

# ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

## CITIZEN COMMENT FORM

AHTD Job 061342  
Hwy. 10 Study (LR) (PULASKI COUNTY)

**LOCATION:**  
**DON R. ROBERTS ELEMENTARY SCHOOL (CAFETERIA)**  
**16601 LAMARCHE DRIVE**  
**LITTLE ROCK, AR**  
**4:00 – 7:00 P.M., THURSDAY, APRIL 18, 2013**

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261. Email: [environmentalmeetings@ahtd.ar.gov](mailto:environmentalmeetings@ahtd.ar.gov).

Where along Highway 10 do you live and work? (SELECT ONE IN EACH COLUMN)

Live	Work	
<input type="checkbox"/>	<input type="checkbox"/>	West of Ferndale Cut-Off Road
<input type="checkbox"/>	<input type="checkbox"/>	Between Ferndale Cut-Off Road and Chenal Parkway
<input type="checkbox"/>	<input type="checkbox"/>	Between Chenal Parkway and Taylor Loop Road
<input type="checkbox"/>	<input type="checkbox"/>	Between Taylor Loop Road and Rodney Parham Road
<input type="checkbox"/>	<input type="checkbox"/>	East of Rodney Parham Road
<input type="checkbox"/>	<input type="checkbox"/>	I do not live or work near Highway 10

What do you believe should be the primary goal of any improvements to Highway 10 (SELECT ONE)

- Reduce Peak Hour Congestion
- Improve accessibility to west Little Rock, western Pulaski County or Perry County
- Better accommodate all transportation modes (bicycle, pedestrians, transit, etc.)

What roadway improvements do you believe are needed along each of these Highway 10 segments?

### Ferndale Cut-Off Road to Highway 300

- Widen to Four Through Lanes
- Retain Existing Two Through Lanes

### Highway 300 to Taylor Loop Road

- Widen to Six Through Lanes
- Retain Existing Four Through Lanes

### Taylor Loop Road to Sam Peck Road

- Widen to Six Through Lanes
- Retain Existing Four Through Lanes

### Sam Peck Road to Interstate 430

- Widen to Six Through Lanes
- Retain Existing Four Through Lanes

What type of median would you like to see included on Highway 10?

- A Raised, Grassy Median
- A Flush Median (or a two-way left turn lane)

**(PLEASE SEE BACK SIDE)**

For additional information, please visit our website at [www.arkansashighways.com](http://www.arkansashighways.com)

Yes  No  Do you believe that the improvements proposed by AHTD at Interstate 430 and Rodney Parham Road are appropriate? Why or why not? (see video at meeting or at [www.arkansashighways.com](http://www.arkansashighways.com))

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How often do you bicycle for recreational or commuting purposes? (SELECT ONE)

- Two or More Times a Week     A Few Times a Month  
 A Few Times a Year     Rarely/Never

What bicycle accommodations do you believe are appropriate on Highway 10? (SELECT ONE)

- Separated Shared Use Paths     Bicycle Lanes     None

Are there any locations along Highway 10 where bicycle accommodations are especially critical?

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Overall, do you agree with the proposed improvements at the following locations?

- Yes  No  Ferndale Cut-Off Road to Highway 300 (Widen to four lanes and construct shared use path)  
  Highway 300 to Taylor Loop Road (Improve intersections and construct shared use path)  
  Taylor Loop Road to Interstate 430 (Widen to six lanes and construct shared use path)

Please explain your answer. \_\_\_\_\_

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Describe any other improvements or changes you believe are needed on Highway 10 between Ferndale Cut-Off Road and Pleasant Valley Road.

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Where should improvements on Highway 10 be performed first? (SELECT ONE)

- Highway 10 from Ferndale Cut-Off Road to Highway 300  
 Highway 10 from Highway 300 to Taylor Loop Road  
 Highway 10 from Taylor Loop Road to Interstate 430  
 Rodney Parham Road Intersection  
 Interstate 430 Interchange  
 No Improvements are needed on Highway 10

Yes  No  Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project? Please note and discuss with AHTD staff. Please explain.

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Please make additional comments or suggestions here.

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# Highway 10 Improvements Study

## Fact Sheet

The *Highway 10 Improvements Study* was commissioned by the Arkansas State Highway Commission to study the long term needs of the Highway 10 (Cantrell Road) corridor between Ferndale Cut-Off Road and Interstate 430. Preliminary findings from the study are presented below. This public involvement meeting is intended to gather the viewpoints of all stakeholders, such as roadway users, area residents, and property owners so that their concerns are fully understood, and to receive comments on these preliminary findings. Only very limited funding has been identified for improvements at this time, and improvements along Highway 10 in the future will be considered as needs and available funding dictate.

### **Ferndale Cut-Off Road to Highway 300**

Traffic volumes on this segment of Highway 10 are relatively high for a two-lane highway and are expected to grow over the next 20 years. Traffic operations are traditionally assigned a Level of Service (LOS) between A and F, with LOS D or better being acceptable in urban areas. Widening this highway to encompass four through lanes would improve expected 2035 operating conditions from LOS E to LOS A. The estimated total cost of these improvements is \$9.8 million (in 2013 dollars).

### **Highway 300 to Taylor Loop Road**

Traffic volumes on this segment of Highway 10 are not unusually high for a four-lane highway. LOS D operating conditions could likely be maintained through improvements to individual intersections as conditions warrant. The estimated total cost of these improvements are \$400,000 (in 2013 dollars).

### **Taylor Loop Road to Woodland Heights Road**

Traffic volumes on this segment of Highway 10 are among the highest in Arkansas for a non-freeway facility, and traffic volumes are expected to grow through 2035. Widening this highway to include six through lanes is expected to improve worst case operating conditions from LOS F to LOS D in 2035. The estimated total cost of these improvements are \$23.3 million (in 2013 dollars)

### **Woodland Heights Road to Interstate 430**

This segment of Highway 10 encompasses both the Rodney Parham Road intersection and the Interstate 430 interchange. Most existing congestion along the Highway 10 corridor is related to bottlenecks at these two locations. Widening this portion of Highway 10 to six through lanes (at a 2013 cost of \$3.2 million) would yield immediate benefits, but congested conditions would be expected to return within the study period. For these reasons, additional improvements to the Interstate 430 interchange and the Rodney Parham intersection have been proposed. The estimated total cost of all needed improvements is \$30.9 million (in 2013 dollars), including both interchange improvements at Interstate 430 and a continuous flow interchange at Rodney Parham Road.

### **OTHER ISSUES**

This study is intended to consider the needs of all users of the transportation system, including automobile users, bicyclists and pedestrians. The Arkansas State Highway Commission has adopted the *AHTD Bicycle Facility Accommodation Policy* and *AHTD Sidewalk Policy* to guide decisions on what accommodations to incorporate into the design of highway facilities. The City of Little Rock Master Street Plan identifies Highway 10 as a corridor for inclusion of shared use paths for bicycles and pedestrians. Under the AHTD Policy, inclusion of shared-use facilities would be considered.

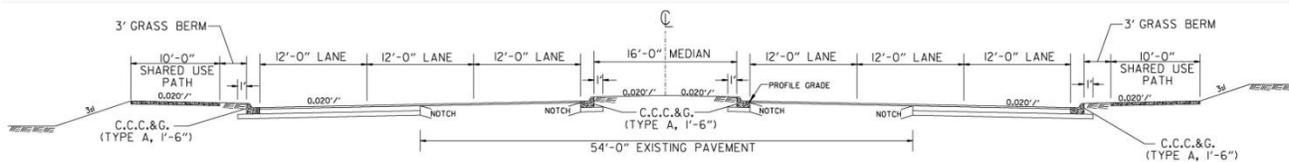
Another item to be considered in the study is whether or not a raised median is included on Highway 10. The benefits and drawbacks of median alternatives are discussed on the attached sheet.

# Highway 10 Improvements Study

## Typical Section – Median Alternatives

### Taylor Loop Road to Woodland Heights Road

#### Six Lanes with Raised Median



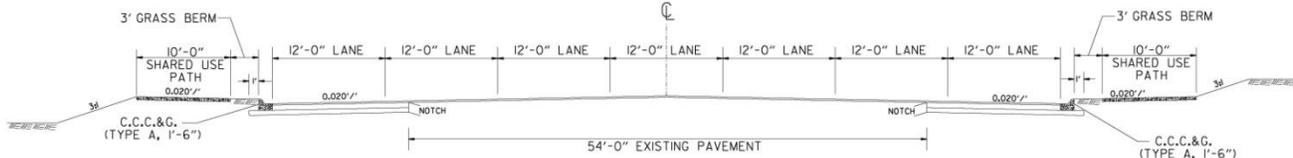
#### Advantages:

- Enhances the capacity of the corridor by improving traffic flow through elimination of unpredictable turning conflicts.
- Decreases vehicular crashes and motorist delay by decreasing turning conflicts.
- Provides a safe refuge in the middle of the road for pedestrians and may reduce pedestrian crashes.
- Encourages more orderly future development and decreases driveways by encouraging shared access at median breaks.
- Handles the high forecast traffic volumes (more than 65,000 vehicles per day) better than a flush median design.
- Provides an opportunity for enhancing the highway's appearance.

#### Disadvantages:

- Requires an additional six feet of right of way compared to the Flush Median.
- Limits direct left-turn access into and out of some driveways and streets.
- Lengthens some trips by requiring turns only at median breaks.

#### Six Lanes with Flush Median

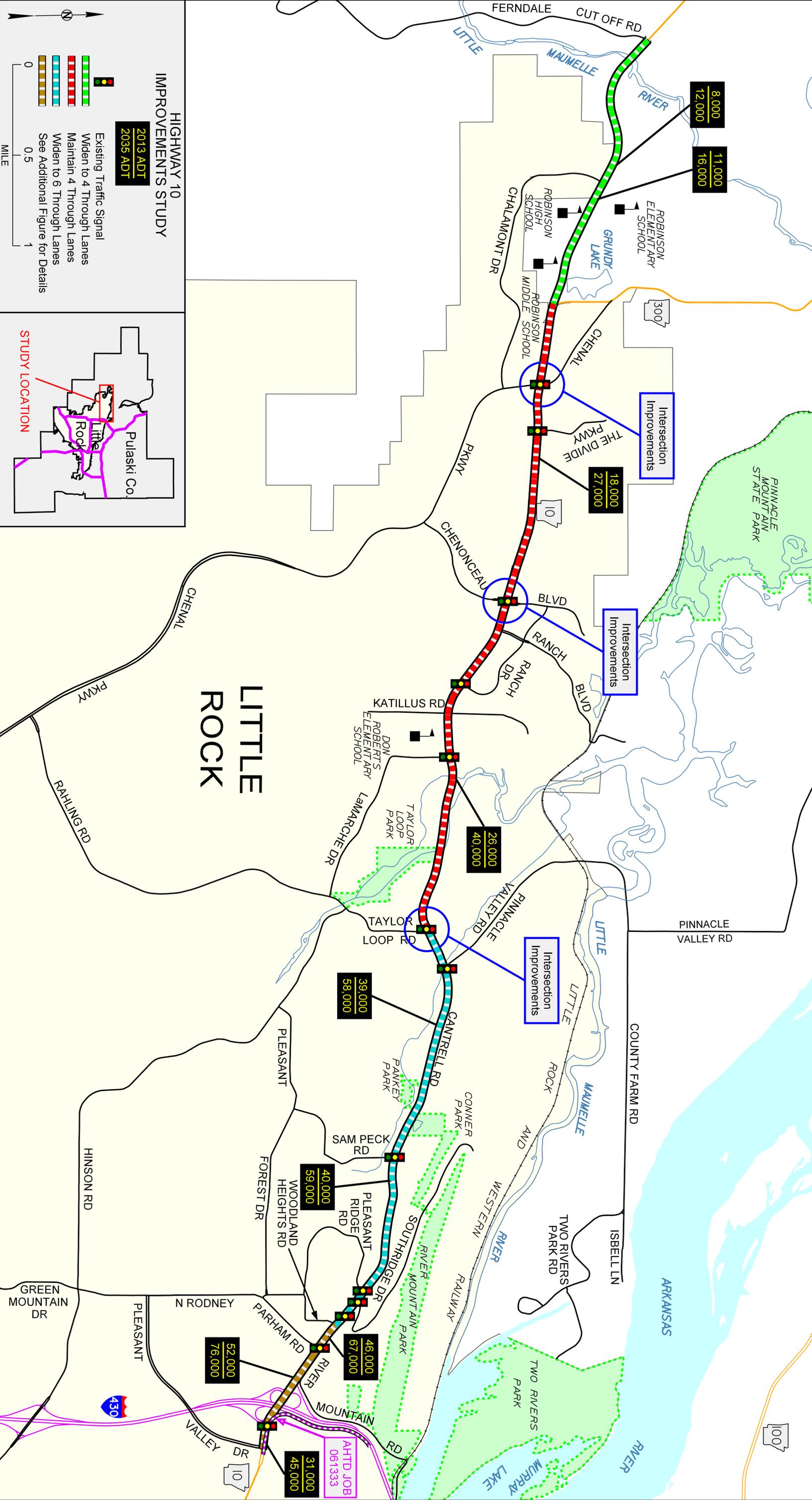


#### Advantages:

- Provides direct left-turning access to land adjacent to the highway corridor.
- Removes left-turning vehicles from the travel lane which improves traffic flow and reduces vehicular crashes compared to a six-lane undivided highway.
- Requires six feet less right of way than the Raised Median alternative.

#### Disadvantages:

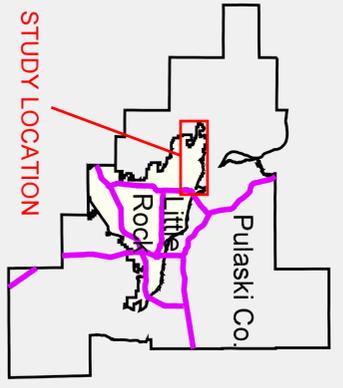
- Increases opportunities for unpredictable turning movements.
- Roadway traffic capacity may suffer as traffic conflicts increase.
- Creates a long distance (more than 84 feet) for pedestrians to cross without a safe refuge.
- Encourages small lot commercial development with closely spaced driveways that may increase turning conflicts.



**HIGHWAY 10 IMPROVEMENTS STUDY**

2013 ADT  
2035 ADT

- Existing Traffic Signal
- Widen to 4 Through Lanes
- Maintain 4 Through Lanes
- Widen to 6 Through Lanes
- See Additional Figure for Details



**LITTLE ROCK**

AHTD JOB  
061333