

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CORRIDOR STUDY – I-30 FROM BENTON TO SOUTH TERMINAL

The *Interstate 30 Corridor Study* was authorized by the Arkansas State Highway Commission to study the long term needs of the I-30 corridor between Benton and I-530 (South Terminal) in Little Rock. 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. No funding has been identified for improvements at this time, and improvements along I-30 in the future will be considered as funds become available.

A number of strategies have been identified to satisfy the operational and safety needs of the corridor, both today and in future years, as discussed below. Strategies could be implemented in phases to meet the transportation needs in the interim years.

Main Lane Capacity Improvements:

Additional capacity is recommended along I-30 between Highway 183 (Reynolds Road) and I-530. Multiple options are being considered for future capacity improvements. In addition to added general purpose lanes, managed lanes are also under consideration. These lanes would give select vehicle groups, such as carpools or transit, the opportunity to travel with reduced delay during peak hours, as discussed in the attached handout. Managed lanes are a strategy that has been suggested by Metroplan, a coalition of local governments in Central Arkansas.

Ramps Program:

Additional and relocated ramps are recommended between Benton and I-430. The proposed ramps are strategically placed with consideration given to access, frontage road operations, and cross roads. This will reduce congestion on individual ramps and will also improve connectivity between I-30 and the adjacent communities. In select high-volume locations, frontage road acceleration lanes are recommended to further ease turning movements from crossroads onto the frontage roads.

Crossroads:

Modifications to roadways crossing I-30 were also considered. These will further improve travel onto or across I-30. Implementation of crossroad improvements will be conducted in coordination with local agencies.

System Interchanges:

Further improvements are recommended at the I-30 interchanges with I-430 and I-530/I-440. These will ensure optimal operations at these key points in the transportation network.