THE 2014 JONESBORO AREA TRAFFIC REPORT

JONESBORO METROPOLITAN PLANNING ORGANIZATION

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Prepared by:
THE JONESBORO METROPOLITAN PLANNING ORGANIZATION (MPO)

JONESBORO METROPOLITAN PLANNING ORGANIZATION
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PREFACE

This report summarizes the traffic histories of major routes (all principal and minor arterials and select collectors) in the Jonesboro Metropolitan Planning Organization (MPO) Area for the ten-year period between 2003 and 2012. Data and findings are separated by jurisdiction – Jonesboro, Brookland, Bono, Bay and Craighead County – with discussions of the major routes within each jurisdiction. For each route, a table of traffic count data from 2003 to 2012 is provided for every segment where traffic counts were recorded. For additional historical context, the tables also include an average of the traffic counts for each location from 2000 to 2002, rounded to two significant figures. Graphs are provided to further illustrate trends.

While it is natural to extrapolate from past trends to predict future conditions, readers are urged to exercise caution when using historical traffic volume trends to predict future traffic volumes. Traffic volumes are a product of many factors, including: the extent of existing development, the connectivity of the street network, pavement conditions, the availability of alternate modes of transportation, the functional role of a roadway, the size of the driving population and the price of fuel. As such, efforts to predict future traffic volumes should take into account not only past trends, but also the myriad factors that will affect traffic volumes in the future, including: the availability of land for new development, the expected intensity of future development or redevelopment, planned improvements to the transportation system, and anticipated economic and demographic changes.

The traffic counts presented below were provided by the Arkansas State Highway and Transportation Department. Most of the counts were collected using pneumatic hose counters positioned for relatively short periods (typically 24 or 48 hours). The values were adjusted (by AHTD staff) using seasonal and heavy-vehicle factors and rounded (typically to two or three significant figures). Given the limitations of pneumatic counters, the day-to-day variability of traffic volumes, and the limitations of the adjustment process, some error is inherent in the use of such data to analyze traffic conditions.

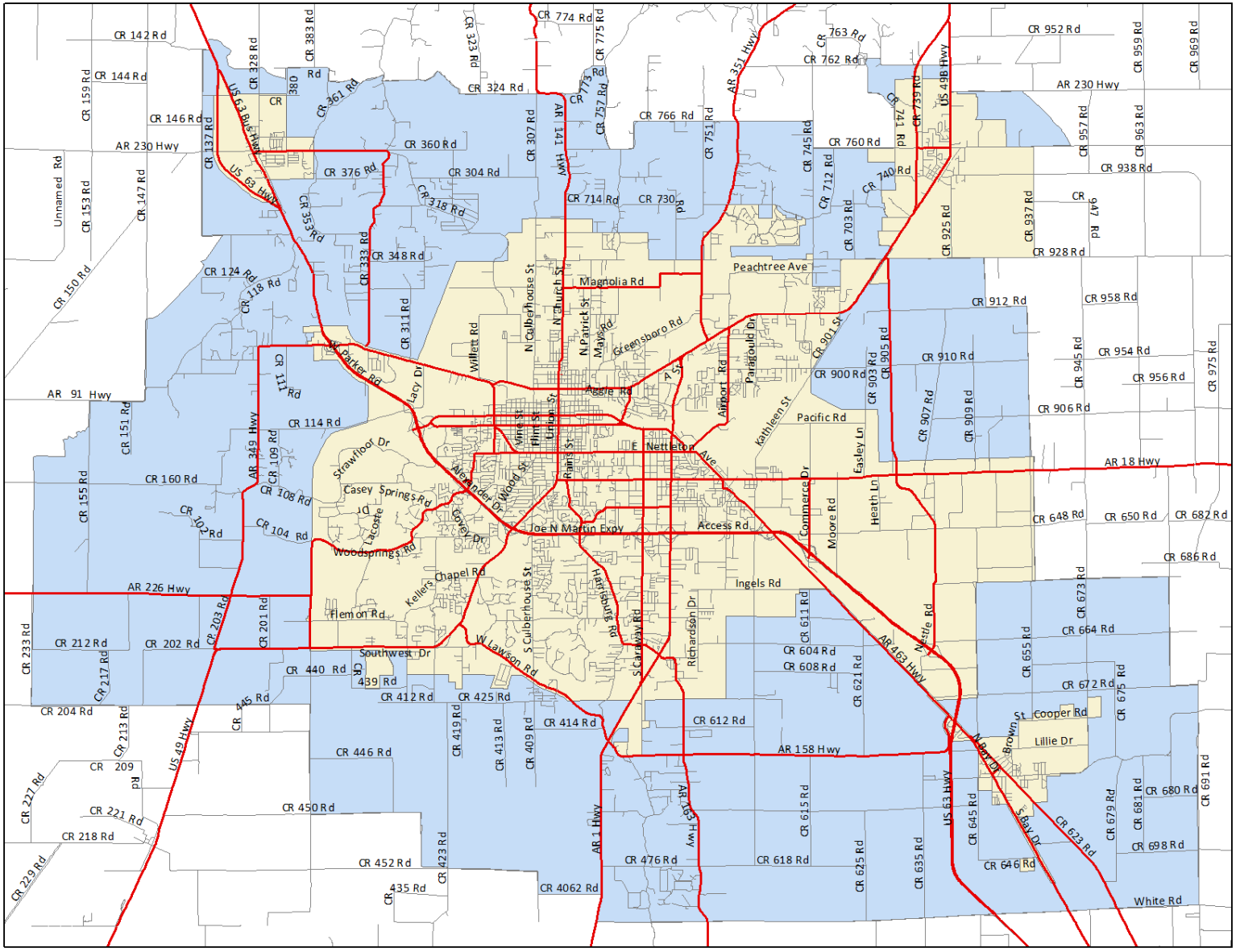


Figure 1. Major Roadways in the Jonesboro MPO Study Area

SUMMARY OF FINDINGS

The population of the Jonesboro Metropolitan Planning Organization (MPO) Area grew rapidly over the last decade – by approximately 20% – and that growth is reflected in increased traffic volumes on many of the major roadways in the area. For instance, traffic volumes on segments of Stadium Boulevard (US 49), Johnson Avenue (AR 91/US 49), Caraway Road and Southwest Drive (US 49) grew by more than 25%. The rapid growth of traffic volumes on these and other streets can be explained, in part, by intense development – both residential and commercial – but also by a lack of alternative routes to reach newly developing residential and commercial centers, as in the case of Stadium Boulevard[1] and Southwest Drive. Several roads in the industrial park area, including Highland Drive (AR 18) and Commerce Drive (AR 18S), experienced increased traffic volumes, which is indicative of a resilient manufacturing base in a tough economy.

Just as the growth of some parts of the MPO Area can be seen in increasing traffic volumes, the decline of other parts of the MPO Area can be seen in decreasing traffic volumes. For instance, Caraway Road, once the premier commercial strip in Jonesboro, saw a clear decline in traffic volumes at several locations as the new commercial strip – Stadium Boulevard/Johnson Avenue – developed. Traffic volumes in other areas – such as the West End neighborhood – were relatively flat over the last ten years, which is typical of areas that are built out and experiencing little redevelopment.

Jonesboro's neighbors – Brookland, Bono and Bay – also experienced increased traffic volumes on major roadways, particularly their business routes (US 49B, US 63B and US 463). Historical traffic count data are not available on some major roadways, such as College Street in Bono and School Street in Brookland.

Despite significant increases in traffic on many roadways that serve regional trips, regional traffic volumes were relatively flat over the last ten years. Specifically, the available data suggest that regional traffic along AR 1, AR 1B, AR 18, AR 141, and US 63 increased by less than 10% between 2003 and 2012. However, regional traffic did increase significantly along US 49 North (the Jonesboro-Brookland-Paragould corridor).

[1] Stadium Boulevard was renamed Red Wolf Boulevard late 2013, after the data were collected and analyzed for this report.

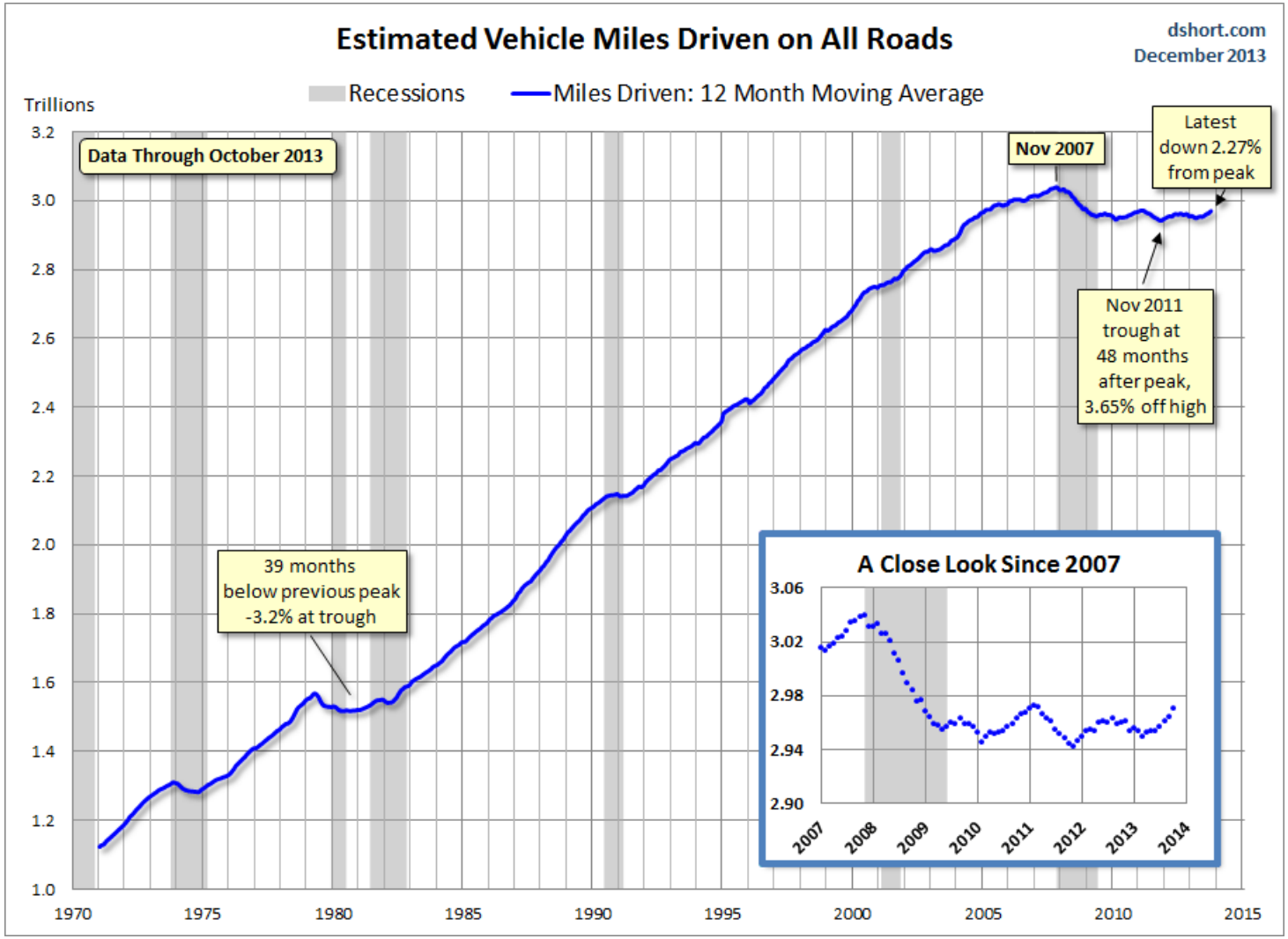


Figure 2. Estimated Vehicle Miles Traveled in the United States, 1971–2013[2]

[2] *Figure 2* was developed by Doug Short (Advisor Perspectives) using data reported by the Federal Highway Administration and the Census Bureau. See http://www.advisorperspectives.com/dshort/updates/DOT-Miles-Driven.php.

In addition to the general trends discussed above, close inspection of the data yields the following specific findings:

- Traffic volumes on US 63 increased significantly within the heavily developed portion of Jonesboro – that is, between Washington Avenue and Stadium Boulevard – but were relatively flat to only modestly higher elsewhere. Traffic counts on the US 63 access roads suggest that some locations along the US 63 corridor (freeway lanes plus access roads) are experiencing traffic volumes in excess of 40,000 vehicles per day.
- Traffic volumes on Stadium Boulevard increased significantly over the last ten years, but the pace of traffic growth appears to have slowed over the last five years.
- Percentagewise, the most rapid growth in traffic volumes for any major street in the Jonesboro MPO Area occurred on Southwest Drive (US 49) south of US 63, where traffic volumes nearly doubled between 2003 and 2012, and now exceed 20,000 vehicles per day.
- Traffic volumes entering the Jonesboro MPO Area on US 49 South decreased significantly over the last decade, while traffic entering the Jonesboro MPO Area increased significantly along AR 226. Taken together, these changes suggest that improvements to US 67 and AR 226 are already influencing traffic between Northeast Arkansas and Central Arkansas.
- Traffic volumes in Northeast Jonesboro increased dramatically over the last decade, a product of the commercial redevelopment of Johnson Avenue (US 49), continued residential development along Old Greensboro Road (AR 351), and increased regional traffic along US 49.
- South of US 63, traffic volumes on Caraway Road and Harrisburg Road (AR 1B) – and to a lesser extent Stadium Boulevard (AR 1) – increased significantly, concurrent with the rapid growth of the multifamily housing stock south of US 63.

How does what is happening in Jonesboro compare with what is happening elsewhere? The national trend in vehicle miles traveled (VMT) between 1971 and 2013 is illustrated in *Figure 2*. Although VMT grew substantially during that period, it began to plateau in 2004, and dropped dramatically in 2007. Some of the drop after 2007 can be explained by high gasoline prices and the recession, shown by the vertical gray band. But according to some observers, the long-term trend to reduced driving dates back before these events, to 2000 when per capita driving began to flatline; actual rates have fallen since 2005.

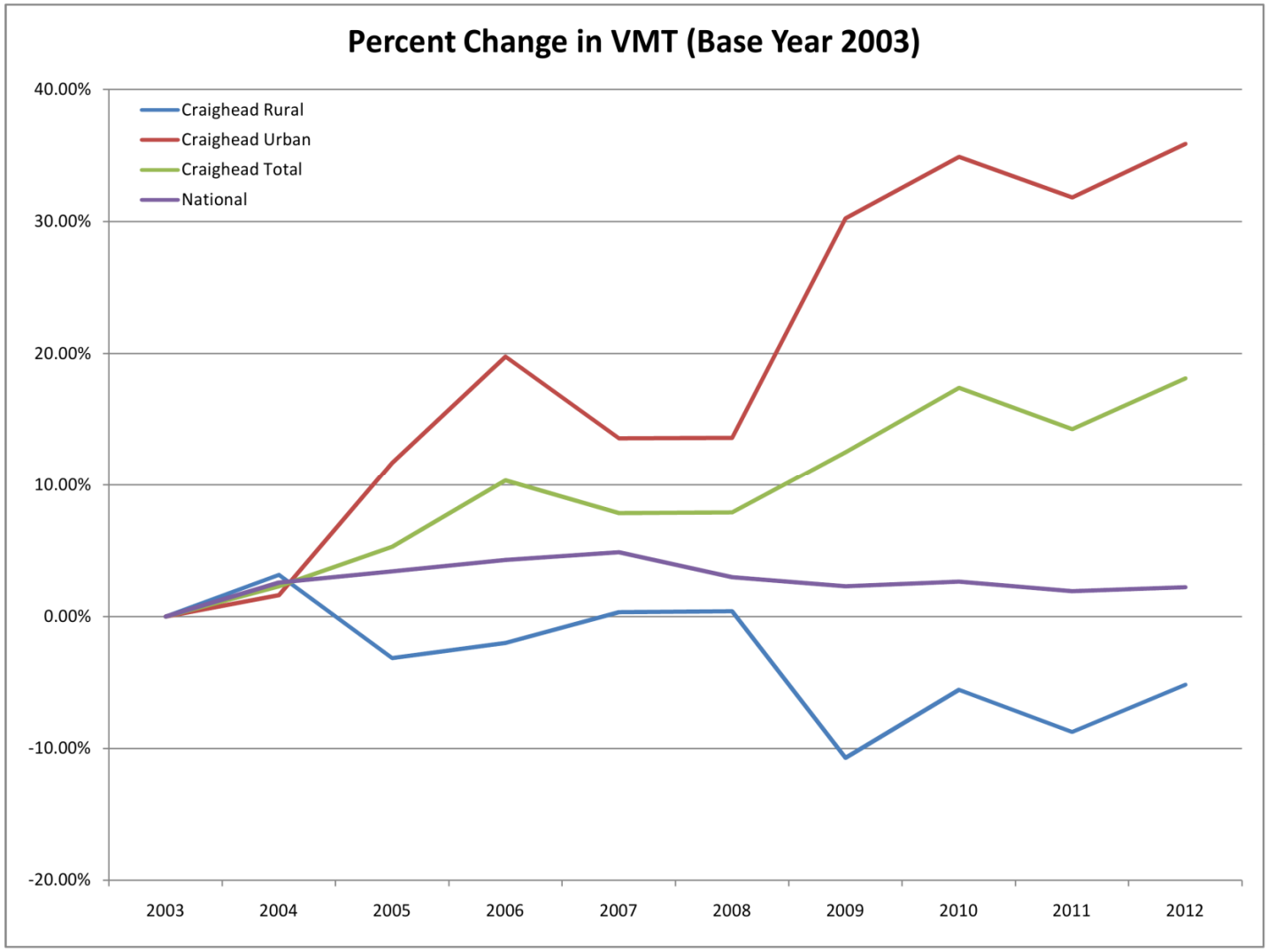


Figure 3. Percent Change in Vehicle Miles Traveled in Craighead County, 2003–2012[3]

[3] *Figure 3* was developed using data collected by the Arkansas State Highway and Transportation Department for the Federal Highway Administration's Highway Performance Monitoring System.

Local and national trends in VMT between 2003 and 2012 are illustrated in *Figure 3*. Whereas the national trend in VMT (the purple line) was relatively flat over the last decade, Craighead County VMT (the green line) increased during that period. Additionally, whereas national VMT declined by approximately 2% following the recent recession, local VMT increased by nearly 10%. These data suggest that, while national travel behaviors changed over the last decade, Craighead County remains an auto-centric community. However, the data also suggest that travel patterns within Craighead County are changing. Specifically, whereas urban VMT increased by more than 35% over the last decade, rural VMT decreased by roughly 5%. Because resources for financing transportation infrastructure are increasingly scarce, changes in travel patterns and traveler behaviors should be closely monitored so that new infrastructure is placed in the areas of greatest need.

Jonesboro

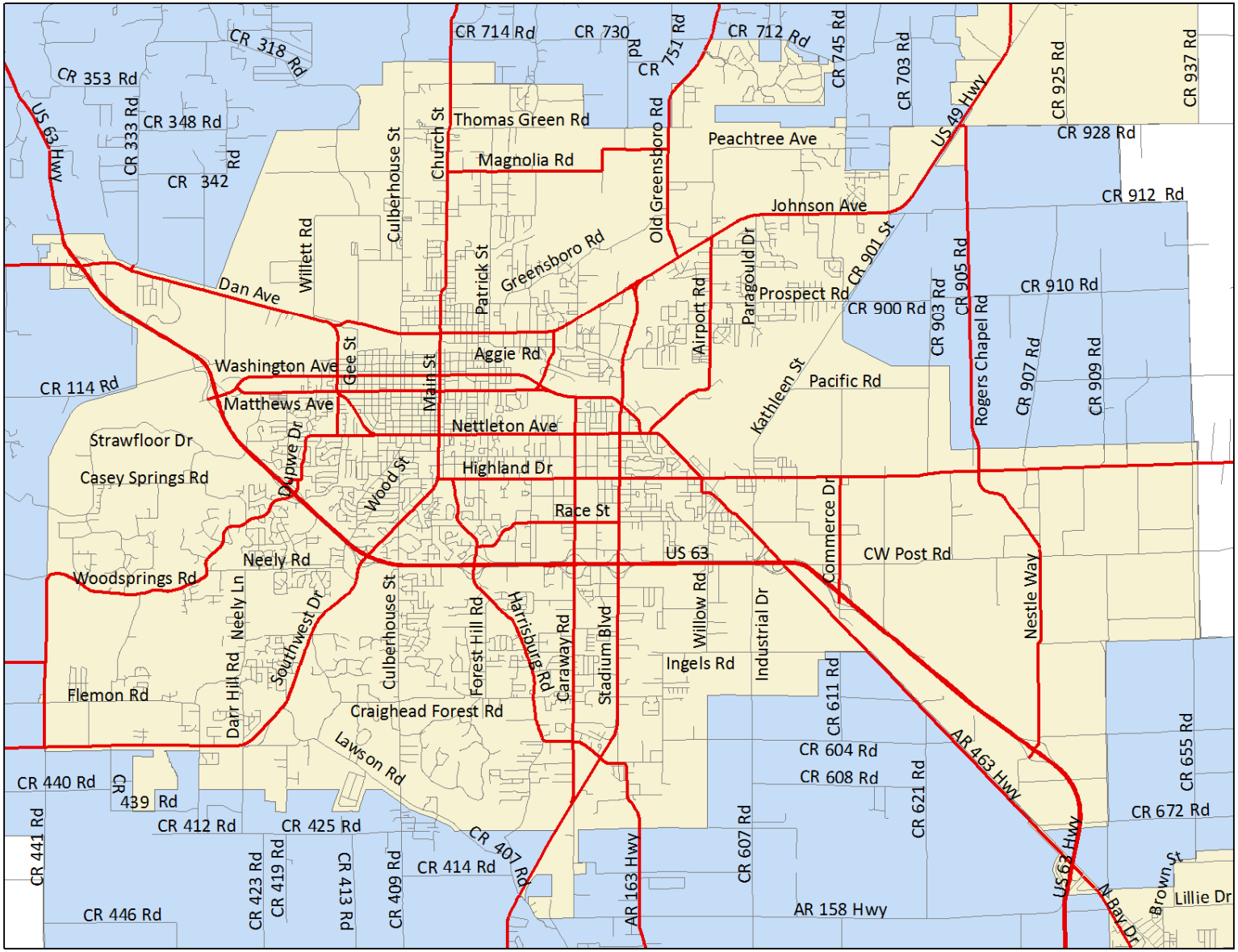


Figure 4. Major Roadways in the City of Jonesboro

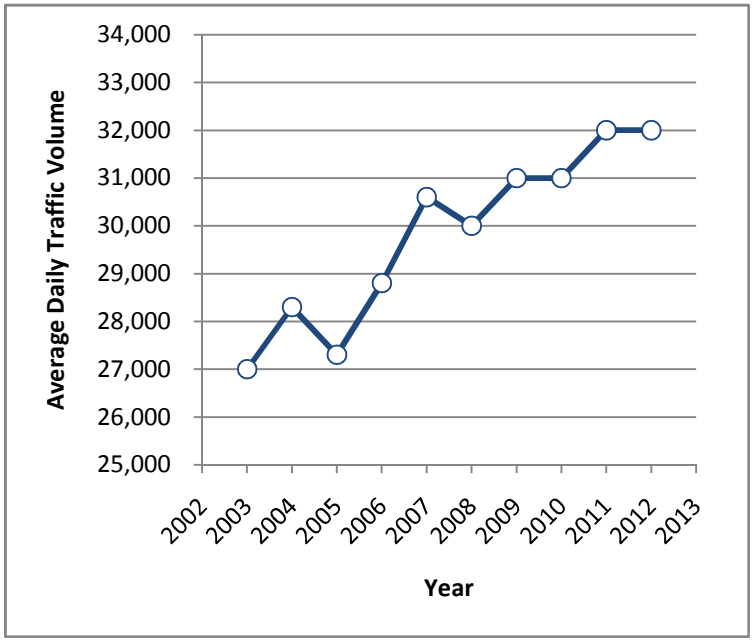
Figure 5. US 63 between the Jonesboro City Limits and Caraway Road

As indicated in *Table 1*, over the last decade, traffic along US 63 increased significantly between Washington Avenue and Caraway Road. For example, as illustrated in *Figure 6*, between Southwest Drive and Harrisburg Road, traffic volumes increased from 27,000 vehicles per day in 2003 to 32,000 vehicles per day in 2012. However, north of the Washington Avenue interchange, traffic volumes were relatively flat over the last ten years. Of particular interest, the relatively flat traffic volumes north of the Jonesboro city limits suggest that regional traffic volumes entering/exiting Jonesboro on US 63 North have changed little over the last decade.

Table 1. US 63 between the Jonesboro City Limits and Caraway Road

Year	North of Jonesboro City Limits (0057)	Between Dan Ave and Washington Ave (0058)	Between Washington Ave and Woodsprings Rd (0259)	Between Woodsprings Rd and Southwest Dr (0262)	Between Southwest Dr and Harrisburg Rd (0264)	Between Harrisburg Rd and Caraway Rd (0268)
2000–2002	16,000	16,000	17,000	17,000	24,000	27,000
2003	15,000	18,000	17,000	16,000	27,000	28,000
2004	16,100	18,200	17,200	17,100	28,300	30,500
2005	14,200	18,800	16,500	18,200	27,300	28,200
2006	15,200	19,500	15,800	21,600	28,800	29,950
2007	16,600	18,250	15,100	21,000	30,600	31,700
2008	16,000	17,000	16,000	19,000	30,000	30,000
2009	16,000	18,000	18,000	20,000	31,000	32,000
2010	17,000	20,000	20,000	22,000	31,000	32,000
2011	15,000	18,000	20,000	21,000	32,000	32,000
2012	16,000	19,000	20,000	21,000	32,000	32,000

Figure 6. US 63 between Southwest Drive Road and Harrisburg Road



In 2011, AHTD began taking counts on the US 63 access roads. In the future, these data will facilitate a better understanding of the changing traffic patterns along the US 63 corridor. It is worth noting that, in 2012, Parker Road carried approximately 8,000 trips per day between Woodsprings Road and Southwest Drive and approximately 10,000 trips per day between Southwest Drive and Harrisburg Road.

Figure 7. US 63 between Caraway Road and the Jonesboro City Limits

As the traffic counts reported in *Table 2* note, east of Caraway Road, traffic volumes on US 63 fluctuated, but experienced little net change, over the last decade. For example, as illustrated in *Figure 8*, the net change traffic volume between Stadium Boulevard and Nettleton Avenue was approximately 1,000 vehicles (less than 5%) between 2003 and 2012. The relatively flat traffic volumes south of the Jonesboro City Limits suggest that regional traffic volumes entering/exiting Jonesboro on US 63 South have changed little over the last decade. The most significant increase in traffic volumes on US 63 east of Harrisburg Road was experienced on the segment between Nettleton Avenue and Commerce Drive, which experienced a net increase of approximately 2,000 vehicles per day over the last decade.

Table 2. US 63 between Caraway Road and the Jonesboro City Limits

Year	Between Caraway Rd and Stadium Boulevard (0270)	Between Stadium Boulevard and Nettleton Ave (0272)	Between Nettleton Ave and Commerce Dr (0332)	Between Commerce Dr and Nestle Rd (0074)	South of Jonesboro City Limits (0339)
2000–2002	12,000	20,000	18,000	13,000	–
2003	13,000	21,000	19,000	13,000	13,000
2004	12,000	24,500	18,000	13,600	14,100
2005	12,100	19,500	17,100	13,500	13,600
2006	12,300	20,600	18,200	12,300	13,800
2007	14,000	21,700	20,600	11,100	14,100
2008	13,000	21,000	20,000	10,000	14,000
2009	13,000	21,000	21,000	13,000	14,000
2010	14,000	22,000	21,000	13,000	16,000
2011	14,000	22,000	21,000	13,000	13,000
2012	13,000	22,000	21,000	13,000	14,000

Figure 8. US 63 between Stadium Boulevard and Nettleton Avenue

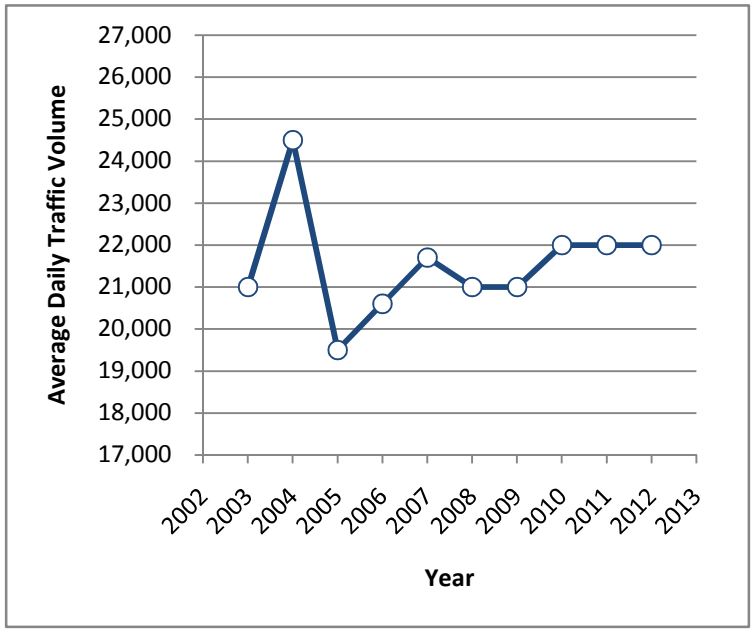


Figure 9. Stadium Boulevard (AR 1) South of US 63

Traffic counts for Stadium Boulevard south of US 63 are reported in *Table 3*. South of US 63, traffic volumes on Stadium Boulevard increased modestly over the last decade, but they have changed little since 2006. Traffic volumes between Fox Meadow Lane and US 63 increased from approximately 16,000 vehicles per day in 2003 to approximately 18,200 vehicles per day in 2006, but stabilized at 18,000 vehicles per day through 2012. Traffic entering/exiting the city of Jonesboro along AR 1 increased only modestly over the last decade.

Table 3. Stadium Boulevard South of US 63

Year	South of Jonesboro City Limits (0002)	Between Harrisburg Rd and Fox Meadow Ln (0003)	Between Fox Meadow Ln and US 63 (0204)
2000–2002	8,300	7,300	14,000
2003	9,000	7,600	16,000
2004	9,400	7,700	16,300
2005	9,100	7,100	16,700
2006	9,800	8,600	18,200
2007	10,500	8,600	18,000
2008	10,000	8,300	18,000
2009	9,800	9,100	17,000
2010	10,000	8,600	18,000
2011	10,000	8,000	18,000
2012	10,000	9,100	18,000

Figure 10. Stadium Boulevard between Fox Meadow Lane and US 63

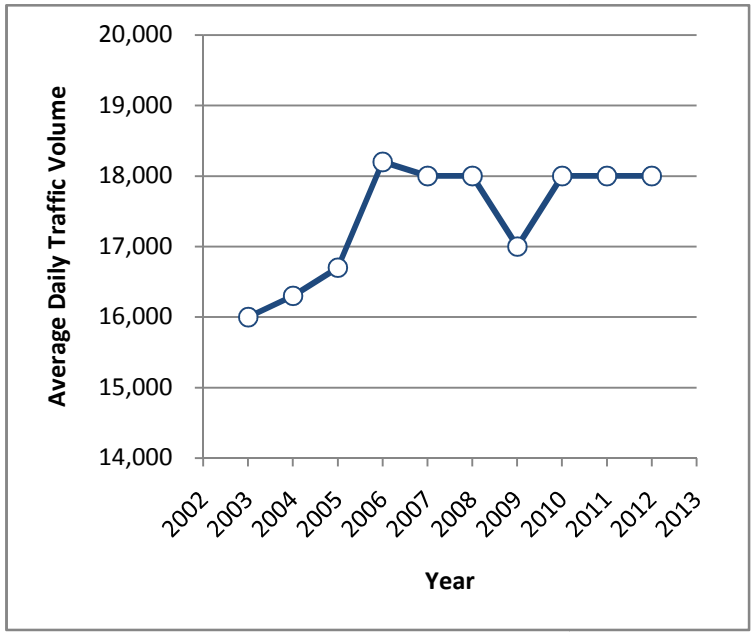


Figure 11. Stadium Boulevard (US 49) North of US 63

The ten-year traffic history of Stadium Boulevard north of US 63 is presented in *Table 4*. Consistent with the rapid development of US 49, traffic volumes on Stadium Boulevard grew considerably over the last ten years. *Figure 12* illustrates that traffic volumes in proximity to the Mall at Turtle Creek increased from 27,000 vehicles per day in 2003 to 32,000 vehicles per day in 2012. Similarly, traffic volumes between Aggie Road and Johnson Avenue increased from 28,000 vehicles per day in 2003 to 37,000 vehicles per day in 2012.

While the trend is not clear, there is some evidence that the pace of traffic growth along Stadium Boulevard slowed over the last five years. For instance, after increasing rapidly between 2003 and 2006, traffic volumes between Stallings Lane and Aggie Road have been relatively flat since 2006. More generally, traffic volumes at several locations Stadium Boulevard appear to have peaked in 2009/2010 and were generally below those peak volumes in 2011 and 2012.

Table 4. Stadium Boulevard North of US 63

Year	Between US 63 and Race St (0232)	Between Race St and Highland Dr (0231)	Between Highland Dr and Nettleton Ave (0230)	Between Nettleton Ave and Stallings Ln (0229)	Between Stallings Ln and Aggie Rd (0228)	Between Aggie Rd and Johnson Ave (0227)
2000–2002	23,000	22,000	24,000	23,000	25,000	20,000
2003	24,000	27,000	27,000	27,000	28,000	22,000
2004	26,100	26,500	29,100	28,300	30,100	21,900
2005	25,900	29,600	28,100	28,700	31,500	23,800
2006	27,300	29,700	29,300	30,300	37,500	25,800
2007	27,500	29,700	30,600	30,600	36,200	26,700
2008	27,000	29,000	31,000	31,000	36,000	27,000
2009	30,000	33,000	31,000	31,000	37,000	28,000
2010	30,000	31,000	32,000	33,000	38,000	30,000
2011	30,000	32,000	31,000	30,000	37,000	29,000
2012	29,000	30,000	32,000	31,000	37,000	28,000

Figure 12. US 63 between Southwest Drive and Harrisburg Road

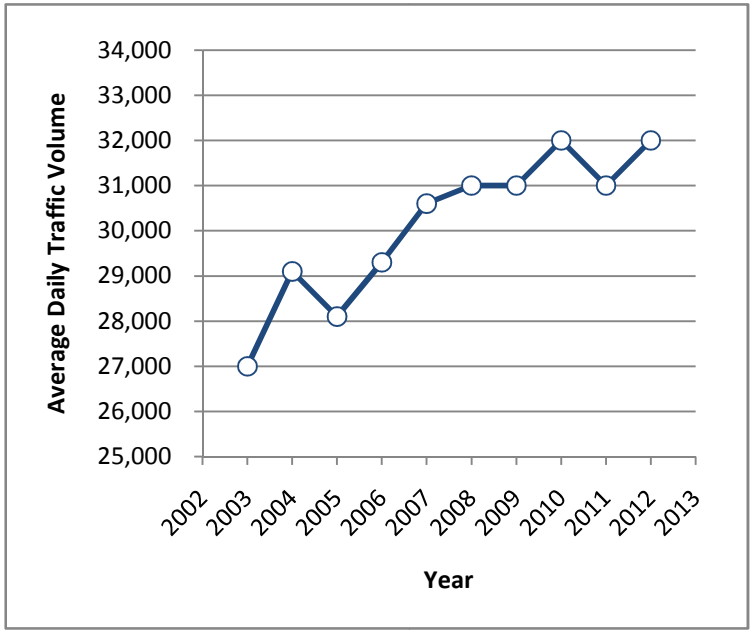


Figure 13. Johnson Avenue (US 49) East of Stadium Boulevard

Table 5 reports ten-year traffic volumes for Johnson Avenue east of Stadium Boulevard. Traffic volumes at each of the locations depicted in *Figure 13* increased significantly over the last decade. *Figure 14* shows traffic volumes between Stadium Boulevard and Old Greensboro Road, which increased from 24,000 vehicles per day in 2003 to 32,000 vehicles per day in 2012. These values are consistent with the continued residential development along Old Greensboro Road and the commercial redevelopment of Johnson Avenue. The steady increase in traffic volumes along US 49 North (between Jonesboro and Brookland) is indicative of a steady increase in intercity and regional trips. The apparent surge in traffic volumes between 2005 and 2006 is probably not representative of average daily traffic volumes during that time frame, but is instead probably caused by a data-entry error or unusually high volume day.

Table 5. Johnson Avenue East of Stadium Boulevard

Year	Between Stadium Blvd and Old Greensboro Rd (0226)	Between Old Greensboro Rd and Airport Rd (0225)	Between Old Bridger Rd and Clinton School Rd (0224)	North of Jonesboro City Limits (0023)
2000–2002	21,000	17,000	14,000	19,000
2003	24,000	20,000	15,000	28,000
2004	25,700	21,400	16,200	21,300
2005	24,100	19,900	15,300	18,500
2006	31,900	24,700	19,800	19,900
2007	29,800	24,500	19,600	20,900
2008	29,000	23,000	18,000	21,000
2009	30,000	23,000	18,000	20,000
2010	31,000	25,000	20,000	22,000
2011	31,000	24,000	19,000	22,000
2012	32,000	27,000	21,000	23,000

Figure 14. Johnson Avenue between Stadium Boulevard and Old Greensboro Road

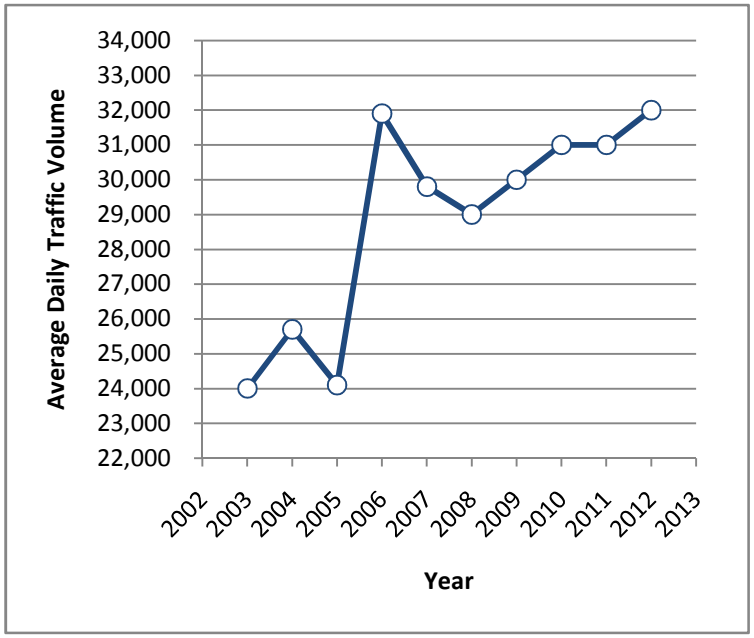


Figure 15. Johnson Avenue (AR 91) between Gee Street and Stadium Boulevard

Table 6 shows that traffic along Johnson Avenue increased significantly between Gee Street and Stadium Boulevard over the last decade. For example, as illustrated in *Figure 16*, traffic between Main Street and Patrick Street increased from 13,000 vehicles per day in 2003 to 19,000 vehicles per day in 2012.

Table 6. Johnson Avenue between Gee Street and Stadium Boulevard

Year	Between Culberhouse St and Gee St (0266)	Between Main St and Culberhouse St (0267)	Between Patrick St and Main St (0216)	Between State St and Patrick St (0202)	Between Marion Berry Pkwy and State St (0201)	Between Stadium Blvd and Caraway Rd (0200)
2000–2002	5,800	8,600	12,000	16,000	15,000	9,800
2003	5,200	8,300	13,000	16,000	16,000	12,000
2004	5,600	8,900	13,600	16,300	16,600	12,100
2005	5,600	8,900	13,950	17,200	17,450	11,000
2006	6,800	9,600	14,300	18,100	18,300	14,200
2007	8,400	9,800	14,800	18,600	18,700	14,200
2008	7,900	10,000	16,000	20,000	20,000	15,000
2009	8,000	11,000	17,000	19,000	20,000	17,000
2010	8,600	11,000	17,000	21,000	20,000	17,000
2011	8,800	12,000	18,000	21,000	21,000	18,000
2012	9,100	12,000	19,000	20,000	20,000	17,000

Figure 16. Johnson Avenue between Main Street and Patrick Street

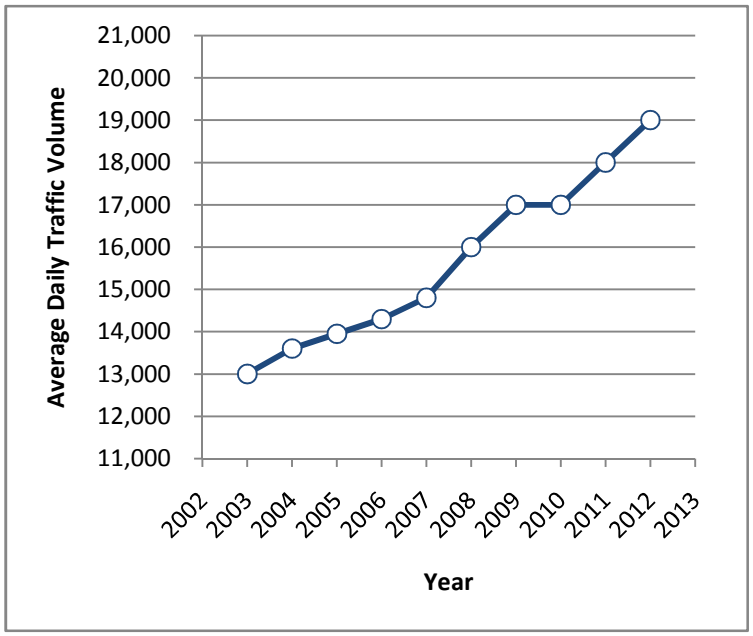


Figure 17. Dan Avenue (AR 91)

Traffic volumes on Dan Avenue increased modestly over the last ten years, as indicated in *Table 7*. For instance, *Figure 18* illustrates that traffic volumes between Gee Street and Lacy Drive increased from 8,800 vehicles per day in 2003 to 11,000 vehicles per day in 2012. The increase in traffic volumes east of the Dan Avenue interchange hints at an increase in intercity and regional traffic along the US 63 corridor, though the influence of other trip generators (such as Joe Mack Campbell park) cannot be excluded. On the other hand, traffic volumes entering/exiting the city of Jonesboro along AR 91 have changed little over the last decade.

Table 7. Dan Avenue

Year	Between US 63 and Jonesboro City Limits (0084)	Between Lacy Dr and US 63 (0260)	Between Gee St and Lacy Dr (0203)
2000–2002	5,000	7,600	8,100
2003	5,000	6,500	8,800
2004	5,700	6,400	9,600
2005	4,400	7,200	9,250
2006	5,300	10,000	8,900
2007	6,300	9,400	10,300
2008	5,000	8,500	9,100
2009	5,300	8,500	9,200
2010	5,600	9,300	10,000
2011	5,300	9,300	10,000
2012	5,500	9,400	11,000

Figure 18. Dan Avenue between Lacy Drive and US 63

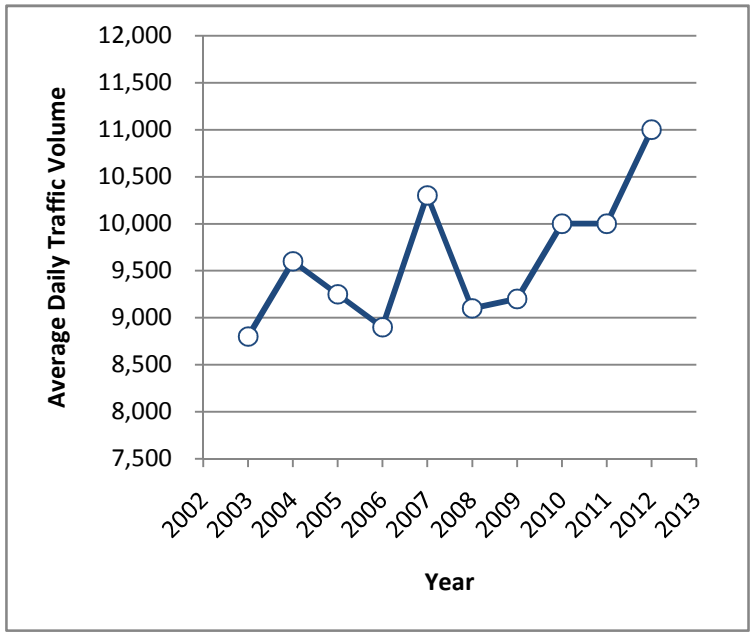


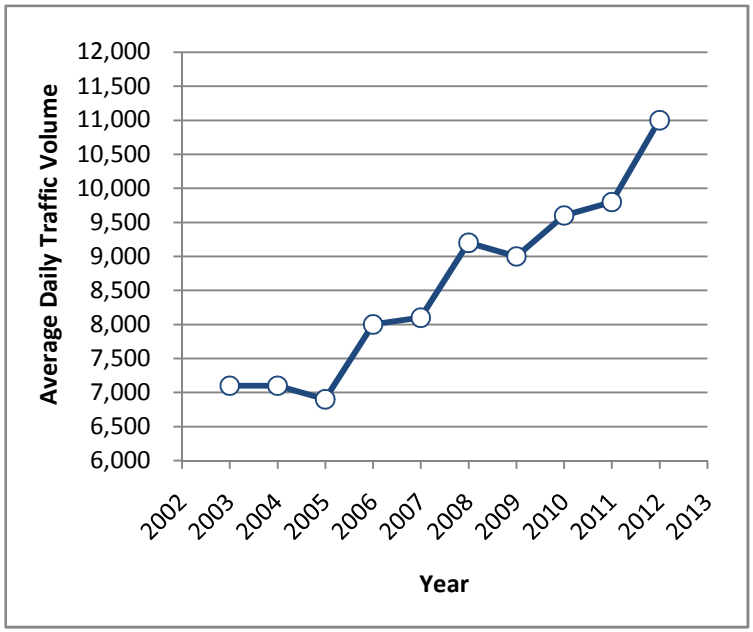
Figure 19. Harrisburg Road (AR 1B & AR 163)

Table 8 reports ten-year traffic volumes for Harrisburg Road. North of Stadium Boulevard, traffic volumes on Harrisburg Road increased steadily over the last decade. For instance, as illustrated in *Figure 20*, traffic volumes south of the US 63 interchange increased from approximately 7,100 vehicles per day in 2003 to approximately 11,000 vehicles per day in 2012. These values are consistent with the growth of multifamily housing south of US 63 over the last decade. South of Stadium Boulevard, traffic volumes on Harrisburg were relatively flat over the last decade, and there was little change in traffic volumes entering the city of Jonesboro along Harrisburg Road (AR 163).

Table 8. Harrisburg Road

Year	Between Highland Dr and US 63 (0206)	South of US 63 (0005)	Between Stadium Blvd and Apt Dr (0008)	Between Apt Dr and Jonesboro City Limits (0007)	South of Jonesboro City Limits (0049)
2000–2002	8,800	6,300	1,700	3,600	3,200
2003	8,200	7,100	2,000	3,700	3,500
2004	7,800	7,100	2,000	3,800	3,700
2005	8,100	6,900	2,000	3,700	3,400
2006	9,100	8,000	2,300	4,300	3,900
2007	8,900	8,100	2,500	4,300	3,900
2008	8,900	9,200	2,400	4,000	3,700
2009	8,900	9,000	2,300	4,100	3,800
2010	9,200	9,600	2,500	4,200	3,800
2011	9,300	9,800	2,200	4,000	3,300
2012	10,000	11,000	2,500	4,000	3,400

Figure 20. Harrisburg Road South of US 63



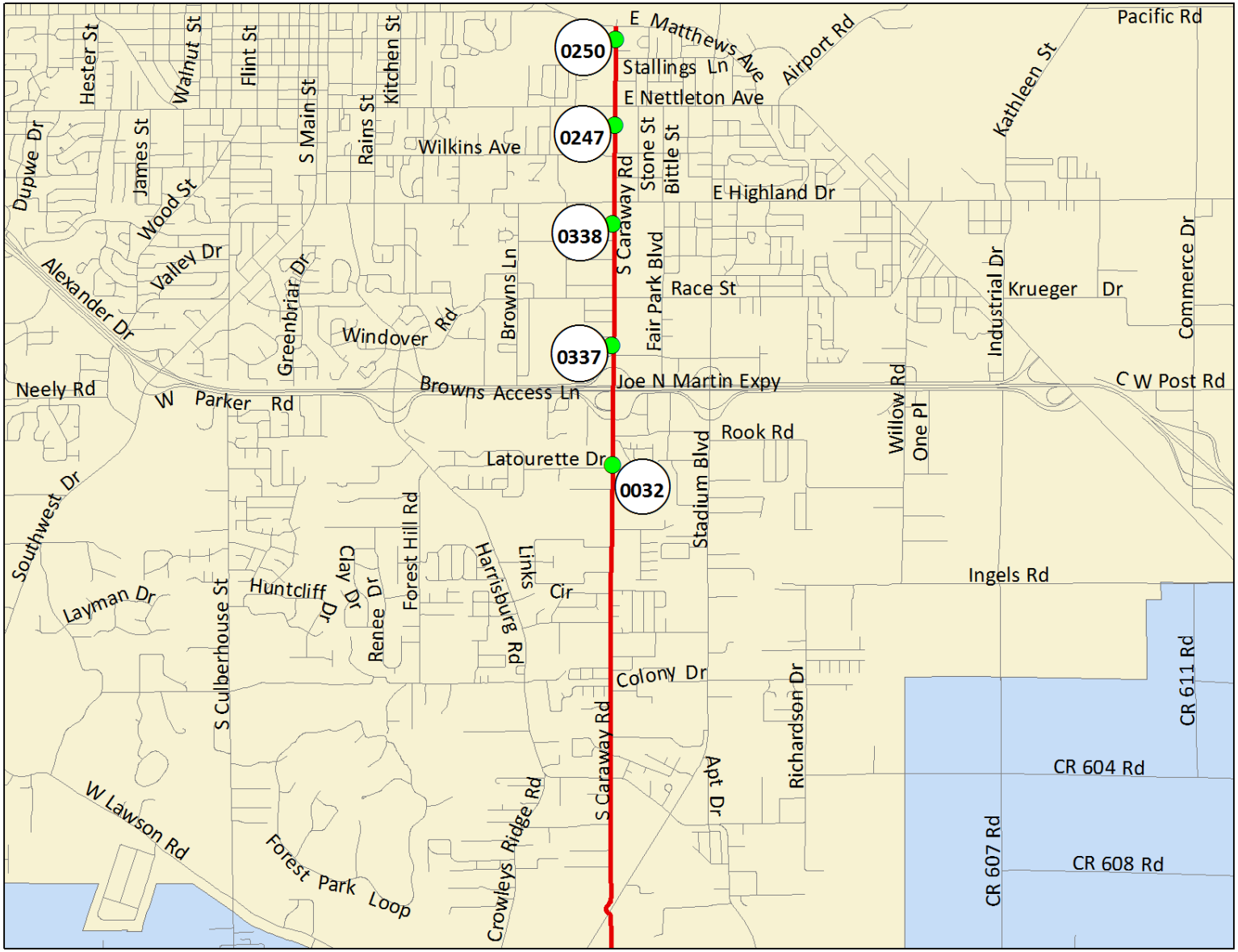


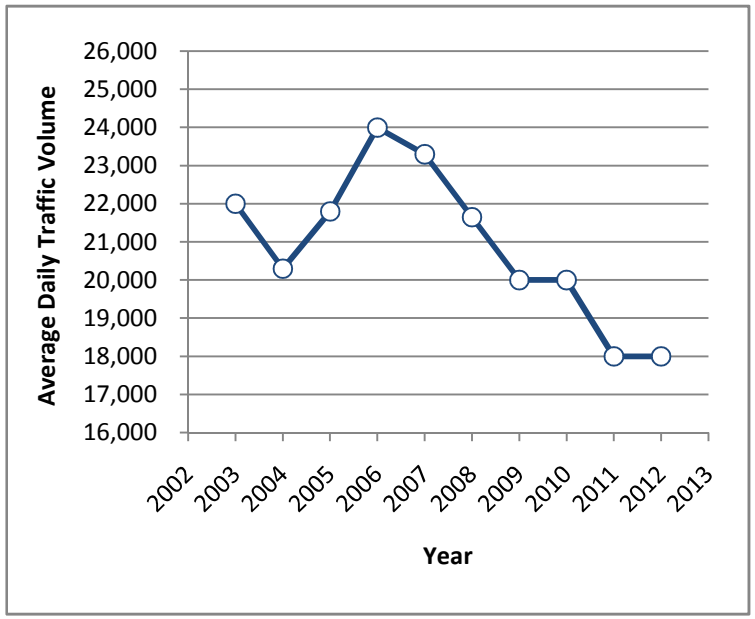
Figure 21. Caraway Road

The ten-year traffic history of Caraway Road is reported in *Table 9*. Traffic volumes on Caraway Road increased significantly in proximity to US 63 over the last decade. For instance, traffic volumes between US 63 and Latourette Drive increased from 10,000 vehicles per day in 2003 to 14,000 vehicles per day in 2012. These values are consistent with the growth of multifamily housing along South Caraway Road over the last decade. In contrast, traffic volumes between Race Street and Matthews Avenue remained steady or declined over the last decade. *Figure 22* illustrates that traffic volumes between Nettleton Avenue and Matthews Avenue declined from a peak of 24,000 vehicles per day in 2006 to 18,000 vehicles per day in 2012.

Table 9. Caraway Road

Year	Between Latourette Dr and US 63 (0032)	Between US 63 and Race St (0337)	Between Race St and Highland Dr (0338)	Between Highland Dr and Nettleton Ave (0247)	Between Nettleton Ave and Matthews Ave (0250)
2000–2002	9,500	17,000	22,000	27,000	24,000
2003	10,000	19,000	23,000	24,000	22,000
2004	10,400	19,200	22,900	24,000	20,300
2005	11,900	19,700	23,200	24,200	21,800
2006	14,500	22,000	23,000	26,400	24,000
2007	13,800	21,200	22,600	25,800	23,300
2008	14,000	20,000	23,000	25,400	21,650
2009	14,000	24,000	24,000	25,000	20,000
2010	14,000	23,000	23,000	25,000	20,000
2011	15,000	23,000	22,000	24,000	18,000
2012	14,000	23,000	21,000	25,000	18,000

Figure 22. Caraway Road between Nettleton Avenue and Matthews Avenue



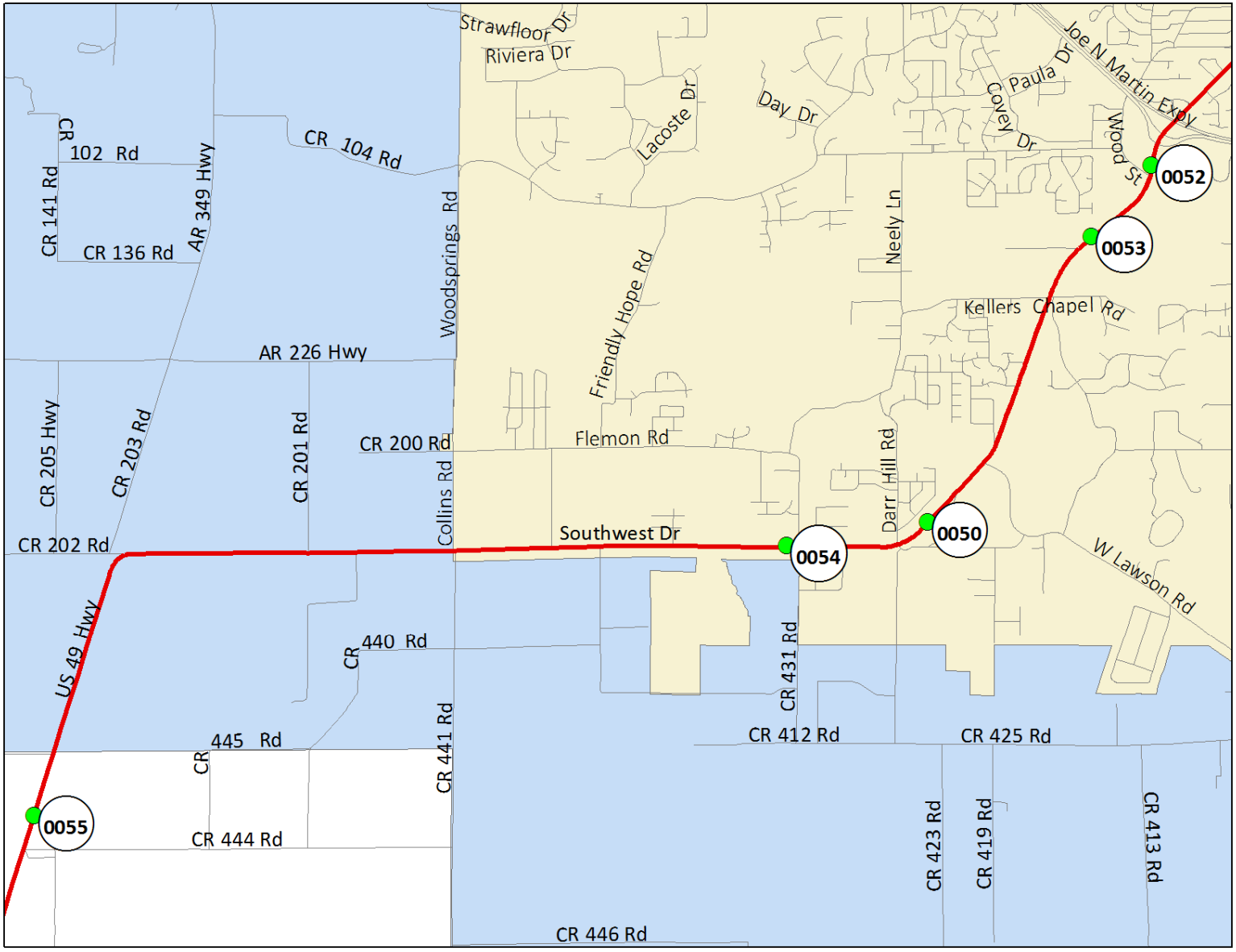


Figure 23. Southwest Drive (US 49) South of US 63

Table 10 presents the ten-year traffic history of Southwest Drive between the MPO Boundary and US 63. South of US 63, traffic volumes on Southwest Drive increased significantly over the last decade, such as between US 63 and Wood Street where traffic increased from 11,500 vehicles per day in 2003 to 21,000 vehicles per day in 2012. These values are consistent with the continued residential development of southwest Jonesboro. The idea that the source of this traffic is residential rather than regional is underscored by the decrease in traffic south of the MPO boundary.

Table 10. Southwest Drive (US 49) South of US 63

Year	South of MPO Boundary (0055)	Between Jonesboro City Limits and Darr Hill Rd (0054)	Between Darr Hill Rd and Kellers Chapel Rd (0050)	Between Kellers Chapel Rd and Wood St (0053)	Between Wood St and US 63 (0052)	Between Wood St and US 63
2000–2002	5,200	5,800	6,400	9,600	12,000	
2003	5,200	5,900	6,700	10,900	11,500	
2004	5,400	6,500	7,800	11,800	14,500	
2005	5,300	6,900	8,300	13,000	15,000	
2006	5,400	6,400	9,100	14,600	18,800	
2007	4,400	5,900	9,900	14,700	18,100	
2008	4,800	6,150	9,400	15,350	18,000	
2009	3,600	6,400	9,500	16,000	19,000	
2010	3,700	9,700	10,000	17,000	20,000	
2011	3,500	7,600	11,000	17,000	20,000	
2012	3,200	7,900	11,000	18,000	21,000	

Figure 24. Southwest Drive between Wood Street and US 63

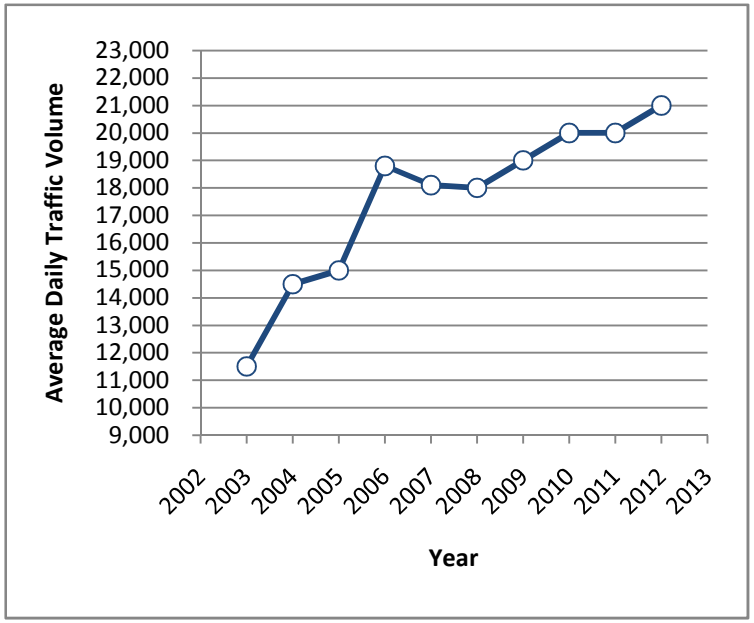


Figure 25. Southwest Drive North of US 63

As indicated in *Table 11*, traffic volumes on Southwest Drive initially increased significantly between US 63 and Highland Drive before flattening out around 2008.

Table 11. Southwest Drive North of US 63

Year	Between US 63 and Culbershouse St (0265)	Between Culberhouse St and Highland Dr (0258)
2000–2002	15,000	17,000
2003	16,900	15,000
2004	17,200	16,600
2005	16,500	18,100
2006	19,300	20,100
2007	19,000	20,200
2008	20,000	20,100
2009	20,000	20,000
2010	21,000	21,000
2011	20,000	21,000
2012	20,000	20,000

Figure 26. Southwest Drive between Culberhouse Street and Highland Drive

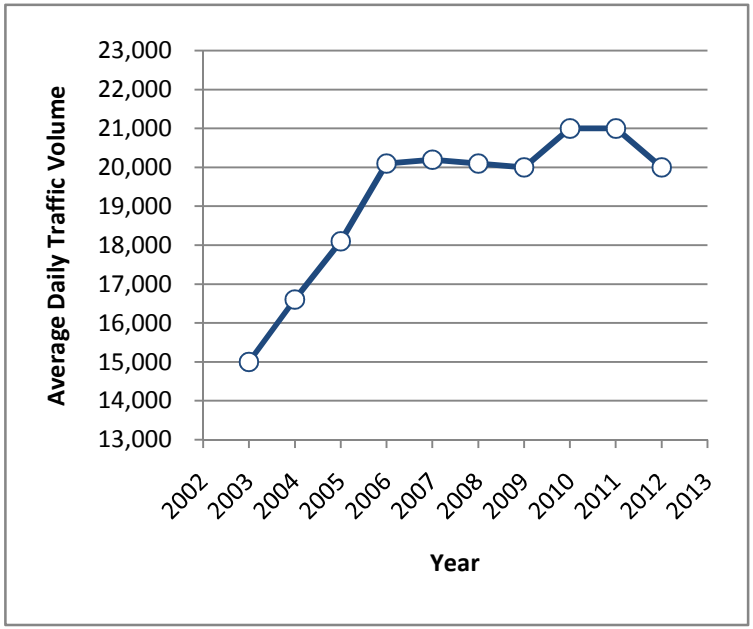


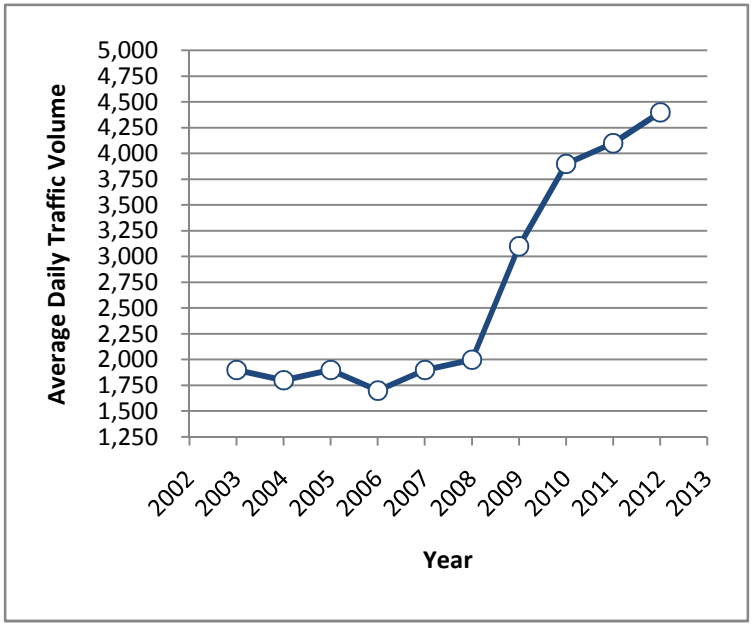
Figure 27. AR 226

Table 12 reports ten-year traffic volumes for AR 226. *Figure 28* shows that traffic volumes on the AR 226 connector to US 67 have more than doubled over the last ten years, and volumes on Woodsprings Road have more than tripled between AR 226 and US 49 over that same time frame. These values suggest that a significant number of new trips on Southwest Drive are regional in nature.

Table 12. AR 226

Year	AR 226: Between MPO Boundary and AR 349 (0012)	AR 226: Between Jonesboro City Limits (0037)	Collins Rd: Between AR 349 and Southwest Dr (0028)	Woodsprings Rd: Between AR 226 and Neely Rd (0046)	Woodsprings Rd: Between Neely Rd and US 63 (0013)
2000–2002	2,200	1,700	1,300	2,400	4,800
2003	2,200	1,900	1,300	4,200	5,800
2004	2,200	1,800	1,300	3,500	5,500
2005	2,200	1,900	1,400	3,400	5,700
2006	2,600	1,700	1,300	4,200	6,700
2007	2,500	1,900	1,500	3,900	6,500
2008	2,300	2,000	1,600	4,500	6,300
2009	3,600	3,100	2,500	4,500	7,000
2010	4,600	3,900	3,200	4,700	6,700
2011	4,900	4,100	3,800	4,900	7,000
2012	5,200	4,400	4,000	5,000	7,000

Figure 28. AR 226 between AR 349 and Jonesboro City Limits



During this same time period, traffic volumes entering the city of Jonesboro on US 49 decreased. It is reasonable to believe that these trends are related and that traffic that once used US 49 to travel to and from Little Rock is now using AR 226, which is becoming an increasingly attractive route as a result of recent and ongoing capacity improvements between the Jonesboro city limits and US 67.

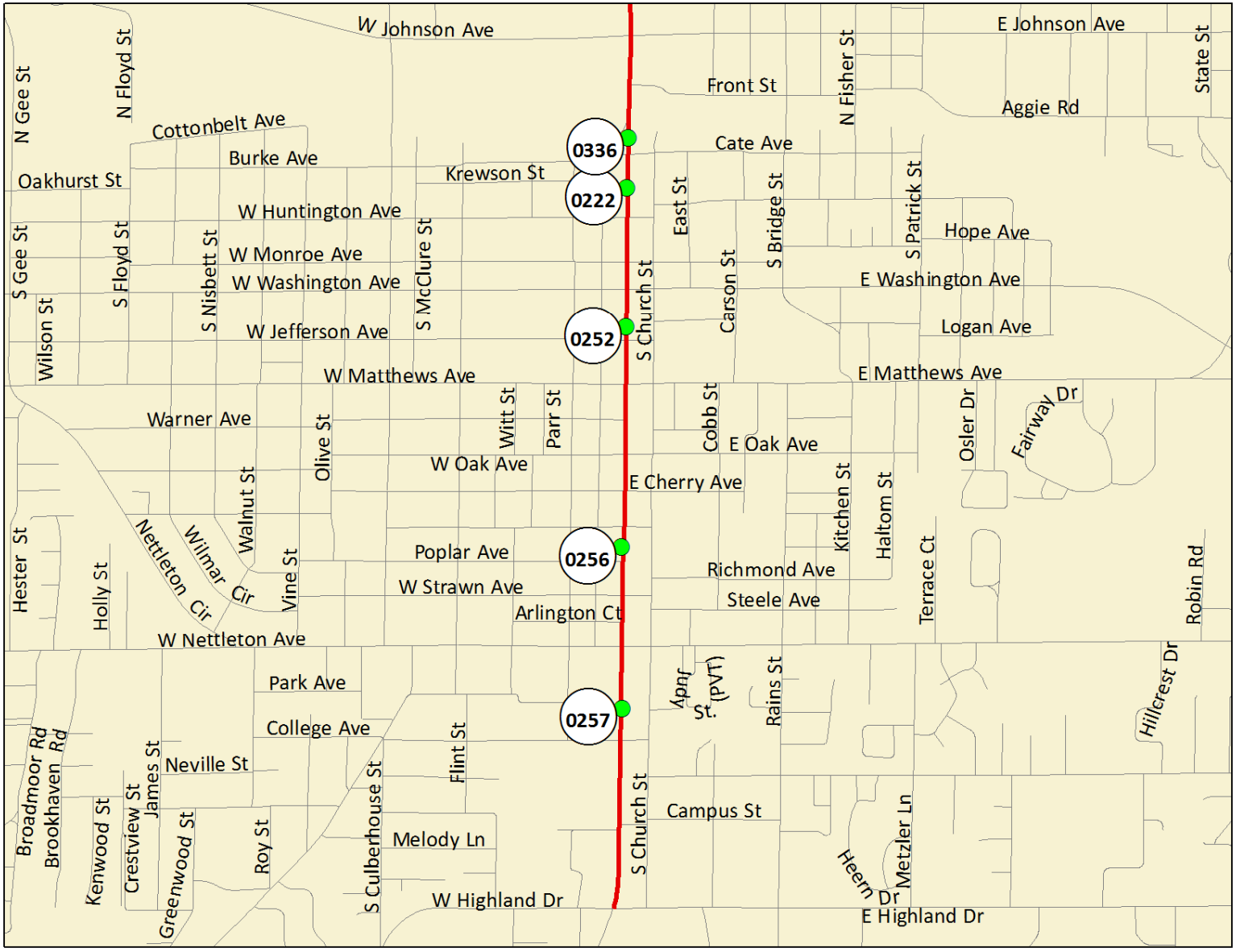


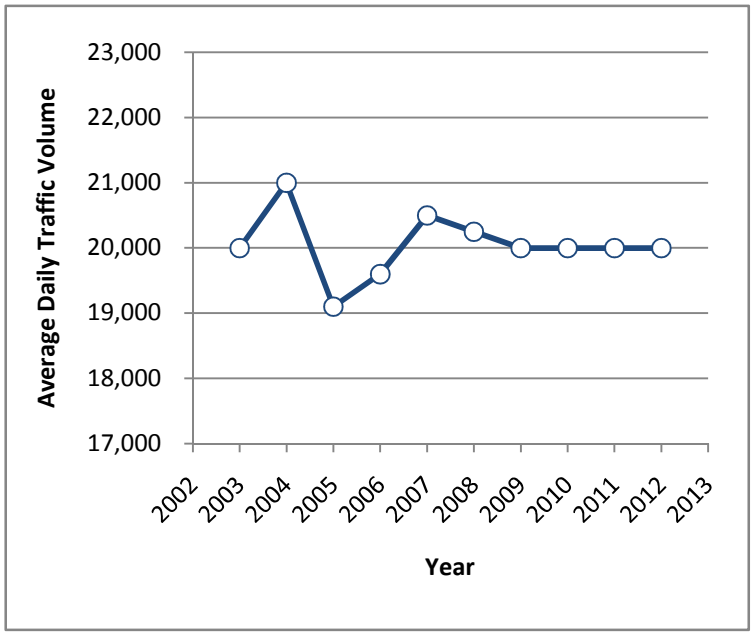
Figure 29. Main Street from Highland Drive to Johnson Avenue

Table 13 presents the ten-year traffic history of Main Street between Highland Drive and Johnson Avenue. South of Johnson Avenue, traffic volumes on Main Street have been relatively flat over the last ten years. While there was some fluctuation in traffic volumes between Highland Drive and Nettleton Avenue, as illustrated in *Figure 29,* there was no net change in traffic volumes over that time period. A modest increase in traffic volumes over the Main Street overpass is evident, though the apparent increase in traffic volumes over the Main Street overpass between 2011 and 2012 is probably the result of traffic redirection due to the temporary closure of the Bridge Street overpass.

Table 13. Main Street between Highland Drive and Johnson Avenue

Year	Between Highland Dr and Nettleton Ave (0257)	Between Nettleton Ave and Matthews Ave (0256)	Between Matthews Ave and Washington Ave (0252)	Between Washington Ave and Cate Ave (0222)	Between Cate Ave and Johnson Ave (0336)
2000–2002	20,000	15,000	–	–	13,000
2003	20,000	15,000	–	–	14,000
2004	21,000	15,600	–	–	14,600
2005	19,100	15,400	–	–	14,700
2006	19,600	16,100	–	–	16,050
2007	20,500	15,550	7,500	7,500	17,400
2008	20,250	15,000	7,050	6,900	16,000
2009	20,000	15,000	6,600	7,000	16,000
2010	20,000	15,000	7,200	7,100	17,000
2011	20,000	15,000	6,500	7,100	16,000
2012	20,000	15,000	6,600	7,300	19,000

Figure 30. Main Street between Highland Drive and Nettleton Avenue



While not reported in *Table 13*, traffic volumes on Union Street are slightly higher than traffic volumes on Main Street between Washington Avenue and Cate Avenue, and roughly equal to traffic volumes on Main Street between Matthews Avenue and Washington Avenue.

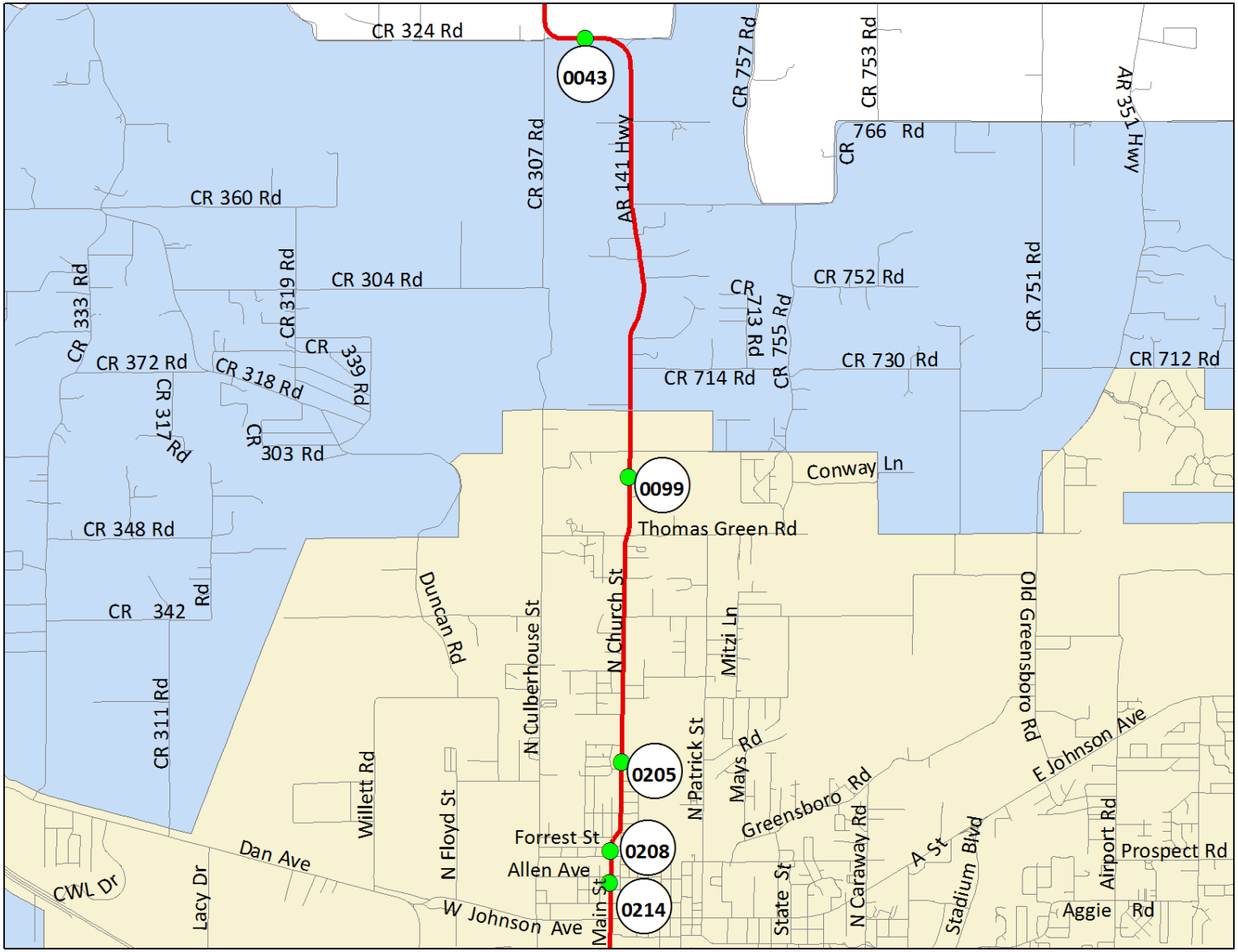


Figure 31. Main Street/North Church Street (AR 141) North of Johnson Avenue

Table 14 reports ten-year traffic volumes for AR 141 (Main Street/North Church Street). While North of Johnson Avenue, traffic volumes on Main Street/North Church Street increased modestly, the volume of traffic entering/exiting Jonesboro along North Church Street (AR 141) has changed little over the last decade.

Table 14. AR 141 North of Johnson Avenue

Year	Between Johnson Ave and Allen Ave (0214)	Between Allen Ave and Forrest St (0208)	Between Forrest St and Thomas Green Rd (0205)	Between Thomas Green Rd and City Limits (0099)	Between MPO Boundary and City Limits (0043)
2000–2002	9,500	9,700	7,200	4,800	2,600
2003	11,000	10,000	8,800	4,900	2,600
2004	11,300	10,700	9,300	5,400	2,800
2005	11,600	11,000	9,800	4,900	2,400
2006	12,800	12,300	8,800	5,300	2,800
2007	11,800	11,200	8,900	5,400	2,900
2008	12,000	12,000	9,400	5,200	2,500
2009	12,000	12,000	9,700	5,300	2,500
2010	14,000	12,000	9,600	5,300	2,600
2011	13,000	12,000	9,100	4,600	2,300
2012	13,000	13,000	10,000	5,200	2,600

Figure 32. Main Street between Johnson Avenue and Allen Avenue

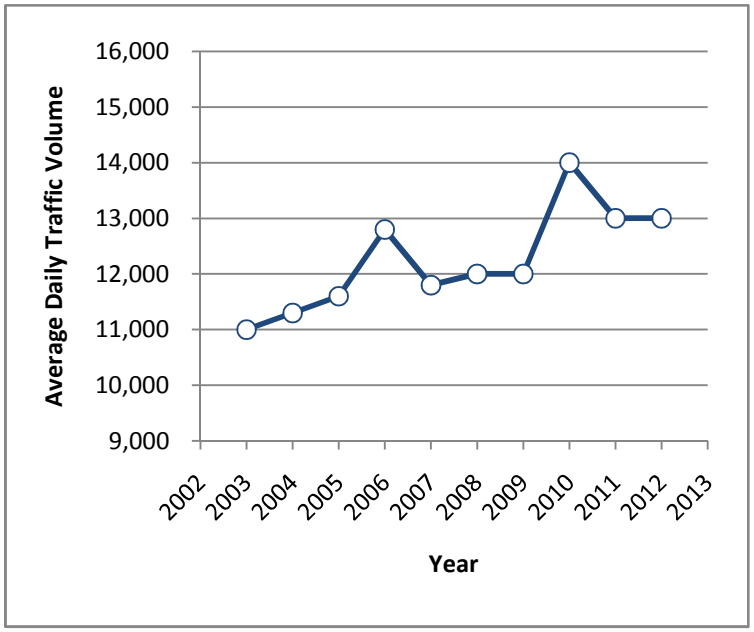


Figure 33. Washington Avenue

Table 15 presents the ten-year traffic history of Washington Avenue. West of Main Street, traffic volumes on Washington Avenue showed a modest decrease. Given recent major changes in connectivity resulting from the opening of Marion Berry Parkway and the closure of Caraway Road, it is difficult to evaluate the trends in traffic volumes on Washington Avenue east of Main Street, though, as illustrated in *Figure 34*, traffic volumes between Main Street and Bridge Street were down from approximately 11,000 vehicles per day in 2003 to approximately 9,000 vehicles per day in 2012.

Table 15. Washington Avenue

Year	Between Matthews Ave and Gee St (0299)	Between Gee St and Culberhouse St (0306)	Between Culberhouse St and Main St (0305)	Between Main St and Bridge St (0335)	Between Bridge St and Marion Berry Pkwy (0411)	
2000–2002	4,400	3,300	4,300	11,000	–	
2003	4,900	3,500	4,100	11,000	–	
2004	4,700	3,900	4,500	11,100	–	
2005	4,700	3,700	4,200	10,800	–	
2006	3,500	3,600	4,000	11,700	–	
2007	4,000	3,500	3,900	10,500	–	
2008	3,800	3,300	3,900	10,000	–	
2009	3,800	3,000	3,500	9,800	–	
2010	3,700	2,800	3,500	7,700	–	
2011	3,800	3,400	3,900	8,600	17,000	
2012	4,000	3,300	3,600	9,100	10,000	

Figure 34. Washington Avenue between Main Street and Bridge Street

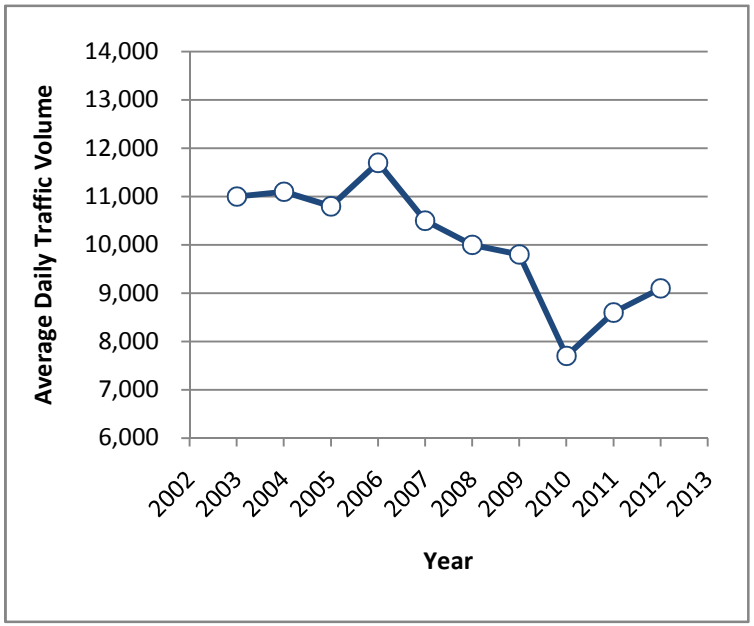


Figure 35. Matthews Avenue West of Main Street

Table 16 reports ten-year traffic volumes for Matthews Avenue west of Main Street. West of Main Street, traffic volumes on Matthews Avenue were relatively flat over the last decade. For instance, as illustrated in *Figure 36*, after experiencing returning to pre-2003 traffic volumes in 2005, traffic on Matthews Avenue between Culberhouse Street and Main Street has been relatively stable – approximately 4,500 vehicles per day – since 2005.

Table 16. Matthews Avenue West of Main Street

Year	Between Washington Ave and Loberg Ln (0345)	Between Loberg Ln and Gee St (0243)	Between Gee St and Culberhouse St (0312)	Between Culberhouse St and Main St (0311)
2000–2002	–	2,400	2,900	4,000
2003	–	2,700	3,100	2,400
2004	–	2,900	3,300	3,100
2005	–	2,800	3,600	4,500
2006	–	2,700	3,500	4,700
2007	1,300	3,000	3,500	4,400
2008	1,300	2,800	3,300	4,300
2009	1,200	3,000	3,500	4,300
2010	1,400	2,900	3,800	5,000
2011	1,400	2,700	3,200	3,700
2012	1,200	2,600	3,200	4,200

Figure 36. Matthews Avenue between Culberhouse Street and Main Street

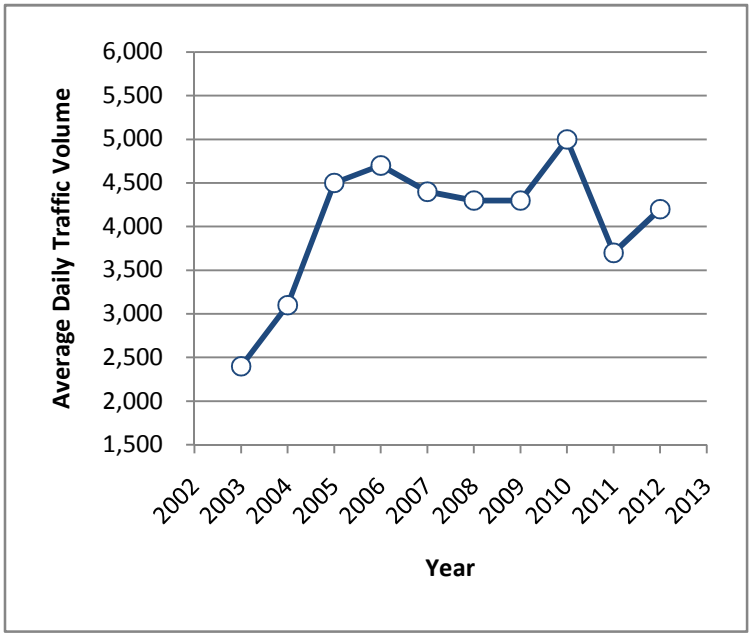


Figure 37. Matthews Avenue East of Main Street

Table 17 presents the ten-year traffic history of Matthews Avenue east of Main Street. Given recent major changes in connectivity resulting from the opening of Marion Berry Parkway and the closure of Caraway Road, it is difficult to evaluate the trends in traffic volumes on Matthews Avenue, particularly between Main Street and Caraway Road. However, after averaging 21,000 vehicles per day or less between 2003 and 2011, traffic volumes between Marion Berry Parkway and Caraway Road jumped to 26,000 vehicles per day in 2012, which may represent the new baseline at that location.

Table 17. Matthews Avenue East of Main Street

Year	Between Main St and Marion Berry Pkwy (0289)	Between Marion Berry Pkwy and Caraway Rd (0310)	Between Caraway Rd and Stallings Ln (0316)	Between Stallings Ln and Nettleton Ave (0239)
2000–2002	8,000	17,000	9,600	6,500
2003	8,900	16,000	10,000	6,600
2004	8,200	18,400	10,600	7,000
2005	8,900	17,800	9,700	6,700
2006	8,800	19,500	12,000	7,800
2007	8,700	20,500	11,600	8,700
2008	8,800	19,000	11,000	7,900
2009	9,400	21,000	10,000	8,100
2010	18,000	19,000	9,800	7,800
2011	8,000	17,000	9,300	7,800
2012	10,000	26,000	11,000	8,400

Figure 38. Matthews Avenue between Marion Berry Parkway and Caraway Road

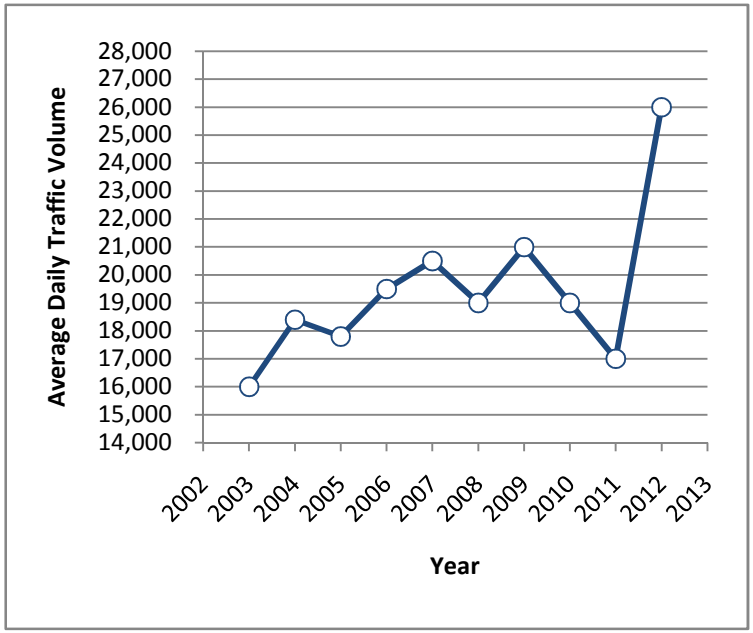


Figure 39. Highland Drive (AR 18) between Main Street and Stadium Boulevard

Traffic volumes on Highland Drive were relatively flat between Main Street and Caraway Road over the last decade (see Table 18). For instance, as illustrated in *Figure 40*, traffic volumes between Harrisburg Road and Caraway Road fluctuated between 19,000 vehicles per day and 20,000 vehicles per day, resulting in no net change in traffic volumes between 2003 and 2012. However, traffic volumes between Caraway Road and Stadium Boulevard increased from approximately 17,000 vehicles per day in 2003 to approximately 20,000 vehicles per day in 2012, though volumes have relatively flat since the Mall at Turtle Creek opened in 2006.

Table 18. Highland Drive between Southwest Drive and Stadium Boulevard

Year	Between Main St and Harrisburg Rd (0207)	Between Harrisburg Rd and Caraway Rd (0210)	Between Caraway Rd and Stadium Blvd (0211)
2000–2002	20,000	18,000	17,000
2003	23,000	19,000	17,000
2004	22,900	19,800	19,400
2005	23,000	19,200	17,800
2006	24,200	19,600	20,000
2007	24,000	19,000	18,900
2008	24,000	20,000	20,000
2009	24,000	20,000	21,000
2010	24,000	20,000	20,000
2011	24,000	19,000	19,000
2012	23,000	19,000	20,000

Figure 40. Highland Drive between Harrisburg Road and Caraway Road

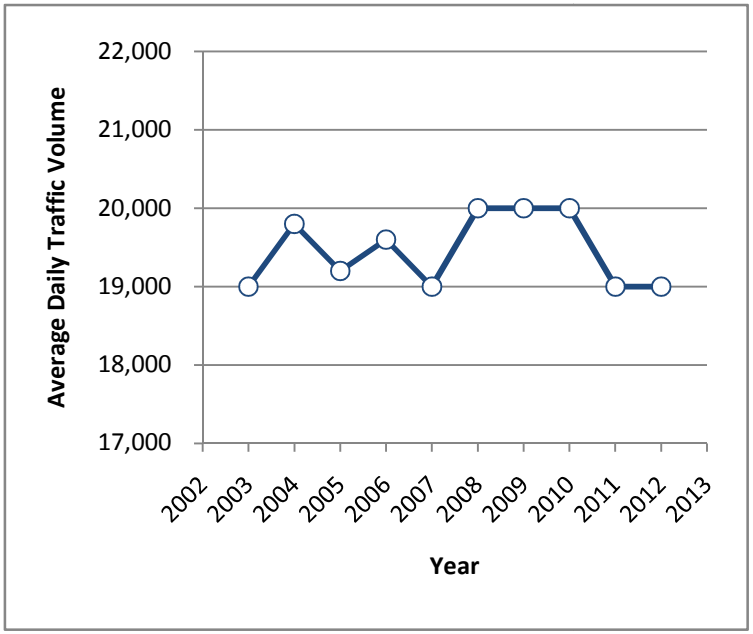


Figure 41. Highland Drive (AR 18) East of Stadium Boulevard

Table 19 presents the ten-year traffic history of Highland Drive between Stadium Boulevard and the Jonesboro City Limits. Over the last decade, volumes on Highland Drive increased modestly in proximity to Jonesboro's industrial parks. For instance, as illustrated in *Figure 42*, traffic volumes between Industrial Drive and Commerce Drive increased from approximately 11,000 vehicles per day in 2003 to approximately 14,000 vehicles per day in 2012. However, traffic volumes entering/exiting the city of Jonesboro along Highland Drive (AR 18) have changed little over the last decade, suggesting that regional traffic volumes were relatively flat over that time period.

Table 19. Highland Drive East of Stadium Boulevard

Year	Between Stadium Blvd and Nettleton Ave (0212)	Between Nettleton Ave and Industrial Dr (0213)	Between Industrial Dr and Commerce Dr (0334)	Between Commerce Dr and Nestle Rd (0014)	Between Nestle Rd and Jonesboro City Limits (0045)
2000–2002	10,000	13,000	12,000	11,000	9,500
2003	10,000	12,000	11,000	12,200	9,300
2004	11,100	13,600	12,000	12,300	9,900
2005	10,000	12,100	10,900	9,300	8,200
2006	11,400	14,100	12,800	9,900	9,200
2007	11,100	14,300	12,800	11,300	10,200
2008	11,000	14,000	12,000	12,000	10,000
2009	11,000	14,000	12,000	13,000	9,800
2010	11,000	13,000	13,000	13,000	10,000
2011	11,000	13,000	12,000	13,000	9,600
2012	11,000	14,000	14,000	14,000	10,000

Figure 42. Highland Drive between Industrial Drive and Commerce Drive

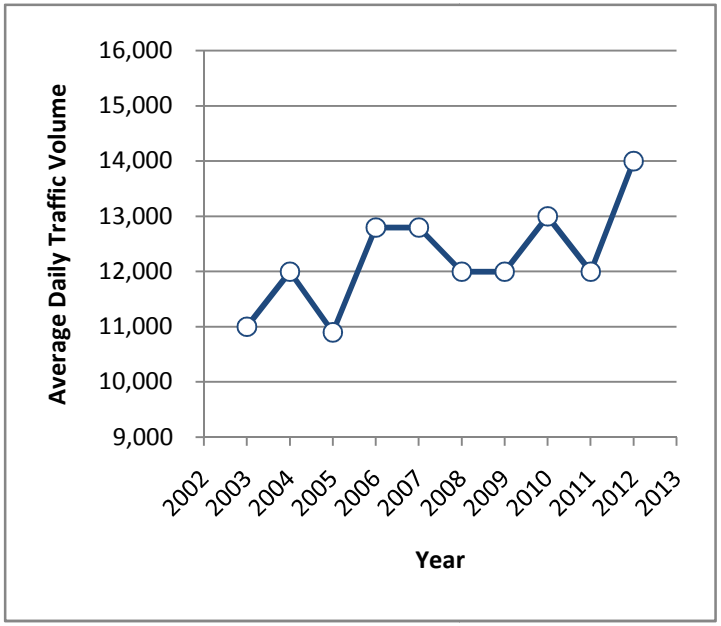


Figure 43. Commerce Drive (AR 18S)

Table 20 shows that traffic volumes on Commerce Drive increased significantly over the last decade, from approximately 5,400 vehicles per day in 2003 to approximately 8,000 vehicles per day in 2012 between US 63 and Krueger Drive. Traffic counts on the Commerce Drive interchange ramps suggest that most of the trips on Commerce Drive originate from US 63 southbound and depart on US 63 northbound.

Table 20. Commerce Drive

Year	Between US 63 and Krueger Dr (0331)	Between Krueger Dr and Highland Dr (0223)
2000–2002	5,600	4,700
2003	5,400	4,500
2004	5,300	4,500
2005	5,800	4,600
2006	7,000	5,600
2007	7,900	6,800
2008	7,700	6,800
2009	7,300	6,300
2010	7,300	6,600
2011	7,200	6,600
2012	8,000	7,400

Figure 44. Commerce Drive between and Highland Drive

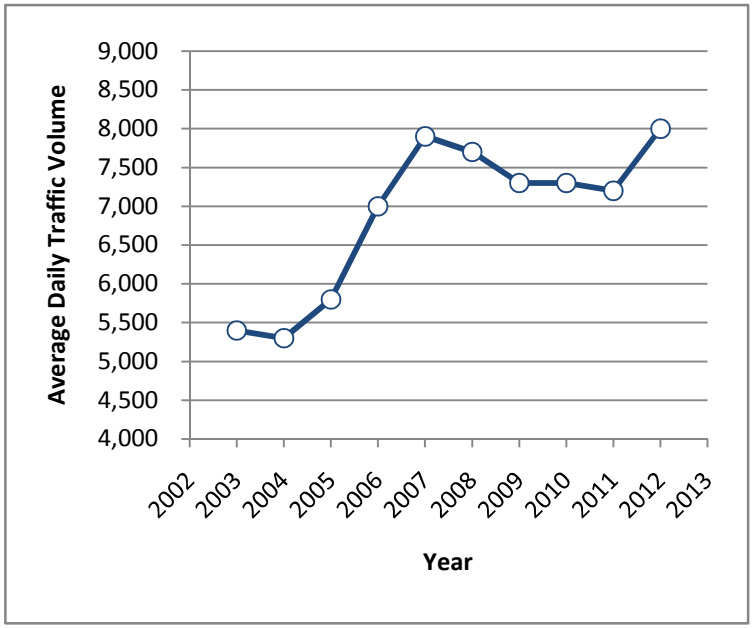


Figure 45. Rogers Chapel Road/Nestle Road

Table 21 reports ten-year traffic volumes on Rogers Chapel Road/Nestle Road. While the available counts on Rogers Chapel Road/Nestle Road are inadequate to establish a ten-year trend, the available data generally suggest a slow increase in traffic volumes along the route, as illustrated in *Figure 46*. Traffic counts on the Nestle Road interchange ramps suggest that most of the trips on Nestle Road originate from US 63 northbound and depart on US 63 southbound.

Table 21. Rogers Chapel Road/ Nestle Road

Year	Between US 63 and Highland Dr (0404)	Between Highland Drive and US 49 (0353)
2000–2002	–	–
2003	–	–
2004	–	–
2005	–	–
2006	–	–
2007	–	–
2008	–	3,400
2009	–	3,200
2010	2,900	3,600
2011	2,800	3,900
2012	3,300	4,000

Figure 46. Rogers Chapel Road/Nestle Road between Highland Drive and US 49

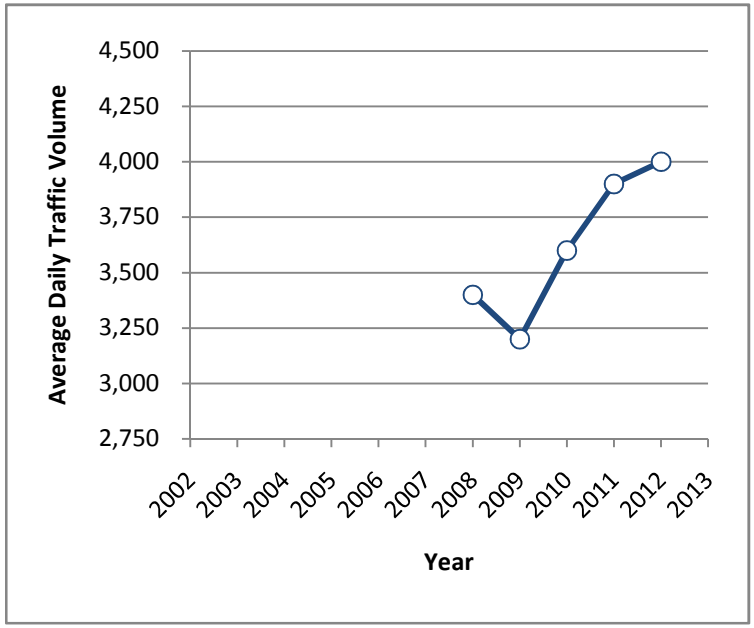


Figure 47. Airport Road (AR 351)

The ten-year traffic history of Airport Road is presented in *Table 22*. Traffic volumes on Airport Road increased modestly over the last decade. For instance, as illustrated in *Figure 48*, traffic volumes between Nettleton Avenue and Aggie Road increased from approximately 4,700 vehicles per day in 2003 to approximately 5,800 vehicles per day in 2012.

Table 22. Airport Road

Year	Between Nettleton Ave and Aggie Rd (0220)	Between Aggie Rd and Johnson Ave (0221)
2000–2002	4,500	3,800
2003	4,700	4,200
2004	4,600	3,900
2005	4,400	3,500
2006	5,200	4,200
2007	5,200	4,300
2008	4,800	4,200
2009	4,900	4,100
2010	5,100	4,200
2011	5,500	5,000
2012	5,800	5,000

Figure 48. Airport Road between Nettleton Avenue and Aggie Road

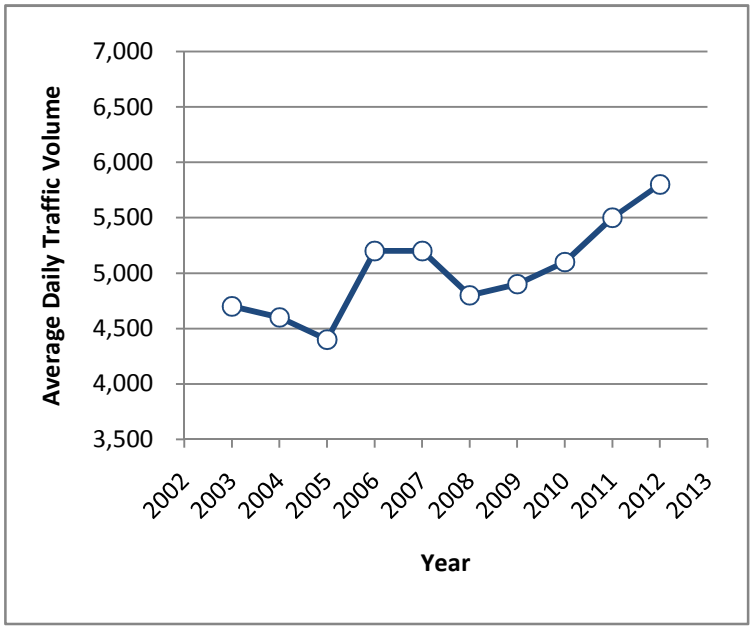


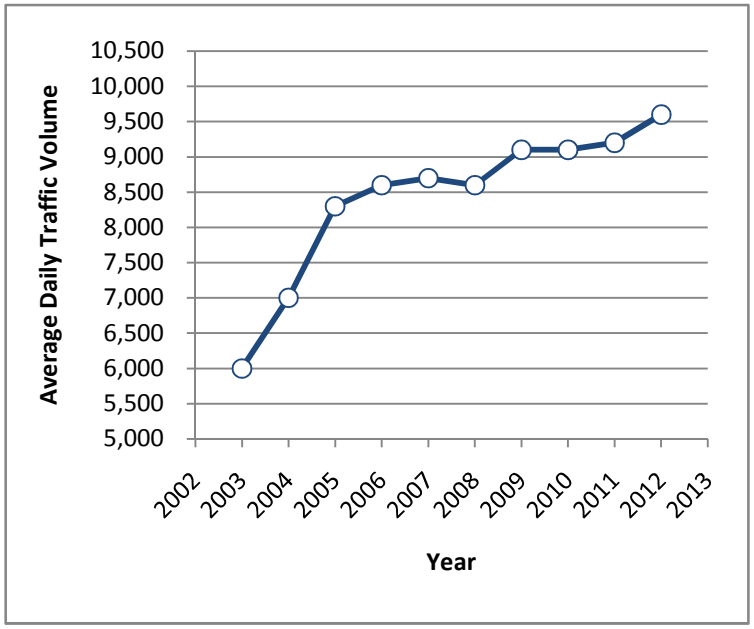
Figure 49. Old Greensboro Road (AR 351) and Magnolia Road

As indicated in *Table 23*, traffic volumes on Old Greensboro Road have increased significantly over the last ten years, consistent with continued residential development along the route. *Figure 50* illustrates how traffic volumes between Johnson Avenue and Sage Meadows Boulevard increased from approximately 6,000 vehicles per year in 2003 to approximately 9,600 vehicles per day in 2012. Traffic volumes also increased modestly north of Sage Meadows Boulevard, suggesting that some of the new traffic on Old Greensboro Road originates from outside the city of Jonesboro.

Table 23. Old Greensboro Road

Year	Between Johnson Ave and Sage Meadows Blvd (0034)	North of Jonesboro City Limits (0036)
2000–2002	5,600	4,200
2003	6,000	4,000
2004	7,000	4,900
2005	8,300	4,900
2006	8,600	5,000
2007	8,700	5,200
2008	8,600	4,900
2009	9,100	5,400
2010	9,100	5,000
2011	9,200	4,800
2012	9,600	5,400

Figure 50. Old Greensboro Road between Johnson Avenue and Sage Meadows Boulevard



Traffic count data for Magnolia Road/Ponderosa Drive/Peachtree Avenue are unavailable.

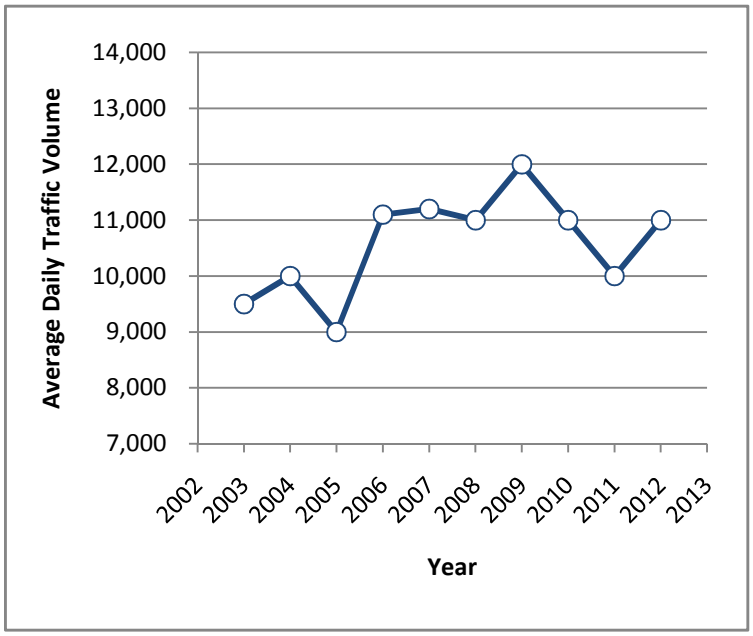
Figure 51. Windover Road/Race Street

Table 24 presents the ten-year traffic history of Windover Road/Race Street. East of Stadium Boulevard, traffic volumes on Race Street grew only modestly over the last decade, which is to be expected given the poor connectivity of East Race Street. West of Stadium Boulevard, traffic volumes on Windover Road/Race Street experienced significant year-to-year fluctuations, resulting in a modest net increase in traffic volumes over the last decade, shown in *Figure 52*.

Table 24. Windover Road/Race Street

Year	Between Harrisburg Rd and Browns Ln (0419)	Between Browns Ln and Caraway Rd (0296)	Between Caraway Rd and Stadium Blvd (0321)
2000–2002	–	6,900	8,700
2003	–	8,700	9,500
2004	–	9,600	10,000
2005	–	9,400	9,000
2006	–	11,200	11,100
2007	–	11,300	11,200
2008	–	11,000	11,000
2009	–	12,000	12,000
2010	–	11,000	11,000
2011	9,400	9,400	10,000
2012	11,000	10,000	11,000

Figure 52. Race Street between Caraway Road and Stadium Boulevard



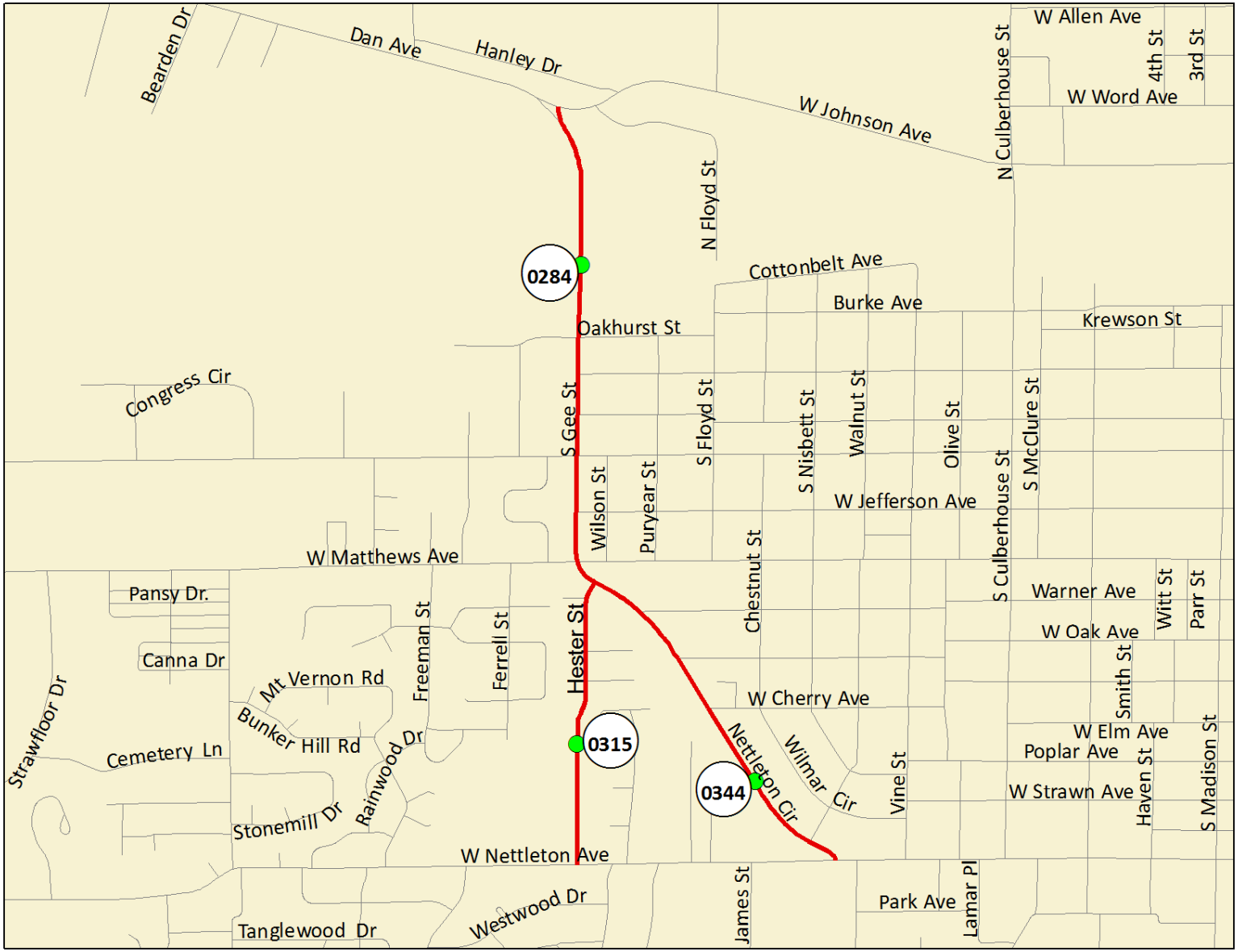


Figure 53. Gee Street/Nettleton Circle & Hester Street

Table 25 reports ten-year traffic volumes on Gee Street/Nettleton Circle and Hester Street. As illustrated in *Figure 54*, traffic volumes on Gee Street/Nettleton Circle changed little over the last decade. Likewise, traffic volumes on Hester Street consistently averaged just over 2,000 vehicles per day.

Table 25. Gee Street/Nettleton Circle and Hester Street

Year	Gee St: Between Dan Ave and Matthews Ave (0284)	Nettleton Cir: Between Matthews Ave and Nettleton Ave (0315)	Hester St: Between Gee St and Nettleton Ave (0344)
2000–2002	6,600	–	1,700
2003	6,800	–	2,000
2004	6,300	–	2,300
2005	5,300	–	1,900
2006	6,200	–	2,300
2007	6,700	5,700	2,400
2008	6,400	5,300	2,100
2009	6,600	5,400	2,400
2010	6,900	5,500	2,300
2011	6,400	5,700	2,200
2012	7,200	5,500	2,300

Figure 54. Gee Street between Dan Avenue and Matthews Avenue

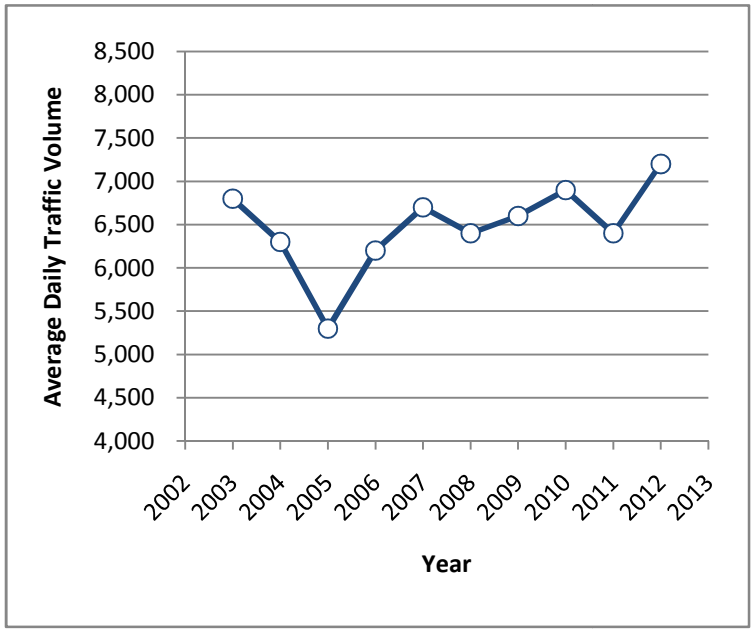


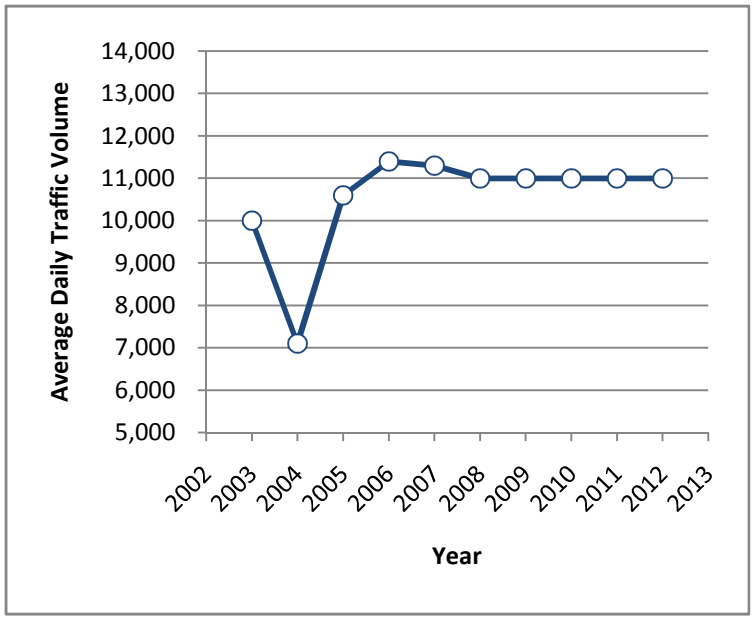
Figure 55. West Nettleton Avenue and Dupwe Drive

Ten-year traffic counts for Nettleton Avenue west of Main Street are reported in *Table 26.* As the data in *Table 27* suggest, traffic volumes on West Nettleton Avenue have changed little over the last decade.

Table 26. Nettleton Avenue between Strawfloor Drive and Main Street

Year	Between Loberg Ln and Hester St (0241)	Between Hester St and Nettleton Cir (0342)	Between Nettleton Cir and Culberhouse St (0246)	Between Culberhouse St and Flint St (0245)	Between Flint St and Main St (0244)
2000–2002	4,500	–	11,000	11,000	11,000
2003	4,900	–	13,000	11,000	10,000
2004	4,100	–	13,900	11,600	7,100
2005	4,400	–	9,000	10,700	10,600
2006	4,900	7,300	10,100	10,700	11,400
2007	5,300	6,900	9,900	10,900	11,300
2008	4,900	6,900	9,600	10,000	11,000
2009	5,500	6,900	9,500	11,000	11,000
2010	5,200	6,800	10,000	11,000	11,000
2011	5,400	6,800	9,300	10,000	11,000
2012	4,800	6,500	9,200	10,000	11,000

Figure 56. Nettleton Avenue between Flint Street and Main Street



While historical traffic counts are not available for Dupwe Drive, recent traffic counts indicate that the road serves approximately 3,000 trips per day.

Figure 57. Nettleton Avenue between Main Street and Highland Drive

Table 27 presents the ten-year traffic history of Nettleton Avenue between Main Street and Highland Drive. Traffic volumes on Nettleton Avenue grew significantly between Caraway Road and Stadium Boulevard over the last decade, as illustrated in *Figure 58*, from approximately 15,000 vehicles per day in 2003 to approximately 18,000 vehicles per day in 2012. Elsewhere, traffic volumes grew only modestly over the last ten years and have been relatively flat or slightly down since 2006.

Table 27. Nettleton Avenue between Main Street and Highland Drive

Year	Between Main St and Rains St (0326)	Between Rains St and Caraway Rd (0325)	Between Caraway Rd and Stadium Blvd (0291)	Between Stadium Blvd and Matthews Ave (0219)	Between Matthews Ave and Highland Dr (0240)
2000–2002	9,500	12,000	13,000	10,000	13,000
2003	11,000	13,000	15,000	9,500	11,800
2004	10,100	12,400	14,400	9,100	13,000
2005	11,000	12,600	14,200	9,600	12,800
2006	11,700	13,800	16,800	11,800	14,700
2007	11,700	13,800	17,300	11,300	14,300
2008	11,000	13,000	17,000	11,000	14,000
2009	11,000	13,000	17,000	11,000	13,000
2010	12,000	14,000	17,000	11,000	13,000
2011	11,000	14,000	17,000	11,000	13,000
2012	11,000	14,000	18,000	11,000	13,000

Figure 58. Nettleton Avenue between Caraway Road and Stadium Boulevard

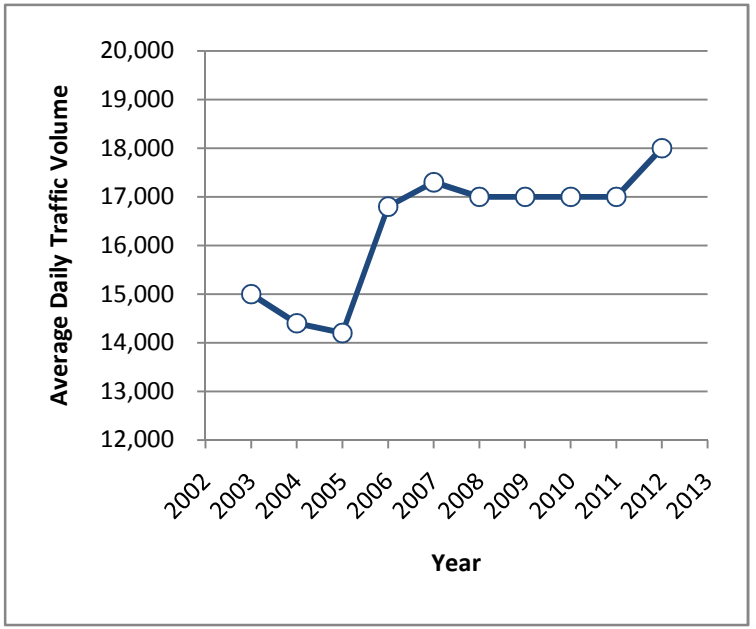


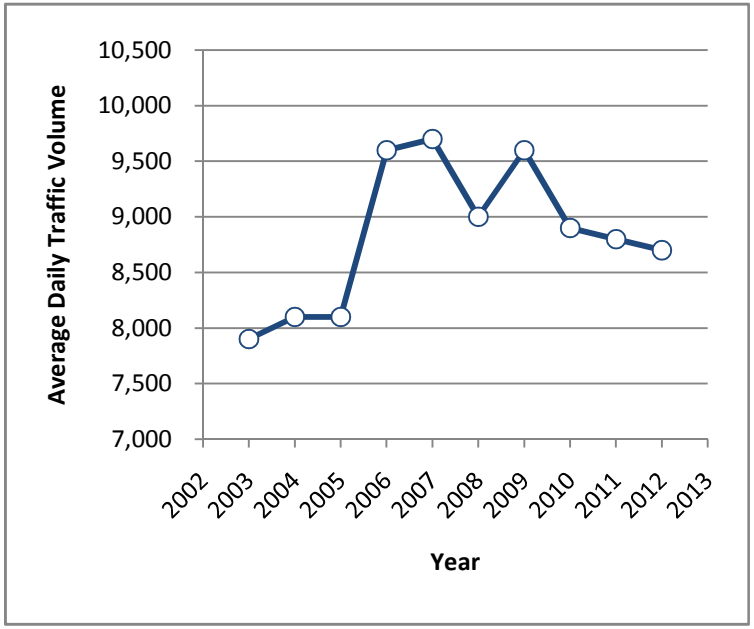
Figure 59. Nettleton Avenue (AR 463) South of Highland Drive

Table 28 presents the ten-year traffic history of Nettleton Avenue from Highland Drive to the Jonesboro City Limits. East of Highland Drive, traffic volumes on Nettleton Avenue generally increased between 2003 and 2007, but declined thereafter. *Figure 60* illustrates how traffic volumes between Highland Drive and Thorn Street increased from approximately 7,900 vehicles per day in 2003 to approximately 9,700 vehicles per day in 2007 but declined to approximately 8,700 vehicles per day by 2012. The relatively flat traffic volumes south of the Jonesboro City Limits suggest that regional traffic volumes entering/exiting Jonesboro along AR 463 have changed little over the last decade.

Table 28. Nettleton Avenue South of Highland Drive

Year	Between Highland Dr and Thorn St (0279)	Between Thorn St and Race St (0280)	Between Race St and Industrial Dr (0281)	Between Industrial Dr and US 63 (0282)	South of Jonesboro City Limits (0075)
2000–2002	8,100	7,200	5,400	6,600	3,400
2003	7,900	7,700	5,500	6,600	3,500
2004	8,100	6,900	5,500	6,600	3,700
2005	8,100	6,300	5,500	7,000	4,200
2006	9,600	7,100	6,600	8,000	3,800
2007	9,700	7,700	6,400	8,000	4,200
2008	9,000	6,900	5,600	7,200	4,000
2009	9,600	7,300	6,100	7,400	4,200
2010	8,900	6,900	5,700	7,200	3,900
2011	8,800	6,700	5,600	7,200	3,800
2012	8,700	6,600	5,400	6,900	4,100

Figure 60. Nettleton Avenue between Highland Drive and Thorn Street



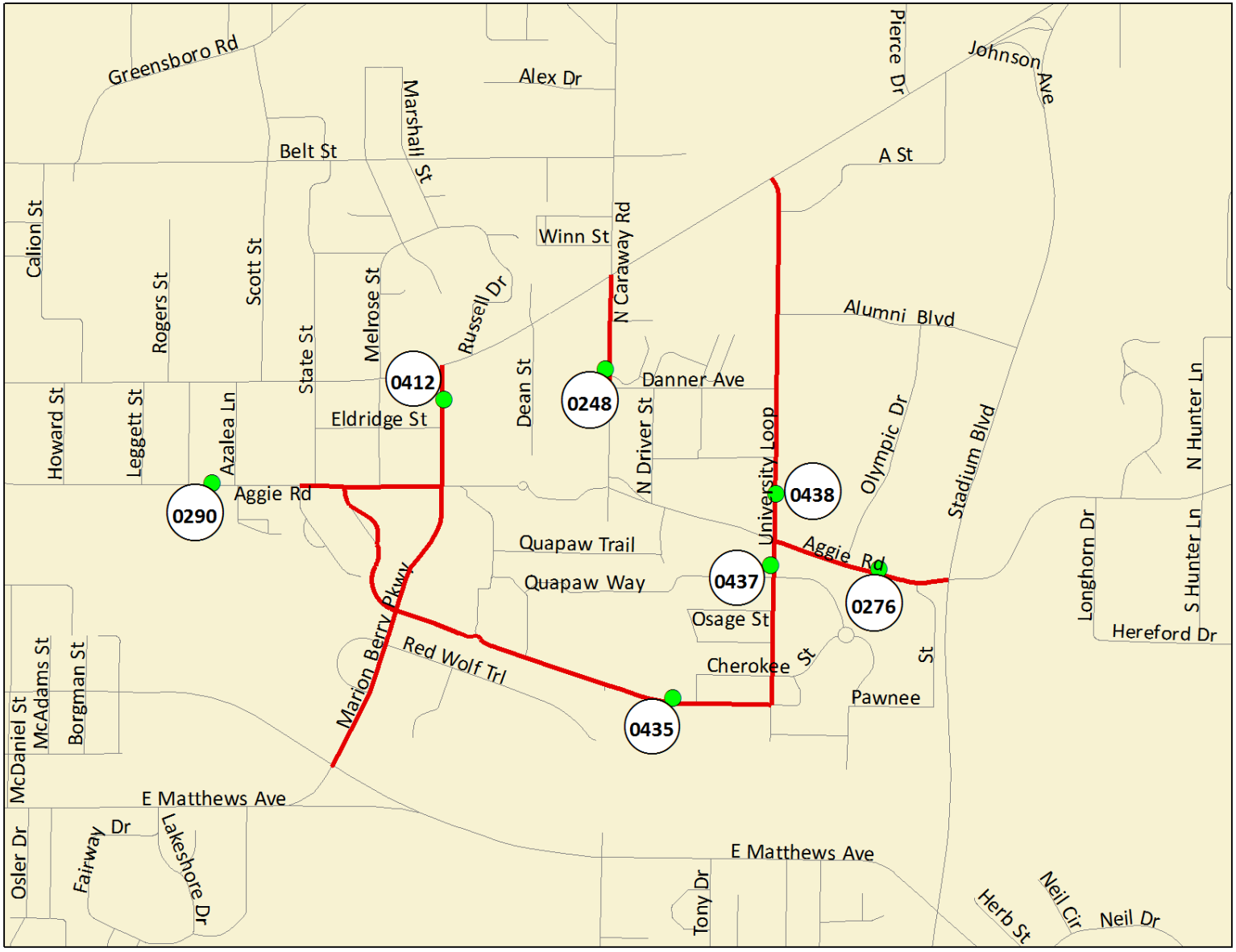


Figure 61. Arkansas State University

Ten-year traffic data for major roads on the ASU campus are presented in *Table 29*. Due to the significant changes to campus access and internal circulation over the last decade, and a lack of historical data at some locations, it is difficult to evaluate traffic trends on the ASU campus. Generally speaking, it appears to be the case that East Aggie Road served as the primary entrance to campus in 2012, followed by Marion Berry Parkway, though it is impossible to determine from the available data how much of the traffic on Marion Berry Parkway is site traffic (rather than through traffic). West Aggie Road served as a minor entrance to campus as did North Caraway Road, which is now used primarily for access to student housing and the parking deck. Traffic volumes on University Loop – approximately 9,400 vehicles per day north of Aggie Road in 2012 – reflect the importance of that route as a both campus entrance and internal circulator.

Table 29. ASU Entrances and Circulators

Year	West Aggie Rd (0290)	Marion Berry Pkwy (0412)	North Caraway Rd (0248)	University Loop South (0435)	University Loop East (0437)	University Loop East (0438)	East Aggie Rd (0276)
2000–2002	3,200	–	6,200	–	–	–	6,600
2003	3,100	–	5,700	–	–	–	8,100
2004	3,300	–	4,400	–	–	–	7,700
2005	3,100	–	4,300	–	–	–	7,300
2006	2,800	–	5,000	–	–	–	8,700
2007	2,500	–	4,000	–	–	–	7,500
2008	2,500	–	4,500	–	–	–	7,900
2009	1,300	–	6,300	–	–	–	8,500
2010	1,100	–	6,600	–	–	–	8,700
2011	970	1,800	5,900	4,200	12,000	5,400	7,000
2012	2,400	12,000	2,200	4,000	9,400	5,900	9,500

Brookland

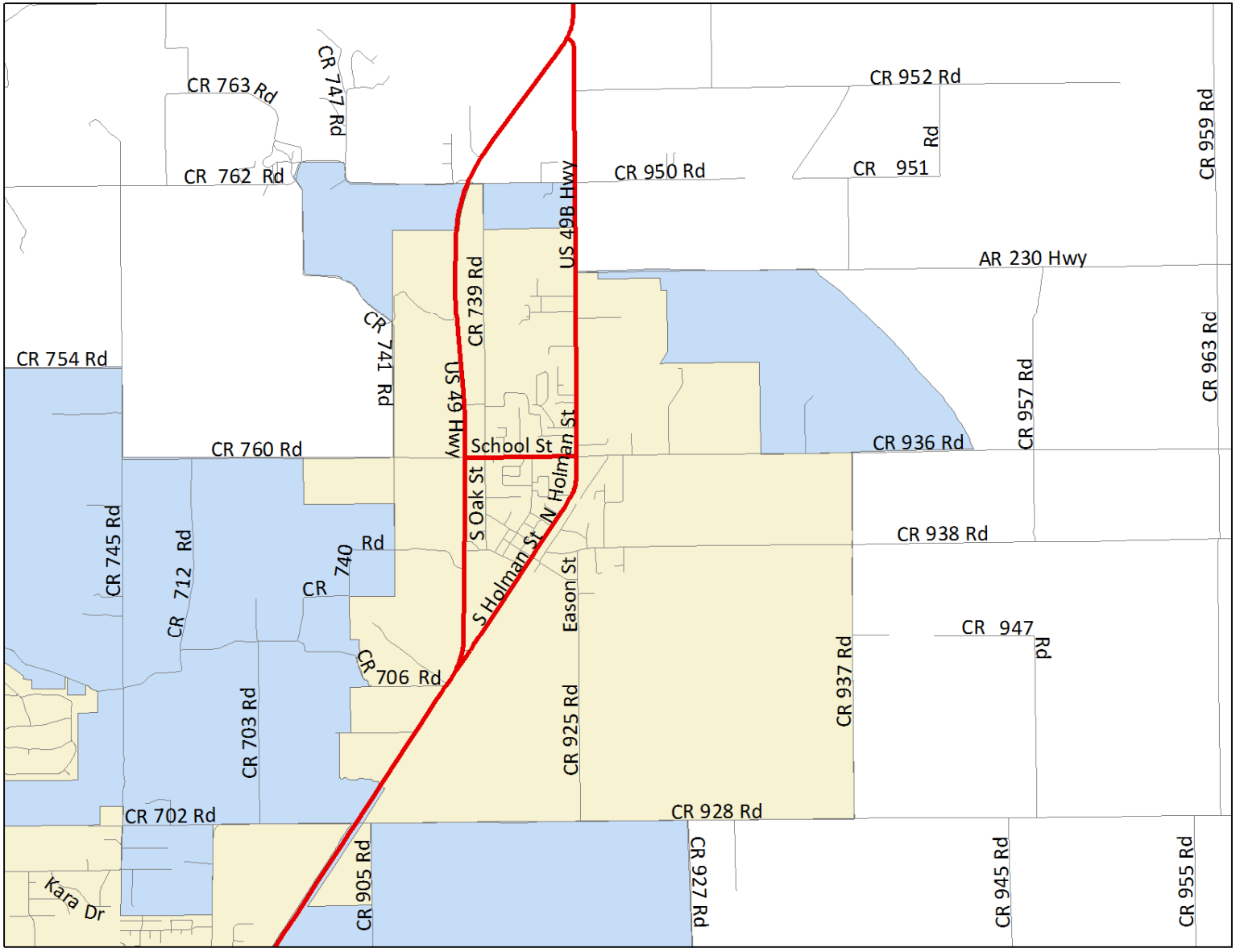


Figure 62. Major Roadways in the City of Brookland

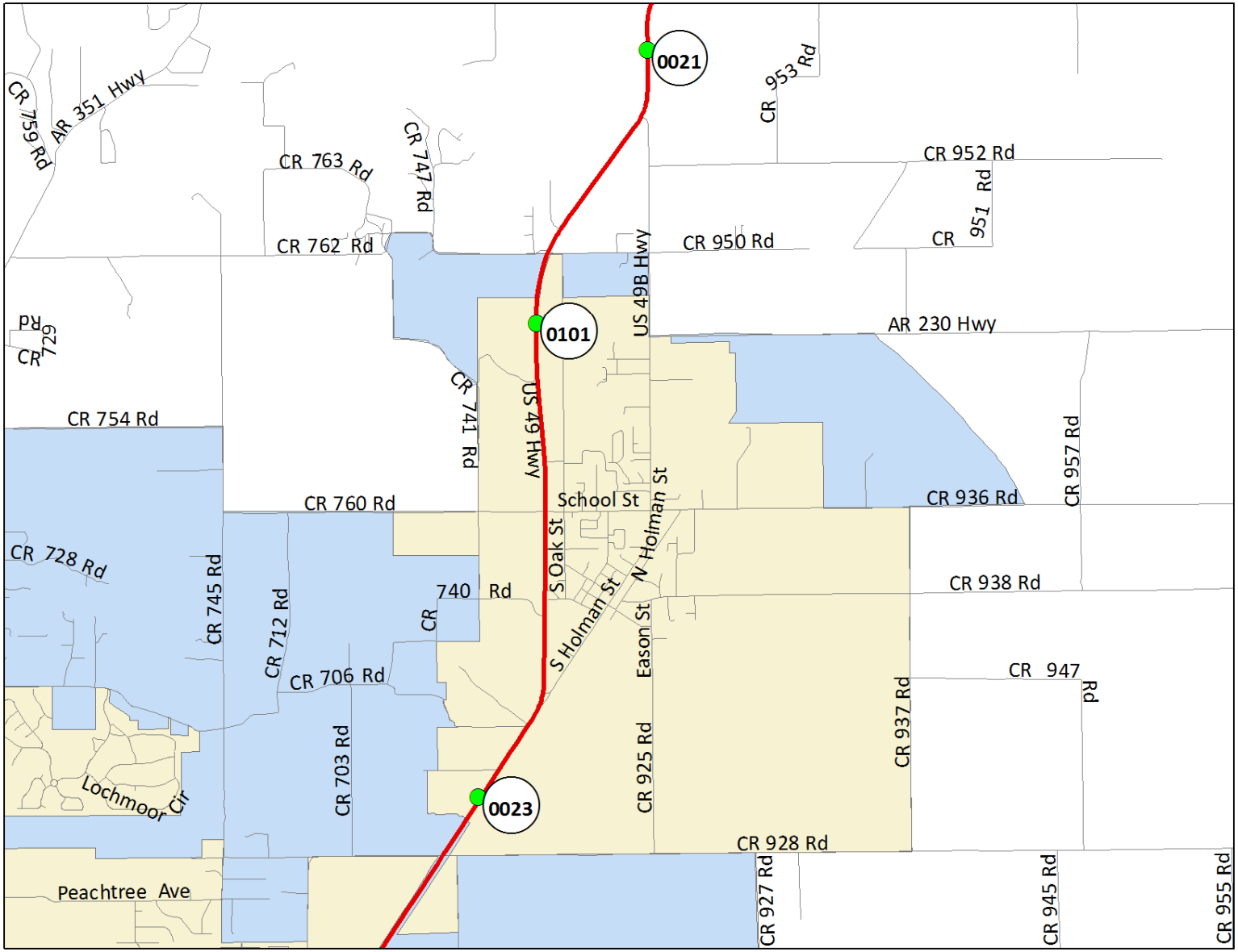


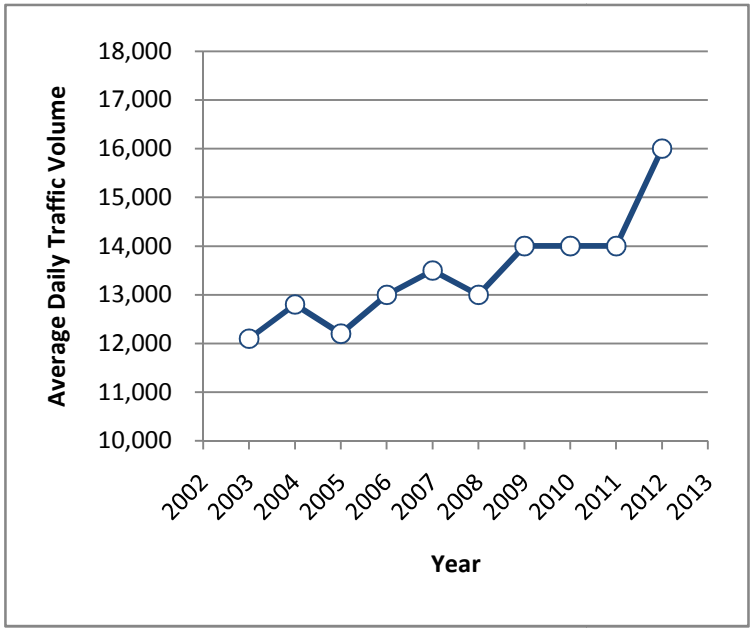
Figure 63. US 49 Bypass (Brookland)

Table 30 reports ten-year traffic volumes on the US 49 Bypass. Traffic volumes on US 49 increased significantly over the last decade. For instance, as illustrated in *Figure 64*, traffic volumes from School Street north to the Brookland City Limits increased from approximately 12,100 vehicles per day in 2003 to approximately 16,000 vehicles per day in 2012. The significant increase in traffic volumes north of the Brookland City Limits is indicative of a significant increase in regional traffic along US 49 over the last ten years.

Table 30. US 49 Bypass

Year	Between Brookland City Limits and US 49B (0023)	Between School St and Brookland City Limits (0101)	North of Brookland City Limits (0021)
2000–2002	19,000	–	11,000
2003	28,000	12,100	13,000
2004	21,300	12,800	13,600
2005	18,500	12,200	13,200
2006	19,900	13,000	13,800
2007	20,900	13,500	14,300
2008	21,000	13,000	17,000
2009	20,000	14,000	15,000
2010	22,000	14,000	15,000
2011	22,000	14,000	15,000
2012	23,000	16,000	16,000

Figure 64. US 49 between Brookland City Limits and US 49B



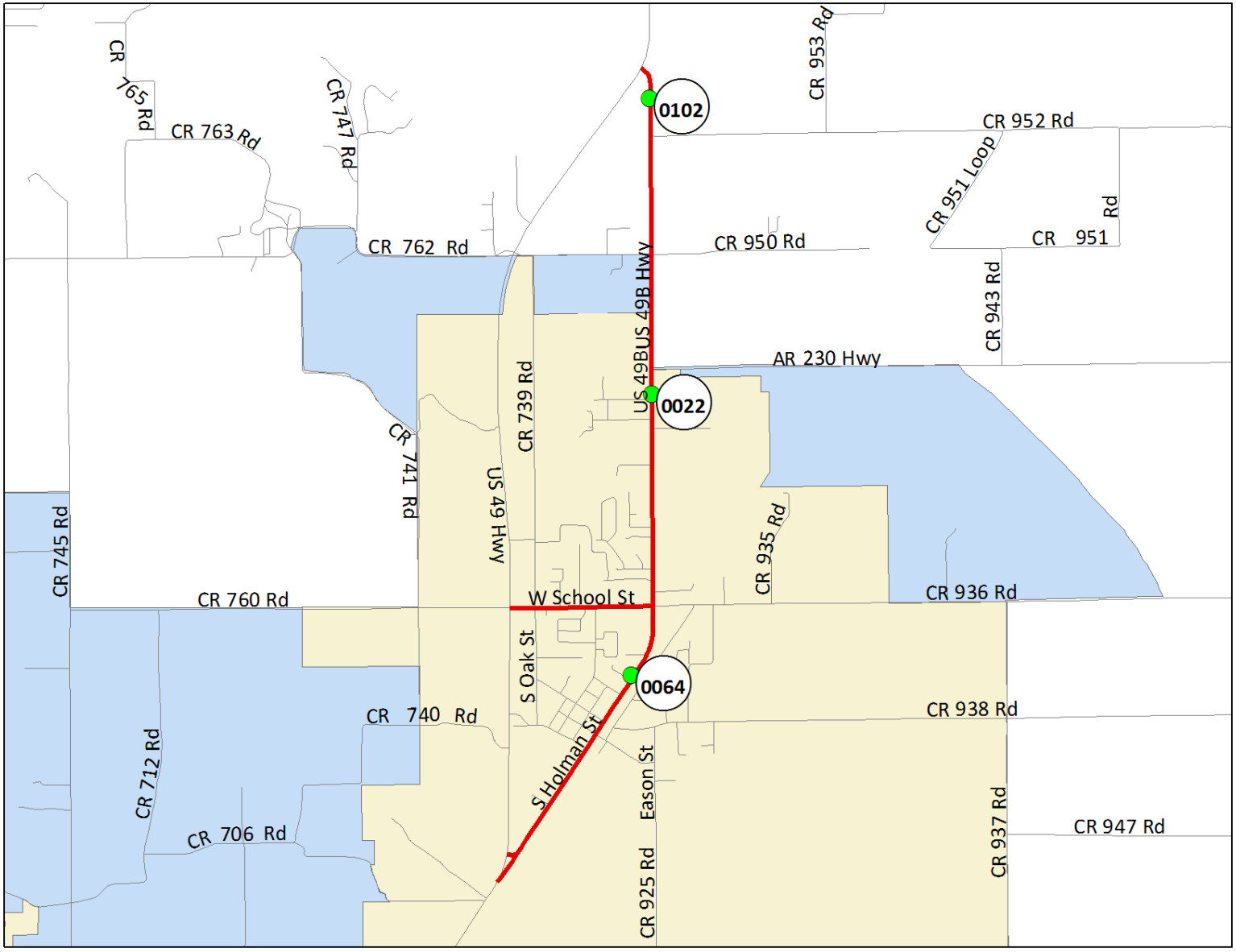


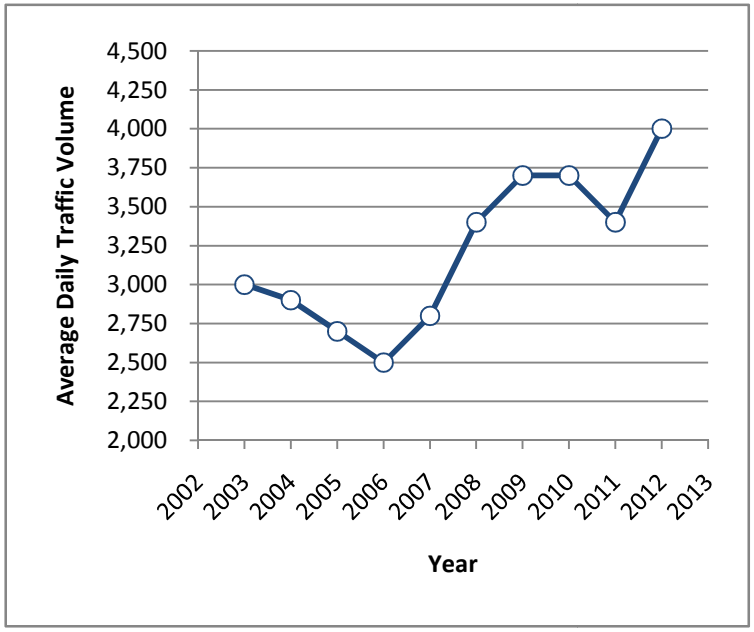
Figure 65. US 49B (Holman Street)

Traffic volumes on US 49B increased modestly over the last decade (see *Table 3*1) – a reflection of the modest growth of the city of Brookland over that time frame. For instance, *Figure 66* illustrates that traffic between the Brookland City Limits and US 49 increased from approximately 3,000 vehicles per day in 2003 to approximately 4,000 vehicles per day in 2012.

Table 31. US 49B

Year	Between US 49 and School St (0064)	Between School St and AR 230 (0022)	Between AR 230 and US 49 (0102)
2000–2002	–	2,200	2,950
2003	–	2,200	3,000
2004	–	2,200	2,900
2005	–	2,200	2,700
2006	–	2,200	2,500
2007	–	2,000	2,800
2008	–	2,600	3,400
2009	1,300	2,700	3,700
2010	1,400	2,400	3,700
2011	1,300	2,200	3,400
2012	1,500	2,700	4,000

Figure 66. US 49B between Brookland City Limits and US 49



Reports from City of Brookland officials and citizens suggest that traffic volumes on School Street have increased significantly over the last decade. Currently, AHTD is not collecting traffic counts along that route.

Bono

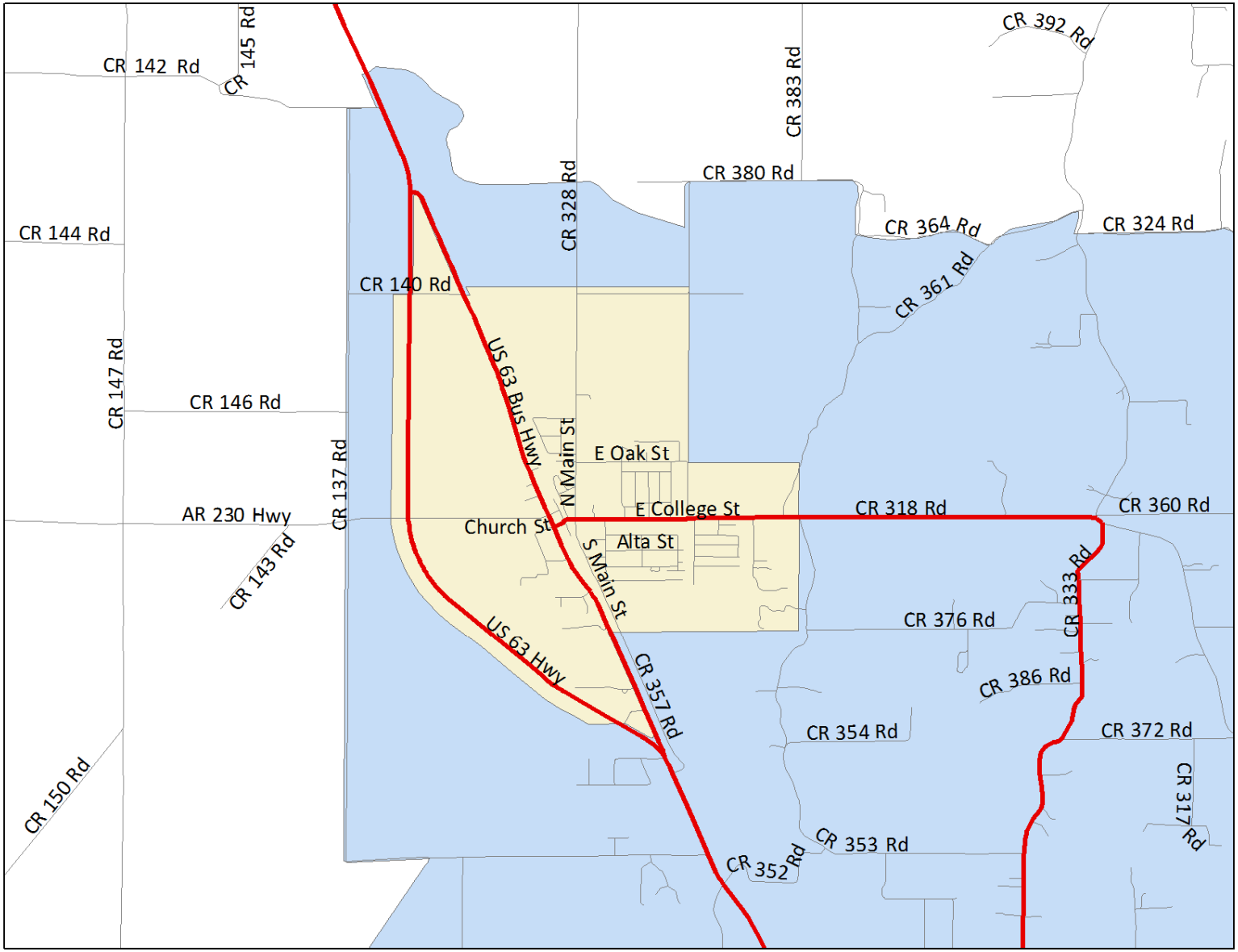


Figure 67. Major Roadways in the City of Bono

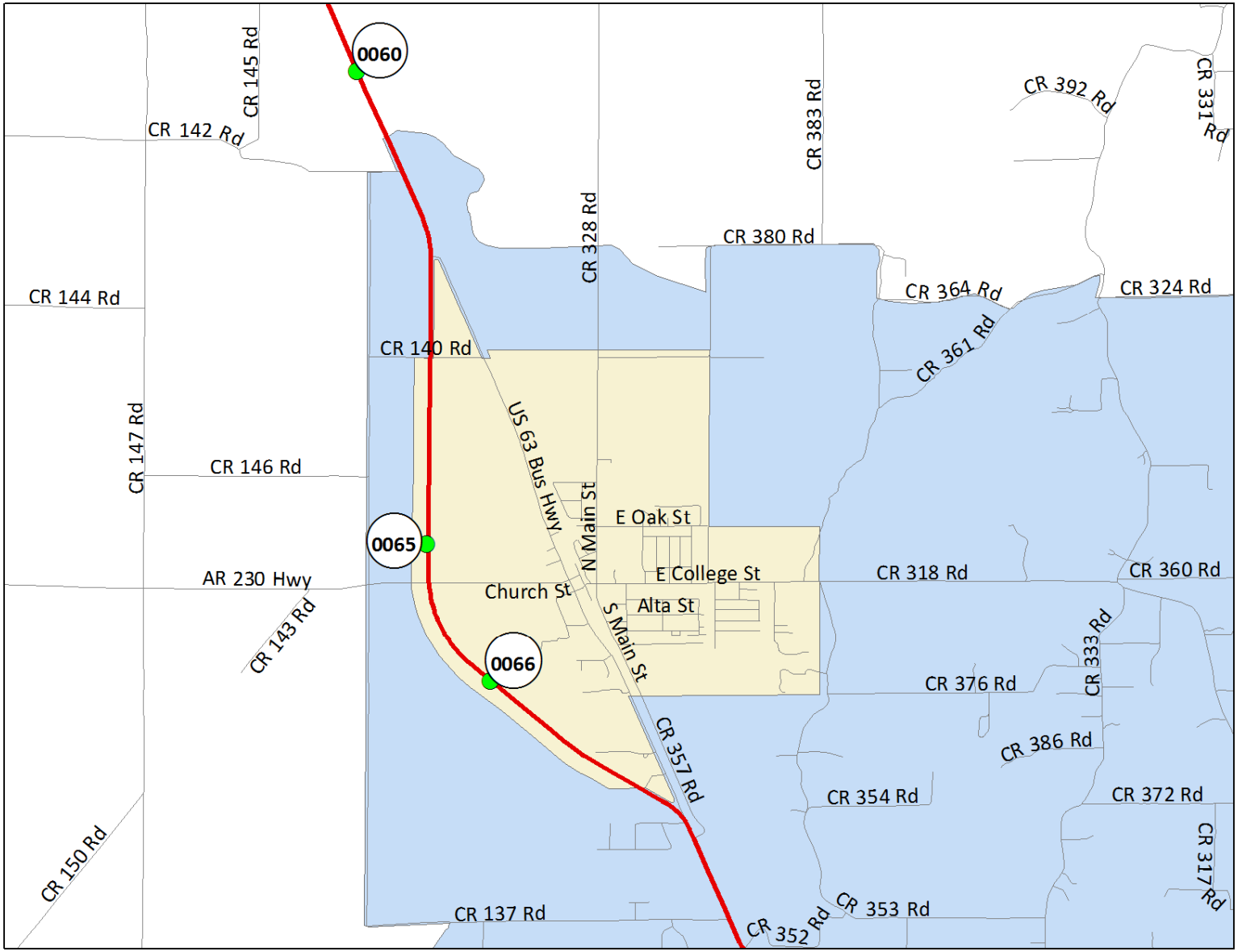


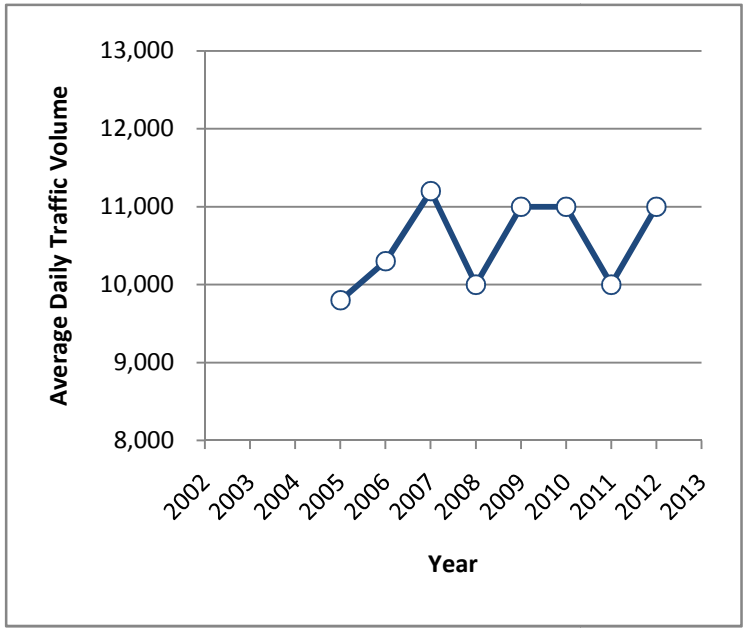
Figure 68. US 63 Bypass (Bay)

The ten-year traffic history of the US 63 Bypass is reported in *Table 32*. As illustrated in *Figure 69*, traffic volumes on US 63 Bypass have changed little since construction of the roadway was completed in 2005. In particular, traffic volumes north of the MPO boundary have been relatively stable over the last decade, suggesting that regional traffic volumes were flat over that time period.

Table 32. US 63 Bypass (Bono)

Year	North of MPO Boundary (0060)	Between AR 230 and MPO Boundary (0065)	South of AR 230 (0066)
2000–2002	–	–	–
2003	–	–	–
2004	–	–	–
2005	10,500	9,800	10,000
2006	11,500	10,300	10,900
2007	12,300	11,200	11,800
2008	10,000	10,000	11,000
2009	11,000	11,000	11,000
2010	11,000	11,000	11,000
2011	11,000	10,000	11,000
2012	11,000	11,000	11,000

Figure 69. US 63 between AR 230 and the MPO Boundary



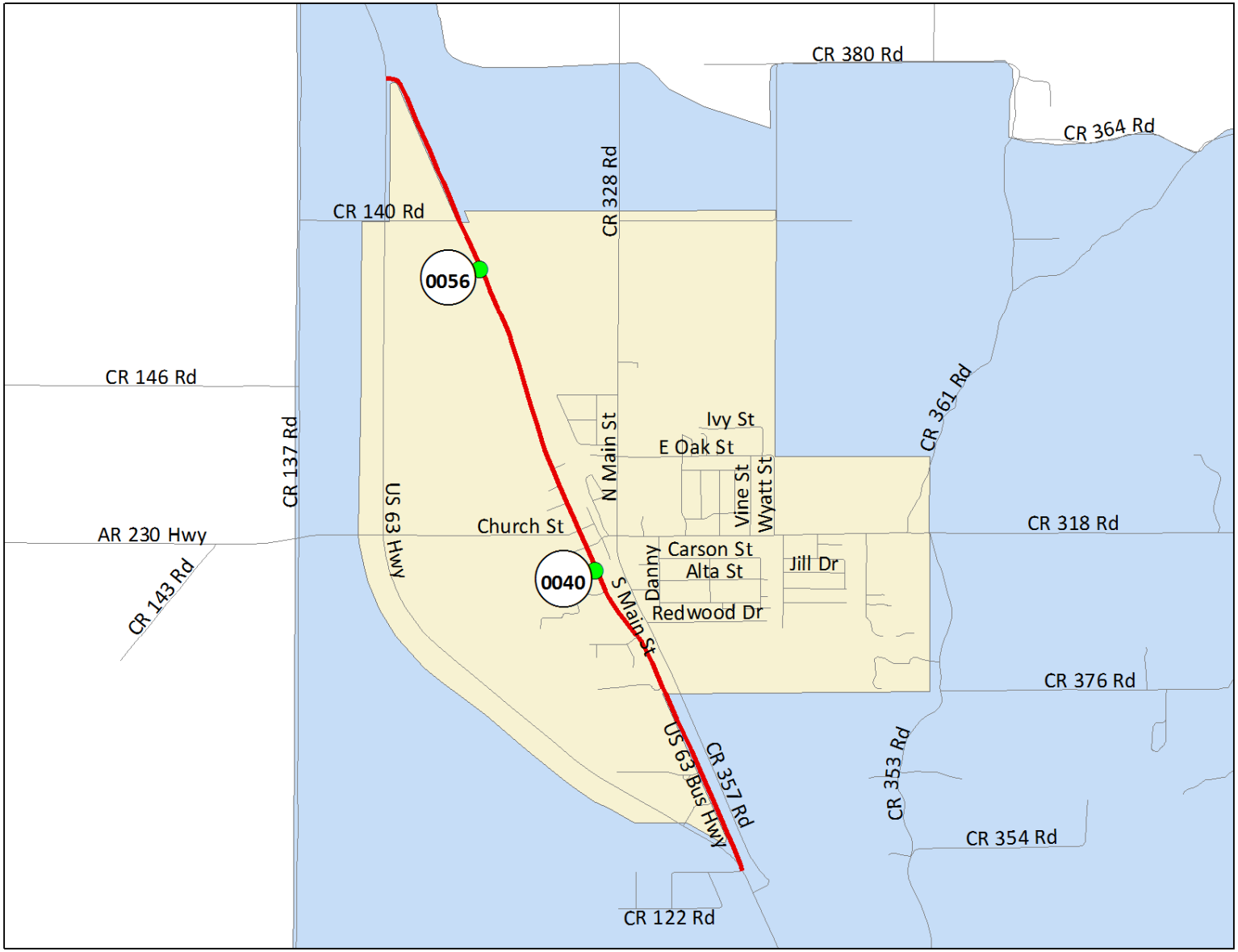


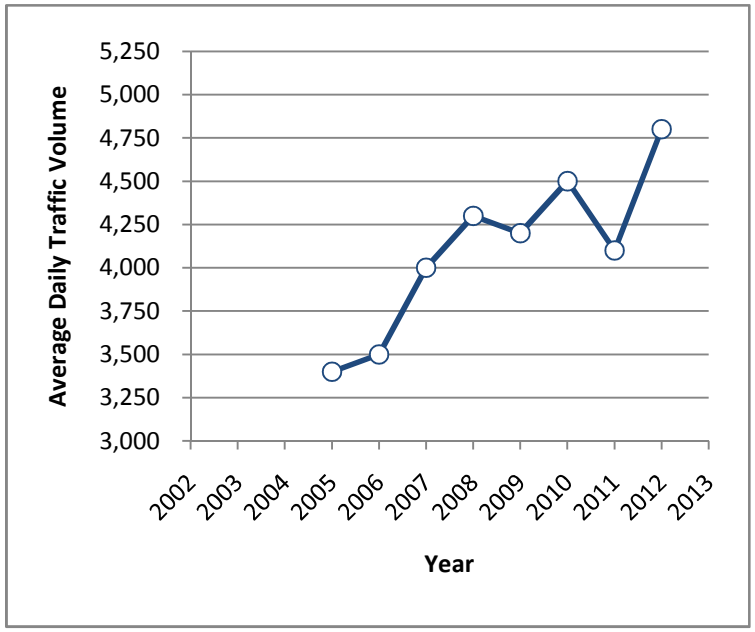
Figure 70. Old Greensboro Road (AR 351) and Magnolia Road

Table 33 presents the ten-year traffic history of US 63B. As illustrated in *Figure 71*, south of AR 230 traffic volumes on US 63B increased from approximately 3,400 vehicles per day in 2003 to approximately 4,800 vehicles per day in 2012 – a reflection of the modest growth of the City of Bono over the last decade and the resulting increases in intercity trips between Bono and Jonesboro. North of AR 230, traffic volumes were relatively flat over the last ten years.

Table 33. US 63B

Year	North AR 230 (0056)	South of AR 230 (0040)
2000–2002	–	–
2003	–	–
2004	–	–
2005	–	3,400
2006	630	3,500
2007	630	4,000
2008	610	4,300
2009	620	4,200
2010	690	4,500
2011	620	4,100
2012	650	4,800

Figure 71. US 63B South of AR 230



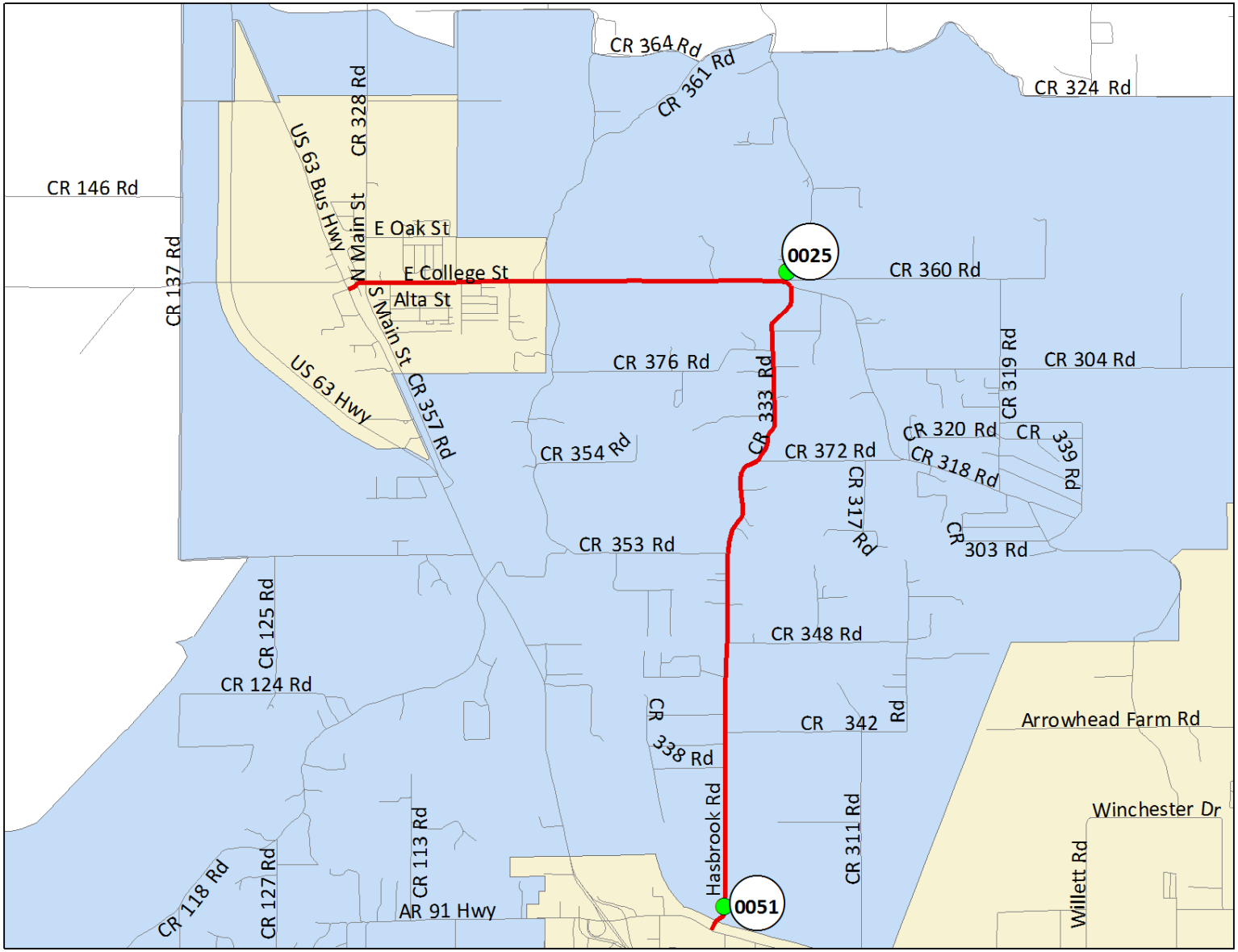


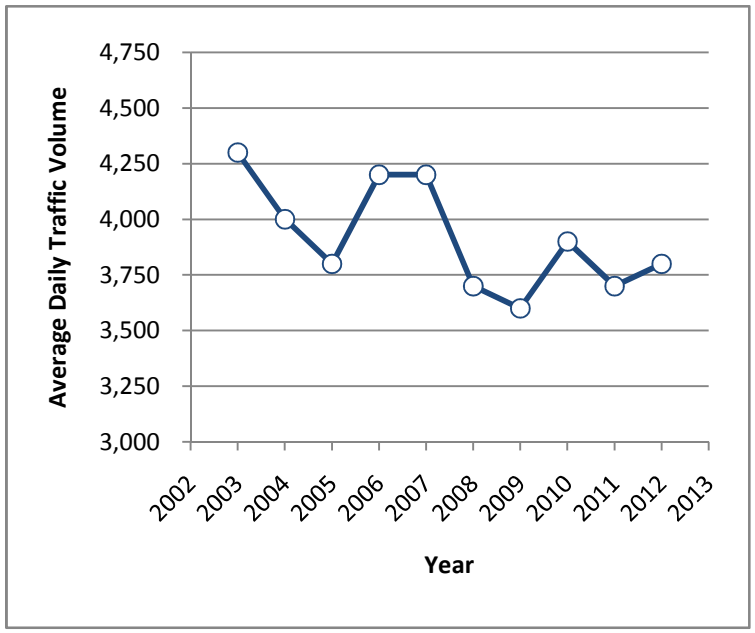
Figure 72. Hasbrook Road (CR 333) and College Street (CR 318)

As T*able 34* indicates, traffic volumes on Hasbrook Road (CR 333) have declined slightly over the last decade, with volumes just north of the Jonesboro City Limits going from 4,300 vehicles per day in 2003 to approximately 3,800 vehicles per day in 2012.

Table 34. Hasbrook Road

Year	North of Jonesboro City Limits (0051)	South of MPO Boundary (0025)
2000–2002	3,900	1,700
2003	4,300	1,700
2004	4,000	1,700
2005	3,800	1,600
2006	4,200	1,600
2007	4,200	1,600
2008	3,700	1,400
2009	3,600	1,500
2010	3,900	1,600
2011	3,700	1,500
2012	3,800	1,500

Figure 73. Hasbrook Road
North of the Jonesboro City Limits



Historical traffic counts are not available for College Street (CR 318).

Bay

Figure 74. Major Roadways in the City of Bay

Figure 75. US 63 Bypass (Bay)

Table 35 reports the ten-year traffic history of the US 63B Bypass around Bay. As illustrated in *Figure 76*, despite some wide fluctuation in recorded traffic volumes over the last ten years, the net change in traffic volumes was minimal.

Table 35. US 63 Bypass

Year	North of AR 463 (0339)	South of AR 463 (1993)
2000–2002	–	12,000
2003	13,000	13,000
2004	14,100	13,500
2005	13,600	12,400
2006	13,800	13,200
2007	14,100	11,300
2008	14,000	13,000
2009	14,000	14,000
2010	16,000	13,000
2011	13,000	14,000
2012	14,000	14,000

Figure 76. US 63 North of AR 463

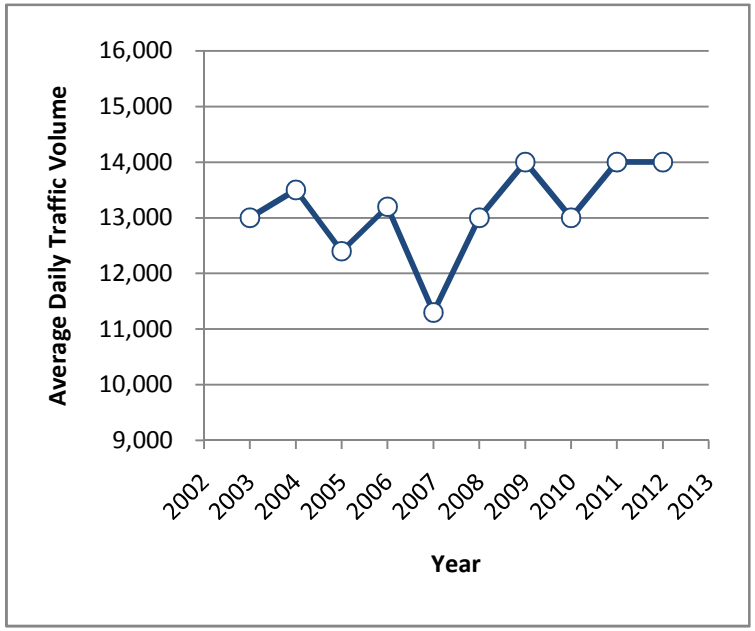


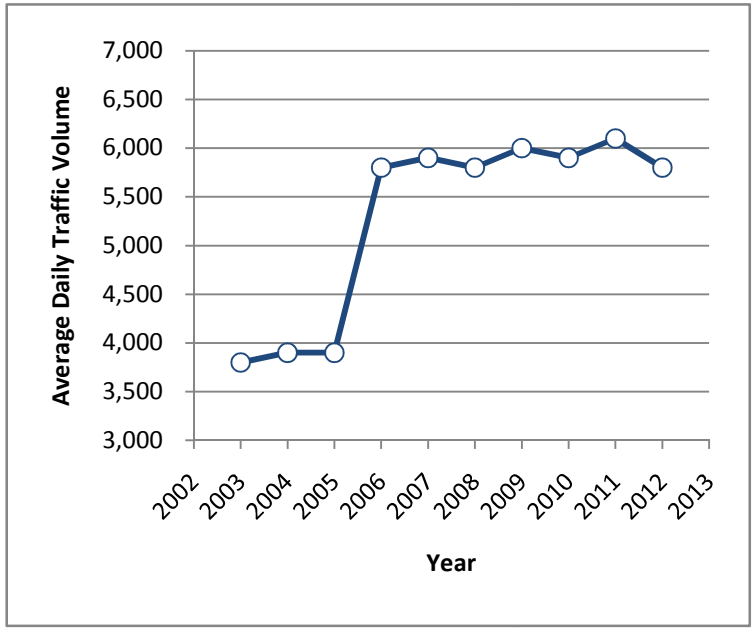
Figure 77. AR 463 (Bay Drive)

Table 36 reports ten-year traffic volumes for AR 463 (Bay Drive). South of Main Street, traffic volumes on AR 463 have been relatively flat over the last decade, suggesting that regional traffic movements along AR 463 have changed little over that time period. North of Main Street, however, traffic volumes on AR 463 appear to have increased significantly between 2005 and 2006, but have been relatively stable since 2006, as illustrated in *Figure 78*.

Table 36. AR 463 (Bay Drive)

Year	North of US 63 (0103)	Between US 63 and Main St (0076)	Between Main St and Elder St (0077)	Between Elder St and Bay City Limits (0078)
2000–2002	–	4,300	3,700	4,200
2003	–	3,800	3,800	3,700
2004	–	3,900	4,300	3,900
2005	–	3,900	3,600	3,700
2006	–	5,800	3,700	3,700
2007	–	5,900	4,100	3,900
2008	–	5,800	3,900	3,700
2009	4,800	6,000	4,300	3,900
2010	4,900	5,900	4,200	3,600
2011	4,300	6,100	3,800	3,600
2012	5,200	5,800	3,800	3,500

Figure 78. AR 463 between US 63 and Main Street



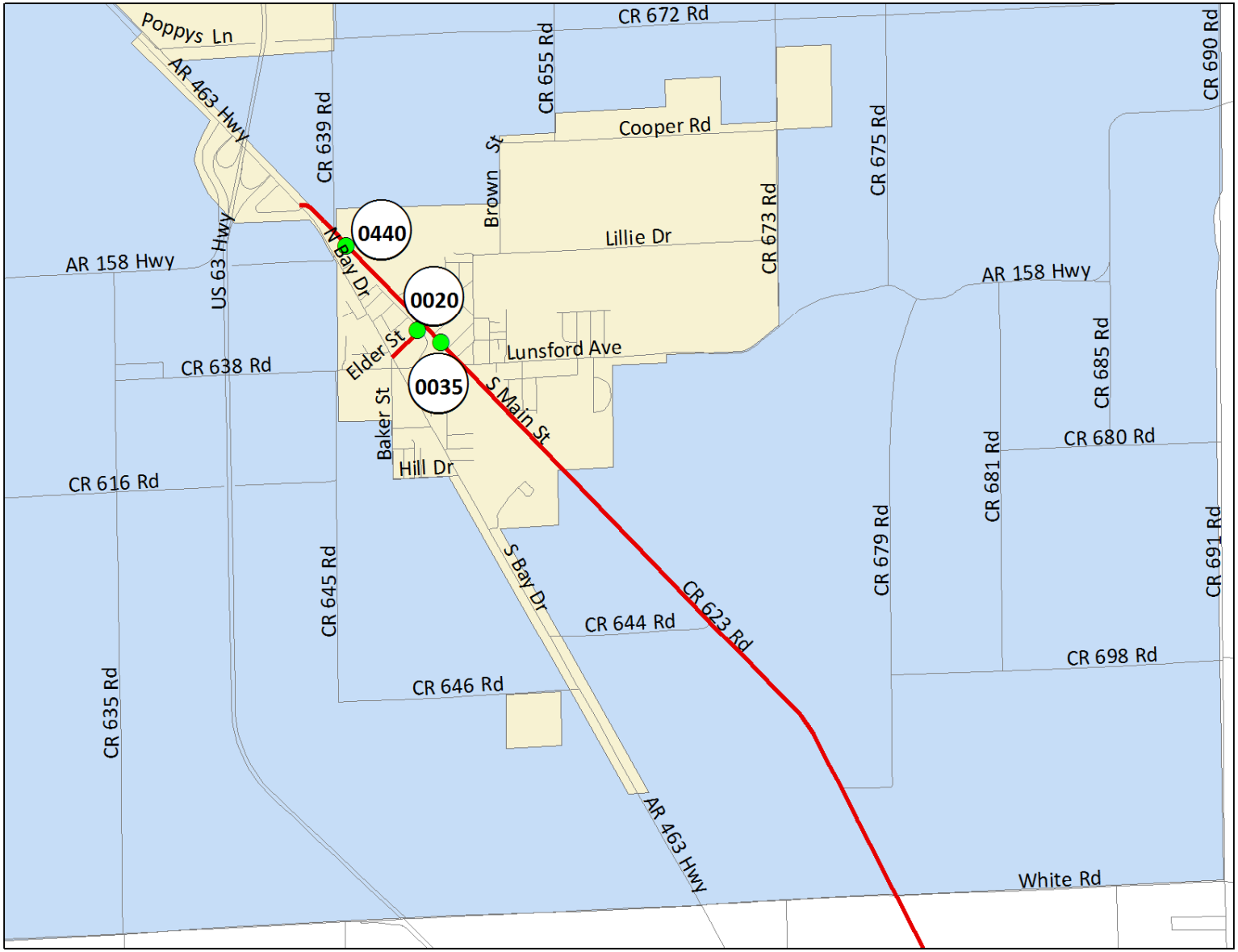


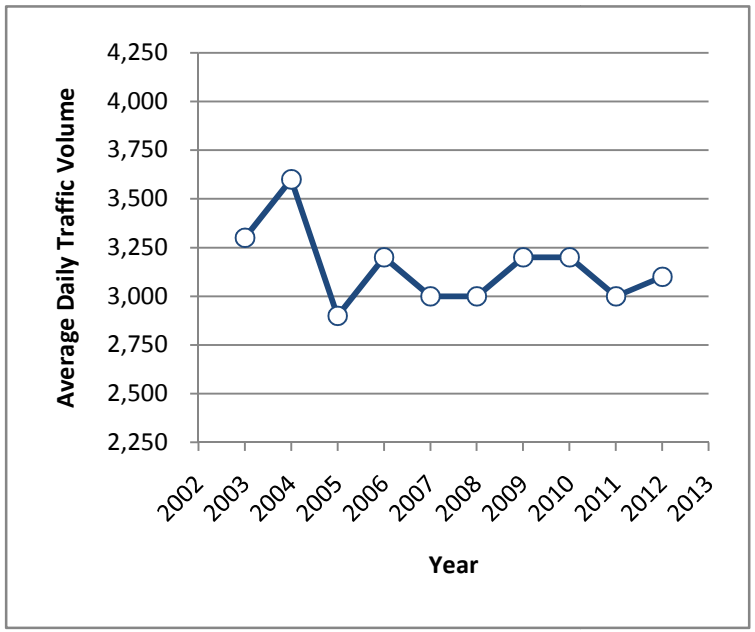
Figure 79. Main Street (CR 623) & Elder Street

The ten-year traffic histories of Main Street (CR 623) and Elder Street are presented in *Table 37*. Traffic volumes on Main Street have changed little over the last decade, as shown in *Figure 80*, averaging slightly more than 3,000 vehicles per day over that time period. Likewise, ignoring the relatively high traffic count record for 2003, traffic volumes on Elder Street were relatively flat over the last ten years.

Table 37. Main Street & Elder Street

Year	Main St: Between AR 463 and Elder St (0440)	Main St: Between Elder St and Bay City Limits (0035)	Elder St: between AR 463 and Main St (0020)
2000–2002	–	3,500	2,900
2003	–	3,300	3,500
2004	–	3,600	2,200
2005	–	2,900	2,300
2006	–	3,200	2,400
2007	–	3,000	2,500
2008	–	3,000	2,500
2009	–	3,200	2,600
2010	–	3,200	2,400
2011	2,100	3,000	2,400
2012	2,000	3,100	2,500

Figure 80. Main Street between Elder Street and Bay City Limits



Craighead County

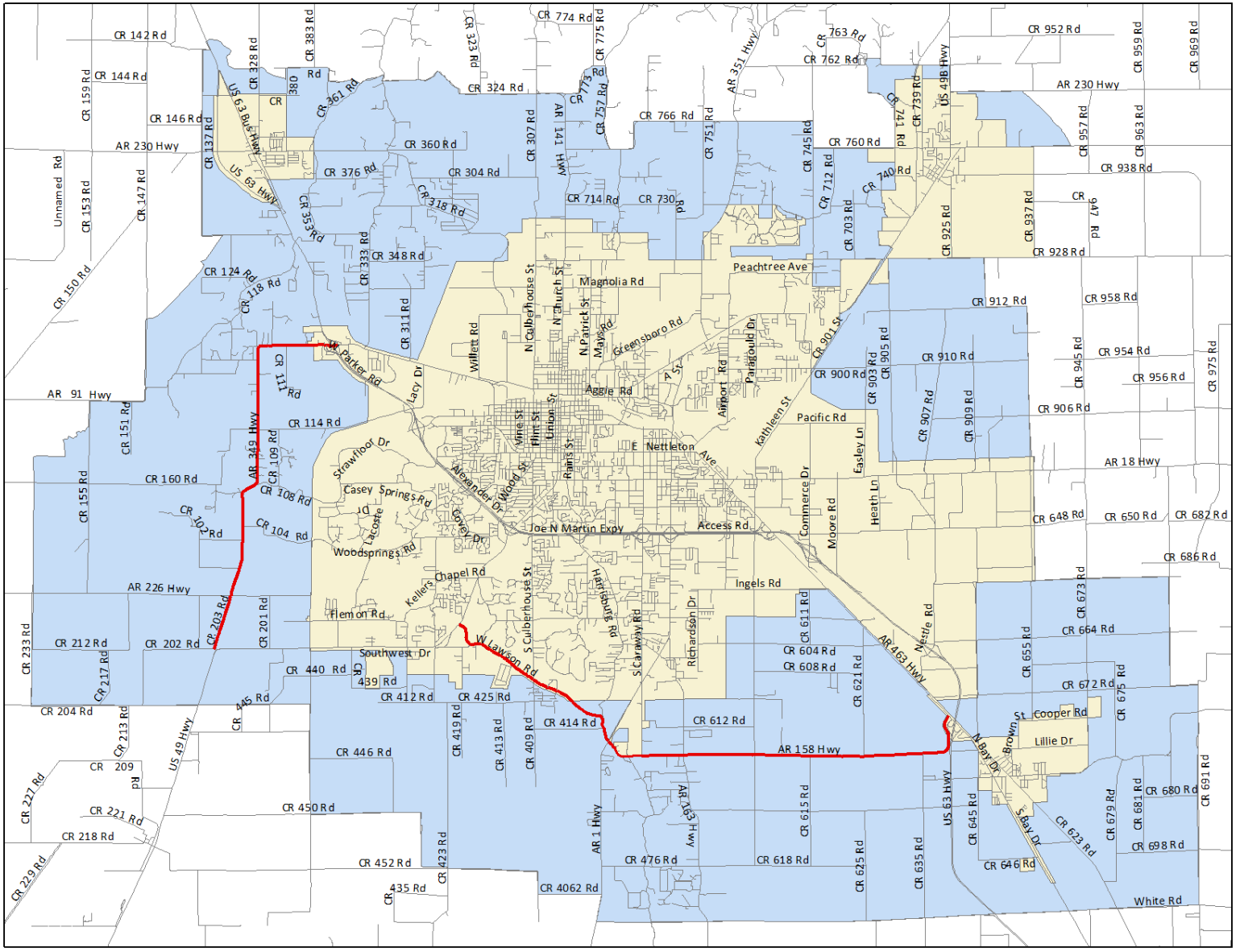


Figure 81. Other Major MPO Roadways in Craighead County

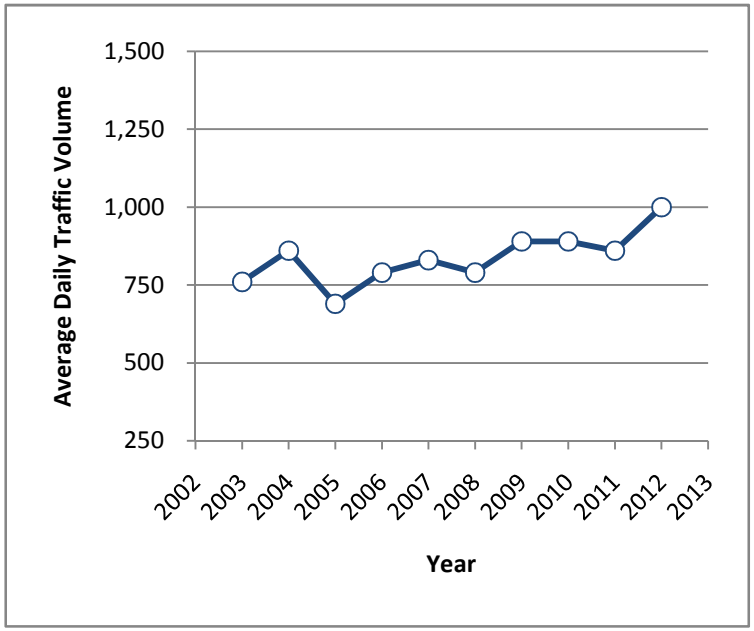
Figure 82. Lawson Road and AR 158

The ten-year traffic histories of Lawson Road and AR 158 are presented in *Table 38*. While historical data for Lawson Road is not available, it is reasonable to believe that volumes increased with the growth of the Valley View School District and other trips (such as freight) between US 49 and AR 1. As illustrated in *Figure 83*, traffic volumes on AR 158 were relatively flat over the last ten years.

Table 38. Lawson Road and AR 158

Year	Lawson Rd: Between Southwest Dr and AR 1 (0430)	AR 158: Between AR 1 and US 63 (0011)
2000–2002	–	720
2003	–	760
2004	–	860
2005	–	690
2006	–	790
2007	–	830
2008	–	790
2009	–	890
2010	–	890
2011	3,100	860
2012	3,600	1,000

Figure 83. AR 158 from AR 1 to US 63



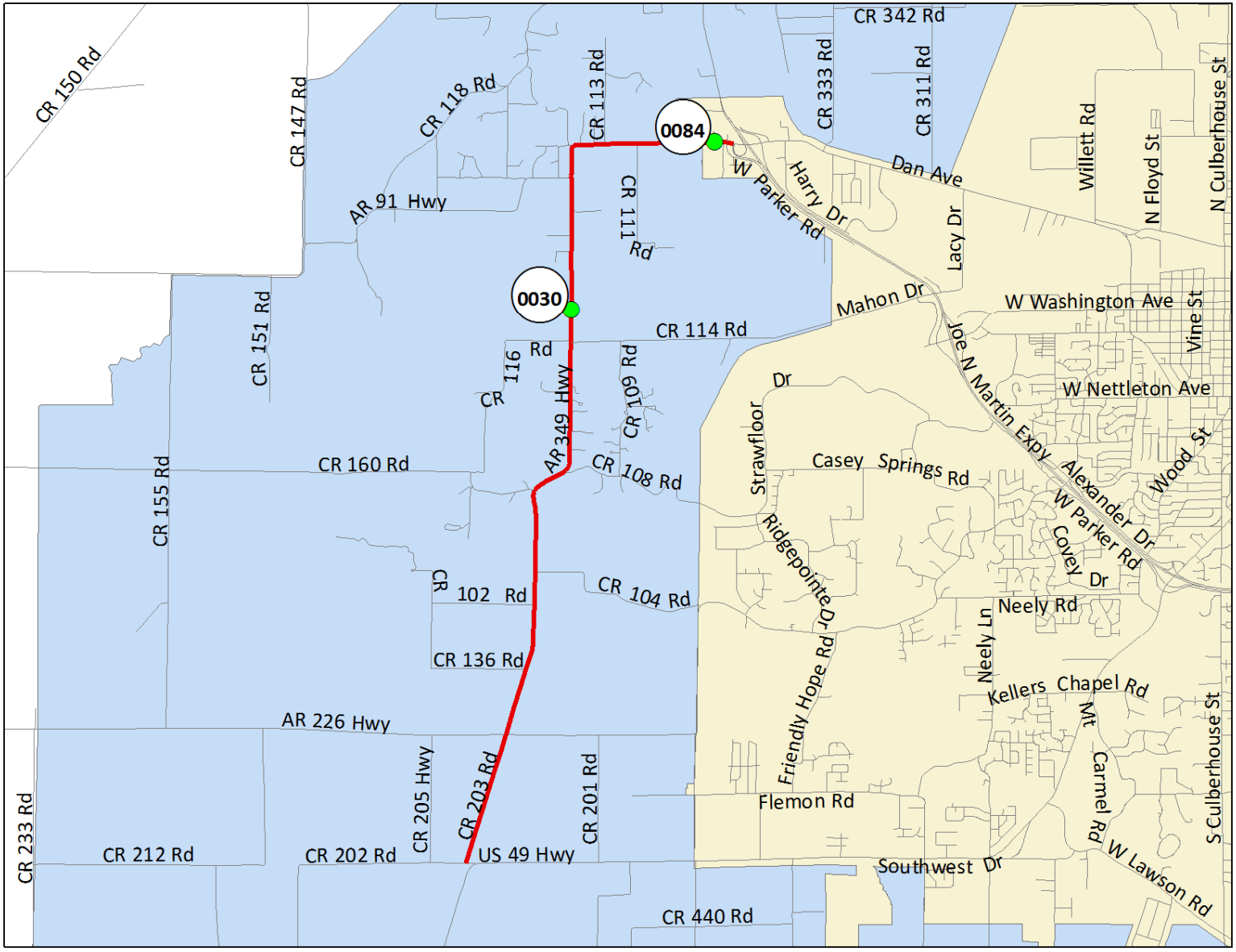


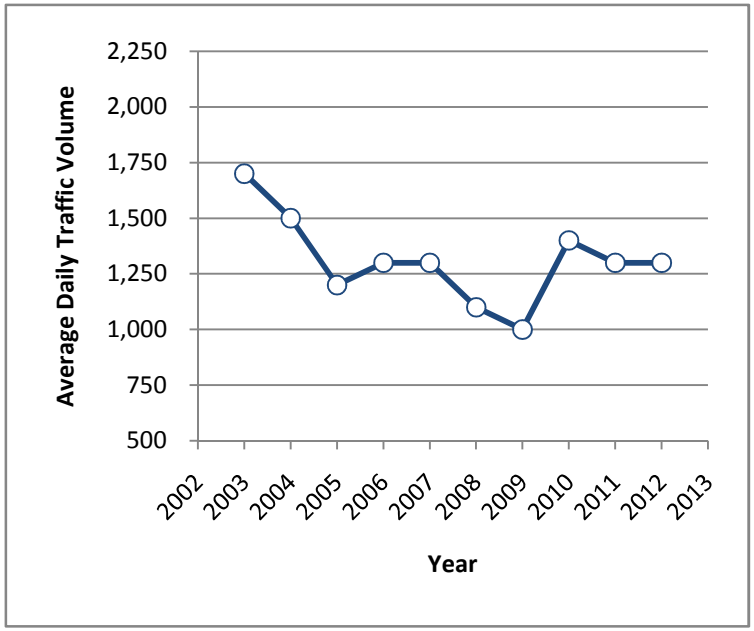
Figure 84. AR 349/AR 91

Table 39 reports the ten-year traffic history of the AR 349/AR 91 connector between US 63 and AR 226. Despite some fluctuation, there was little net change in traffic volumes on AR 349, as illustrated in *Figure 85*, or AR 91, as indicated by the data in *Table 39*.

Table 39. AR 349/AR 91

Year	AR 349: Between CR 114 and AR 91 (0030)	AR 91: Between AR 349 and US 63 (0084)
2000–2002	1,100	5,000
2003	1,700	5,000
2004	1,500	5,700
2005	1,200	4,400
2006	1,300	5,300
2007	1,300	6,300
2008	1,100	5,000
2009	1,000	5,300
2010	1,400	5,600
2011	1,300	5,300
2012	1,300	5,500

Figure 85. AR 349 between CR 114 and AR 91



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