

PREPARED OCTOBER 2008
APPROVED ON 11-21-2016
AMENDED BY ORDINANCE 2016-36



MASTER ROAD PLAN

SALINE COUNTY, ARKANSAS

Prepared in Cooperation With
The Saline County Planning Board

By

Metroplan

A Council of Local Governments, October 2008

Amended - Ordinance 2016-36

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Overview of Saline County

Saline County is located in central Arkansas and is part of the Little Rock-North Little Rock Metropolitan Statistical Area. The population of Saline County was 83,529 in 2000 with a projected population of 144,659 in 2030. The projected population growth rate over 30 years is 73.2 percent (averaging 2.44% per year). The majority of the county's population resides in and around the cities of Alexander, Bauxite, Benton, Bryant, Haskell, Shannon Hills, and Traskwood and also in the unincorporated communities of Hot Springs Village and East End. The County is bisected by Interstate 30, which gives a large portion of the county's population close proximity to a major east west transportation route.

Saline County is divided primarily into two physiographic regions; the Ouachita Mountains in the western portion of the county and the Gulf Coastal Plain in the eastern part of the county. Development constraints in the Ouachita Mountain region include steep slopes and flood plains, where as several large flood plains constrain development in the Gulf Coastal Plain area. The area west of State Highway 9 and north of State Highway 5 is primarily used as timber land and is currently sparsely populated, except for Hot Springs Village which straddles the county line with Garland County.

Purpose of the Master Road Plan

Streets and roads have as their principal functions 1) the provision of access to property and 2) the movement of people and goods. Other functions include serving as rights-of-way for public utilities and providing open space between buildings. Over the years the function of streets and roads have undergone change. Today, there are highways that do not provide access to abutting property, with the sole purpose of moving people and goods in motor vehicles and other roads primarily serving pedestrian traffic and excluding motor vehicles. Streets and roads utilize large amounts of land area and require significant financial resources for their construction and maintenance.

The nature of the street and road system within the County helps determine its form and arrangement. The quality of the roadway system affects the nature of development. Recognizing the interdependency of land use and the transportation system can beneficially affect how a county grows and develops. The State highway system is generally considered the backbone of a county's road system. The Arkansas State Highway and Transportation Department (AHTD) is the owner and thus responsible for the

planning, designing, construction, and maintenance of the Interstate, US, and State numbered highway routes.

Counties are responsible for planning and developing their road systems. Pursuant to Arkansas Code Annotated (ACA) §14-298-101, the County Court of each county shall have the authority to regulate public roads within its jurisdiction, as follows:

§14-298-101. Powers of County Court. All public roads and highways shall be laid out, opened and repaired agreeably to the provisions of this chapter. The county court of each county in this state shall have full power and authority to make and enforce all orders necessary as well for establishing and opening new roads as for changing and vacating any public road or part thereof. (Acts, 1871, No. 26, §2, p.56; C. & M. Dig., §5226; Pope's Dig. §6941 ASA 1947, §76-901)

Authority to develop county plans is vested with the County Planning Board as follows:

ACA §14-17-205 (b) -- The board may prepare and recommend an official plan for the development of the county. The board shall have the authority to confer with federal, state, municipal, and other county and regional authorities regarding matters pertaining to or affecting the planning or development of said county, or vice versa, for the purpose of assuring proper coordination of county development with that of other political subdivisions. (Acts 1977, No. 422, § 3.0; ASA 1947, § 17-1109)

And, pursuant to Arkansas Code Annotated (ACA) §27-68-104 the authority to develop controlled-access facilities as follows:

ACA §27-68-104. Powers of highway authorities generally. Acting alone or in cooperation with each other or with any federal, state, or local agency or any other state having authority to participate in the construction and maintenance of highways, the highway authorities of the state, counties, cities, towns, and villages are authorized to: (1) Plan, designate, establish, regulate, vacate, alter, improve, maintain, and provide controlled-access facilities for public use whenever the authority or authorities are of the opinion that present or future traffic conditions will justify such special facilities, provided that within cities and villages, authority shall be subject to such municipal consent as may be provided by law; (2) Exercise, relative to controlled-access facilities, and in addition to the specific powers granted in this chapter, any and all additional authority vested in them relative to highways or streets within their respective jurisdictions. (Acts 1953, No. 383, § 3; A.S.A. 1947, § 76-2203).

And, pursuant to Arkansas Code Annotated (ACA) §27-76-201 a single county may create a regional mobility authority by adoption of an ordinance for the following purposes:

ACA §27-76-202. Purposes. The purposes of a regional mobility authority created under this chapter are to: (1) Plan, construct, operate, or fund transportation projects of the regional mobility authority; or (2) Plan, construct, operate or fund improvements to a transportation system of the regional mobility authority.

Goals of the Saline County Master Road Plan

The Master Road Plan is designed to be the framework for development of the current and future road network, and to efficiently move people and goods through and within the county. A key element of the road plan is to integrate the Master Street Plans of the cities with the Master Road Plan of the county. Another element of the Master Road Plan is to take into account land use so that growth and development can occur in an orderly fashion.

The general objectives of the Master Road Plan are: 1) the safe and efficient transportation of people and goods, 2) to minimize or eliminate through traffic in residential areas, 3) to minimize the impact of frontage development on through traffic, 4) to recognize and provide differing transportation needs for varying land uses (e.g. residential, commercial, industrial and public) 5) and as stated in:

ACA §14-17-208 (h) -- "Adoption of a county subdivision ordinance shall be preceded by the adoption of an official road plan for the unincorporated areas of the county. The plan shall include, as a minimum, designation of the general location, characteristics and functions of roads, and the general location of roads to be reserved for future public acquisition. The plan may also recommend, among other things, the removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of any public ways."

Subdivision Regulations role in Master Road Plan

Subdivision regulations play a key role in the implementation of the Master Road Plan. The regulations guide developers in Saline County, so that land development can occur in an orderly fashion. Section 6.1 in the Saline County Subdivision Regulations refers to the Master Road Plan as a guide to "the location and width of all highways, thoroughfares, and roads..." The regulations state "all streets and roads shall conform to the paving widths and type as specified by the Master Road Plan." The role of subdivision regulations in implementing the Master Road Plan is shown in figure 1 on page 11.

1988 Master Street Plan

In 1988 the Saline County Quorum Court adopted Ordinance 88-32, which specified responsibility and authority, functional classification, right-of-way, and geometric design standards for the *1988 Saline County Master Street Plan*. The Saline County Master Road plan revises and updates the, *1988 Saline County Master Street Plan* reflecting the current transportation needs of the County and the

statutory requirements that " In the preparation of all plans for the county or part of a county, the plans shall be consistent with state plans and other related regional, county and municipal plans..." (ACA §14-17-206(d))

Land Use and the Master Road Plan

A vital relationship exists between land use and the road system that serves such uses. The type and intensity of land use, and the physical manner in which land is developed affect the character and volume of traffic and the operating efficiency of the road system. Accessibility to a road is one of the most important determinants of land use. The construction of a new road or an increase in the level of service on an existing road can result in more intensive use of land, which in turn, generates new or additional traffic on the road. Intensified land use rarely develops without access to adequate transportation facilities, while adequate transportation facilities generally are not built without the demand of intensified land use. In order to balance these facets of development, planning is of utmost importance. Without adequate planning, development can occur in a haphazard fashion, putting strain on the existing transportation facilities. But in turn, establishing road networks that are over built for the land use that will occur in the near future can put economic strain on the jurisdiction responsible for road construction and maintenance. Currently Saline County is without a land use plan. The Master Road Plan is not as effective as it could be with the adoption of a county wide land use plan. Without knowing more precisely where future development in the County will occur, it is difficult to develop a master road plan with presumed levels of service for a network that will adequately suit the county.

Recognizing that land uses and streets are highly interdependent and that governmental jurisdictions overlap, incorporated cities, the AHTD and Saline County need to continue to coordinate their planning efforts. Inter-local agreements could be developed in order to foster enhanced planning cooperation between Saline County and the incorporated cities within the county.

Federal Aid and Functional Class Role in Master Road Plan

All public highways, roads, and streets in Arkansas have been designated in accordance with the functional classifications as provided by state statute. The functional class table and cross sections are located in latter portions of this document. The AHTD prepares functional class maps for all municipalities

over 5,000 population and for all counties. These maps are to be reviewed at least every five years by the State Highway Commission in cooperation with the local governments. Act 308 of the 1973 General Assembly states:

"It is hereby declared to be the policy of the State of Arkansas to adopt sound, modern planning methods, procedures, and techniques for the proper administration, management, and improvement of the state highway, county road, and municipal street systems of the State and to assure continuing study and updating of this planning process. It is further declared to be the legislative intent of this Act to functionally classify all elements of the public highways, roads and streets in the Arkansas network according to level of service, with uniform improvement standards for each class." (ASA §76-2701--76-2707.)

Bike and Pedestrian Considerations

Bikeway and pedestrian elements were not part of the *1988 Saline County Master Street Plan*. A greater emphasis has been placed on non-motorized transportation alternatives in recent years. As a result, a Regional Bikeway Plan has been developed with several routes in Saline County (see Appendix D). This greater emphasis is reflected in the Master Road Plan by including sidewalks in the road cross sections and bike-way design standards for routes on the Regional Bike Plan.

COORDINATION OF PLANNING

Planning within Saline County falls both to the County and to the cities and towns within the county. Arkansas Statutes Act 186 of 1957 and Act 422 of 1977 both acknowledge and establish the permissible rights of cities and towns to establish a planning area beyond their corporate limits. Within its planning area a city has the authority to develop a master street plan (among other plans) and to approve plats for subdivided land which implement that plan. The city also oversees any new streets being constructed according to either city or county standards, whichever is the more restrictive. It remains the authority of the County, however, to accept and approve the dedication and maintenance responsibility for streets and roads platted within the unincorporated planning area of a municipality. Inter-governmental coordination and cooperation become essential where jurisdictional responsibilities overlap.

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In ACA §14-1-208(i), a provision has been established to coordinate county and local entities as follows:

"In unincorporated areas adjoining the corporate limits of a municipality in which the authority to control the subdivision of land is vested and is being exercised in accordance

with and under the provisions of Sections 14-56-401 -- 14-56-408 and 14-56-410 -- 14-56-425, or any amendments thereto or thereof, or other acts of similar nature hereafter

enacted by the General Assembly, the municipal authority shall have subdivision jurisdiction but shall transmit copies of proposed plats for the areas to the [county planning] board for review and comment, which shall be made to the municipal authority within sixty (60) days of the time it is received by the [county planning] board unless further time is allowed by the municipal authority."

This same mechanism can be used to coordinate changes to the Master Street Plans of the cities and the Saline County Master Road Plan.

Central Arkansas Regional Transportation Study (CARTS)

In another effort of interterritory jurisdiction coordination, Saline County participates in regional planning as a member of Metroplan, a council of local governments. As a member, the County has agreed to coordinate planning efforts with Metroplan. Two such regional planning efforts are the Central Arkansas Regional Transportation Study (CARTS) design standards and the Regional Arterial Network (RAN).

Streets in the Master Road Plan cannot perform their assigned functions, unless they are developed in accordance with design standards based on both existing and anticipated street function and traffic volumes. In 2005, the Metroplan Board of Directors adopted the most recent Central Arkansas Regional Transportation Study (CARTS) design standards for member entities, which includes Saline County (Appendix A). The CARTS agreement provides a framework from which member entities can develop their master road/street plans. These design standards are used as minimum specifications for roadway development.

Regional Arterial Network (RAN)

The Regional Arterial Network (RAN) is a network of arterial roadways intended 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 to facilitate travel across the region. It is also intended to incorporate and

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APPROVED ON 11-21-2016

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encourage other modes of travel. The functional objectives of the RAN are to provide connectivity

especially between: 1) All sections of the CARTS area with each other; 2) All cities of 1,000 or more population; 3) Facilities of regional importance, such as colleges and universities, hospitals, intermodal

facilities, regional activity centers, major employment centers and seats of government; and 4) to facilitate the movement of people and goods throughout the region.

The strategy is to improve overall network operations by using access management techniques, intersection improvements, bridge replacement, signal coordination and 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. Further information about the RAN is located in Appendix C.

Functional Class Designation, Tables 1

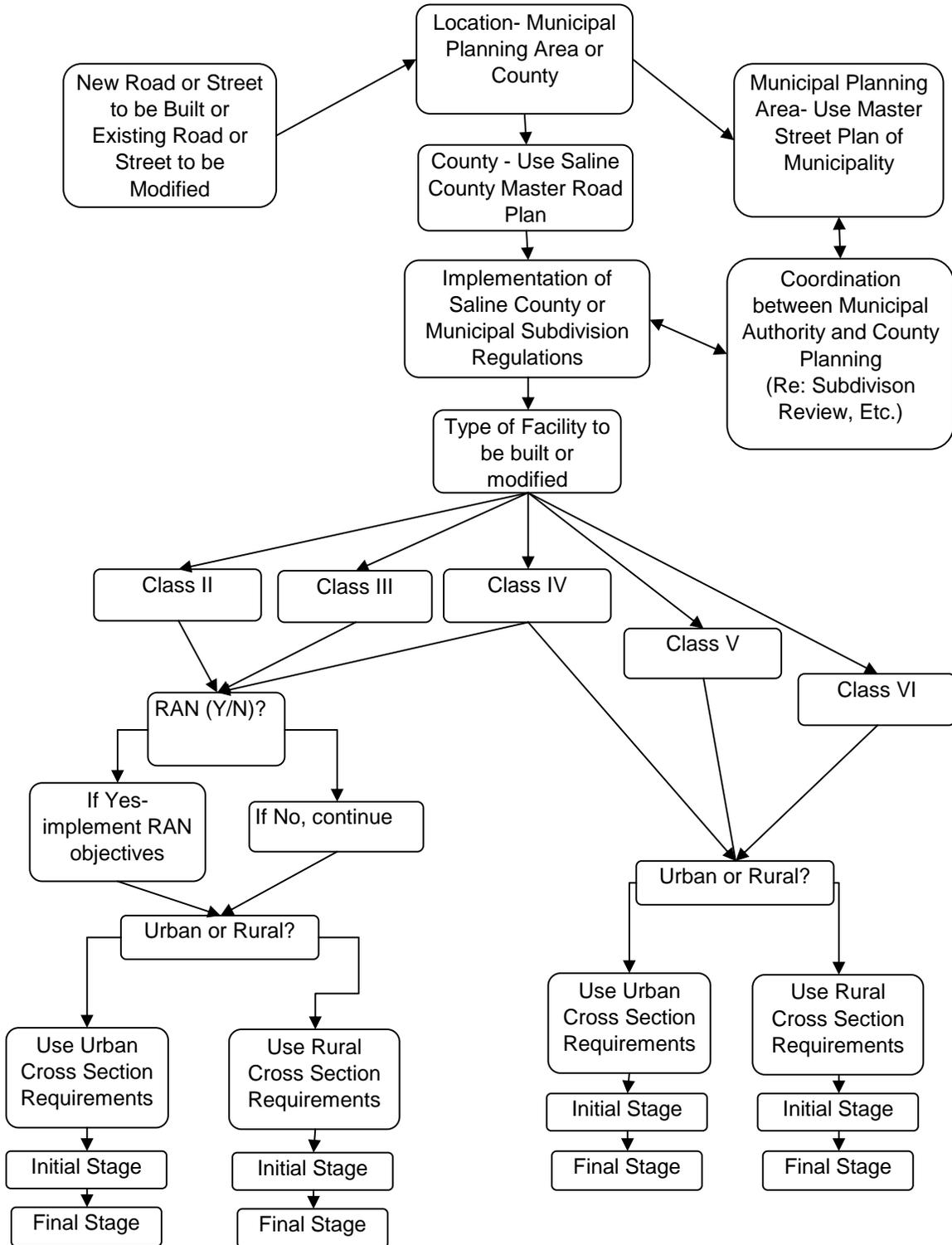
Functional classification is defined by Act 308 of 1973, as the grouping of roadways by likeness of services or purpose into classes or systems according to the character of service they are intended to provide. This Saline County Master Road Plan uses the six (6) functional classes by level of service made applicable to the network of public highways, roads and streets in Arkansas by Act 308 of 1973.

Table 1

Functional Classification of Roads and Highways Established by Act 308 of 1973

<u>Class Number</u>	<u>Rural System</u>	<u>Municipal Systems</u>	<u>Level of Service</u>
I	Interstate Freeways	Interstate Freeways	Provide basic interstate service, link major cities.
II	Other Principal Arterial Highways	Other Freeways and Expressways	Provide high level of interstate and intrastate service, connect major generators of internal city traffic.
III	Minor Arterial Highways	Other Principal Arterial Streets	Serve trans-state travel to and through principal cities. Provide a system for the major traffic generators within a city.
IV	Major Collector Roads	Minor Arterial Streets	Provide connections to and through the large centers of population within the State.
V	Minor Collector Roads	Collector Streets	Provide inter-county service. Serve the economic and state park areas not serviced by a higher system; collect and distribute traffic to and from major roads; provide intra-county service to and into population centers and other recreational and industrial areas.
VI	Local Roads	Local Streets	Service small rural communities. Provide access to residential areas, subdivisions and neighborhoods within cities; provide direct access to adjacent properties in rural areas and within cities.

Figure 1 Master Road Plan Workflow



Right of Way and Geometric Design Standards, Table 2

The following table and five figures contain minimum right-of-way requirements and geometric design Standards for Classes II through VI. Standards are not shown for Interstate Highways (Class I) since there are no new ones planned for the area.

Table 2
SUMMARY OF RIGHT OF WAY AND DESIGN STANDARDS (1)

	Class II (1)	Class III	Class IV	Class V	Class VI
Right of way (min.)(2,3)	200'	90'	80'	70'	60' (5)
Paved Width (4)	72'	44'	44'	22'	20'
Outside Shoulder Width	8'	8'	8'	6'	4'
Centerline Grade (Max.) (6)	5%	7%	7%	7%	12%
Sub-Surface Modified Compaction	98%	98%	98%	98%	98% (7)
Sight Distance (Min.)		300'	300'	200'	150'
Radius of Curve (Min.)		600'	600'	300'	100'

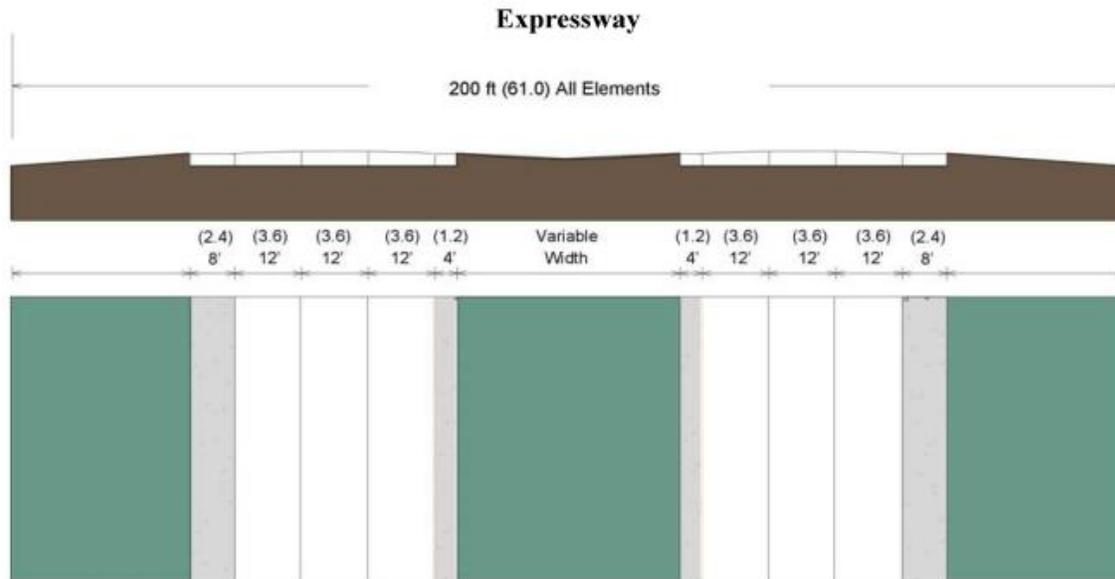
1. For additional details, classification cross-sections and associated design requirements see sketches on following pages.
2. Central Arkansas Regional Transportation Study Standards.
3. Class III-Intersection approaches require an extra width of 20' extending 250' from the centerline of intersecting arterials and collectors. Class IV-intersection approaches require an extra width of 10' extending 150' from the centerline of intersecting arterials and collectors.
4. Stage construction is recommended for Classes II, III, and IV. Widths shown are for the final stage of classes II, III, and IV.
5. Plus additional 10' utility and road work easement, 5' on each side of the road.
6. Centerline grades may be increased an additional two per cent (2%) for distances not to exceed 200', subject to approval of the Road Superintendent and the Planning Board, for curb and gutter roads, only.
7. Gravel surface local roads shall also have a 98% modified compaction for the surface gravel.

8. Depending on the size and/or location of the proposed development, the effect or impact the proposed development has on the County Road system, the County Judge, Road Department, or Planning Board may require the developer to pay a proportionate share of the costs to improve existing County roads that are off-site of the development. The Developer's proportionate share of the cost of improving the existing County road shall bear a reasonable relationship to the needs created by the land development. The required off-site improvements and the Developer's proportionate share of the cost shall be determined at the Preliminary Plat review and approval stage. It is highly recommended that the developer approach the County as soon as possible to determine their participation cost, if any.

Master Road Plan

Typical Cross Sections

Class II - Rural Principal Arterials/Urban Expressways



CLASS II - Rural principal arterials/Urban Expressways are divided, partially controlled facilities with access available at minor arterials or higher functionally classified roadways. Design features in urban areas include signalized intersections where warranted and no direct access from adjoining land uses.

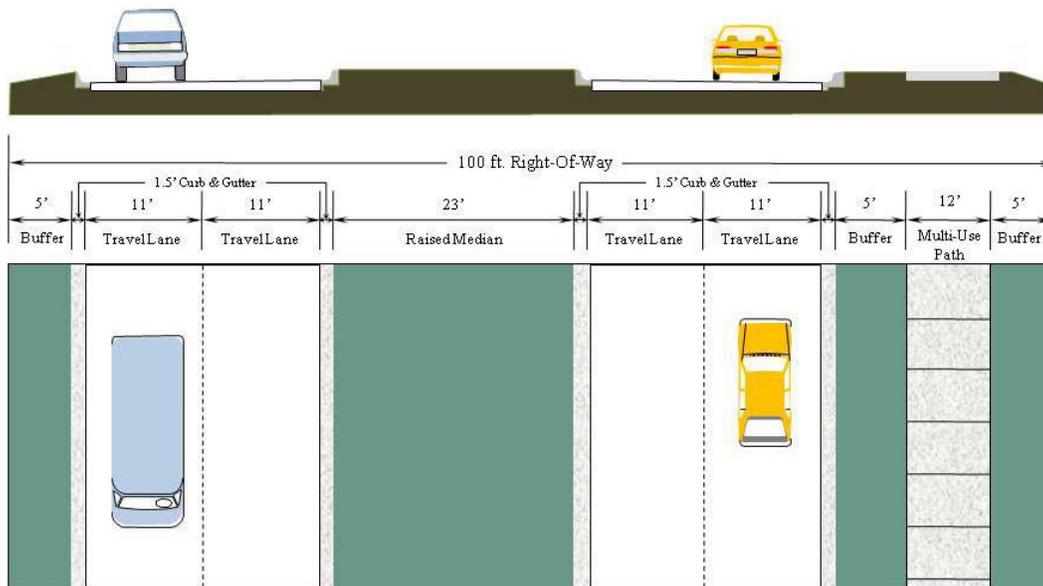
1. Required Elements (All Stages):

- **Right of Way (ROW)** must be adequate to accommodate 6 main lanes, a generalized width of 200 feet may be used for planning purposes and may vary depending on terrain.
- **Maximum lane width** is 12 ft. (3.6 m)
- **A non-traversable median** (e.g. raised, depressed, concrete barrier, etc.) is required.
- **Shoulders**

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- Inside paved shoulders will be minimum of 6 ft. (1.8 m) wide for a standard 4-lane section and 8 ft. wide (2.4 m) for a standard 6-lane cross-section.
 - Outside shoulders will be a minimum of 8 ft. (2.4 m) for either section.
- **Access Management Plan** (i.e., an ordinance approved by the Quorum Court that constrains local access to arterials, thus improving safety and the flow of through traffic)
- 2. Optional Elements:**
- Where median widths are 40 ft. (12.2 m) or greater, turn-arounds should be provided at median breaks
- 3. Preferred Elements:**
- Landscaping of medians and buffers
- 4. Prohibited Elements:** none

Class II – Rock Island Parkway



CLASS II – Rock Island Parkway, as a rural principal arterial, is a divided controlled-access facility with access limited to specific functionally classified roadways only (See Appendix G). Design features include signalized intersections where warranted, separated shared path and no direct access from adjoining land uses.

1. Required Elements:

- **Right of Way (ROW)** - 100 feet adequate to accommodate 4 travel lanes and a shared multi-use path; ROW may be increased at intersections depending on terrain and specific intersection needs.
- **Maximum lane width** is 11 ft.
- **A non-traversable median** (raised) is required.
- **Shoulders**
 - Outside paved shoulders during initial 2-lane phase will be 6 ft. wide (see Appendix G)

- **Access Management Plan** - to improve safety and the flow of through traffic), the plan constrains access to designate functionally classified roadways only (see Appendix G).

2. Optional Elements:

- Turn-arounds at median breaks
- Transit

3. Preferred Elements:

- Landscaping of medians and buffers

4. Prohibited Elements:

- No direct access from adjoining properties

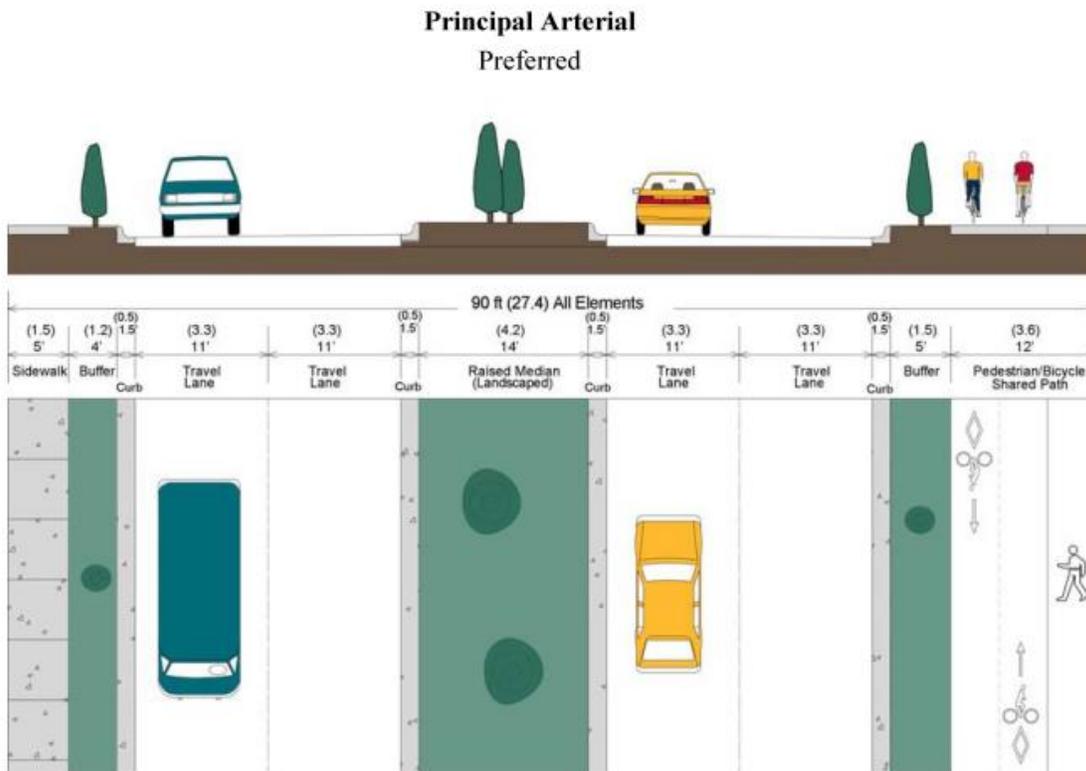
Class III: Principal Arterials

CLASS III Principal Arterials provide for long distance travel between major activity districts, and should be designed for slightly higher speeds as compared to minor arterials. They are to serve through-traffic and to connect major traffic generators or activity centers.

1. Required Elements:

- **All required design elements** must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements.
- **Right of Way** must accommodate 4 main lanes unless the 20-year forecast requires 6 lanes. But ROW for 6 lanes may be acquired for justified conditions. There is a maximum of 3 through lanes in each direction.
- **Curb and gutter** is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.
- **Pedestrian friendly design is required**, including:
 - a. **Sidewalks** are required on both sides of the roadway. Minimum sidewalk width is 5 ft. (1.5 m.) and must be compatible with the Americans with Disabilities Act. *On state highways, AHTD policy is that sidewalks will be constructed on both sides of curb and gutter facilities through developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.*
 - b. **A buffer** is required between the back of curb and the sidewalk that is a minimum of 4 ft. (1.2 m.). However, no buffers are required in Central Business Districts. On state highways, AHTD policy is a 3 feet buffer with no obstructions allowed in the sidewalk and with vertical clearance of 80 inches for any overhanging object.
 - c. **Safe pedestrian crossing provisions** are required to be demonstrated by the proposing jurisdiction or agency where more than 50 ft. (15.2 m.) of pavement (including the gutter) have to be crossed by a pedestrian where pedestrian crossing is anticipated based on land use. For design options and recommendations see the Pedestrian Facilities section of these standards.
- If on a **planned bikeway route**, the bicycle element must be included and must adhere to the bicycle design standards as specified herein.
- **Maximum lane width** is 11 ft. minimum (3.3 m.) for main travel lanes or 12 ft. maximum (3.6 m) lanes where the design speed and traffic mix warrant.

- **Medians**, either non-traversable or traversable, are required on 4 or 6 lane cross sections of roadways on the Regional Arterial Network (RAN).
 - Non-traversable medians are preferred for new roadway locations on the RAN. On existing roadways either non-traversable or traversable medians may be used based on corridor conditions.
 - Where traversable medians are used as continuous center turn lanes on RAN routes, an access management plan is required to regulate driveway location, spacing and design based on local master street plan standards. Where local master street plans do not address access management, the recommended standards in Part II of this policy should be considered by the project sponsor.
 - Allowed exception: 2-lane undivided, if first phase of planned 4-lane or 6-lane principal arterial



2. Optional Elements:

- 8 ft. minimum (2.4 m.) paved shoulder on first phase of a planned 4-lane or 6-lane principal arterial, with or without curb and gutters

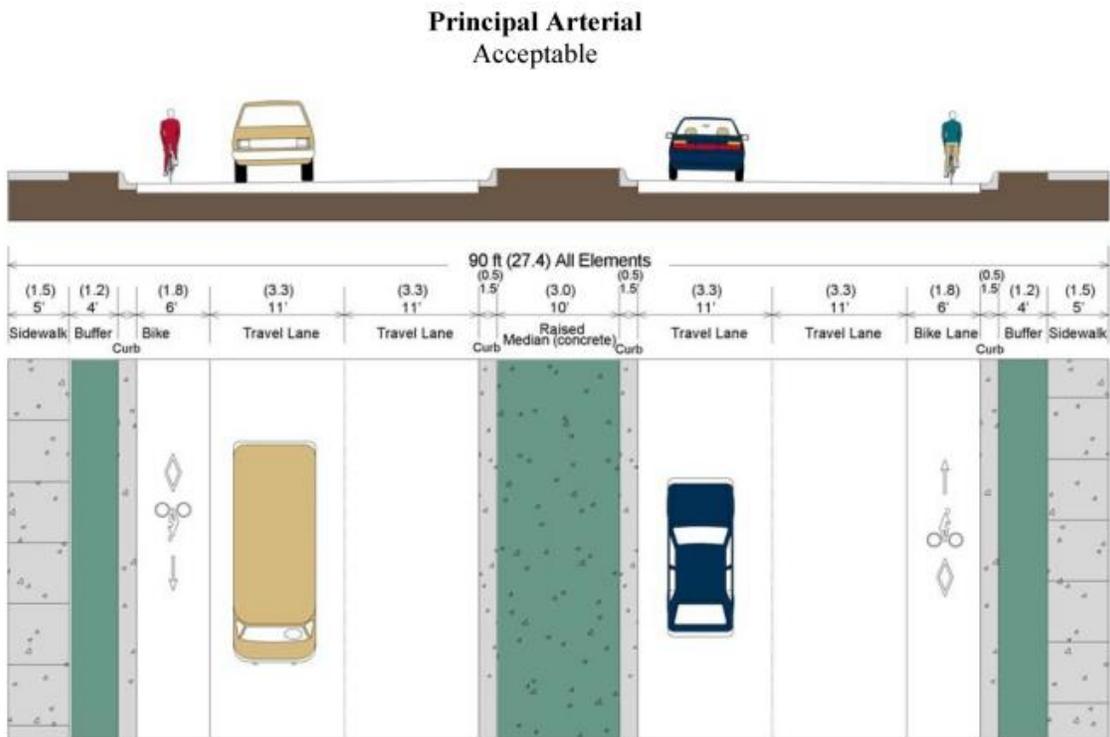
3. Preferred Elements:

- Landscaping of medians and buffers.
- If on a planned bikeway route, a Class I Shared Path is preferred.
- A non-traversable median is preferred (i.e. raised or depressed) for major retrofits and

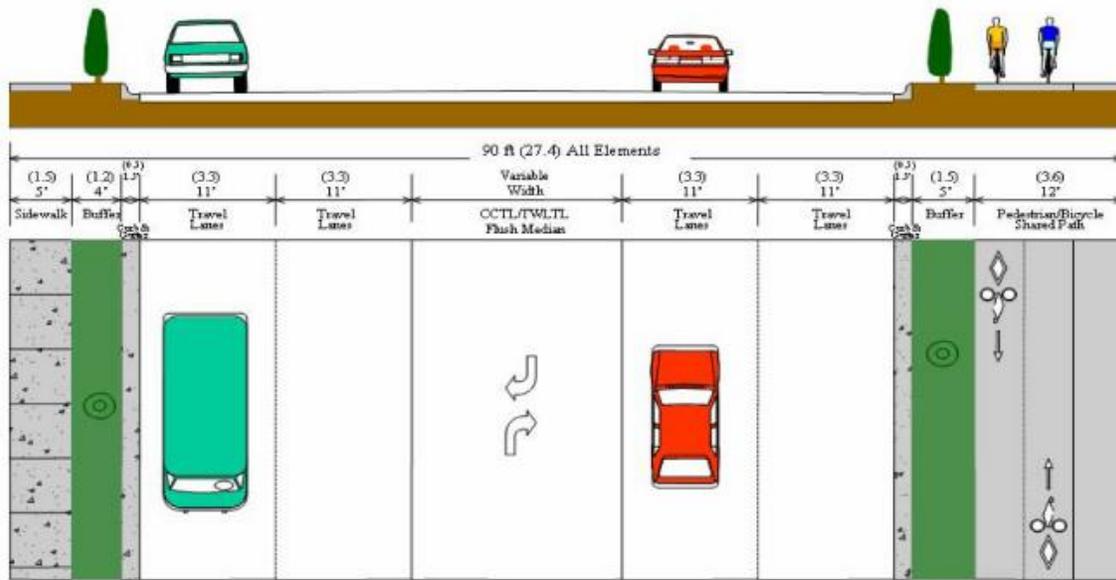
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on new location.

4. Prohibited Elements:

- Parking on one or both sides.



Principal Arterial: An Example
 On Designated Bike Route (Class I/II)
 New Roadway Location - Not in CBD



Class IV Urban Minor Arterial / Rural Major Collector

CLASS IV Minor Arterials provide network connections within and through the urbanized area. These facilities typically provide a greater amount of access to adjoining land as compared to principal arterials.

1. Required Elements:

- **All required design elements** must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements.
- **Right of Way** must accommodate 4 main lanes. There is a maximum of 2 through lanes in each direction.
- **Curb and gutter** is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.
- **Pedestrian friendly design is required**, including:
 - a. **Sidewalks** are required on both sides of the roadway. Minimum sidewalk width is 5 ft. (1.5 m.) and must be compatible with the Americans with Disabilities Act. *On state highways, AHTD policy is that sidewalks will be constructed on both sides of curb and gutter facilities through developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.*

b. **A buffer** is required between the back of curb and the sidewalk that is a minimum of 4 ft. (1.2 m.). However, no buffers are required in Central Business Districts. On state highways, AHTD policy is a 3 feet buffer with no obstructions allowed in the sidewalk and with vertical clearance of 80 inches for any overhanging object

c. **Safe pedestrian crossing provisions** are required to be demonstrated by the proposing jurisdiction or agency where more than 50 ft. (15.2 m.) of pavement (including the gutter) have to be crossed by a pedestrian where pedestrian crossing is anticipated based on land use. For design options and recommendations see the Pedestrian Facilities section of these standards.

- If on a **planned bikeway route**, the bicycle element must be included and must adhere to the bicycle design standards as specified herein.
- **Maximum lane width** is 11 ft. minimum (3.3 m.) for main travel lanes or 12 ft. maximum (3.6 m) lanes where the design speed and traffic mix warrant.

2. Optional Elements:

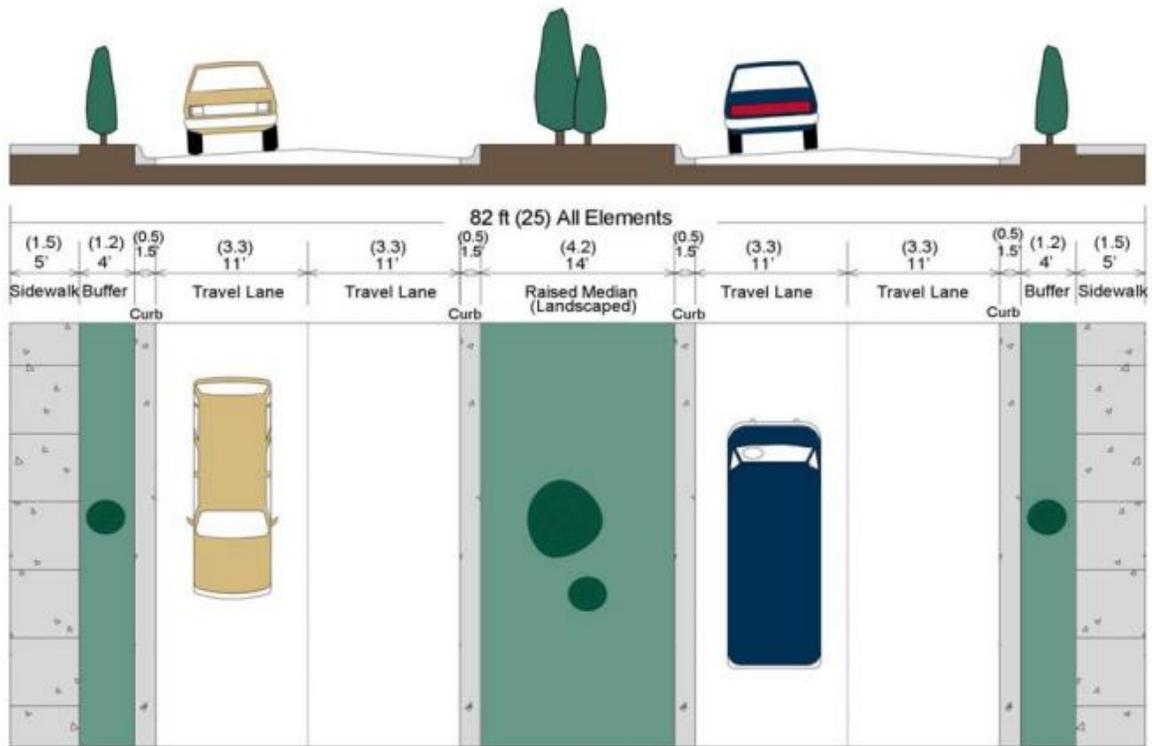
b. 8 ft. minimum (2.4 m.) paved shoulder maybe used on the first phase of a planned 4-lane or 6-lane principal arterial, with or without curb and gutters.

c. 8 ft. minimum (including gutter) parallel parking may be installed on one or both sides.

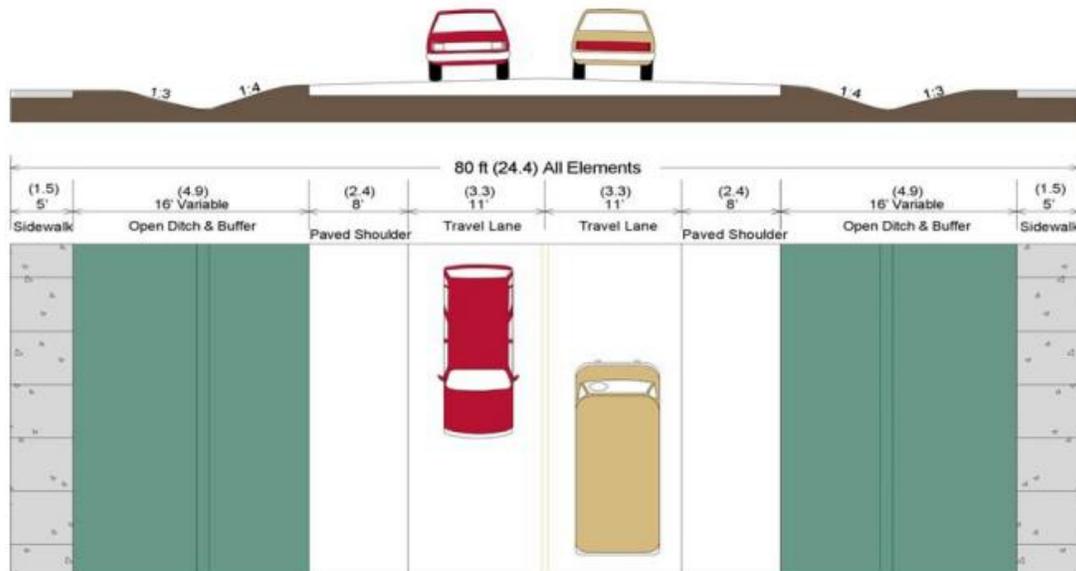
3. Preferred Elements:

- Landscaping of medians and buffers.
- If on a planned bikeway route, a Class I Shared Path is preferred.
- A non-traversable median is preferred (i.e. raised or depressed) for major retrofits and on new location.

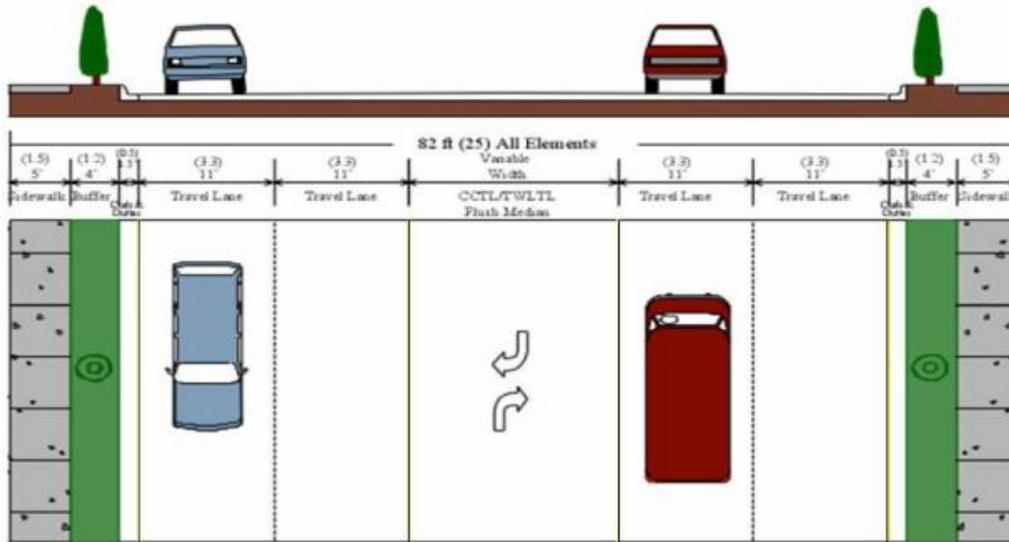
**Minor Arterial
 Preferred**



**Minor Arterial
 Acceptable**



Minor Arterial: An Example
 Not in CBD



CLASS V – Urban Collectors/ Rural Minor Collector

CLASS V Collector Roadways

Collector Roadways connect local traffic with the arterial roadway network and provide easy access to adjoining land.

1. Required Elements:

- **All required design elements** must be included in the cross-section and located on publicly owned R.O.W. Sidewalks or bikeways may be located on permanent dedicated easements.
- **Curb and gutter** is required except in cases where terrain and/or forecast land use densities are compatible with an open shoulder design typically used in rural or exurban areas. The gutter width is not to be included in the travel lane.
- **Pedestrian friendly design is required**, including:

a. **Sidewalks** are required on both sides of the roadway. Minimum sidewalk width is 5 ft. (1.5 m.) and must be compatible with the Americans with Disabilities Act. *On state highways, AHTD policy is that sidewalks will be constructed on both sides of curb and gutter facilities through developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.*

b. **A buffer** is required between the back of curb and the sidewalk that is a minimum of 4 ft. (1.2 m.). However, no buffers are required in Central Business

Districts. On state highways, AHTD policy is a 3 feet buffer with no obstructions

allowed in the sidewalk and with vertical clearance of 80 inches for any overhanging object

c. **Safe pedestrian crossing provisions** are required to be demonstrated by the proposing jurisdiction or agency where more than 50 ft. (15.2 m.) of pavement (including the gutter) have to be crossed by a pedestrian where pedestrian crossing is anticipated based on land use. For design options and recommendations see the Pedestrian Facilities section of these standards.

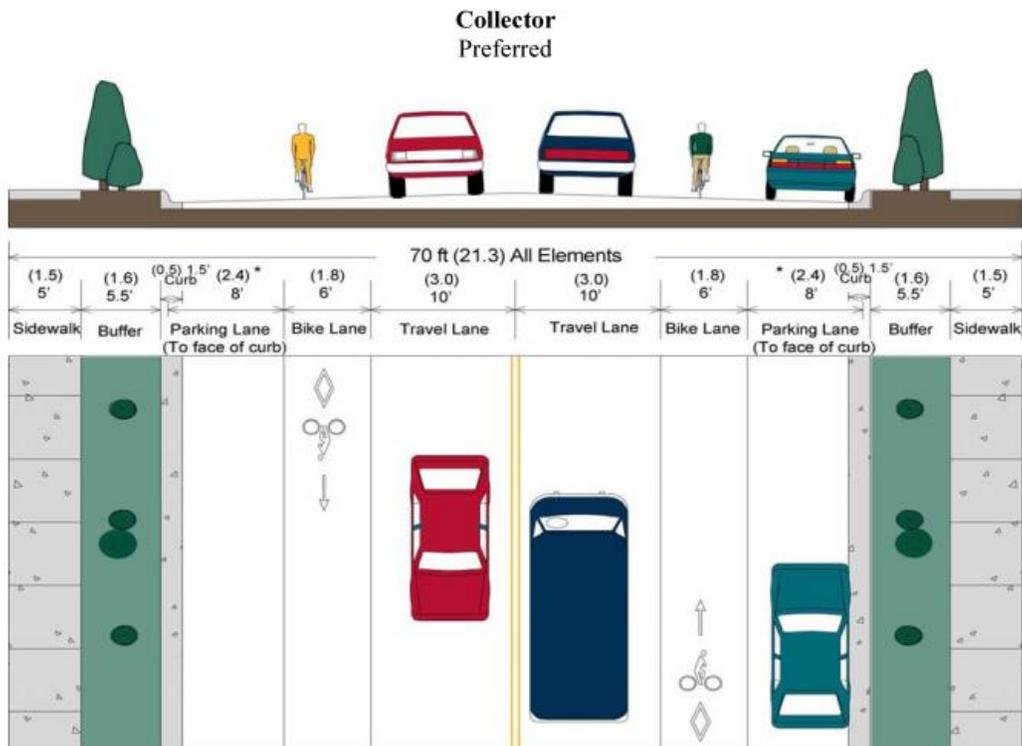
- If on a **planned bikeway route**, the bicycle element must be included and must adhere to the bicycle design standards as specified herein.
- **Maximum lane width** is 10 ft. minimum (3.0 m.) for main travel lanes or 12 ft. maximum (3.6 m) lanes where the design speed and traffic mix warrant. There is a maximum of 2 through lanes in each direction.

2. Optional Elements:

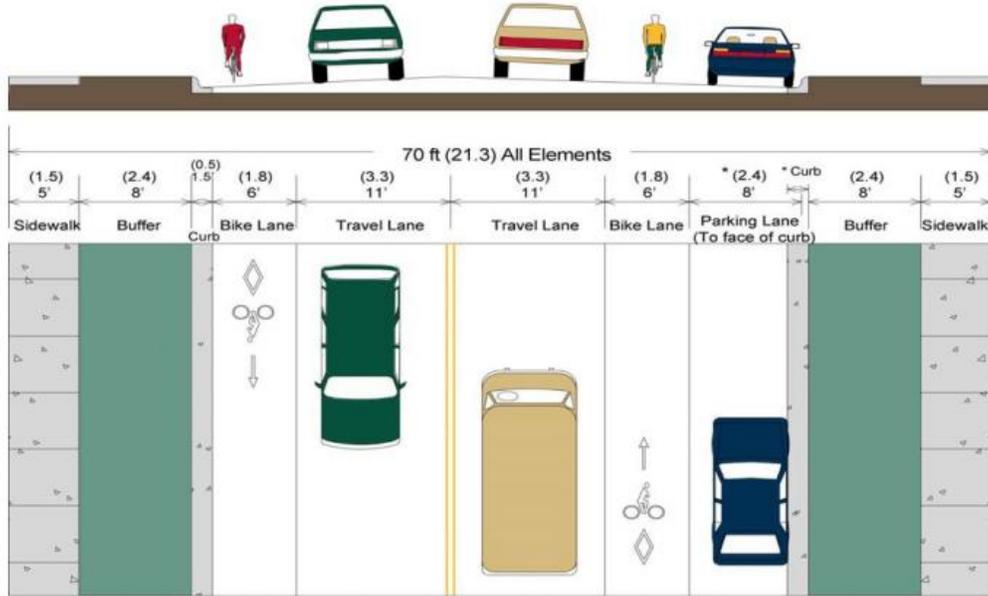
- 6 ft. minimum (1.8 m.) paved shoulder may be used on the first phase of a planned 4-lane, with or without curb and gutter.
- Parallel parking may be used on one or both sides of collectors, suggested 8 ft. (2.4 m.) minimum (including gutter).

3. Preferred Elements:

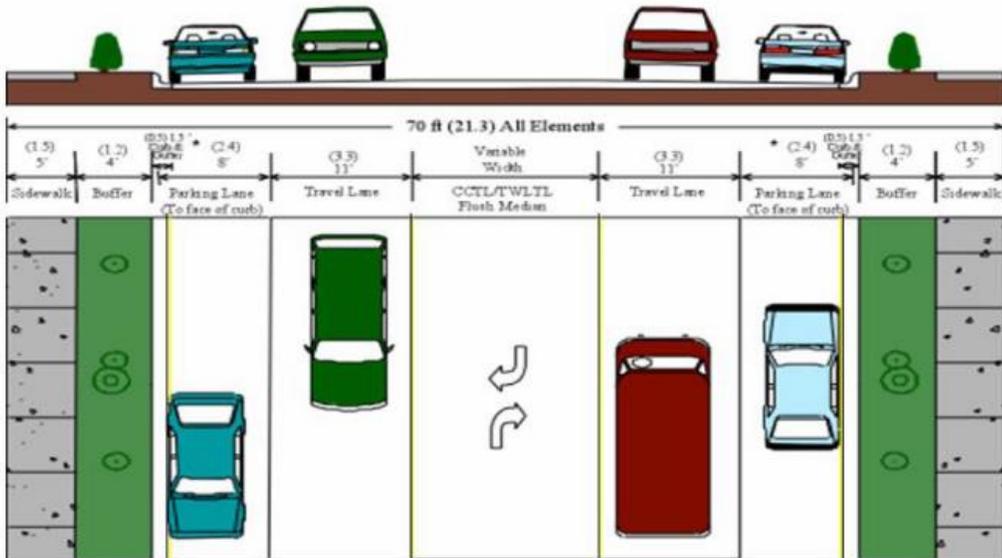
- Landscaping of medians and buffers.
- If on a planned bikeway route, a Class I Shared Path is preferred.
- Non-traversable median (i.e. raised or depressed) is preferred if the roadway is four or more lanes.



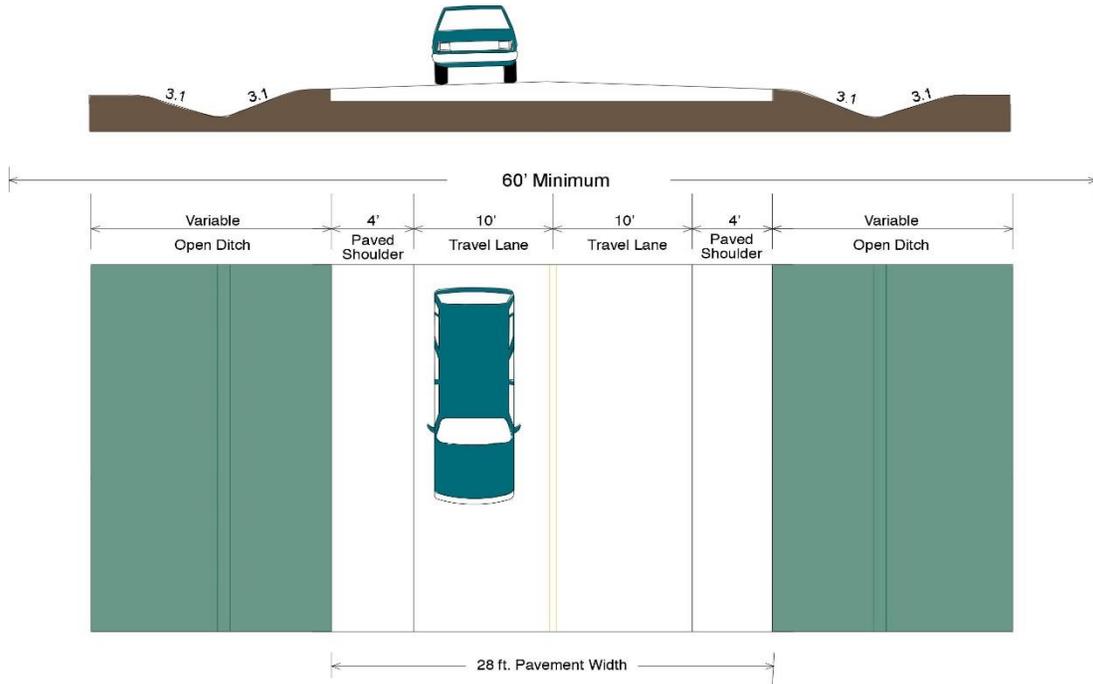
Collector
 Acceptable



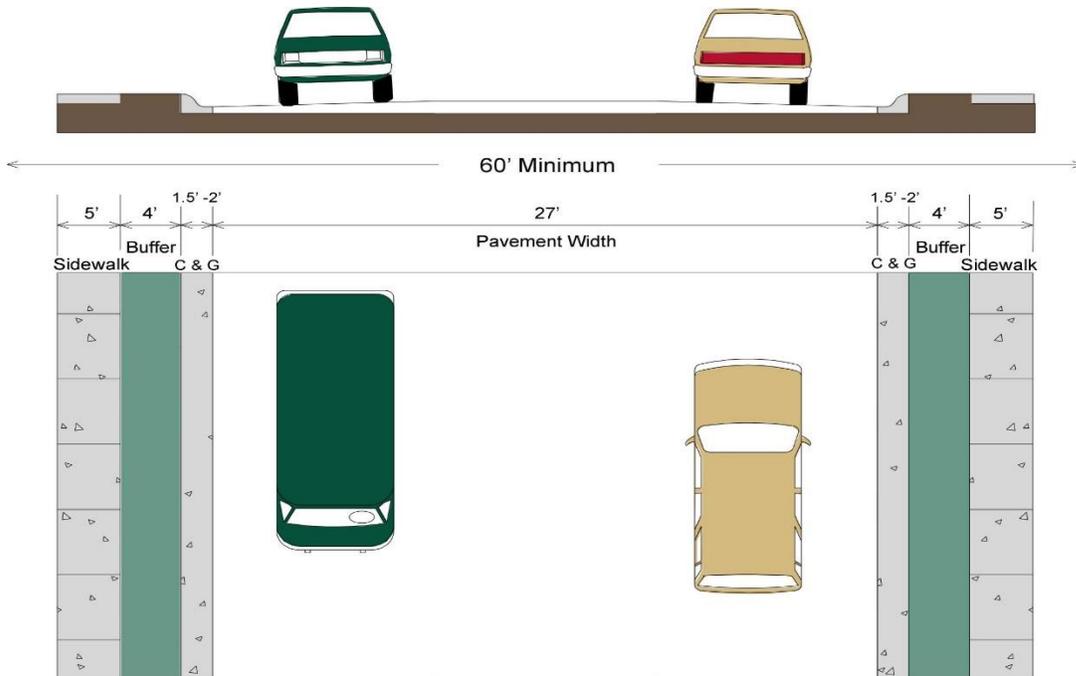
Collector: An Example
 Not in CBD



Class VI Local Roads



Option A - Rural



Option B - Urban

Local streets / roads provide direct access to adjacent properties in rural areas and within cities. They also service small rural communities and provide access to residential areas, subdivisions and neighborhoods within cities.

Depending on the size and/or location of the proposed development, the effect or impact the proposed development has on the County Road system, the County Judge, Road Department, or Planning Board may require the developer to pay a proportionate share of the costs to improve existing County roads that are off-site of the development. The Developer's proportionate share of the cost of improving the existing County road shall bear a reasonable relationship to the needs created by the land development.

The required off-site improvements and the Developer's proportionate share of the cost shall be determined at the Preliminary Plat review and approval stage. It is highly recommended that the developer approach the County as soon as possible to determine their participation cost, if any.

Minimum requirements for Class VI roads shall be as follows:

1. A minimum of sixty (60) foot right-of-way, calculated from the center of the road, shall be required in all instances. The right-of-way for standard round cul-de-sac shall be fifty-five (55) foot radius. Additionally, a ten (10) foot utility/road work easement, five (5) feet on each side beginning where the public right-of-way ends, is required except when curb and gutters are used. All right of ways and easements will be cleared.
2. Before any road work starts there shall be a preconstruction meeting including the Owner(s), the Resident Engineer, Contractor, the Saline County Planning Board Code Enforcement Officer, and the County Road Superintendent or his representative. The meeting is to be arranged by the owner or contractor.
3. The owner shall conform to all Storm Water regulations.
4. When absent in the Master Road Plan, materials and methods must comply with Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, applicable manual to date.
5. Anyone working in existing Saline County right of way shall have a surety bond with Saline County for a minimum of \$10,000. (SALINE COUNTY ORDINANCE NO. 2001-80)
6. SUB BASE:
 - A. All trees, grass, weeds, top soil or rubbish of any nature that may be considered deleterious shall be removed.
 - B. The road bed will be a minimum of 31 feet wide with 18 inch deep ditch lines measured from top of sub grade with 3 to 1 front slopes and no steeper than 2 to 1 back slope. The road bed for cul-de-sac shall be 99 feet to accommodate an eighty (80) foot diameter asphalt paved surface adjoined by a four (4) foot gravel shoulder bulb.
 - C. The sub base shall be compacted to 95% using a modified proctor to a depth of 18 inches. To identify any weak areas the sub base shall be proof rolled with a loaded tandem or tri axle dump truck. Any weak areas identified shall be removed and replaced with compacted suitable material. In areas requiring fill to bring the road bed to grade suitable material shall be compacted to 100 percent standard proctor in 18" lifts. Before placement of base gravel density test shall be taken at a rate not less than one per two stations or directed by the County Engineer.
 - D. In areas where inadequate soil exists the resident engineer is to submit a guaranteed plan of action for the area to the County Engineer for review.

- E. Where cuts are made across road beds for utilities they are to be back filled with a selected backfill class 7 crushed stone (sb2) or equal and be compacted from bottom to top to 95% Modified Maximum Density. To be considered equal the selected backfill shall satisfy Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction requirements based on material samples and testing by a materials laboratory.
 - F. The sub grade shall be graded to a smooth and even surface with a 2-3% crown.
 - G. No road shall be accepted by the county unless adequate drainage is provided. Drainage must be designed so that water will not collect or stand at any point in the road right-of-way and any drainage crossing the roadway must have sufficient length and carrying capacity to insure that water will not run across the roadway surface. Pipe used for cross drains drainage under the roadway will be reinforced concrete no smaller than 18 inches. Pipe used for side or parallel drains shall be reinforced concrete or type S. polyethylene corrugated plastic with smooth insides no smaller than 18 inches. The type S. polyethylene pipe shall be bedded per manufactory recommendations or if the pipe is outside any traffic areas with a minimum of 4 inches of crushed stone ballast material below the pipe and up the sides to the spring line.
7. ROAD BASE & SURFACE:
- A. Must be a minimum of 28 feet wide
 - B. Have a minimum of eight (8) inches of class 7 crushed stone and cover all 28 feet of sub base.
 - C. Compacted to 98% using a modified proctor eight (8) inches deep the full width of base.
 - D. Graded to a smooth and even surface with a 3% crown.
 - E. Have a minimum of two and a half (2 ½) inches of compacted asphalt that meets Arkansas state specification and be least twenty (20) feet wide.
 - F. Have graveled shoulders 4 feet wide on each side with the same crown slope as the asphalt.
8. The surface of the road at intersections shall flare on both sides with a radius of 25 feet. The shoulder width shall carry around the radius.
9. Minimum angle of intersections shall be 75 degrees.
10. Maximum grade shall be 12%.
11. CURB AND GUTTER STREETS;
- A. Curb and gutters are optional. They must be four (4) inch integral stand up curbs with ten (10) inch back.
 - B. Asphalt surface width shall be a minimum of twenty-four feet
 - C. Curbs width minimum is 1.5 feet.
 - D. Surface water shall run no more than 600' in the gutter before being channeled off the road.
 - E. TESTING
 - a. All testing is to be at owner or contractor expense and is to be done with certified personal.
 - b. Testing is to be done just before placing gravel on the roadbed and just before asphalt is laid.
 - c. When testing is to be done the Planning Board Code Enforcement Officer or some one from the Saline County Road Dept. is to be present.
 - d. The Saline County representative has the right to ask for test in any area he has doubt
 - e. The Planning Board Code Enforcement Officer is to be given a copy of all test results.
12. CONCRETE STREETS;
- A. The street will not be accepted if any water is found standing in the street or gutter after the concrete is poured.
 - B. No traffic will be allowed on new concrete streets for a minimum of fourteen (14) days after pouring.
 - C. No concrete may be poured unless the sub-grade moisture content is approved and is at optimum moisture content levels.

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- D. No concrete is to be poured on frozen ground or below 40 degrees.
- E. ALL SUB GRADES AND BASE WILL BE THE SAME AS ASPHALT STREETS and the moisture content shall be optimum.
- F. No concrete may be poured without passing the sub base preparation test
- G. All culverts under concrete streets are to be reinforced concrete type
- H. TESTING
 - a. All testing shall be at the expense of the contractor.
 - b. The county shall determine the type, frequency and location of all required testing.
 - c. A copy of all test results shall be provided to Saline County.
 - d. The construction must satisfactorily pass all tests before the County will approve a project.
 - e. All concrete pours are subject to coring for verification of depth. All core testing shall be at the expense of the developer and shall be performed by a laboratory approved by the county. All coring holes shall be immediately sealed with approved epoxy to the appropriate level.
 - f. There shall be breaks at 7 days and 28 days (4000 psi minimum strength required at the 28 day period).

13. RESIDENTIAL STREETS:

- A. Shall be a minimum of six (6) inch thickness concrete pavement.
- B. Shall be a minimum of twenty four (24) feet in width (back of curb to back of curb).
- C. The street shall have a 3% crown.
- D. Shall be 4,000 psi concrete.
- E. Shall have four (4) inch integral stand up curbs with ten (10) inch gutters.
- F. All contraction joint patterns shall, as close as practicable, approximate a square pattern and be no longer than 15 feet.
- G. Unless otherwise isolated, align joints in street to match joints in curb& gutter. (Diagram attached)
- H. Surface water shall run no more than 600' in the gutter before being channeled off the road
- I. Expansion/Construction Joints
 - a. All expansion/construction joints shall be doweled.
 - b. The dowel shall be smooth and 3/4 inch in diameter and 24 inches long and placed on 12 inch centers with an expansion joint on one end.
 - c. The dowel shall be greased on the expansion joint end only.
 - d. All joints will be calked and sealed.
 - e. The expansion/construction joint materials must meet state hwy spec and be predrilled or drilled holes for the dowels to go through.

14. COMMERCIAL COLLECTOR AND ARTERIAL STREETS:

- A. Shall be eight (8) inch thickness concrete pavement.
- B. Shall be 4,000 psi concrete.
- C. Shall have eight (8) inch integral stand up curbs with twelve (12) inch gutters.
- D. Expansion/Construction Joints
 - a. All expansion/construction joints shall be doweled.
 - b. B. The dowel shall be smooth and 1 inch in diameter and 24 inches long and on 12 inch centers with an expansion joint on one end.
 - c. The dowel shall be greased on the expansion joint end only.
 - d. The expansion/construction joint materials must meet state hwy spec and be predrilled or drilled holes for the dowels to go through.

15. STORM PIPE and STORM INLET DRAINAGE CONSTRUCTION:

- A. All culverts crossing County Roads shall conform to the current specifications for reinforced concrete storm sewer pipe.

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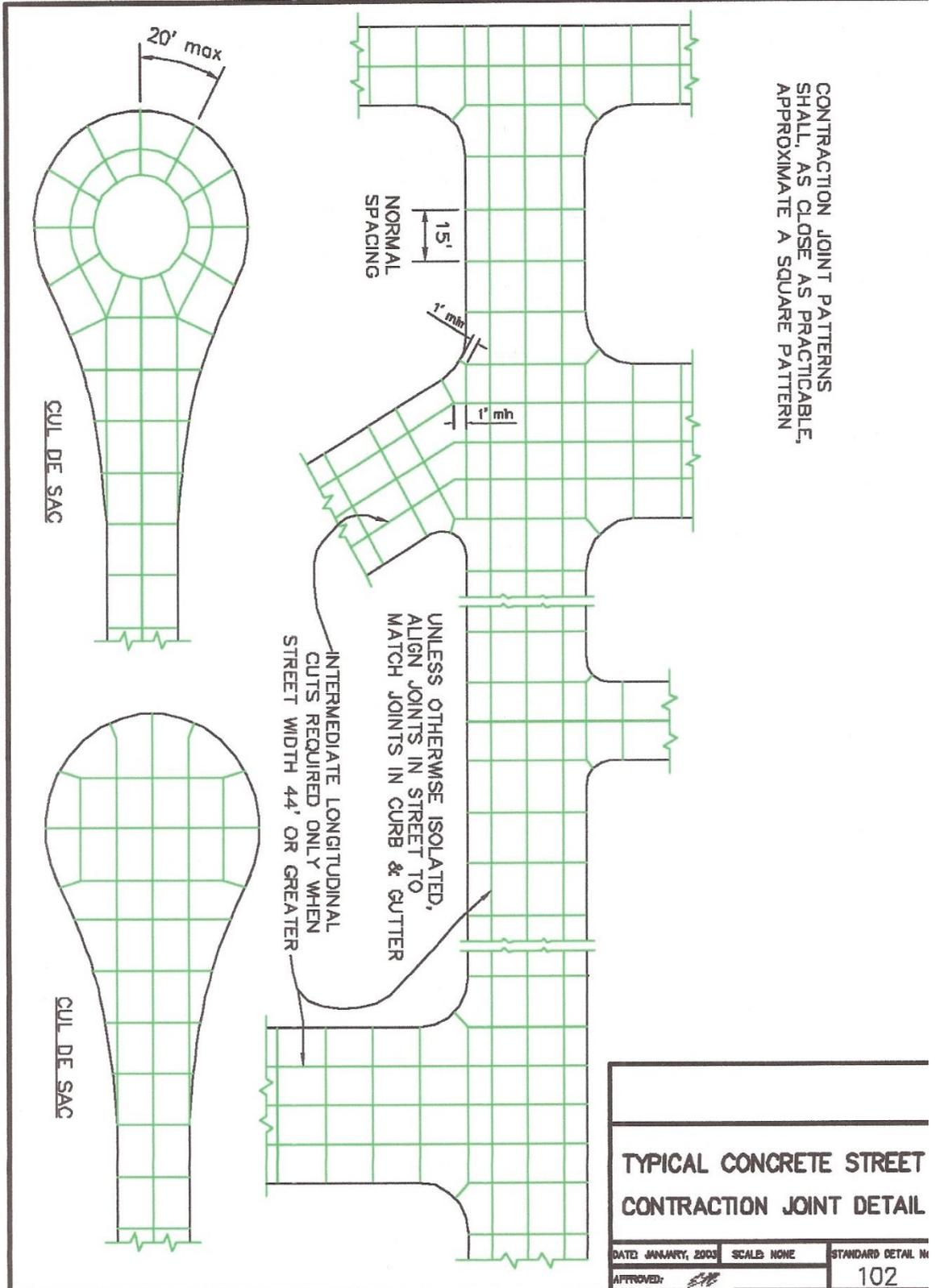
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- B. Culverts used for side or parallel drains shall be reinforced concrete or type S. polyethylene corrugated plastic with smooth insides no smaller than 18 inches. The type S. polyethylene pipe shall be bedded per manufactory recommendations or if the pipe is outside any traffic areas with a minimum of 4 inches of crushed stone ballast material below the pipe and up the sides to the spring line.
- C. All inlet structures shall be curb inlet.

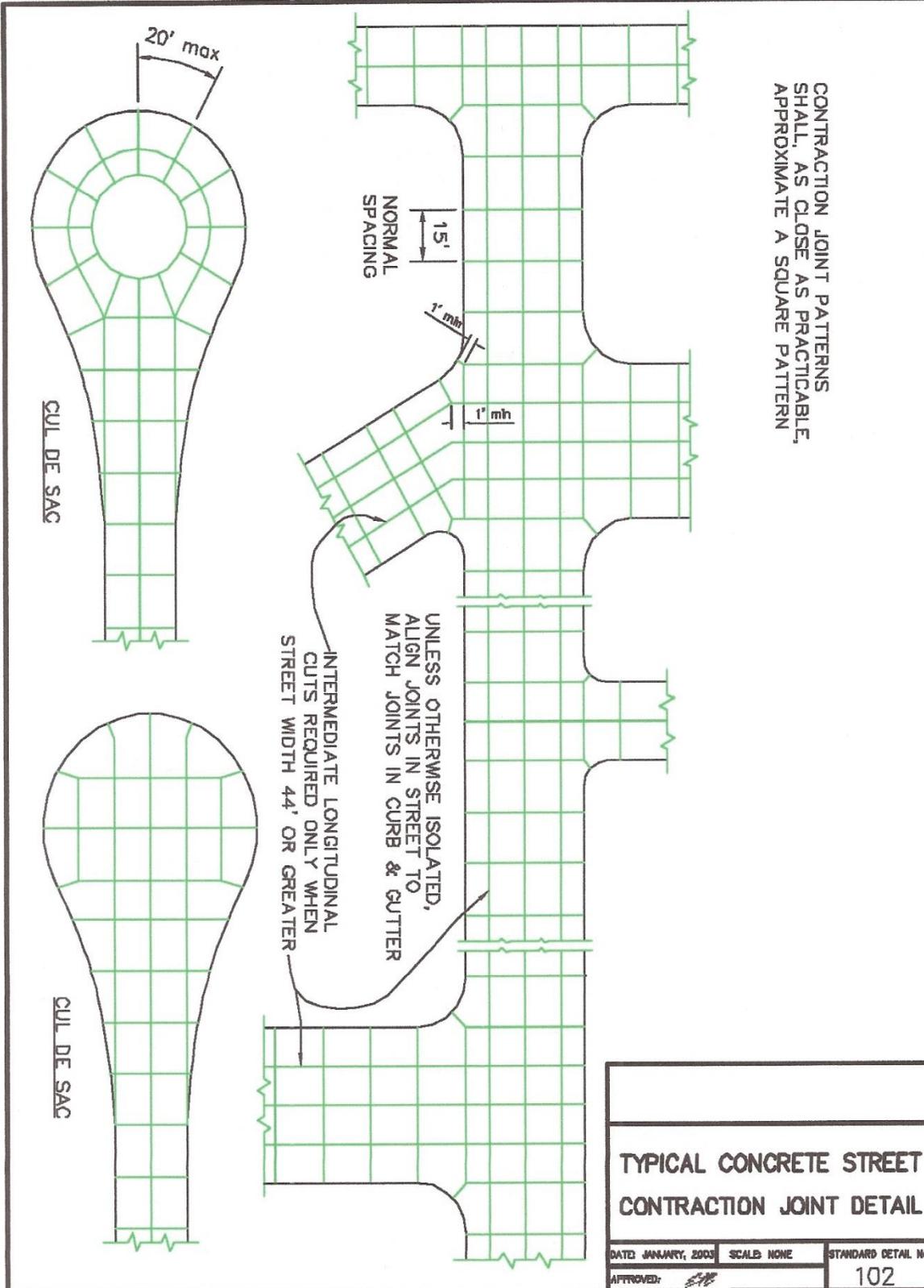
16. STORM DITCH DRAINAGE CONSTRUCTION:

- A. Capacity (size) shall be determined by engineering study.
- B. Road ditches within a subdivision carrying storm water from a drainage basin greater than 5 acres shall be in an easement. Ditches within or crossing a subdivision carrying storm water from a drainage basins greater than 10 acres shall have the calculated 100 year flood level determined.
- C. Ditches shall be grassed lined unless the water velocity determined by the engineer study exceeds 7 ft. per second. Then the ditch shall be lined with erosion resistant material.

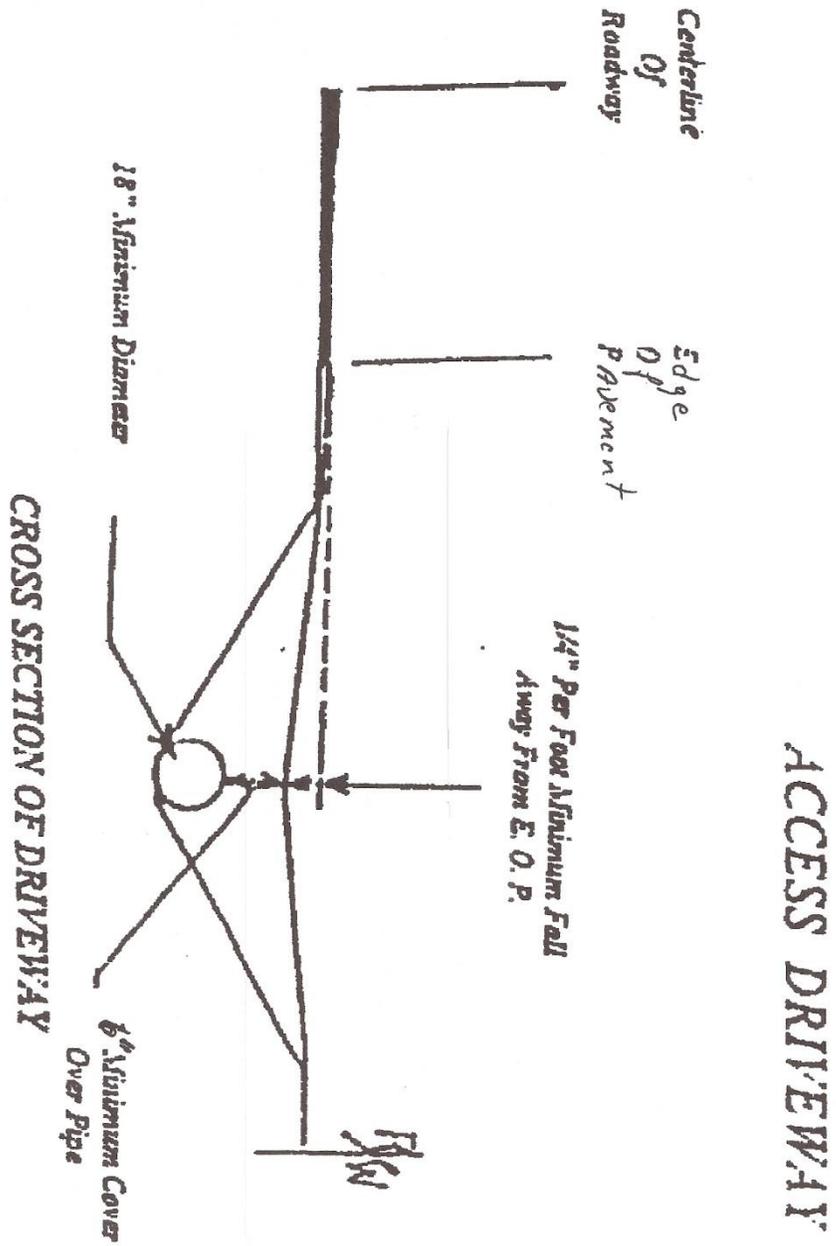
CONTRACTION JOINT PATTERNS
 SHALL, AS CLOSE AS PRACTICABLE,
 APPROXIMATE A SQUARE PATTERN



CONTRACTION JOINT PATTERNS
 SHALL, AS CLOSE AS PRACTICABLE,
 APPROXIMATE A SQUARE PATTERN



Appendix A



Appendix B

CARTS Agreement

Central Arkansas Regional Transportation Study Agreement of Understanding Between and Among Faulkner County, Lonoke County, Pulaski County, Saline County, the City of Alexander, the City of Austin, the City of Benton, the City of Bryant, the City of Cabot, the City of Cammack Village, the City of Conway, the City of Haskell, the City of Jacksonville, the City of Little Rock, the City of Maumelle, the City of North Little Rock, the City of Shannon Hills, the City of Sherwood, the City of Vilonia, the City of Ward, the City of Wrightsville, the Central Arkansas Transit Authority, South Central Arkansas Transit, the Arkansas State Highway and Transportation Department, and other jurisdictions or agencies that may, in the future, be admitted to this agreement

In Cooperation

With the United States Department of Transportation

To Participate In

The responsibilities and functions of a continuing, comprehensive and cooperative transportation planning process for Central Arkansas through METROPLAN, the designated Metropolitan Planning Organization (MPO) for the Little Rock/North Little Rock Metropolitan Statistical Area.

Whereas, it is the desire of the participating jurisdictions and agencies that there be a continuing, comprehensive, and cooperative (3C) transportation planning process, pursuant to United States Department of Transportation regulations and in accordance with Titles 23 and 49 of the US Code, that is responsive to the needs of the urban and urbanizing areas of central Arkansas and to changes in those areas; and

Whereas, the goal of this planning process in an approved central Arkansas regional transportation plan accepted by all participating jurisdictions and formally approved as the plan for implementation by the MPO Board;

Whereas, it is understood that this agreement does not transfer any constitutional or legislative authority possessed by the participating jurisdictions; and

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Whereas, it is understood that the planning process and the relationship between the partners in the planning process is complex and evolves over time;

Therefore, it is agreed that the designated metropolitan planning organization shall be the forum for cooperative transportation decision making for the Central Arkansas Regional Transportation Study Area pursuant to United States Department of Transportation regulations and in accordance with US Code.

The MPO may establish advisory committees and hire staff and/or consultants to assist it in its decision making. The organization, composition, responsibilities, and functions of CARTS advisory committees and MPO staff shall be at the direction of the MPO Board.

It is further agreed that the specific relationships in the planning process and specific responsibilities for conducting planning studies shall be specified in the Unified Planning Work Program as adopted by the MPO and other agreements between the Arkansas State Highway and Transportation Department, the transit provider(s) and the MPO as may be deemed mutually desirable.

It is further agreed, that all existing master street plans, and area-wide road, highway, transit, bikeway, water port, airport, or pedestrian plans, or any such plans for improvement of transportation facilities within the CARTS boundary shall be consistent with the approved central Arkansas regional transportation plan.

It is further agreed, that in cooperation with the MPO, the participating governments and agencies will take appropriate action to implement the Transportation Improvement Program (TIP) as approved by the MPO. The Transportation Improvement Program shall be updated at least biennially. The MPO shall publish the approved TIP and TIP updates.

It is further agreed that modifications to this Agreement must be approved by the MPO Board and submitted to each signature jurisdiction and agency for ratification. Failure to adopt this Agreement or to ratify proposed modifications will signal that the jurisdiction or agency does not wish to participate in the regional transportation planning process.

Appendix C

The functional and design objectives of the RAN are as follows:

Functional Objectives:

1. To provide connectivity, especially between:
 - a. All sections of the CARTS area with each other;
 - b. All cities of 1,000 or more population; and
 - c. Facilities of regional importance, such as colleges and universities, hospitals, intermodal facilities, regional activity centers, major employment centers and seats of government; and
2. To facilitate the movement of people and goods throughout the region.

Design Objectives:

1. To manage direct access to and from abutting properties;
2. To minimize traffic signal delay;
3. To minimize jogs and turns;
4. To create scenic byways by providing scenic vistas and an aesthetic roadway design;
5. To encourage innovative design which allow facilities to successfully blend with the surroundings rather than superseding the surroundings, and which minimize any detrimental environmental impacts relating to the existence of the facility; and
6. To establish a strong link between form and function, including maximizing mobility, minimizing transportation related fuel consumption and air pollution; and developing designs appropriate for the existing and future land uses.

It should be noted that, while all regional corridors will meet the functional objectives, they may not necessarily meet all of the design objectives.

The designated network totals 682 miles (1,097 km), comprised of 596 miles (959 km, or 87%) of existing roadway and 86 miles (138 km, or 13%) of proposed new roadway links. Of the existing mileage, 384 miles (618 km) are designated as US or State Highways, while 212 miles (341 km) are local roadways. Among the proposed roadway links is a new river crossing, an abandoned rail corridor, several new

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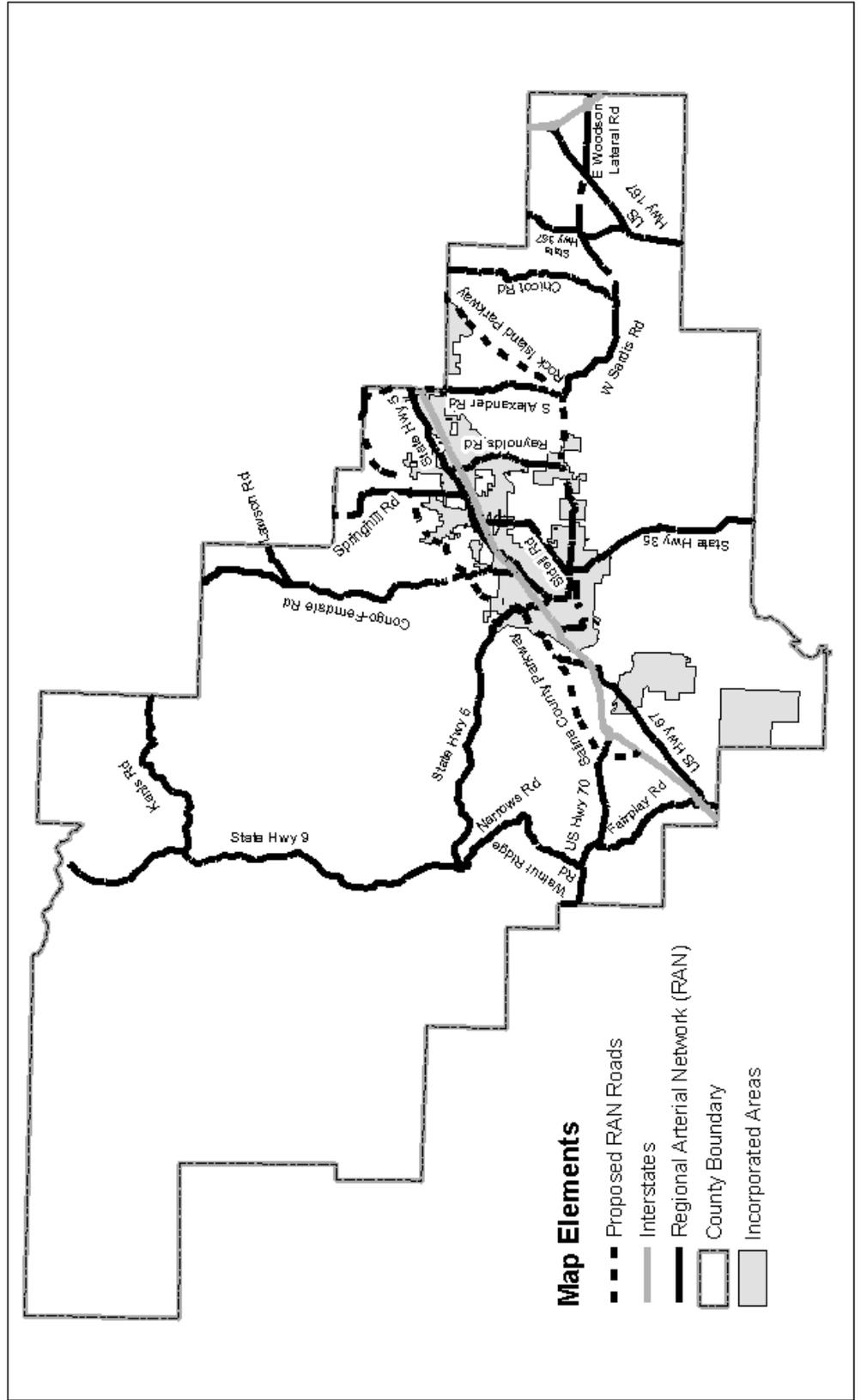
bypasses or loop roads, and various other new links to provide continuity. In the summer of 1999, the Metroplan Board established a maximum cap of 750 miles (1,207 km) for the network.

In Saline County the RAN totals 180 miles (290 km), comprised of 153 miles (247 km or 85%) of existing roadway and 27 miles (43 km or 15%) of proposed new roadway links. Of the existing mileage in

Saline County 84 miles (134 km) are designated as US or State Highways, while 69 miles (113 km) are local roadways.

All RAN corridors, or any corridor segments, will remain in a preliminary designation status, until improvements are made that allow it to function at a higher level. When access management plans for the appropriate facilities are finalized, route signs will be posted identifying the corridors as a CARTS Regional Arterial. A logical extension of the RAN routes would go outside of CARTS into western Saline County. These routes are not currently designated as RAN, but could possibly be included in a future extension of the RAN.

Saline County Regional Arterial Network



Appendix D - Bicycle Design Standards

Types of Bicycle Facilities

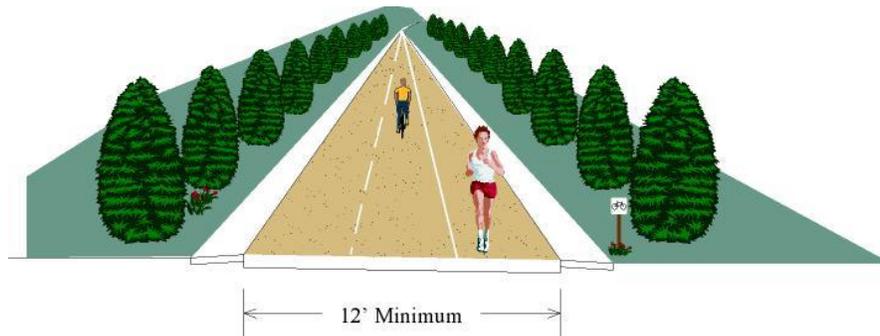
Bicycle paths are rated as suitable for three types of cyclists – Adults (Group A), Beginners (Group B) and Children (Group C).

Class I: Separate Shared Paths (Groups A, B/C)

Definition - A shared pedestrian/bicycle path that is physically separated from motorized vehicular traffic by an open space or barrier and either within the roadway right of way or within an independent right of way.

Two-way shared pedestrian/bicycle paths will be a minimum of 12 ft (3.6 m) wide.

Two-Way Separated Shared Pedestrian/Bike Path Preferred

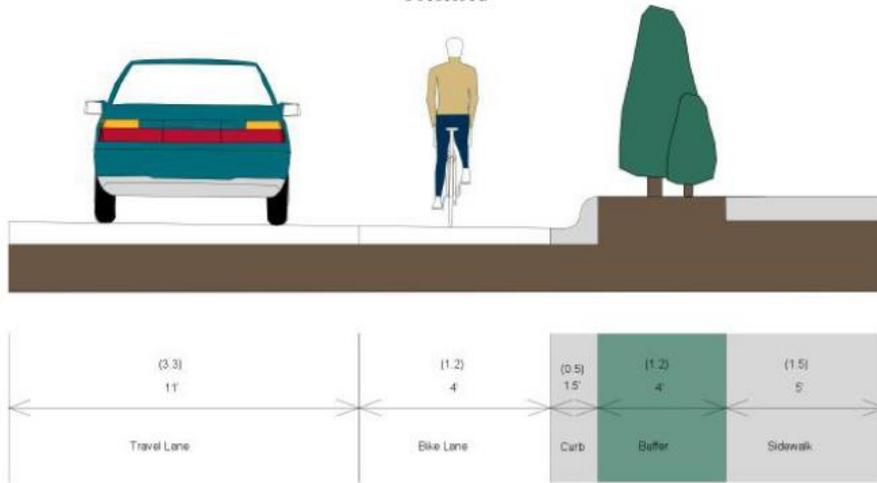


Class II: Bike Lanes (Groups A, B/C)

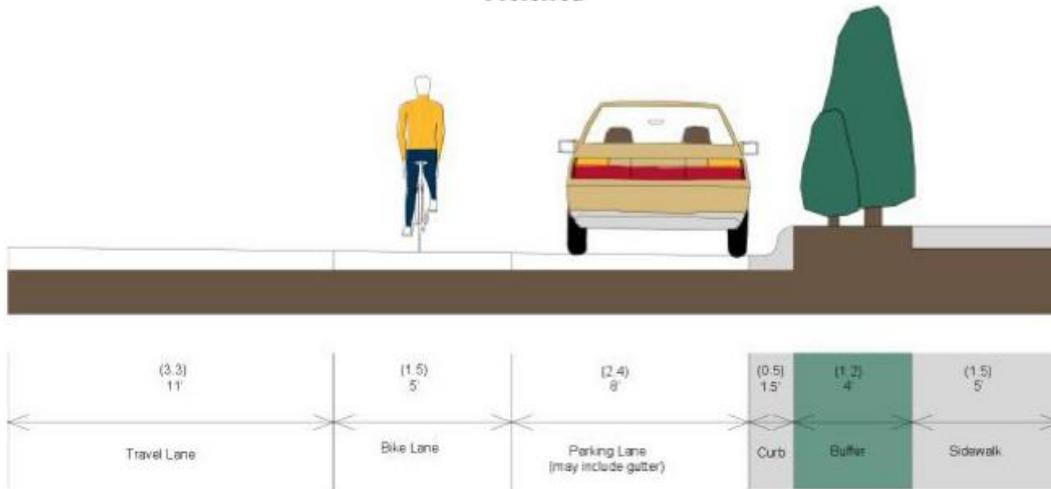
Definition - A portion of the roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bike lanes should always be one-way facilities carrying traffic in the same direction as adjacent motor vehicle traffic. Bike lanes should not be placed between parking spaces and the curb to minimize conflicts. They shall be a minimum of 4 ft (1.2 m) wide, not including the gutter pan.

One-Way Bike Lane Next to Curb
 Preferred



One-Way Bike Lane with Parking Lane
 Preferred



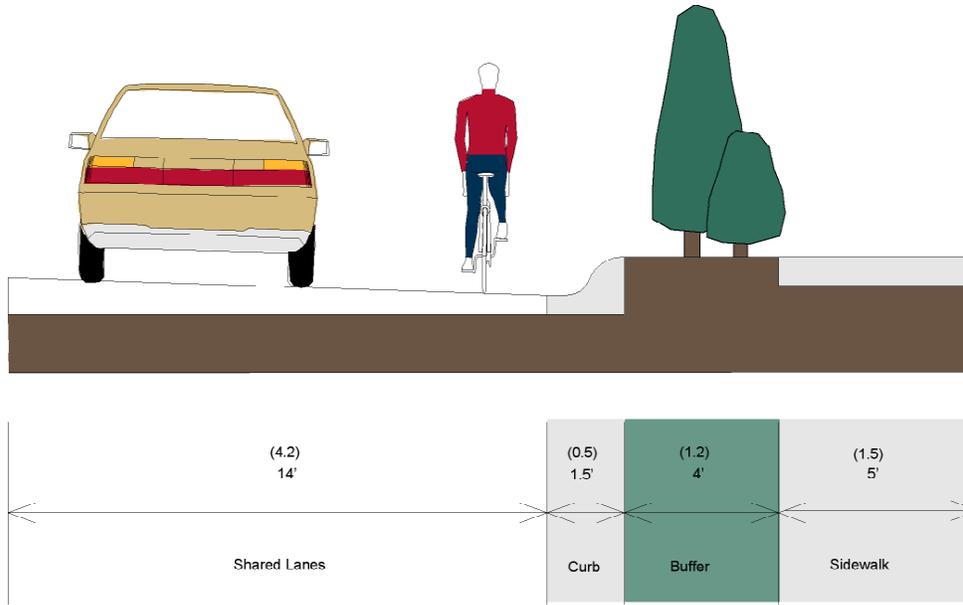
Class III: Shared Lanes (Group A)

Definition - Shared lanes are roadways with no special provision (except for signing of the bike route) for bicyclists. Shared lanes typically feature 12 ft (3.6 m) lane widths or less with no shoulders, allowing cars to safely pass bicyclists only by crossing the centerline or moving into another traffic lane.

Other Types of Shared Facilities:

Wide Outside Lane: An outside lane (right-most through traffic lane) with a width of at least 14 ft (4.2 m).

Shared Lanes
 Preferred



Shoulders: Shoulders must be paved and a minimum of 4 ft (1.2 m) wide when they are designed to accommodate bicycle travel. A width of 5ft (1.5 m) or greater is preferable and additional widths are desirable where substantial truck traffic is present, or where motor vehicle speeds exceed 50 mph (80 km/h).

PEDESTRIAN CROSSING OPTIONS

Options include, but are not limited to:

- (1) **A non-traversable median refuge** -- should be at least 6 ft. (1.8 m.) wide from face-of-curb to face-of curb. The minimum width should not be less than 4 ft. (1.2 m.) wide. The island should not be less than 12 ft. (3.6 m.) long or the width of the crosswalk, whichever is greater.
- (2) At a signalized intersection, a striped pedestrian crossing with adequate crossing time allotted to the pedestrian.

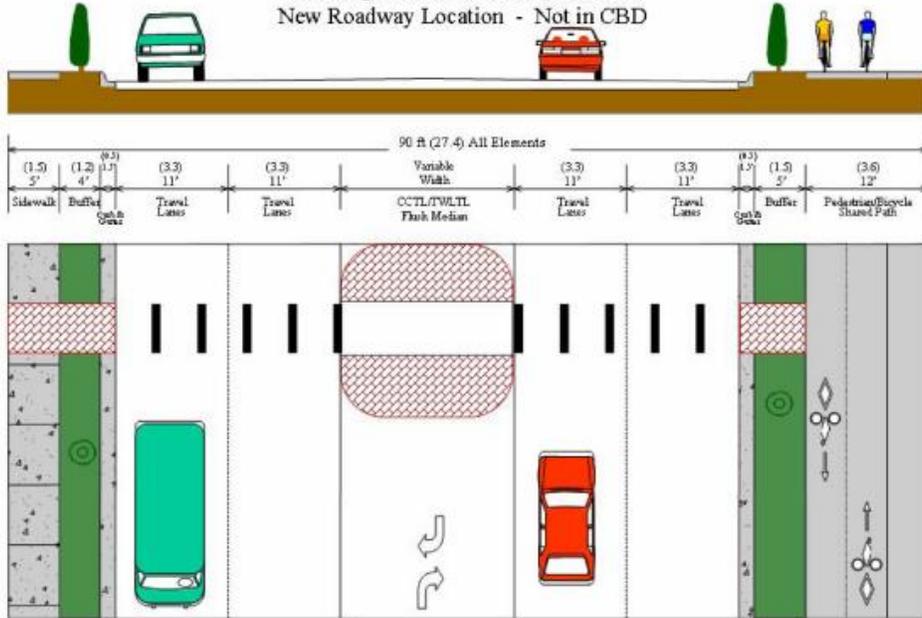
Recommended time allotment is 4.0 seconds per linear foot to be crossed.²

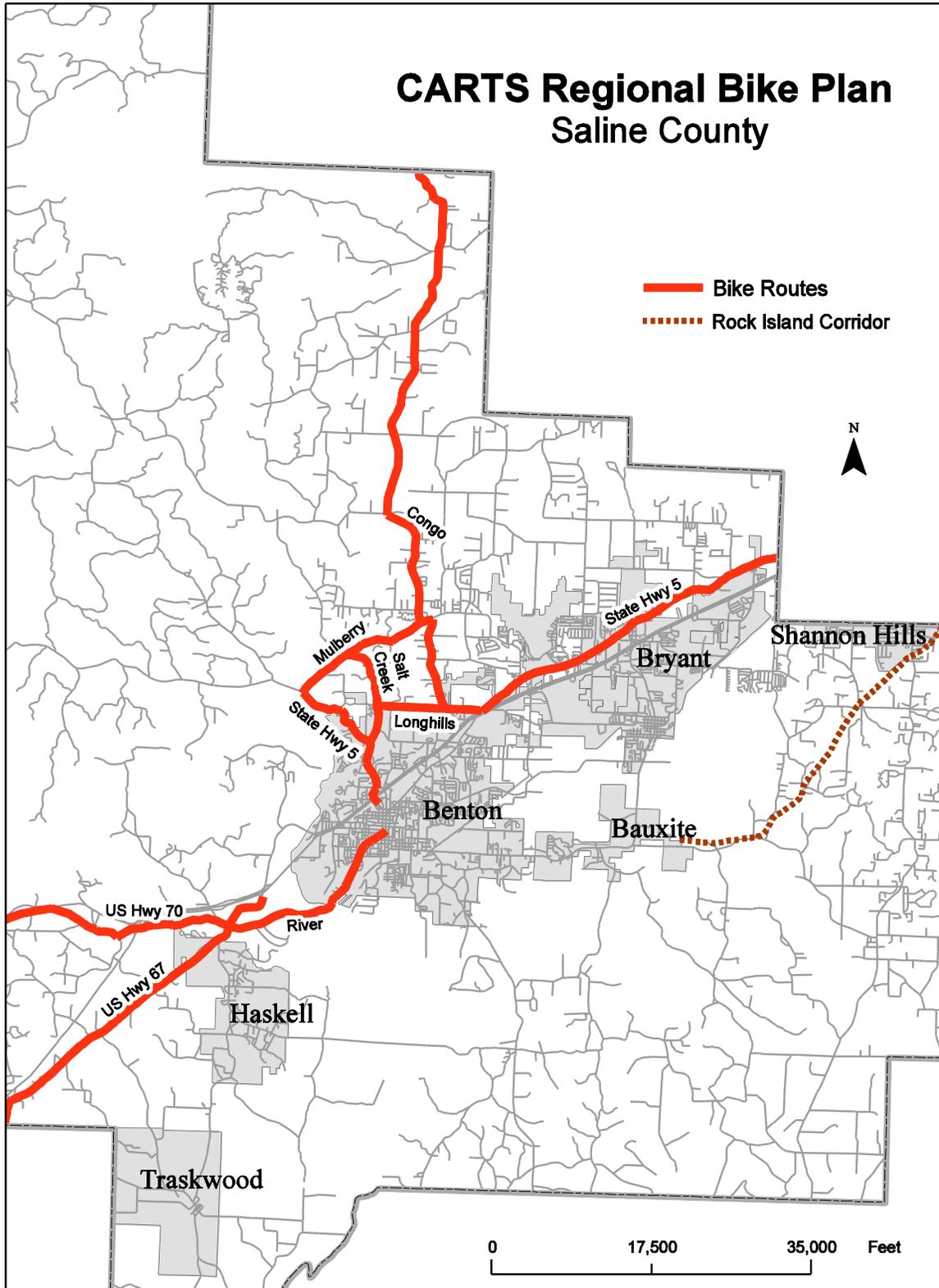
Pedestrian crossing count-down signals are recommended in areas of heavy pedestrian movements.

- (3) **Mid-block pedestrian refuge.** The mid-block pedestrian crossing should be adequately striped, may be signalized or unsignalized, and may include in-pavement lighting to alert drivers of pedestrian presence at night.
- (4) **Pedestrian overpass or underpass,** although not generally recommended because of cost and handicap access issues. Significant variations in topography may make an overpass or underpass a viable solution, however.

PREPARED OCTOBER 2008
 APPROVED ON 11-21-2016
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Pedestrian Crossing/
 Refuge Example
 On Designated Bike Route (Class I/II)
 New Roadway Location - Not in CBD





Appendix E

MASTER ROAD PLAN Roadways by Name and Functional Class

Class I

Interstate 30
Interstate 530

Class II

US Highway 70
US Highway 167
Rock Island Parkway (Proposed)

Class III

Highway 5 (West)
Highway 9
Highway 35
Highway 367

Class IV

Highway 5 (Old Stagecoach Rd)	East Lawson Rd
US Highway 67	Lincoln Rd
Highway 88 (Alcoa Blvd)	Longhills Rd
Highway 111 (County Line/Alexander Rd)	Midland Rd
Highway 183 (Edison Avenue)	Military Rd
Highway 183 (Reynolds Rd)	Mills Park Rd
Highway 190	Mt Ida Rd
Highway 229	Mulberry-Salem Rd
Highway 298	Narrows Rd
12 th Street/Kanis Rd	Northshore Dr
Alcoa Road	Salem Rd
South Alexander Rd	East Sardis Rd
Atwood Rd	North Sardis Rd
East Avilla Rd	West Sardis Rd
Benton Parkway	Shobe Rd
Boone Rd	North Springlake Rd
Brazil Rd	Salt Creek Rd
Carrie Rd	Salem Rd
Chicot Rd	South Street
Colonel Glenn	Sparks Rd
Congo Rd	Springhill Rd
Congo-Ferndale Rd	Steel Bridge Rd
Cynamide Rd	Woodson Lateral Rd
Desote	Walnut Ridge Rd
East End Road	Wilkerson Rd
Fairplay Rd	Zuber Rd
Hilldale Rd	Benton Parkway (Proposed Section)
Hilltop Rd	West Baseline (Proposed Section)
Kling Rd	
Kruse Lp	

Class V

Antioch Rd
West Avilla Rd
Azalea Dr
Bailey Cutoff Rd
Balboa Rd
Balearic
Bauxite Cutoff Rd
Brookwood Rd
Buffalo Rd
Buffington Rd
Burk Rd
C C Road
Cedar Creek Road
Childress Rd
Coronado
Cortez
Crossroads Rd
Danville Rd
Detonti Rd
North Detonti Rd
Germania Rd
Goose Pond Rd
Graham Rd
Grand Av
Hensley Mail Route Rd
Hicks Rd
Hogue Rd
West Jackman Tr
Lake Norrell Rd
Lake Winona Rd (Hwy 9 to Buffalo Rd)
West Lawson Rd
Main St (Traskwood)
McPherson Rd

Minorca
Mountain View Rd
Mt Ida Rd (South)
Mt Olive Rd
Newcomb Rd
North Lake Rd
Old 88 Rd
Old State Highway 291
Owensville Cutoff Rd
Pawnee Dr
Peeler Bend Rd
Pleasant Run Rd
Point View Rd
Polk Rd
River Ridge Rd
Samples Rd
South Sardis Road
West Miller Sardis Rd
West Sawmill Rd
South Springlake Rd
Shaw Bridge Rd
Snow Ln
Spark Rd
Styles Rd
Sulpher Springs Rd
Ten Mile Rd
Unity Rd
Vance Rd
Vimy Ridge Rd
Zuber Rd (Samples to Carrie)

Red New Road Added

Orange Classification Change

Previously Classified but Not Listed

Saline County Draft Master Road Plan

