

# PURPOSE AND NEED



<p><b>Traffic Congestion</b></p>	<p>To improve mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time to downtown North Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional travelers and connects residential, commercial and employment centers.</p>
<p>To improve travel safety within and across the I-30 corridor by eliminating and/or improving inadequate design features.</p>	<p><b>Roadway Safety</b></p>
<p><b>Navigational Safety</b></p>	<p>To improve navigational safety under the Arkansas River Bridge by eliminating and/or improving inadequate design features.</p>
<p>To improve I-30 roadway conditions and functional ratings.</p>	<p><b>Structural and Functional Roadway Deficiencies</b></p>
<p><b>Structural and Functional Bridge Deficiencies</b></p>	<p>To improve I-30 corridor bridge conditions and functional ratings.</p>

NO ACTION	8-LANE GP	6-LANE C/D
	<p> The Split Diamond Interchange Alternative is the Only Action Alternative with AM congestion that does not recover.</p> <p> The Single Point Urban Interchange Alternative does provide improved mobility</p>	

The Purpose and Need was developed in coordination with Project Partners (Cities of Little Rock and North Little Rock, Pulaski County, and Metroplan), the Technical Work Group, and the public. It was developed in the PEL phase and carried through to the NEPA phase.

The Purpose and Need is listed in no particular order.