



ARKANSAS STATE HIGHWAY  
AND TRANSPORTATION DEPARTMENT  
DISTRICT NINE

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October 18, 2012

Mayor Frank Anderson  
Mayor of Bella Vista  
P.O. Box 5655  
Bella Vista, AR 72714

RECEIVED  
NOV 01 2012  
CITY OF BELLA VISTA

Dear Mayor Anderson:

Reference is made to your letter dated August 22, 2012, requesting a Traffic Signal Permit at the intersection of Highway 71 and Oldham Drive/Sugar Creek Center in Bella Vista.

Our Roadway Design Division has reviewed the traffic study that you have submitted and we offer the following comments:

- Primarily, the Department requires an analysis of existing conditions to justify signalization. But, the traffic study does not include traffic signal warrant analysis of the existing conditions based on existing traffic volumes. The study includes existing peak hour volumes and 18 months of accident history, but it does not include the documentation and analysis to support the statement on Page 23 that Warrant 7, Crash Experience, is met based on the conditions outlined in Section 4C.08 of the MUTCD. The four peak hour volumes provided in the study show the Left/Thru approach volume from Oldham Drive to average about 7 vehicles per hour. Assuming the remaining hours of the day are equal to or less than the peak hours would imply that Warrant 7, Crash Experience is not met. It would appear that the traffic volumes at intersection of Highway 71 and Oldham Drive/Sugar Creek Center are well below the threshold volumes sufficient to warrant installation of a traffic signal based on the Manual of Uniform Traffic Control Devices (MUTCD).
- Department policy does allow approval of a traffic signal based on projected traffic under the condition that the individual generator is of a type and size that has a proven record with the Department relative to trip generation predictability. Also, the development must have projected traffic volumes that significantly exceed the minimum criteria for one or more of the MUTCD Warrants. The proposed development, a Wal-Mart Neighborhood Market, is relatively small and

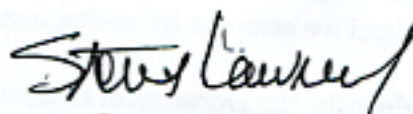
does not generate sufficient traffic volumes to meet the Department's guidelines for signalization approval based on projected traffic volumes. Our guidelines require that projected traffic volumes on the minor leg of the intersection must significantly exceed the minimum traffic volume threshold for several hours of the day. The projected volumes shown in the study for Oldham Drive are not sufficient for the Department to approve signal installation based on projected volumes.

- Maintaining capacity on Highway 71 is a priority with the State. The existing spacing between the signal at Riordan Road and Dartmoor Road is near the optimal distance for maximum capacity at the speed limit of 45 mph. Installation of a signal on Highway 71 between Riordan Road and Dartmoor Road would adversely affect capacity thereby increase delay and travel times.

Based on the above factors, signalization is not recommended at this time. However, we do advise monitoring conditions very closely with the intention of conducting a traffic signal study immediately after opening of the Wal-Mart Neighborhood Market.

Again, we very much appreciate your concerns about our Highway System. Please be assured that we are also very concerned about the safe, efficient movement of traffic on our Highways. If you have any further question, please contact my office.

Sincerely,



Steve Lawrence  
District 9 Engineer

MA

c: Maintenance Division  
Roadway Design  
AMS  
File \*