



INTEROFFICE MEMORANDUM

January 11, 2022

TO: Ms. Jessie Jones, Division Engineer – Program Management

FROM: Trinity D. Smith, Engineer of Roadway Design *TDS*

SUBJECT: Proposed Traffic Signal Improvements in Cotter
Highway 62 at Highway 62B/Denton Ferry Road
Route 62, Section 10, Log Mile 0.496
Route 62, Section 10B, Log Mile 2.135
Baxter County

Reference is made to your November 12, 2021 memo requesting an operational analysis at the intersection of Highway 62 at Highway 62B/Denton Ferry Road. Based on the request, we have conducted a review which included a 24-hour traffic count, a review of crash records, and an on-site investigation. Based on the results of the review, traffic volumes at the subject intersection are insufficient to meet the warrants for signalization as outlined in the Manual on Uniform Traffic Control Devices.

Attachments

TDS/brb

Handwritten notes:

~~310 x \$38.00 = \$11,850~~

4294 x \$35 = \$150,290

\$17 -

const/const prj /RE /slides /Hwy 7 /prop

street unclsd
unclsd

HCS7 Warrants Report

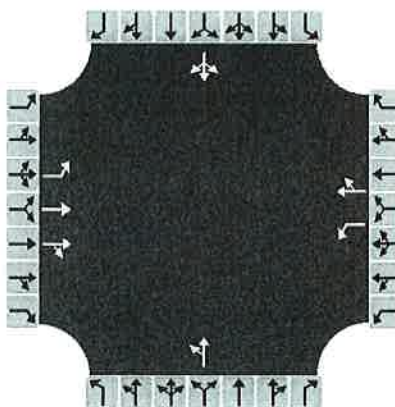
Project Information

Analyst	JDH	Date	12/21/2021
Agency	ARDOT	Analysis Year	2021
Jurisdiction	Cotter	Time Period Analyzed	6:30 am - 6:30 pm
Project Description	Highway 62 & Highway 62B-Denton Ferry Road		

General

Major Street Direction	East-West	Population < 10,000	Yes
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	3
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	9999		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Number of Lanes, N	1	2	0	1	1	0	0	1	0	0	1	0
Lane Usage	L	TR		L	TR			LT			LTR	
Vehicle Volumes Averages (veh/h)	11	407	12	99	407	26	7	4	0	22	8	12
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

HCS7 Warrants Report

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	940	43	989	0	0	No	No	No	Yes	No	No	No	No	No
08 - 09	1128	50	1186	0	0	No	No	No	Yes	No	No	No	No	No
09 - 10	853	33	896	0	0	No	No	No	No	No	No	No	No	No
10 - 11	870	42	928	0	0	No	No	No	Yes	No	No	No	No	No
11 - 12	850	49	909	0	0	No	No	No	Yes	No	No	No	No	No
12 - 13	862	39	909	0	0	No	No	No	No	No	No	No	No	No
13 - 14	880	50	943	0	0	No	No	No	Yes	No	No	No	No	No
14 - 15	948	28	991	0	0	No	No	No	No	No	No	No	No	No
15 - 16	1085	53	1158	0	0	No	No	Yes	Yes	No	No	No	No	No
16 - 17	1164	50	1228	0	0	No	No	No	Yes	No	No	No	No	No
17 - 18	1226	44	1277	0	0	No	No	No	Yes	No	No	No	No	No
18 - 19	778	31	817	0	0	No	No	No	No	No	No	No	No	No
Total	11584	512	12231	0	0	0	0	1	8	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	3 in 3 yr needs to be 6 in 3 yr ✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

HCS7 Warrants Report

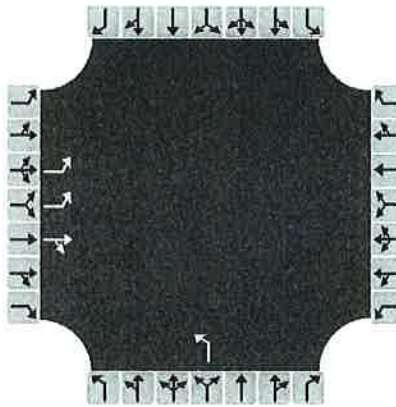
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	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Number of Lanes, N	2	1	0	0	0	0	1	0	0	0	0	0
Lane Usage	L	TR					L					
Vehicle Volumes Averages (veh/h)	11	407	12	0	0	0	99	0	0	0	0	0
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Gap Averages (gaps/h)	0			0			0			0		
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School Crossing and Roadway Network

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Number of Minutes in Period	0	5-year Growth Factor (%)	0

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Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

@ least 250 people crossing

Signal Warrants Report

Volume Summary

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07 - 08	418	144	562	0	0	No	Yes	No	No	No	No	No	No	No
08 - 09	558	191	749	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
09 - 10	455	54	509	0	0	No	No	No	No	No	No	No	No	No
10 - 11	432	64	496	0	0	No	No	No	No	No	No	No	No	No
11 - 12	404	57	461	0	0	No	No	No	No	No	No	No	No	No
12 - 13	398	71	469	0	0	No	No	No	No	No	No	No	No	No
13 - 14	375	69	444	0	0	No	No	No	No	No	No	No	No	No
14 - 15	408	70	478	0	0	No	No	No	No	No	No	No	No	No
15 - 16	437	120	557	0	0	Yes	Yes	No	No	No	No	No	No	No
16 - 17	502	104	606	0	0	No	Yes	No	No	No	No	No	No	No
17 - 18	466	159	625	0	0	Yes	Yes	No	No	No	No	No	No	No
18 - 19	326	96	422	0	0	No	No	No	No	No	No	No	No	No
Total	5179	1199	6378	0	0	3	5	0	1	1	0	0	0	0

Warrants

@ least 8 both @ 8 lanes both 4ys 1yrs

Warrant 1: Eight-Hour Vehicular Volume

- A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--
- B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--
- 56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)

Warrant 2: Four-Hour Vehicular Volume

- Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)

Warrant 3: Peak Hour

- A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--
- B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)

Warrant 4: Pedestrian Volume

- A. Four Hour Volumes --or--
- B. One-Hour Volumes

Warrant 5: School Crossing

- Gaps Same Period --and--
- Student Volumes
- Nearest Traffic Control Signal (optional)



Warrant 6: Coordinated Signal System

- Degree of Platooning (Predominant direction or both directions)

Warrant 7: Crash Experience

- A. Adequate trials of alternatives, observance and enforcement failed --and--
- B. Reported crashes susceptible to correction by signal (12-month period) --and--
- C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied

Warrant 8: Roadway Network

- A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--
- B. Weekend Volume (Five hours total)

Warrant 9: Grade Crossing

- A. Grade Crossing within 140 ft --and--
- B. Peak-Hour Vehicular Volumes

Minor WB Lts as Mine



ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT
DISTRICT NINE

U. S. 65 SOUTH • P. O. BOX 610 • HARRISON, ARKANSAS 72602-0610 • TELEPHONE (870) 743-2100 • FAX (870) 743-4630
BAXTER - BENTON - BOONE - CARROLL - MADISON - MARION - NEWTON - SEARCY

SONO
RETTIS
JWB
BB

May 8, 2015


Mayor Peggy Hammack
Mayor of Cotter
P.O. Box 9
Cotter, AR 72626

Dear Mayor Hammack:

This is to acknowledge receipt of your letter dated April 27, 2015, requesting a new study be done at the intersection of Highway 62/Highway 62B and Denton Ferry Road in regard to beacon lighting or other lighting. By copy of this letter, we are forwarding your concerns to our Maintenance Division in Little Rock for their review and recommendations. We will notify your as soon as their investigation is complete.

We very much appreciate your concerns about the safety of this intersection and please be assured that we are also very concerned about safety. If you have any further questions, please contact my office.

Sincerely,


Steve Lawrence
District 9 Engineer
7A

c: Maintenance Division
AMS – Baxter County
File

RECEIVED

MAY 12 2015

AHTD MAINTENANCE

City of Cotter

MAYOR

Peggy Hammack

RECORDER - TREASURER

Andrea Kray

CITY ATTORNEY

Roger Morgan

CITY COUNCIL MEMBER:

WARD 1 - POSITION

John Adam

WARD 1 - POSITION

Jim Ford White

WARD 2 - POSITION

Roland Morris

WARD 2 - POSITION

Jim Pilche

WARD 3 - POSITION 1

Bill Morris

WARD 3 - POSITION 2

Wayne Alexander

*JLW
MLA - Letter forwarded
to about 9/8/15 MLK
13K
25-10-15-11*

April 27, 2015

Steve Lawrence

Arkansas State Highway & Transportation Department

District 9

US 64 South

Harrison, AR 72602

Steve Lawrence,

I am very appreciative of the information you shared with me by phone this morning regarding our concerns here at Cotter for the safety of our residents, at the intersection of Highway 62, Highway 62B and Denton Ferry Road.

At this time I am asking for consideration to be given to our intersection. Again as far as traffic flow and volume we here in Cotter and passersby are still experiencing very heavy traffic flow between the hours of 7a.m. - 8:30a.m. again in the afternoon anywhere from 2:45p.m. - 3:30p.m. and with summer approaching and tourists coming we know it will only worsen.

We feel that it is a very dangerous intersection where our children are entering the school area either by private cars or on our school busses. It is very difficult for residents that live on the North side of Denton Ferry Road to be able to pull out and go East. It is very difficult for those coming off of Hwy 62B to go West as it intersects at four points.

I would ask at this time for your help in getting a new study done on our intersection according to MUTCD regulations as far as volume, how our intersection comes together there, and also looking at the number of past accidents recorded in the intersection or just beyond it.

Beacon lighting would be a great help or any other lighting the state feels appropriate.

Anything that you can do to further this process along to help us make this intersection a safer area for traffic to flow through would be greatly appreciated.

As always thank you for your concern and your attention to this matter here at Cotter.

Sincerely,

Peggy Hammack

Mayor

City of Cotter

PJH/pcb

This instrument is an equal opportunity provider and employer.

Travel Capital, USA

Phone: (870) 435-6326
(870) 435-6325

Fax: (870) 435-2438
Cotter Water & Sewer

E-mail: cottermayor@infodash.com

Address: P. O. Box 9 Cotter, AR 72626

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

September 15, 2015

TO: Mr. Jared Wiley, Division Head – Program Management

SUBJECT: Cotter Request for Signal Installation

Attached is a request that we received from the City of Cotter for a traffic operations study at the intersection of Highway 62/412 & Highway 62B. Based on the request we have conducted a study which consisted of a 24-hour turning movement count, a review of accident records and an on-site investigation. The study indicates that it meets the Warrant for traffic signalization as outlined in the Manual on Uniform Traffic Control Devices. As such, the proposed project would be eligible for 50% Federal-aid funding and 50% local funding for construction and engineering costs.

The City would be responsible for 100% of the cost of any right-of-way acquisition and utility adjustments. Also, the City would be responsible for providing electrical power and signal maintenance once the work is completed.

Please determine whether the above intersection is located within an Adjusted Urbanized Area Boundary of a Transportation Management Area (TMA), and prepare the appropriate response letter from the Deputy Director and Chief Engineer informing the City of the results.


for Joe Sartini
State Maintenance Engineer

Attachments

c: Assistant Chief Engineer - Operations
District 9 Engineer