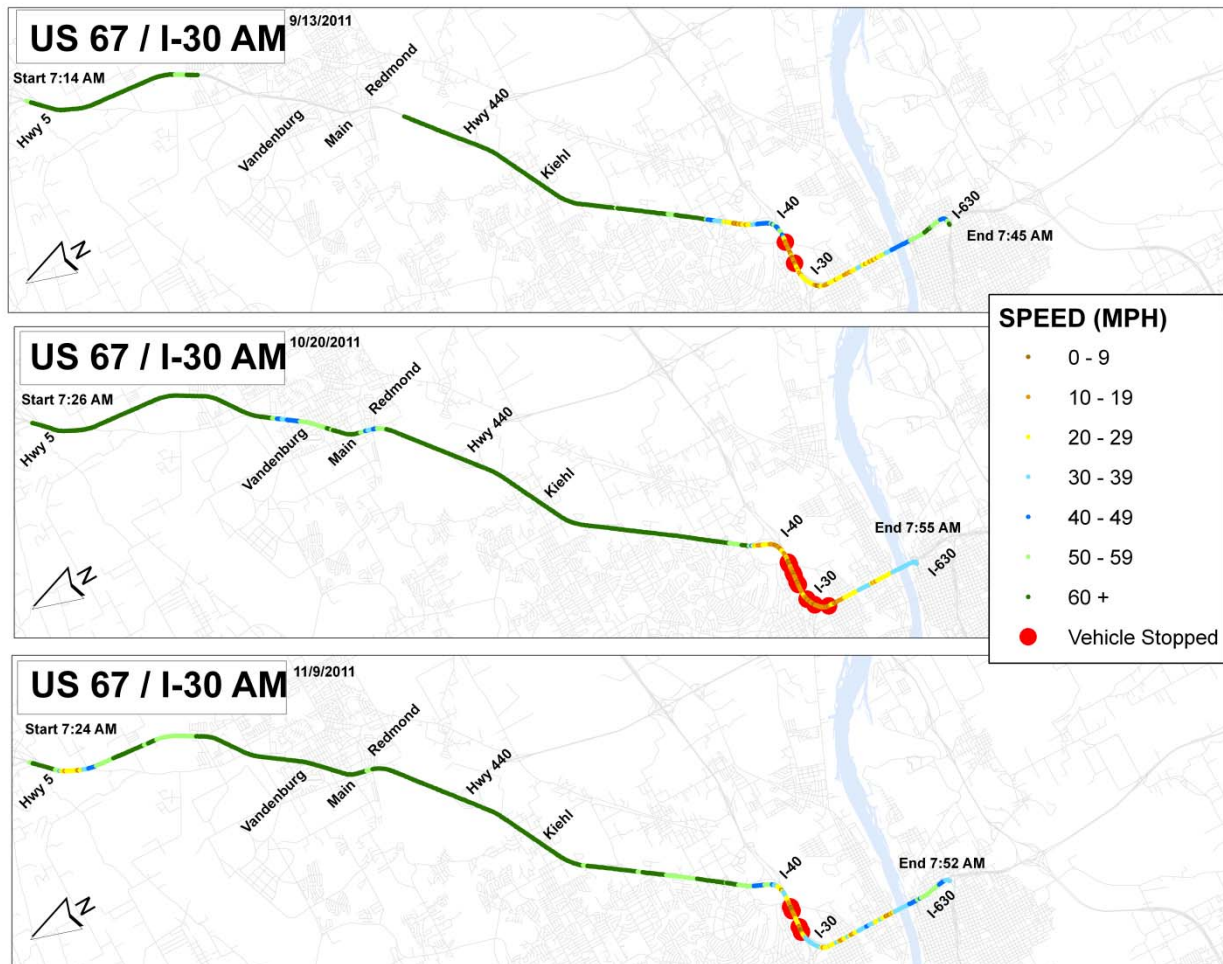
- Traffic volumes (Sta.285: 25,000 ADT north of 37th St. and Sta.310: 12,000 ADT north of Camp Robinson)
- Major traffic generators, such as NLR/LR CBD, Camp Robinson, municipal airport, and strip commercial development area
- Intersection delay at 47th and Pike Avenue
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Widen Camp Robinson to four lane undivided from Remount to 47th St
- Interconnect and coordinate traffic signals at 34th and 33rd St, and at I-40 EB on-ramp
- Widen for additional NB lane from 33rd St to I-40 EB on-ramp
- Add paved shoulders to Remount Rd. between Maryland and Camp Robinson
- Provide/encourage alternative forms of travel

(JAX/SHW/NLR/LR) US 67/167/I-40/I-30: Hwy 5 to I-630 (20.31 miles), AM

Travel surveys completed on Hwy 67/167 in the morning show that traffic begins to slow in Jacksonville. Travel speeds in this area vary greatly and can range anywhere from stop and go to the speed limit. Projects are currently programmed to widen the bridges for three lanes per direction at Redmond Road and Main Street in Jacksonville. Completion of the widening of Hwy 67 south of Jacksonville has significantly reduced congestion within this section of the freeway but may be the cause of additional downstream congestion. Approaching the merge with I-40, traffic begins to back up. Slower traffic extends on I-40 and I-30 from Hwy 67/167 to downtown Little Rock. The slowest traffic, including stop and go, occurs on Hwy 67/167 from McCain Blvd. to I-40, on I-40 from Hwy 67/167 to I-30, and I-30 from I-40 to the Arkansas River.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
US 67/167	McCain	I-40	1.09	34.52	0.538	Serious
I-40	US 67/167	I-30	1.27	13.98	3.091	Extreme
I-30	I-40	Broadway	1.55	23.06	1.402	Severe
I-30	Broadway	Hwy 10	0.72	37.03	0.420	Serious
I-30	Hwy 10	I-630	0.80	35.70	0.481	Serious

Locations of Congestion

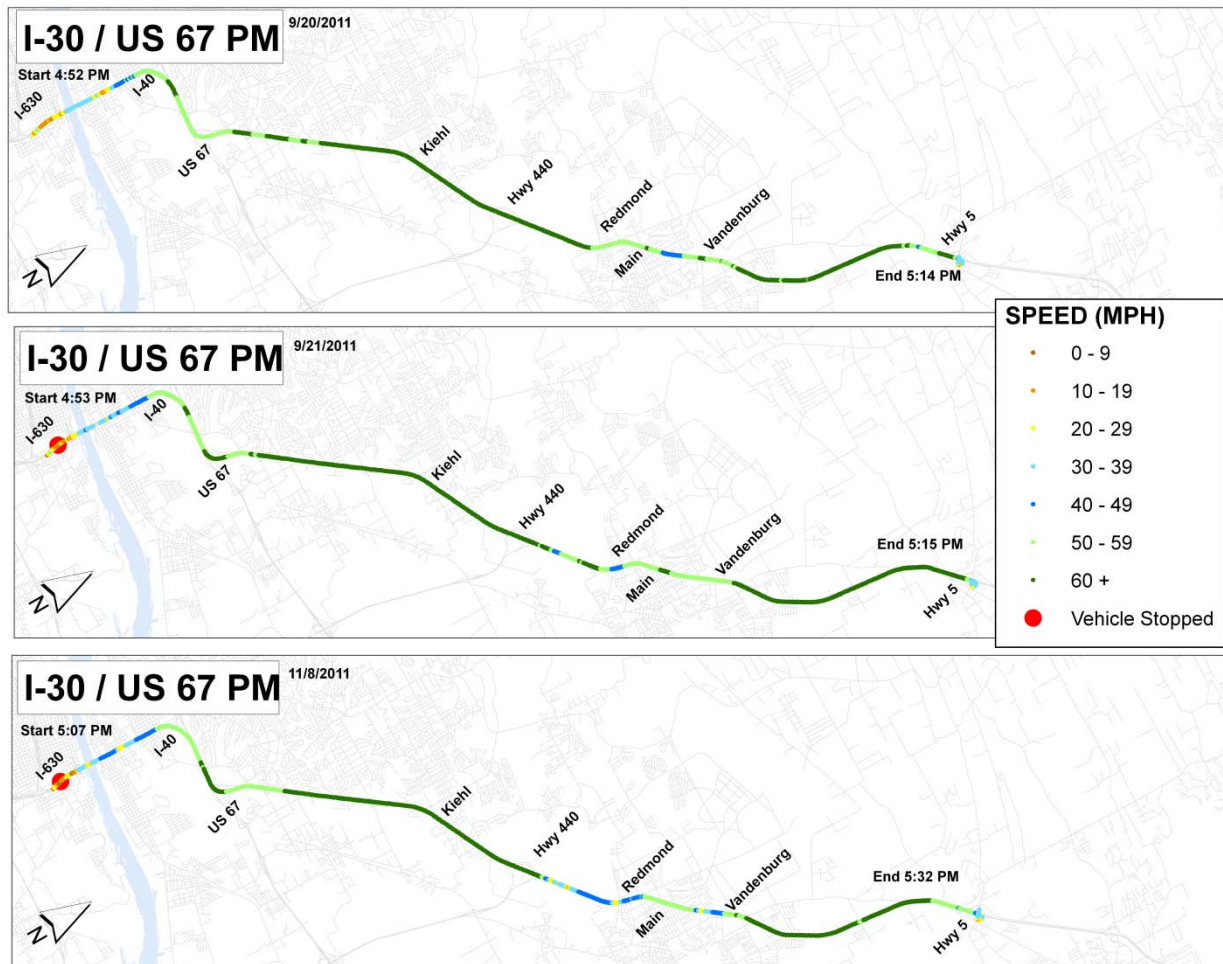
- Traffic volumes (Sta.391: 124,000 ADT over Arkansas River; Sta.613: 75,000 ADT north of I-440)
- Major commuting corridor between LR/NLR and Jacksonville/Cabot
- Interchange delays at Hwy 67/I-40/I-30 merge
- High percentage of truck traffic
- Major traffic generators such as LR/NLR CBD, McCain Mall, LRAFB, strip commercial development area

Suggested Congestion Reduction Measures

- Reconstruction of I-30 & I-40 from I-630 to US 67/167 and widening of US 67/167 through Jacksonville to Cabot
- Implement I-40/US 67/167 and I-40/I-30 interchange improvements
- Construct Northbelt from US 67/167 to I-430
- Construct Pike Avenue bridge/Chester Street Bridge
- Provide/encourage alternative forms of travel
- Travel Demand Management strategies

(JAX/SHW/NLR/LR) US 67/167/I-40/I-30: I-630 to Hwy 5 (20.5 miles), PM

Travel surveys on I-30 and Hwy 67/167 in the afternoon show that the most severe congestion occurs on I-30 between I-630 and the north terminal. The average travel speed on I-30 from I-630 to the Arkansas River is about 15 mph. Speeds of 15 to 50 mph continue from the Arkansas River to I-40 where travel speeds begin to pick up. Traffic then begins to slow down near Kiehl Avenue due to the merging of Hwy 440. Speeds begin to pick up after the merge and little congestion is experienced from Redmond Road to the north. Traffic accidents also have an impact on Hwy 67/167 and may lead to additional delay. Projects are currently programmed to widen the bridges for three lanes per direction at Redmond Road and Main Street in Jacksonville.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-30	I-630	Hwy 10	0.97	26.66	1.051	Severe
I-30	Hwy 10	Broadway	0.72	36.68	0.436	Serious

Locations of Congestion

- Traffic volumes (Sta.391: 124,000 ADT on I-30 at Arkansas River, Sta. 277: 122, 200 ADT on I-40 between I-30 and North Hills Blvd, and Sta. 613: 75,000 on US 67/167 south of Redmond Road)
- Major commuting corridor between LR/NLR and Jacksonville/Cabot
- High percentage of heavy vehicles
- Major traffic generators such as LR/NLR CBD, McCain Mall, LRAFB, strip commercial development area
- Heavy weaving movements from north terminal to US 67/167
- Hwy 440 Interchange

Suggested Congestion Reduction Measures

- Reconstruction of I-30 & I-40 to ten lanes from I-630 to US 67/167 and widening of US 67/167 through Jacksonville to Cabot
- Implement I-40/US 67/167 and I-40/I-30 interchange improvements
- Construct Northbelt from US 67/167 to I-430
- Construct Pike Avenue bridge/Chester Street Bridge
- Provide/encourage alternative forms of travel
- Travel Demand Management Strategies

(CAB) Hwy 321: Hwy 89 to US/67/167 (3.9 miles), AM

The surveys of Hwy 321 between Hwy 89 and Hwy 67/167 revealed intersection delay at Kerr Station Rd., as well as congestion approaching Hwy 67/167, which extends beyond 1st Street.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 321	Hwy 89	US 67/167	3.90	29.54	0.530	Serious

Locations of Congestion

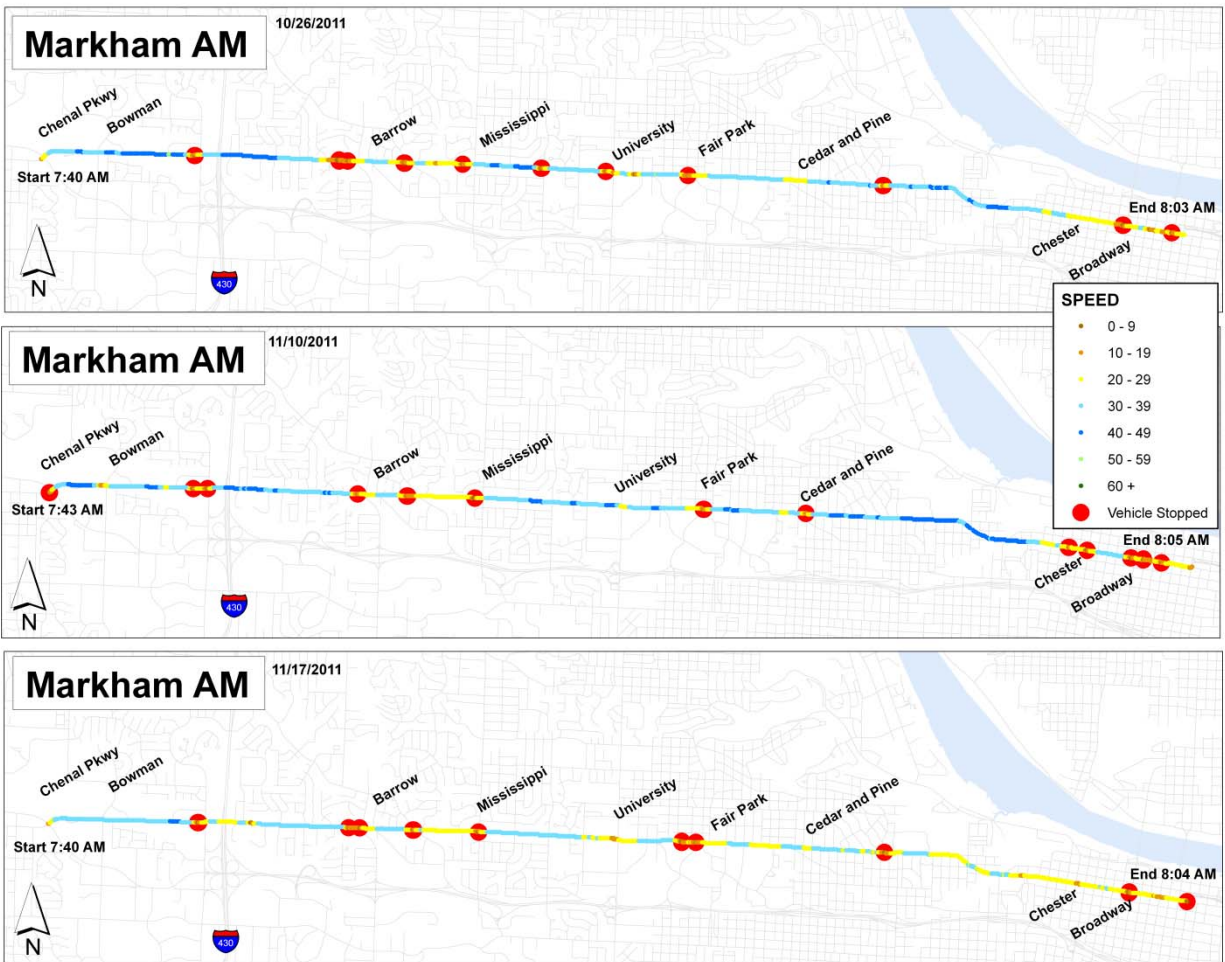
- Traffic volumes (Sta.099: 19,000 ADT on Hwy 321 east of Lakewood Dr.)
- Intersection delay at Kerr Station Rd.
- Intersection delay at Hwy 67/167
- Strip commercial development area

Suggested Congestion Reduction Measures

- Interchange modifications at Hwy 67/167 and Hwy 5/367/321
- Intersection improvements at Kerr Station Rd.
- Widen Hwy 321 to four lanes divided
- Provide/encourage alternative forms of travel

(LR) 3rd St/W Markham: Chenal Pkwy to Cumberland (8.5 miles), AM

Three travel surveys were completed on W. Markham in the AM peak. The most severe congestion occurred on Markham in downtown Little Rock between Chester and Cumberland. For the remaining sections of the commute travel speeds were generally 30 to 40 mph with the exception of locations that the driver had to stop for a traffic signal. The driver on average had to stop at 10 to 12 traffic signals.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
W. Markham	Shackleford	Rodney Parham	1.50	16.70	1.468	Serious
W. Markham	Rodney Parham	University	1.50	21.54	0.875	Serious
W. Markham	Chester	Cumberland	0.70	13.52	2.027	Severe

Locations of Congestion

- Traffic volumes (Sta.374: 22,000 ADT west of Bowman; Sta.703: 29,000 ADT west of Shackleford; and Sta. 459: 21,000 west of Hughes)
- Major traffic generators such as LR CBD, UAMS, Park Plaza Mall, Park Avenue shopping center, Midtowne Shopping Center, and commercial development west of I-430
- Intersection delay at Shackleford, Bowman, Chenal, and through CBD
- High amount of turn movements throughout corridor

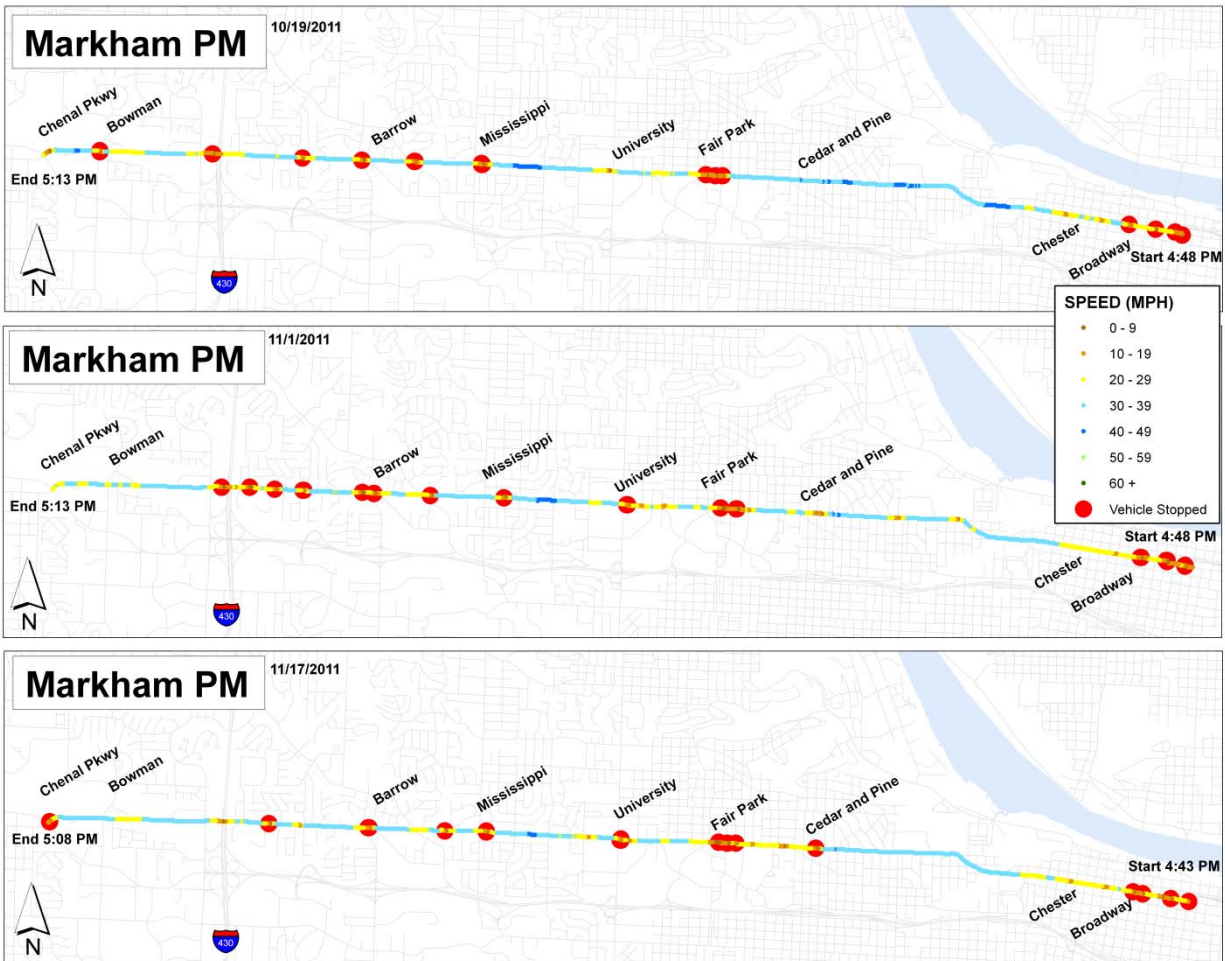
Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement advanced traffic control system

- Intersection improvements at Brookside Dr. and Mississippi St.
- Improve I-630 and/or Kanis/12th Street
- Provide/encourage alternative forms of travel
- Improve transit service within the corridor

(LR) 3rd St/W Markham: Cumberland to Chenal Pkwy (8.5 miles), PM

During the afternoon most of the congestion and delay on W. Markham is associated with traffic signals at University, Mississippi, Barrow, Shackleford, and Bowman.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
W. 3rd St	Cumberland	Chester	0.70	11.27	2.915	Severe
W. Markham	Kavanaugh	Fair Park	1.40	18.55	1.110	Serious
W. Markham	Fair Park	University	0.70	22.11	0.590	Serious
W. Markham	University	Rodney Parham	1.50	21.54	0.875	Serious
W. Markham	Rodney Parham	Shackleford	1.50	18.31	1.153	Serious
W. Markham	Bowman	Chenal	0.40	18.23	1.167	Serious

Locations of Congestion

- Traffic volumes (Sta.374: 22,000 ADT west of Bowman; Sta.703: 29,000 ADT west of Shackleford; and Sta. 459: 21,000 west of Hughes)
- Major traffic generators such as LR CBD, UAMS, Park Plaza Mall, Park Avenue shopping center, Midtowne Shopping Center, and commercial development west of I-430
- Intersection delay at Shackleford, Bowman, Chenal, and through CBD
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement advanced traffic control system
- Intersection improvements at Brookside Dr. and Mississippi St.
- Improve I-630 and/or Kanis/12th Street
- Provide/encourage alternative forms of travel
- Improve transit service within the corridor

(LR) Baseline Road: Hwy 367 to I-30 Frontage Road (4.20 miles), PM

Three surveys of Baseline Road between Hwy 367 and I-30 revealed some congestion throughout the corridor, including intersection delay at Geyer Springs Rd., Chicot Rd, Mabelvale Plaza, and I-30.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Baseline	Chicot	I-30 Frontage Rd	1.00	15.21	1.820	Severe

Locations of Congestion

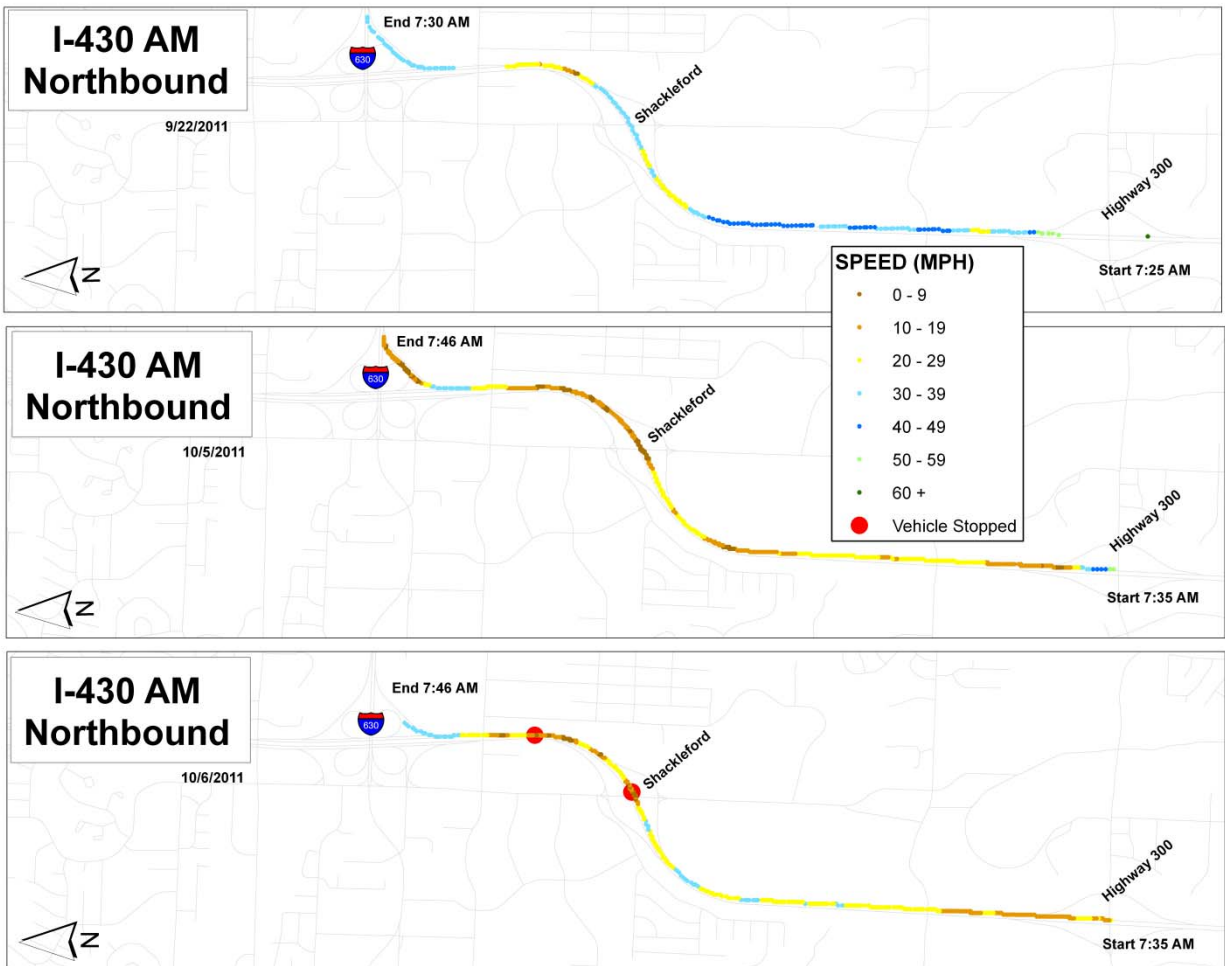
- Traffic volumes (Sta.539: 12,000 ADT west of Hwy 367; Sta.719: 24,000 ADT west of Geyer Springs; and Sta. 570: 22,000 east of I-30)
- Intersection delay at Geyer Springs Rd., Chicot Rd, Mabelvale Plaza, and I-30
- Strip commercial development area

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Intersection improvements at I-30
- Provide/encourage alternative forms of travel

(LR) I-430 (NB): Hwy 300 to I-630 (2.90 miles), AM

Three surveys of I-430 from Hwy 300 to I-630 were completed in the morning. The surveys showed congestion beginning at Hwy 300/Colonel Glenn Rd. and continuing until I-630, where interchange reconstruction adds to the level of congestion. Speeds throughout this section ranged from stop and go up to about 30 mph.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-430 (NB)	Hwy 300	Shackleford Rd	1.80	16.88	2.432	Extreme
I-430 (NB)	Shackleford Rd	I-630	1.10	19.07	2.023	Severe

Locations of Congestion

- Traffic volumes (Sta.346: 76,000 ADT south of I-630)
- Significant interchange delay at I-430 and I-630
- Major commuting corridor from SW Little Rock and Saline County

Suggested Congestion Reduction Measures

- Complete construction on I-430/I-630 interchange improvements

(LR) I-430/I-30 (SB): Hwy 300 to Alcoa Rd. (3.70 miles), PM

Traffic congestion on I-430 as it merges with I-30 occurs on a daily basis. Traffic usually begins to slow approaching Hwy 5 and continues at 30 mph or slower until traffic fully merges with I-30. AHTD is

currently studying design options for the I-30/I-430 interchange. Speeds on I-30 vary daily and can range from about 15 mph up to the speed limit.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-430 (SB)	Hwy 5	I-30	1.40	18.15	2.182	Severe

Locations of Congestion

- Insufficient ramp capacity (Sta.572: 63,000 ADT north of I-30)
- Major commuting corridor from SW Little Rock and Saline County
- Merging Delays onto I-30 and 1 lane ramp
- Reduction of travel lanes on I-430 from 3 lanes to 2 lanes at Hwy 5

Suggested Congestion Reduction Measures

- Implement I-430/I-30 interchange improvements
- Improve Hwy 5 and I-430/Hwy 5 Interchange
- Provide transit service within the corridor
- Travel Demand Management strategies

(LR) Chicot/University (NB): Mabelvale Cutoff to Markham (6.6 Miles), AM

The three travel time surveys along Chicot Rd/University Ave. revealed intersection delay at Baseline, the I-30 SB ramp, W. 65th, Asher, 12th, St. Vincent Dr., and Markham. Between Asher and Berkshire Dr., traffic progressed slowly with speeds ranging between 0 and 30 mph.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
University (NB)	I-30 S Frontage Rd	W 65th St	1.10	16.85	1.817	Severe
University (NB)	Asher	I-630	1.90	22.60	0.531	Serious

Locations of Congestion

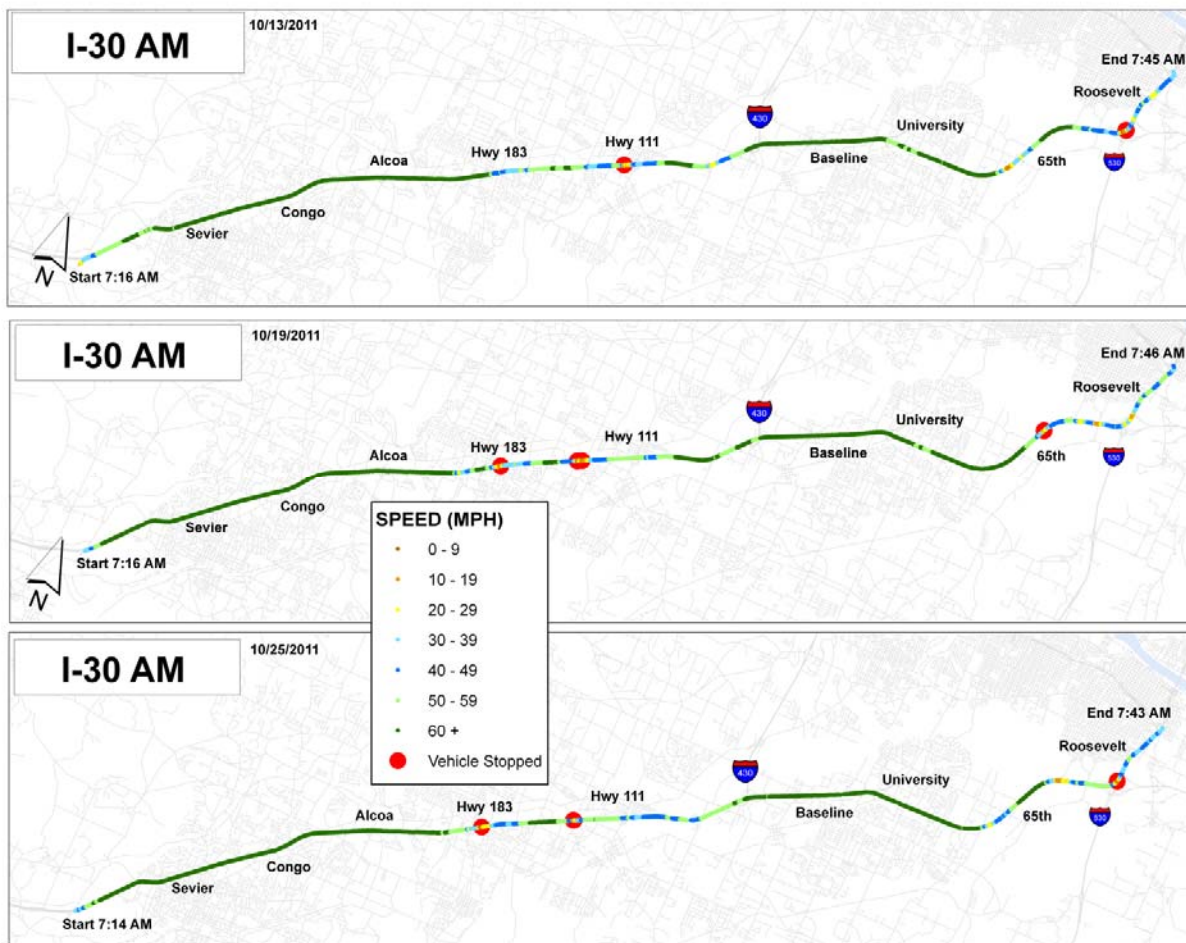
- Traffic volumes (Sta. 717: 34,000 ADT south of I-630; Sta. 890: 28,000 ADT south of Markham)
- Multiple traffic signals on Chicot and University

Suggested Congestion Reduction Measures

- Implement advanced traffic control system
- Intersection improvements at Asher Ave. and Markham
- Provide/encourage alternative forms of travel

(LR) I-30: US 67 to I-630 (25.40 Miles), AM

The early stages of congestion are seen on the surveys between Springhill Rd. and I-430. This is the where traffic positions itself to either continue on I-30 or exit to I-430. The most severe congestion occurs at the I-30, I-440, and I-530 interchange where traffic on I-30 is reduced to two lanes and merges with I-530 and I-440.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-30	Hwy 183	Hwy 111	3.40	37.17	0.557	Serious
I-30	65th St	I-440	2.20	30.31	0.857	Severe
I-30	I-440	I-630	1.90	37.86	0.385	Serious

Locations of Congestion

- Traffic volumes (Sta.564: 91,000 ADT west of I-430 and 95,000 ADT north of Roosevelt)
- High percentage of heavy vehicles
- Major traffic generators such as LR/NLR CBD, Little Rock Port, Little Rock National Airport

Suggested Congestion Reduction Measures

- Widen I-30 to ten lanes from I-440 to I-40 (this requires changing current MPO policy – AWFS recommendation)
- Widen I-30 to eight lanes from 65th to I-440 (this requires changing current MPO policy – AWFS recommendation)
- Implement I-30/I-530/I-440 interchange improvements
- Provide/encourage alternative forms of travel

(PC) I-530/I-30: Pratt Rd to I-630 (7.6 miles), AM

Traffic congestion on I-530 is associated with the interchange at I-530, I-30 and I-440. Traffic on I-530 continuing into Little Rock merges from two lanes into one lane, resulting in traffic backup that may extend all the way to Dixon Road.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-530/I-30	Pratt	I-630	4.00	38.81	0.471	Serious
I-530/I-30	Dixon	I-440	2.90	34.57	0.678	Serious
I-530/I-30	I-440	I-630	1.10	21.76	1.558	Severe

Locations of Congestion

- Traffic volumes due to (Sta.529: 44,000 ADT south of I-30/I-440)
- Lane drop at I-30 interchange
- Major traffic generators such as LR/NLR CBD, National Airport, industrial/commercial areas, etc.

Suggested Congestion Reduction Measures

- Implement interchange improvements at I-30/I-440/I-530 which includes widening existing one lane NB ramp from I-530 to I-30
- Improve Arch St. Pike (Hwy 367)
- Implement I-630 interchange improvements
- Provide/encourage alternative forms of travel

(LR) Bowman: Markham to Chenal Pkwy (0.3 miles), Noon

Three surveys of the short section of Bowman Road from Markham to Chenal indicated extreme congestion occurring consistently along the entire section of the route. All of the congestion is associated with the intersection at Chenal Parkway at the traffic signal, where priority is given to the major street.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Bowman	Markham	Chenal Pkwy	0.30	8.59	4.571	Extreme

Locations of Congestion

- Traffic volumes (Sta.357: 20,000 ADT north of Chenal)
- Intersection delay at Chenal Pkwy
- Commercial development area
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement advanced signal coordination within the corridor
- Provide/encourage alternative forms of travel

(LR) Bowman: Hwy 300 to Chenal Pkwy (2.8 miles), AM

The travel surveys of Bowman Rd. between Hwy 300 and Chenal Pkwy. Showed congestion beginning as traffic approached the residential development just south of Kanis Rd. The congestion continued through the intersection at Kanis with minor delay occurring at the intersection at Chenal Pkwy.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Bowman	Kanis	Chenal Pkwy	0.40	18.23	1.167	Serious

Locations of Congestion

- Traffic volumes (Sta.358: 19,000 ADT north of Kanis)
- Intersection delays at Kanis and Chenal Pkwy
- Commercial development area
- High amount of turn movements throughout corridor

Suggested Congestion Reduction Measures

- Provide additional through lane south of Kanis
- Provide/encourage alternative forms of travel

(LR) Colonel Glenn: Bowman Road to Asher Avenue (1.8 miles), AM

Three travel surveys were completed on Colonel Glenn between Bowman Road and Asher Avenue in the morning peak. Some of the travel surveys completed showed intersection delay occurring at I-430, Shackelford, and Asher Ave. The remaining portions of the route were uncongested.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Col Glenn (Hwy 300)	I-430	Asher	1.40	19.24	0.995	Serious

Locations of Congestion

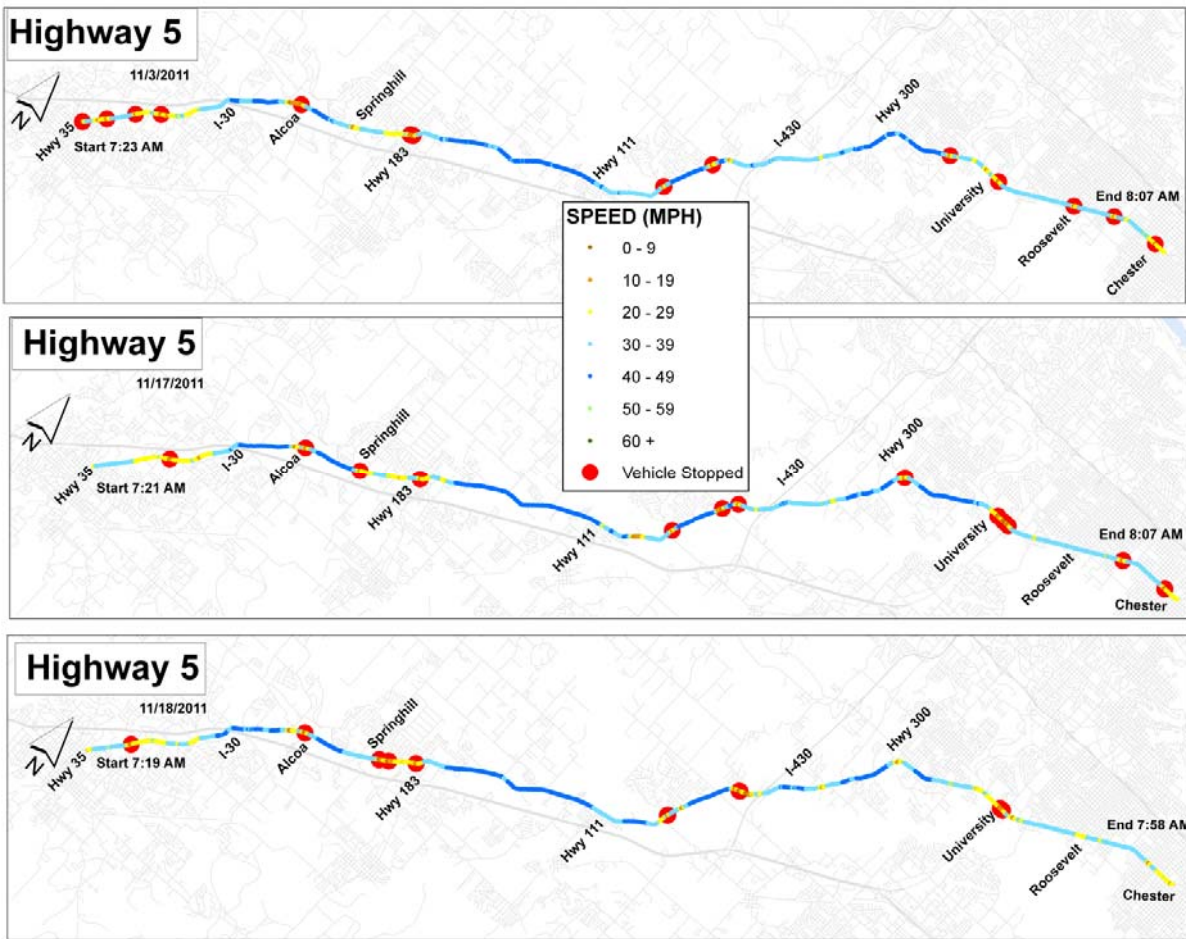
- Traffic volumes (Sta.344: 19,000 ADT west of I-430)
- Intersection delays at I-430, Shackelford, and Asher Ave

Suggested Congestion Reduction Measures

- Intersection improvements at I-430, Shackelford, and Asher Ave
- Provide/encourage alternative forms of travel

(SC/PC) Hwy 5/Asher/Wright/17th: I-30 to Chester (18.61 miles), AM

Traffic congestion on Hwy 5, Asher, Wright, and 17th is fairly consistent throughout the corridor. The three travel time surveys indicated intersection delay at the following signalized intersections: Salem Rd., Alcoa Rd., Springhill Rd., Prickett Rd., Hwy 183, Otter Creek Parkway, Baseline, I-430, Colonel Glenn, University, Woodrow, and MLK Jr. Roadway construction is currently underway to widen Hwy 5 in Little Rock from two lanes to five lanes from Countyline Road to Otter Creek.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 5	Springhill	Hwy 183	1.10	17.86	1.615	Severe
Hwy 5	Baseline	I-430	0.90	26.63	0.510	Serious
Hwy 5/Asher	Hwy 300	University	1.80	17.56	1.673	Severe

Locations of Congestion

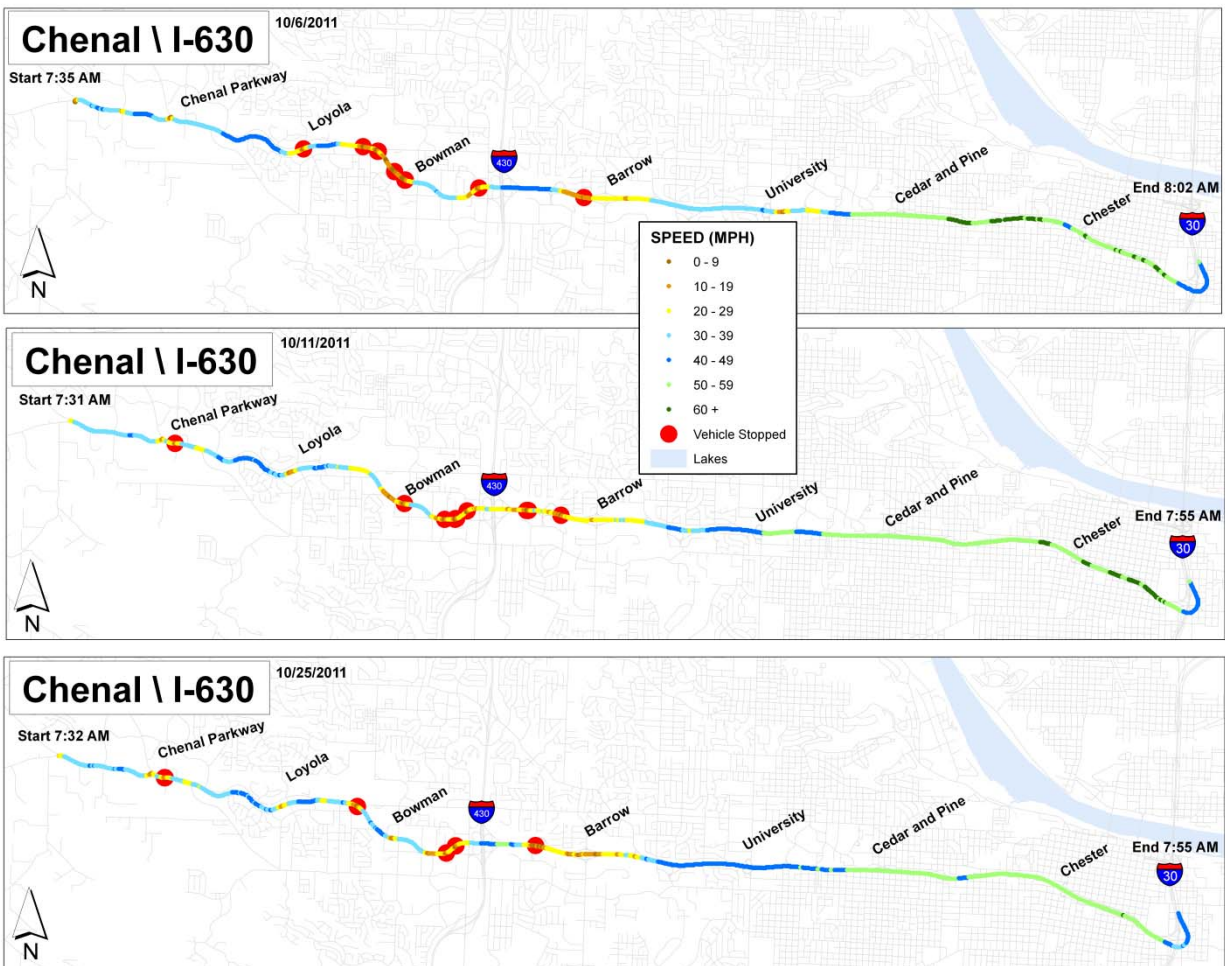
- Traffic volumes (Sta. 216: 22,000 ADT east of Baseline and Sta.598: 35,000 ADT west of University)
- High Percent of Turning Traffic Between Springhill and Hwy 183
- Intersection delays throughout the corridor
- School bus traffic

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement Intersection improvements at Hwy 5 and I-430 Ramps
- Widen Hwy 5
- Provide/encourage alternative forms of travel, including use of bicycle facilities

(LR) Kanis/Chenal/FC Pkwy/I-630: Denny Rd to I-30 (12.4 miles), AM

Minor intersection delay occurs at several intersections on the west end of the route, but traffic congestion on Chenal Parkway usually begins around Markham and continues onto I-630 as stop and go traffic. Multiple traffic signal cycles are usually required to clear the intersection at Shackelford. On I-630 the slowest speed usually occurs between I-630 and Rodney Parham due to merging delays. Speeds on I-630 typically do not reach 50 mph until east of the Fair Park exit. The corridor is currently under construction from Hermitage Street at Financial Center Parkway to Barrow, providing an overpass at Shackelford and reconstructing the interchange at I-630 and I-430.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Chenal	Markham	Bowman	0.50	13.95	2.390	Severe
Chenal/FC Pkwy	Bowman	Shackelford	0.80	16.43	1.743	Severe
I-630	Shackelford	Barrow	1.30	22.22	1.501	Severe
I-630	Barrow	Fair Park	2.20	34.64	0.532	Serious

Locations of Congestion

- Traffic volumes (Sta.828: 45,000 ADT on FC Pkwy east of Autumn, Sta.349: 109,000 on I- 630 east of Barrow, and Sta. 424: 113,000 ADT on I-630 west of Chester)
- Major traffic generators such as West LR commercial development area, Baptist, UAMS, Park Plaza Mall, St.Vincent, Children's Hospital, and LR CBD
- Intersection/Interchange delay at Markham, Bowman, Shackleford, and I-430
- Short weave distances with heavy weaving movements (e.g. 6 on/off ramps within 1.1 miles, between I-30 and Chester)

Suggested Congestion Reduction Measures

- Widen Chenal/FC Pkwy to six lane divided from split to Shackleford
- Widen I-630 west of University in association with Interchange Improvements at I-630/I-430 and Shackleford Rd
- Improve Markham and/or Kanis/12th Street
- Provide/encourage alternative forms of travel
- Improve transit service within the corridor
- Travel Demand Management strategies

(BEN) Hwy 5/Hwy 35: Salt Creek Rd to I-30 (1.3 miles), AM

The three surveys of Hwy5/Hwy 35 from Salt Creek Rd to I-30 revealed minor congestion and delay occurring along the entire route. The peak of the congestion occurs at the intersection of Hwy5/Hwy 35 and Kenwood Rd./I-30 frontage ramp.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 5/Hwy 35	Hwy 35	I-30	0.38	20.94	0.955	Serious

Locations of Congestion

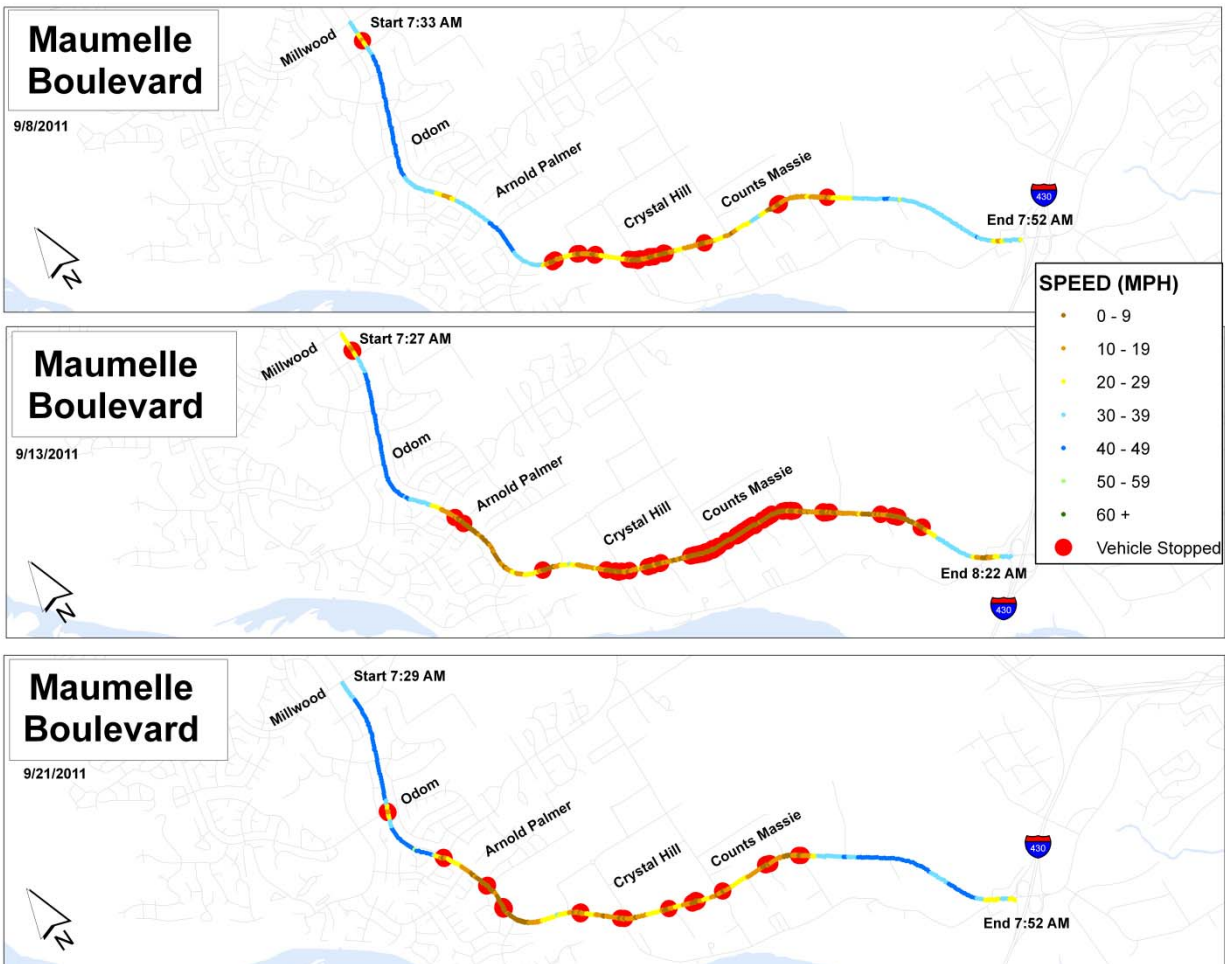
- Traffic volumes (Sta.200: 12,000 ADT south of Beverly)
- Commercial development area (i.e. numerous access points)
- Signal Delay at Hwy 5 and Heavy Commuter Traffic

Suggested Congestion Reduction Measures

- Add nontraversable median
- Implement AM (e.g. driveway consolidation, etc.)
- Provide/encourage alternative forms of travel
- Modify Traffic Signal Timing

(MAU/NLR) Maumelle Blvd: Millwood Circle to I-430 (5.0 miles), AM

Three surveys were completed on Maumelle Blvd between Millwood Circle and I-430. All surveys showed traffic on Maumelle Blvd backed up from the Crystal Hill traffic signal to near Country Club Blvd. From here, traffic continued at a pace of stop and go up to 45 mph until merging with I-430.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Maumelle Blvd	Millwood Circle	Crystal Hill Rd (W)	2.40	14.77	2.453	Severe
Maumelle Blvd	Crystal Hill Rd (W)	Counts Massie	0.50	3.22	17.046	Extreme
Maumelle Blvd	Counts Massie	I-430	2.20	10.29	4.218	Severe

Locations of Congestion

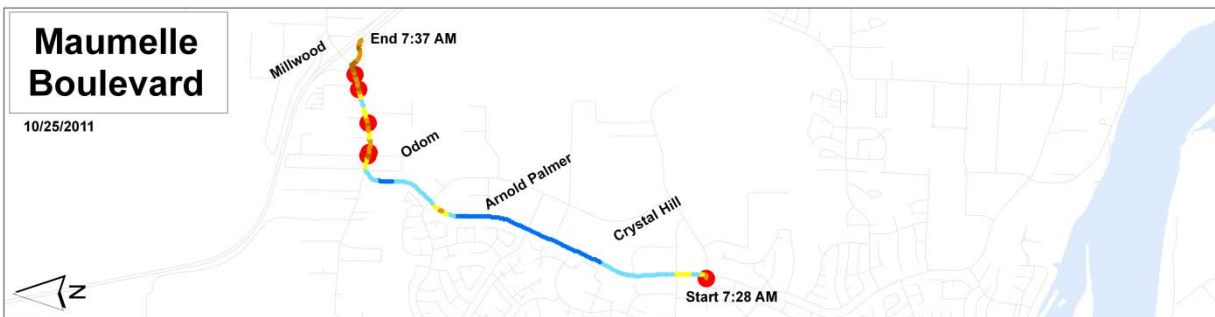
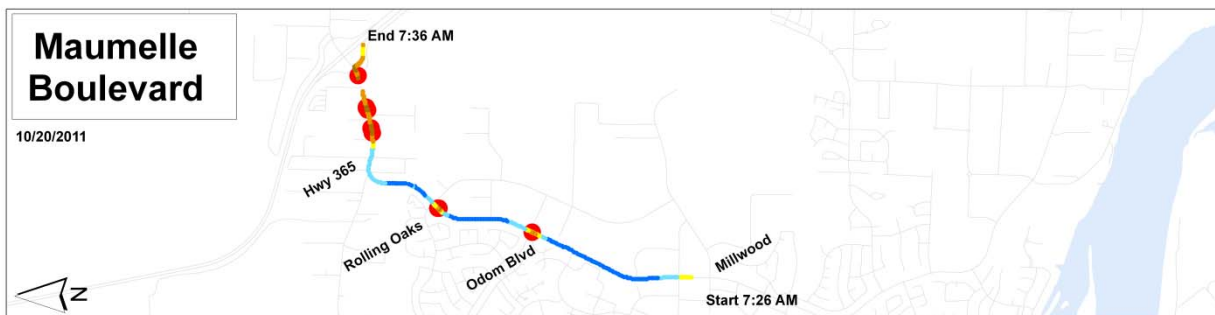
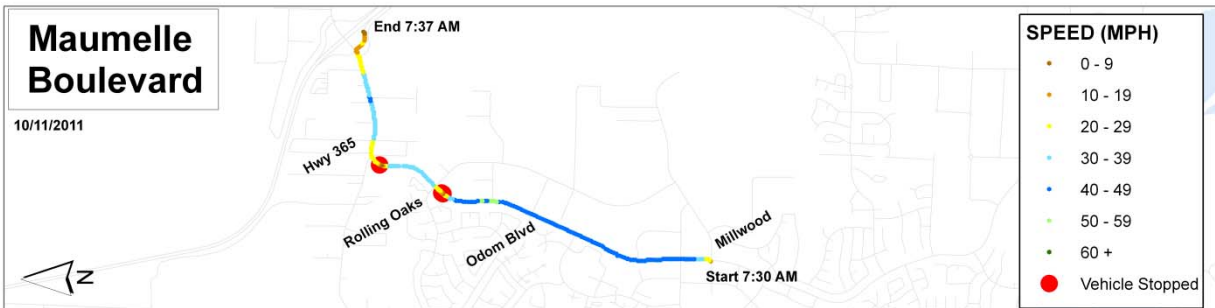
- Traffic volumes (Sta.333: 42,000 ADT west of I-430)
- Commercial development area and traffic signals at Crystal Hill and Counts Massie

Suggested Congestion Reduction Measures

- Implement adaptive signal control
- Construct new I-40 interchange for Maumelle
- Provide/encourage alternative forms of travel
- Travel Demand Management strategies
- Intersection improvements at Maumelle Blvd and Counts Massie

(MAU/NLR) Maumelle Blvd: Millwood Circle to I-40 (2.8 miles), AM

Three surveys were completed on Maumelle Blvd and Hwy 365 between Millwood Circle and I-40. The surveys showed minor intersection delay from the signal at Murphy Dr. Additionally, traffic was backed up all along Hwy 365 to the intersection with Maumelle Blvd.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 365	Maumelle Blvd	I-40	0.90	12.40	3.230	Severe

Locations of Congestion

- Traffic volumes (Sta.012: 19,000 ADT on Hwy 365 east of Maumelle Blvd)
- Traffic signals at Murphy Dr. and Hwy 365/Maumelle Blvd.

Suggested Congestion Reduction Measures

- Implement adaptive signal control
- Construct new I-40 interchange for Maumelle
- Provide/encourage alternative forms of travel

(LR/PC) Broadway/Arch St Pike: Capitol to Pratt Rd (9.2 miles), PM

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Broadway	Capitol	I-630	0.50	19.08	1.020	Serious
Arch St. Pike	Baseline	Pratt Rd	3.50	26.36	0.533	Serious

Locations of Congestion

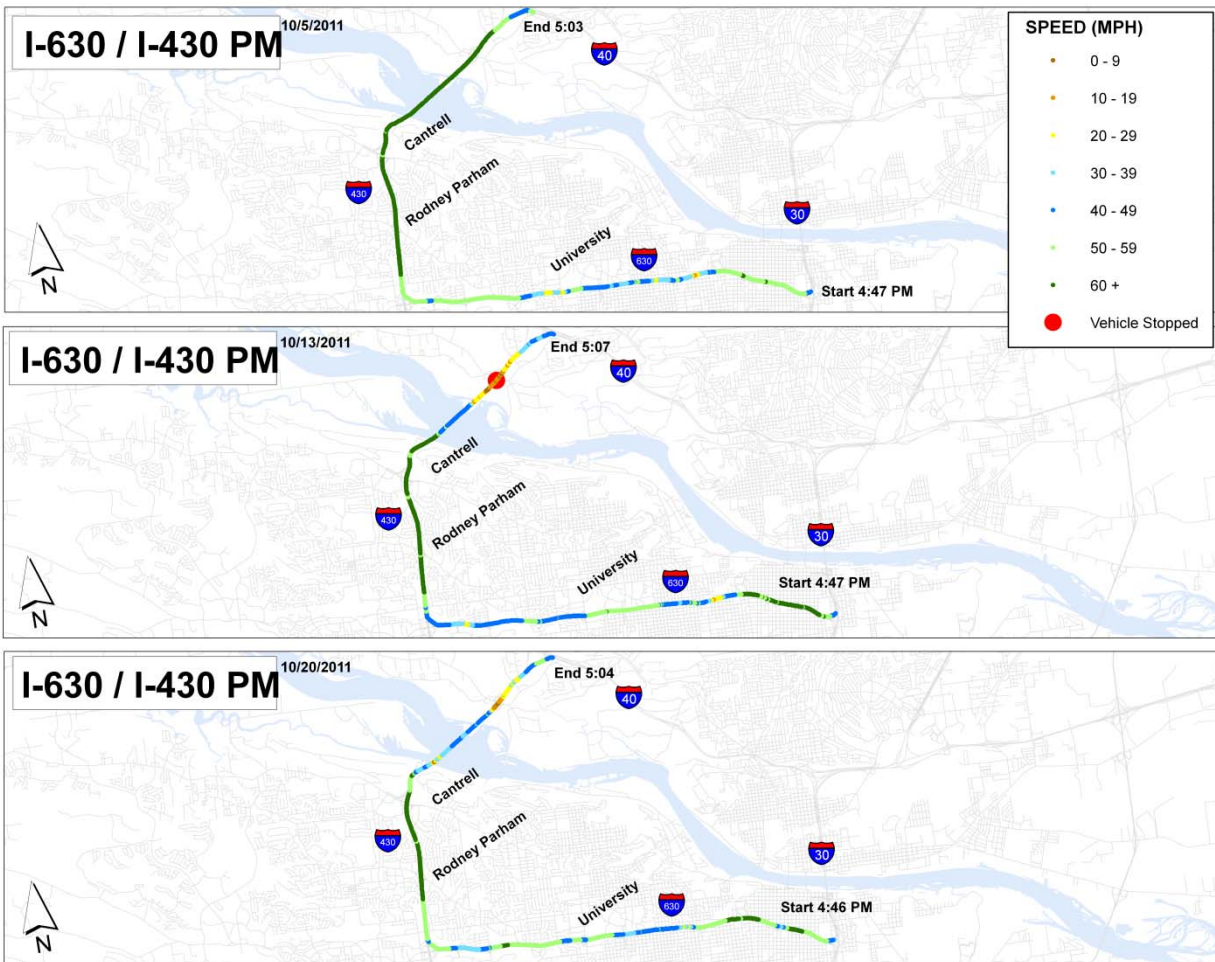
- LR CBD and strip commercial development near I-630
- High amount of turning vehicles
- Intersection/Interchange delay at Roosevelt and at I-630
- Discontinuous route at Roosevelt

Suggested Congestion Reduction Measures

- Study possible improvements at I-630 interchange
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Realign intersection at Roosevelt
- Provide left turn bays at 14th St
- Construct a series of roundabouts between 65th and Dixon
- Provide/encourage alternative forms of travel

(LR/NLR) I-630/I-430: I-30 to I-40 (14.33 miles), PM

Three travel surveys were completed on I-630/I-430 in the afternoons which show differing congestion levels. Traffic usually begins to slow just west of Broadway. Travel speeds between 30 to 55 mph typically occur on I-630 from Chester to Baptist. Some merging delays may occur in this section at Broadway, Woodrow, and University. From Baptist to I-430 surveys showed traffic usually slowing to 40 to 50 mph for traffic exiting to I-430. Interchange reconstruction at I-630 and I-430 and the recent widening of the I-630 westbound to I-430 northbound ramp to two lanes may have impacted the travel speed at the interchange. On I-430 travel speeds were generally greater than 50 mph although delay occurred between the Arkansas River and I-40 due to the exits for Maumelle Blvd and I-40. AHTD is currently considering design options for a reconstructed I-40/I-430 interchange. Traffic incidents also routinely affect the travel speed on this portion of I-430.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-430	Cantrell (Hwy 10)	I-40	3.94	37.13	0.493	Serious

Locations of Congestion

- Traffic volumes (Sta.430: 115,000 ADT on I-630 east of University, Sta.349: 109,000 on I- 630 east of Barrow, and Sta. 332: 91,000 ADT on I-430 over the Arkansas River)
- Major traffic generators such as Baptist, UAMS, Park Plaza Mall, St.Vincent, Children's Hospital, and LR CBD
- Interchange delay at Broadway, Woodrow, University, Maumelle Blvd., and I-40
- Short weave distances with heavy weaving movements (e.g. 6 on/off ramps within 1.1 miles, between I-30 and Chester)

Suggested Congestion Reduction Measures

- Widen I-630 west of University in association with Interchange Improvements at I-630/I-430 and Shackleford Rd
- Improve Markham and/or Kanis/12th Street

- Provide/encourage alternative forms of travel
- Transit system improvements within the corridor
- Travel Demand Management strategies
- I-40/I-430 Interchange reconstruction

(LR) Roosevelt Road: Asher Avenue to Hwy 365 (3.40 miles), AM

Two full surveys and a partial third survey were completed on Roosevelt Road between Asher Avenue and Hwy 365. The surveys revealed traffic progressing fairly well, with speeds between 20 and 40 mph, west of I-30. East of I-30 speeds ranged from 15 to 35 mph. Intersection delay occurred at Arch St, Main St., and Confederate Blvd.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Roosevelt	I-30	Hwy 365	0.40	19.91	0.890	Serious

Locations of Congestion

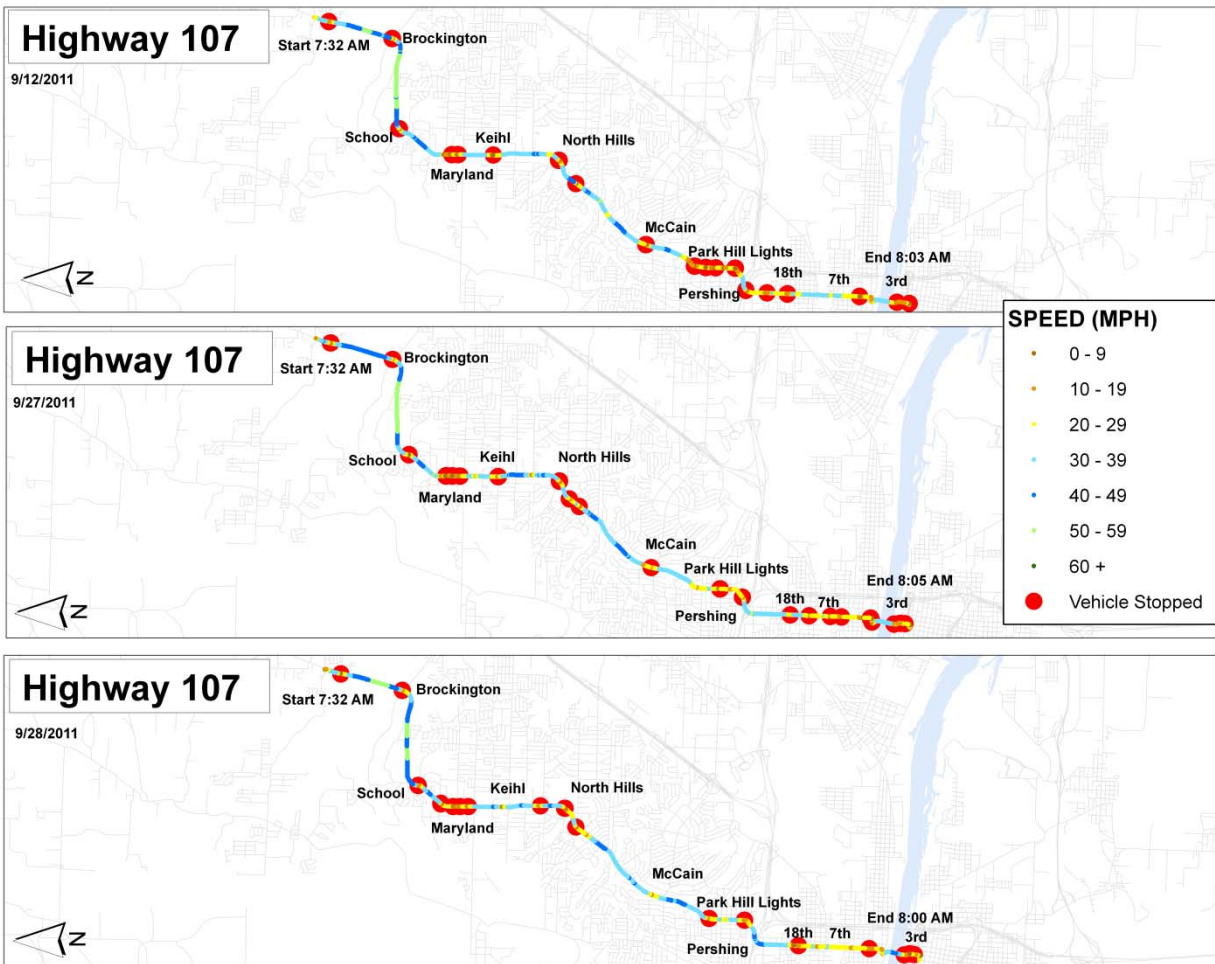
- Traffic volumes (Sta.401: 16,000 ADT west of Broadway; Sta.413: 15,000 east of I-30)
- Major traffic generators such as residential developments and multiple schools east of I-30
- Intersection delay at Arch St, Main St., and Confederate Blvd.

Suggested Congestion Reduction Measures

- Reconstruct to four lanes divided between Asher and Hwy 365
- Provide/encourage alternative forms of travel

(PC/NLR) Hwy 107/Main St: Jacksonville-Cato to 3rd St. (LR) (11.69 miles), AM

Three surveys were completed along Hwy 107, most of which showed significant signal delay. North of Kiehl, the driver was rarely able to make it through more than two consecutive traffic signals without having to stop for at least one of the traffic signals. The most severe of this congestion was in the Park Hill area where the speeds ranged from 15-25 mph. It is not clear if this backup is due to a signal or poor progression.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 107	Brockington	Kiehl	3.00	22.04	0.812	Serious
Hwy 107	Kiehl	N. Hills	0.90	19.72	1.033	Serious
Main St W Broadway/Main St Bridge	7th St.	W. Broadway 3rd St.	0.30 0.79	16.36 14.44	1.257 1.746	Serious Severe

Locations of Congestion

- Traffic volumes (Sta.599: 11,000 ADT on Main Street Arkansas River Bridge, Sta. 281: 25,000 ADT north of McCain)
- Signal delay and poor signal progression
- Lane drop south of 7th St

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.) (see RANS)
- Implement advanced traffic control system

- Provide/encourage alternative forms of travel
- Travel Demand Management strategies
- Improve transit service within the corridor

(JAX/NLR) 1st St./Hwy 161/Hwy 70/E. Broadway: US 67/167 to Broadway Bridge (15.65 miles), AM

Three surveys were completed on this route which runs between US 67/167 in Jacksonville to the Broadway Bridge in downtown North Little Rock. The surveys showed traffic progressing slowly through Jacksonville with speeds less than 35 mph. Intersection delay was incurred at Second St. and Trickey Ln. South of Jacksonville, traffic improved until reaching I-40, where speeds again dropped and more signal delay was encountered. Traffic was stopped by several signals south of Prothro Jct before reaching the Broadway Bridge.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 161	I-40	Prothro Jct	0.92	21.41	0.678	Serious

Locations of Congestion

- Traffic volumes (Sta.251: 17,000 ADT on Hwy 161 south of I-40; Sta.244: 19,000 ADT on Hwy 70 west of Hwy 161)
- Heavy Commuter Traffic between Jacksonville and NLR/LR

Suggested Congestion Reduction Measures

- Widen Hwy 161 to four lanes divided between I-40 and Hwy 70
- Intersection improvements at Trickey Ln, Hwy 161/70
- Provide/encourage alternative forms of travel
- Construct a series of roundabouts along Hwy 161

(JAX/NLR) Main St.: First St. to US 67/167 (1.03 miles), AM

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Main St	James St	US 67/167	0.55	17.22	0.675	Serious

Locations of Congestion

- Commercialized area
- Intersection delays at James St., T.P. White, and US 67/167

Suggested Congestion Reduction Measures

- Implement advanced traffic control system
- Study possible interchange improvements at US 67/167
- Provide/encourage alternative modes of travel

(SHW) Brockington/Brookwood: Hwy 107 to US 67/167 (2.5 miles), AM

The travel time surveys on Brockington and Brookwood revealed traffic flowing well until it approached Maryland Ave. South of Maryland, speeds ranged from stop and go to 30 mph, with intersection delay occurring at Maryland and Kiehl. Widening of Brockington Road from two lanes to four lanes divided was nearing completion as the CMP was completed.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Brockington	Hwy 107	Kiehl Ave	1.90	11.88	3.309	Severe
Brookwood	Kiehl Ave	US 67/167	0.40	14.64	1.973	Severe

Locations of Congestion

- Traffic volumes (Sta.74: 18,000 ADT north of Kiehl Ave (Hwy 176))
- Intersection delay at Kiehl

Suggested Congestion Reduction Measures

- Widen Brookwood to four lanes divided to be consistent with typical section of Brockington
- Reconfigure intersection of Brookwood and Warden Road
- Construct Northbelt Freeway
- Provide/encourage alternative modes of travel

(Bryant) Hwy 183: Hwy 5 to S. 4th Street, PM

The surveys performed on Hwy 183 between Hwy 5 and 4th St. revealed serious congestion along the entire corridor. Between Hwy 5 and 4th St., speeds ranged from 20 to 40 mph, while intersection delay was observed at Commerce, I-30, Edgewood, Prickett, Sullivan, and 4th.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 183	Hwy 5	I-30	0.41	19.95	1.098	Serious
Hwy 183	I-30	S.4th St	1.85	20.35	1.039	Serious

Locations of Congestion

- Commercialized area
- Traffic signals
- Interchange delay at I-30

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement advanced traffic control system or consider replacing signals with roundabouts
- Review I-30 Corridor study recommendations

(CON) Dave Ward Drive: I-40 to Hogan (4.7 miles), PM

Three surveys were completed along Dave Ward Drive, all of which showed significant signal delay. Traffic signals that the driver commonly had to stop for included I-40, Exchange, Equity, German, Donaghey, Farris, Salem and Hogan. Therefore drivers were unable to maintain a consistent speed throughout this corridor.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Dave Ward Drive (Hwy 60)	I-40	German	1.37	26.14	0.552	Serious
Dave Ward Drive (Hwy 60)	German	Donaghey	0.76	19.13	1.393	Serious
Dave Ward Drive (Hwy 60)	Country Club	Hogan	0.63	25.39	0.862	Serious

Locations of Congestion

- Traffic volumes (Sta. 74: 29,000 ADT west of Donaghey and Sta. 251: 34,000 ADT west of Exchange)
- Intersection delay at I-40, Exchange, Equity, German, Donaghey, Farris, Salem and Hogan

Suggested Congestion Reduction Measures

- Widen to six lanes divided between Harkrider and Exchange
- Implement advanced traffic control system
- Provide/encourage alternative forms of travel

- Consider additional intersection improvements within the corridor
- Travel Demand Management strategies

(LR) University Avenue: Markham Street to 65th Street (4.24 miles), PM

Three surveys of University Avenue between Markham and 65th were completed during the PM peak period. The surveys showed congestion primarily caused by traffic signals, including the Park Avenue entrance, St. Vincent Dr., 12th, 28th, 32nd, UALR Campus Dr., and Asher.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
University	Markham	Asher	2.38	17.05	1.396	Serious

Locations of Congestion

- Traffic volumes (Sta. 473: 35,000 ADT north of Asher and Sta. 472: 40,000 ADT south of 19th)
- Intersection delay at Park Avenue entrance, St. Vincent Dr., 12th, 28th, 32nd, UALR Campus Dr., and Asher

Suggested Congestion Reduction Measures

- Implement advanced traffic control system
- Intersection improvements at Asher Ave.
- Provide/encourage alternative forms of travel
- Travel Demand Management strategies

(LR) Kanis/12th Street: Bowman to Fair Park, AM

The three travel surveys on Kanis and 12th Street between Bowman and Fair Park showed slow travel speeds ranging from 25 to 35 mph west of I-430 and east of Barrow. Intersection delay occurred at Shackleford, Barrow, Rodney Parham, University, and Fair Park.

ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Kanis	Bowman	Shackleford	0.76	23.86	0.605	Serious
Kanis	Shackleford	Barrow	1.29	23.82	0.609	Serious
12th Street	Rodney Parham	University	0.81	21.92	0.612	Serious

Locations of Congestion

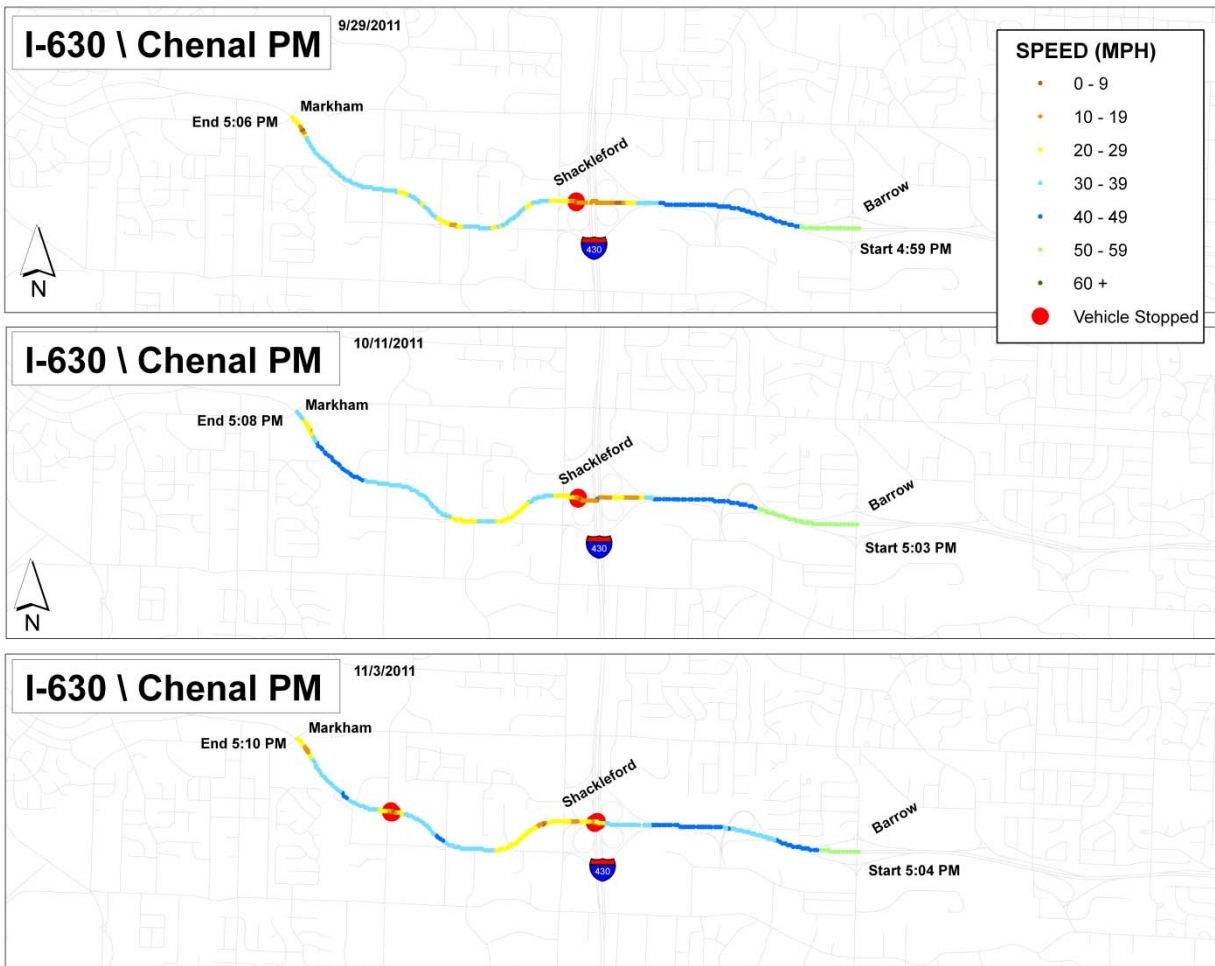
- Traffic volumes (Sta. 368: 17,000 ADT east of Center View Drive and Sta. 491: 20,000 ADT east of Rodney Parham)
- Intersection delay at S Shackleford, Barrow, Rodney Parham, University, and Fair Park

Suggested Congestion Reduction Measures

- Widen Kanis Road
- Implement advanced signal coordination
- Provide/encourage alternative forms of travel

(LR) I-630/FC Pkwy/Chenal: Barrow to Markham (2.56 miles), PM

The surveys along I-630, Financial Center Pkwy, and Chenal Pkwy showed traffic flowing well until reaching the Baptist interchange. After that point, traffic began to slow until coming to a stop at the signal at Shackleford. Multiple traffic signal cycles are required to clear the intersection at Shackleford, which is under construction as part of the I-630/I-430 interchange reconstruction. Traffic signals are timed such that a driver can pass from Shackleford to Markham without having to stop at a traffic signal, but due to the high traffic volume it is common that drivers have to stop at either Bowman or Autumn.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
I-630	I-430 N Ramp	Shackleford	0.46	17.55	1.718	Severe

Locations of Congestion

- Traffic volumes (Sta.828: 45,000 ADT on FC Pkwy east of Autumn and Sta.349: 109,000 on I- 630 east of Barrow)
- Major traffic generators such as West LR commercial development area and Baptist
- Intersection/Interchange delay at Bowman, Autumn, and, Shackleford

- Short weave distances with heavy weaving movements (e.g. 6 on/off ramps within 1.1 miles, between I-30 and Chester)

Suggested Congestion Reduction Measures

- Widen Chenal/FC Pkwy to six lane divided from split to Shackleford
- Complete Interchange Improvements at I-630/I-430 and Shackleford Rd
- Improve Markham and/or Kanis/12th Street
- Provide/encourage alternative forms of travel

(BEN) Military Drive: East Street to I-30 (2.32 miles), AM

Three surveys on Military Drive generally showed slow progression throughout the entire corridor with additional delay at traffic signals, including Alcoa, Ferguson, Landers, and Lincoln. Roadway construction is currently underway to widen Military Road in Benton from two lanes to four lane divided from Congo Road to I-30.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Military Rd	East St	Congo	1.10	19.13	1.012	Serious

Locations of Congestion

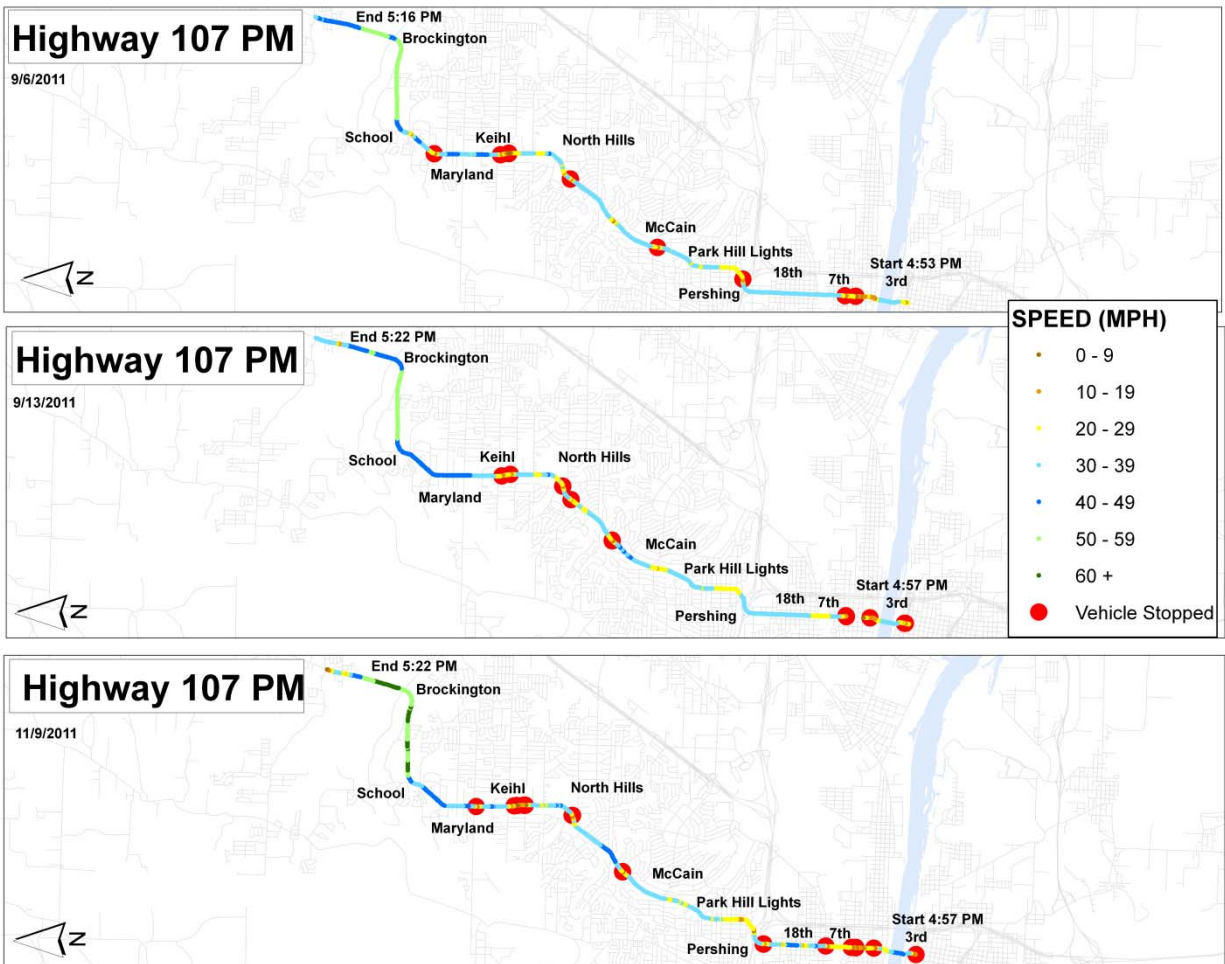
- Traffic volumes (Sta.228: 21,000 ADT south of Landers)
- Commercial development area
- Intersection delay at Alcoa, Ferguson, Landers, and Lincoln

Suggested Congestion Reduction Measures

- Implement advanced traffic control system
- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Provide/encourage alternative forms of travel

(NLR/PC) Hwy 107/Main Street: 3rd Street to Jacksonville-Cato (11.69 miles), PM

Three surveys were completed along Hwy 107, most of which showed signal delay combined with slow progression. Throughout downtown Little Rock and North Little Rock, traffic speeds were usually under 25 mph and traffic was stopped by multiple signals, including 2nd, Markham, and E. Broadway. Speeds throughout the remaining portion of the corridor ranged from 25 up to 45 mph. It was common for traffic to be stopped by multiple additional signals through Park Hill and Sherwood.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Main St	W. Broadway	7th St.	0.30	8.78	5.332	Extreme
Hwy 107	N. Hills	Kiehl	0.90	15.45	1.473	Serious

Locations of Congestion

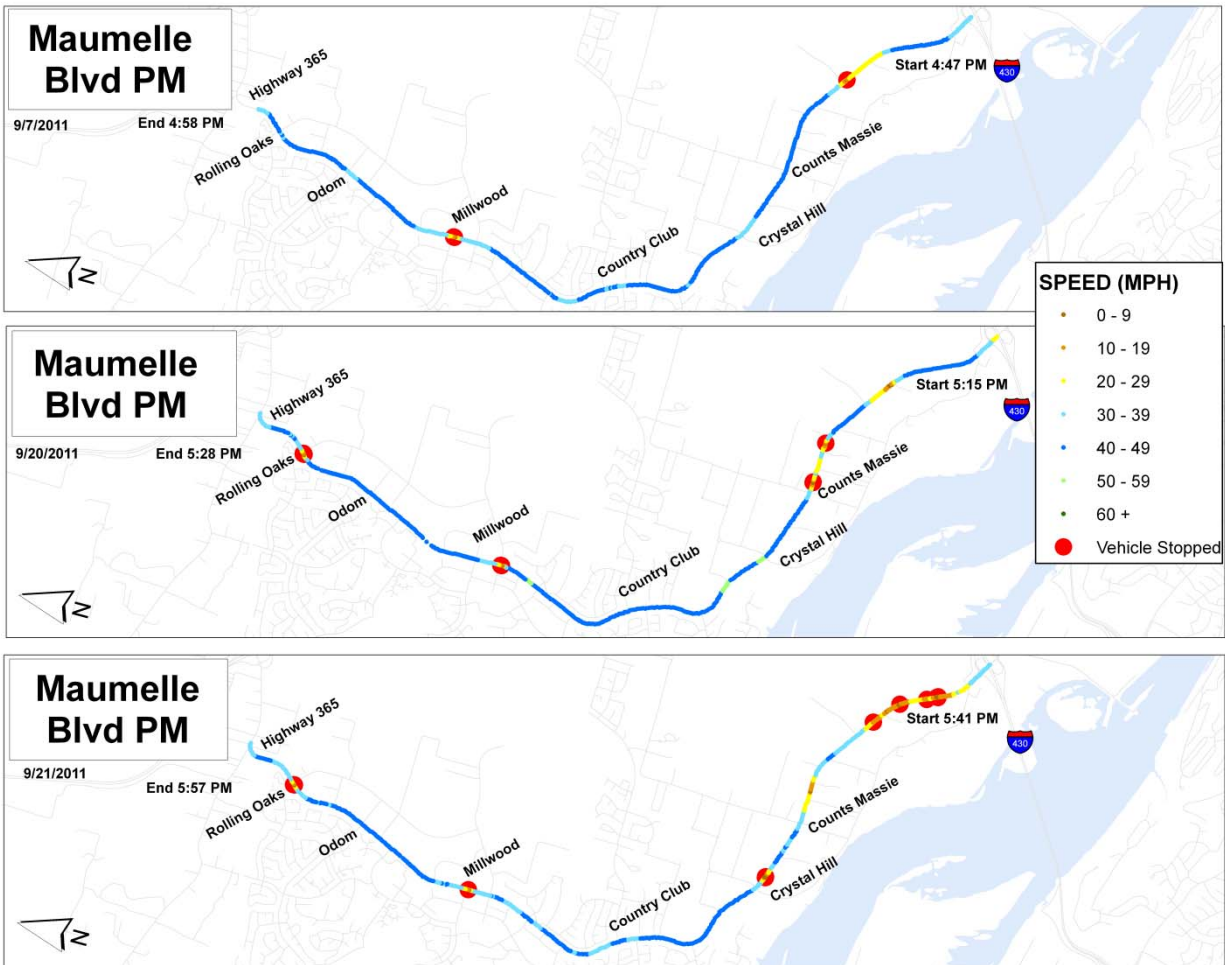
- Traffic volumes (Sta.599: 11,000 ADT on Main Street Arkansas River Bridge, Sta. 281: 25,000 ADT north of McCain)
- Signal delay and poor signal progression
- Heavy commuter volume between NLR and downtown LR

Suggested Congestion Reduction Measures

- Implement AM (e.g. retrofit/install raised median, consolidate driveways, etc.)
- Implement advanced traffic control system
- Provide/encourage alternative forms of travel
- Travel Demand Management strategies
- Improve transit service within the corridor

(MAU) Maumelle Boulevard: I-430 to Hwy 365 (7.00 miles), PM

Three surveys were completed on Maumelle Blvd between I-430 and Hwy 365 in the evening peak. The surveys showed intersection delay at multiple traffic signals, particularly between I-430 and Crystal Hill Rd. Traffic saw intersection delay at Vestal, Counts Massie, Crystal Hill Rd, Carnahan, Millwood, and Murphy.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Maumelle Blvd	Counts Massie	Crystal Hill Rd (W)	0.50	26.09	0.799	Serious

Locations of Congestion

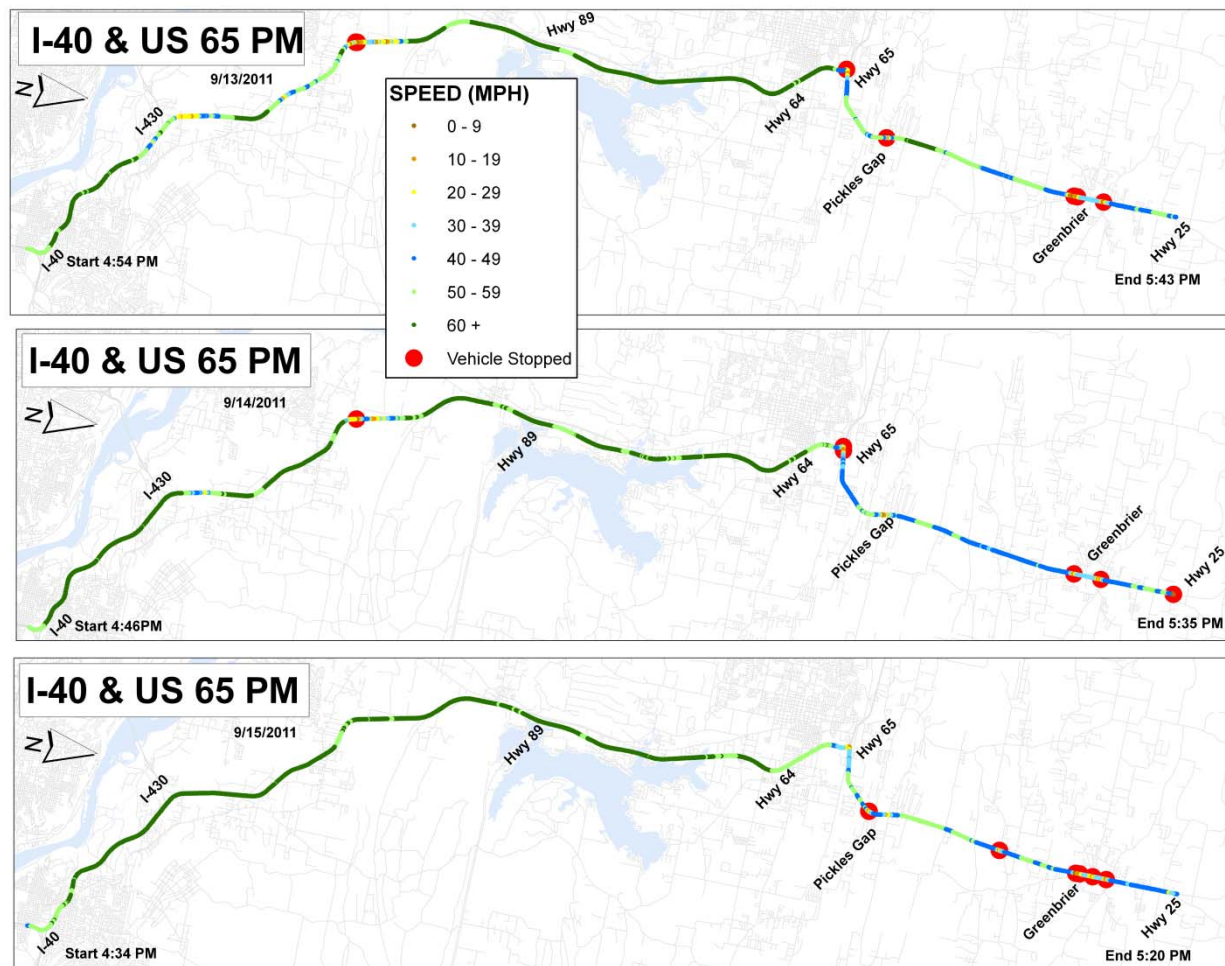
- Traffic volumes (Sta.333: 42,000 ADT west of I-430)
- Commercial development area
- Traffic signals at Vestal, Counts Massie, Crystal Hill Rd, Carnahan, Millwood, and Murphy

Suggested Congestion Reduction Measures

- Implement adaptive signal control
- Construct new I-40 interchange for Maumelle
- Provide/encourage alternative forms of travel

(PC/FC) I-40/Hwy 65: I-30 to Greenbrier (38.45 miles), PM

The three surveys of I-40 and Hwy 65 between I-30 and Greenbrier in the PM showed traffic progressing well on I-40 with minor congestion approaching the I-430 interchange and the Hwy 65 ramp. Hwy 65 was congested primarily due to traffic signals throughout the corridor, particularly in Greenbrier.



ROUTE	FROM	TO	DISTANCE	OPERATING SPEED	DEGREE CONG.	CONG. CAT.
Hwy 65	Linder Rd.	Hwy 225	1.02	17.24	1.642	Severe

Locations of Congestion

- Traffic volumes (Sta.026: 41,000 ADT on I-40 south of I-430; Sta.244: 32,000 ADT on Hwy 65 east of I-40;and Sta.041: 25,000 ADT on Hwy 65 in Greenbrier)

- Interchanges at I-430 and Hwy 65
- Traffic signals in Greenbrier

Suggested Congestion Reduction Measures

- Implement adaptive signal control on Hwy 65 between I-40 and Hwy 25 N
- Widen Hwy 65 to six lanes divided between I-40 and Lower Ridge Rd.
- Interchange and intersection improvements between I-40 and Lower Ridge Rd.
- Provide/encourage alternative forms of travel

Regional Arterial Network Analysis – Volume Per Lane Analysis

In addition to the previous analysis, the corridors surveyed during the CMP, which are also located on the Regional Arterial Network (RAN), were analyzed further by examining the 2010 ADT per travel lane. While a high volume to lane ratio does not necessarily mean a roadway is congested, it can be used as an effective means of identifying corridors having a higher potential of congestion and should be monitored regularly. In addition to the traffic volume, the number, spacing, and coordination of intersection control devices, access points, intersection design, and peak hour traffic characteristics are other factors that impact the level of congestion along a given corridor.

Of the sixteen priority RAN corridors, fifteen were either fully or partially analyzed during the CMP. The ADT per lane was calculated for multiple segments along each corridor and then averaged to determine a single ADT per lane for the corridor. The results from this analysis are shown in the table below.

Table 4: RAN Volume per Lane Analysis

CMP ROUTE	FROM	TO	DIST miles	RAN Corridor	2010 ADT per Lane
Cantrell (Hwy 10)	Hwy 300	State	14.1	5	8722
Hwy 64 E	E German Ln	Harkrider	2.1	11	8500
Dave Ward Drive (Hwy 60)	I-40	Hogan	4.27	15	7875
Maumelle Blvd	I-430	Hwy 365	0	4	7750
Hwy 65	Acklin Gap	I-40	2.8	3	7625
Kanis/Chenal/FC Pkwy/I-630	Denny Rd	I-30	4.8	14/9	7267
Hwy 5/Asher/Wright/17th	I-30	Chester	18.61	6	6320
Chicot/University (NB)	Mabelvale Cutoff	Markham	7.1	2	6317
Hwy 365/MacArthur/Pike/W Broadway	Clinton Rd	Broadway Bridge	9.8	8	6000
University (SB)	Cantrell	Markham	1.1	2	5250
Hwy 107/Main St	Jacksonville- Cato	3rd St (LR)	11.69	13/1	5219
W. 3rd St/W. Markham	Chenal	Cumberland	8.5	14	5143
Harkrider (Hwy 65B)	Hwy 64/65 Split	Dave Ward Dr (Hwy 60)	3	3	4688
1st St/Hwy 161/Hwy 70/E Broadway	US 67/167	Broadway Bridge	15.65	7	4625
Broadway/Arch St. Pike	Capitol	Pratt Rd	9.7	8/10	4575
Military Rd	East St	I-30	2.32	6	4525
Roosevelt	Asher	Hwy 365	3.4	12	3438
Chester	Cantrell	Roosevelt	1.8	5	3250

Cantrell Road had the highest average volume per lane, as well as the two highest segment volumes per lane (13,250 and 12,000), which occurred between Sam Peck and I-430. Chenal Parkway had the third highest segment traffic volume per lane (11,250), which occurred between Bowman and Shackelford. The fourth highest segment volume per lane (10,500) occurred on Maumelle Boulevard between Counts Massie and I-430. Complete results from this analysis are shown in Appendix E.

State Highway Crash Frequency Analysis

In addition to recurring delay, the CMP is intended to also consider cases of non-recurring delay. The most common causes of non-recurring delay are vehicle crashes and weather incidents, which can account for 50% or more of the delay within a medium sized metropolitan area (TTI). For the 2011 CMP analysis, Metroplan attempted to account for non-recurring delay through the identification of roadway segments with the highest frequency of crashes. Using the Arkansas State Police Crash Database, crash frequency (crashes per mile) was calculated for interstates and major state highways within the metropolitan region (due to the availability of geo-location of crash data, analysis was possible only on state highways). The crash frequency for each roadway segment does not account for traffic volume. Complete results from this analysis are shown in Appendix F and the following maps.

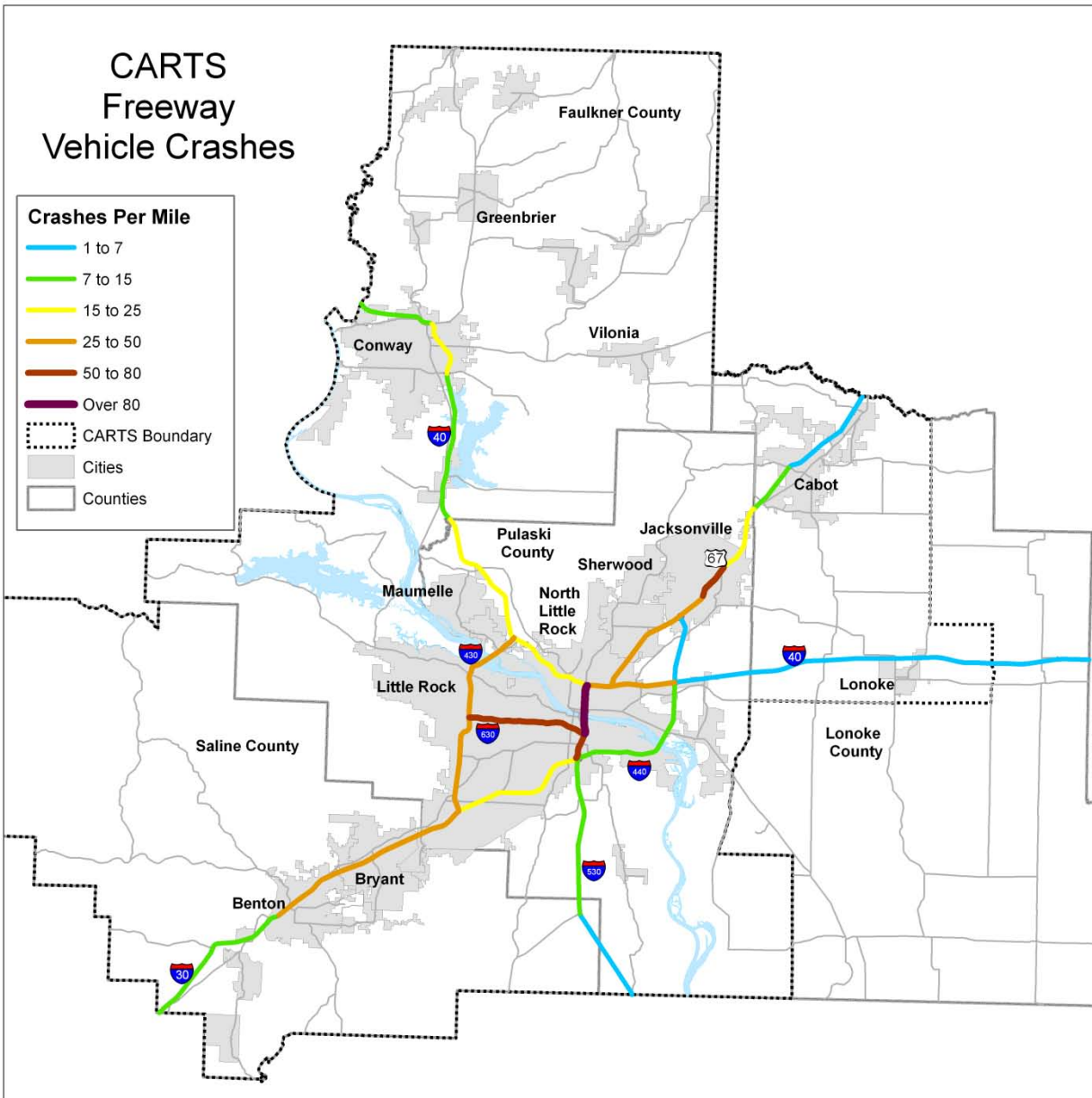


Figure 3: Freeway Crash Frequency

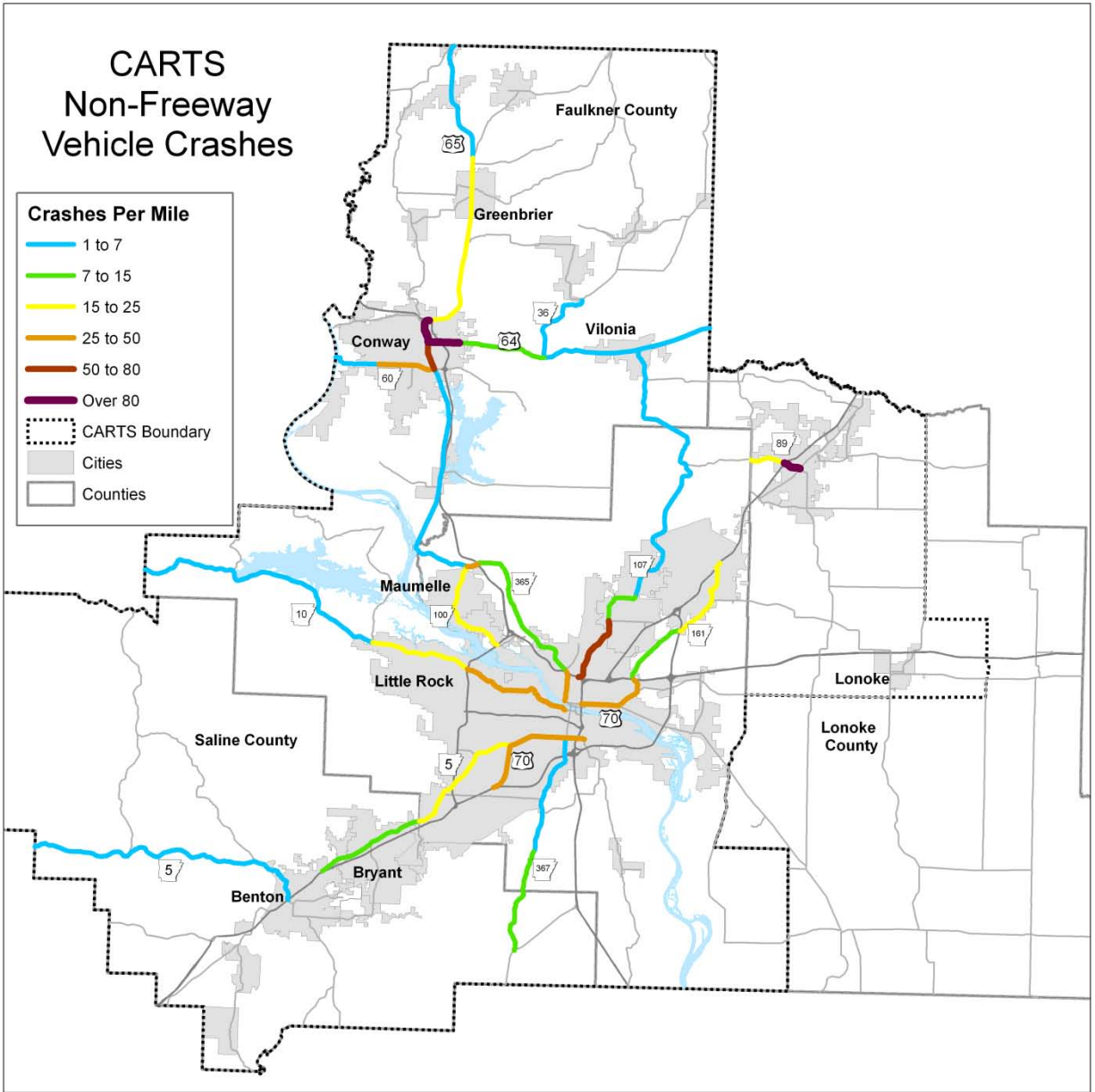


Figure 4: Arterials Crash Frequency

Appendix A: Complete Results

ID No.	LOC	ROUTE	FROM	TO	TM OF DAY	DIST miles	TIME mm.m m	AVG SP LIMIT	IDEAL min/ mi	ACTUAL min/mi	OPRTNG SPEED	DELAY min/mi	11 DEG. CONG	11 CONG. CAT.
a	LR	Cantrell (Hwy 10)	Hwy 300	State	7:30a	14.10	36.69	42.02	1.428	2.602	23.06	1.175	0.765	Serious
501	LR	Cantrell (Hwy 10)	Hwy 300	Taylor Loop (East)	7:30a	3.60	7.21	50.00	1.200	2.002	29.98	0.802	0.392	Moderate
502	LR	Cantrell (Hwy 10)	Taylor Loop (East)	Sam Peck	7:30a	1.30	5.49	45.00	1.333	4.222	14.21	2.889	2.479	Severe
2	LR	Cantrell (Hwy 10)	Sam Peck	Rodney Parham	7:30a	1.20	5.83	45.00	1.333	4.861	12.34	3.528	3.118	Severe
3	LR	Cantrell (Hwy 10)	Rodney Parham	I-430	7:30a	0.50	0.67	45.00	1.333	1.344	44.63	0.011	-0.399	Acceptable
4	LR	Cantrell (Hwy 10)	I-430	Reservoir	7:30a	0.90	1.82	40.00	1.500	2.025	29.63	0.525	0.115	Mild
5	LR	Cantrell (Hwy 10)	Reservoir	Mississippi	7:30a	1.30	3.85	35.00	1.714	2.962	20.26	1.247	0.837	Serious
6	LR	Cantrell (Hwy 10)	Mississippi	University	7:30a	1.00	3.51	35.00	1.714	3.506	17.12	1.791	1.381	Serious
503	LR	Cantrell (Hwy 10)	University	Kavanaugh	7:30a	0.60	1.84	40.00	1.500	3.065	19.58	1.565	1.155	Serious
504	LR	Cantrell (Hwy 10)	Kavanaugh	Cedar Hill	7:30a	1.50	2.72	40.00	1.500	1.811	33.13	0.311	-0.099	Borderline
8	LR	Cantrell (Hwy 10)	Cedar Hill	State	7:30a	2.20	3.76	35.00	1.714	1.710	35.10	-0.005	-0.415	None
b	LR	University (SB)	Cantrell	Markham	N	1.10	3.37	35.00	1.714	3.066	19.57	1.351	0.941	Serious
9	LR	University (SB)	Cantrell	H Street	N	0.60	1.57	35.00	1.714	2.611	22.98	0.897	0.487	Moderate
10	LR	University (SB)	H Street	Markham	N	0.50	1.81	35.00	1.714	3.611	16.62	1.897	1.487	Serious
c	CON	Harkrider (Hwy 65B)	Hwy 64/65 Split	Dave Ward Dr (Hwy 60)	8:00a	3.00	5.89	38.00	1.579	1.965	30.54	0.386	-0.024	Borderline
11	CON	Harkrider (Hwy 65B)	Hwy 64/65 Split	Fleming	8:00a	0.30	0.35	35.00	1.714	1.167	51.43	-0.548	-0.958	None
12	CON	Harkrider (Hwy 65B)	Fleming	Siebenmorgen	8:00a	0.50	1.12	35.00	1.714	2.233	26.87	0.519	0.109	Mild
13	CON	Harkrider (Hwy 65B)	Siebenmorgen	Oak St (Hwy 64)	8:00a	0.60	1.62	35.00	1.714	2.694	22.27	0.980	0.570	Serious
14	CON	Harkrider (Hwy 65B)	Oak St (Hwy 64)	Bruce	8:00a	0.70	1.23	35.00	1.714	1.754	34.21	0.040	-0.370	Acceptable
15	CON	Harkrider (Hwy 65B)	Bruce	Dave Ward Dr (Hwy 60)	8:00a	0.90	1.58	45.00	1.333	1.759	34.11	0.426	0.016	Mild
d	CON	Hwy 64/Hwy 65B	Hwy 25	I-40	7:15a	0.97	5.08	45.00	1.333	5.235	11.46	3.901	3.491	Severe
16	CON	Hwy 64	Hwy 25	Hwy 65B	7:15a	0.65	4.07	45.00	1.333	6.256	9.59	4.923	4.513	Extreme
17	CON	Hwy 65B	Hwy 64	I-40 (cont'd with I-40)	7:15a	0.32	1.01	45.00	1.333	3.160	18.99	1.826	1.416	Serious
e	CON	Hwy 65	Acklin Gap	I-40	7:15a	2.80	4.36	45.18	1.328	1.558	38.52	0.229	-0.181	Acceptable
18	CON	Hwy 65	Acklin Gap	Pickles Gap	7:15a	0.60	0.72	50.00	1.200	1.194	50.23	-0.006	-0.416	None
19	CON	Hwy 65	Pickles Gap	Lower Ridge Rd	7:15a	1.70	2.24	45.00	1.333	1.320	45.45	-0.013	-0.423	None
20	CON	Hwy 65	Lower Ridge Rd	I-40	7:15a	0.50	1.40	40.00	1.500	2.800	21.43	1.300	0.890	Serious
f	FC/PC	I-40	Hwy 65	I-30	AM	27.52	45.23	68.29	0.879	1.644	36.50	0.765	0.565	Serious
211	FC/PC	I-40	Hwy 65	Hwy 64	AM	1.30	1.58	70.00	0.857	1.214	49.44	0.357	0.157	Moderate
21	FC/PC	I-40	Hwy 64	Ind. Blvd (Hwy 60)	AM	1.70	1.68	70.00	0.857	0.987	60.79	0.130	-0.070	Borderline

Appendix A

22	FC/PC	I-40	Ind. Blvd (Hwy 60)	Hwy 89	AM	6.60	6.32	70.00	0.857	0.958	62.64	0.101	-0.099	Acceptable
23	FC/PC	I-40	Hwy 89	Hwy 365	AM	6.80	21.40	70.00	0.857	3.147	19.07	2.290	2.090	Severe
24	FC/PC	I-40	Hwy 365	I-430	AM	5.12	6.08	70.00	0.857	1.187	50.54	0.330	0.130	Moderate
25	FC/PC	I-40	I-430	Crystal Hill Rd	AM	0.70	0.66	65.00	0.923	0.944	63.53	0.021	-0.179	Acceptable
26	FC/PC	I-40	Crystal Hill Rd	Burns Park Exit	AM	1.87	2.04	65.00	0.923	1.093	54.88	0.170	-0.030	Borderline
27	FC/PC	I-40	Burns Park Exit	MacArthur	AM	1.97	1.54	60.00	1.000	0.781	76.81	-0.219	-0.419	None
28	FC/PC	I-40	MacArthur	Hwy 107/Main St	AM	0.84	0.87	60.00	1.000	1.038	57.78	0.038	-0.162	Acceptable
29	FC/PC	I-40	Hwy 107/Main St	I-30	AM	0.62	3.06	60.00	1.000	4.937	12.15	3.937	3.737	Extreme
g	CON	Hwy 64 E	E German Ln	Harkrider	N	2.10	6.21	37.86	1.585	2.958	20.29	1.373	0.963	Serious
30	CON	Hwy 64 E	E German Ln	I-40	N	1.20	3.35	40.00	1.500	2.792	21.49	1.292	0.882	Serious
31	CON	Hwy 64 E	I-40	Harkrider	N	0.90	2.86	35.00	1.714	3.179	18.87	1.465	1.055	Serious
h	LR/NLR	I-40/I-430	I-30	I-630	7:30a	13.35	20.16	63.05	0.952	1.510	39.74	0.558	0.358	Serious
33	LR/NLR	I-40	I-30	Hwy 107	7:30a	0.80	0.32	60.00	1.000	0.396	151.58	-0.604	-0.804	None
34	LR/NLR	I-40	Hwy 107	MacArthur	7:30a	0.90	0.85	60.00	1.000	0.944	63.53	-0.056	-0.256	None
35	LR/NLR	I-40	MacArthur	Burns Park Exit	7:30a	1.40	1.33	60.00	1.000	0.948	63.26	-0.052	-0.252	None
36	LR/NLR	I-40	Burns Park Exit	Crystal Hill Rd	7:30a	2.40	1.85	65.00	0.923	0.771	77.84	-0.152	-0.352	None
37	LR/NLR	I-40/I-430	Crystal Hill Rd	Maumelle Blvd	7:30a	2.10	3.84	60.00	1.000	1.831	32.77	0.831	0.631	Serious
38	LR/NLR	I-430	Maumelle Blvd	Cantrell	7:30a	2.60	3.14	65.00	0.923	1.209	49.61	0.286	0.086	Mild
39	LR/NLR	I-430	Cantrell	Rodney Parham	7:30a	1.40	2.32	65.00	0.923	1.655	36.26	0.732	0.532	Serious
40	LR/NLR	I-430	Rodney Parham	I-630	7:30a	1.75	6.51	65.00	0.923	3.717	16.14	2.794	2.594	Extreme
j	NLR	Hwy 365/MacArthur/Pike/W Broadway	Clinton Rd	Broadway Bridge	7:40a	9.80	23.55	35.71	1.680	2.403	24.97	0.723	0.313	Moderate
45	NLR	Hwy 365	Clinton Rd	Oak Grove Rd	7:40a	1.90	3.31	40.00	1.500	1.743	34.43	0.243	-0.167	Borderline
46	NLR	Hwy 365/MacArthur	Oak Grove Rd	Military	7:40a	3.80	4.83	35.00	1.714	1.272	47.17	-0.442	-0.852	None
47	NLR	Hwy 365/MacArthur	Military	I-40 Ramp (WB)	7:40a	1.60	4.40	35.00	1.714	2.750	21.82	1.036	0.626	Serious
48	NLR	Hwy 365/MacArthur	I-40 Ramp (WB)	Pershing	7:40a	0.50	1.96	35.00	1.714	3.911	15.34	2.197	1.787	Severe
49	NLR	Pike	Pershing	W Broadway	7:40a	1.50	2.73	35.00	1.714	1.822	32.93	0.108	-0.302	Acceptable
50	NLR	W Broadway	Pike	Broadway Bridge	7:40a	0.50	6.32	30.00	2.000	12.633	4.75	10.633	10.223	Extreme
k	NLR	Remount/CR/PM/18th	Maryland	18th & Main	7:40a	5.50	13.23	34.00	1.765	2.406	24.94	0.641	0.231	Moderate
51	NLR	Remount	Maryland	Kierre	7:40a	1.90	3.09	35.00	1.714	1.629	36.84	-0.086	-0.496	None
52	NLR	Remount/CR	Kierre	47th	7:40a	1.30	3.90	35.00	1.714	3.000	20.00	1.286	0.876	Serious
53	NLR	CR	47th	I-40 Ramp (EB)	7:40a	1.20	2.36	35.00	1.714	1.963	30.57	0.249	-0.161	Borderline
54	NLR	PM/18th	I-40 Ramp (EB)	18th & Main	7:40a	1.10	3.88	30.00	2.000	3.530	17.00	1.530	1.120	Serious
l	PC	US 67/167/I-40/I-30	Hwy 5	I-630	AM	20.31	26.66	63.59	0.944	1.312	45.72	0.369	0.169	Moderate

Appendix A

510	FC/PC	US 67/167	Hwy 5	Vandenburg	AM	5.13	5.62	70.00	0.857	1.096	54.75	0.239	0.039	Mild
56	PC	US 67/167	Vandenburg	W. Main (Jax)	AM	1.85	1.88	65.00	0.923	1.015	59.11	0.092	-0.108	Acceptable
57	PC	US 67/167	W. Main	I-440	AM	2.47	2.46	65.00	0.923	0.994	60.35	0.071	-0.129	Acceptable
509	PC	US 67/167	I-440	Kiehl	AM	1.64	1.54	60.00	1.000	0.938	63.94	-0.062	-0.262	None
58	PC	US 67/167	Brookwood	McCain	AM	3.79	3.96	60.00	1.000	1.045	57.41	0.045	-0.155	Acceptable
59	PC	US 67/167	McCain	I-40	AM	1.09	1.89	60.00	1.000	1.738	34.52	0.738	0.538	Serious
60	PC	I-40	US 67/167	I-30	AM	1.27	5.45	60.00	1.000	4.291	13.98	3.291	3.091	Extreme
61	PC	I-30	I-40	Broadway	AM	1.55	4.03	60.00	1.000	2.602	23.06	1.602	1.402	Severe
62	PC	I-30	Broadway	Hwy 10	AM	0.72	1.17	60.00	1.000	1.620	37.03	0.620	0.420	Serious
63	PC	I-30	Hwy 10	I-630	AM	0.80	1.34	60.00	1.000	1.681	35.70	0.681	0.481	Serious
m	PC	US 67/167/I-40/I-30	I-630	Hwy 5	PM	20.48	22.74	63.55	0.944	1.111	54.03	0.166	-0.034	Borderline
64	PC	I-30	I-630	Hwy 10	PM	0.97	2.18	60.00	1.000	2.251	26.66	1.251	1.051	Severe
65	PC	I-30	Hwy 10	Broadway	PM	0.72	1.18	60.00	1.000	1.636	36.68	0.636	0.436	Serious
66	PC	I-30	Broadway	I-40	PM	1.78	2.49	60.00	1.000	1.401	42.82	0.401	0.201	Moderate
67	PC	I-40	I-30	US 67/167	PM	0.97	0.73	60.00	1.000	0.756	79.36	-0.244	-0.444	None
68	PC	US 67/167	I-40	McCain	PM	1.20	1.31	60.00	1.000	1.093	54.92	0.093	-0.107	Acceptable
69	PC	US 67/167	McCain	Kiehl	PM	3.78	3.41	60.00	1.000	0.902	66.49	-0.098	-0.298	None
511	PC	US 67/167	Kiehl	I-440	PM	1.64	1.44	60.00	1.000	0.877	68.39	-0.123	-0.323	None
70	PC	US 67/167	I-440	W. Main	PM	2.48	2.73	65.00	0.923	1.100	54.55	0.177	-0.023	Borderline
71	PC	US 67/167	W. Main	Vandenburg	PM	1.81	2.01	65.00	0.923	1.108	54.15	0.185	-0.015	Borderline
512	PC/FC	US 67/167	Vandenburg	Hwy 5	PM	5.13	5.26	70.00	0.857	1.026	58.50	0.168	-0.032	Borderline
n	CAB	Hwy 321	Hwy 89	US 67/167 US 67/167	7:15a	3.90	7.92	55.00	1.091	2.031	29.54	0.940	0.530	Serious
o	CAB	Hwy 5	Hwy 89	US 67/167	7:15a	2.41	3.73	50.23	1.195	1.549	38.73	0.355	-0.055	Borderline
75	CAB	Hwy 5	Hwy 89	E Carmichael Rd	7:15a	1.26	1.25	55.00	1.091	0.992	60.48	-0.099	-0.509	None
76	CAB	Hwy 5	E Carmichael Rd	US 67/167	7:15a	1.15	2.48	45.00	1.333	2.159	27.79	0.826	0.416	Moderate
p	LR	W. 3rd St/W. Markham	Cumberland	Chenal	4:45p	8.50	25.09	34.59	1.735	2.952	20.32	1.218	0.808	Serious
77	LR	W. 3rd St	Cumberland	Chester	4:45p	0.70	3.73	30.00	2.000	5.325	11.27	3.325	2.915	Severe
78	LR	W. 3rd St/W. Markham	Chester	Kavanaugh	4:45p	1.50	2.65	30.00	2.000	1.767	33.96	-0.233	-0.643	None
79	LR	W. Markham	Kavanaugh	Fair Park	4:45p	1.40	4.53	35.00	1.714	3.234	18.55	1.520	1.110	Serious
80	LR	W. Markham	Fair Park	University	4:45p	0.70	1.90	35.00	1.714	2.714	22.11	1.000	0.590	Serious
81	LR	W. Markham	University	Rodney Parham	4:45p	1.50	4.18	40.00	1.500	2.785	21.54	1.285	0.875	Serious
82	LR	W. Markham	Rodney Parham	Shackleford	4:45p	1.50	4.92	35.00	1.714	3.278	18.31	1.563	1.153	Serious
83	LR	W. Markham	Shackleford	Bowman	4:45p	0.80	1.88	35.00	1.714	2.347	25.56	0.633	0.223	Moderate
84	LR	W. Markham	Bowman	Chenal	4:45p	0.40	1.32	35.00	1.714	3.292	18.23	1.577	1.167	Serious

Appendix A

q	LR	W. 3rd St/W. Markham	Chenal	Cumberland	7:40a	8.50	23.03	34.59	1.735	2.710	22.14	0.975	0.565	Serious
85	LR	W. 3rd St	Chenal	Bowman	7:40a	0.40	0.76	35.00	1.714	1.889	31.76	0.175	-0.235	Acceptable
86	LR	W. 3rd St/W. Markham	Bowman	Shackleford	7:40a	0.80	1.90	35.00	1.714	2.375	25.26	0.661	0.251	Moderate
87	LR	W. Markham	Shackleford	Rodney Parham	7:40a	1.50	5.39	35.00	1.714	3.593	16.70	1.878	1.468	Serious
88	LR	W. Markham	Rodney Parham	University	7:40a	1.50	4.18	40.00	1.500	2.785	21.54	1.285	0.875	Serious
89	LR	W. Markham	University	Fair Park	7:40a	0.70	1.76	35.00	1.714	2.516	23.85	0.802	0.392	Moderate
90	LR	W. Markham	Fair Park	Kavanaugh	7:40a	1.40	3.11	35.00	1.714	2.218	27.05	0.504	0.094	Mild
91	LR	W. Markham	Kavanaugh	Chester	7:40a	1.50	2.84	30.00	2.000	1.893	31.70	-0.107	-0.517	None
92	LR	W. Markham	Chester	Cumberland	7:40a	0.70	3.11	30.00	2.000	4.437	13.52	2.437	2.027	Severe
r	LR	Baseline	Hwy 367	I-30 Frontage Rd	5:00p	4.20	10.51	35.00	1.714	2.503	23.97	0.788	0.378	Moderate
93	LR	Baseline	Hwy 367	Scott Hamilton	5:00p	0.70	1.64	35.00	1.714	2.341	25.63	0.627	0.217	Moderate
94	LR	Baseline	Scott Hamilton	Geyer Springs	5:00p	1.50	3.13	35.00	1.714	2.089	28.72	0.375	-0.035	Borderline
95	LR	Baseline	Geyer Springs	Chicot	5:00p	1.00	1.79	35.00	1.714	1.794	33.44	0.080	-0.330	Acceptable
96	LR	Baseline	Chicot	I-30 Frontage Rd	5:00p	1.00	3.94	35.00	1.714	3.944	15.21	2.230	1.820	Severe
s	LR	Baseline	Hwy 5	I-30 Frontage Rd	7:40a	2.11	3.76	35.00	1.714	1.781	33.69	0.067	-0.343	Acceptable
97	LR	Baseline	Hwy 5	I-430	7:40a	0.66	0.94	35.00	1.714	1.427	42.05	-0.288	-0.698	None
98	LR	Baseline	I-430	I-30 Frontage Rd	7:40a	1.45	2.82	35.00	1.714	1.943	30.89	0.228	-0.182	Acceptable
t	LR	I-430 (NB)	Hwy 300	I-630	7:30a	2.90	9.86	65.00	0.923	3.400	17.65	2.477	2.277	Extreme
99	LR	I-430 (NB)	Hwy 300	Shackleford Rd	7:30a	1.80	6.40	65.00	0.923	3.556	16.88	2.632	2.432	Extreme
100	LR	I-430 (NB)	Shackleford Rd	I-630	7:30a	1.10	3.46	65.00	0.923	3.146	19.07	2.223	2.023	Severe
u	LR	I-430 (SB)/I-30 (SB)	Hwy 300	Alcoa Rd.	5:15p	12.80	7.05	67.27	0.892	0.551	108.94	-0.341	-0.541	None
101	LR	I-430 (SB)	Hwy 300	Hwy 5	5:15p	2.30	2.42	65.00	0.923	1.053	56.97	0.130	-0.070	Borderline
102	LR	I-430 (SB)	Hwy 5	I-30	5:15p	1.40	4.63	65.00	0.923	3.306	18.15	2.382	2.182	Severe
524	LR/PC	I-30 (SB)	I-430	Hwy 111	5:15p	3.30	3.22	65.00	0.923	0.975	61.55	0.052	-0.148	Acceptable
525	FC	I-30 (SB)	Hwy 111	Hwy 183	5:15p	3.60	3.36	70.00	0.857	0.934	64.26	0.076	-0.124	Acceptable
526	FC	I-30 (SB)	Hwy 183	Springhill	5:15p	1.10	1.22	70.00	0.857	1.106	54.25	0.249	0.049	Mild
527	FC	I-30 (SB)	Springhill	Alcoa Rd.	5:15p	1.10	0.83	70.00	0.857	0.753	79.73	-0.105	-0.305	None
w	LR	Chicot/University (NB)	Mabelvale Cutoff	Markham	7:40a	7.10	18.06	38.94	1.541	2.544	23.59	1.003	0.593	Serious
108	LR	Chicot	Mabelvale Cutoff	I-30 S Frontage Rd	7:40a	1.70	3.40	45.00	1.333	2.000	30.00	0.667	0.257	Moderate
109	LR	University (NB)	I-30 S Frontage Rd	W 65th St	7:40a	1.10	3.92	45.00	1.333	3.561	16.85	2.227	1.817	Severe
110	LR	University (NB)	W 65th St	Asher	7:40a	1.90	4.58	35.00	1.714	2.412	24.87	0.698	0.288	Moderate
111	LR	University (NB)	Asher	I-630	7:40a	1.90	5.04	35.00	1.714	2.655	22.60	0.941	0.531	Serious

Appendix A

112	LR	University (NB)	I-630	Markham	7:40a	0.50	1.12	35.00	1.714	2.233	26.87	0.519	0.109	Mild
x	SC/PC	I-30	US 67	I-630	7:15a	25.50	30.06	67.06	0.895	1.179	50.90	0.284	0.084	Mild
113	SC/PC	I-30	US 67	Hwy 35	7:15a	2.80	2.96	70.00	0.857	1.056	56.84	0.198	-0.002	Borderline
114	SC/PC	I-30	Hwy 35	Alcoa	7:15a	3.90	3.22	70.00	0.857	0.825	72.75	-0.032	-0.232	None
115	SC/PC	I-30	Alcoa	Hwy 183	7:15a	2.30	2.04	70.00	0.857	0.886	67.68	0.029	-0.171	Acceptable
116	SC/PC	I-30	Hwy 183	Hwy 111	7:15a	3.40	5.49	70.00	0.857	1.614	37.17	0.757	0.557	Serious
117	SC/PC	I-30	Hwy 111	I-430	7:15a	2.90	3.17	65.00	0.923	1.092	54.95	0.169	-0.031	Borderline
118	SC/PC	I-30	I-430	Baseline	7:15a	1.41	1.18	65.00	0.923	0.839	71.49	-0.084	-0.284	None
119	SC/PC	I-30	Baseline	University	7:15a	1.63	1.42	65.00	0.923	0.869	69.04	-0.054	-0.254	None
120	SC/PC	I-30	University	65th St	7:15a	3.06	3.23	65.00	0.923	1.055	56.88	0.132	-0.068	Borderline
121	SC/PC	I-30	65th St	I-440	7:15a	2.20	4.36	65.00	0.923	1.980	30.31	1.057	0.857	Severe
122	SC/PC	I-30	I-440	I-630	7:15a	1.90	3.01	60.00	1.000	1.585	37.86	0.585	0.385	Serious
123	LR	Bowman	Markham	Chenal Pkwy Chenal Pkwy	Noon	0.30 0.30	2.09	30.00	2.000	6.981	8.59	4.981	4.571	Extreme
y	LR	Bowman	Hwy 300	Chenal Pkwy	7:30a	2.80	7.32	35.00	1.714	2.615	22.94	0.901	0.491	Moderate
124	LR	Bowman	Hwy 300	Kanis	7:30a	2.40	6.01	35.00	1.714	2.502	23.98	0.788	0.378	Moderate
125	LR	Bowman	Kanis	Chenal Pkwy	7:30a	0.40	1.32	35.00	1.714	3.292	18.23	1.577	1.167	Serious
z	LR	Col Glenn (Hwy 300)	Bowman	Asher	7:45a	1.80	5.26	35.00	1.714	2.923	20.53	1.209	0.799	Serious
126	LR	Col Glenn (Hwy 300)	Bowman	I-430	7:45a	0.40	0.89	35.00	1.714	2.236	26.83	0.522	0.112	Mild
127	LR	Col Glenn (Hwy 300)	I-430	Asher	7:45a	1.40	4.37	35.00	1.714	3.119	19.24	1.405	0.995	Serious
aa	BEN	Hwy 35/Carpenter	Hwy 183	I-30	7:25a	2.52	6.03	30.00	2.000	2.392	25.08	0.392	-0.018	Borderline
129	BEN	Hwy 35/Carpenter	Hwy 183	Military	7:25a	1.72	4.22	30.00	2.000	2.452	24.47	0.452	0.042	Mild
130	BEN	Hwy 35/Carpenter	Military	I-30	7:25a	0.80	1.81	30.00	2.000	2.264	26.50	0.264	-0.146	Borderline
ab	SC/PC	Hwy 5/Asher/Wright/17th	I-30	Chester	7:30a	18.61	25.95	42.50	1.412	1.394	43.03	-0.017	-0.427	None
131	SC/PC	Hwy 5	I-30	Alcoa	7:30a	1.41	3.04	45.00	1.333	2.155	27.84	0.822	0.412	Moderate
132	SC/PC	Hwy 5	Alcoa	Springhill	7:30a	1.10	1.75	45.00	1.333	1.591	37.71	0.258	-0.152	Borderline
133	SC/PC	Hwy 5	Springhill	Hwy 183	7:30a	1.10	3.69	45.00	1.333	3.359	17.86	2.025	1.615	Severe
134	SC/PC	Hwy 5	Hwy 183	Hwy 111	7:30a	3.60	5.02	45.00	1.333	1.395	43.01	0.062	-0.348	Acceptable
135	SC/PC	Hwy 5	Hwy 111	Baseline	7:30a	2.40	4.93	45.00	1.333	2.053	29.22	0.720	0.310	Moderate
136	SC/PC	Hwy 5	Baseline	I-430	7:30a	0.90	2.03	45.00	1.333	2.253	26.63	0.920	0.510	Serious
137	SC/PC	Hwy 5	I-430	Hwy 300	7:30a	2.70	4.39	45.00	1.333	1.626	36.91	0.292	-0.118	Borderline
138	SC/PC	Hwy 5/Asher	Hwy 300	University	7:30a	1.80	6.15	45.00	1.333	3.417	17.56	2.083	1.673	Severe

Appendix A

139	SC/PC	Asher	University	Roosevelt	7:30a	1.50	2.64	35.00	1.714	1.759	34.11	0.045	-0.365	Acceptable
140	SC/PC	Asher	Roosevelt	Battery	7:30a	1.50	3.07	30.00	2.000	2.048	29.29	0.048	-0.362	Acceptable
141	SC/PC	Wright/17th	Battery	Chester	7:30a	0.60	1.41	30.00	2.000	2.343	25.61	0.343	-0.067	Borderline
ac	LR	Kanis/Chenal/FC Pkwy/I-630	Denny Rd	I-30	7:20a	12.40	24.07	52.70	1.138	1.941	30.91	0.803	0.393	Moderate
142	LR	Kanis	Denny Rd	Chenal	7:20a	1.10	1.85	45.00	1.333	1.682	35.68	0.348	-0.062	Borderline
143	LR	Chenal	Kanis	Markham	7:20a	2.40	5.36	40.00	1.500	2.234	26.86	0.734	0.324	Moderate
144	LR	Chenal	Markham	Bowman	7:20a	0.50	2.15	40.00	1.500	4.300	13.95	2.800	2.390	Severe
145	LR	Chenal/FC Pkwy	Bowman	Shackleford	7:20a	0.80	2.92	40.00	1.500	3.653	16.43	2.153	1.743	Severe
146	LR	I-630	Shackleford	Barrow	7:20a	1.30	3.51	60.00	1.000	2.701	22.22	1.701	1.501	Severe
147	LR	I-630	Barrow	Fair Park	7:20a	2.20	3.81	60.00	1.000	1.732	34.64	0.732	0.532	Serious
148	LR	I-630	Fair Park	Woodrow	7:20a	1.60	1.87	60.00	1.000	1.167	51.43	0.167	-0.033	Borderline
149	LR	I-630	Woodrow	Chester	7:20a	1.30	1.37	60.00	1.000	1.051	57.07	0.051	-0.149	Acceptable
150	LR	I-630	Chester	I-30	7:20a	1.20	1.23	60.00	1.000	1.028	58.38	0.028	-0.172	Acceptable
ad	BEN	Congo/Lincoln Rd	Longhills Rd	EB I-30 Frontage Rd	7:30a	1.30	2.67	35.00	1.714	2.056	29.19	0.341	-0.069	Borderline
152	BEN	Congo	Longhills Rd	Thomas Rd	7:30a	0.70	1.16	35.00	1.714	1.659	36.17	-0.056	-0.466	None
153	BEN	Congo/Lincoln Rd	Thomas Rd	EB I-30 Frontage Rd	7:30a	0.60	1.51	35.00	1.714	2.519	23.82	0.804	0.394	Moderate
ae	BEN	Hwy 5/Hwy 35	Salt Creek	I-30	7:20a	1.28	2.75	43.52	1.379	2.148	27.93	0.770	0.360	Moderate
154	BEN	Hwy 5/Hwy 35	Salt Creek	Hwy 5	7:20a	0.90	1.66	45.00	1.333	1.846	32.51	0.512	0.102	Mild
155	BEN	Hwy 5/Hwy 35	Hwy 35	I-30	7:20a	0.38	1.09	40.00	1.500	2.865	20.94	1.365	0.955	Serious
af	MAU	Maumelle Blvd/Hwy 365	Millwood Circle	I-40	7:30a	2.80	7.68	50.00	1.200	2.742	21.88	1.542	1.132	Serious
157	MAU	Maumelle Blvd	Millwood Circle	Hwy 365	7:30a	1.90	3.32	50.00	1.200	1.749	34.31	0.549	0.139	Mild
158	MAU	Hwy 365	Maumelle Blvd	I-40	7:30a	0.90	4.36	50.00	1.200	4.840	12.40	3.640	3.230	Severe
ag	MAU	Maumelle Blvd	Millwood Circle	I-430	7:30a	5.10	31.90	50.00	1.200	6.255	9.59	5.055	4.645	Extreme
159	MAU	Maumelle Blvd	Millwood Circle	Crystal Hill Rd (W)	7:30a	2.40	9.75	50.00	1.200	4.063	14.77	2.863	2.453	Severe
505	MAU	Maumelle Blvd	Crystal Hill Rd (W)	Counts Massie	7:30a	0.50	9.33	50.00	1.200	18.656	3.22	17.456	17.046	Extreme
506	MAU	Maumelle Blvd	Counts Massie	I-430	7:30a	2.20	12.82	50.00	1.200	5.828	10.29	4.628	4.218	Severe
ai	LR	Broadway/Arch St. Pike	Capitol	Pratt Rd	5:00p	9.70	16.71	38.61	1.554	1.723	34.83	0.169	-0.241	Acceptable
165	LR	Broadway	Capitol	I-630	5:00p	0.50	1.57	35.00	1.714	3.144	19.08	1.430	1.020	Serious
166	LR	Broadway	I-630	Roosevelt	5:00p	1.10	2.24	35.00	1.714	2.035	29.48	0.321	-0.089	Borderline
167	LR	Arch St. Pike	Roosevelt	Baseline	5:00p	4.60	4.93	35.00	1.714	1.072	55.95	-0.642	-1.052	None
168	LR	Arch St. Pike	Baseline	Pratt Rd	5:00p	3.50	7.97	45.00	1.333	2.276	26.36	0.943	0.533	Serious

Appendix A

aj	PC	I-530/I-30	Pratt	I-630	7:35a	7.60	11.75	68.55	0.875	1.546	38.81	0.671	0.471	Serious
169	PC	I-530/I-30	Pratt	Dixon	7:35a	3.60	3.68	70.00	0.857	1.023	58.64	0.166	-0.034	Borderline
170	PC	I-530/I-30	Dixon	I-440	7:35a	2.90	5.03	70.00	0.857	1.736	34.57	0.878	0.678	Serious
171	PC	I-530/I-30	I-440	I-630	7:35a	1.10	3.03	60.00	1.000	2.758	21.76	1.758	1.558	Severe
ak	LR	I-630/I-430	I-30	I-40	4:45p	13.93	18.01	62.30	0.963	1.293	46.42	0.330	0.130	Moderate
172	LR	I-630	I-30	Chester	4:45p	1.12	1.26	60.00	1.000	1.126	53.29	0.126	-0.074	Borderline
173	LR	I-630	Chester	Woodrow	4:45p	1.35	1.67	60.00	1.000	1.235	48.60	0.235	0.035	Mild
174	LR	I-630	Woodrow	Fair Park	4:45p	1.65	2.16	60.00	1.000	1.310	45.81	0.310	0.110	Moderate
175	LR	I-630	Fair Park	Barrow	4:45p	2.16	2.59	60.00	1.000	1.199	50.06	0.199	-0.001	Borderline
176	LR	I-630	Barrow	I-430	4:45p	1.24	1.53	60.00	1.000	1.237	48.52	0.237	0.037	Mild
177	LR	I-430	I-630	Rodney Parham	4:45p	1.11	1.14	65.00	0.923	1.026	58.48	0.103	-0.097	Acceptable
178	LR	I-430	Rodney Parham	Cantrell (Hwy 10)	4:45p	1.36	1.29	65.00	0.923	0.948	63.31	0.025	-0.175	Acceptable
179	LR	I-430	Cantrell (Hwy 10)	I-40	4:45p	3.94	6.37	65.00	0.923	1.616	37.13	0.693	0.493	Serious
al	LR	Chester	Cantrell	Roosevelt	5:00p	1.80	4.24	30.00	2.000	2.355	25.48	0.355	-0.055	Borderline
180	LR	Chester	Cantrell	I-630	5:00p	0.60	1.67	30.00	2.000	2.778	21.60	0.778	0.368	Moderate
181	LR	Chester	I-630	Roosevelt	5:00p	1.20	2.57	30.00	2.000	2.144	27.99	0.144	-0.266	Acceptable
am	LR	Roosevelt	Asher	Hwy 365	7:45a	3.40	5.65	37.50	1.600	1.662	36.11	0.062	-0.348	Acceptable
182	LR	Roosevelt	Asher	MLK Jr Dr	7:45a	1.70	2.08	40.00	1.500	1.222	49.09	-0.278	-0.688	None
183	LR	Roosevelt	MLK Jr Dr	Broadway	7:45a	0.60	1.18	35.00	1.714	1.972	30.42	0.258	-0.152	Borderline
184	LR	Roosevelt	Broadway	I-30	7:45a	0.70	1.18	35.00	1.714	1.690	35.49	-0.024	-0.434	None
185	LR	Roosevelt	I-30	Hwy 365	7:45a	0.40	1.21	35.00	1.714	3.014	19.91	1.300	0.890	Serious
an	PC/NLR	Hwy 107/Main St	Jacksonville-Cato	3rd St (LR)	7:30a	11.69	30.89	36.93	1.625	2.642	22.71	1.018	0.608	Serious
186	PC/NLR	Hwy 107	Jacksonville-Cato	Jacksonville-Cutoff	7:30a	0.40	0.99	30.00	2.000	2.472	24.27	0.472	0.062	Mild
187	PC/NLR	Hwy 107	Jacksonville-Cutoff	Brockington	7:30a	1.20	1.57	55.00	1.091	1.306	45.96	0.215	-0.195	Acceptable
188	PC/NLR	Hwy 107	Brockington	Kiehl	7:30a	3.00	8.17	40.00	1.500	2.722	22.04	1.222	0.812	Serious
189	PC/NLR	Hwy 107	Kiehl	N. Hills	7:30a	0.90	2.74	37.50	1.600	3.043	19.72	1.443	1.033	Serious
190	PC/NLR	Hwy 107	N. Hills	McCain	7:30a	1.90	4.31	37.50	1.600	2.269	26.44	0.669	0.259	Moderate
191	PC/NLR	Hwy 107	McCain	I-40	7:30a	1.70	4.88	30.00	2.000	2.873	20.89	0.873	0.463	Moderate
192	PC/NLR	Main St	I-40	7th St.	7:30a	1.50	3.85	30.00	2.000	2.567	23.38	0.567	0.157	Mild
193	PC/NLR	Main St	7th St.	W. Broadway	7:30a	0.30	1.10	30.00	2.000	3.667	16.36	1.667	1.257	Serious
194	PC/NLR	W Broadway/Main St Bridge	W. Broadway	3rd St.	7:30a	0.79	3.28	30.00	2.000	4.156	14.44	2.156	1.746	Severe
ao	JAX/NLR	1st St/Hwy 161/Hwy 70/E Broadway	US 67/167	Broadway Bridge	7:35a	15.65	28.58	37.43	1.603	1.826	32.86	0.223	-0.187	Acceptable
195	JAX/NLR	1st St	1st Street	Main Street	7:35a	1.54	2.56	38.00	1.579	1.663	36.08	0.084	-0.326	Acceptable

Appendix A

196	JAX/NLR	1st St	Main Street	Trickey Lane	7:35a	1.17	2.72	38.00	1.579	2.322	25.84	0.743	0.333	Moderate
197	JAX/NLR	1st St/Hwy 161	Trickey Lane	Hwy 440	7:35a	2.88	4.42	38.00	1.579	1.534	39.12	-0.045	-0.455	None
223	JAX/NLR	Hwy 161	Hwy 440	Trammel Rd	7:35a	1.62	2.44	40.00	1.500	1.509	39.76	0.009	-0.401	Acceptable
198	JAX/NLR	Hwy 161	Trammel Rd	Fairfax Drive	7:35a	2.17	3.07	40.00	1.500	1.413	42.46	-0.087	-0.497	None
99	JAX/NLR	Hwy 161	Fairfax Drive	I-40	7:35a	0.70	1.36	35.00	1.714	1.937	30.98	0.222	-0.188	Acceptable
200	JAX/NLR	Hwy 161	I-40	Prothro Jct	7:35a	0.92	2.58	35.00	1.714	2.802	21.41	1.088	0.678	Serious
201	JAX/NLR	Hwy 70	Prothro Jct	Hwy 165	7:35a	1.48	3.22	35.00	1.714	2.177	27.56	0.463	0.053	Mild
202	JAX/NLR	E Broadway	Hwy 165	I-30	7:35a	2.38	4.62	35.00	1.714	1.942	30.89	0.228	-0.182	Acceptable
203	JAX/NLR	E Broadway	I-30	Broadway Bridge	7:35a	0.79	1.59	38.00	1.579	2.018	29.73	0.439	0.029	Mild
ap	JAX	Main St	1st St	US 67/167	7:30a	1.03	3.50	25.00	2.400	3.398	17.66	0.998	0.588	Serious
204	JAX	Main St	1st St	James St	7:30a	0.48	1.58	25.00	2.400	3.299	18.19	0.899	0.489	Moderate
205	JAX	Main St	James St	US 67/167	7:30a	0.55	1.92	25.00	2.400	3.485	17.22	1.085	0.675	Serious
aq	SHW	Brockington/Brookswood	Hwy 107	US 67/167	7:30a	2.30	11.24	43.26	1.387	4.886	12.28	3.500	3.090	Severe
206	SHW	Brockington	Hwy 107	Kiehl Ave	7:30a	1.90	9.60	45.00	1.333	5.053	11.88	3.719	3.309	Severe
207	SHW	Brookswood	Kiehl Ave	US 67/167	7:30a	0.40	1.64	35.00	1.714	4.097	14.64	2.383	1.973	Severe
ar	BRY	Hwy 183	Hwy 5	S. 4th St	4:50p	2.26	6.69	40.00	1.500	2.960	20.27	1.460	1.050	Serious
213	BRY	Hwy 183	Hwy 5	I-30	4:50p	0.41	1.23	40.00	1.500	3.008	19.95	1.508	1.098	Serious
214	BRY	Hwy 183	I-30	S.4th St	4:50p	1.85	5.46	40.00	1.500	2.949	20.35	1.449	1.039	Serious
as	CON	Dave Ward Drive (Hwy 60)	I-40	Hogan	5:00p	4.27	9.79	47.06	1.275	2.294	26.16	1.019	0.609	Serious
216	CON	Dave Ward Drive (Hwy 60)	I-40	German	5:00p	1.37	3.14	45.00	1.333	2.295	26.14	0.962	0.552	Serious
217	CON	Dave Ward Drive (Hwy 60)	German	Donaghey	5:00p	0.76	2.38	45.00	1.333	3.136	19.13	1.803	1.393	Serious
218	CON	Dave Ward Drive (Hwy 60)	Donaghey	Salem	5:00p	1.01	1.96	45.00	1.333	1.942	30.90	0.608	0.198	Mild
219	CON	Dave Ward Drive (Hwy 60)	Salem	Country Club	5:00p	0.50	0.82	50.00	1.200	1.633	36.73	0.433	0.023	Mild
220	CON	Dave Ward Drive (Hwy 60)	Country Club	Hogan	5:00p	0.63	1.49	55.00	1.091	2.363	25.39	1.272	0.862	Serious
at	PC	Hwy 440	I-40	US 67/167	5:00p	4.72	4.21	70.00	0.857	0.891	67.34	0.034	-0.376	None
221	PC	Hwy 440	I-40	Hwy 161	5:00p	3.08	2.73	70.00	0.857	0.887	67.61	0.030	-0.380	None
222	PC	Hwy 440	Hwy 161	US 67/167	5:00p	1.64	1.47	70.00	0.857	0.898	66.84	0.041	-0.369	None
au	LR	University (Hwy 70B)	Markham	65th	5:00p	4.24	12.36	39.39	1.523	2.915	20.58	1.392	0.982	Serious
507	LR	University	Markham	Asher	5:00p	2.38	8.38	35.00	1.714	3.520	17.05	1.806	1.396	Serious
508	LR	University (Hwy 70B)	Asher	65th	5:00p	1.86	3.98	45.00	1.333	2.142	28.02	0.808	0.398	Moderate
av	LR	Kanis/12th Street	Bowman	Fair Park	7:30a	4.25	10.36	38.58	1.555	2.438	24.61	0.883	0.473	Moderate

Appendix A

514	LR	Kanis	Bowman	Shackleford	7:30a	0.76	1.91	40.00	1.500	2.515	23.86	1.015	0.605	Serious
515	LR	Kanis	Shackleford	Barrow	7:30a	1.29	3.25	40.00	1.500	2.519	23.82	1.019	0.609	Serious
516	LR	Kanis	Barrow	Rodney Parham	7:30a	0.99	2.02	40.00	1.500	2.037	29.45	0.537	0.127	Mild
517	LR	12th Street	Rodney Parham	University	7:30a	0.81	2.22	35.00	1.714	2.737	21.92	1.022	0.612	Serious
518	LR	12th Street	University	Fair Park	7:30a	0.40	0.97	35.00	1.714	2.417	24.83	0.702	0.292	Moderate
aw														
519	LR	I-630/FC Pkwy/Chenal	Barrow	Markham	PM	2.56	5.54	45.94	1.306	2.166	27.70	0.860	0.450	Moderate
520	LR	I-630	Barrow	I-430 N Ramp	PM	0.76	1.07	60.00	1.000	1.411	42.53	0.411	0.211	Moderate
521	LR	I-630	I-430 N Ramp	Shackleford	PM	0.46	1.57	40.00	1.500	3.418	17.55	1.918	1.718	Severe
522	LR	FC Pkwy	Shackleford	Bowman	PM	0.82	1.95	40.00	1.500	2.378	25.23	0.878	0.468	Moderate
523	LR	Chenal	Bowman	Markham	PM	0.52	0.95	40.00	1.500	1.827	32.84	0.327	-0.083	Borderline
ax	BEN	Military Rd	East St	I-30	7:15a	2.32	5.84	35.00	1.714	2.519	23.82	0.805	0.395	Moderate
156	BEN	Military Rd	East St	Congo	7:15a	1.10	3.45	35.00	1.714	3.136	19.13	1.422	1.012	Serious
212	BEN	Military Rd	Congo	I-30	7:15a	1.22	2.39	35.00	1.714	1.963	30.57	0.248	-0.162	Borderline
ay	LR	I-440	Hwy 165	I-30	AM	6.77	7.31	45.41	1.321	1.080	55.56	-0.241	-0.651	None
528	LR	I-440	Hwy 165	Fourche Dam Pike	AM	1.83	1.63	60.00	1.000	0.893	67.22	-0.107	-0.307	None
529	LR	I-440	Fourche Dam Pike	Bankhead Dr.	AM	2.06	2.33	40.00	1.500	1.133	52.97	-0.367	-0.567	None
530	LR	I-440	Bankhead Dr.	Springer Blvd.	AM	1.83	1.71	40.00	1.500	0.932	64.38	-0.568	-0.978	None
531	LR	I-440	Springer Blvd.	I-30	AM	1.05	1.64	40.00	1.500	1.561	38.44	0.061	-0.349	Acceptable
az	PC/NLR	Hwy 107	3rd St.	Jacksonville-Cato	PM	11.69	24.90	34.23	1.753	2.130	28.17	0.377	-0.033	Borderline
532	PC/NLR	W Broadway/Main St Bridge	3rd St.	W. Broadway	PM	0.79	2.29	30.00	2.000	2.897	20.71	0.897	0.487	Moderate
533	PC/NLR	Main St	W. Broadway	7th St.	PM	0.30	2.05	55.00	1.091	6.833	8.78	5.742	5.332	Extreme
534	PC/NLR	Main St	7th St.	I-40	PM	1.50	2.99	40.00	1.500	1.993	30.11	0.493	0.083	Mild
535	PC/NLR	Hwy 107	I-40	McCain	PM	1.70	3.73	37.50	1.600	2.196	27.32	0.596	0.186	Mild
536	PC/NLR	Hwy 107	McCain	N. Hills	PM	1.90	4.61	37.50	1.600	2.424	24.75	0.824	0.414	Moderate
537	PC/NLR	Hwy 107	N. Hills	Kiehl	PM	0.90	3.49	30.00	2.000	3.883	15.45	1.883	1.473	Serious
538	PC/NLR	Hwy 107	Kiehl	Brockington	PM	3.00	4.09	30.00	2.000	1.363	44.02	-0.637	-1.047	None
539	PC/NLR	Hwy 107	Brockington	Jacksonville-Cutoff	PM	1.20	1.19	30.00	2.000	0.991	60.56	-1.009	-1.419	None
540	PC/NLR	Hwy 107	Jacksonville-Cutoff	Jacksonville-Cato	PM	0.40	0.46	30.00	2.000	1.153	52.05	-0.847	-1.257	None
ba	MAU	Maumelle Blvd	I-430	Hwy 365	5:00 PM	7.00	13.02	48.03	1.249	1.860	32.27	0.610	0.200	Mild
541	MAU	Maumelle Blvd	I-430	Counts Massie	5:00 PM	2.20	4.83	30.00	2.000	2.194	27.34	0.194	-0.216	Acceptable
542	MAU	Maumelle Blvd	Counts Massie	Crystal Hill Rd (W)	5:00 PM	0.50	1.15	55.00	1.091	2.300	26.09	1.209	0.799	Serious
543	MAU	Maumelle Blvd	Crystal Hill Rd (W)	Millwood Circle	5:00 PM	2.40	3.83	56.00	1.071	1.597	37.57	0.526	0.116	Mild

Appendix A

544	MAU	Maumelle Blvd	Millwood Circle	Hwy 365	5:00 PM	1.90	3.21	57.00	1.053	1.687	35.56	0.635	0.225	Moderate
bc	SC	Hwy 5	Reynolds	Springhill	3:00 PM	1.12	2.37	30.53	1.965	2.118	28.33	0.153	-0.257	Acceptable
545	SC	Hwy 5	Reynolds	Prickett	3:00 PM	0.53	1.05	30.00	2.000	1.997	30.04	-0.003	-0.413	None
546	SC	Hwy 5	Prickett	Springhill	3:00 PM	0.59	1.32	31.00	1.935	2.224	26.97	0.289	-0.121	Borderline
be	PC	Hwy 5	I-30	Hot Springs Village	N	18.25	22.36	32.93	1.822	1.225	48.98	-0.597	-1.007	None
549	PC	Hwy 5	I-30	Salt Creek Rd.	N	1.16	1.99	30.00	2.000	1.719	34.90	-0.281	-0.691	None
550	PC	Hwy 5	Salt Creek Rd.	Mulberry-Salem Rd	N	1.94	2.83	31.00	1.935	1.460	41.08	-0.475	-0.885	None
551	PC	Hwy 5	Mulberry-Salem Rd	Hwy 298	N	0.66	0.67	32.00	1.875	1.010	59.40	-0.865	-1.275	None
552	PC	Hwy 5	Hwy 298	Hwy 9	N	8.99	10.30	33.00	1.818	1.146	52.37	-0.672	-1.082	None
553	PC	Hwy 5	Hwy 9	Tillery Rd.	N	4.33	4.96	34.00	1.765	1.144	52.43	-0.620	-1.030	None
554	PC	Hwy 5	Tillery Rd.	Hot Springs Village	N	1.17	1.61	35.00	1.714	1.372	43.72	-0.342	-0.752	None
bf	FC/PC	I-40/Hwy 65	I-30	Greenbrier	PM	38.45	47.22	36.26	1.655	1.228	48.86	-0.427	-0.837	None
555	FC/PC	I-40	I-30	Hwy 107/Main St	PM	0.62	0.22	29.00	2.069	0.349	171.69	-1.720	-2.130	None
556	FC/PC	I-40	Hwy 107/Main St	MacArthur	PM	0.84	0.80	30.00	2.000	0.952	63.00	-1.048	-1.458	None
557	FC/PC	I-40	MacArthur	Burns Park Exit	PM	1.97	1.32	31.00	1.935	0.668	89.77	-1.267	-1.677	None
558	FC/PC	I-40	Burns Park Exit	Crystal Hill Rd	PM	1.87	2.24	32.00	1.875	1.197	50.11	-0.678	-1.088	None
559	FC/PC	I-40	Crystal Hill Rd	I-430	PM	0.70	0.68	33.00	1.818	0.968	61.97	-0.850	-1.260	None
560	FC/PC	I-40	I-430	Hwy 365	PM	5.12	5.49	34.00	1.765	1.073	55.91	-0.692	-1.102	None
561	FC/PC	I-40	Hwy 365	Hwy 89	PM	6.80	8.25	35.00	1.714	1.213	49.45	-0.501	-0.911	None
562	FC/PC	I-40	Hwy 89	Ind. Blvd (Hwy 60)	PM	6.60	6.07	36.00	1.667	0.919	65.27	-0.747	-1.157	None
563	FC/PC	I-40	Ind. Blvd (Hwy 60)	Hwy 64	PM	1.70	1.77	37.00	1.622	1.039	57.74	-0.582	-0.992	None
564	FC/PC	I-40	Hwy 64	Hwy 65	PM	1.30	2.43	38.00	1.579	1.872	32.05	0.293	-0.117	Borderline
565	FC/PC	Hwy 65	I-40	Acklin Gap Rd.	PM	2.80	4.34	39.00	1.538	1.550	38.72	0.011	-0.399	Acceptable
566	FC/PC	Hwy 65	Acklin Gap Rd.	Arka Valley Rd.	PM	2.72	3.08	40.00	1.500	1.134	52.93	-0.366	-0.776	None
567	FC/PC	Hwy 65	Arka Valley Rd.	Linder Rd.	PM	2.37	4.39	41.00	1.463	1.852	32.40	0.388	-0.022	Borderline
568	FC/PC	Hwy 65	Linder Rd.	Hwy 225	PM	1.02	3.55	42.00	1.429	3.480	17.24	2.052	1.642	Severe
569	FC/PC	Hwy 65	Hwy 225	Hwy 25	PM	2.02	2.59	43.00	1.395	1.284	46.72	-0.111	-0.521	None

Appendix B: Arterial segments from the highest to the lowest DOC

ID No.	LOC	ROUTE	FROM	TO	TM OF DAY	DIST miles	TIME mm.mm	AVG SP LIMIT	IDEAL min/mi	ACTUAL min/mi	OPRTNG SPEED	DELAY min/mi	11 DEG. CONG	11 CONG. CAT.
505	MAU	Maumelle Blvd	Crystal Hill Rd (W)	Counts Massie	7:30a	0.50	9.33	50.00	1.200	18.656	3.22	17.456	17.046	Extreme
50	NLR	W Broadway	Pike	Broadway Bridge	7:40a	0.50	6.32	30.00	2.000	12.633	4.75	10.633	10.223	Extreme
533	PC/NLR	Main St	W. Broadway	7th St.	PM	0.30	2.05	55.00	1.091	6.833	8.78	5.742	5.332	Extreme
123	LR	Bowman	Markham	Chenal Pkwy	Noon	0.30	2.09	30.00	2.000	6.981	8.59	4.981	4.571	Extreme
16	CON	Hwy 64	Hwy 25	Hwy 65B	7:15a	0.65	4.07	45.00	1.333	6.256	9.59	4.923	4.513	Extreme
506	MAU	Maumelle Blvd	Counts Massie	I-430	7:30a	2.20	12.82	50.00	1.200	5.828	10.29	4.628	4.218	Severe
206	SHW	Brockington	Hwy 107	Kiehl Ave	7:30a	1.90	9.60	45.00	1.333	5.053	11.88	3.719	3.309	Severe
158	MAU	Hwy 365	Maumelle Blvd	I-40	7:30a	0.90	4.36	50.00	1.200	4.840	12.40	3.640	3.230	Severe
2	LR	Cantrell (Hwy 10)	Sam Peck	Rodney Parham	7:30a	1.20	5.83	45.00	1.333	4.861	12.34	3.528	3.118	Severe
77	LR	W. 3rd St	Cumberland Taylor Loop (East)	Chester	4:45p	0.70	3.73	30.00	2.000	5.325	11.27	3.325	2.915	Severe
502	LR	Cantrell (Hwy 10)	Sam Peck		7:30a	1.30	5.49	45.00	1.333	4.222	14.21	2.889	2.479	Severe
159	MAU	Maumelle Blvd	Millwood Circle	Crystal Hill Rd (W)	7:30a	2.40	9.75	50.00	1.200	4.063	14.77	2.863	2.453	Severe
144	LR	Chenal	Markham	Bowman	7:20a	0.50	2.15	40.00	1.500	4.300	13.95	2.800	2.390	Severe
92	LR	W. Markham	Chester	Cumberland	7:40a	0.70	3.11	30.00	2.000	4.437	13.52	2.437	2.027	Severe
207	SHW	Brookwood	Kiehl Ave	US 67/167	7:30a	0.40	1.64	35.00	1.714	4.097	14.64	2.383	1.973	Severe
96	LR	Baseline	Chicot I-30 S Frontage Rd	I-30 Frontage Rd	5:00p	1.00	3.94	35.00	1.714	3.944	15.21	2.230	1.820	Severe
109	LR	University (NB)	W 65th St		7:40a	1.10	3.92	45.00	1.333	3.561	16.85	2.227	1.817	Severe
48	NLR	Hwy 365/MacArthur W Broadway/Main St Bridge	I-40 Ramp (WB)	Pershing	7:40a	0.50	1.96	35.00	1.714	3.911	15.34	2.197	1.787	Severe
194	PC/NLR	W. Broadway	3rd St.		7:30a	0.79	3.28	30.00	2.000	4.156	14.44	2.156	1.746	Severe
145	LR	Chenal/FC Pkwy	Bowman	Shackleford	7:20a	0.80	2.92	40.00	1.500	3.653	16.43	2.153	1.743	Severe
138	SC/PC	Hwy 5/Asher	Hwy 300	University	7:30a	1.80	6.15	45.00	1.333	3.417	17.56	2.083	1.673	Severe
568	FC/PC	Hwy 65	Linder Rd.	Hwy 225	PM	1.02	3.55	42.00	1.429	3.480	17.24	2.052	1.642	Severe
133	SC/PC	Hwy 5	Springhill	Hwy 183	7:30a	1.10	3.69	45.00	1.333	3.359	17.86	2.025	1.615	Severe
10	LR	University (SB)	H Street	Markham	N	0.50	1.81	35.00	1.714	3.611	16.62	1.897	1.487	Serious
537	PC/NLR	Hwy 107	N. Hills	Kiehl	PM	0.90	3.49	30.00	2.000	3.883	15.45	1.883	1.473	Serious
87	LR	W. Markham	Shackleford	Rodney Parham I-40 (cont'd with I-40)	7:40a	1.50	5.39	35.00	1.714	3.593	16.70	1.878	1.468	Serious
17	CON	Hwy 65B	Hwy 64		7:15a	0.32	1.01	45.00	1.333	3.160	18.99	1.826	1.416	Serious
507	LR	University Dave Ward Drive (Hwy 60)	Markham	Asher	5:00p	2.38	8.38	35.00	1.714	3.520	17.05	1.806	1.396	Serious
217	CON	German	Donaghey		5:00p	0.76	2.38	45.00	1.333	3.136	19.13	1.803	1.393	Serious
6	LR	Cantrell (Hwy 10)	Mississippi	University	7:30a	1.00	3.51	35.00	1.714	3.506	17.12	1.791	1.381	Serious
193	PC/NLR	Main St	7th St.	W. Broadway	7:30a	0.30	1.10	30.00	2.000	3.667	16.36	1.667	1.257	Serious
84	LR	W. Markham	Bowman	Chenal	4:45p	0.40	1.32	35.00	1.714	3.292	18.23	1.577	1.167	Serious

Appendix B

125	LR	Bowman	Kanis	Chenal Pkwy	7:30a	0.40	1.32	35.00	1.714	3.292	18.23	1.577	1.167	Serious
503	LR	Cantrell (Hwy 10)	University	Kavanaugh	7:30a	0.60	1.84	40.00	1.500	3.065	19.58	1.565	1.155	Serious
82	LR	W. Markham	Rodney Parham	Shackleford	4:45p	1.50	4.92	35.00	1.714	3.278	18.31	1.563	1.153	Serious
54	NLR	PM/18th	I-40 Ramp (EB)	18th & Main	7:40a	1.10	3.88	30.00	2.000	3.530	17.00	1.530	1.120	Serious
79	LR	W. Markham	Kavanaugh	Fair Park	4:45p	1.40	4.53	35.00	1.714	3.234	18.55	1.520	1.110	Serious
213	BRY	Hwy 183	Hwy 5	I-30	4:50p	0.41	1.23	40.00	1.500	3.008	19.95	1.508	1.098	Serious
31	CON	Hwy 64 E	I-40	Harkrider	N	0.90	2.86	35.00	1.714	3.179	18.87	1.465	1.055	Serious
214	BRY	Hwy 183	I-30	S.4th St	4:50p	1.85	5.46	40.00	1.500	2.949	20.35	1.449	1.039	Serious
189	PC/NLR	Hwy 107	Kiehl	N. Hills	7:30a	0.90	2.74	37.50	1.600	3.043	19.72	1.443	1.033	Serious
165	LR	Broadway	Capitol	I-630	5:00p	0.50	1.57	35.00	1.714	3.144	19.08	1.430	1.020	Serious
156	BEN	Military Rd	East St	Congo	7:15a	1.10	3.45	35.00	1.714	3.136	19.13	1.422	1.012	Serious
127	LR	Col Glenn (Hwy 300)	I-430	Asher	7:45a	1.40	4.37	35.00	1.714	3.119	19.24	1.405	0.995	Serious
155	BEN	Hwy 5/Hwy 35	Hwy 35	I-30	7:20a	0.38	1.09	40.00	1.500	2.865	20.94	1.365	0.955	Serious
20	CON	Hwy 65	Lower Ridge Rd	I-40	7:15a	0.50	1.40	40.00	1.500	2.800	21.43	1.300	0.890	Serious
185	LR	Roosevelt	I-30	Hwy 365	7:45a	0.40	1.21	35.00	1.714	3.014	19.91	1.300	0.890	Serious
30	CON	Hwy 64 E	E German Ln	I-40	N	1.20	3.35	40.00	1.500	2.792	21.49	1.292	0.882	Serious
52	NLR	Remount/CR	Kierre	47th	7:40a	1.30	3.90	35.00	1.714	3.000	20.00	1.286	0.876	Serious
81	LR	W. Markham	University	Rodney Parham	4:45p	1.50	4.18	40.00	1.500	2.785	21.54	1.285	0.875	Serious
88	LR	W. Markham Dave Ward Drive (Hwy 60)	Rodney Parham	University	7:40a	1.50	4.18	40.00	1.500	2.785	21.54	1.285	0.875	Serious
220	CON		Country Club	Hogan	5:00p	0.63	1.49	55.00	1.091	2.363	25.39	1.272	0.862	Serious
5	LR	Cantrell (Hwy 10)	Reservoir	Mississippi	7:30a	1.30	3.85	35.00	1.714	2.962	20.26	1.247	0.837	Serious
188	PC/NLR	Hwy 107	Brockington	Kiehl	7:30a	3.00	8.17	40.00	1.500	2.722	22.04	1.222	0.812	Serious
542	MAU	Maumelle Blvd	Counts Massie	Crystal Hill Rd (W)	5:00p	0.50	1.15	55.00	1.091	2.300	26.09	1.209	0.799	Serious
200	JAX/NLR	Hwy 161	I-40	Prothro Jct	7:35a	0.92	2.58	35.00	1.714	2.802	21.41	1.088	0.678	Serious
205	JAX	Main St	James St	US 67/167	7:30a	0.55	1.92	25.00	2.400	3.485	17.22	1.085	0.675	Serious
47	NLR	Hwy 365/MacArthur	Military	I-40 Ramp (WB)	7:40a	1.60	4.40	35.00	1.714	2.750	21.82	1.036	0.626	Serious
517	LR	12th Street	Rodney Parham	University	7:30a	0.81	2.22	35.00	1.714	2.737	21.92	1.022	0.612	Serious
515	LR	Kanis	Shackleford	Barrow	7:30a	1.29	3.25	40.00	1.500	2.519	23.82	1.019	0.609	Serious
514	LR	Kanis	Bowman	Shackleford	7:30a	0.76	1.91	40.00	1.500	2.515	23.86	1.015	0.605	Serious
80	LR	W. Markham	Fair Park	University	4:45p	0.70	1.90	35.00	1.714	2.714	22.11	1.000	0.590	Serious
13	CON	Harkrider (Hwy 65B) Dave Ward Drive (Hwy 60)	Siebenmorgen	Oak St (Hwy 64)	8:00a	0.60	1.62	35.00	1.714	2.694	22.27	0.980	0.570	Serious
216	CON		I-40	German	5:00p	1.37	3.14	45.00	1.333	2.295	26.14	0.962	0.552	Serious
168	LR	Arch St. Pike	Baseline	Pratt Rd	5:00p	3.50	7.97	45.00	1.333	2.276	26.36	0.943	0.533	Serious
111	LR	University (NB)	Asher	I-630	7:40a	1.90	5.04	35.00	1.714	2.655	22.60	0.941	0.531	Serious
n	CAB	Hwy 321	Hwy 89	US 67/167	7:15a	3.90	7.92	55.00	1.091	2.031	29.54	0.940	0.530	Serious
136	SC/PC	Hwy 5	Baseline	I-430	7:30a	0.90	2.03	45.00	1.333	2.253	26.63	0.920	0.510	Serious
204	JAX	Main St	1st St	James St	7:30a	0.48	1.58	25.00	2.400	3.299	18.19	0.899	0.489	Moderate

Appendix B

532	PC/NLR	W Broadway/Main St Bridge	3rd St.	W. Broadway	PM	0.79	2.29	30.00	2.000	2.897	20.71	0.897	0.487	Moderate
9	LR	University (SB)	Cantrell	H Street	N	0.60	1.57	35.00	1.714	2.611	22.98	0.897	0.487	Moderate
522	LR	FC Pkwy	Shackleford	Bowman	PM	0.82	1.95	40.00	1.500	2.378	25.23	0.878	0.468	Moderate
191	PC/NLR	Hwy 107	McCain	I-40	7:30a	1.70	4.88	30.00	2.000	2.873	20.89	0.873	0.463	Moderate
76	CAB	Hwy 5	E Carmichael Rd	US 67/167	7:15a	1.15	2.48	45.00	1.333	2.159	27.79	0.826	0.416	Moderate
536	PC/NLR	Hwy 107	McCain	N. Hills	PM	1.90	4.61	37.50	1.600	2.424	24.75	0.824	0.414	Moderate
131	SC/PC	Hwy 5	I-30	Alcoa	7:30a	1.41	3.04	45.00	1.333	2.155	27.84	0.822	0.412	Moderate
508	LR	University (Hwy 70B)	Asher	65th	5:00p	1.86	3.98	45.00	1.333	2.142	28.02	0.808	0.398	Moderate
153	BEN	Congo/Lincoln Rd	Thomas Rd	EB I-30 Frontage Rd	7:30a	0.60	1.51	35.00	1.714	2.519	23.82	0.804	0.394	Moderate
89	LR	W. Markham	University	Fair Park	7:40a	0.70	1.76	35.00	1.714	2.516	23.85	0.802	0.392	Moderate
501	LR	Cantrell (Hwy 10)	Hwy 300	Taylor Loop (East)	7:30a	3.60	7.21	50.00	1.200	2.002	29.98	0.802	0.392	Moderate
124	LR	Bowman	Hwy 300	Kanis	7:30a	2.40	6.01	35.00	1.714	2.502	23.98	0.788	0.378	Moderate
180	LR	Chester	Cantrell	I-630	5:00p	0.60	1.67	30.00	2.000	2.778	21.60	0.778	0.368	Moderate
196	JAX/NLR	1st St	Main Street	Trickey Lane	7:35a	1.17	2.72	38.00	1.579	2.322	25.84	0.743	0.333	Moderate
143	LR	Chenal	Kanis	Markham	7:20a	2.40	5.36	40.00	1.500	2.234	26.86	0.734	0.324	Moderate
135	SC/PC	Hwy 5	Hwy 111	Baseline	7:30a	2.40	4.93	45.00	1.333	2.053	29.22	0.720	0.310	Moderate
518	LR	12th Street	University	Fair Park	7:30a	0.40	0.97	35.00	1.714	2.417	24.83	0.702	0.292	Moderate
110	LR	University (NB)	W 65th St	Asher	7:40a	1.90	4.58	35.00	1.714	2.412	24.87	0.698	0.288	Moderate
190	PC/NLR	Hwy 107	N. Hills	McCain	7:30a	1.90	4.31	37.50	1.600	2.269	26.44	0.669	0.259	Moderate
108	LR	Chicot	Mabelvale Cutoff	I-30 S Frontage Rd	7:40a	1.70	3.40	45.00	1.333	2.000	30.00	0.667	0.257	Moderate
86	LR	W. 3rd St/W. Markham	Bowman	Shackleford	7:40a	0.80	1.90	35.00	1.714	2.375	25.26	0.661	0.251	Moderate
544	MAU	Maumelle Blvd	Millwood Circle	Hwy 365	5:00p	1.90	3.21	57.00	1.053	1.687	35.56	0.635	0.225	Moderate
83	LR	W. Markham	Shackleford	Bowman	4:45p	0.80	1.88	35.00	1.714	2.347	25.56	0.633	0.223	Moderate
93	LR	Baseline Dave Ward Drive	Hwy 367	Scott Hamilton	5:00p	0.70	1.64	35.00	1.714	2.341	25.63	0.627	0.217	Moderate
218	CON	(Hwy 60)	Donaghey	Salem	5:00p	1.01	1.96	45.00	1.333	1.942	30.90	0.608	0.198	Mild
535	PC/NLR	Hwy 107	I-40	McCain	PM	1.70	3.73	37.50	1.600	2.196	27.32	0.596	0.186	Mild
192	PC/NLR	Main St	I-40	7th St.	7:30a	1.50	3.85	30.00	2.000	2.567	23.38	0.567	0.157	Mild
157	MAU	Maumelle Blvd	Millwood Circle	Hwy 365	7:30a	1.90	3.32	50.00	1.200	1.749	34.31	0.549	0.139	Mild
516	LR	Kanis	Barrow Crystal Hill Rd	Rodney Parham	7:30a 5:00	0.99	2.02	40.00	1.500	2.037	29.45	0.537	0.127	Mild
543	MAU	Maumelle Blvd	(W)	Millwood Circle	PM	2.40	3.83	56.00	1.071	1.597	37.57	0.526	0.116	Mild
4	LR	Cantrell (Hwy 10)	I-430	Reservoir	7:30a	0.90	1.82	40.00	1.500	2.025	29.63	0.525	0.115	Mild
126	LR	Col Glenn (Hwy 300)	Bowman	I-430	7:45a	0.40	0.89	35.00	1.714	2.236	26.83	0.522	0.112	Mild
112	LR	University (NB)	I-630	Markham	7:40a	0.50	1.12	35.00	1.714	2.233	26.87	0.519	0.109	Mild
12	CON	Harkrider (Hwy 65B)	Fleming	Siebenmorgen	8:00a	0.50	1.12	35.00	1.714	2.233	26.87	0.519	0.109	Mild
154	BEN	Hwy 5/Hwy 35	Salt Creek	Hwy 5	7:20a	0.90	1.66	45.00	1.333	1.846	32.51	0.512	0.102	Mild
90	LR	W. Markham	Fair Park	Kavanaugh	7:40a	1.40	3.11	35.00	1.714	2.218	27.05	0.504	0.094	Mild

Appendix B

534	PC/NLR	Main St	7th St.	I-40	PM	1.50	2.99	40.00	1.500	1.993	30.11	0.493	0.083	Mild
186	PC/NLR	Hwy 107	Jacksonville-Cato	Jacksonville-Cutoff	7:30a	0.40	0.99	30.00	2.000	2.472	24.27	0.472	0.062	Mild
201	JAX/NLR	Hwy 70	Prothro Jct	Hwy 165	7:35a	1.48	3.22	35.00	1.714	2.177	27.56	0.463	0.053	Mild
129	BEN	Hwy 35/Carpenter	Hwy 183	Military	7:25a	1.72	4.22	30.00	2.000	2.452	24.47	0.452	0.042	Mild
203	JAX/NLR	E Broadway Dave Ward Drive (Hwy 60)	I-30	Broadway Bridge	7:35a	0.79	1.59	38.00	1.579	2.018	29.73	0.439	0.029	Mild
219	CON	Harkrider (Hwy 65B)	Salem	Country Club Dave Ward Dr (Hwy 60)	5:00p	0.50	0.82	50.00	1.200	1.633	36.73	0.433	0.023	Mild
15	CON	Harkrider (Hwy 65B)	Bruce	Country Club Dave Ward Dr (Hwy 60)	8:00a	0.90	1.58	45.00	1.333	1.759	34.11	0.426	0.016	Mild
567	FC/PC	Hwy 65	Arka Valley Rd.	Linder Rd.	PM	2.37	4.39	41.00	1.463	1.852	32.40	0.388	-0.022	Borderline
94	LR	Baseline	Scott Hamilton	Geyer Springs	5:00p	1.50	3.13	35.00	1.714	2.089	28.72	0.375	-0.035	Borderline
142	LR	Kanis	Denny Rd	Chenal	7:20a	1.10	1.85	45.00	1.333	1.682	35.68	0.348	-0.062	Borderline
141	SC/PC	Wright/17th	Battery	Chester	7:30a	0.60	1.41	30.00	2.000	2.343	25.61	0.343	-0.067	Borderline
523	LR	Chenal	Bowman	Markham	PM	0.52	0.95	40.00	1.500	1.827	32.84	0.327	-0.083	Borderline
166	LR	Broadway	I-630	Roosevelt	5:00p	1.10	2.24	35.00	1.714	2.035	29.48	0.321	-0.089	Borderline
504	LR	Cantrell (Hwy 10)	Kavanaugh	Cedar Hill	7:30a	1.50	2.72	40.00	1.500	1.811	33.13	0.311	-0.099	Borderline
137	SC/PC	Hwy 5	I-430	Hwy 300	7:30a	2.70	4.39	45.00	1.333	1.626	36.91	0.292	-0.118	Borderline
546	SC	Hwy 5	Prickett	Springhill	3:00 p	0.59	1.32	31.00	1.935	2.224	26.97	0.289	-0.121	Borderline
130	BEN	Hwy 35/Carpenter	Military	I-30	7:25a	0.80	1.81	30.00	2.000	2.264	26.50	0.264	-0.146	Borderline
183	LR	Roosevelt	MLK Jr Dr	Broadway	7:45a	0.60	1.18	35.00	1.714	1.972	30.42	0.258	-0.152	Borderline
132	SC/PC	Hwy 5	Alcoa	Springhill	7:30a	1.10	1.75	45.00	1.333	1.591	37.71	0.258	-0.152	Borderline
53	NLR	CR	47th	I-40 Ramp (EB)	7:40a	1.20	2.36	35.00	1.714	1.963	30.57	0.249	-0.161	Borderline
212	BEN	Military Rd	Congo	I-30	7:15a	1.22	2.39	35.00	1.714	1.963	30.57	0.248	-0.162	Borderline
45	NLR	Hwy 365	Clinton Rd	Oak Grove Rd	7:40a	1.90	3.31	40.00	1.500	1.743	34.43	0.243	-0.167	Borderline
98	LR	Baseline	I-430	I-30 Frontage Rd	7:40a	1.45	2.82	35.00	1.714	1.943	30.89	0.228	-0.182	Acceptable
202	JAX/NLR	E Broadway	Hwy 165	I-30	7:35a	2.38	4.62	35.00	1.714	1.942	30.89	0.228	-0.182	Acceptable
99	JAX/NLR	Hwy 161	Fairfax Drive Jacksonville-	I-40	7:35a	0.70	1.36	35.00	1.714	1.937	30.98	0.222	-0.188	Acceptable
187	PC/NLR	Hwy 107	Cutoff	Brockington	7:30a	1.20	1.57	55.00	1.091	1.306	45.96	0.215	-0.195	Acceptable
541	MAU	Maumelle Blvd	I-430	Counts Massie	5:00 p	2.20	4.83	30.00	2.000	2.194	27.34	0.194	-0.216	Acceptable
85	LR	W. 3rd St	Chenal	Bowman	7:40a	0.40	0.76	35.00	1.714	1.889	31.76	0.175	-0.235	Acceptable
181	LR	Chester	I-630	Roosevelt	5:00p	1.20	2.57	30.00	2.000	2.144	27.99	0.144	-0.266	Acceptable
49	NLR	Pike	Pershing	W Broadway	7:40a	1.50	2.73	35.00	1.714	1.822	32.93	0.108	-0.302	Acceptable
195	JAX/NLR	1st St	1st Street	Main Street	7:35a	1.54	2.56	38.00	1.579	1.663	36.08	0.084	-0.326	Acceptable
95	LR	Baseline	Geyer Springs	Chicot	5:00p	1.00	1.79	35.00	1.714	1.794	33.44	0.080	-0.330	Acceptable
134	SC/PC	Hwy 5	Hwy 183	Hwy 111	7:30a	3.60	5.02	45.00	1.333	1.395	43.01	0.062	-0.348	Acceptable
140	SC/PC	Asher	Roosevelt	Battery	7:30a	1.50	3.07	30.00	2.000	2.048	29.29	0.048	-0.362	Acceptable
139	SC/PC	Asher	University	Roosevelt	7:30a	1.50	2.64	35.00	1.714	1.759	34.11	0.045	-0.365	Acceptable
14	CON	Harkrider (Hwy 65B)	Oak St (Hwy 64)	Bruce	8:00a	0.70	1.23	35.00	1.714	1.754	34.21	0.040	-0.370	Acceptable
565	FC/PC	Hwy 65	I-40	Acklin Gap Rd.	PM	2.80	4.34	39.00	1.538	1.550	38.72	0.011	-0.399	Acceptable

Appendix B

3	LR	Cantrell (Hwy 10)	Rodney Parham	I-430	7:30a	0.50	0.67	45.00	1.333	1.344	44.63	0.011	-0.399	Acceptable
223	JAX/NLR	Hwy 161	Hwy 440	Trammel Rd	7:35a	1.62	2.44	40.00	1.500	1.509	39.76	0.009	-0.401	Acceptable
545	SC	Hwy 5	Reynolds	Prickett	3:00 p	0.53	1.05	30.00	2.000	1.997	30.04	-0.003	-0.413	None
8	LR	Cantrell (Hwy 10)	Cedar Hill	State	7:30a	2.20	3.76	35.00	1.714	1.710	35.10	-0.005	-0.415	None
18	CON	Hwy 65	Acklin Gap	Pickles Gap	7:15a	0.60	0.72	50.00	1.200	1.194	50.23	-0.006	-0.416	None
19	CON	Hwy 65	Pickles Gap	Lower Ridge Rd	7:15a	1.70	2.24	45.00	1.333	1.320	45.45	-0.013	-0.423	None
184	LR	Roosevelt	Broadway	I-30	7:45a	0.70	1.18	35.00	1.714	1.690	35.49	-0.024	-0.434	None
197	JAX/NLR	1st St/Hwy 161	Trickey Lane	Hwy 440	7:35a	2.88	4.42	38.00	1.579	1.534	39.12	-0.045	-0.455	None
152	BEN	Congo	Longhills Rd	Thomas Rd	7:30a	0.70	1.16	35.00	1.714	1.659	36.17	-0.056	-0.466	None
51	NLR	Remount	Maryland	Kierre	7:40a	1.90	3.09	35.00	1.714	1.629	36.84	-0.086	-0.496	None
198	JAX/NLR	Hwy 161	Trammel Rd	Fairfax Drive	7:35a	2.17	3.07	40.00	1.500	1.413	42.46	-0.087	-0.497	None
75	CAB	Hwy 5	Hwy 89	E Carmichael Rd	7:15a	1.26	1.25	55.00	1.091	0.992	60.48	-0.099	-0.509	None
91	LR	W. Markham	Kavanaugh	Chester	7:40a	1.50	2.84	30.00	2.000	1.893	31.70	-0.107	-0.517	None
569	FC/PC	Hwy 65 W. 3rd St/W. Markham	Hwy 225	Hwy 25	PM	2.02	2.59	43.00	1.395	1.284	46.72	-0.111	-0.521	None
78	LR	Markham	Chester	Kavanaugh	4:45p	1.50	2.65	30.00	2.000	1.767	33.96	-0.233	-0.643	None
182	LR	Roosevelt	Asher	MLK Jr Dr	7:45a	1.70	2.08	40.00	1.500	1.222	49.09	-0.278	-0.688	None
549	PC	Hwy 5	I-30	Salt Creek Rd.	N	1.16	1.99	30.00	2.000	1.719	34.90	-0.281	-0.691	None
97	LR	Baseline	Hwy 5	I-430	7:40a	0.66	0.94	35.00	1.714	1.427	42.05	-0.288	-0.698	None
554	PC	Hwy 5	Tillery Rd.	Hot Springs Village	N	1.17	1.61	35.00	1.714	1.372	43.72	-0.342	-0.752	None
566	FC/PC	Hwy 65	Acklin Gap Rd.	Arka Valley Rd.	PM	2.72	3.08	40.00	1.500	1.134	52.93	-0.366	-0.776	None
46	NLR	Hwy 365/MacArthur	Oak Grove Rd	Military	7:40a	3.80	4.83	35.00	1.714	1.272	47.17	-0.442	-0.852	None
550	PC	Hwy 5	Salt Creek Rd.	Mulberry-Salem Rd	N	1.94	2.83	31.00	1.935	1.460	41.08	-0.475	-0.885	None
11	CON	Harkrider (Hwy 65B)	Hwy 64/65 Split	Fleming	8:00a	0.30	0.35	35.00	1.714	1.167	51.43	-0.548	-0.958	None
553	PC	Hwy 5	Hwy 9	Tillery Rd.	N	4.33	4.96	34.00	1.765	1.144	52.43	-0.620	-1.030	None
538	PC/NLR	Hwy 107	Kiehl	Brockington	PM	3.00	4.09	30.00	2.000	1.363	44.02	-0.637	-1.047	None
167	LR	Arch St. Pike	Roosevelt	Baseline	5:00p	4.60	4.93	35.00	1.714	1.072	55.95	-0.642	-1.052	None
552	PC	Hwy 5	Hwy 298 Jacksonville- Cutoff	Hwy 9	N	8.99	10.30	33.00	1.818	1.146	52.37	-0.672	-1.082	None
540	PC/NLR	Hwy 107	Jacksonville- Cutoff Mulberry-Salem Rd	Jacksonville-Cato	PM	0.40	0.46	30.00	2.000	1.153	52.05	-0.847	-1.257	None
551	PC	Hwy 5	Rd	Hwy 298	N	0.66	0.67	32.00	1.875	1.010	59.40	-0.865	-1.275	None
539	PC/NLR	Hwy 107	Brockington	Jacksonville-Cutoff	PM	1.20	1.19	30.00	2.000	0.991	60.56	-1.009	-1.419	None

Appendix C: Freeway segments from the highest to the lowest DOC

ID No.	LOC	ROUTE	FROM	TO	TM OF DAY	DIST miles	TIME mm.mm	AVG SP LIMIT	IDEAL min/mi	ACTUAL min/mi	OPRTNG SPEED	DELAY min/mi	11 DEG. CONG	11 CONG. CAT.
29	FC/PC	I-40	Hwy 107/Main St	I-30	AM	0.62	3.06	60.00	1.000	4.937	12.15	3.937	3.737	Extreme
60	PC	I-40	US 67/167	I-30	AM	1.27	5.45	60.00	1.000	4.291	13.98	3.291	3.091	Extreme
40	LR/NLR	I-430	Rodney Parham	I-630	7:30a	1.75	6.51	65.00	0.923	3.717	16.14	2.794	2.594	Extreme
99	LR	I-430 (NB)	Hwy 300	Shackleford Rd	7:30a	1.80	6.40	65.00	0.923	3.556	16.88	2.632	2.432	Extreme
102	LR	I-430 (SB)	Hwy 5	I-30	5:15p	1.40	4.63	65.00	0.923	3.306	18.15	2.382	2.182	Severe
23	FC/PC	I-40	Hwy 89	Hwy 365	AM	6.80	21.40	70.00	0.857	3.147	19.07	2.290	2.090	Severe
100	LR	I-430 (NB)	Shackleford Rd	I-630	7:30a	1.10	3.46	65.00	0.923	3.146	19.07	2.223	2.023	Severe
521	LR	I-630	I-430 N Ramp	Shackleford	PM	0.46	1.57	40.00	1.500	3.418	17.55	1.918	1.718	Severe
171	PC	I-530/I-30	I-440	I-630	7:35a	1.10	3.03	60.00	1.000	2.758	21.76	1.758	1.558	Severe
146	LR	I-630	Shackleford	Barrow	7:20a	1.30	3.51	60.00	1.000	2.701	22.22	1.701	1.501	Severe
61	PC	I-30	I-40	Broadway	AM	1.55	4.03	60.00	1.000	2.602	23.06	1.602	1.402	Severe
64	PC	I-30	I-630	Hwy 10	PM	0.97	2.18	60.00	1.000	2.251	26.66	1.251	1.051	Severe
121	SC/PC	I-30	65th St	I-440	7:15a	2.20	4.36	65.00	0.923	1.980	30.31	1.057	0.857	Severe
170	PC	I-530/I-30	Dixon	I-440	7:35a	2.90	5.03	70.00	0.857	1.736	34.57	0.878	0.678	Serious
37	LR/NLR	I-40/I-430	Crystal Hill Rd	Maumelle Blvd	7:30a	2.10	3.84	60.00	1.000	1.831	32.77	0.831	0.631	Serious
116	SC/PC	I-30	Hwy 183	Hwy 111	7:15a	3.40	5.49	70.00	0.857	1.614	37.17	0.757	0.557	Serious
59	PC	US 67/167	McCain	I-40	AM	1.09	1.89	60.00	1.000	1.738	34.52	0.738	0.538	Serious
147	LR	I-630	Barrow	Fair Park	7:20a	2.20	3.81	60.00	1.000	1.732	34.64	0.732	0.532	Serious
39	LR/NLR	I-430	Cantrell	Rodney Parham	7:30a	1.40	2.32	65.00	0.923	1.655	36.26	0.732	0.532	Serious
179	LR	I-430	Cantrell (Hwy 10)	I-40	4:45p	3.94	6.37	65.00	0.923	1.616	37.13	0.693	0.493	Serious
63	PC	I-30	Hwy 10	I-630	AM	0.80	1.34	60.00	1.000	1.681	35.70	0.681	0.481	Serious
65	PC	I-30	Hwy 10	Broadway	PM	0.72	1.18	60.00	1.000	1.636	36.68	0.636	0.436	Serious
62	PC	I-30	Broadway	Hwy 10	AM	0.72	1.17	60.00	1.000	1.620	37.03	0.620	0.420	Serious
122	SC/PC	I-30	I-440	I-630	7:15a	1.90	3.01	60.00	1.000	1.585	37.86	0.585	0.385	Serious
520	LR	I-630	Barrow	I-430 N Ramp	PM	0.76	1.07	60.00	1.000	1.411	42.53	0.411	0.211	Moderate
66	PC	I-30	Broadway	I-40	PM	1.78	2.49	60.00	1.000	1.401	42.82	0.401	0.201	Moderate
211	FC/PC	I-40	Hwy 65	Hwy 64	AM	1.30	1.58	70.00	0.857	1.214	49.44	0.357	0.157	Moderate
24	FC/PC	I-40	Hwy 365	I-430	AM	5.12	6.08	70.00	0.857	1.187	50.54	0.330	0.130	Moderate
174	LR	I-630	Woodrow	Fair Park	4:45p	1.65	2.16	60.00	1.000	1.310	45.81	0.310	0.110	Moderate
38	LR/NLR	I-430	Maumelle Blvd	Cantrell	7:30a	2.60	3.14	65.00	0.923	1.209	49.61	0.286	0.086	Mild
526	FC	I-30 (SB)	Hwy 183	Springhill	5:15p	1.10	1.22	70.00	0.857	1.106	54.25	0.249	0.049	Mild
510	FC/PC	US 67/167	Hwy 5	Vandenburg	AM	5.13	5.62	70.00	0.857	1.096	54.75	0.239	0.039	Mild
176	LR	I-630	Barrow	I-430	4:45p	1.24	1.53	60.00	1.000	1.237	48.52	0.237	0.037	Mild
173	LR	I-630	Chester	Woodrow	4:45p	1.35	1.67	60.00	1.000	1.235	48.60	0.235	0.035	Mild
175	LR	I-630	Fair Park	Barrow	4:45p	2.16	2.59	60.00	1.000	1.199	50.06	0.199	-0.001	Borderline

Appendix C

113	SC/PC	I-30	US 67	Hwy 35	7:15a	2.80	2.96	70.00	0.857	1.056	56.84	0.198	-0.002	Borderline
71	PC	US 67/167	W. Main	Vandenburg	PM	1.81	2.01	65.00	0.923	1.108	54.15	0.185	-0.015	Borderline
70	PC	US 67/167	I-440	W. Main	PM	2.48	2.73	65.00	0.923	1.100	54.55	0.177	-0.023	Borderline
26	FC/PC	I-40	Crystal Hill Rd	Burns Park Exit	AM	1.87	2.04	65.00	0.923	1.093	54.88	0.170	-0.030	Borderline
117	SC/PC	I-30	Hwy 111	I-430	7:15a	2.90	3.17	65.00	0.923	1.092	54.95	0.169	-0.031	Borderline
512	PC/FC	US 67/167	Vandenburg	Hwy 5	PM	5.13	5.26	70.00	0.857	1.026	58.50	0.168	-0.032	Borderline
148	LR	I-630	Fair Park	Woodrow	7:20a	1.60	1.87	60.00	1.000	1.167	51.43	0.167	-0.033	Borderline
169	PC	I-530/I-30	Pratt	Dixon	7:35a	3.60	3.68	70.00	0.857	1.023	58.64	0.166	-0.034	Borderline
120	SC/PC	I-30	University	65th St	7:15a	3.06	3.23	65.00	0.923	1.055	56.88	0.132	-0.068	Borderline
101	LR	I-430 (SB)	Hwy 300	Hwy 5	5:15p	2.30	2.42	65.00	0.923	1.053	56.97	0.130	-0.070	Borderline
21	FC/PC	I-40	Hwy 64	Ind. Blvd (Hwy 60)	AM	1.70	1.68	70.00	0.857	0.987	60.79	0.130	-0.070	Borderline
172	LR	I-630	I-30	Chester	4:45p	1.12	1.26	60.00	1.000	1.126	53.29	0.126	-0.074	Borderline
177	LR	I-430	I-630	Rodney Parham	4:45p	1.11	1.14	65.00	0.923	1.026	58.48	0.103	-0.097	Acceptable
22	FC/PC	I-40	Ind. Blvd (Hwy 60)	Hwy 89	AM	6.60	6.32	70.00	0.857	0.958	62.64	0.101	-0.099	Acceptable
68	PC	US 67/167	I-40	McCain	PM	1.20	1.31	60.00	1.000	1.093	54.92	0.093	-0.107	Acceptable
56	PC	US 67/167	Vandenburg	W. Main (Jax)	AM	1.85	1.88	65.00	0.923	1.015	59.11	0.092	-0.108	Acceptable
564	FC/PC	I-40	Hwy 64	Hwy 65	PM	1.30	2.43	38.00	1.579	1.872	32.05	0.293	-0.117	Borderline
525	FC	I-30 (SB)	Hwy 111	Hwy 183	5:15p	3.60	3.36	70.00	0.857	0.934	64.26	0.076	-0.124	Acceptable
57	PC	US 67/167	W. Main	I-440	AM	2.47	2.46	65.00	0.923	0.994	60.35	0.071	-0.129	Acceptable
524	LR/PC	I-30 (SB)	I-430	Hwy 111	5:15p	3.30	3.22	65.00	0.923	0.975	61.55	0.052	-0.148	Acceptable
149	LR	I-630	Woodrow	Chester	7:20a	1.30	1.37	60.00	1.000	1.051	57.07	0.051	-0.149	Acceptable
58	PC	US 67/167	Brookwood	McCain	AM	3.79	3.96	60.00	1.000	1.045	57.41	0.045	-0.155	Acceptable
28	FC/PC	I-40	MacArthur	Hwy 107/Main St	AM	0.84	0.87	60.00	1.000	1.038	57.78	0.038	-0.162	Acceptable
115	SC/PC	I-30	Alcoa	Hwy 183	7:15a	2.30	2.04	70.00	0.857	0.886	67.68	0.029	-0.171	Acceptable
150	LR	I-630	Chester	I-30	7:20a	1.20	1.23	60.00	1.000	1.028	58.38	0.028	-0.172	Acceptable
178	LR	I-430	Rodney Parham	Cantrell (Hwy 10)	4:45p	1.36	1.29	65.00	0.923	0.948	63.31	0.025	-0.175	Acceptable
25	FC/PC	I-40	I-430	Crystal Hill Rd	AM	0.70	0.66	65.00	0.923	0.944	63.53	0.021	-0.179	Acceptable
114	SC/PC	I-30	Hwy 35	Alcoa	7:15a	3.90	3.22	70.00	0.857	0.825	72.75	-0.032	-0.232	None
35	LR/NLR	I-40	MacArthur	Burns Park Exit	7:30a	1.40	1.33	60.00	1.000	0.948	63.26	-0.052	-0.252	None
119	SC/PC	I-30	Baseline	University	7:15a	1.63	1.42	65.00	0.923	0.869	69.04	-0.054	-0.254	None
34	LR/NLR	I-40	Hwy 107	MacArthur	7:30a	0.90	0.85	60.00	1.000	0.944	63.53	-0.056	-0.256	None
509	PC	US 67/167	I-440	Kiehl	AM	1.64	1.54	60.00	1.000	0.938	63.94	-0.062	-0.262	None
118	SC/PC	I-30	I-430	Baseline	7:15a	1.41	1.18	65.00	0.923	0.839	71.49	-0.084	-0.284	None
69	PC	US 67/167	McCain	Kiehl	PM	3.78	3.41	60.00	1.000	0.902	66.49	-0.098	-0.298	None
527	FC	I-30 (SB)	Springhill	Alcoa Rd.	5:15p	1.10	0.83	70.00	0.857	0.753	79.73	-0.105	-0.305	None
528	LR	I-440	Hwy 165	Fourche Dam Pike	AM	1.83	1.63	60.00	1.000	0.893	67.22	-0.107	-0.307	None
511	PC	US 67/167	Kiehl	I-440	PM	1.64	1.44	60.00	1.000	0.877	68.39	-0.123	-0.323	None
531	LR	I-440	Springer Blvd.	I-30	AM	1.05	1.64	40.00	1.500	1.561	38.44	0.061	-0.349	Acceptable

Appendix C

36	LR/NLR	I-40	Burns Park Exit	Crystal Hill Rd	7:30a	2.40	1.85	65.00	0.923	0.771	77.84	-0.152	-0.352	None
222	PC	Hwy 440	Hwy 161	US 67/167	5:00p	1.64	1.47	70.00	0.857	0.898	66.84	0.041	-0.369	None
221	PC	Hwy 440	I-40	Hwy 161	5:00p	3.08	2.73	70.00	0.857	0.887	67.61	0.030	-0.380	None
27	FC/PC	I-40	Burns Park Exit	MacArthur	AM	1.97	1.54	60.00	1.000	0.781	76.81	-0.219	-0.419	None
67	PC	I-40	I-30	US 67/167	PM	0.97	0.73	60.00	1.000	0.756	79.36	-0.244	-0.444	None
529	LR	I-440	Fourche Dam Pike	Bankhead Dr.	AM	2.06	2.33	40.00	1.500	1.133	52.97	-0.367	-0.567	None
33	LR/NLR	I-40	I-30	Hwy 107	7:30a	0.80	0.32	60.00	1.000	0.396	151.58	-0.604	-0.804	None
561	FC/PC	I-40	Hwy 365	Hwy 89	PM	6.80	8.25	35.00	1.714	1.213	49.45	-0.501	-0.911	None
530	LR	I-440	Bankhead Dr.	Springer Blvd.	AM	1.83	1.71	40.00	1.500	0.932	64.38	-0.568	-0.978	None
563	FC/PC	I-40	Ind. Blvd (Hwy 60)	Hwy 64	PM	1.70	1.77	37.00	1.622	1.039	57.74	-0.582	-0.992	None
558	FC/PC	I-40	Burns Park Exit	Crystal Hill Rd	PM	1.87	2.24	32.00	1.875	1.197	50.11	-0.678	-1.088	None
560	FC/PC	I-40	I-430	Hwy 365	PM	5.12	5.49	34.00	1.765	1.073	55.91	-0.692	-1.102	None
562	FC/PC	I-40	Hwy 89	Ind. Blvd (Hwy 60)	PM	6.60	6.07	36.00	1.667	0.919	65.27	-0.747	-1.157	None
559	FC/PC	I-40	Crystal Hill Rd	I-430	PM	0.70	0.68	33.00	1.818	0.968	61.97	-0.850	-1.260	None
556	FC/PC	I-40	Hwy 107/Main St	MacArthur	PM	0.84	0.80	30.00	2.000	0.952	63.00	-1.048	-1.458	None
557	FC/PC	I-40	MacArthur	Burns Park Exit	PM	1.97	1.32	31.00	1.935	0.668	89.77	-1.267	-1.677	None
555	FC/PC	I-40	I-30	Hwy 107/Main St	PM	0.62	0.22	29.00	2.069	0.349	171.69	-1.720	-2.130	None

Appendix D: Historical Travel Times

	Average Travel Time										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2011
Hwy 10 (Hwy 300 to State Street)		29.1	33.9	31.6	38.1	31.6	35.4		30.3	29.3	36.7
Hwy 107/Main Street (Jacksonville-Cato to 3rd Street)			29.3			27.7	26.0		26.5	29.7	30.9
Kanis/Chenal/I-630 (Denny to I-30)		23.2	24.4	22.2	23.9	25.9	23.7	27.9	24.2	22.3	24.1
I-40/I-430 (I-30 to I-630)			17.1	21.9	16.2	15.5	15.9		16.9	15.1	20.2
I-30 (US 67 to I-630)		32.6					26.5	25.9	28.4	25.7	30.1
Hwy 5 - Asher (I-30 to Chester)		34.5	36.1			40.3	35.3	35.9	38.6	36.8	26.0
I-40 (Hwy 65 to I-30)			31.6	33.5	36.3	34.6	32.9		46.9	32.2	45.2
Maumelle Blvd (Millwood Circle to I-430)		15.8	14.6	16.2	23.8	12.7	16.3	23.4	17.0	15.0	31.9
Hwy 365/MacArthur/Pike/W Broadway (Clinton to Broadway Bridge)			20.3	20.9	23.8	20.6	20.1	22.0	23.0	19.3	23.6
US 67/167/I-40/I-30 (Vandenburg - I-630) AM	31.5	26.7	34.1	22.7	25.2	30.2	29.4		29.9	29.2	23.7
US 67/167/I-40/I-30 (I-630 - Vandenburg) PM			31.3	19.5	19.6	17.5	22.7		24.4	32.2	17.5
Remount/CR/PM/18th (Maryland - Main)			12.4	19.1	13.8	15.2	15.1	16.0	14.0	13.9	13.2
W. 3rd St/W. Markham (Chenal to Cumberland) AM			25.3	23.2	25.8	26.6	26.8	25.8	23.8	22.5	23.0
W. 3rd St/W. Markham (Cumberland to Chenal) PM		20.7	21.2	20.5	23.9	22.0	19.6	21.6	19.9	20.9	25.1
Chicot/University (Mabelvale Cutoff to Markham)			19.1	17.3			21.0	13.8	13.4	17.5	28.8
Broadway/Arch St. Pike (Capitol to Pratt Rd) PM		16.3	19.2		18.4	17.1	16.5	16.7	16.1	16.9	16.7
I-630/I-430 (I-30 to I-40)			17.4	17.4	19.8	17.4	18.0	17.6	20.9	18.5	18.0
I-530 (Pratt to I-630)		14.8	12.9	14.8	9.7	16.8	11.7	15.0	14.8	11.9	11.8
1st St/Hwy 161/Hwy 70/E Broadway (US 67/167 to Broadway Bridge)				36.5	32.8	29.8	31.8	33.3		29.7	28.6
Dave Ward Drive (I-40 to Hogan)		11.0				9.8	11.2	10.4	10.7	10.4	9.8

Appendix E: Volume per Lane Results

ROUTE	FROM	TO	DIST miles	RAN	2010 ADT	Travel Lanes	ADT/Lane
Cantrell (Hwy 10)	Hwy 300	State	14.10	5			8722
Cantrell (Hwy 10)	Hwy 300	Taylor Loop (East)	3.60	5	26000	4	6500
Cantrell (Hwy 10)	Taylor Loop (East)	Sam Peck	1.30	5	38000	4	9500
Cantrell (Hwy 10)	Sam Peck	Rodney Parham	1.20	5	48000	4	12000
Cantrell (Hwy 10)	Rodney Parham	I-430	0.50	5	53000	4	13250
Cantrell (Hwy 10)	I-430	Reservoir	0.90	5	36000	4	9000
Cantrell (Hwy 10)	Reservoir	Mississippi	1.30	5	33000	4	8250
Cantrell (Hwy 10)	Mississippi	University	1.00	5	29000	4	7250
Cantrell (Hwy 10)	University	Kavanaugh	0.60	5	23000	4	5750
Cantrell (Hwy 10)	Kavanaugh	Cedar Hill	1.50	5		4	
Cantrell (Hwy 10)	Cedar Hill	State	2.20	5	28000	4	7000
University (SB)	Cantrell	Markham	1.10	2			5250
University (SB)	Cantrell	H Street	0.60	2	18000	4	
University (SB)	H Street	Markham	0.50	2	21000	4	5250
Harkrider (Hwy 65B)	Hwy 64/65 Split	Dave Ward Dr (Hwy 60)	3.00	3			4688
Harkrider (Hwy 65B)	Hwy 64/65 Split	Fleming	0.30	3		4	
Harkrider (Hwy 65B)	Fleming	Siebenmorgen	0.50	3	29000	4	7250
Harkrider (Hwy 65B)	Siebenmorgen	Oak St (Hwy 64)	0.60	3	15000	4	3750
Harkrider (Hwy 65B)	Oak St (Hwy 64)	Bruce	0.70	3	17000	4	4250
Harkrider (Hwy 65B)	Bruce	Dave Ward Dr (Hwy 60)	0.90	3	14000	4	3500
Hwy 65	Acklin Gap	I-40	2.80	3			7625
Hwy 65	Acklin Gap	Pickles Gap	0.60	3		4	
Hwy 65	Pickles Gap	Lower Ridge Rd	1.70	3	29000	4	7250
Hwy 65	Lower Ridge Rd	I-40	0.50	3	32000	4	8000
Hwy 64 E	E German Ln	Harkrider	2.10	11			8500
Hwy 64 E	E German Ln	I-40	1.20	11	38000	4	9500
Hwy 64 E	I-40	Harkrider	0.90	11	30000	4	7500
Hwy 365/MacArthur/Pike/W Broadway	Clinton Rd	Broadway Bridge	9.80	8			6000
Hwy 365	Clinton Rd	Oak Grove Rd	1.90	8	6000	2	3000
Hwy 365/MacArthur	Oak Grove Rd	Military	3.80	8	11000	2	5500
Hwy 365/MacArthur	Military	I-40 Ramp (WB)	1.60	8		2	
Hwy 365/MacArthur	I-40 Ramp (WB)	Pershing	0.50	8	19000	2	9500
Pike	Pershing	W Broadway	1.50	8	20000	4	5000
W Broadway	Pike	Broadway Bridge	0.50	8	14000	2	7000
W. 3rd St/W. Markham	Chenal	Cumberland	8.50	14			5143
W. 3rd St	Chenal	Bowman	0.40	14	22000	4	5500
W. 3rd St/W. Markham	Bowman	Shackleford	0.80	14	29000	4	7250
W. Markham	Shackleford	Rodney Parham	1.50	14	25000	4	6250
W. Markham	Rodney Parham	University	1.50	14	21000	4	5250
W. Markham	University	Fair Park	0.70	14	20000	4	5000
W. Markham	Fair Park	Kavanaugh	1.40	14	13000	4	3250
W. Markham	Kavanaugh	Chester	1.50	14	14000	4	3500
W. Markham	Chester	Cumberland	0.70	14		4	

Appendix E

Chicot/University (NB)	Mabelvale Cutoff	Markham	7.10	2			6317
Chicot	Mabelvale Cutoff	I-30 S Frontage Rd	1.70	2	22000	4	5500
University (NB)	I-30 S Frontage Rd	W 65th St	1.10	2	31000	4	7750
University (NB)	W 65th St	Asher	1.90	2	42000	6	7000
University (NB)	Asher	I-630	1.90	2	40000	6	6667
University (NB)	I-630	Markham	0.50	2	28000	6	4667
Hwy 5/Asher/Wright/17th	I-30	Chester	18.61	6			6320
Hwy 5	I-30	Alcoa	1.41	6	15000	2	7500
Hwy 5	Alcoa	Springhill	1.10	6	9900	2	4950
Hwy 5	Springhill	Hwy 183	1.10	6	14000	2	7000
Hwy 5	Hwy 183	Hwy 111	3.60	6	11000	2	5500
Hwy 5	Hwy 111	Baseline	2.40	6	13000	4	3250
Hwy 5	Baseline	I-430	0.90	6	22000	4	5500
Hwy 5	I-430	Hwy 300	2.70	6	12000	2	6000
Hwy 5/Asher	Hwy 300	University	1.80	6	35000	4	8750
Asher	University	Roosevelt	1.50	6	31000	4	7750
Asher	Roosevelt	Battery	1.50	6	14000	2	7000
Wright/17th	Battery	Chester	0.60	6		2	
Kanis/Chenal/FC Pkwy/I-630	Denny Rd	I-30	4.80	14/9			7267
Kanis	Denny Rd	Chenal	1.10	14	6800	2	3400
Chenal	Kanis	Markham	2.40	9	35000	4	8750
Chenal	Markham	Bowman	0.50	9	34000	6	5667
Chenal/FC Pkwy	Bowman	Shackleford	0.80	9	45000	4	11250
Broadway/Arch St. Pike	Capitol	Pratt Rd	9.70	8/10			4575
Broadway	Capitol	I-630	0.50	8	27000	4	6750
Broadway	I-630	Roosevelt	1.10	10	13000	4	3250
Arch St. Pike	Roosevelt	Baseline	4.60	10	6600	2	3300
Arch St. Pike	Baseline	Pratt Rd	3.50	10	10000	2	5000
Chester	Cantrell	Roosevelt	1.80	5			3250
Chester	Cantrell	I-630	0.60	5	13000	4	3250
Chester	I-630	Roosevelt	1.20	5		4	
Roosevelt	Asher	Hwy 365	3.40	12			3438
Roosevelt	Asher	MLK Jr Dr	1.70	12	12000	4	3000
Roosevelt	MLK Jr Dr	Broadway	0.60	12	14000	4	3500
Roosevelt	Broadway	I-30	0.70	12	14000	4	3500
Roosevelt	I-30	Hwy 365	0.40	12	15000	4	3750
Hwy 107/Main St	Jacksonville-Cato	3rd St (LR)	11.69	13/1			5219
Hwy 107	Jacksonville-Cato	Jacksonville-Cutoff	0.40	13	16000	4	4000
Hwy 107	Jacksonville-Cutoff	Brockington	1.20	13	18000	4	4500
Hwy 107	Brockington	Kiehl	3.00	1	24000	4	6000
Hwy 107	Kiehl	N. Hills	0.90	1	24000	4	6000
Hwy 107	N. Hills	McCain	1.90	1	25000	4	6250
Hwy 107	McCain	I-40	1.70	1	33000	4	8250
Main St	I-40	7th St.	1.50	1	16000	4	4000
Main St	7th St.	W. Broadway	0.30	1		3	
W Broadway/Main St Bridge	W. Broadway	3rd St.	0.79	1	11000	4	2750

Appendix E

1st St/Hwy 161/Hwy 70/E Broadway	US 67/167	Broadway Bridge	15.65	7			4625
1st St	1st Street	Main Street	1.54	7	15000	4	3750
1st St	Main Street	Trickey Lane	1.17	7	12000	2	6000
1st St/Hwy 161	Trickey Lane	Hwy 440	2.88	7	9300	2	4650
Hwy 161	Hwy 440	Trammel Rd	1.62	7	7000	2	3500
Hwy 161	Trammel Rd	Fairfax Drive	2.17	7	8200	2	4100
Hwy 161	Fairfax Drive	I-40	0.70	7	12000	4	3000
Hwy 161	I-40	Prothro Jct	0.92	7	17000	2	8500
Hwy 70	Prothro Jct	Hwy 165	1.48	7	19000	4	4750
E Broadway	Hwy 165	I-30	2.38	7	20000	4	5000
E Broadway	I-30	Broadway Bridge	0.79	7	12000	4	3000
Dave Ward Drive (Hwy 60)	I-40	Hogan	4.27	15			7875
Dave Ward Drive (Hwy 60)	I-40	German	1.37	15	34000	4	8500
Dave Ward Drive (Hwy 60)	German	Donaghey	0.76	15		4	
Dave Ward Drive (Hwy 60)	Donaghey	Salem	1.01	15	29000	4	7250
Dave Ward Drive (Hwy 60)	Salem	Country Club	0.50	15		4	
Dave Ward Drive (Hwy 60)	Country Club	Hogan	0.63	15		4	
Military Rd	East St	I-30	2.32	6			4525
Military Rd	East St	Congo	1.10	6	21000	4	5250
Military Rd	Congo	I-30	1.22	6	7600	2	3800
Maumelle Blvd	I-430	Hwy 365	7.00	4			7750
Maumelle Blvd	I-430	Counts Massie	2.20	4	42000	4	10500
Maumelle Blvd	Counts Massie	Crystal Hill Rd (W)	0.50	4		4	
Maumelle Blvd	Crystal Hill Rd (W)	Millwood Circle	2.40	4	33000	4	8250
Maumelle Blvd	Millwood Circle	Hwy 365	1.90	4	18000	4	4500

Appendix F: State Highway Crash Frequency Analysis

Freeway Results

Freeway	Beginning	End	Average Annual Crashes	Average/Mile	Rank
I-30	Hot Springs/Saline Co	Hwy 70	43.33	7.51	24
	Hwy 70	South Street	62.00	14.49	19
	South Street	Pulaski Co	425.67	37.84	10
	Pulaski Co	I-430	101.00	43.35	7
	I-430	University/Hwy 70	70.33	24.34	12
	University/Hwy 70	I-530	138.00	24.21	13
	I-530	I-630	105.67	61.43	5
	I-630	I-40	477.67	139.67	1
I-40	Conway/Faulkner Co	Hwy 65	51.67	9.14	22
	Hwy 65	Hwy 60	68.67	16.75	17
	Hwy 60	Pulaski Co	93.67	10.57	21
	Pulaski Co	I-430	136.67	17.52	16
	I-430	I-30	183.67	23.52	14
	I-30	I-440	136.00	25.42	11
	I-440	Lonoke Co	23.00	4.76	26
	Lonoke Co	Prairie Co	83.67	3.95	27
I-530	I-30	Hwy 167	82.00	8.94	23
	Hwy 167	E. Woodson Lateral	13.00	1.11	30
	E. Woodson Lateral	Jefferson Co	9.33	2.11	29
I-430	I-30	I-630	257.00	39.91	9
	I-630	I-40	274.00	42.22	8
I-630	I-30	University	310.50	66.06	4
	University	I-430	233.33	77.78	3
I-440	I-30/I-530	I-40	134.67	12.83	20
	I-40	US67/167	33.67	2.35	28
Hwy 67	I-40	Redmond	431.00	49.77	6
	Redmond	Vandenburg	180.33	80.51	2
	Vandenburg	Lonoke Co	84.33	19.17	15
	Lonoke Co	Hwy 89	54.33	15.18	18
	Hwy 89	White Co	33.67	5.15	25

Appendix F

Arterial Results

Roadway	Beginning	End	Average Annual Crashes	Average/Mile	Rank
Hwy 107	Hwy 64	Pulaski Co	7.00	1.60	41
	Pulaski Co	Arnold	27.67	2.76	38
	Arnold	Brockington	25.67	6.50	31
	Brockington	Kiehl	30.67	10.72	26
	Kiehl	I-40	281.00	59.79	5
Hwy 65	Van Buren	Hwy 25 (North)	37.67	3.67	34
	Hwy 25 (North)	I-40	175.67	18.51	23
Hwy 65B	I-40	Hwy 64 (Oak)	53.67	141.23	2
	Hwy 64 (Oak)	Hwy 60 (DWD)	171.33	57.30	6
Hwy 365	Hwy 60 (DWD)	Pulaski Co	26.00	2.46	39
	Pulaski Co	Hwy 100 (Maumelle)	14.33	3.63	36
	Hwy 100	I-40	32.33	44.91	9
Hwy 100 (Maumelle Blvd)	Hwy 365	I-430	196.33	22.52	19
Hwy 10	Perry/Pulaski Co	Hwy 300	20.00	1.25	42
	Hwy 300	I-430	162.67	20.13	21
	I-430	University	145.67	45.24	8
	University	Chester	100.00	25.91	16
Hwy 5	Hot Spring/Saline Co	I-30	72.33	3.79	33
Hwy 5	I-30	Pulaski Co	107.33	14.41	25
	Pulaski Co	I-430	65.67	18.92	22
	I-430	University	98.67	20.64	20
Hwy 161	Hwy 67/167	I-440	136.67	23.93	18
	I-440	I-40	42.67	8.74	28
	I-40	Hwy 70	24.00	32.00	14
Hwy 70	Hwy 161	Hwy 165	49.33	32.46	13
	Hwy 165	I-30	60.67	25.71	17
Hwy 36	Hwy 287	Hwy 64	11.67	3.65	35
Hwy 365	I-40 (Morgan)	I-40 (Levy) N. Broadway/Hwy	94.67	9.20	27
	I-40 (Levy)	100	114.67	48.18	7

Appendix F

Hwy 367	Roosevelt	Pratt	38.67	4.87	32
	Pratt	Hwy 167	21.67	7.88	29
Hwy 64	Harkrider	I-40	109.67	127.52	3
	I-40	German	140.67	121.26	4
	German	Hwy 36	41.33	7.23	30
	Hwy 36	White Co.	21.33	2.01	40
Hwy 70	I-30	Asher	122.67	38.94	10
	Asher	Broadway	145.00	37.56	11
Hwy 365	Broadway	Confederate	37.00	31.09	15
Hwy 60 (DWD)	Arkansas River	Hogan	9.00	2.79	37
	Hogan	Hwy 365	129.33	34.12	12
Hwy 89	Hwy 5	Hwy 67	37.67	17.77	24
	Hwy 67	Hwy 367	180.00	146.34	1