

# PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #2 SUMMARY AND ANALYSIS REPORT



## CA0602

Interstate 530 – Highway 67

January 2015



Arkansas State Highway & Transportation Department



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### ATTACHMENTS

- Attachment A Advertisements
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- Attachment D Comments

## 1.0 INTRODUCTION

In April 2014, the Arkansas Highway State Transportation Department (AHTD) began the Interstate 30 (I-30) Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term transportation solution, and recommend alternatives that can be carried forward seamlessly into the National Environmental Policy Act (NEPA) process. As part of the I-30 PEL Study, a series of four public meetings are to be held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the second public meeting, held in November 2014.

## 2.0 PUBLIC MEETING #2

Public Meeting #2 was an open-house meeting, held on Thursday, November 6, 2014 at the Horace Mann Arts and Science Magnet Middle School. Public Meeting #2 logistics are presented in **Table 1**, and **Figure 1** depicts the location of meeting.

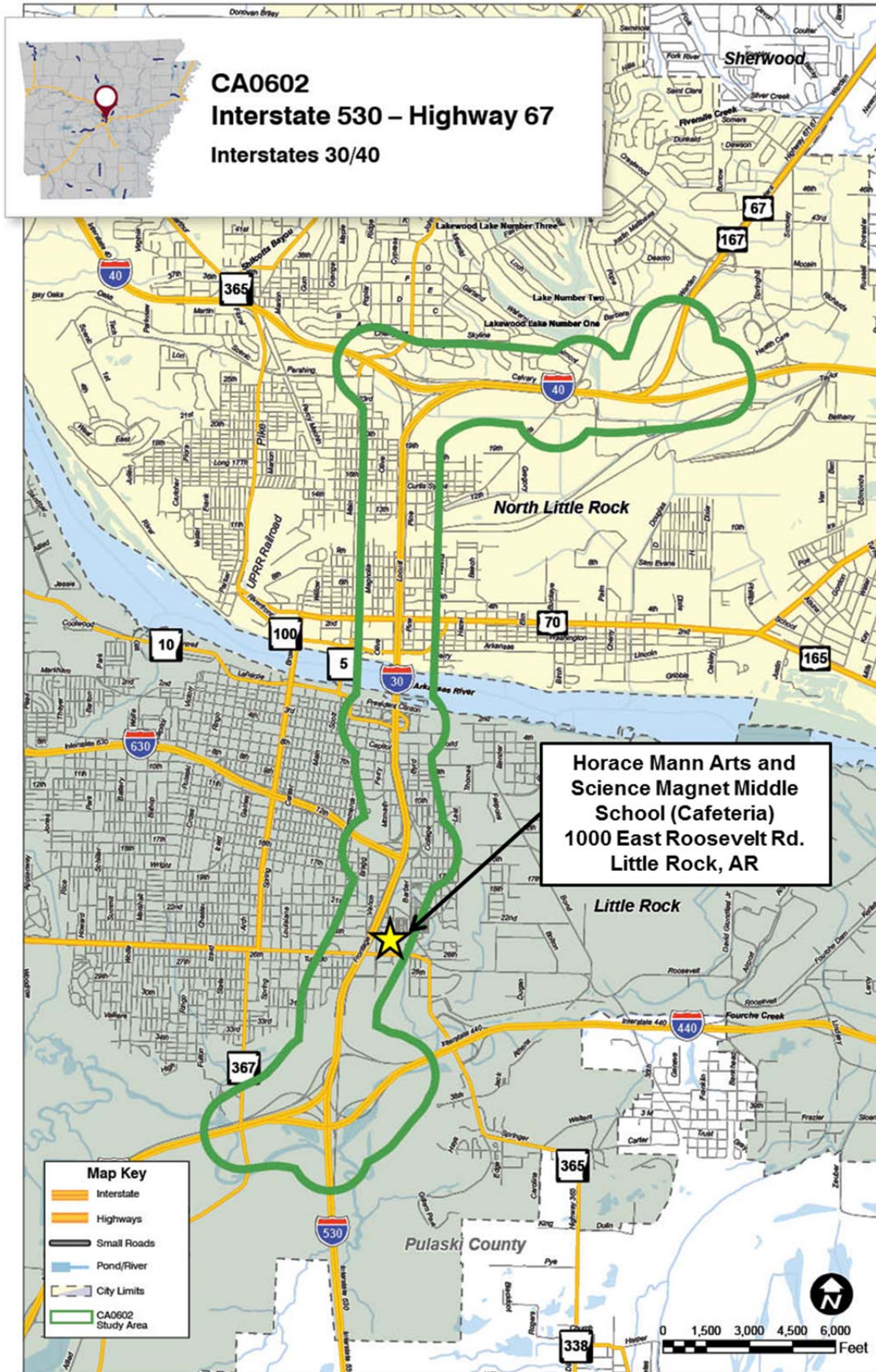
**Table 1. Public Meeting #2 Logistics**

Schedule Date/Time	Location
Thursday, November 6, 2014 4 p.m. – 7 p.m.	Horace Mann Arts and Science Magnet Middle School (Cafeteria) 1000 East Roosevelt Rd. Little Rock, Arkansas 72206

The sections that follow further detail Public Meeting #2 and summarizes the input received through Friday, November 21, 2014, which was the end of the public comment period.



Figure 1. I-30 PEL Public Meeting #2 Location



## 2.1 Public Meeting Advertising and Outreach

Public Meeting #2 for the I-30 PEL Study was publicized using numerous methods of advertising and outreach, as summarized in **Table 2**.

**Table 2. Public Meeting #2 Advertising and Outreach**

	Outreach Efforts	Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	10/5/14 & 11/2/14
	North Little Rock Times	10/9/14 & 10/30/14
	El Latino	10/9/14 & 10/30/14
Direct Mail	Flier to adjacent property owners and property owners adjacent to interchanges	10/8/14
	Fliers to stakeholders (chambers, HOAs, etc.)	10/10/14
	Letters to Community Meeting Attendees (no email address provided)	10/28/14
	Fliers to attendees of Public Meeting #1 (no email address provided)	10/10/14
	Letters and fliers to elected officials	10/6/14 & 10/27/14
	Letters to minority ministers and area churches	10/27/14
Email	Fliers to Technical Work Group Members	10/10/14
	Fliers to persons requesting to be added to mail list	
	Fliers to attendees of Public Meeting #1	
	Fliers to Project Partners, Stakeholder Advisory Group and visioning workshop attendees	10/14/14
	Fliers to Community Meeting attendees	10/28/14
Hand-Delivered Fliers <sup>1</sup>	Attractions (e.g., River Market, Clinton Presidential Center and Park)	10/30/14
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
	Libraries and Community Centers	
	Flier sent home with students of Horace Mann Arts and Science Magnet Middle School	10/23/14
Public Service Announcements	Sixty-second spots on Heartbeat 106.7 FM	10/27/14 – 11/6/14
	Sixty-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	10/3/14
	ArkansasHighways.com	
News Release	Distributed to AHTD media list	10/31/14
Community Meetings	King Solomon Baptist Church (North Little Rock)	10/20/14
	Shorter College (North Little Rock)	10/28/14
	St. John Missionary Baptist Church (Little Rock)	10/21/14
	Ward Chapel (Little Rock)	10/27/14
Community Calendars	Little Rock Convention and Visitors Bureau	10/18/14 – 11/6/14
	City of North Little Rock	
	North Little Rock Chamber of Commerce	
	North Little Rock Visitors Bureau	
	Arkansas Matters	
	Americantowns.com	
	THV11	
	FOX 16	
	KATV	
	Eventful.com	
	Coalition of Little Rock Neighborhoods	
University of Arkansas Little Rock Public Radio		

Outreach Efforts	Date(s)	Outreach Efforts
Social Media	AHTD Twitter	11/5/14 & 11/6/14
	Arkansas Online Twitter	11/4/14
	Metroplan Twitter	10/28/14 & 11/6/14
	Metroplan Facebook	
Stakeholder Presentation	Historic District Commission of Little Rock	9/8/14
Booth and Display Information	Arkansas State Fair (PEL Fact Sheet and Public Meeting Flier)	10/10/14 – 10/19/14
<i>Note: <sup>†</sup> Flier distribution list provided in <b>Attachment A</b>.</i>		

In addition, directional signs were placed in various locations around each public meeting facility to help participants locate the facility and to generate additional local awareness of the event.

Copies of the display/newspaper ads, flier, letters, press releases and online advertisements are included in **Attachment A**.

## 2.2 Public Meeting Attendance

A summary of the attendance at Public Meeting #2 is presented in **Table 3**.

**Table 3. Public Meeting #2 Attendance**

Attendees	Number
General Public	116
Agencies	23
Elected Officials	1
Media	4
Study Team Members	26
<b>Total Attendance</b>	<b>170</b>

Participants represented a wide range of interests and included members of the general public, members of community organizations, elected officials, and city/county staff. Copies of the sign in sheets from both meetings are included in **Attachment B**.

## 2.3 Public Meeting Format and Materials

Public Meeting #2 utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions, and provide comments between 4:00 p.m. and 7:00 p.m. The meeting layout was designed to showcase 11 distinct stations. I-30 PEL Study Team members, comprised of AHTD staff and consultants, were available at every station to provide information and answer questions.

The eleven stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 4**.

**Station 1: Sign in Here** - At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included a public meeting program guide that described the meeting format and station set-up, an I-30 PEL fact sheet describing the PEL process, a Connecting Arkansas Program (CAP) brochure describing the CAP Program, and a comment form.

A notice of non-discrimination exhibit was also posted at this station.

**Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline** - This station presented the I-30 PEL study area, constraints that have been identified to-date, and PEL Study timeline. Seven exhibit boards were on display: one map of the study area; three separate constraints maps covering the north section of the study area (North Little Rock), the middle section of the study area (Arkansas River and central business districts), and south section of the study area (Little Rock); two identical legends explaining the symbols identified on the constraints maps; and an exhibit depicting the overall PEL study timeline and where the study is within this timeline of events.

**Station 3: Purpose and Need** – This station presented an overview of the purpose and need of the project. Eight exhibit boards were on display. One exhibit board each presented the purpose and need of the study, the study goals, and guiding principles. The remaining five exhibits provided additional details related to the needs of the project: a traffic and safety overview exhibit describing the approach taken for the preliminary traffic and safety analysis and concerns identified by stakeholders; an exhibit comparing existing and future No-Action peak hour level of service along I-30/I-40 in the study area; a safety exhibit showing existing and predicted crashes along the facility under No-Action conditions; an exhibit illustrating navigational safety issues; and an exhibit depicting example roadway and bridge structural and functional deficiencies along the I-30/I-40 facility.

**Station 4: Universe of Alternatives and Alternatives Screening Methodology** – This station presented two exhibit boards: one exhibit board listing the Universe of Alternatives - the initial set of possible solutions to the transportation needs identified for the I-30/I-40 facility in the study area; and one exhibit board illustrating the general alternatives screening methodology.

**Station 5: Screening Process and Preliminary Alternatives** – This station provided details about the Level 1 screening process and results. Two exhibit boards were on display. One exhibit board illustrated the results of the Level 1 screening of the Universe of Alternatives to Preliminary Alternatives. A second exhibit board illustrated the grouping of the Preliminary Alternatives into 6, 8, 10 and 12-lane scenarios combined with other highway build, I-30 Bridge, other modes, congestion management, and other non-recurring congestion management alternatives. This station also included an interactive survey where attendees were asked to place a check mark by the Preliminary Alternative(s) they wanted to see further evaluated as part of the PEL Study.

**Station 6: Aerial Maps** – This interactive station consisted of one large-scale, aerial photograph map of I-30/I-40 within the study area. Meeting attendees were encouraged to write on post-it notes (and attach directly to the maps) any problem areas, concerns and/or suggestions for improvements along I-30/I-40 in the study area. Study team members, including engineers and planners were available to answer questions.

**Station 7: Typical Sections** – This station presented example main lane typical sections for the 6, 8, 10 and 12-lane scenarios. Four exhibit boards were on display: two illustrating the 6 and 8-lane scenarios with either a 300-foot typical right of way (ROW) width or 400-foot typical ROW width; and two illustrating 10 and 12-lane scenarios with either a 300-foot typical ROW width or 400-foot typical ROW width.

**Station 8: Design-Build Education** – This station provided an explanation of the design-build-to-a-budget project delivery method to be implemented for the I-30 project. Three exhibit boards were on display: one exhibit board introducing the design-build project delivery method; one exhibit board describing design-build-to-a-budget; and one graphical illustration comparing regular project delivery to design-build-to-a-budget delivery.

**Station 9: Connecting Arkansas Program** – This station presented an overview of the CAP Program. It displayed three exhibit boards: a map of the state of Arkansas showing the general locations of the CAP projects; a table listing all of the CAP projects and their respective improvement type (e.g., widening and interchange improvements); and an exhibit displaying various CAP statistics and background information.

**Station 10: Draft Documents** – This station provided draft copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), Constraints Technical Report, Universe of Alternatives, and Alternatives Screening Methodology documents. Although hard copies of these documents were provided for reviewing at the public meeting only, meeting attendees were reminded that all public meeting materials, including these draft documents, were available on the project website.

**Station 11: Comment Tables and How to Get Involved** – This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study. At the end of the meeting, the Study Team collected all written comments from the comment boxes, the surveys from Station 5, and post-it note comments on the roll-plot aerial photograph map at Station 6.

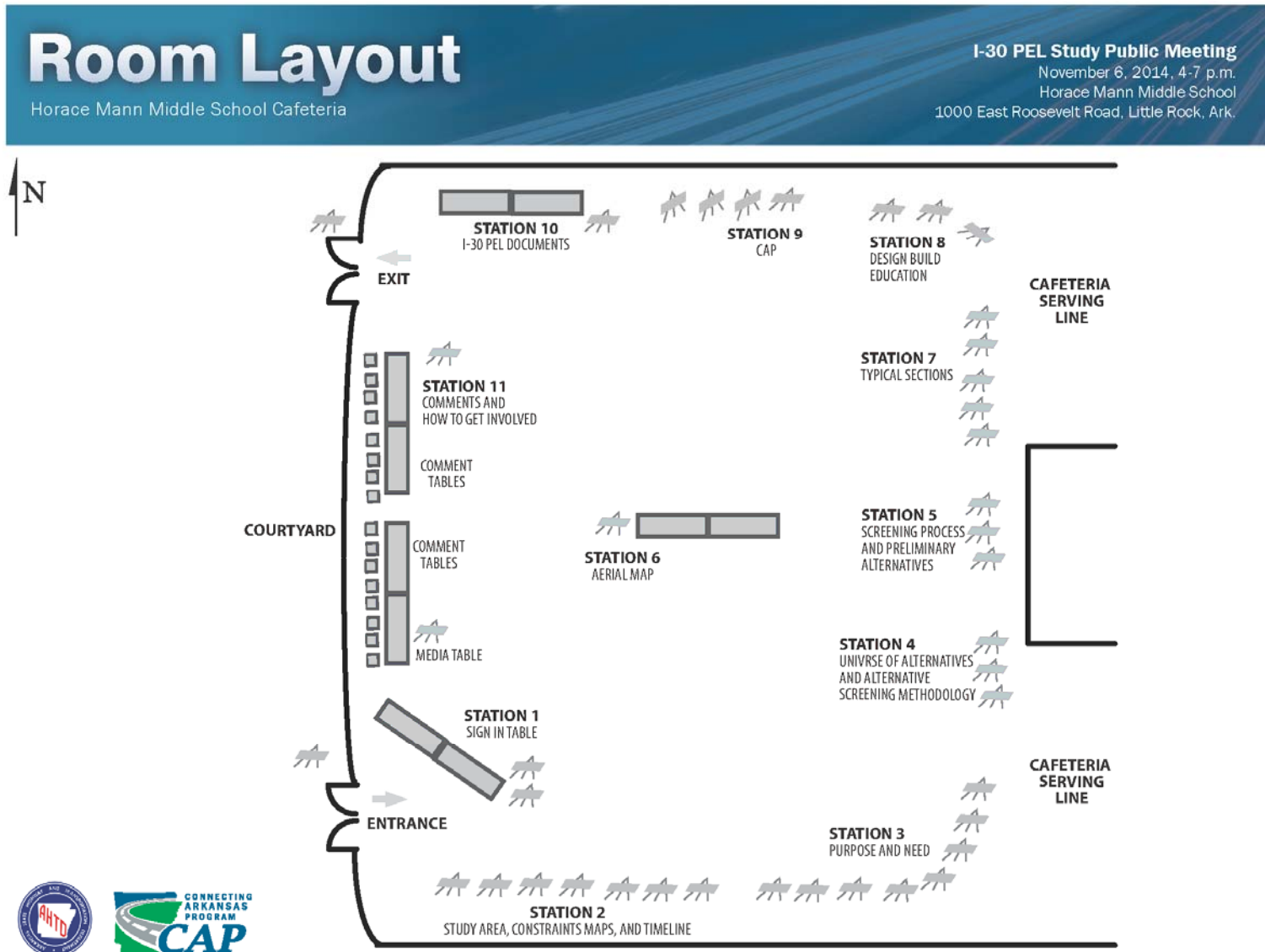
The materials described at each of the 11 stations above are summarized in **Table 4**. Copies of the materials, as well as photos from the meetings, are included in **Attachment C**. **Figure 2** presents the general layout for Public Meeting #2.



**Table 4. Public Meeting #2 Materials**

<b>Station</b>	<b>Type</b>	<b>Title</b>
<b>Station 1: Sign In Here</b>	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
	Exhibit	Notice of Non Discrimination
<b>Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline</b>	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	Middle Section Constraints Map
	Exhibit	South Section Constraints Map
	Exhibit	Constraints Map Legend (x2)
<b>Station 3: Purpose and Need</b>	Exhibit	Purpose and Need
	Exhibit	Study Goals
	Exhibit	Guiding Principles
	Exhibit	Traffic and Safety Overview
	Exhibit	Level of Service
	Exhibit	Safety
	Exhibit	Navigational Safety Issues
<b>Station 4: Universe of Alternatives and Alternatives Screening Methodology</b>	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Overview)
<b>Station 5: Screening Process and Preliminary Alternatives</b>	Exhibit	Alternative Screening Process (Universe to Preliminary)
	Exhibit	Scenarios for Further Evaluation
	Handout	Survey: Scenarios for Further Evaluation
<b>Station 6: Aerial Maps</b>	Exhibit	Large scale, aerial photograph map of I-30/I-40 in the study area
<b>Station 7: Typical Sections</b>	Exhibit	Main Lane Typical Sections – Example 1 (6-Lane and 8-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 1 (10-Lane and 12-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 2 (6-Lane and 8-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 2 (10-Lane and 12-Lane Scenarios)
<b>Station 8: Design-Build Education</b>	Exhibit	Design-Build Delivery
	Exhibit	Design-Build Delivery (continued)
	Exhibit	Design-Build-to-a-Budget
<b>Station 9: Connecting Arkansas Program</b>	Exhibit	CAP Project Locations
	Exhibit	Cap Projects Listed
	Exhibit	CAP Statistics
<b>Station 10: Draft Documents</b>	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	Constraints Technical Report
	Report	Universe of Alternatives
	Report	Alternatives Screening Methodology
<b>Station 11: Comment Tables and How to Get Involved</b>	Handout	Comment Form
	Exhibit	How to Get Involved

Figure 2. Room Layout for Public Meeting #2



## 2.4 Public Meeting Comments

The public comment period for the first series of public meetings opened on November 6, 2014 and ended November 21, 2014. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 11;
- Submitting a survey regarding potential scenarios for further evaluation at Station 5;
- Writing a comment on post-it notes and attaching the post-it notes to the large-scale, aerial photograph map at Station 6;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com).

**Table 5** shows the number of comment submissions by method in which they were submitted.

**Table 5. Number of Comments Received**

Submission Method	Reference Table for Comment Details <sup>1</sup>	Number of Comments
Comment Form	Table 6	23
Letter	Table 6	3
Email	Table 6	2
Survey Forms Completed – Scenarios for Further Evaluation (Station 5)	Table 7	59
Post-it Note Comments on Large-Scale Aerial Photograph Map (Station 6)	Table 8	18
<b>Total Comments Received</b>		<b>105</b>

Note: <sup>1</sup> See the referenced tables for detailed comments.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern. Many commenters noted congestion problems along I-30/I-40, ramp spacing issues along I-30 within the study area, and weaving problems along I-40 between the I-30/I-40 interchange and the I-40/Hwy. 67/Hwy. 167 interchange. Numerous commenters also recommended bicycle and pedestrian facilities be improved and/or accommodated as part of the proposed project and that existing transit and transit improvements also be considered. Commenters also expressed a desire for preservation and protection of environmental resources, including historic resources, parks, and habitat.

**Table 6** provides a listing of all comments received on the comment forms, via e-mail, or letter. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 9**. Comments are listed verbatim and copies of all comments received are included in **Attachment D**.

**Table 6. Comment Forms, Emails, and Letters Received and Response Codes**

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Robertson, Jackie	11/6/14	Comment Form	1	I own house at 2104 Vance. The original freeway took most of front yard. If property will be compromised further I don't want a wall in the front yard.	B, I
Chambers, Don	11/6/14	Comment Form	2	My comments address the area NOE [northeast] Ark River. Many areas are frightening, however 3 stand out: 1) Lakewood I-40 WB. Access ramp merge to I-30 WB- seems short crosses 2 lanes of I-40 WB. 2) I-40 WB ramp to access ramp merge to I-30 WB & I-40 EB ramp to I-30 WB and 15th St. exit. Very dangerous high speed weaving patterns. It is dangerous if you are familiar with the weaving/exiting patterns. Down Right scary if you are unfamiliar with the area. 3) I-30 Broadway exit. The 7th St. (Bishop Lindsey) right turn is very convenient. 7th takes you to the Broadway Bridge and downtown LR [Little Rock] will be greatly improved when 5th, 4th & Poplar Grid is completed. Problem: the right turn at the end of the exit ramp exposes you to a T-bone accident from the thru traffic on service road (Cypress St.). Redirect or require stop on Cypress St. 4) Extra- as much as possible use "Texas Turn Arounds" to reduce left turn load on local streets. 5) Extra Extra - preserve the 4th St. overpass for future connecting options in downtown NLR [North Little Rock].	A
Nellum Sr., Cleo	11/6/14	Comment Form	3	Will right of way affect Greater Macedonia Church and property south of church?	I
Schwartz, Dean Michael Hunter	11/6/14	Comment Form	4	The need is not so great that adding more than one extra lane or a light rail system would not be more than sufficient. In an event [unclear], key issue[s] are preserving historic areas, maintaining traffic flow during construction, and insuring easy access to businesses and educational institutions along the corridor.	B, E, K, Q
Lee, Eric	11/6/14	Comment Form	5	I own a business on S. E. [southeast] 6th St, right by the freeway. My concern is what would be the method of expansion and how the barricade will be installed. I am very worried about the blockage of the entrance/parking lot because that means I'll have to close the shop for a year.	E
Louks, Harry	11/6/14	Comment Form	6	1) I-30 make one side double deck bridge - costly but only way to save taking more land. 2) Replace and rebuild banked off/on connection (S. on I-30 turning west on I-630). Its no[t] banked for easy transition - slows down traffic.	A, O

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Louks, Robin	11/6/14	Comment Form	7	Do not rule out double decker lanes. Add more pedestrian/bike overpasses particularly in the Hanger Hill neighborhood (over I-30). Please do not ruin any more neighborhoods as was done 50 years ago.	B, C, E, N, O
Carpenter, Russell	11/6/14	Comment Form	8	Thanks for coming! I'm curious about the frontage roads on the Little Rock side of the project. I feel that making them from downtown to I-530 would be another alternative to congestion. Also, how much work would be done at the I-30 & Roosevelt intersection?	A, S
Curry, Neil	11/6/14	Comment Form	9	Concerns: 1) Impact on AGFC [Arkansas Game and Fish Commission] Witt Stephens Jr. Central Arkansas Nature Center grounds (right of way neighbor on southwest side of I-30 Bridge). 2) Impact on NLR [North Little Rock] side boat ramp to Arkansas River. 3) How will Bill Clark Wetlands be altered (shade, fish and wildlife impacts)? 4) Rain run off/erosion control under bridge approaches. 5) Increase in sound decimal level below and to the sides of structure? 6) How will Arkansas River Trail be rerouted during construction for pedestrian & cycle use?	B, C, I
Thieliner, Benjamin	11/6/14	Comment Form	10	The existing bridge should be eliminated and the roadway put in a tunnel from Roosevelt or I-630 to NLR [North Little Rock]. Alternatively, the road should be moved away from downtown towards the east to tie in directly with [Hwy.] 67.	L, O, S
Schlereth, John	11/6/14	Comment Form	11	We own 9 parcels within the project. Most are billboard locations. It looks like the only 2 that will be affected are the 2 on each side of the I-30 Bridge in NLR. My preference would be for you to acquire [unclear text] property next to your new ROW so we could swap properties and relocate our signs rather than sell to HWD [highway department].	I
Morgan, Alex	11/6/14	Comment Form	12	Make it a mix of 8 and 10 lanes. Space out interchange. Add some better lighting.	A, D
Lytle, Nathaniel	11/6/14	Comment Form	13	Good information. Will offer more comments after studying information I've received.	S
Wells, Kathy	11/6/14	Comment Form	14	1) LR pol. [Little Rock Police] moved from old VA to 12th & Cedar. 2) Mark Our House Children's Center- 302 E. Roosevelt- put off limits! 3) Alternatives good to add- do use buses!	F, K, S




Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
McCoy, David	11/6/14	Comment Form	15	1) Be mindful of how many people will die in accidents as a result of traffic. Slow down and reroute because of the construction. 2) Eliminate this I-30 Bridge as on I-30 route. Change Hwy. 440 to I-30; get rid of the I-30 signs for the highway over the river. Get rid of the I-530 (to Pine Bluff) sign. If you make I-440 be the new I-30, you will not have to spend but very little money. Leave downtown Bridge alone. Do not fix or expand anything. All I-30 traffic will now use I-440 which is wide enough for all the traffic. Spend money on engineering at the current southside I-30/I-440/I-530 interchange. Make that wide and multi-laned to take the I-440 traffic ("new I-30") and continue it to I-30 (Texarkana direction). If national travelers are looking for I-30 from I-40, you will route them to I-440 (new I-30). You won't have to build or refurbish the downtown I-30 - just remove the sign (I-30). 3) Get rid of the I-630 sign and call it something else too. Too many "30's" in the road signs- it's confusing even for locals.	A, L, P
Jackson, Diane	11/6/14	Comment Form	16	[No comments provided]	S
Adcock, Bill	11/6/14	Comment Form	17	Use design build to minimize time frame. My biggest concern is the placement or rebuilding overpasses & underpasses at or close to existing ones, and traffic delays during construction for our bus routes.	A, E, H
Diaz, Lakresha	11/6/14	Comment Form	18	Do not take historic structures. Please ensure the freeway right of way has sidewalks that allow the neighborhood to walk. Plant trees along the right of way for beautification.	B, C, D
NA	11/6/14	Comment Form	19	Would like to see inclusion of several transportation modes in this project for the right of way including but not limited to bicycles, trains, and buses. Would also like to see the highway limit the separation between neighborhoods it goes between. I look forward to a great multimodal transportation corridor!	C, D, K
Canfield, Keith	11/6/14	Comment Form	20	Seems there are other options that fit this situation of relatively short congestion periods. Exit redesign and reversible lanes (zipper type) would solve rush hour congestion for those with center city terminus. Thru traffic going to/from I-40 should be routed on I-440/430.	A, M, Q
Saraheen, Aladdin	11/6/14	Comment Form	21	I-30 superstore (Exxon) 6123 Roosevelt, Little Rock, AR. Will the exit to Roosevelt be moved? Are you going to widen the street and take part of our parking lot? When will the project start?	A, G, I

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Miller, Scott	8/2014	Letter	22	<p>As discussed recently, there are several items, which in my opinion, should be considered in the Interstate 30 (I-30) widening by the advisory committee. These are as follows:</p> <ol style="list-style-type: none"> <li>1) It is imperative that east/west crossing at 7th St. under the I-30 account for school children walking to school. There are no stop signs for the ramps coming off I-30 now, and this area is extremely hazardous to pedestrians and children. With our new school zoning, dozens of children every morning will be walking under I-30 on 7th St. to get to school back and forth from Argenta to 7th St. Elementary, a distance of less than 10 blocks.</li> <li>2) If any improvements are to be located on the school district property behind sophomore campus, assurances should be provided to the NLRSD [North Little Rock School District] that any fill placed will not exacerbate the flooding problem on school district property. Much of this area is in a flood zone and any additional fill places to widen I-30 in this area could result in more severe flooding on school district property.</li> <li>3) I would request signage on the interstate for the high school. With numerous athletic events, visitors to athletic events, public attendance at arts events people will need to know what exits to take to reach the high school efficiently. Failure to do so could result in future accidents as people can see the school, but do not know how to exit to get to the school.</li> <li>4) Consideration should be given to creating a pedestrian or other trails, north/south, on the west side of I-30 corridor right of way, including pedestrian bridges over ramps and/or the railroad yards, which will be critical in the long term to tie the school's future park development at the Poplar Street campus area to the River Trail and to encourage access from the communities on both sides of I-30 to the river and high school.</li> </ol>	A, B, C, D, P
Hanson, William P.	11/10/14	Comment Form	23	<p>I very much favor improving I-30. I am in close proximity to I-30 now. I do not want to lose my home. I am on a fixed income. It would be quite a burden to relocate. I appreciate that the proposals I saw indicate that improvements can still be made within current right of way with as little impact as possible on current neighborhoods and structures. Thank you all so much for your concern and may you each be blessed with the wisdom to do what is best for all of us. Thank you.</p>	B, I

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Pekar, Dale J.	11/14/14	Comment Form	24	Little Rock has little good foot access North and South from the River Market. There is a very narrow sidewalk on only the west side of Cumberland. Otherwise, the only thru path is on River Market/Commerce. It would be great if somehow Rock Street could provide North-South foot access or if a good wide sidewalk could be fitted onto Cumberland.	C, D
Scheiman, Daniel M. Audubon Arkansas	11/6/14	Letter	25	<p>At 2,000 acres, Fourche Bottoms is one of the largest urban wetlands in the country and is the largest remaining tract of natural bottomland hardwoods in the Fourche Creek Watershed. Fourche Creek, its watershed, and its wetlands provide important natural services like water purification, floodwater storage, urban noise reduction, air pollution control, and wildlife habitat- all within the city of Little Rock.</p> <p>AHTD's proposed construction project intersects with the Fourche Bottoms at the I-30/I-530/I-440 interchange. Where impacts to wetlands occur mitigation must be done. Audubon Arkansas strongly suggests that mitigation takes place within the Fourche Creek Watershed. Mitigation should use only Arkansas native plants, and efforts should be to eradicate and prevent the establishment of non-native, invasive plant species at the construction and mitigation sites.</p> <p>Audubon has previously discovered populations of the globally rare Arkansas meadow-rue (<i>Thalictrum arkansanum</i>) at several locations along Fourche Creek. Surveys should be conducted to determine if the species is present at the project site. If present in the project area, construction will adversely impact the species.</p> <p>Further, it is important that the main channel of the Fourche Creek not be blocked or disturbed in any way. Best management practices should be used to prevent sediment from entering Fourche Creek, its wetlands, and the adjacent borrow ponds in the project area.</p> <p>I am happy to provide a detailed explanation of our concerns upon request from anyone at AHTD.</p>	B
Stair, Patrick (continued on next page)	11/6/14	Letter	26	<p>I am adamantly opposed to adding more through lanes to the I-30 and I-40 highways in the downtown area. Following are some of the reasons I am opposed to this, listed in no particular order.</p> <p>1) As the saying goes, traffic will expand to fill the available space. If you build more through lanes, they will fill up as people use the extra lanes rather than taking alternate routes. I have seen this happen with all the road expansions I've witnessed since moving here 35 years ago. (comment continued on next page)</p>	Q, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Stair, Patrick (continued)	11/6/14	Letter	26	<p>2) If you build more through lanes, you will bottle up more traffic with each accident. I have especially seen this effect with all the highway expansions in the area.</p> <p>3a) There are plenty of alternate routes that people can take now, and those alternate routes could be well enhanced if the amount of energy and money that would go into an expansion of I-30/I-40 were instead funneled into arterial improvements. There is a wide variety of road and design enhancements, grade separations, and intersections redesigns that could improve throughout on the arterials. I know it must be much more fun planning for and building elaborate projects like a downtown expansion that working on some boring old intersection enhancement, but the total impact could be much greater and the cost could be less.</p> <p>3b) Some of our existing alternate routes, such as the I-440 bypass, could be better utilized, and if the I-30/I-40 route becomes too congested, people will use those alternate routes. Perhaps some public education efforts would help. People may not realize that they could save time and gasoline taking some of these alternate routes. I remember how my sister was pleasantly surprised when she took a chance and went a little out of her way to use I-440 rather than going through downtown, and found that it was a pleasant and speedy alternative. Perhaps more people need to be educated on routes such as this.</p> <p>3c) I am not a traffic engineer, but almost everything I've read indicates that it is a good idea to have alternate routes in a transportation network. Here's your chance to improve the alternate routes.</p> <p>4) Whatever happened to the idea of the Chester Street Bridge? That would surely take a big load off the I-30 corridor downtown.</p> <p>5) I'm tired of freeways getting wider and wider. When I go to other cities and see huge slabs of concrete breaking up the landscape, it just makes me sick. I-30 and I-40 break up the cities more than enough already. Please don't make it worse by expanding these freeways.</p> <p>6) I live downtown, and I definitely do not want to increase the number of cars and trucks driving through the area, fouling the air more than it already is. In contrast to my opposition to suggestions to widen I-30 &amp; I-40, I support adding shoulders, providing places for some wrecks to be moved to and for emergency vehicles, and improving ramps. I'd also rather see money spent on improving options such as mass transit, and bike/pedestrian pathways, rather than expanding the I-30/I-40 roads.</p>	B, D, L, Q, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Collins, Will	11/19/14	Email	27	<p>Hello, my name is Will Collins. I attended the Public Meeting on November 6 and notice that a parcel of land owned by my company was marked as a wetland and also had a hazardous material dumping site icon on it. According to sources we have looked at (internal records, FEMA Flood Insurance Maps), there are wetlands around our parcel, but we do not share that designation.</p> <p>The parcel (PID#-33N2090000200) is highlighted in blue below:</p>  <p>Obviously we would like to figure out why our land is considered wetlands by one source and not by another, but also I'd like to figure out what the hazardous material could be?</p>	R
Copher, Brian	10/10/14	Email	28	<p>I think an expansion of 365 from I-40 with the addition of a Bridge on the west side of the UP rail bridge would relieve pressure on the 430 and 630 Maumelle to West Little Rock corridor. Extending 630 toward the airport then north to connect direct with 67/167 will significantly reduce the pressure on I-30 and I-40 from downtown Little Rock and North Little Rock while increasing the ease that residents of Sherwood, Jacksonville, Cabot and even Lonoke endure on their daily work travel. Note: Comment included an illustrative map. See <b>Attachment D</b> - Comment Forms, Emails and Letters - Comment #28.</p>	A, L



As previously discussed, Station 5 presented the results of the Level 1 Screening (Preliminary Alternatives) and illustrated the grouping of the Preliminary Alternatives into 6, 8, 10 and 12-lane scenarios to be combined with other highway build, I-30 Bridge, other modes, congestion management, and other non-recurring congestion management alternatives. Once established, these groupings will be carried forward and evaluated as part of the next level of screening (Preliminary Alternatives to Reasonable Alternatives). **Table 7** provides an accounting of all the scenarios identified in the survey by attendees as preferable for further evaluation in the PEL Study. Survey forms are included in **Attachment D**.

**Table 7. Survey Forms: Scenarios for Further Evaluation (Station 5)**

<b>Group</b>	<b>Description</b>	<b>Number of Times Circled</b>
<b>Survey Instructions: Circle the scenario you prefer to be further evaluated in the PEL Study</b>		
<b>Scenario</b>	Scenario 1 - 6 lanes	8
	Scenario 2 - 8 lanes	22
	Scenario 3 - 10 lanes	11
	Scenario 4 - 12 lanes	5
<b>Group</b>	<b>Description</b>	<b>Number of Times Checked</b>
<b>Survey Instructions: Check the box next to the Preliminary Alternatives you prefer to be further evaluated in the PEL Study</b>		
<b>Highway Build Alternatives</b>	Main Lane Pavement Rehabilitation	21
	Collector / Distributor (C/D) Roads	13
	Auxiliary Lanes	7
	Frontage Road Improvements	17
	Intersection Improvements	24
	Interchange Improvements	31
	Ramp Consolidation/Elimination	19
	Roadway Shoulder Improvements	18
	Horizontal/Vertical Curve Improvements	6
	Bottleneck Removal	32
	Bypass Route	18
<b>Congestion Management</b>	Information Systems/Advanced Traveler Information	23
	Managed Lanes	17
	Reversible Lanes	9
	Ramp Metering	9
	Hard Shoulder Running	6
	Travel Demand Management	11
	Transportation System Management (TSM)	12
	Wayfinding/Signage	19
	Arterial Improvements	22
	Land Use Policy	10
<b>I-30 Bridge</b>	I-30 Arkansas River Bridge Rehabilitation	24
	I-30 Arkansas River Bridge Replacement	25
<b>Other Modes</b>	Arterial Bus Transit	10
	I-30 Express Bus Transit	19
	Bus on Shoulder	14
	Bus Lanes	13
	Arterial Bus Rapid Transit	11
	Light Rail (Streetcar)	16
	Bicycle/Pedestrian	19
	Commuter Rail	19

Group	Description	Number of Times Circled
Non-Recurring Congestion Management	Crash Investigation Sites	20
	Roadside/Motorist Assist Enhancements	16
	Improvements to Detour Routes	16
	Variable Speed Limits (Speed Harmonization)	15
	Queue Warning	20

As shown in **Table 7**, the most popular main lane widening scenario selected for further evaluation was an 8-lane scenario, followed by a 10-lane scenario. Of the other Preliminary Alternatives to be grouped with the 6, 8, 10, or 12-lane scenarios for future screening, the following alternatives ranked highest among their respective groupings: interchange improvements and bottleneck removal for highway build alternatives; information systems/advanced traveler information and arterial improvements for congestion management alternatives; I-30 express bus transit, bicycle/pedestrian improvements, and commuter rail for other mode alternatives; and queue warning and crash investigation sites for non-recurring congestion management alternatives. Results were split almost evenly among survey respondents between rehabilitation and replacement of the Arkansas River Bridge.

**Table 8** provides a listing of all comments received at the public meetings as applied via post-it note directly on the large, aerial photograph map of the study area. Also included is the corresponding response code. The response code key is presented in **Table 9**. Comments are listed verbatim.

**Table 8. Comments from Aerial Photograph Map (Station 6)**

Comment Number	Comment	Response Code
MAP-1	Provide U-turn overpass for vehicles getting on at Curtis Sykes that need I-40 W. <i>Post it note comment placed near I-40 and North Hills Blvd interchange.</i>	A
MAP-2	Kids cross under to go to NLR [North Little Rock] school. <i>Arrow on post it note comment pointed at I-30 and 19<sup>th</sup> St. underpass.</i>	C
MAP-3	Make on ramp I-40 E access only. <i>Arrow on post it note comment pointed northward at I-30 on ramp at Curtis Sykes Drive.</i>	A
MAP-4	What is the effect that will be had on Shorter College? <i>Post it note comment placed near I-30 and Bishop Lindsey Ave.</i>	B, I
MAP-5	Move ramps south of 7th St. <i>Arrow on post it note comment pointed southward at I-30 exit ramp to Bishop Lindsey Ave (east-west) and N Cypress St (north-south).</i>	A
MAP-6	Walk route for school kids. <i>Arrows on post it note comment pointing along Bishop Lindsey Ave. .</i>	C
MAP-7	School is fed from west side of I-30. <i>Arrow on post it note comment pointed at school located at N Beech St. and E 7<sup>th</sup> St.</i>	C
MAP-8	Elevate bridge - bury it. <i>Post it note comment placed along I-30 Bridge.</i>	O
MAP-9	Ditto [Assumed comment is referencing MAP-8 comment]. <i>Post it note comment placed along I-30 Bridge.</i>	O
MAP-10	Provide north/south walking/biking access through here. <i>Arrow on post it note comment pointing southward, immediately south of the Junction Bridge in Little Rock, west of I-30.</i>	C
MAP-11	Make on/off ramps longer. <i>Post it note comment placed near I-30 and Cantrell interchange.</i>	A

Comment Number	Comment	Response Code
MAP-12	Eliminate this on ramp, its dividing city from Clinton Library. <i>Post it note comment placed near I-30 and Cantrell interchange.</i>	A, D
MAP-13	Close 6 <sup>th</sup> or 9 <sup>th</sup> St. exit southbound. <i>Post it note comment placed near I-30 and 6<sup>th</sup> St.</i>	A
MAP-14	Could work with cities to create bike trails that weave in and out of corridor providing a great north-south route connecting neighborhoods with downtown. <i>Post it note comment placed between McGowan St. and S Commerce St.</i>	C
MAP-15	A bike trail that follows the corridor maybe weaving in and out of it, would allow an alternative way for locals to access downtown - freeing the highway of some traffic. <i>Post it note comment placed along I-30 and 9<sup>th</sup> St.</i>	C
MAP-16	Accidents on ramp. <i>Arrow on post it note comment pointing towards I-30 and I-630 interchange (I-630 entrance ramp to northbound I-30).</i>	A
MAP-17	Replace driveway. <i>Post it note comment placed between E 23<sup>rd</sup> St. and E 24<sup>th</sup> St. immediately adjacent to I-30 on east side.</i>	A
MAP-18	Move Roosevelt Rd. on/off ramps north and south closer to Roosevelt Rd. <i>Post it note comment placed along I-30 just south of Roosevelt Rd. between E 26<sup>th</sup> St. and E 28<sup>th</sup> St.</i>	A

**Table 9** below presents the key to the response codes presented in **Tables 6 and 8**.

**Table 9. Comment Response Code Key for Public Meeting #2**

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need or solution to address issues of concern.	<p>Input regarding the need for improvements within the I-30 PEL study area or potential solutions to address issues of concern identified as part of the November 6, 2014 public meeting will be used in the continued development and screening of alternatives.</p> <p>The Study Team has and will continue to reach out to members of the public, stakeholders, and community leaders for input on alternatives and design considerations. For example, local representatives (agency, government, and community) appointed by the Mayors of Little Rock and North Little Rock and the Pulaski County Judge attended a visioning workshop on 11/19/14 where they provided input on access locations, ramping and weaving issues, traffic patterns, local attractions, land use plans and other design features to consider when developing and evaluating potential transportation solutions along the I-30/I-40 facility. The Study Team has and will continue to meet regularly with the city mayors, county judge, and representatives from Metroplan, all Project Partners in the PEL Study. Additionally, community meetings at local churches and with various community organizations have provided valuable input on the community vision for the I-30/I-40 facility. All of these individuals have and will continue to provide valuable planning knowledge used by the Study Team in the development of the proposed alternatives.</p> <p>At the time of Public Meeting #2, the Universe of Alternatives was screened to a set of Preliminary Alternatives (Level 1 Screening). Moving forward, the Preliminary Alternatives will be screened to a set of Reasonable Alternatives (Level 2 Screening), to be presented at Public Meeting #3 on January 29, 2015. (response continued on next page)</p>

Response Code	General Topic Addressed	Response
A (continued)	Identification of a specific transportation need or solution to address issues of concern.	<p>Utilizing valuable input provided by the public and stakeholders, the identified Reasonable Alternatives will be developed to a greater level of detail such that ramping, interchange improvements, intersection improvements and other design refinements are incorporated into the alternative designs, where practicable.</p> <p>Reasonable Alternatives will be subsequently screened to the PEL Recommendations for further project development. PEL Recommendations will be presented at a fourth public meeting in early Spring 2015.</p> <p>Note that a set amount of funding is currently available for improvements along I-30/I-40 in the study area, and accordingly, PEL recommendations could include a prioritized set of improvements along I-30/I-40 that are comparable to the set amount of available funding.</p>
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	<p>Social, economic, and environmental resources (such as historic structures and districts, archeological resources, neighborhoods/residences, parks, businesses, wetlands, habitat, etc.) will be considered during the development, evaluation and screening of draft alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Continued coordination with resource agencies will occur throughout the PEL and NEPA processes to ensure compliance and minimization of potential impacts. Once the PEL Recommendation(s) have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential direct, indirect, and cumulative impacts on social, economic, and environmental resources, including displacement impacts, noise impacts, impacts to communities, and impacts to natural resources (wetlands, floodplains, habitat, etc.). Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project. In relation to potential noise mitigation, a noise study will be performed as part of the NEPA analysis to determine the degree of noise impacts (if any) and potential mitigation options (if feasible and reasonable). Construction of noise walls is subject to approval by affected residents, who will be given the opportunity to vote on their preference.</p>
C	Suggestion of bicycle/pedestrian improvements.	<p>Accommodating bicycle/pedestrian facilities and improving the safety of pedestrians and bicyclists, including pathways for students walking or bicycling to school, were all issues identified by local agency, government, and community representatives at the I-30 PEL visioning workshop held on 11/19/14. Suggested bicycle and pedestrian facilities needs and improvements have and will continue to be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.</p>


Response Code	General Topic Addressed	Response
D	Questions/concerns about east-west connectivity and aesthetic issues.	<p>Various aspects related to aesthetics and context sensitive solutions (CSS)<sup>1</sup>, such as lighting, landscaping, enhancing east-west connectivity, and the overall development of a transportation facility that complements the surrounding physical setting, will be considered as part of the PEL process. Visioning workshops have been included as part of the PEL process to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was held on 11/19/14 and included agency, government, and community representatives as appointed by the mayors of Little Rock and North Little Rock and the Pulaski County Judge. Improved lighting and other aesthetic suggestions were provided by visioning workshop participants, such as designing an open and inviting facility, not having an iconic bridge, and having a consistent use of materials throughout the corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and utilized, pending AHTD approval.</p>
E	Questions/concerns about construction impacts	<p>Although it is unknown how many lanes would remain open during construction because alternatives are still under development and evaluation, traffic flow on I-30/I-40 would be maintained during construction. For example, for the Arkansas River Bridge replacement alternative, it is possible that all six lanes could remain open while a new bridge is constructed.</p> <p>Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control noise and dust due to construction activities would be considered and incorporated into construction specifications.</p> <p>AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media, and contacting affected stakeholders, among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.</p>
F	Suggestion to add an Environmental Justice (EJ) Resource to the I-30 PEL Study Constraints Map	<p>For discretionary and privacy purposes, EJ communities and resources, such as Our House, were not identified by location on the I-30 PEL Constraints Maps that were presented to the general public at the Public Meeting. However, EJ community locations and resources are identified in the I-30 PEL Constraints Technical Report, which was available for viewing at the Public Meeting and is available online at the project website. Our House is included in the Constraints Technical Report.</p>



Response Code	General Topic Addressed	Response
G	Question about project timeline	The I-30 PEL study began in April 2014 and is anticipated to conclude in the summer of 2015, when the National Environmental Policy Act (NEPA) process will begin. Construction is expected to begin in 2018, and is anticipated to take 3-4 years.
H	Questions/concerns about project delivery	Improvements to I-30 will be delivered using the design-build-to-a-budget method. This method fixes the maximum amount available to all design-build teams (D-B Teams) proposing on the project to deliver a project that meets the project goals while maximizing the amount of specific project improvements that can be built for the fixed budget. Experience using this delivery method has shown that D-B Team innovations yield project time savings, high quality, and additional improvements for the fixed budget while meeting all project goals and requirements.
I	Questions/concerns about right of way (ROW) impacts and/or displacement of property	<p>Potential ROW impacts would be based on a widening alternative (should the results of the PEL Study recommend a widening alternative). At Public Meeting #2, in order to present an example of potential ROW widths, general typical sections were overlaid on aerial photograph for 6, 8, 10 and 12 main lane options. These typical sections, however, were meant to serve as examples only because at this point in the PEL process, potential widening alternatives have not been designed to a level of detail where specific ROW impacts are known. ROW impacts will be clearer as the study progresses and will be provided at future public meetings. In general, AHTD's ROW is between the outside edges of the frontage roads, and the goal is to remain within the ROW.</p> <p>Because specific ROW impacts are unknown, it is also unknown what potential displacement impacts could result from the various main lane widening options. Once the PEL recommendations have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential impacts on ROW and structures. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) to ROW and structures. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p>

Response Code	General Topic Addressed	Response
J	Details about the Level 1 Screening process	As part of the Level 1 Screening, qualitative, fatal flaw criteria were utilized to evaluate and screen the Universe of Alternatives against the I-30 PEL project purpose and need. Alternatives were given a pass or fail rating for each of the screening criteria. To move on the next level of screening, alternatives needed to show an overall positive impact on the I-30/I-40 facility and be determined practicable. For transportation projects, generally, an alternative is practicable if it 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. <sup>2</sup> Alternatives that did not meet the purpose and need, and those that were clearly impractical based on cost or effectiveness in Little Rock and North Little Rock, were eliminated at this level.
K	Suggestion and/or comments regarding transit improvements	Potential transit alternatives evaluated as part of the Universe of Alternatives in the Level 1 Screening included arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. All of the above alternatives except heavy rail and high speed rail moved forward to the Level 2 screening analysis as Preliminary Alternatives. Heavy rail and high speed rail were screened out from further evaluation because they were determined impractical based on high construction cost and the difficulties associated with constructability. See <b>Response Code J</b> for Level 1 Screening details and definition of practicable. The I-30 PEL Study Team will continue to work with local transit providers as the screening process moves forward to examine the existing transit needs of the I-30 PEL study area, as well as how proposed solutions may complement the existing and planned transit system.
L	Suggestion and/or comments regarding construction of a new location river crossing (bypass route)	A new location river crossing (bypass route) was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. It passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See <b>Response Code J</b> for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
M	Suggestion and/or comments regarding reversible lanes	A reversible lane alternative was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. It passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See <b>Response Code J</b> for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
N	Suggestion and/or comments regarding an Elevated Lanes (Roadway) alternative	An elevated roadway lanes alternative was included in the Universe of Alternatives. This alternative was screened out as part of the Level 1 Screening because it was determined impractical based on the high construction cost and difficulties associated with constructability. See <b>Response Code J</b> for Level 1 Screening details and definition of practicable.

Response Code	General Topic Addressed	Response
O	Suggestion or comments regarding I-30 Arkansas River Bridge alternatives	Three options were considered for the Arkansas River Bridge as part of the Universe of Alternatives: bridge rehabilitation, bridge replacement, and a bridge with elevated lanes. The Universe of Alternatives were developed utilizing information provided from previous studies <sup>3</sup> , along with input from the Technical Work Group, Project Partners (City Mayors, Pulaski County Judge and Metroplan), public, and other stakeholders. Elevated bridge lanes were screened out as part of the Level 1 Screening because they were determined impractical based on the high construction cost and difficulties associated with constructability. Bridge rehabilitation and replacement passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as Preliminary Alternatives. See <b>Response Code J</b> for Level 1 Screening details and definition of practicable. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
P	Questions/concerns about signage	Improving wayfinding/signage was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. This alternative would improve signage along the study area to provide the traveler better information to aid in decision making, and allow for a safer travel experience by avoiding last minute weaving to reach a desired exit. This alternative passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See <b>Response Code J</b> for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
Q	Questions/concerns about alternatives being considered as part of the I-30 PEL Study	In order to ensure a comprehensive evaluation of potential solutions to transportation problems along I-30/I-40, the Universe of Alternatives included various types of alternatives other than just main lane widening. <b>Highway build alternatives</b> included main lane widening, main lane pavement rehabilitation, elevated roadway lanes, collector/distributor roads, auxiliary lanes, dedicated truck lanes/ramps, frontage road improvements, intersection improvements, interchange improvements, ramp consolidation/elimination, shoulder improvements, horizontal and vertical curve improvements, bottleneck removal, and a bypass route. <b>Arkansas River Bridge alternatives</b> included bridge rehabilitation, replacement, and elevated bridge lanes. <b>Other mode alternatives</b> included arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. <b>Congestion management alternatives</b> included information systems/advanced traveler information (e.g., dynamic message sign displays to drivers), managed lanes, reversible lanes, ramp metering (i.e., signals placed at the end of ramps to manage the number of vehicles entering the traffic stream), hard shoulder running, travel demand management, transportation system management, signage improvements, arterial improvements (i.e. increasing capacity and safety on existing parallel arterial roads), and consideration of land use policies. <b>Non-recurring congestion alternatives</b> included the utilization of crash investigation sites, roadside/motorist assist enhancements, improvements to detour routes during construction, implementing variable speed limits, and implementing a queue warning system. (response continued on next page)

Response Code	General Topic Addressed	Response
<p>Q (continued)</p>	<p>Questions/concerns about alternatives being considered as part of the I-30 PEL Study</p>	<p>Of all the alternatives presented above, only five were screened out as part of the Level 1 analysis for not meeting the purpose and need and/or for not being practical: elevated lanes (roadway), truck lanes/ramps, elevated lanes (bridge), heavy rail, and high speed rail. The remaining 38 Preliminary Alternatives will be advanced to the Level 2 Screening. See <b>Response Code J</b> for Level 1 Screening details and definition of practicable. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.</p>
<p>R</p>	<p>Environmental Issues associated with Parcel 33N209000200</p>	<p>1) Why is the parcel shown as a wetland area?</p> <p>The constraints mapping process is primarily a <i>high-level, database search</i> analysis performed to identify existing concerns that may constrain potential alternatives within the I-30 PEL study area. An evaluation of high resolution 2014 aerial photography, knowledge of the low-permeable soils in the area, the tendency of the area to be poorly drained and store water, and field verification by AHTD personnel were all factors that led to the preliminary identification as the area in question as a wetland. It is important to note that at this stage of high-level planning, a formal jurisdictional wetland determination has not been made. A Waters of the U.S., including wetlands jurisdictional analysis will occur for areas determined to be impacted by the proposed alternative(s) as part of the NEPA phase of the project, set to begin in the Fall/Summer of 2015.</p> <p>2) What is the nature of the hazardous materials site shown on the parcel?</p> <p>Data points associated with environmentally regulated facilities were obtained from Environmental Protection Agency (EPA) and Arkansas Department of Environmental Quality (ADEQ) databases. Review of the EPA database identified the site located at the parcel in question as “CENTRAL AR WATER/N LOCUST 20”.<sup>4</sup> Upon further investigation, the EPA site shows the facility address listed as “SE corner of I-40/I-430.” That interchange location is several miles to the northwest outside of the I-30 PEL study area.</p> <p>Review of the ADEQ database<sup>5</sup> using the facility name “Central AR Water” identified the site at the latitude and longitude coordinates<sup>6</sup> shown in the image below:</p>  <p>(response continued on next page)</p>

Response Code	General Topic Addressed	Response
R (continued)	Environmental Issues associated with Parcel 33N209000200	<p>The ADEQ site also shows a National Pollutant Discharge Elimination System (NPDES) Permit associated with the coordinates.<sup>7,8</sup></p> <p>There is a discrepancy between the address shown in the EPA database (SE corner of I-40/I-430), the EPA data point provided in their electronic files, and the site coordinates provided in the ADEQ database. One possible reason for this discrepancy is that the “SE corner of I-40/I-430” address with the EPA was mislabeled and should read “SE corner of I-40 and I-30” which would correspond with the ADEQ coordinates. At this time however, based on the cursory database search performed for the PEL Study, the reason for the discrepancy is unknown.</p> <p>An environmental regulatory records review assessment in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-05 will be performed during the NEPA phase of project development, which will likely provide additional information related to the site in question.</p>
S	General comment or suggestion	Comment noted.

**Notes:**

<sup>1</sup> As defined by the FHWA, CSS is a collaborative, interdisciplinary approach that involves stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

Source: <http://www.fhwa.dot.gov/planning/csstp/faq/>

<sup>2</sup> The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor’s purpose and need. Reasonable alternatives include those that “are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant” (Council on Environmental Quality, 1981).

<sup>3</sup> 2003 Central Arkansas Regional Transportation Study [CARTS] Areawide Freeway Study, Phase 1 Arkansas River Crossing Study and METRO 2030.2, the Long Range Metropolitan Transportation Plan for the CARTS area.

<sup>4</sup> Details about the site listing can be found at the following link to the EPA database: [http://iaspub.epa.gov/enviro/fii\\_query\\_detail\\_disp\\_program\\_facility?p\\_registry\\_id=110044959444](http://iaspub.epa.gov/enviro/fii_query_detail_disp_program_facility?p_registry_id=110044959444).

<sup>5</sup> Link to the ADEQ database: (<http://www.adeq.state.ar.us/home/pdssql/pds.aspx#display>)

<sup>6</sup> [http://www.adeq.state.ar.us/home/pdssql/p\\_facil\\_details.asp?AFIN=6004512&AFINDash=60-04512](http://www.adeq.state.ar.us/home/pdssql/p_facil_details.asp?AFIN=6004512&AFINDash=60-04512)

<sup>7</sup> [http://www.adeq.state.ar.us/home/pdssql/p\\_permit\\_details\\_water\\_npdes.asp?AFINDash=60-04512&AFIN=6004512&PmtNbr=ARG670710](http://www.adeq.state.ar.us/home/pdssql/p_permit_details_water_npdes.asp?AFINDash=60-04512&AFIN=6004512&PmtNbr=ARG670710).

<sup>8</sup> A link to a copy of the NPDES Permit is located at the following link:

<http://www.adeq.state.ar.us/ftproot/Pub/WebDatabases/PermitsOnline/NPDES/Permits/ARG670710.pdf>.

### 3.0 CONCLUSION AND NEXT STEPS

Feedback from Public Meeting #2 supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. Many comments provided suggestions for ramping, weaving and other design solutions to problems experienced along the I-30/I-40 facilities. Many comments also supported the accommodation and/or improvement bicycle and pedestrian facilities, especially related to the safety of students walking to and from school; improved safety features (lighting

and signage); and other aesthetic features. Additionally, commenters requested avoidance and protection of natural resources such as wetlands, historic resources, and residences/structures. Meeting attendees also identified through surveys a general preference for an 8-lane widening scenario, followed by a 10-lane widening scenario, incorporated with other Preliminary Alternatives such as interchange improvements, bottleneck removal, information systems/advanced traveler information, and I-30 express bus transit.

The input gathered at Public Meeting #2 will be used in the continued development and screening of alternatives. The Level 1 Screening process and results (Preliminary Alternatives) were presented at this Public Meeting. The Level 2 Screening process and results (Reasonable Alternatives) will be presented at the third Public Meeting scheduled for January 29, 2015. The Level 3 Screening process and results (PEL Recommendations) will be presented at a fourth Public Meeting scheduled for spring 2015.

Copies of this document, as well as future public meeting materials, will be available online at [www.ConnectingArkansasProgram.com](http://www.ConnectingArkansasProgram.com). Questions or additional comments may be directed to [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com).