

## APPENDIX

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Appendix A – Level of Service

Appendix B – Agency Scoping Meeting

Appendix C – Public Involvement

Appendix D – Project Funding

Appendix E – Geotechnical Feasibility Investigation

Appendix F – USACE Concurrence and Wetland Determination

Appendix G – Arkansas Department of Natural Heritage Coordination

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Appendix I – Natural Resources Conservation Service Coordination

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Appendix K – Stormwater Runoff Minimization Measures

Appendix L – Notice of Intent

Appendix M – Cooperating Agency Coordination

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Appendix O – Layout of Alternatives

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Appendix Q – DEIS Reevaluation

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## **APPENDIX A: LEVEL OF SERVICE**

### **Two-Lane Highway**

**LOS A** - LOS A represents traffic flow where motorists are able to travel at their desired speed. Passing is rarely affected and drivers are delayed no more than 35% of the time by slower drivers.

**LOS B** - Traffic speeds in LOS B drop and drivers are delayed up to 50% of the time by other drivers.

**LOS C** - At LOS C, speeds are slower than at LOS B. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow-moving vehicles. Drivers may be delayed up to 65% of the time by slower drivers.

**LOS D** - LOS D describes unstable flow and passing becomes extremely difficult. Motorists are delayed nearly 80% of the time by slower drivers.

**LOS E** - At LOS E passing becomes nearly impossible and speeds can drop dramatically.

**LOS F** - LOS F represents heavily congested flow where traffic demand exceeds capacity and speeds are highly variable.

### **Multi-Lane Highway**

**LOS A** - LOS A represents free flow conditions where individual users are unaffected by the presence of others in the traffic stream.

**LOS B** - Traffic flow in LOS B is stable, but other users in the traffic stream are noticeable.

**LOS C** - At LOS C, maneuverability begins to be significantly affected by other vehicles.

**LOS D** - LOS D represents dense but stable flow where speed and maneuverability are severely restricted.

**LOS E** - Traffic volumes approach peak capacity for given operating conditions at LOS E; speeds are low and operation at this level is unstable.

**LOS F** - Minor interruptions in the traffic stream will cause breakdown in the flow and deterioration to LOS F, which is characterized by forced flow operation at low speeds and an unstable stop-and-go traffic stream.

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