

SECTION 1: PURPOSE AND NEED

1.1 PROJECT DESCRIPTION

The City of Conway is proposing to construct a western arterial loop on the south and west sides of Conway. The arterial, referred to as the “Conway Western Arterial Loop”, will connect to Interstate 40 on the northwest side of Conway and extend to the south through the west side of Conway. Finally, it will turn east across the south side of Conway and reconnect to Interstate 40 on the south side of Conway.

1.1.1 Project Location

Conway, located approximately 25 miles northwest of Little Rock, is the most populated city in Faulkner County and is part of the recently renamed Little Rock-North Little Rock-Conway Metropolitan Statistical Area (MSA). Conway’s location within the region is shown on the Project Location Map of **Figure 1-1**. As part of this central region, Conway’s growth and economic development is closely tied to central Arkansas’s regional and industrial employment opportunities. Over the last decade Conway has grown dramatically and has emerged as a strong satellite community in the Little Rock-North Little Rock-Conway MSA. Interstate 40, Highway 64 and Highway 65 provide vehicle access to Conway. Union Pacific Railroad (UPRR) provides main line rail service through Conway and its Central Business District (CBD). Increased rail activity is projected by railroad officials over the next few decades and remains a major issue within Conway.

The Arkansas River is contiguous to the western urban limits and Conway’s emerging western growth corridor. The general economic base for Conway is focused on three institutions of higher learning, growing industrial and service industries, and expanding retail, medical and service establishments. Conway is regionally tied to a transportation system incorporating a variety of transportation options for the future residents of the city.

1.2 PROJECT PURPOSE AND TRANSPORTATION NEED

1.2.1 Project Purpose

The proposed project would provide additional arterial route capacity within the vicinity of western Conway and the southwest corner of Faulkner County to meet current and future traffic needs. The project would provide an alternative to existing arterial routes connecting western Conway to Interstate 40. This diversion of traffic away from existing arterial routes would result in a reduction in traffic congestion and improvement in safety conditions along those arterials and at the existing interchanges with Interstate 40 in Conway.

Coordination with the public and local elected officials in the study area identified several purposes for the project. These include providing:

- Relief to an existing transportation system that is already suffering a reduction in level of service (LOS) due to traffic overloading;
- Reductions in vehicle travel times within the study area;

- Reductions in the number of transportation related crashes that occur within the study area;
- Relief in the traffic congestion in the Conway CBD;
- Improved access to regional medical facilities in Conway;
- Improved response times by the city's emergency service units;

1.2.2 Transportation Need

An analysis was undertaken to identify the needs and deficiencies associated with the existing transportation system in the study area. Of particular concern were the transportation needs involving the collectors, arterials, and freeway systems (Interstate 40) along with the social and economic needs of the communities being served by the system. The results of this analysis are described in the following sections.

1.3 PROJECT HISTORY

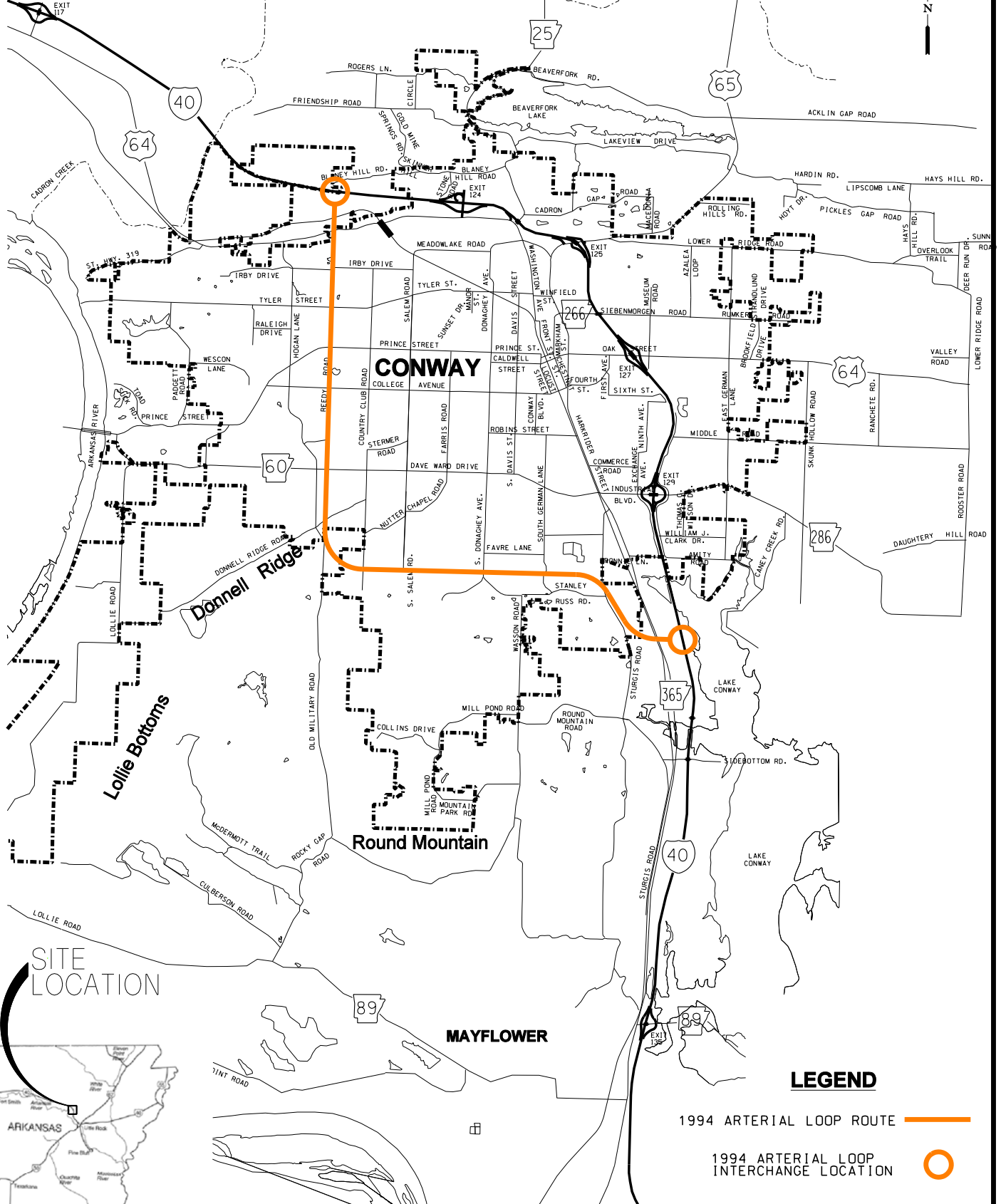
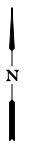
Conway remains one of the fastest growing communities in the State of Arkansas. Since 2000, growth has escalated at a 4.0 percent annualized rate based on population estimates and utility connections within the corporate limits. Faulkner County is projected to surpass 170,000 people by the year 2030 with approximately 6 out of 10 individuals residing within the City of Conway. The 2007 United States Census Bureau population estimate for the City of Conway was 57,006 persons. This increase in population will continue to generate substantial demand for new housing of all types in an expansion of the urbanized area and an increase in the need for improved traffic capacity and flow.

As a result of the increased population, the existing transportation system in and around Conway has become overloaded resulting in deterioration of the LOS as described in Section 1.4.1. The need for additional system capacity, particularly between locations on the west side of Conway and Interstate 40, has become an evident concern in Conway.

In the early 1990's, Conway began the process to develop a major arterial highway in the vicinity of the city by developing research, calculations and reports to support an application for a revision of the control of access at two points on Interstate 40. A report prepared in the spring of 1994 by the Mehlburger Firm, Inc. and Huitt-Zollars, Inc. recommended interchanges be added to Interstate 40 at log mile 121 north of Conway and log mile 131 south of Conway. These would be connected by an arterial route using a combination of existing and new location corridors. The proposed route would encompass the central part of Conway.

Approval for a revision of control of access was to be the first step in developing a major arterial highway proposed to relieve congestion in the central portion of the city. The application for a revision to the control of access for the 1994 Arterial Loop Route was not formally submitted to the Federal Highway Administration (FHWA) for approval. The general location of the route proposed by the Mehlburger report has been shown on **Figure 1-1**. The route was eliminated from this study due to conflicts with residential and industrial development and encroachment into wetland areas. In addition, a wastewater treatment plant has been constructed in the corridor of the original route.

MENIFEE



SITE LOCATION



SCALE: 1" = 9000'

LEGEND

- 1994 ARTERIAL LOOP ROUTE ———
- 1994 ARTERIAL LOOP INTERCHANGE LOCATION ○



CONWAY WESTERN ARTERIAL LOOP
 ENVIRONMENTAL IMPACT STATEMENT
 FAULKNER COUNTY

FIGURE 1-1
PROJECT LOCATION

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An arterial route connecting Highway 64 northwest of Conway with Interstate 40 south of Conway has been shown on Conway's Growth Plan since June 11, 1996. The Conway Loop was also identified in METRO 2020, the Metropolitan Transportation Plan adopted in July 1995 by Metroplan, the metropolitan planning organization (MPO) for the region. METRO 2030, which builds on previous efforts that produced METRO 2020, also includes the identification of the Conway Western Arterial Loop. METRO 2030 was adopted by Metroplan in September of 2005.

1.4 PROJECT STUDY AREA

1.4.1 Existing Roadway System

The City of Conway is currently served by the following highways as shown on **Figure 1-2** and listed below:

- | | |
|---------------------------------|-----------------------------------|
| 1. Interstate 40 | 6. Highway 365 |
| 2. Highway 64 | 7. Highway 60 Spur |
| 3. Highway 65 | 8. Highway 286 |
| 4. Highway 60 (Dave Ward Drive) | 9. Highway 266 (Siebenmorgan Rd.) |
| 5. Highway 25 | |

Interstate 40 is a four-lane divided freeway, which follows an east/west alignment across the state of Arkansas, providing the only continuous freeway connection between Oklahoma and Tennessee. The exception to the east/west orientation of Interstate 40 is one section that runs north/south between the cities of Conway and North Little Rock. The directions for traffic on Interstate 40 are referred to as being in either the east or west directions.

Interstate 40 traverses Conway through the north and east sides, which minimizes the distance between Interstate 40 and any point within the city. However, due to natural and manmade obstacles, the existing interchanges and street network make Interstate 40 easily accessible only from the easternmost section of Conway. As a consequence, the concentration of commercial development has been, for the most part, limited to an area within 2 or 3 miles of Interstate 40, particularly in the area between the original CBD and Interstate 40. The commercial development has occurred primarily along the highways that connect the CBD listed in Section 1.1.1 with Interstate 40. This development has created increasing traffic congestion due to the competition between commercial and residential traffic needs for access to Interstate 40.

The residential areas on the south and west sides of Conway are separated from Highway 64W and Interstate 40 on the north by Cadron Ridge. East of these residential areas the CBD separates them from Highway 65, Highway 64E and Interstate 40. There are no arterial routes to the south through the undeveloped agricultural land or across Round Mountain. The UPRR generally parallels Interstate 40, and because of the limited number of crossings and conflicts with rail traffic, provides a serious constraint to traffic desiring to move between the residential areas and Interstate 40.

Traffic from these residential areas uses one of four primary east/west arterial routes to access Interstate 40. These are:

1. Highway 64W (west of Highway 65B)
2. Prince Street /Caldwell Street

3. College Avenue
4. Highway 60 (also known as Dave Ward Drive)
Note: Highway 60 was changed from Highway 286 in 1998.

There are two principal north/south arterial routes that provide access between the residential areas and Interstate 40. These routes are Highway 65B (Harkrider Street) which provides direct access to Interstate 40 with an interchange at interstate log mile 125 and Hogan Lane which provides indirect access to Interstate 40 by using the Highway 25/64W interchange at interstate log mile 124. Other north/south routes that are important elements of the system include Salem Road and Donaghey Avenue.

Cadron Ridge separates the residential areas from Highway 64W and Interstate 40. Hogan Lane is currently the only north/south route that crosses the ridge. Although, an extension of Salem Road across Cadron Ridge to Highway 64W at the Highway 25/64W Interchange was completed in July 2009. Highway 64W and Highway 60 are the only east/west arterial routes that do not intersect the UPRR with at-grade crossings. The north end of Hogan Lane connects to Highway 64W on the west side of the Highway 64W crossing of the UPRR. (The UPRR passes under Cadron Ridge and Highway 64W through a tunnel.) The southern end of Hogan Lane connects to Highway 60.

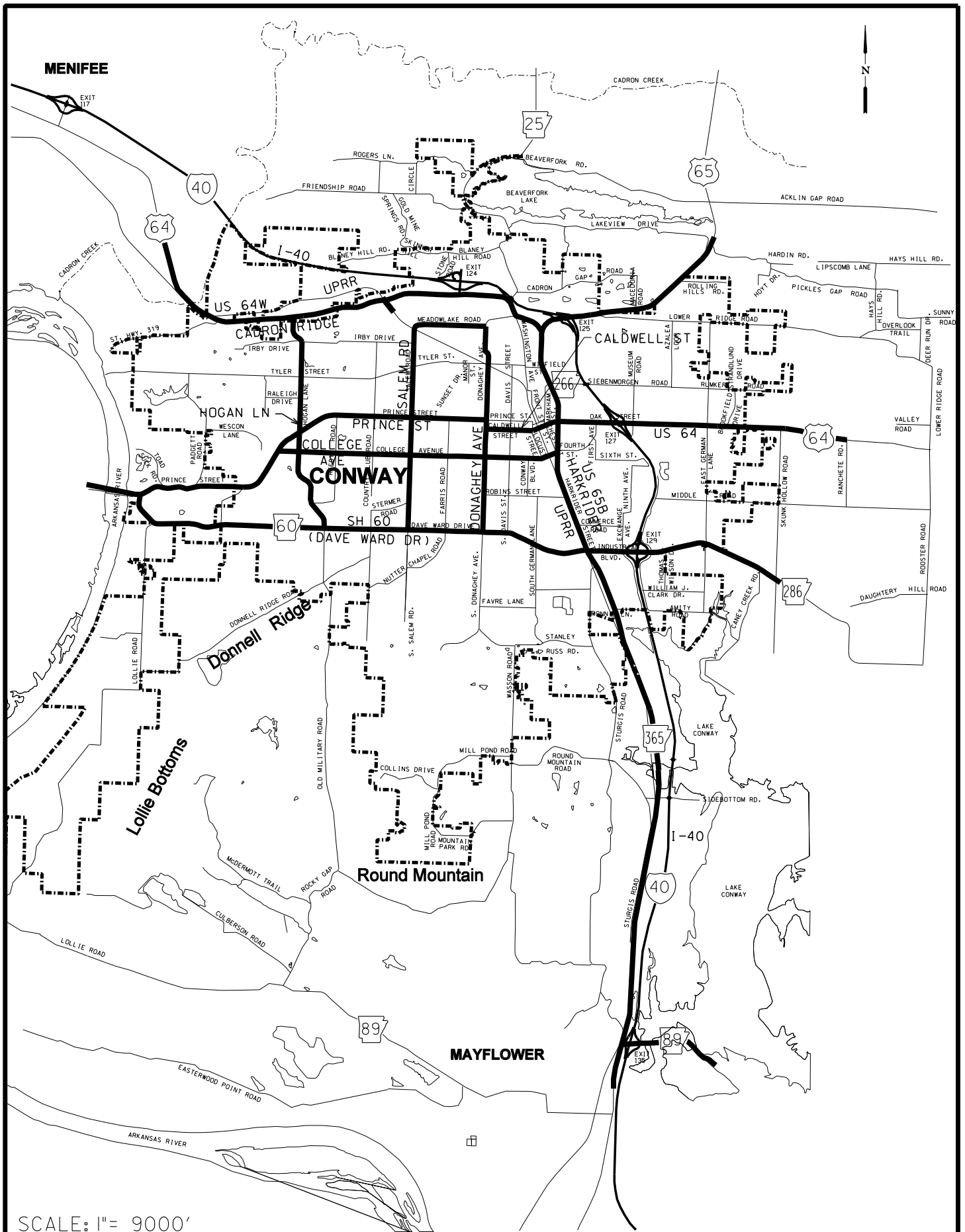
Traffic using Prince/Caldwell Streets and College Avenue to access Interstate 40 must deal with the conflicts involving UPRR traffic and the restricted capacity resulting from crossing through the CBD. These routes connect to Highway 65B.

Five highways, each classified as a major arterial, have interchange connections to Interstate 40 within the Study Area:

1. Highway 64W
2. Highway 65
3. Highway 64E
4. Highway 65B/286
5. Highway 89

Figure 1-3 shows the general location and configuration for each of these interchanges.

Highway 64W is accessible from Interstate 40 at exit 124. This exit also serves Highway 25 to the north. The interchange was opened in May, 2008 and replaced the previously used single eastbound off-ramp at log mile 124. Highway 64W near exit 124 is a two-lane facility west of the interchange and a four-lane facility east of the interchange with an estimated 2008 average annual daily traffic (AADT) of 7,800 vehicles per day (VPD). This roadway provides the shortest path (approximately 2 miles) between the interstate and the northwestern area of Conway. The City of Conway Comprehensive Plan, adopted August 23, 2004, shows an ultimate north connection to Highway 25 and south connection to Salem Road. The Salem Road Connection to Highway 64W was completed in July 2009. In addition to the connection, a new railroad overpass contract to replace the at-grade crossing with the UPRR at Salem Road was let for construction on August 19, 2009.



SCALE: 1" = 9000'

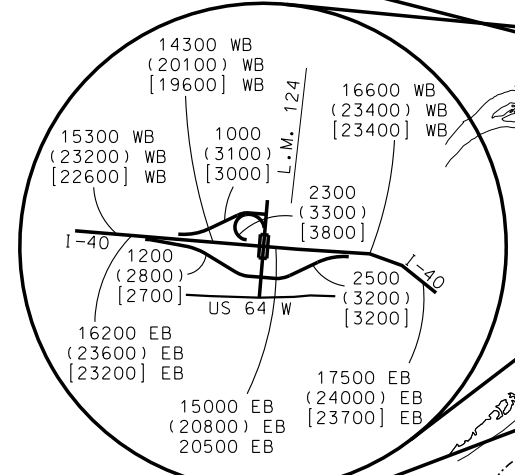
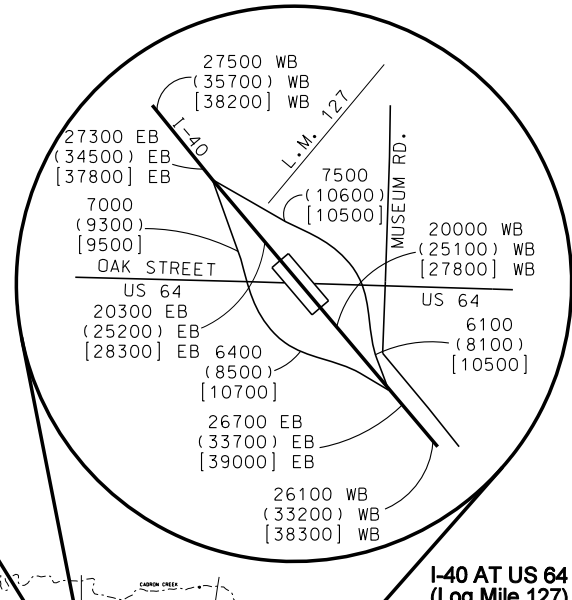
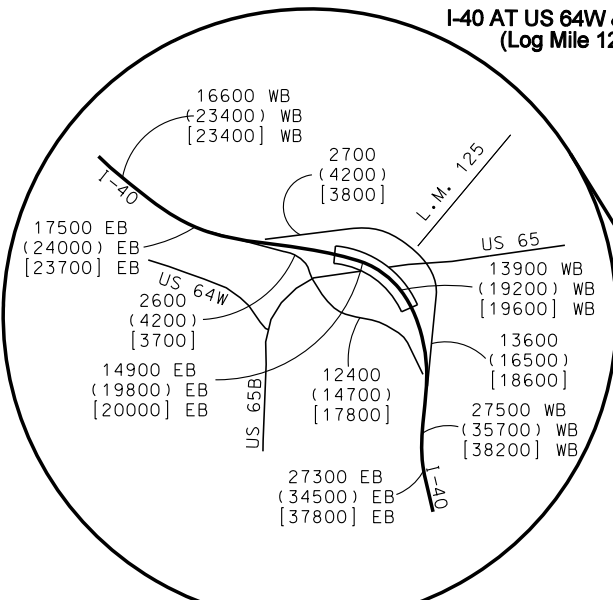


**CONWAY WESTERN ARTERIAL LOOP
ENVIRONMENTAL IMPACT STATEMENT
FAULKNER COUNTY**

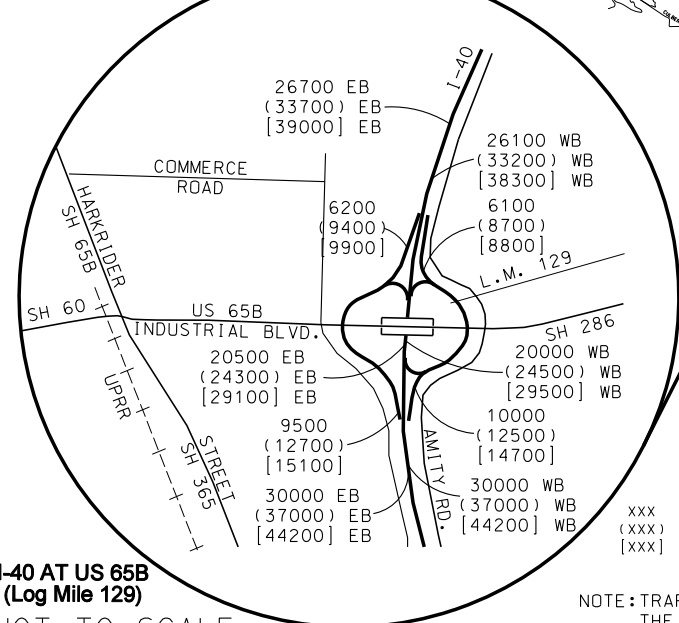
**FIGURE 1-2
PRINCIPAL ROADWAYS
IN CONWAY**

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**I-40 AT US 64W & US 65
(Log Mile 125)**



**I-40 AT US 64W
(Log Mile 124)**



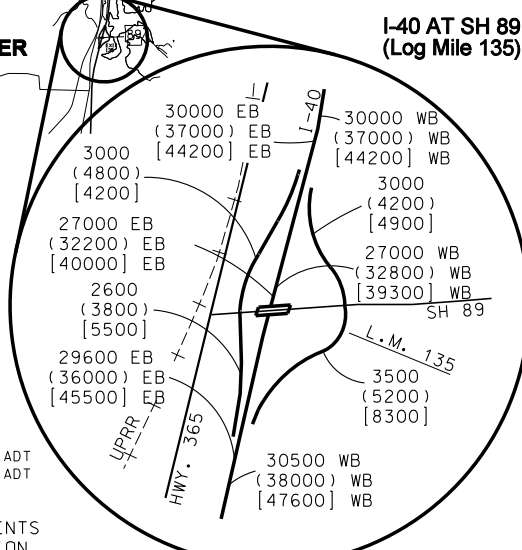
**I-40 AT US 65B
(Log Mile 129)**

NOT TO SCALE

LEGEND

- xxx 2008 ADT
- (xxx) 2033 (4-LANE I-40) ADT
- [xxx] 2033 (6-LANE I-40) ADT

NOTE: TRAFFIC DATA REPRESENTS THE NO-BUILD CONDITION



**I-40 AT SH 89
(Log Mile 135)**



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Highway 65 provides access to Interstate 40 at log mile 125. Highway 65, which currently consists of 2 northbound lanes, 2 southbound lanes and a two-way left turn lane, has an estimated 2008 AADT of 27,000 south of Interstate 40 and 31,000 north of Interstate 40. The growth in demand for this route over the past few years can be attributed to the development of the Fayetteville Shale and the growth of communities such as Greenbrier in northern Faulkner County.

Highway 64 to the east of Highway 65B is accessible from Interstate 40 at a full diamond interchange at log mile 127. At the intersections of Highway 64 with the Interstate 40 ramps, Highway 64 has 2 eastbound lanes, 2 westbound lanes and a two-way left turn lane. The estimated 2008 AADT for this section of Highway 64 (Oak Street, between Interstate 40 and the CBD) is 29,000 VPD and is generated primarily by the University of Central Arkansas, Hendrix College, and the CBD. The estimated 2008 AADT for the section of Highway 64 east of Interstate 40 is 31,000 VPD and is generated by residential, commercial and natural resource development to the east of Interstate 40.

Highway 65B (Industrial Drive) provides access to Interstate 40 from the west with an interchange at log mile 129. Highway 286 extends eastward from the interchange to provide access for the traffic from the east. The bridge over Interstate 40 provides two eastbound lanes and three westbound lanes between the Interstate 40 access ramps. The estimated 2008 AADT on Highway 65B is 32,000 west of Interstate 40 and 14,000 VPD east of Interstate 40 (Highway 286). A large industrial area east of Interstate 40 generates the traffic for the section of highway that lies east of the interstate. The traffic for the section of highway that lies west of Interstate 40 is generated by a variety of uses including major industrial facilities, the University of Central Arkansas, Acxiom Corporation and single and multi-family residential uses. Highway 60 west of Highway 65B to Tucker Creek is a four-lane median divided roadway with an access management program.

Highway 89 provides access to Interstate 40 with an interchange at log mile 135. The Highway 89 Interchange serves as the Mayflower access to Interstate 40. Highway 89 extends to the east from Interstate 40 and provides an important arterial route for southern Faulkner County and northern Pulaski County. The route is on the Regional Arterial Network (RAN). The estimated 2008 AADT on Highway 89 is 5,700 VPD east of Interstate 40. Highway 89 intersects with Highway 365 immediately west of the Interstate 40 Interchange. The UPRR parallels Highway 365, immediately to the west of the highway. The proximity of the intersection of Highway 89 with Highway 365, coupled with the UPRR location, limits the possibilities of making significant capacity improvements.

1.4.1.1 Capacity Analysis

Operations of the existing arterial interchange and freeway systems have been evaluated by performing a capacity analysis. Several existing or near term deficiencies have been identified. Capacity analysis is a tool used to measure the quality of service provided by a roadway. The capacity analysis yields a LOS, which is a way to qualitatively measure the operational characteristics of a roadway and is given the following letter designations: A, B, C, D, E, and F. LOS "A" (free flow) represents the highest quality of service, and "F" (complete congestion) is the worst. LOS incorporates factors that are both measurable and immeasurable to describe the quality of service that a facility either currently provides or is expected to provide in some specific time frame. Some of the measurable factors include speed, travel time, AADT, percent of trucks using the highway, operating costs, freedom to maneuver and traffic interruptions. Examples of immeasurable factors would be driver

comfort level, convenience, safety and perception of quality. Complete definitions of the LOS ratings are provided in Appendix A.

Traffic volumes for the existing and committed network (as represented by the Central Arkansas Regional Transportation Study (CARTS) regional traffic demand model) are based on consideration of a combination of trends indicated by the annual traffic counts and volumes computed by the CARTS model. Traffic volumes for 2008 and 2033 were computed and assigned to the locations to be evaluated.

Each of the arterial routes (Highways 65, 64, and 65B) are currently serving traffic volumes that are near their capacity. **Table 1-1** shows the 2008 and 2033 average daily traffic (ADT) assignments for these routes along with the associated LOS. Capacity analyses were performed using the Highway Capacity Software in accordance with procedures outlined in the Transportation Research Boards *Highway Capacity Manual* (TRB, 2000).

**TABLE 1-1
ARTERIAL CAPACITY**

Location	2008		2033 (4-Lane I-40) No-Build		2033 (6-Lane I-40) No-Build	
	ADT ¹	LOS	ADT	LOS	ADT	LOS
Highway 65 B (Skyline) West of Interstate 40 Interchange ²	23,200	C	31,800	D	30,100	D
Highway 65 East of Interstate 40 Interchange	32,100	D	44,200	F	44,200	F
Highway 64 West of Interstate 40 Interchange	30,500	C	39,900	F	42,100	F
Highway 65B (Industrial) West of Interstate 40 Interchange	35,100	D	49,900	F	53,000	F

Notes:

1. 2008 traffic data is consistent with that approved by Metroplan, AHTD and FHWA for the engineering and operational acceptability review.
2. Analysis considers traffic diverted by the Highway 25/64W interchange.

Based on 2008 traffic volumes, segments of Highways 65 and 65B are operating near their capacity at LOS D. The LOS along all the arterial segments with the exception of Highway 65B west of Interstate 40 are expected to deteriorate to LOS F by 2033.

Synchro Software was used to evaluate operations at the Highway 25/64W, Highway 65B/286 and Highway 89 Interstate 40 interchanges. The LOS was determined at the ramp intersections with the crossing roads. **Table 1-2** shows the results of this evaluation.

**TABLE 1-2
INTERSECTION CAPACITY**

Location	2008 LOS	2033 (4-Lane I-40) No-Build LOS	2033 (6-Lane I-40) No-Build LOS
Highway 25/64/Interstate 40			
WB Ramps @ US 64 SPUR ¹	A	A	A
EB Ramps @ US 64 SPUR	B	B	B
Highway 65B/Interstate 40			
WB Ramps @ US 65B ²	ACCEPTABLE	ACCEPTABLE	ACCEPTABLE
EB Ramps @ US 65B	C	D	E
Highway 89/Interstate 40			
WB Ramps @ US 89	C	F	F
EB Ramps @ US 89	D	F	F

Notes:

1. Analysis does not consider future northern extension of Highway 25 from interchange.
2. The sign configuration at this intersection is not allowed in HCM analysis. A microscopic simulation was performed using SimTraffic software.

The traffic demand for access to Interstate 40 at the existing interchanges exceeds capacity at critical intersections for modeled future scenarios. If traffic demand continues to grow as expected, the LOS for the Highway 65B/286 and Highway 89 interchanges will deteriorate to unacceptable levels.

Segments of Interstate 40 are included in the study area. The procedures outlined in the Transportation Research Board’s *Highway Capacity Manual* (TRB, 2000), were followed in order to determine the LOS along this segment of Interstate 40. **Table 1-3** summarizes the results of the analysis. The analysis for year 2008 reflects Interstate 40 as a 4-lane freeway. The analysis for year 2033 was completed using two scenarios which included Interstate 40 as a 4-lane freeway and as an improved 6-lane freeway between Highway 65 and Interstate 430 in North Little Rock.

**TABLE 1-3
INTERSTATE 40 LEVEL OF SERVICE**

Interstate 40 – 2008						
Location (log mile)	Peak Hour Volume	Adjusted Flow Rate (pcphpl)	Maximum Service Flow Rate (pcphpl)	Density (pc/mi/ln)	Maximum Density (pc/mi/ln)	Level of Service (LOS)
120.29 – 124.34						
Mainlanes EB	1824	1120	2400	16.0	45	B
Mainlanes WB	1309	804	2400	11.5	45	B
Interchange 124						
Mainlanes EB	1735	1065	2400	15.2	45	B
Exit Ramp EB	89	103	2000	20.3	35	C
Entr. Ramp EB	450	520	2000	19.8	35	B
Mainlanes WB	1204	739	2400	10.6	45	A
Exit Ramp WB	382	441	2000	13.8	35	B
Entr. Ramp WB	105	121	2000	11.6	35	B
124.34 – 125.11						
Mainlanes EB	2185	1341	2400	19.2	45	C
Mainlanes WB	1586	974	2400	13.9	45	B
Interchange 125						
Mainlanes EB	2052	1260	2400	18.0	45	B
Exit Ramp EB	133	154	2000	17.2	35	B
Entr. Ramp EB	1054	1218	2000	28.0	35	C
Mainlanes WB	1386	851	2400	12.2	45	B
Exit Ramp WB	1510	1745	2000	31.6	35	D
Entr. Ramp WB	200	231	2000	13.8	35	B
125.11 – 126.76						
Mainlanes EB	3106	1907	2400	28.7	45	D
Mainlanes WB	2896	1778	2400	26.1	45	D
Interchange 127						
Mainlanes EB	2588	1589	2400	22.9	45	C
Exit Ramp EB	518	576	2000	34.0	35	D
Entr. Ramp EB	442	491	2000	29.8	35	D
Mainlanes WB	2206	1354	2400	19.3	45	C
Exit Ramps WB	519	577	2000	30.0	35	D
Entr. Ramps WB	690	767	2000	29.7	35	D
126.76 – 128.74						
Mainlanes EB	3030	1860	2400	27.7	45	D
Mainlanes WB	2724	1672	2400	24.2	45	C
Interchange 129						
Mainlanes EB	2354	1445	2400	20.7	45	C
Exit Ramp EB	676	781	2000	33.0	35	D
Entr. Ramp EB	751	868	2000	27.2	35	C
Mainlanes WB	1956	1201	2400	17.2	45	B
Exit Ramp WB	1030	1190	2000	32.5	35	D
Entr. Ramp WB	768	887	2000	23.3	35	C
128.74 – 135.46						
Mainlanes EB	3105	1906	2400	28.7	45	D
Mainlanes WB	2986	1833	2400	27.2	45	D
Interchange 135						
Mainlanes EB	2937	1803	2400	26.6	45	D
Exit Ramp EB	168	194	2000	33.8	35	D
Entr. Ramp EB	338	391	2000	29.6	35	D
Mainlanes WB	2695	1654	2400	23.9	45	C
Exit Ramp WB	539	623	2000	35.2	35	E
Entr. Ramp WB	291	336	2000	27.3	35	C
135.46 – 138.36						
Mainlanes EB	3275	2010	2400	31.1	45	D
Mainlanes WB	3234	1985	2400	30.5	45	D

Interstate 40 – 2033 (4-Lane I-40) No-Build						
Location (log mile)	Peak Hour Volume	Adjusted Flow Rate (pcphpl)	Maximum Service Flow Rate (pcphpl)	Density (pc/mi/ln)	Maximum Density (pc/mi/ln)	Level of Service (LOS)
120.29 – 124.31						
Mainlanes EB	2548	1564	2400	22.5	45	C
Mainlanes WB	2035	1249	2400	17.8	45	B
Interchange 124						
Mainlanes EB	2341	1437	2400	20.6	45	C
Exit Ramp EB	207	239	2000	27.9	35	C
Entr. Ramp EB	576	666	2000	26.6	35	C
Mainlanes WB	1709	1049	2400	15.0	45	B
Exit Ramp WB	548	633	2000	20.9	35	C
Entr. Ramp WB	326	377	2000	18.3	35	B
124.31 – 125.11						
Mainlanes EB	2917	1791	2400	26.4	45	D
Mainlanes WB	2257	1386	2400	19.8	45	C
Interchange 125						
Mainlanes EB	2703	1659	2400	24.0	45	C
Exit Ramp EB	214	247	2000	24.9	35	C
Entr. Ramp EB	1250	1444	2000	35.9	35	E
Mainlanes WB	1946	1195	2400	17.1	45	B
Exit Ramp WB	1832	2117	2000	40.9	35	F
Entr. Ramp WB	311	359	2000	20.1	35	C
125.11 – 126.76						
Mainlanes EB	3952	2426	2400	>45	45	F
Mainlanes WB	3778	2319	2400	41.2	45	E
Interchange 127						
Mainlanes EB	3264	2004	2400	30.9	45	D
Exit Ramp EB	688	795	2000	42.9	35	F
Entr. Ramp EB	587	652	2000	34.5	35	D
Mainlanes WB	2803	1721	2400	25.1	45	C
Exit Ramp WB	689	766	2000	34.6	35	D
Entr. Ramp WB	975	1083	2000	35.2	35	E
126.76 – 128.71						
Mainlanes EB	3850	2363	2400	43.2	45	E
Mainlanes WB	3491	2143	2400	34.8	45	D
Interchange 129						
Mainlanes EB	2826	1735	2400	25.3	45	C
Exit Ramp EB	1025	1184	2000	41.7	35	E
Entr. Ramp EB	1003	1159	2000	33.9	35	D
Mainlanes WB	2395	1470	2400	21.0	45	C
Exit Ramp WB	1288	1488	2000	39.9	35	E
Entr. Ramp WB	1096	1266	2000	30.3	35	D
128.74 – 135.46						
Mainlanes EB	3829	2351	2400	42.6	45	E
Mainlanes WB	3682	2260	2400	38.8	45	E
Interchange 135						
Mainlanes EB	3560	2185	2400	36.1	45	E
Exit Ramp EB	269	311	2000	41.4	35	E
Entr. Ramp EB	494	571	2000	36.9	35	F
Mainlanes WB	3275	2010	2400	31.1	45	D
Exit Ramp WB	801	926	2000	44.0	35	F
Entr. Ramp WB	407	470	2000	33.8	35	D
135.46 – 138.36						
Mainlanes EB	4054	2489	2400	>45	45	F
Mainlanes WB	4076	2502	2400	>45	45	F

Source: Garver

Interstate 40 – 2033 (6-Lane I-40) No-Build						
Location (log mile)	Peak Hour Volume	Adjusted Flow Rate (pcphpl)	Maximum Service Flow Rate (pcphpl)	Density (pc/mi/ln)	Maximum Density (pc/mi/ln)	Level of Service (LOS)
120.29 – 124.31						
Mainlanes EB	2725	1673	2400	24.2	45	C
Mainlanes WB	1959	1203	2400	17.2	45	B
Interchange 124						
Mainlanes EB	2525	1550	2400	22.3	45	C
Exit Ramp EB	200	231	2000	29.8	35	D
Entr. Ramp EB	576	666	2000	28.4	35	D
Mainlanes WB	1644	1009	2400	14.4	45	B
Exit Ramp WB	631	729	2000	21.1	35	C
Entr. Ramp WB	315	364	2000	17.6	35	B
124.31 – 125.11						
Mainlanes EB	3101	1904	2400	28.6	45	D
Mainlanes WB	2275	1397	2400	20.0	45	C
Interchange 125						
Mainlanes EB	2912	1788	2400	26.3	45	D
Exit Ramp EB	189	218	2000	26.8	35	C
Entr. Ramp EB	1513	N/A	2200	N/A	N/A	V/C=0.69
Mainlanes WB	1993	1223	2400	17.5	45	B
Exit Ramp WB	2065	N/A	2200	N/A	N/A	V/C=0.94
Entr. Ramp WB	281	325	2000	20.3	35	C
125.11 – 126.76						
Mainlanes EB	4425	1811	2400	26.7	45	D
Mainlanes WB	4058	1661	2400	24.0	45	C
Interchange 127						
Mainlanes EB	3722	1523	2400	21.8	45	C
Exit Ramp EB	703	812	2000	31.5	35	D
Entr. Ramp EB	738	820	2000	26.6	35	C
Mainlanes WB	3101	1269	2400	18.1	45	C
Exit Ramp WB	893	992	2000	27.6	35	C
Entr. Ramp WB	957	1063	2000	26.6	35	C
126.76 – 128.71						
Mainlanes EB	4460	1825	2400	27.0	45	D
Mainlanes WB	3994	1635	2400	23.6	45	C
Interchange 129						
Mainlanes EB	3381	1384	2400	19.8	45	C
Exit Ramp EB	1079	1247	2000	32.3	35	D
Entr. Ramp EB	1193	1379	2000	28.2	35	D
Mainlanes WB	2885	1181	2400	16.9	45	B
Exit Ramp WB	1514	1750	2000	33.2	35	D
Entr. Ramp WB	1109	1282	2000	24.4	35	C
128.74 – 135.46						
Mainlanes EB	4574	1872	2400	28.0	45	D
Mainlanes WB	4399	1800	2400	26.5	45	D
Interchange 135						
Mainlanes EB	4339	1776	2400	26.1	45	D
Exit Ramp EB	235	272	2000	31.2	35	D
Entr. Ramp EB	715	826	2000	29.9	35	D
Mainlanes WB	3924	1606	2400	23.1	45	C
Exit Ramp WB	1278	1477	2000	36.2	35	E
Entr. Ramp WB	475	549	2000	25.8	35	C
135.46 – 138.36						
Mainlanes EB	5054	2068	2400	32.6	45	D
Mainlanes WB	5202	2129	2400	34.3	45	D

Source: Garver

Notes:

1. The EB I-40 On Ramp at Highway 65 will result in the addition of a lane at the merge point for the 2033 (6-Lane I-40) scenario. The capacity of the ramp will be governed by the ramp geometry itself and not by the ramp-freeway junction. Therefore, this ramp was not analyzed as a merge influence area in HCS+.
2. The WB I-40 Off Ramp at Highway 65 will result in a lane drop at the diverge point for the 2033 (6-Lane I-40) scenario. The capacity of the ramp will be governed by the ramp geometry itself and not by the ramp-freeway junction. Therefore, this ramp was not analyzed as a diverge influence area in HCS+.

1.4.1.3 Safety Analysis

A safety analysis was conducted to review safety conditions for the existing system serving the entire study area. Crash records were obtained from the Arkansas State Police traffic records program and used in this analysis to establish the need for making system safety improvements. In addition, the reported crashes were evaluated with respect to the severity of the crashes.

Average crash rates for Arkansas by roadway type, as well as crash data for Interstate 40, Highway 64, Highway 65, Highway 65B, Highway 60, and Prince Street, for the years 2005-2007 are shown in **Table 1-4**. The locations that correspond to the crash data are shown on **Figure 1-4**. The comparison between the crash rate on each section (Rsec), and the AHTD average crash rate (RAHTD), was used to identify roadway sections that exceeded the statewide average. **Figure 1-5** shows a direct comparison of the crash rates for the above roadways to the average AHTD crash rates.

The following equation was used to determine the crash rate.

$$R_{sec} = A \times 10^6 / (365 \times T \times V \times L)$$

Where Rsec = crash rate for a roadway section

A = number of reported crashes

T = time period of the analysis in years

V = annual average daily traffic volume

L = length of the segment in miles

Crash rates for sections along Highway 65B, Highway 64 and Prince Street exceed the statewide average by a significant amount. These particular sections are subject to serious congestion, narrow undivided lanes and no access management. The crashes along these sections were typically reported as property damage only (PDO)

In addition to the crash rate analysis, the reported crashes were examined with respect to the severity of the crashes. Each crash is classified as either fatal, incapacitating, non-incapacitating, possible Injury or PDO. Each category is described below.

- Fatal Injury: Any injury that directly results in the death of a living person within 30 days of a motor vehicle crash.
- Incapacitating Injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
- Non-Incapacitating Injury: Any injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene.
- Possible Injury: Any Injury reported or claimed which cannot be determined by the officer at the scene and is not a fatal injury, incapacitating injury or non-incapacitating injury.
- Property Damage Only (PDO): No injury.

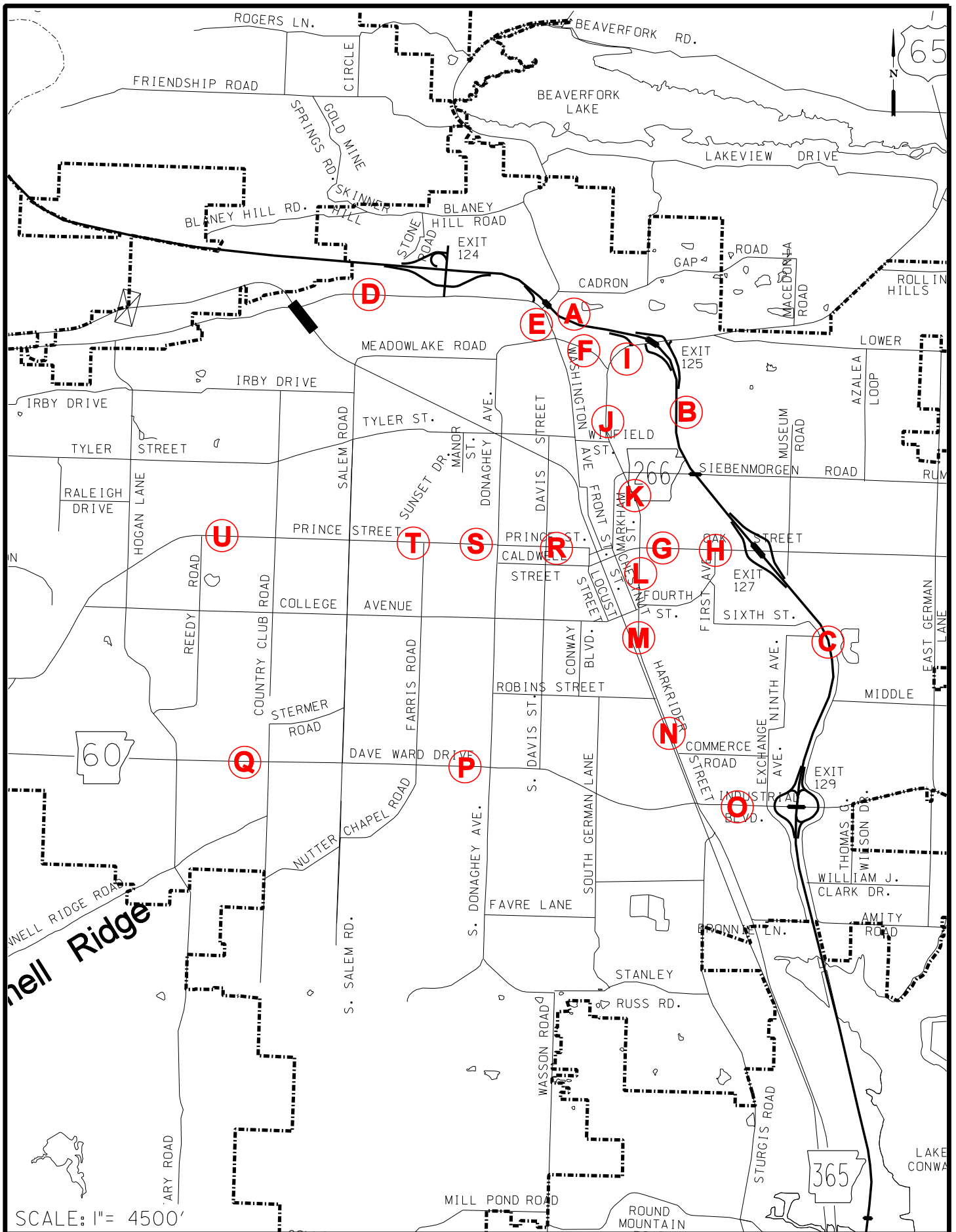
Overall, the majority of reported crashes were classified as PDO crashes (53%). Of the total crashes reviewed during the three year period (2005-2007), seven were fatal crashes. Four of these crashes occurred on Interstate 40, two on Highway 60 and one on Highway 65B.

Table 1-5 shows a breakdown of the crashes based on severity for each reported section. A summary chart of crash severity is presented on **Figure 1-5**.

**TABLE 1-4
CRASH RATES**

	Location	Number of Reported Crashes A	Crash Rate Rsec (Crash / MVM)	AHTD Avg. Rate RAHTD (Crash / MVM)	Comments
A	I-40 – LM 124.32 to 125.11 - Sec 32 (Exit 124 to Exit 125)	57	2.39	0.86	Above Average
B	I-40 – LM 125.11 to 126.76 - Sec 32 (Exit 125 to Exit 127)	87	1.05	0.86	Above Average
C	I-40 – LM 126.76 to 128.74 - Sec 32 (Exit 127 to Exit 129)	112	1.17	0.86	Above Average
D	US 64 - LM 1.42 – 4.44 - Sec 8 (Hogan Lane to Hwy. 25)	43	2.06	3.57	
E	US 64 - LM 4.44-4.59 - Sec 8 (Hwy. 25 to Ridge Road)	10	4.51	3.57	Above Average
F	US 64 - LM 4.59-5.06 - Sec 8 (Ridge Road to Junction US 65/65B)	159	13.09	6.02	Above Average
G	US 64 - LM 0.00 – 0.26 - Sec 9 (US 65/65B to Ingram Rd.)	83	12.35	6.02	Above Average
H	US 64 - LM 0.26 – 0.80 - Sec 9 (Ingram Rd. to I-40)	250	15.21	6.02	Above Average
I	US 65B - LM 0.00 - 0.32 - Sec 9B (Junction US 65/65B to US 64)	135	14.71	6.02	Above Average
J	US 65B - LM 0.32 - 1.05 - Sec 9B (US 64 to Siebenmorgan)	160	6.97	6.02	Above Average
K	US 65B - LM 1.05 - 1.56 - Sec 9B (Siebenmorgan to Oak)	121	26.42	6.02	Above Average
L	US 65B - LM 1.56 - 2.06 - Sec 9B (Oak to Sixth)	148	13.65	6.02	Above Average
M	US 65B - LM 2.06 - 2.33 - Sec 9B (Sixth to Bruce)	22	3.61	6.02	
N	US 65B - LM 2.33 - 3.37 - Sec 9B (Bruce to Highway 60)	67	4.71	6.02	
O	US 65B - LM 3.37 - 4.22 - Sec 9B (Highway 60 to Amity)	138	5.86	6.02	
P	SH 60 - LM 0.00 to 2.67 - Sec 0 (US 65B to Salem)	249	3.19	2.72	Above Average
Q	SH 60 - LM 2.67 – 3.94 - Sec 0 (Salem to Hogan Lane)	38	1.06	2.72	
R	Prince Street – LM 0.48 - 1.10 (Harkrider to Donaghey)	38	11.66	3.57	Above Average
S	Prince Street – LM 1.10 - 1.61 (Donaghey to Western)	12	1.73	3.57	
T	Prince Street – LM 1.61 - 2.12 (Western to Salem)	72	8.32	3.57	Above Average
U	Prince Street – LM 2.12 - 3.81 (Salem to Hogan Lane)	42	2.41	3.57	

Source: Arkansas State Police and Arkansas State Highway and Transportation Department



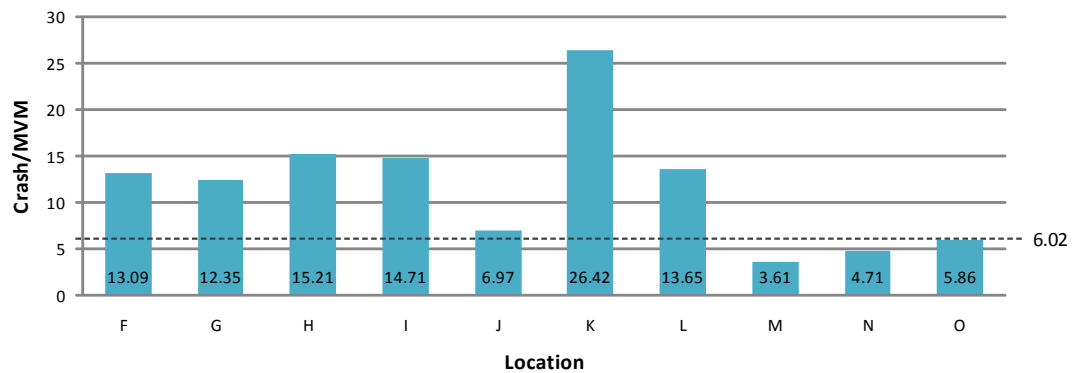
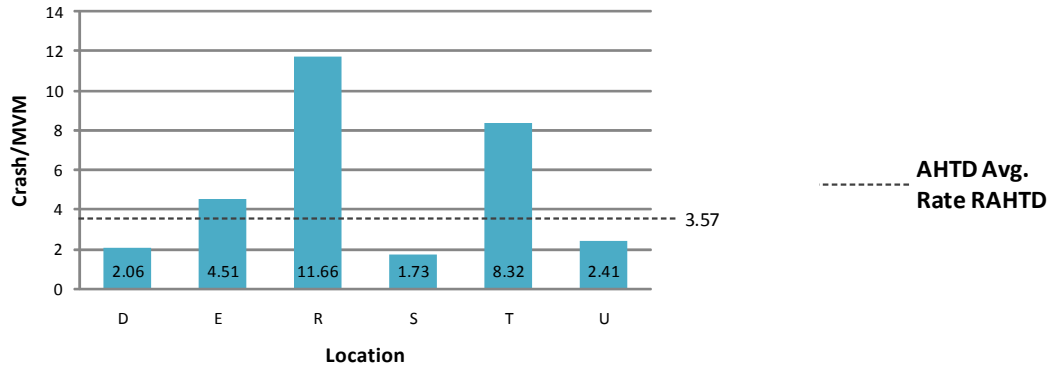
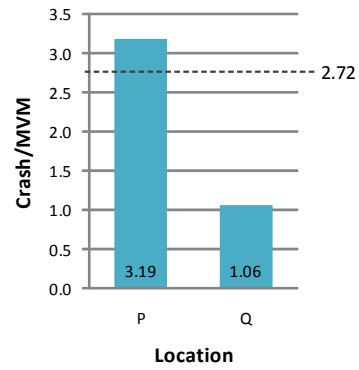
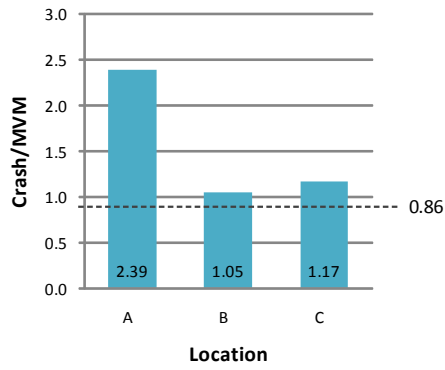
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**CONWAY WESTERN ARTERIAL LOOP
ENVIRONMENTAL IMPACT STATEMENT
FAULKNER COUNTY**

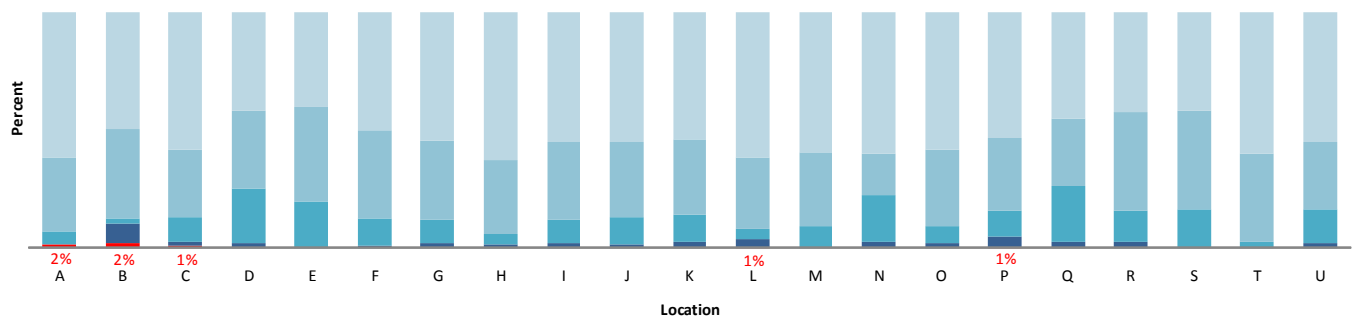
**FIGURE 1-4
CRASH DATA
LOCATIONS**

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Crash Severity

■ Fatal Injury
 ■ Incapacitating Injury
 ■ Non-Incapacitating Injury
 ■ Possible Injury
 ■ Property Damage Only



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**TABLE 1-5
CRASH SEVERITY**

	Location	Fatal	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage Only
A	I-40 – LM 124.32 to 125.11 - Sec 32 (Exit 124 to Exit 125)	1 (2%)	0 (0%)	3 (5%)	18 (32%)	35 (61%)
B	I-40 – LM 125.11 to 126.76 - Sec 32 (Exit 125 to Exit 127)	2 (2%)	7 (8%)	2 (2%)	33 (38%)	43 (49%)
C	I-40 – LM 126.76 to 128.74 - Sec 32 (Exit 127 to Exit 129)	1 (1%)	2 (2%)	12 (11%)	32 (29%)	65 (58%)
D	US 64 - LM 1.42 – 4.44 - Sec 8 (Hogan Lane to Hwy. 25)	0 (0%)	1 (2%)	10 (23%)	14 (33%)	18 (42%)
E	US 64 - LM 4.44-4.59 - Sec 8 (Hwy. 25 to Ridge Road)	0 (0%)	0 (0%)	2 (20%)	4 (40%)	4 (40%)
F	US 64 - LM 4.59-5.06 - Sec 8 (Ridge Road to Junction US 65/65B)	0 (0%)	2 (1%)	18 (11%)	60 (38%)	79 (50%)
G	US 64 - LM 0.00 – 0.26 - Sec 9 (US 65/65B to Ingram Rd.)	0 (0%)	2 (2%)	8 (10%)	28 (34%)	45 (54%)
H	US 64 - LM 0.26 – 0.80 - Sec 9 (Ingram Rd. to I-40)	0 (0%)	4 (2%)	11 (4%)	78 (31%)	157 (63%)
I	US 65B - LM 0.00 - 0.32 - Sec 9B (Junction US 65/65B to US 64)	0 (0%)	3 (2%)	13 (10%)	45 (33%)	74 (55%)
J	US 65B - LM 0.32 - 1.05 - Sec 9B (US 64 to Siebenmorgan)	0 (0%)	3 (2%)	18 (11%)	51 (32%)	88 (55%)
K	US 65B - LM 1.05 - 1.56 - Sec 9B (Siebenmorgan to Oak)	0 (0%)	3 (2%)	14 (12%)	39 (32%)	65 (54%)
L	US 65B - LM 1.56 - 2.06 - Sec 9B (Oak to Sixth)	1 (1%)	5 (3%)	6 (4%)	45 (30%)	91 (61%)
M	US 65B - LM 2.06 - 2.33 - Sec 9B (Sixth to Bruce)	0 (0%)	0 (0%)	2 (9%)	7 (32%)	13 (59%)
N	US 65B - LM 2.33 - 3.37 - Sec 9B (Bruce to Highway 60)	0 (0%)	2 (3%)	13 (19%)	12 (18%)	40 (60%)
O	US 65B - LM 3.37 - 4.22 - Sec 9B (Highway 60 to Amity)	0 (0%)	3 (2%)	10 (7%)	45 (33%)	80 (58%)
P	SH 60 - LM 0.00 to 2.67 - Sec 0 (US 65B to Salem)	2 (1%)	10 (4%)	28 (11%)	76 (31%)	133 (53%)
Q	SH 60 - LM 2.67 – 3.94 - Sec 0 (Salem to Hogan Lane)	0 (0%)	1 (3%)	9 (24%)	11 (29%)	17 (45%)
R	Prince Street – LM 0.48 - 1.10 (Harkrider to Donaghey)	0 (0%)	1 (3%)	5 (13%)	16 (42%)	16 (42%)
S	Prince Street – LM 1.10 - 1.61 (Donaghey to Western)	0 (0%)	0 (0%)	2 (17%)	5 (42%)	5 (42%)
T	Prince Street – LM 1.61 - 2.12 (Western to Salem)	0 (0%)	0 (0%)	2 (3%)	27 (38%)	43 (60%)
U	Prince Street – LM 2.12 - 3.81 (Salem to Hogan Lane)	0 (0%)	1 (2%)	6 (14%)	12 (29%)	23 (55%)

Source: Arkansas State Police

1.4.1.4 Other Transportation Needs

Consultation with local officials and transportation planners was conducted throughout the preparation of this document which began in March of 1999. This coordination was necessary to ensure consistency of the project with the future local and regional transportation system.

Metroplan has identified locations along Highway 64, Highway 65B and Highway 60 (Dave Ward Drive) that have critically congested segments. The 2008 CARTS Congestion Management System (CMS) analysis classifies arterial roadways as congested when the delay rate exceeds 0.41 minutes per mile (min/mile). Congested roadways are then classified as mild, moderate, serious, severe or extreme based on the extent to which they exceed the delay threshold. The CMS analysis categorized the congestion along these routes within the study area as severe to serious. These segments are Highway 64 from East German Lane to Harkrider, Highway 64/65B from Highway 25 to Interstate 40, Highway 65B from Highway 64/65 split to Dave Ward Drive and Highway 60/65B from Interstate 40 to Hogan Lane. The need has been identified by Metroplan to relieve traffic congestion on these priority routes between the western side of Conway and Interstate 40.

Other actions being conducted or planned within the study area include:

- **Salem Road/UPRR Overpass**
A railroad overpass project is planned to replace the at-grade crossing of the UPRR at Salem Road. Engineering and right-of-way acquisition has been completed and the project construction contract was let for construction on August 19, 2009.
- **Salem Road Connection**
The City of Conway designed a connection between the new overpass and the Highway 25/64W interchange with I-40 in north Conway. Construction of the project was completed in July 2009.
- **Regional Airport**
A new regional airport is planned to be located southwest of Conway in the Lollie Bottoms area. Property acquisition is underway and a portion of Lollie Road is planned to be relocated during 2009.
- **Prince Street Widening**
Widen Prince Street to a four-lane median divided section from Western Avenue to Salem Road.
- **College Avenue Widening**
Widen College Avenue to a four-lane median divided section from Salem Road to Donaghey Avenue.
- **Donaghey Avenue/Dave Ward Drive Intersection Improvements**
Intersection capacity improvements at the intersection of Donaghey Avenue and Dave Ward Drive. Improvements include dual left turns on Donaghey Avenue.

1.4.2 Regional Transportation Planning

Transportation planning undertaken in central Arkansas is done within a broad policy framework established at the federal, state, metropolitan and local levels of government by

the Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991. This framework was expanded under the Transportation Equity Act for the 21st Century (TEA-21). Finally, in 2005 the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was authorized. Conway, along with 23 other local governments and agencies are members of the CARTS. This organization, in cooperation with the United States Department of Transportation (USDOT), addresses the responsibilities and functions of a continuing comprehensive and cooperative transportation planning process for central Arkansas through Metroplan, the designated MPO for the central Arkansas urbanized area. The current Metropolitan Transportation Plan document for the CARTS area is titled METRO 2030.

Elements from METRO 2025 and METRO 2030 that involve the City of Conway and should be considered in development of this project include the following:

- **National Highway System**

“In 1993 the Metroplan Board and the Arkansas Highway Commission recommended a list of selected roadways, within the CARTS area, to be a part of the National Highway System (NHS) as required by ISTEA legislation of 1991. This list included the Interstate Highway System and key principal arterial highways. Three proposed facilities are included on the NHS: the Northbelt Freeway in northern Pulaski County, the South Loop in Little Rock and southern Pulaski County, and the Conway Loop in Faulkner County.” (METRO 2025) The “Conway Loop” is currently referred to as the “Conway Western Arterial Loop.”

- **Regional Arterial Network**

METRO 2025 has identified a Regional Arterial Network (RAN). The RAN is a network of arterials designed to provide feasible alternatives to the area freeway network for intra-regional travel within central Arkansas. The objective is to provide a network of clearly marked and easily identifiable routes on which motorists will encounter minimum impedance. It is also intended to incorporate and encourage alternative modes of travel.

The RAN’s primary purpose is to facilitate travel across the region by improving traffic operation on the network facilities. The strategy is to improve overall network operations by using access management techniques, intersection improvements, bridge replacements, the application of Intelligent Transportation Systems (ITS) technologies, the construction of new critical links and finally the addition of main lane capacity in some areas (METRO 2025).

METRO 2030 has identified the Conway Western Arterial Loop as one of thirteen proposed projects, both on and off the RAN, that passed the second tier analysis and was included in the additional roadway capacity improvements list. The project is listed first, as a high to medium priority new facility, within the RAN planning study. In addition, the document has recognized the Conway Western Arterial Loop as a future route to provide feeder bus service within the Regional Transit Vision Plan for Central Arkansas.

CARTS has identified sixteen corridors of the RAN as “Priority Corridors.” Four of these corridors are within the Conway Western Arterial Loop study area. They are:

1. Highway 65/Highway 65B/Highway 365 from CARTS Boundary to Interstate 40 in Pulaski County.
2. Highway 64 from Highway 65B (Harkrider) to White County Line.
3. Highway 60/Highway 65B/Highway 286 from Arkansas River to Clinton Road.
4. Highway 89/Sales/Batesville Pike/Tates Mill/Highway 89 from Highway 365 (Mayflower) to Highway 367 (Cabot).

Two segments of these corridors have been designated as “First Tier Critical Segments”:

1. Highway 64 from west of Interstate 40 to Museum Road.
 2. Highway 65B/Highway 286 from west of Interstate 40 to east of Interstate 40.
- **Access Management**
Access Management provides tools to deal with land uses abutting and otherwise served by a roadway, while still preserving the roadway’s capacity to operate safely and efficiently.

CARTS has developed an access management policy that emphasizes maintaining traffic flow along arterial routes, especially newly developed routes. Where four lanes are justified the policy also states a preference for a divided cross section for arterials.

In 1999, Metroplan, in cooperation with Conway and the AHTD employed access management techniques on Dave Ward Drive (Highway 60). This was part of a major widening project to a four-lane, nontraversable median-divided major arterial extending from Tucker Creek Bridge on the west to the UPRR Overpass on the east. (METRO 2025) A Western Arterial Loop would involve an intersection with this roadway.

1.4.3 The Roadway Network and Social Services

Providing safe, timely access to surrounding communities is a principal role of an adequate transportation facility. The ability of the local transportation system to provide safe, timely access to hospitals, schools, government offices, and retail stores as well as movement between communities can influence the quality of life for people living in both urban and rural areas.

The majority of medical services for the region served by Conway are located along College Avenue between Donaghey Avenue and Salem Road. Conway Regional Medical Center is the primary hospital in the region and is located on College Avenue just west of the intersection with Donaghey Avenue. College Avenue (a two-lane street through the downtown area) is a primary east-west arterial route for cross-town traffic. The estimated 2008 AADT in the vicinity of the hospital is 15,000 VPD on a street with an estimated capacity of 16,900 VPD. Traffic volumes are expected to reach this capacity in 2011. Diverting traffic away from College Avenue by use of an alternate route between the western portion of Conway and Interstate 40 is needed to provide for improved access to the medical services during emergency situations.

Adequate fire and police services are important for the protection of citizens and property in all communities. One particular concern with emergency services is the potential of having

access routes closed due to rail traffic. Two primary grade separated rail crossings include an overpass located on Highway 60 and a tunnel below Highway 64W. A contract to construct a grade separated rail crossing at Salem road on the north side of the city was let on August 19,2009. This overpass will also serve as a southern connection to the Hwy 25/64W interchange with interstate 40. Additional grade separations on the north and south sides of Conway would be beneficial to emergency response times within the region. In addition to adding rail grade separations, there is a need to decrease congestion along all existing routes in order to make them more accessible to emergency traffic.

1.4.4 Modal Interrelationship

Several modes of transportation for movement of people and commodities are available within the study area. These facilities are distributed throughout the corridor and include a general aviation airport, a national bus line (Greyhound Bus Lines) freight depot, and bicycle and pedestrian trails. Any “trip” on the intermodal network involves highway usage at some point. The various modes of travel are available and currently in use. The existing roadway is a weak link in this chain of intermodal dependency. There is a need to provide more seamless intermodal connections and provide a high level of service for the highway dependent portion of any trip.

1.4.5 Manufacturing and Movement of Goods

In 2008, The Conway Development Corporation (CDC) listed 18 entries in their list of existing manufacturers in the Conway area. These companies rely heavily on access to the Interstate System to receive raw materials and ship manufactured goods to markets. The CDC also lists 60 freight carriers that serve the Conway area. Five trucking companies are located in Conway. The location of manufacturing and trucking companies are shown on **Figure 1-6**. Maintaining a satisfactory access to the Interstate system is an important factor in the continued economic health of these manufacturers and freight carriers.

1.4.6 Social Demands and Economic Development

An examination of the population, housing, unemployment and income statistics for the City of Conway and surrounding vicinity suggests a growing economy. In nearly every category evaluated between 1990 and 2008, the study area experienced growth rates exceeding those for the rest of the state. Between 1990 and 2000, the population for Faulkner County grew from 60,006 to 86,014. The estimated 2008 population was 106,823 people. Estimated 2008 unemployment rates were lower than statewide: 4.5 percent versus 5.2 percent.

The increase in population, jobs, income and in the number and value of housing units indicates steady and moderate economic growth in the study area. There is a need for the roadway network to accommodate the social demands associated with steady population growth as well as support and enhance continued economic growth of the study area.

Hewlett-Packard is building a customer service and technical support center in Conway. The proposed technical support center has been estimated to provided job opportunities for up to 1800 employees. This scale of workforce will rank Hewlett-Packard within the top five major employers in Conway. The technical facility is expected to be an 180,000 square foot LEED certified office building. As shown on **Figure 1-6**, the proposed location for the new support center is in the CDC’s Meadows Corporate Center.

A new regional airport is planned within the study area. The new Conway Regional Airport will replace the existing Dennis F. Cantrell Field located along Interstate 40. The existing airport is located near residential and industrial sites which prevent expansion and raise safety concerns. The project was advanced by way of \$1,500,000 in grants from the Federal Aviation Administration (FAA). As shown on **Figure 1-6**, the proposed site of the airport is located southwest of the City of Conway in the Lollie Bottoms area

The traffic volumes shown for Interstate 40 indicate that a significant number of trips on Interstate 40 result from commuter traffic. Interstate 40 provides quick and uninterrupted inter-city travel for the regional traffic between Conway and the Little Rock Metropolitan area. Active residential growth is occurring to the west and south of the CBD. In many cases commuter traffic traveling between these residential areas and Interstate 40 passes through the CBD; therefore, as residential development in the study area increases, the commuter traffic impacts on the Conway CBD will increase. The downtown area of Conway has a unique quality that could be adversely affected as commuter traffic increases.

1.5 PUBLIC AND LOCAL OFFICIAL INVOLVEMENT

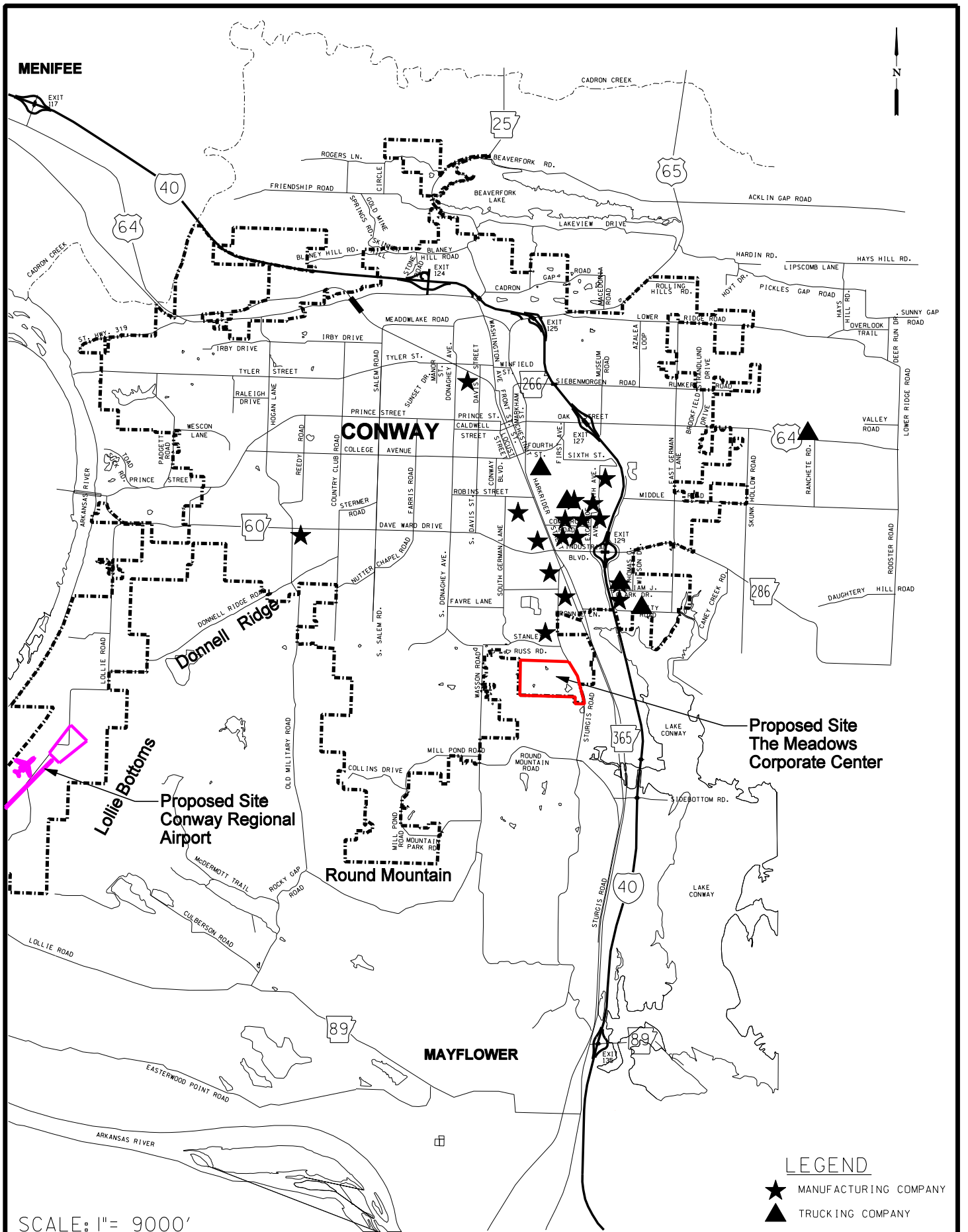
Meetings with the general public and local officials were an integral part of the development of this project. A total of 10 meetings between federal, state, and local agencies and the public were held as part of the scoping process for the Draft Environmental Impact Statement (DEIS). The initial step conducted for the study was to meet with the public and local officials. The meetings had several objectives:

1. To inform all parties of the project, the various steps in the study, and the schedule
2. To request early information from these parties that may be pertinent to the study
3. To present and obtain input on the environmental issues to be considered at various steps in the study
4. To inform the public and local officials of the points in the study at which public meetings would occur and how to participate throughout the study
5. To obtain input on the transportation need of existing conditions from a public perspective

With respect to project need, the public meetings and group meetings for local officials provided a forum in which to discuss

- Concerns relative to the local use of Interstate 40
- Benefits anticipated from the construction of the proposed highway
- Concerns about the construction of the proposed highway

A summary of the comments received during the agency scoping is provided in Appendix B. A summary of public meeting dates, times, attendance and other data is provided in Section 7. The main concern voiced in these public comments was the need to provide an alternative arterial route around the City of Conway while allowing access to local roads. This would in turn provide a relief in the traffic congestion resulting from commuters and local truck traffic in Conway.



SCALE: 1" = 9000'

LEGEND

- ★ MANUFACTURING COMPANY
- ▲ TRUCKING COMPANY



**CONWAY WESTERN ARTERIAL LOOP
ENVIRONMENTAL IMPACT STATEMENT
FAULKNER COUNTY**

**FIGURE 1-6
MANUFACTURING &
TRUCKING COMPANIES**

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1.6 SUMMARY

The Conway Western Arterial Loop was designated as a High Priority Project in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The existing and planned roadway network cannot sustain a reasonable LOS with the continued economic development and population growth within the City of Conway and southern Faulkner County. Steady growth of the Conway urban limits towards the west has created the need for additional arterial route capacity and associated connections to Interstate 40. The development has created increased traffic congestion along existing arterials due to competition between commercial and residential traffic needs. Additional arterial route capacity needs to be provided in order to safely serve the transportation demands within the city of Conway and southwest Faulkner County

The purpose and need for the Conway Western Arterial Loop is to:

- Provide a transportation facility that is consistent with local and regional transportation plans;
- Produce travel time savings for users within the study area;
- Provide a high LOS on the proposed project and improve the LOS along the existing system;
- Improve traffic safety;
- Provide additional grade separations with the UPRR.
- Improve the efficiency and capacity of the local street network in the central Conway area;
- Improve regional access to emergency services;
- Preserve efficient arterial access to the Interstate System to accommodate the movement of goods;
- Accommodate the social demands associated with steady population growth; and,
- Enhance the continued economic growth of the study area.

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