

Attachment C
Meeting Materials and Photographs



ENVIRONMENTAL IMPACTS

WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK
& JULIUS BRECKLING RIVERFRONT PARK




NORTH SHORE RIVERWALK PARK



LOCUST STREET OVERPASS









TRAFFIC VOLUME & SIMULATION

DOWNTOWN LITTLE ROCK GRID

CAPACITY
I-530 - HIGHWAY 67













DOWNTOWN PEAK HOUR TRAFFIC VOLUMES

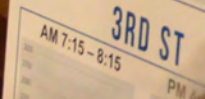
CUMBERLAND ST



2ND ST



3RD ST



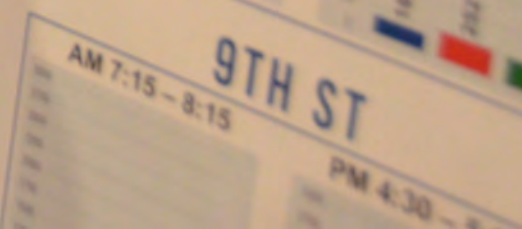
CAPITOL AVE



6TH ST



9TH ST





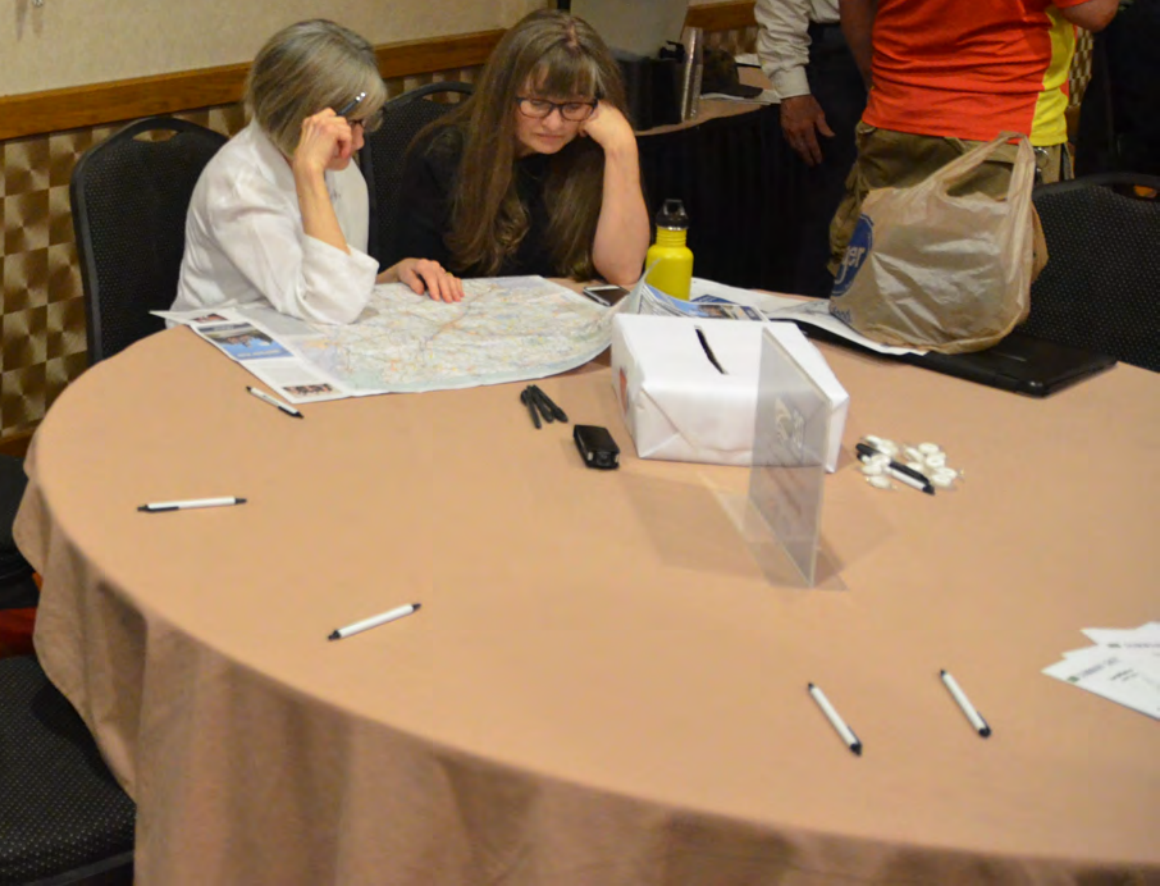
STATION 6



OUTREACH & COMMENTS



CARROT
1-530 - HIGHWAY 57







PROJECT AREA MAPS

DESIGN-BUILD OVERVIEW

TO CROSSING PUBLIC INVOLVEMENT

STATION 2

STATION 2
Preferred Alternative Overview

LOOKING WEST FROM CLINTON LIBRARY



PROPOSED



EXISTING



CADDIS
I-530 — HIGHWAY 67





STATION 3



PREFERRED ALTERNATIVE



CA0602
I-530 - HIGHWAY 67


ENVIRONMENTAL IMPACTS





WE ARE LISTENING



ALLEN 

Changing Lanes
NEXT EXIT















PROJECT AREA MAPS

CORRIDOR
I-530 - HIGHWAY 67

30 CROSSING TIMELINE

2014	2015	2016	2017	2018	2019
Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction
Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction
Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction
Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction	Final Design and Construction

ENVIRONMENTAL ASSESSMENT PROCESS

Project Team
Project 67

DESIGN-BUILD OVERVIEW

WHAT IS DESIGN-BUILD?

Design-Build (D-B) is a type of project delivery in which a single entity, the design-build team, is responsible for both the design and construction of a project. This approach allows for a more integrated and efficient project delivery process, as the design and construction teams are working together from the start.

30 CROSSING PUBLIC INVOLVEMENT

7 PUBLIC MEETINGS
75 PROJECT MEETINGS
30 PROJECT MEETINGS
1,700 AT THE PUBLIC MEETINGS

CONNECT WITH INFORMATION

CALL FOR INPUT

CALL FOR INPUT

CALL FOR INPUT

YOUR INPUT

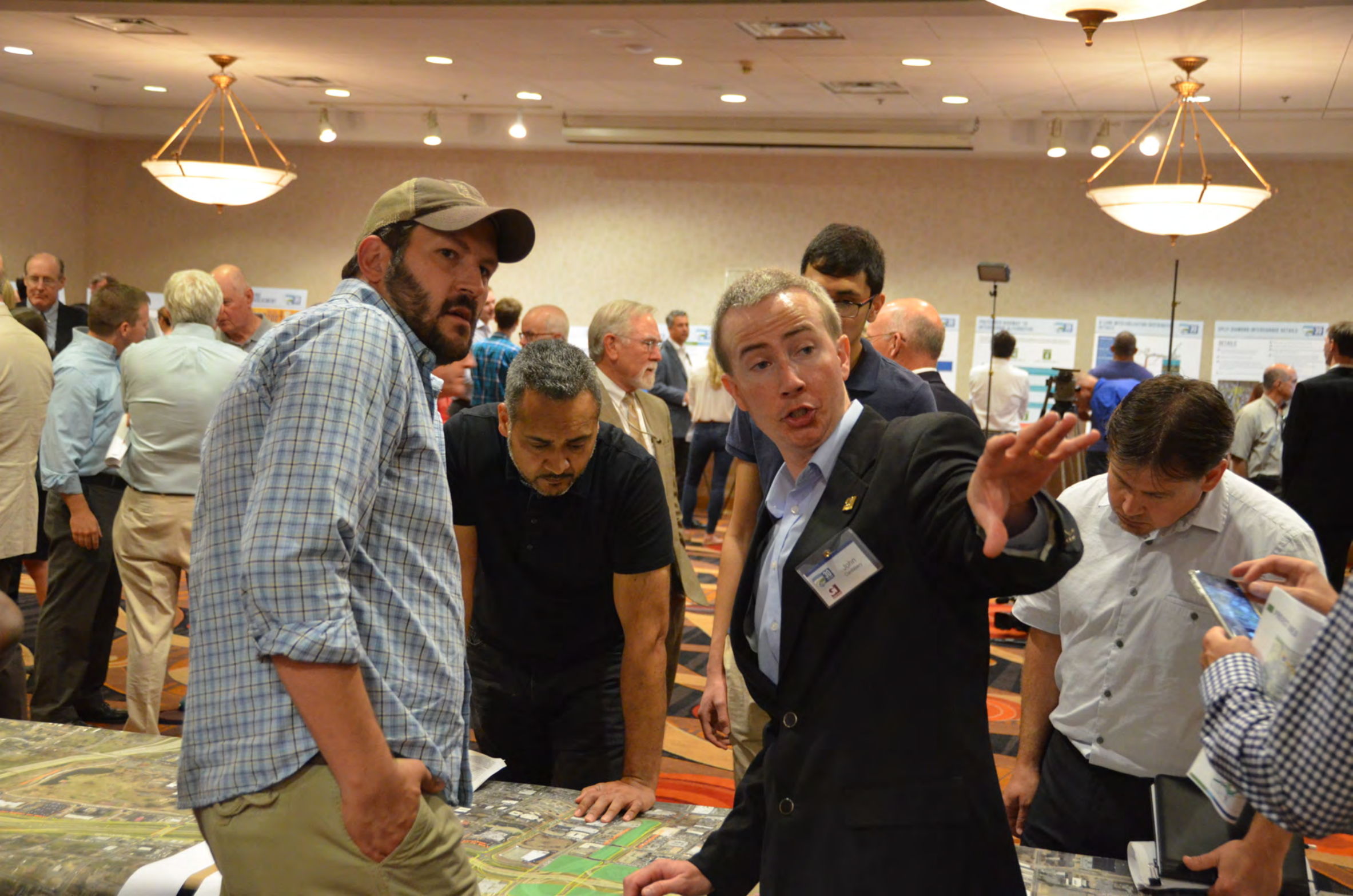
WE ARE LISTENING

WE ARE LISTENING

WE ARE LISTENING







WELCOME



CA0602
I-530 — HIGHWAY 67





NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance.

Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices.

Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569-2298, (Voice/TTY 711), or the following email address:

Joanna.McFadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in Braille.



PUBLIC MEETING REGISTER

Location: Wyndham Riverfront (Silver City Rooms) 2 Riverfront Place North Little Rock, AR
Job Name: I-530 – Hwy. 67 (I-30)(I-40)

Job No: CA0602
Date: July 12, 2018

Please Print

Name	Address	E-Mail	Representing: Organization or “Self”	How did you hear about the meeting?	Elected Official? <input checked="" type="checkbox"/>
1.					
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SUMMARY SHEET



Location and Design Public Hearing

ARDOT JOB NUMBER CA0602 - 30 CROSSING PROJECT

I-530 – HWY. 67 (I-30 & I-40)

Thursday, July 12, 2018

From: 4 p.m. - 7 p.m.

Wyndham Riverfront (Silver City Rooms)

2 Riverfront Place, North Little Rock, AR

Materials presented tonight are available for review at www.30Crossing.com.

Station 1 - "We Are Here" - Project Status

Station 2 - Preferred Alternative Overview

Station 3 - Preferred Alternative

Station 4 - Environmental Assessment and
Park Documents

Station 5 - Right of Way

Station 6 - Outreach & Comments

PROPOSED ACTION

The proposed action is improving a portion of Interstate 30 from Interstate 530 and Interstate 440 to Interstate 40, including the I-30 Arkansas River Bridge, and a portion of I-40 from Highway 365 (MacArthur Drive) to U.S. Highway 67/167, including associated interchanges, within the cities of Little Rock and North Little Rock, Pulaski County, Arkansas. The total project length is approximately 7.3 miles.

The existing I-30 corridor generally consists of three main lanes in each direction with parallel one-way discontinuous frontage roads on each side of the interstate. In the northern portion of the project area, the I-40 corridor consists of three to four main lanes in each direction between the I-30/I-40 interchange and North Hills Boulevard, with parallel one-way frontage roads on each side of the interstate.

The purpose of the project is to improve mobility

improving the condition of the roadway, and adding capacity between interchanges. The I-30 Arkansas River Bridge would be replaced to

and improve navigational safety.

ALTERNATIVES CONSIDERED

In addition to the No-Action Alternative, four Action Alternatives were considered for the proposed project.

The 8-lane General Purpose (GP) Alternatives (1A and 1B) consist of providing four main lanes in each direction with no Collector Distributor (C/D) lanes.

The 6-lane with C/D Alternatives (2A and 2B) consist of reconstructing the existing six-lane (three in each direction) roadway while adding two decision lanes in each direction that ultimately feed into the C/D lanes at the I-30 Arkansas River Bridge.

All four action alternatives include reconstructing the Arkansas River Bridge.

The Highway 10 interchange would be replaced by either a Single Point Urban Interchange (SPUI) or a Split Diamond Interchange (SDI).

The four Action Alternatives are therefore:

- **Action Alternative 1A:**
8-Lane GP with SPUI at Hwy. 10
- **Action Alternative 1B:**
8-Lane GP with SDI at Hwy. 10
- **Action Alternative 2A:**
6-Lane with C/D with SPUI at Hwy. 10
- **Action Alternative 2B:**
6-Lane with C/D with SDI at Hwy. 10

The 8-Lane GP Action Alternatives do not remove the bottleneck that exists on I-40 between I-30 and Hwy during the morning peak hours.

The 6-Lane with C/D Action Alternatives remove

the project's purpose and need than the 8-Lane GP Action Alternatives.

PROJECT EFFECTS

and 6-Lane with C/D Action Alternatives are similar. The project will require between 11.9 to 13.0 acres of new right-of-way and result in the relocation of four

There

, noise studies have been conducted to locate potential areas for noise barriers to mitigate noise impacts. All Action Alternatives would have a

, due to improved mobility and safety including navigational safety on the Arkansas River.

Parks

All Action Alternatives would require acquisition from three parks: North Shore Riverwalk Park, Julius Breckling Riverfront Park, and the William J. Clinton Presidential Center and Park. Permanent and temporary impacts to

the parks have been reduced to the maximum extent possible, and the cities of North Little Rock and Little Rock have agreed that the project will not harm the parks. The Federal Highway Administration has determined that the

Section 4(f). A

northbound I-30 frontage road, the Locust Street Overpass, is eligible for the National Register of Historic Places and will be removed and replaced. FHWA has determined that the Locust

Section 4(f) Evaluation for FHWA Projects that Necessitate the Use of Historic Bridges.

Downtown Little Rock

Both Highway 10 interchange alternatives would

North Little Rock and Little Rock; however, the SPUI and SDI Action Alternatives would have

community cohesion in downtown Little Rock. By removing the existing Hwy. 10 Interchange, enhancing pedestrian movement along East 2nd Street, and providing a continuous frontage road system between I-630 and East 4th Street, the SDI

both east-west and north-south connectivity in the downtown area of Little Rock, leading to a more cohesive community. The increase in green space with the SDI

enhance the viewshed in downtown Little Rock. The SDI Action Alternative is preferred by the local communities.

RECOMMENDATIONS

The 6-Lane with C/D Action Alternatives are

mobility and safety.

, The SDI Action Alternatives are preferred as they of Little Rock. increased connectivity and community cohesion and improvements to the viewshed.

Therefore, the preferred alternative is the 6-Lane with C/D with SDI at Hwy. 10 Action Alternative (2B).

PROJECT AREA





ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 – 7:00 P.M.
THURSDAY, JULY 12, 2018

ARDOT JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by **Friday, July 27, 2018**. *In addition, an electronic comment form is available on the 30Crossing.com website.* Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name : _____

Address: _____ Phone: (____) _____--_____

E-mail: _____

Comments / Suggestions: _____

(Continued on back)

[illegible]



Submit Your Comments *Online!*

30Crossing.com

Submit your public hearing comments online by
4:30 p.m., Friday, July 27, 2018.

A printed comment form is also available at
the sign-in table and may be submitted in
the comment box, via email, or by mail.



STATION 1



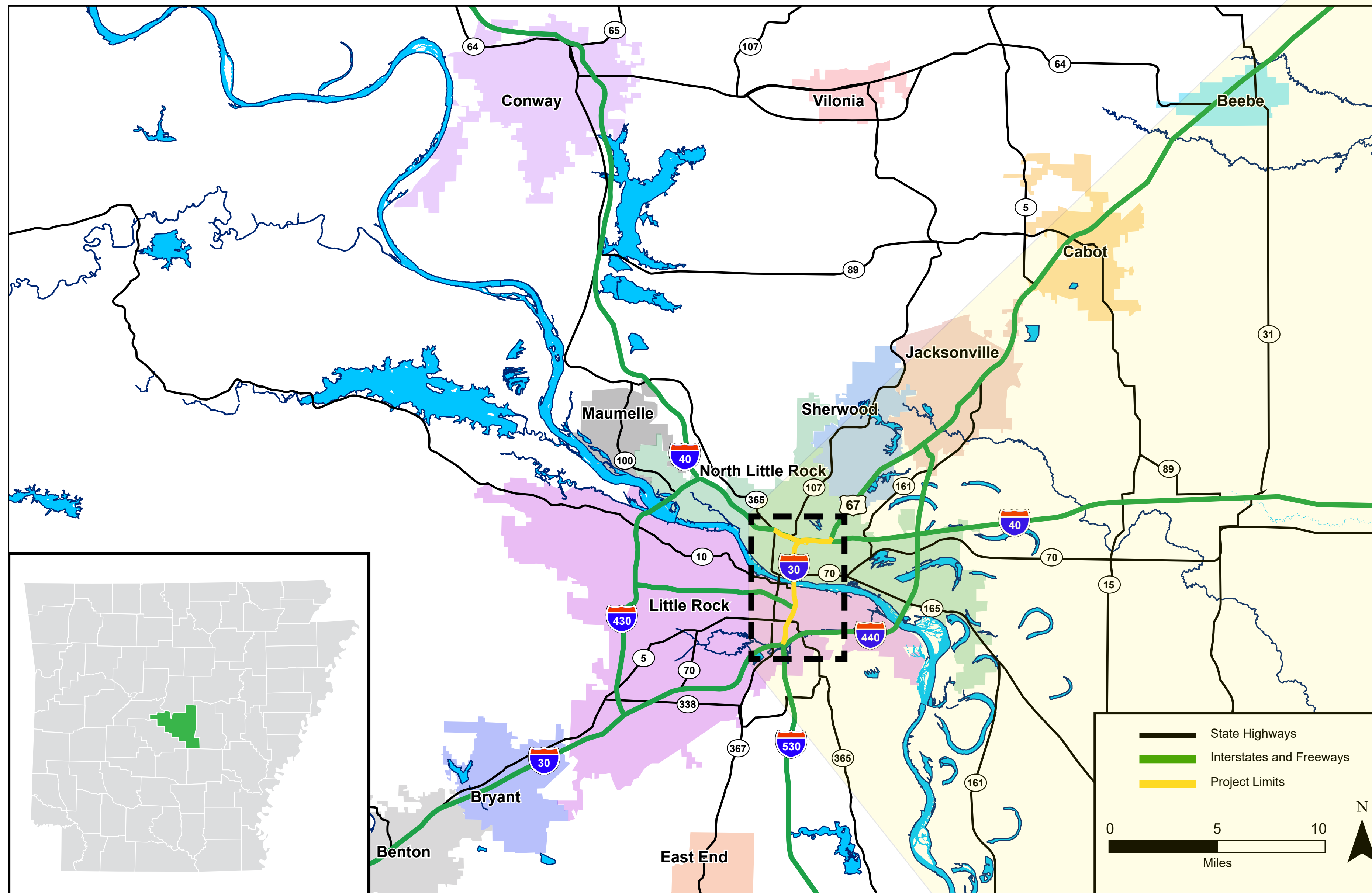
“WE ARE HERE”

PROJECT STATUS

CA0602
I-530 — HIGHWAY 67

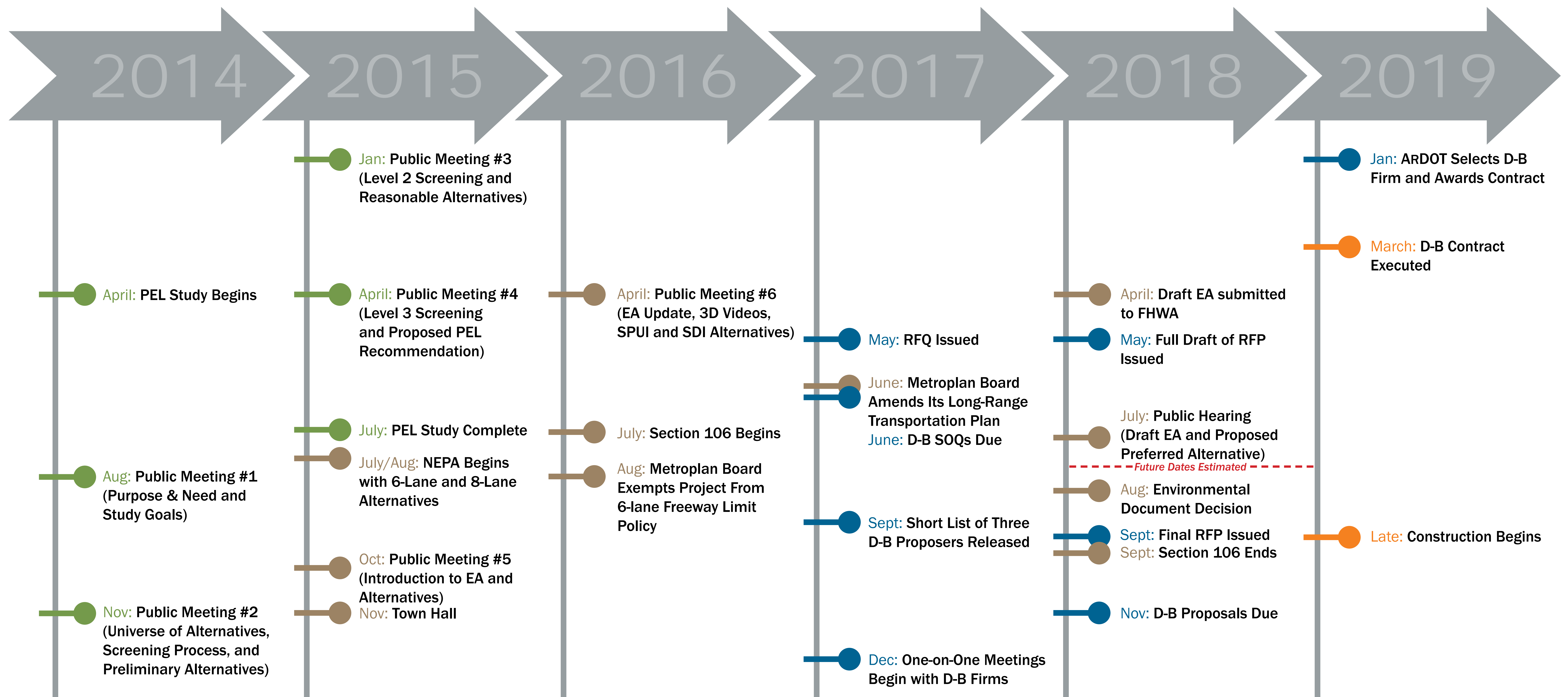


PROJECT AREA MAPS



CA0602
I-530 — HIGHWAY 67

30 CROSSING TIMELINE



ENVIRONMENTAL ASSESSMENT PROCESS



PHASES LEGEND

- PEL
- ENVIRONMENTAL AND SCHEMATIC
- DESIGN-BUILD PROCUREMENT
- DESIGN AND CONSTRUCTION

ACRONYMS

ARDOT = Arkansas Department of Transportation
 D-B = Design-Build
 EA = Environmental Assessment
 FHWA = Federal Highway Administration
 NEPA = National Environmental Policy Act
 PEL = Planning & Environmental Linkages
 RFP = Request For Proposals
 RFQ = Request For Qualifications
 SDI = Split Diamond Interchange
 SOQ = Statement of Qualifications
 SPUI = Single Point Urban Interchange



DESIGN-BUILD OVERVIEW



WHAT IS DESIGN-BUILD?

Design-Build (D-B) is a type of project delivery that allows a single contractor to perform both the design and construction of a project at the same time to ultimately deliver the project faster and more efficiently.

WHERE ARE WE IN THE PROCESS?

In September 2017, ARDOT identified three D-B teams for further consideration based on submitted Statements of Qualifications.

Beginning in December 2017, ARDOT has been conducting one-on-one meetings with these teams.

A full draft of the Request for Proposals (RFP) was released in May 2018, and after the final RFP is issued in September 2018, the D-B teams will submit their proposals in November 2018.

ARDOT will review the proposals and select a D-B team in early 2019. After the contract is executed, the D-B team will begin its design of the project with construction anticipated to begin in late 2019.



WHO ARE THE IDENTIFIED D-B TEAMS?

- Ferrovial Agroman
- Granite Construction / Traylor Brothers
- Kiewit Infrastructure South / Massman Construction

30 CROSSING PUBLIC INVOLVEMENT

BEGINNING APRIL 2014 TO PRESENT



7
PUBLIC
INVOLVEMENT
MEETINGS



MORE THAN
200
TOTAL MEETINGS



MEETINGS WITH
MORE THAN
75
DIFFERENT GROUPS,
BOARDS, COUNCILS, ETC.



COORDINATION
WITH MORE THAN
30
TECHNICAL
AGENCIES



MORE THAN
120
HOURS
WITH PUBLIC OFFICIALS AND STAKEHOLDER
ADVISORY GROUP MEMBERS

CONNECT WITH INFORMATION



CALL PHONE
NUMBER

CLICK ON WEBSITE
AND EMAIL



COME TO MEETINGS
AND PRESENTATIONS

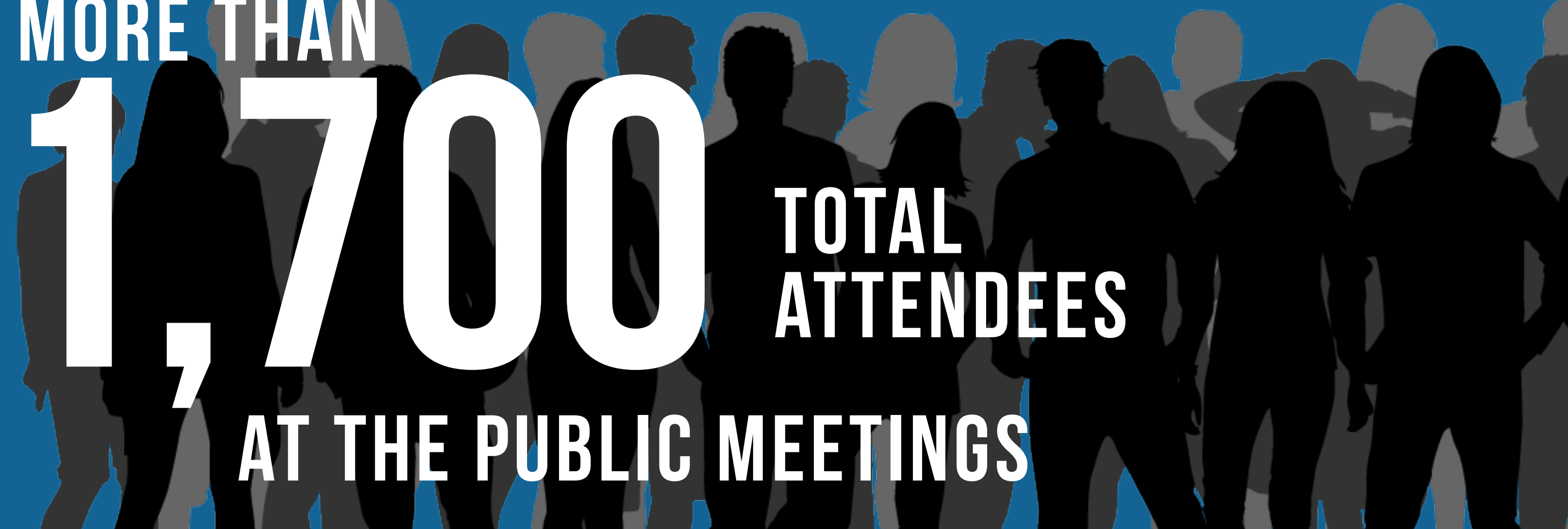


MORE THAN
21,500

ADVERTISEMENTS, LETTERS, EMAILS &
FLYERS ANNOUNCING PUBLIC MEETINGS



MORE THAN
1,700
TOTAL
ATTENDEES
AT THE PUBLIC MEETINGS



MORE THAN
2,550
QUESTIONS AND COMMENTS HAVE BEEN
SUBMITTED TO THE PROJECT TEAM



CA0602
I-530 — HIGHWAY 67



YOUR INPUT MATTERS!

WE ARE LISTENING

Your comments were heard and taken seriously. These are some of the design changes that were made because of your involvement.



YOUR CONCERN:

Traffic and noise impacts within the MacArthur Park Historic District

SOLUTION ✓

Through multiple meetings with Section 106 consulting parties, the Split Diamond Alternative was modified to introduce less traffic to the district. With the modification, traffic levels with the SDI Alternative on 6th and 9th streets are equal or lower than the Future No-Action levels. Traffic levels on Capitol Avenue are lower than the Single Point Urban Interchange Alternative.

YOUR CONCERN:

Losing direct access to Curtis Sykes Drive from I-30

SOLUTION ✓

The eastbound exit ramp is now tied directly to the Curtis Sykes Drive intersection. A new westbound exit ramp was created to provide access to Curtis Sykes Drive through the 19th Street intersection. This allows exit signs to retain the Curtis Sykes name.



YOUR CONCERN:

Desire to allow traffic to connect directly to Little Rock downtown grid

SOLUTION ✓

Development of the split diamond interchange alternative through public involvement.

YOUR CONCERN:

Safety of left-hand exits on I-40 and the required weaving through several lanes to travel between I-30 and Hwy. 67

SOLUTION ✓

Left-hand exits were converted into right-hand exits to eliminate weaving of traffic between I-30 and Hwy. 67.



YOUR CONCERN:

Limited weaving space when entering at the North Hills Boulevard entrance ramp to merge onto I-40 west

SOLUTION ✓

Moved the I-40 westbound entrance ramp farther east to provide additional space to merge with traffic and enter lanes that continue onto I-40 west.

STATION 2



PREFERRED ALTERNATIVE OVERVIEW

CA0602
I-530 — HIGHWAY 67



PURPOSE AND NEED



Traffic Congestion

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.

To improve travel safety within and across the I-30 corridor by eliminating and/or improving inadequate design features.

Roadway Safety

Navigational Safety

To improve navigational safety under the Arkansas River Bridge by eliminating and/or improving inadequate design features.

To improve I-30 roadway conditions and functional ratings.

Structural and Functional Roadway Deficiencies

Structural and Functional Bridge Deficiencies

To improve I-30 corridor bridge conditions and functional ratings.

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

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.

PEL STUDY GOALS



Improve opportunity for east-west connectivity	Improve local vehicle access to downtown Little Rock and North Little Rock	Accommodate existing transit and future transit	Minimize river navigation disruptions during / after construction	Sustain public and agency input and support for the I-30 corridor improvements	Maximize I-30 cost efficiency	Enhance mobility

STUDY GOALS

Connect bicycle/pedestrian friendly facilities	Improve system reliability	Improve safety	Follow through on commitment to voters to improve I-30 as part of the CAP	Avoid and/or minimize impacts to the human and natural environment, including historic and archaeological resources	Optimize opportunities for economic development	Minimize roadway disruptions during construction

The Study Goals were developed through both agency and public input. Agency (local, state, and federal) input was gathered through technical work groups during the PEL. Public input was gathered through two public meetings held in August 2014.

The Study Goals are listed in no particular order.

PREFERRED CORRIDOR ALTERNATIVE



Four action alternatives were evaluated in the Environmental Assessment:



8-LANE GENERAL PURPOSE
WITH SPUI* AT HWY. 10



8-LANE GENERAL PURPOSE
WITH SDI* AT HWY. 10



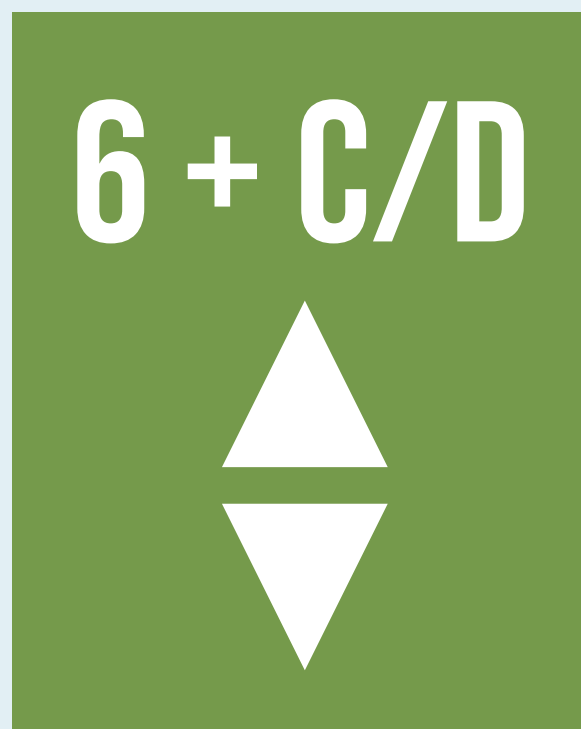
6-LANE + C/D
WITH SPUI* AT HWY. 10



6-LANE + C/D
WITH SDI* AT HWY. 10



This alternative does not meet the Purpose and Need.
Mobility is not improved on I-30 and I-40.



The 8-Lane GP with SPUI is not recommended because it includes a bottleneck within the project limits that is difficult to bypass.

The 6-Lane + C/D with SPUI eliminates the bottlenecks within the project limits therefore allowing traffic access to multiple bypass options.



In summary, the 6-lane + C/D alternatives were recommended as the preferred action alternatives for the corridor.

* SPUI = Single Point Urban Interchange
SDI = Split Diamond Interchange

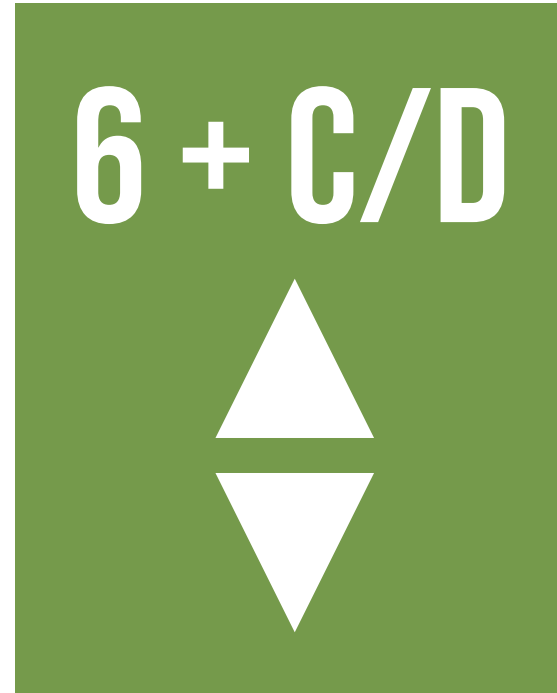
PREFERRED HIGHWAY 10 INTERCHANGE ALTERNATIVE



The preferred corridor action alternatives include two Highway 10 interchange options which both meet the project's Purpose and Need. These alternatives were subsequently compared against the project study goals.



6-LANE + C/D WITH SPUI* AT HWY. 10



6-LANE + C/D WITH SDI* AT HWY. 10



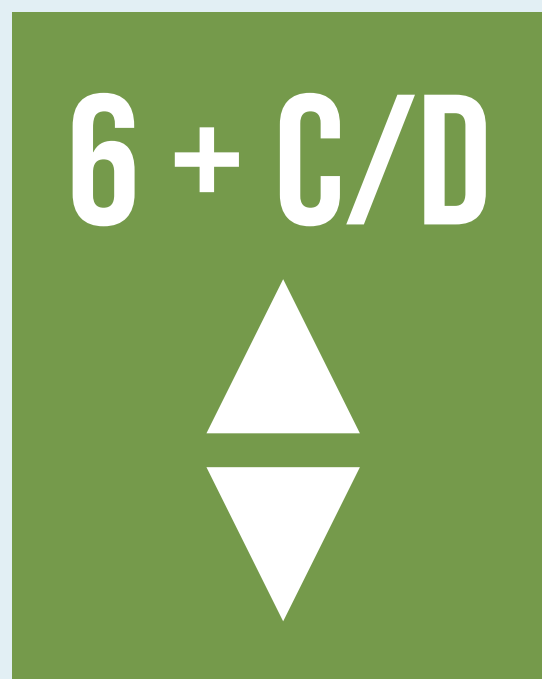
The SDI alternative improves local vehicle access to and from downtown Little Rock and North Little Rock by more directly connecting the frontage road system to the C/D lanes crossing the Arkansas River.



The SDI alternative enhances east-west multimodal connectivity by removing the elevated ramps between President Clinton Avenue and 3rd Street and by improving 2nd Street.



The SDI alternative was identified by the Metroplan Board of Directors as the locally preferred alternative and is the action alternative that has received the most public and business support.



In summary, the 6-Lane + C/D with SDI at Hwy. 10 is the proposed preferred alternative as identified in the Draft Environmental Assessment.

* SPUI = Single Point Urban Interchange
SDI = Split Diamond Interchange

6-LANE WITH COLLECTOR/DISTRIBUTOR DETAILS



ALTERNATIVE DEFINED

In general, the Alternative reconstructs the roadway and adds two decision lanes in each direction that ultimately feed into the Collector/Distributor (C/D) system located at the I-30 Arkansas River Bridge.

AUXILIARY LANES

Lanes adjoining the mainlanes that run between interchanges and allow an acceptable weaving area for vehicles to safely enter and exit the freeway.

COLLECTOR-DISTRIBUTOR LANES

High-speed roadways that “collect and distribute” vehicles, reducing the need for weaving and merging on the interstate mainlanes.

DECISION LANES

Decision lanes are lanes that are added and dropped from the freeway as it moves through a series of interchanges.

I-30 (BROADWAY TO I-40)

- Three through lanes and two decision lanes
- Cypress Street extended over UPRR to become complete southbound frontage road
- N Locust Street bridge replaced and reconfigured for northbound frontage road

I-40 (I-30 TO HWY. 67)

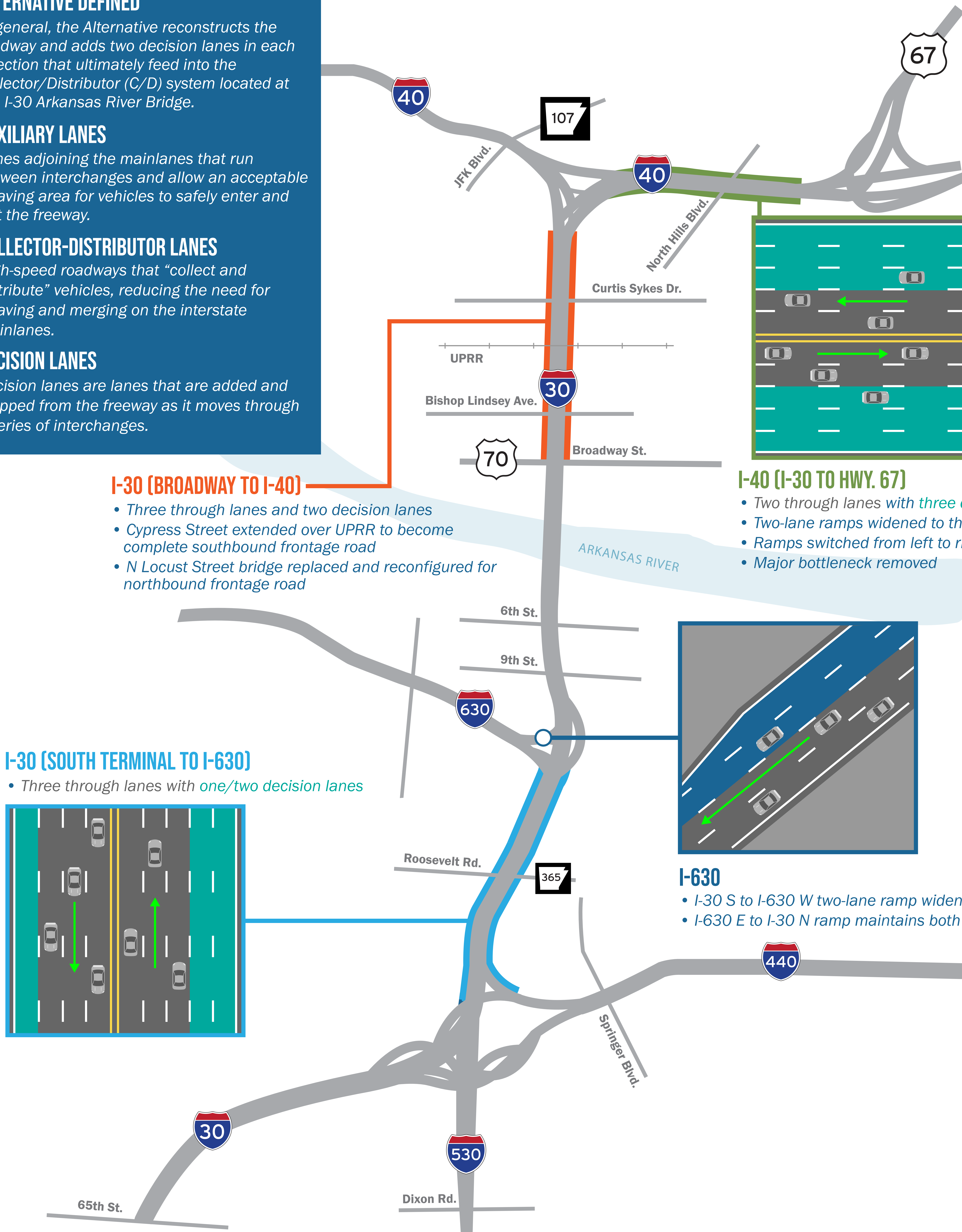
- Two through lanes with three decision lanes
- Two-lane ramps widened to three lanes
- Ramps switched from left to right-hand exits
- Major bottleneck removed

I-30 (SOUTH TERMINAL TO I-630)

- Three through lanes with one/two decision lanes

I-630

- I-30 S to I-630 W two-lane ramp widened to three lanes
- I-630 E to I-30 N ramp maintains both ramp lanes onto I-30

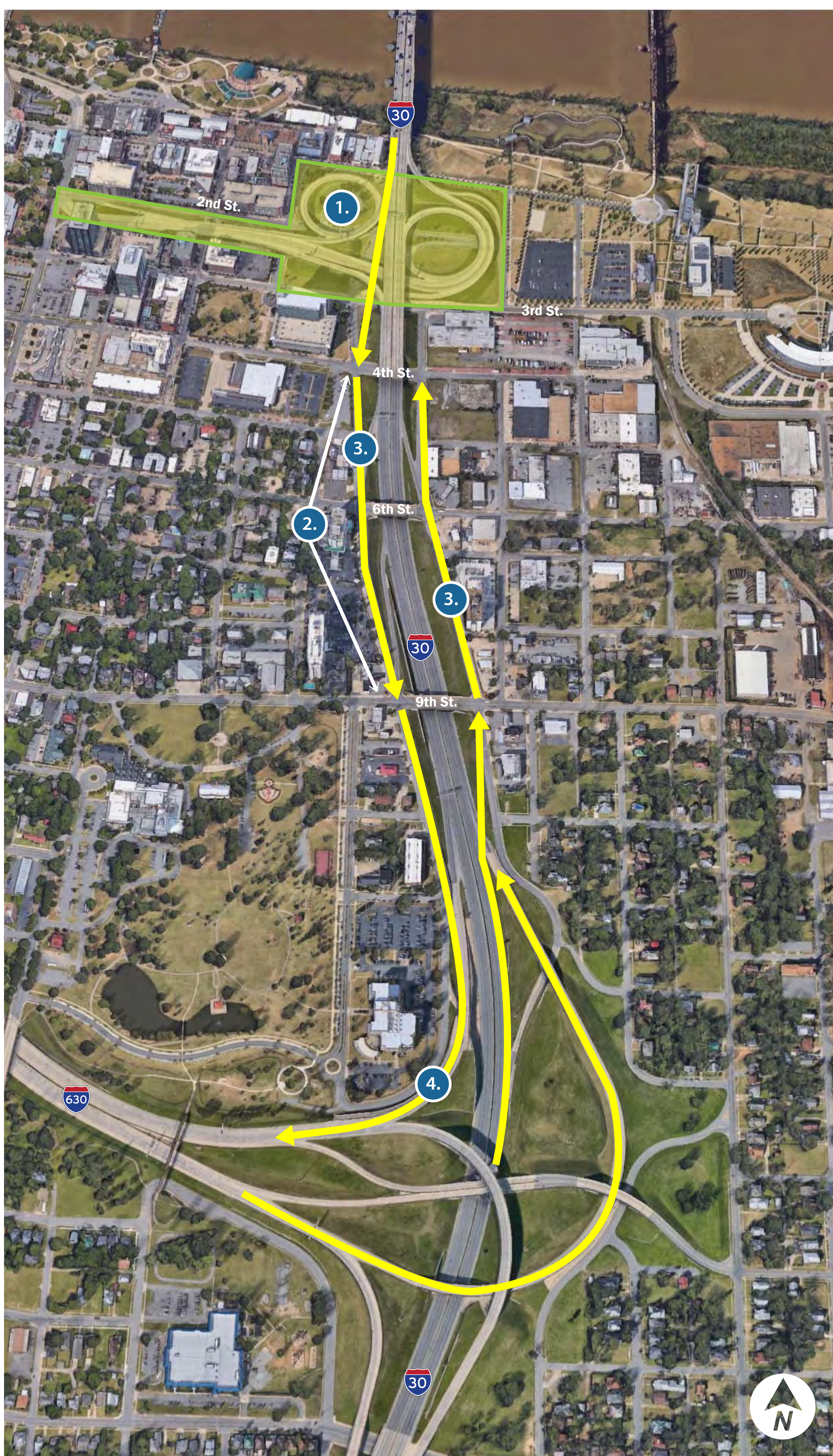


SPLIT DIAMOND INTERCHANGE DETAILS



DETAILS

1. Eliminates partial cloverleaf at Highway 10 creating area for potential green space
2. Half diamond at 4th and 9th streets
3. Continuous frontage roads between I-630 and 4th Street connect directly to the C/D system to provide improved local mobility in Little Rock and North Little Rock
4. Direct connection to I-630 from frontage road



5. Texas u-turn at southbound I-30 exit ramp
 6. Converts Mahlon Martin Street to two-way
 7. Widens 2nd Street to four lanes (two in each direction), no new right of way required
 8. New connector street between 3rd and 4th streets.
 - Reconnects city street grid on east side of I-30
 - Connects 3rd and 2nd streets, and President Clinton Avenue to the frontage road system
 - Provides direct access to eastbound on-ramp
 9. 4th street re-striped to three lanes (one westbound, two eastbound)
- ★ Identified by the local Metroplan Board of Directors as the preferred alternative and has received the most public and business support



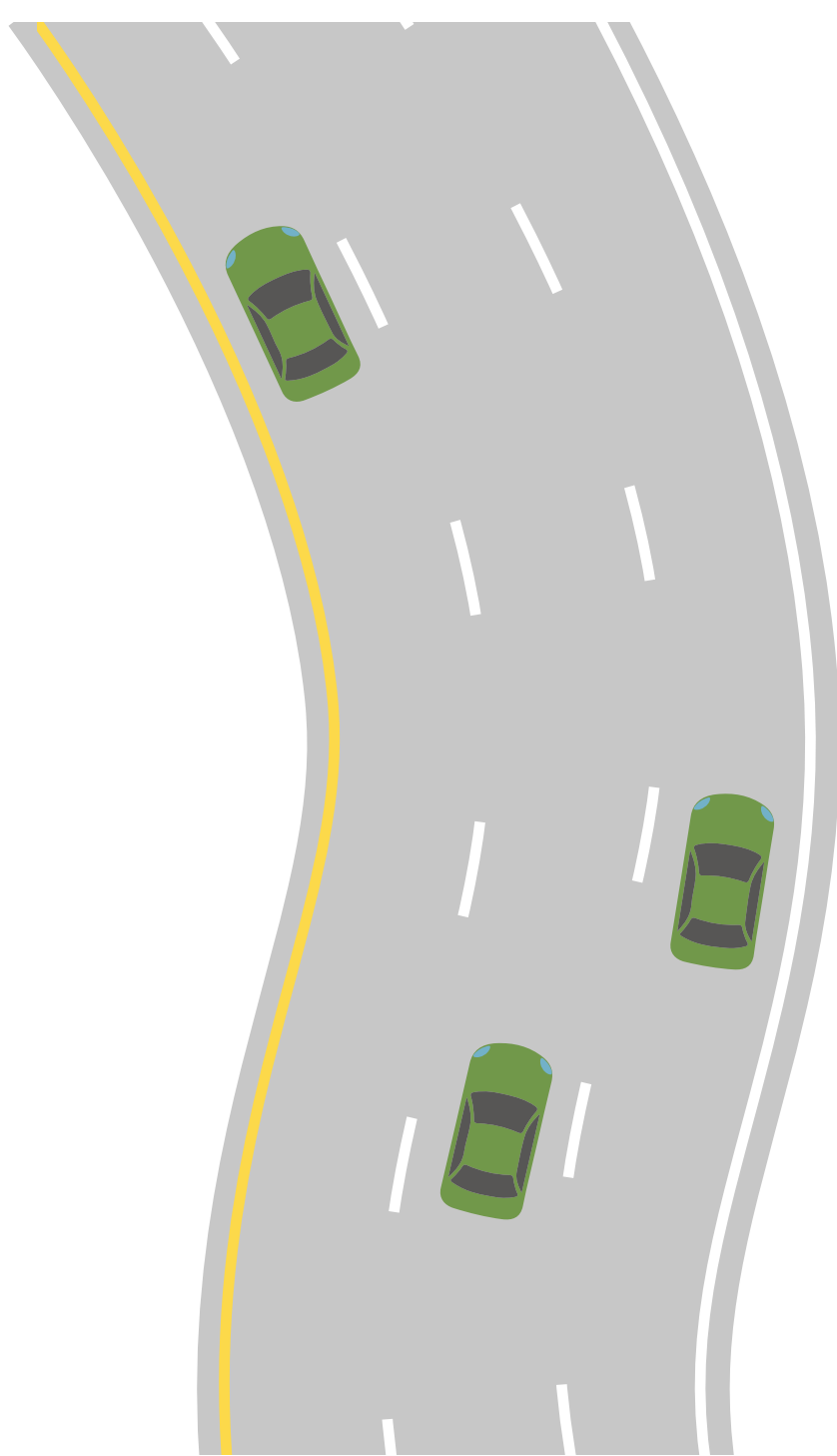
Aerials show existing conditions

Safety Improvements



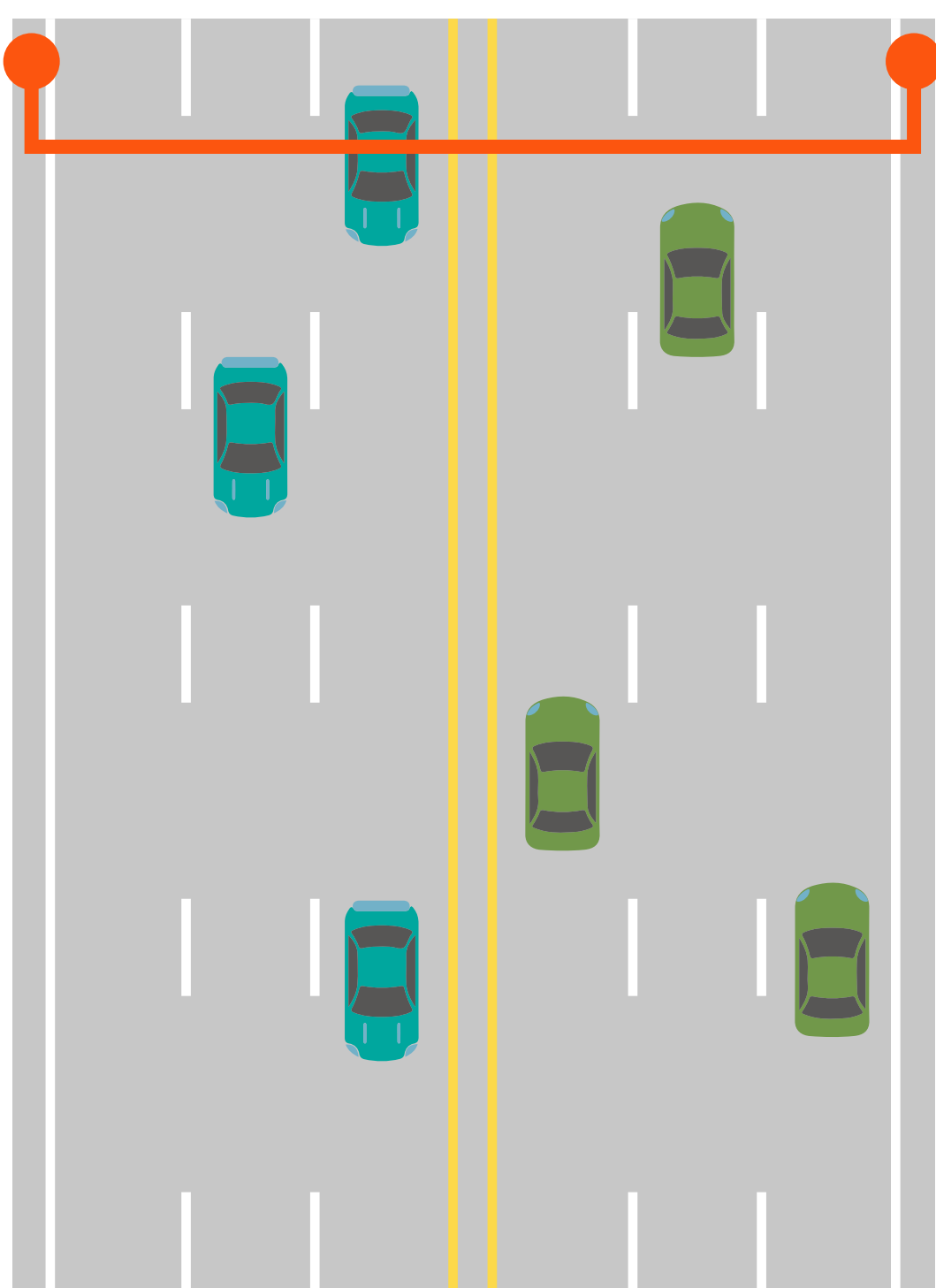
CURVES

Upgraded ramp horizontal and



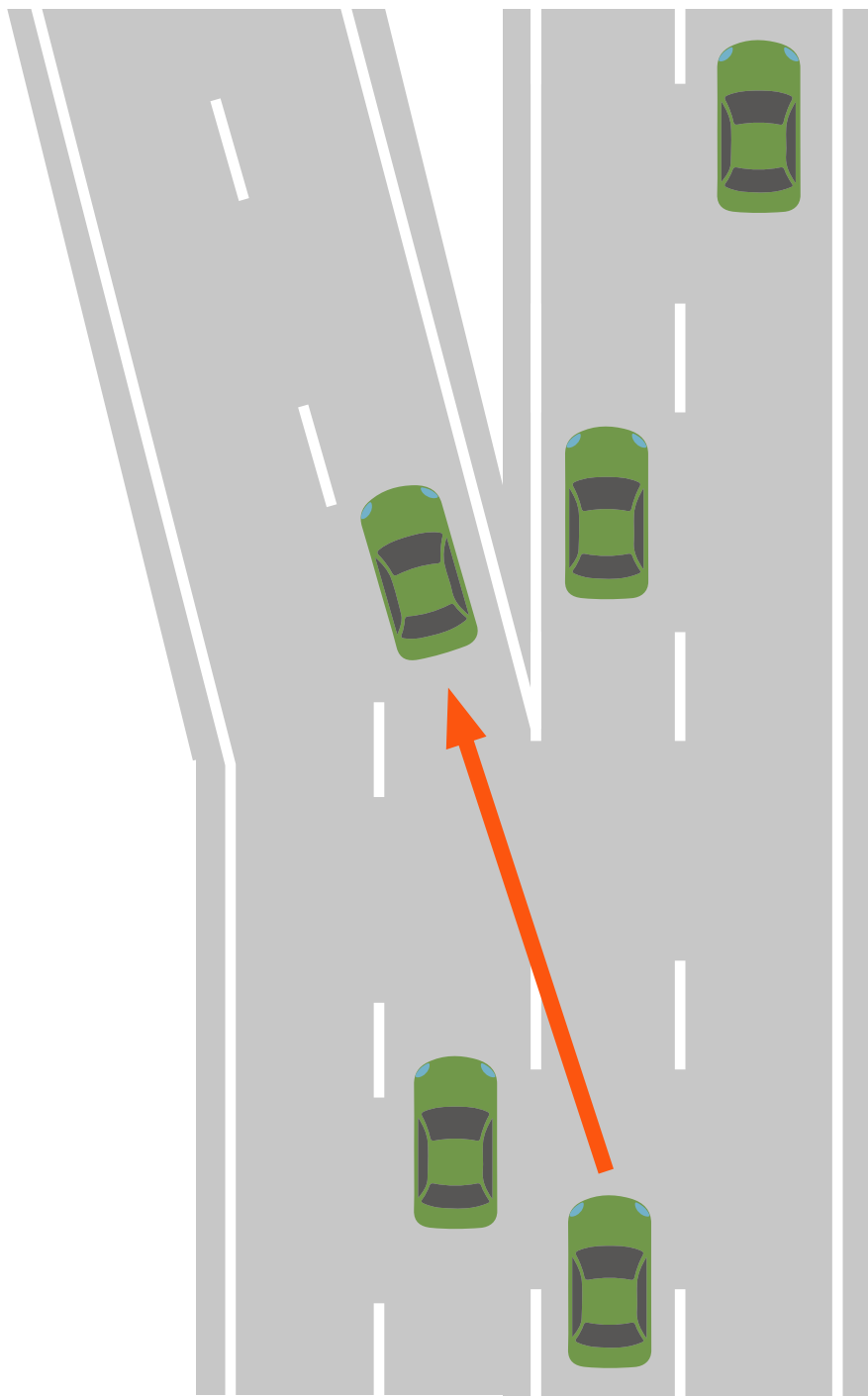
SHOULDERS

Shoulder widths widened to 10 feet or greater



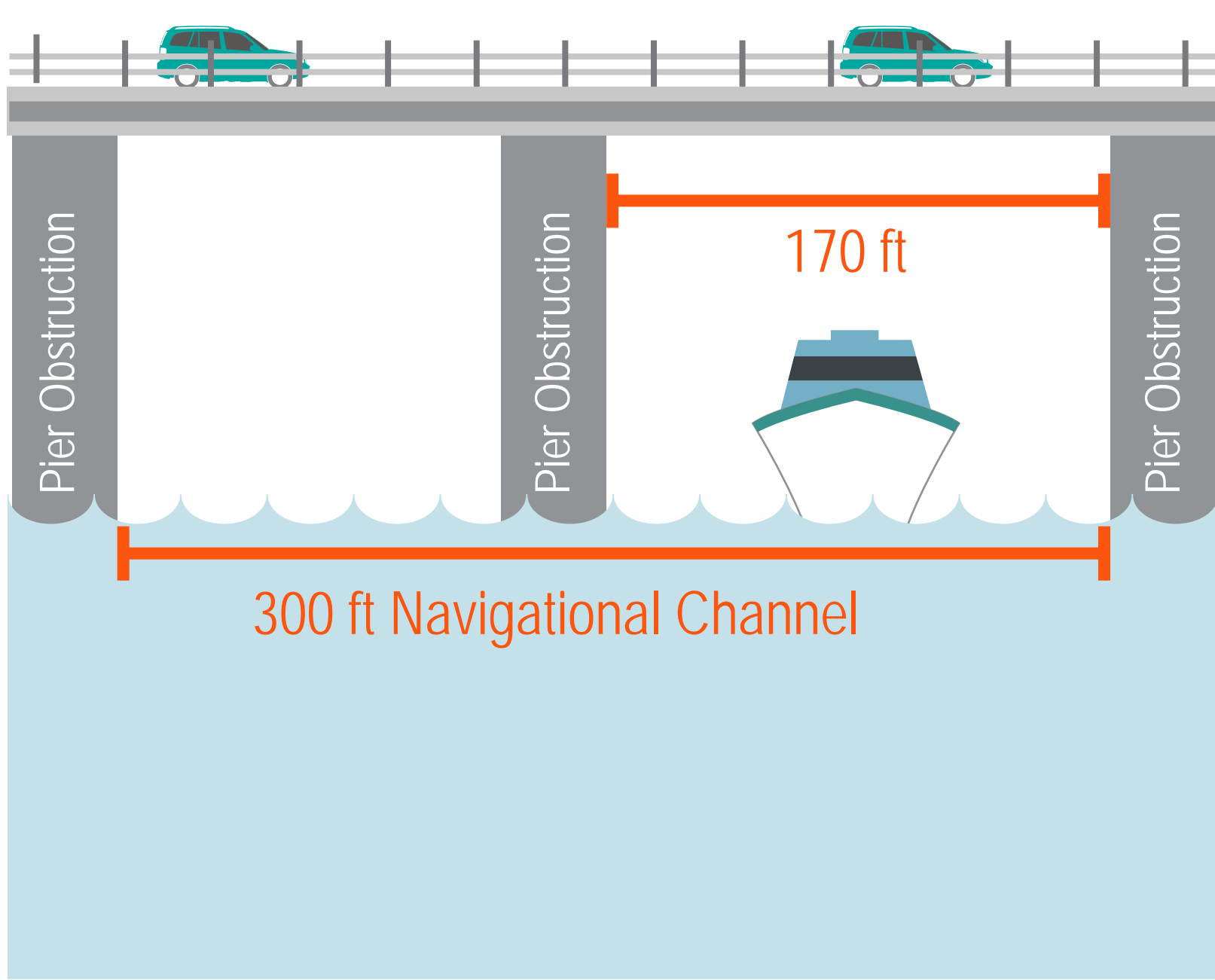
LEFT EXITS

Left exits on I-40 redesigned as right exits to reduce weaving issues



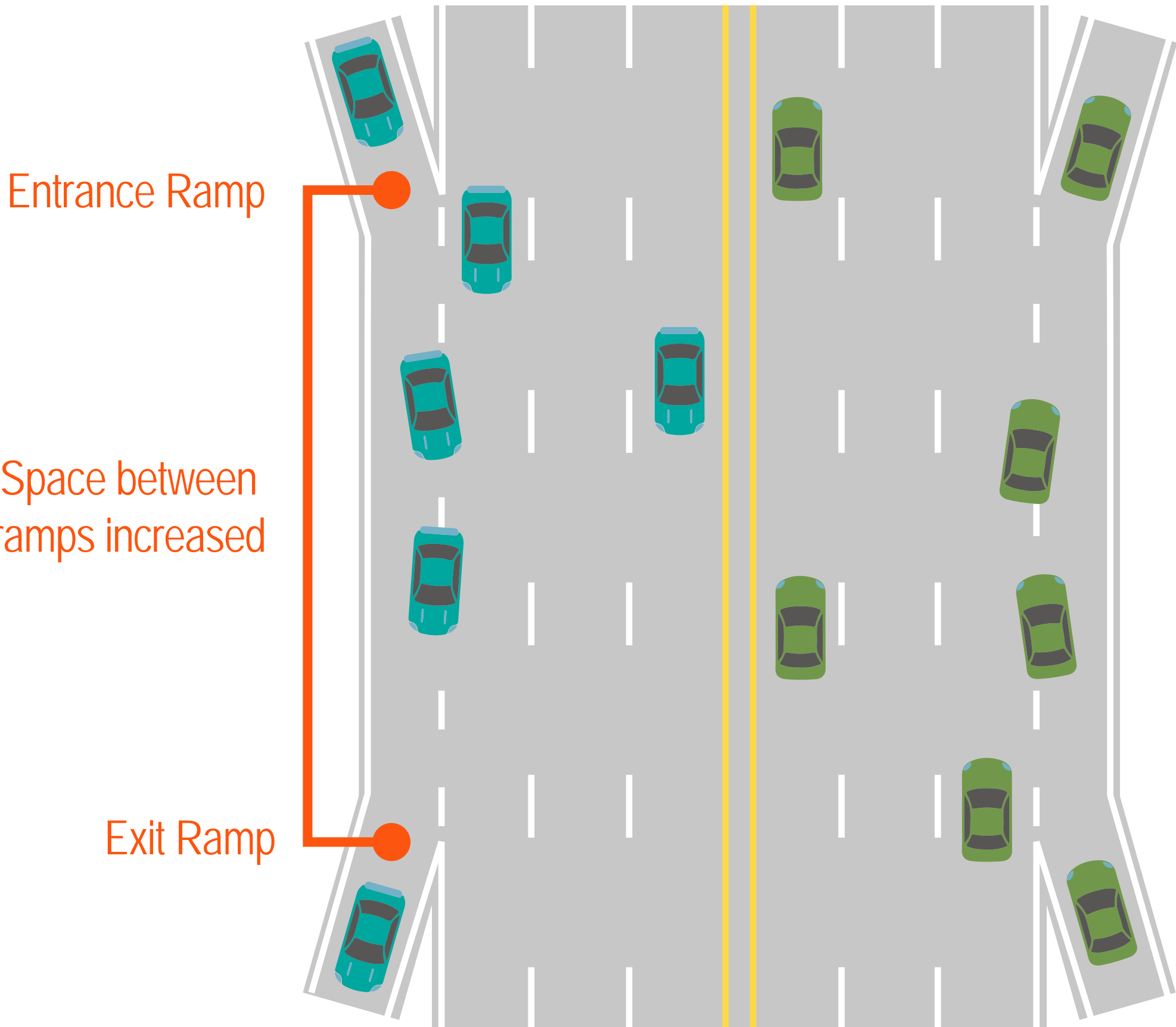
RIVER NAVIGATION

Pier obstructions in navigational channel under I-30 will be removed



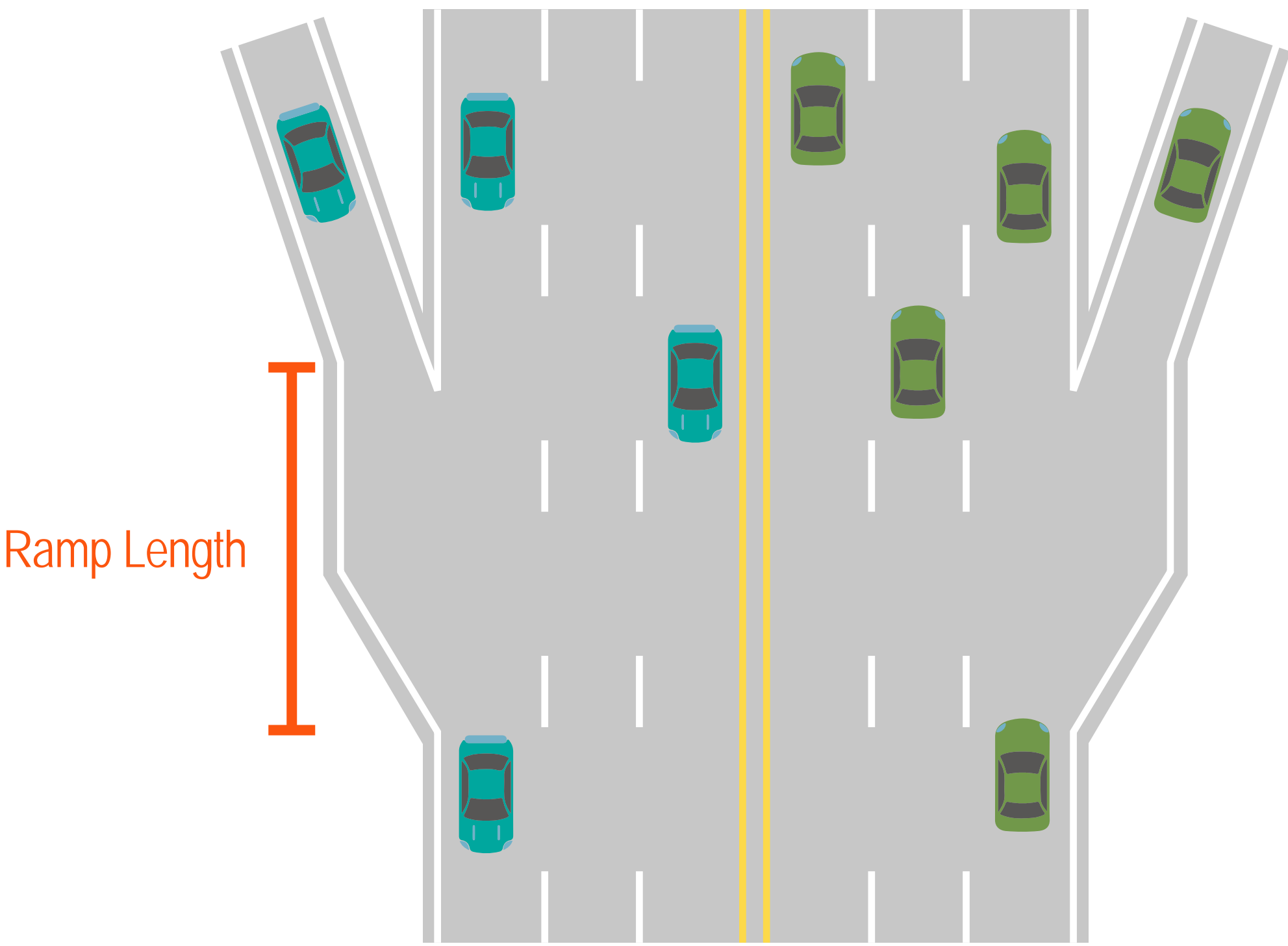
RAMP SPACING

Spacing improved to safely allow weaving between entrance/exit ramps (see table to the right)



RAMP LENGTH

Ramps lengthened to allow longer acceleration/ deceleration (see table to the right)



EXISTING	RAMP MODIFICATION	ACCESS CHANGE	DESCRIPTION
NB I-30 exit to Roosevelt Road	Ramp improvement	No change	The ramp would be lengthened, prohibiting drivers from directly accessing eastbound 28th Street. Drivers must turn east on Roosevelt Road and south on Vance Street to reach 28th Street.
SB entrance from Roosevelt Road	Ramp improvement	No change	Ramp lengthened
NB entrance from Roosevelt Road	Ramp improvement	No change	Ramp lengthened
SB exit to Roosevelt Road	Ramp improvement	No change	Ramp lengthened
NB exit to Broadway Street	Ramp improvement	No change	Ramp lengthened
SB entrance from Broadway Street	Ramp improvement	No change	Ramp lengthened
NB entrance from Bishop Lindsey Avenue	Ramp replacement	Access shift	Ramp is replaced with a NB entrance ramp from Broadway Street
SB exit to Bishop Lindsey Avenue	Ramp improvement	No change	Ramp lengthened
NB exit to Curtis Sykes Drive	Ramp improvement	No change	Ramp lengthened
SB entrance from Curtis Sykes Drive	Ramp removal	Access shift	Ramp is removed and replaced with a SB entrance from 18th/19th Street
NB entrance from Curtis Sykes Drive	Ramp removal	Access shift	EB I-40 can be accessed by proposed entrance ramp from frontage road north of 19th Street. WB I-40 can be accessed by going north on Main Street to the JFK Boulevard entrance ramp to WB I-40 or by going north on N. Hills Boulevard to the N. Hills Boulevard entrance ramp to WB I-40.
SB exit to Curtis Sykes Drive	Ramp replacement	Access shift	Ramp is replaced with a proposed 18th Street/ 19th Street/ Curtis Sykes Drive exit
WB I-40 entrance from SB N. Hills Boulevard	Ramp replacement	No change	WB entrance to I-40 moved to the east
WB I-40 entrance from NB N. Hills Boulevard	Ramp replacement	Access shift	Drivers on NB N. Hills Boulevard would turn west to access WB I-40 entrance ramp (replaces existing loop)

IDENTIFICATION OF HISTORIC PROPERTIES



DETERMINATION

Only one historic property has been identified as having an adverse effect due to the 30 Crossing project.

This historic property is the Locust Street Overpass, which will be replaced.

The Arkansas State Historic Preservation Officer of the Arkansas Historic Preservation Program has agreed to this determination.

Locust Street Overpass



PROCESS (SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT)

Four meetings were held with consulting parties identified through coordination with the State Historic Preservation Officer. These collaborative meetings discussed potential project effects on historic properties in Little Rock and North Little Rock. This process, led by the Federal Highway Administration (FHWA), assessed topics such as **traffic**, **pedestrians**, **noise**, and **aesthetics**.

SECTION 106 STEPS

FHWA Initiated Consultation

Identified Historic Properties

Assessed Effects

Resolved Adverse Effects If Necessary



TRAFFIC VOLUME & SIMULATION

DOWNTOWN LITTLE ROCK GRID

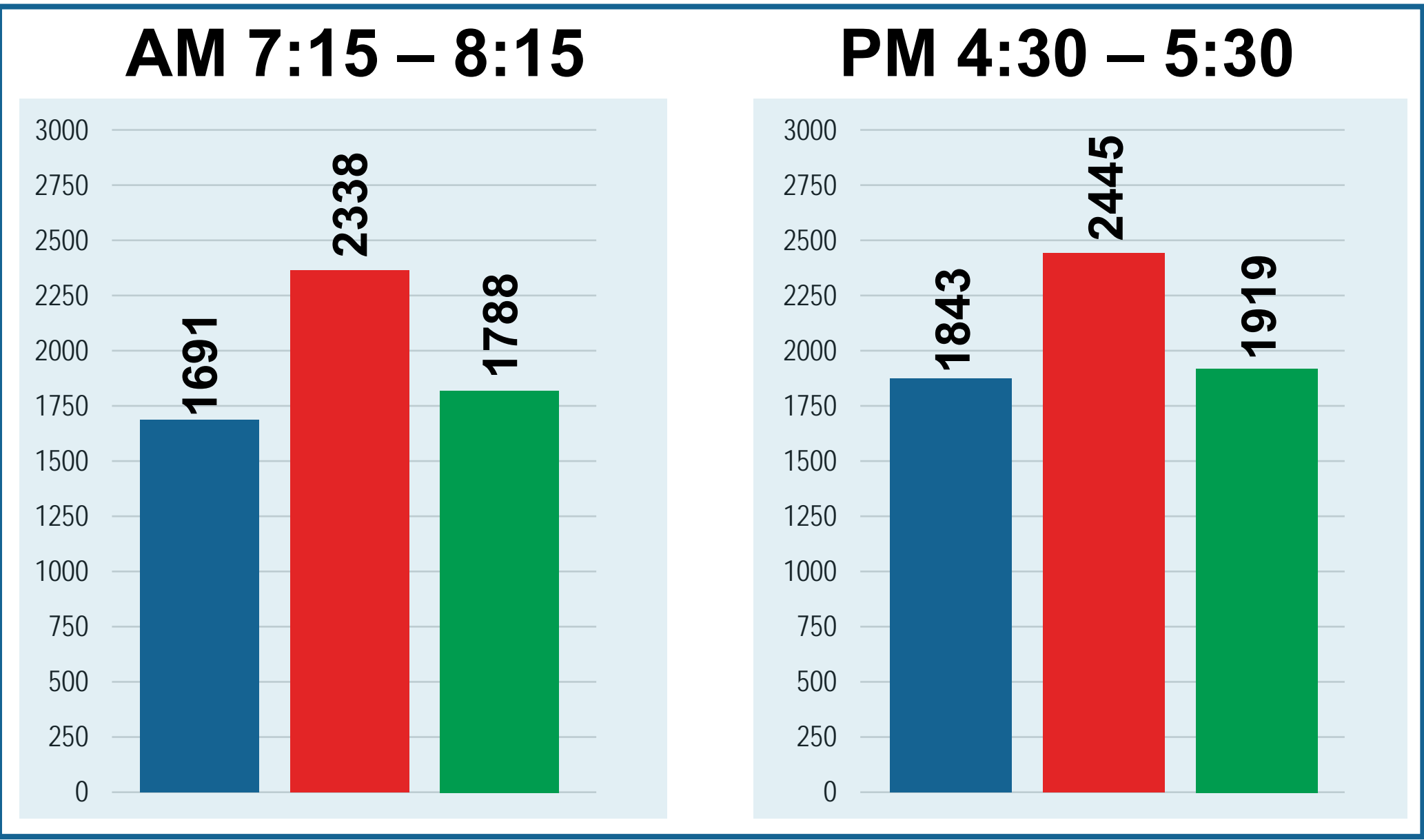
CA0602
I-530 — HIGHWAY 67



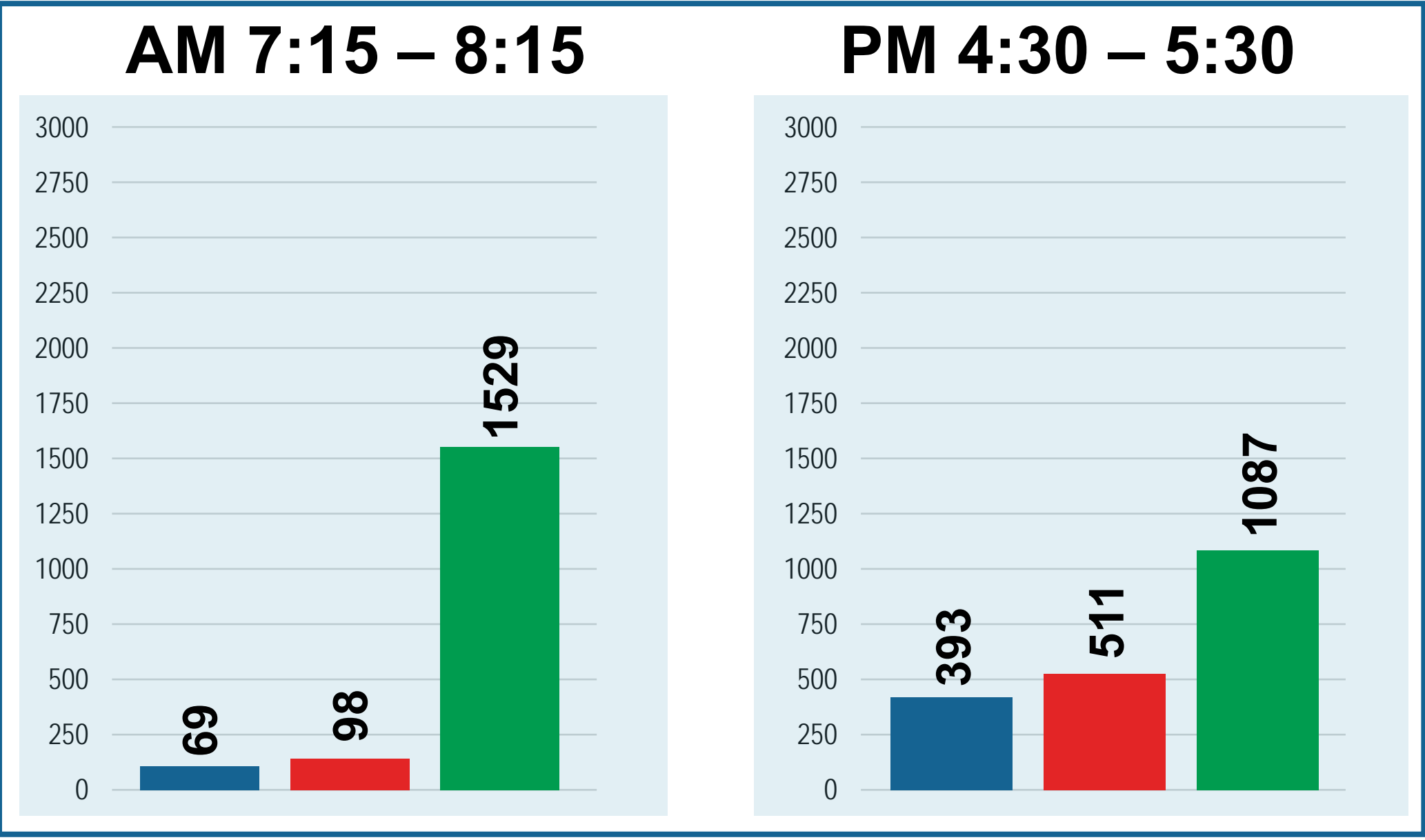
DOWNTOWN PEAK HOUR TRAFFIC VOLUMES



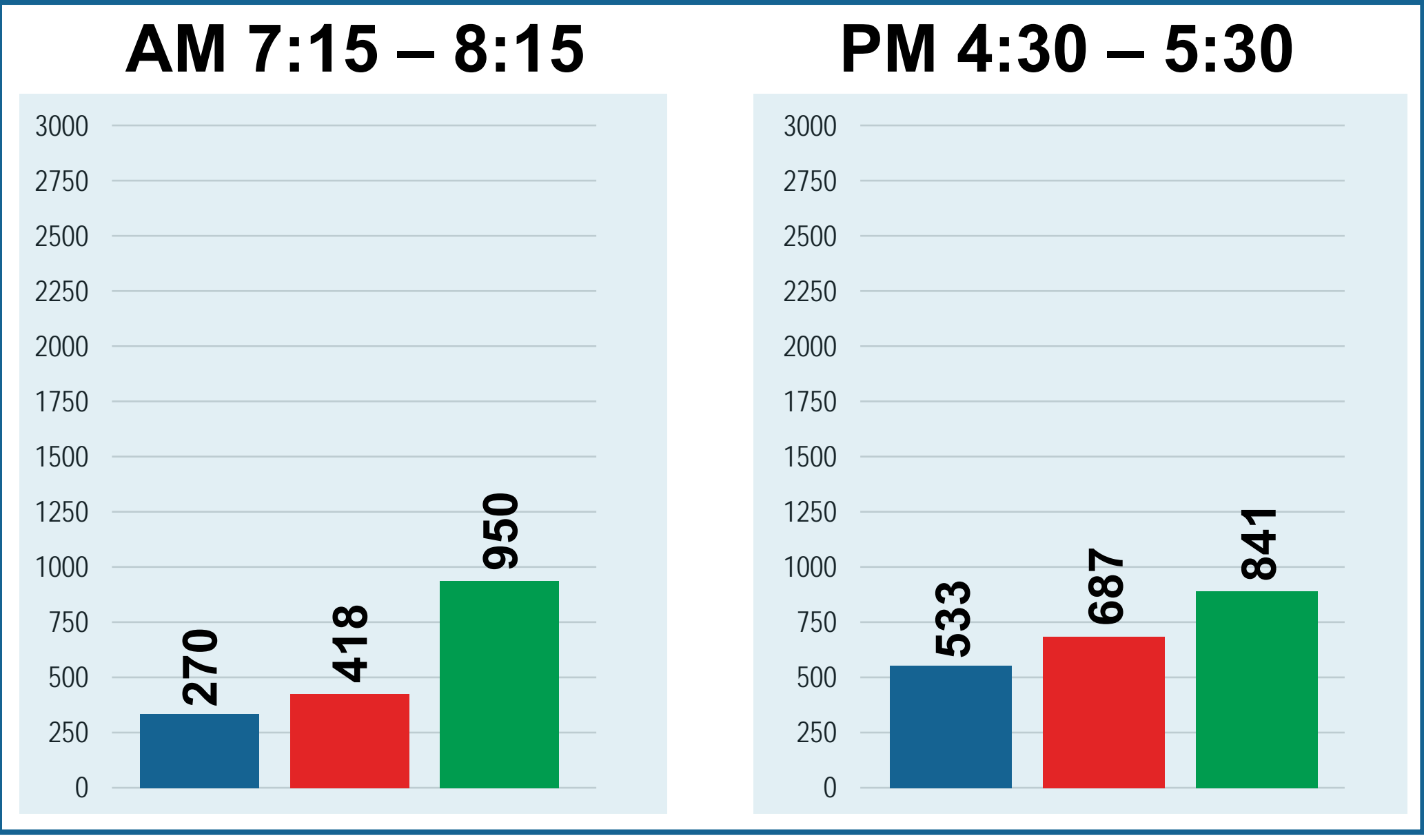
CUMBERLAND ST



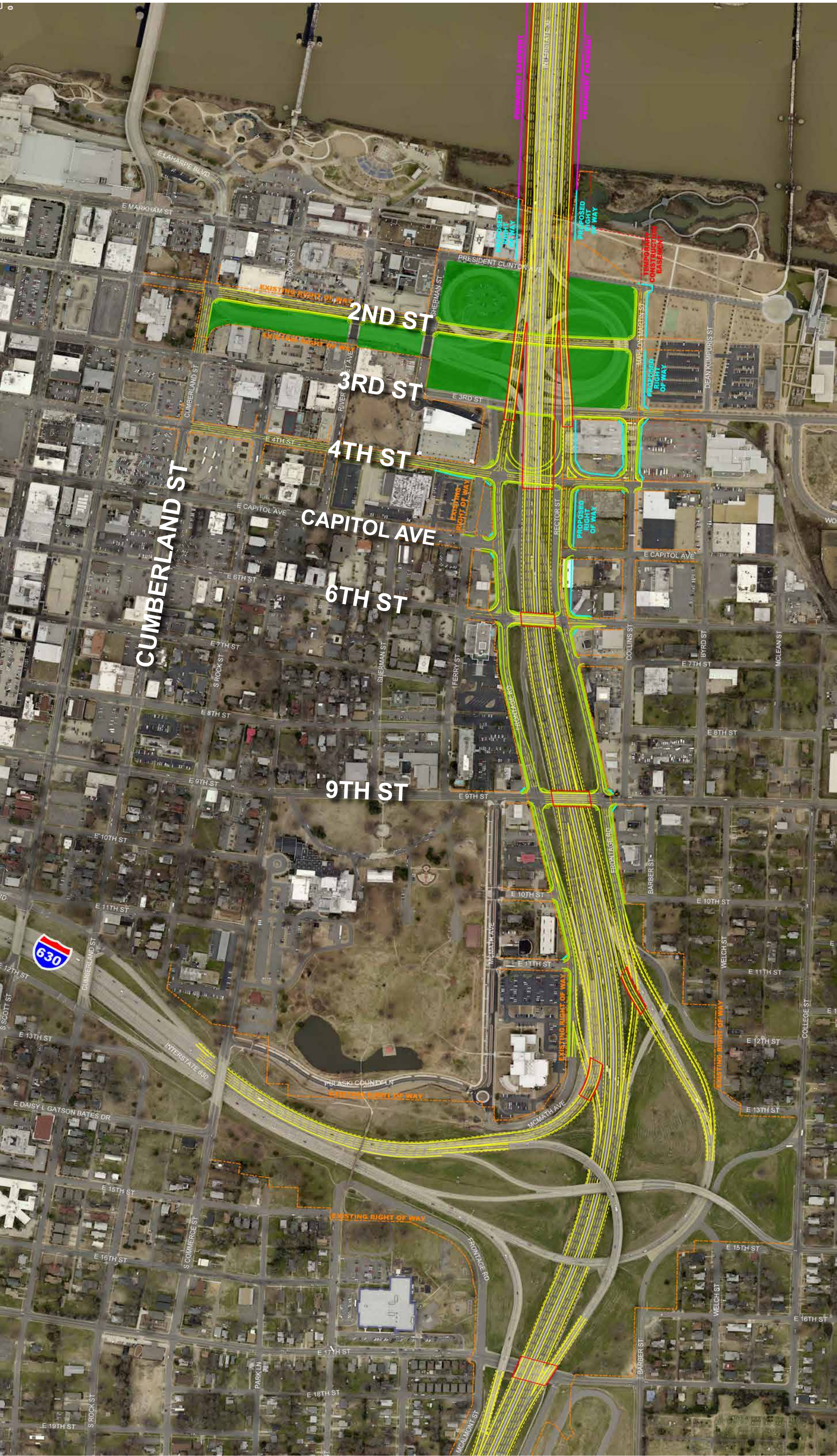
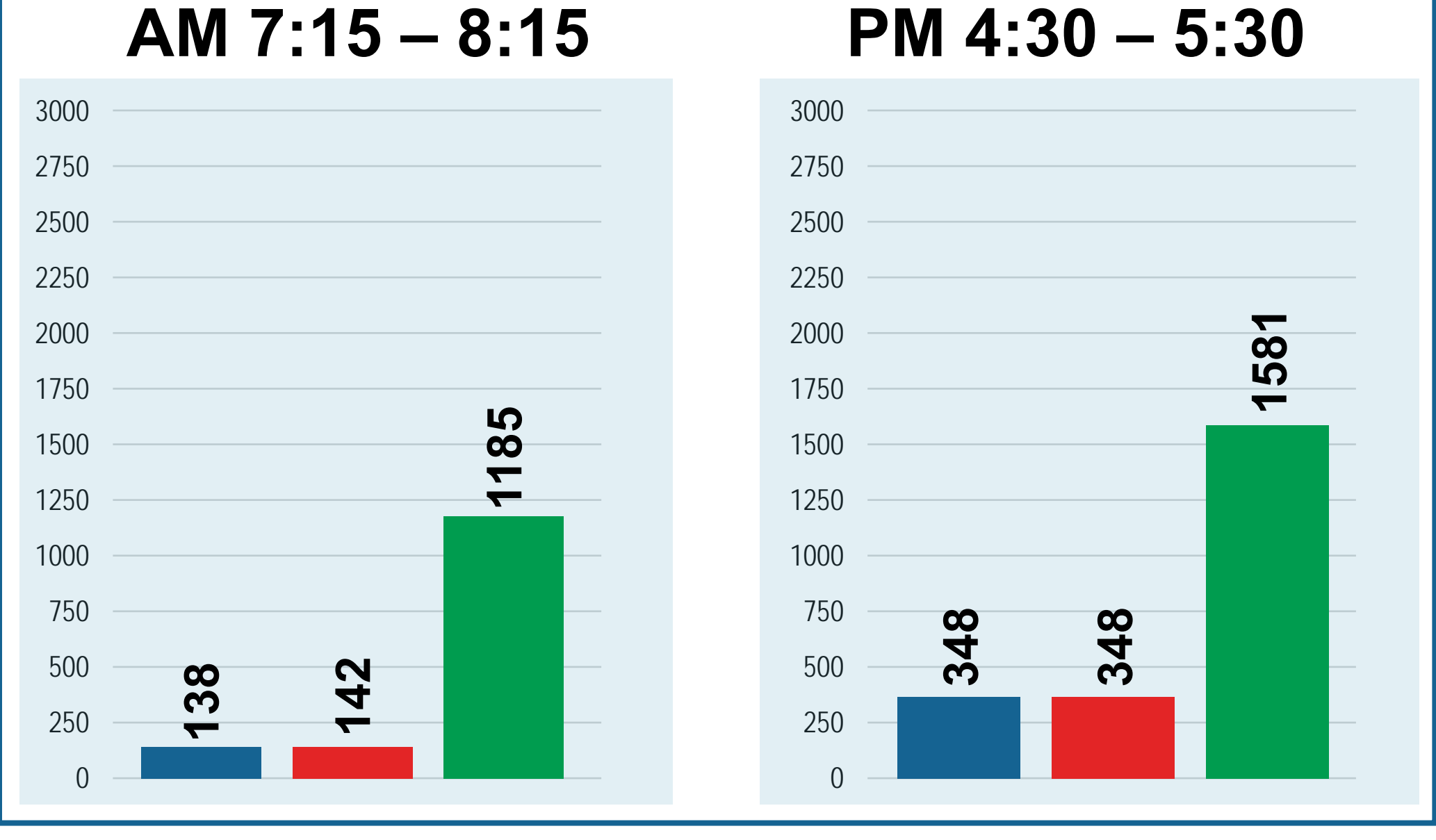
2ND ST



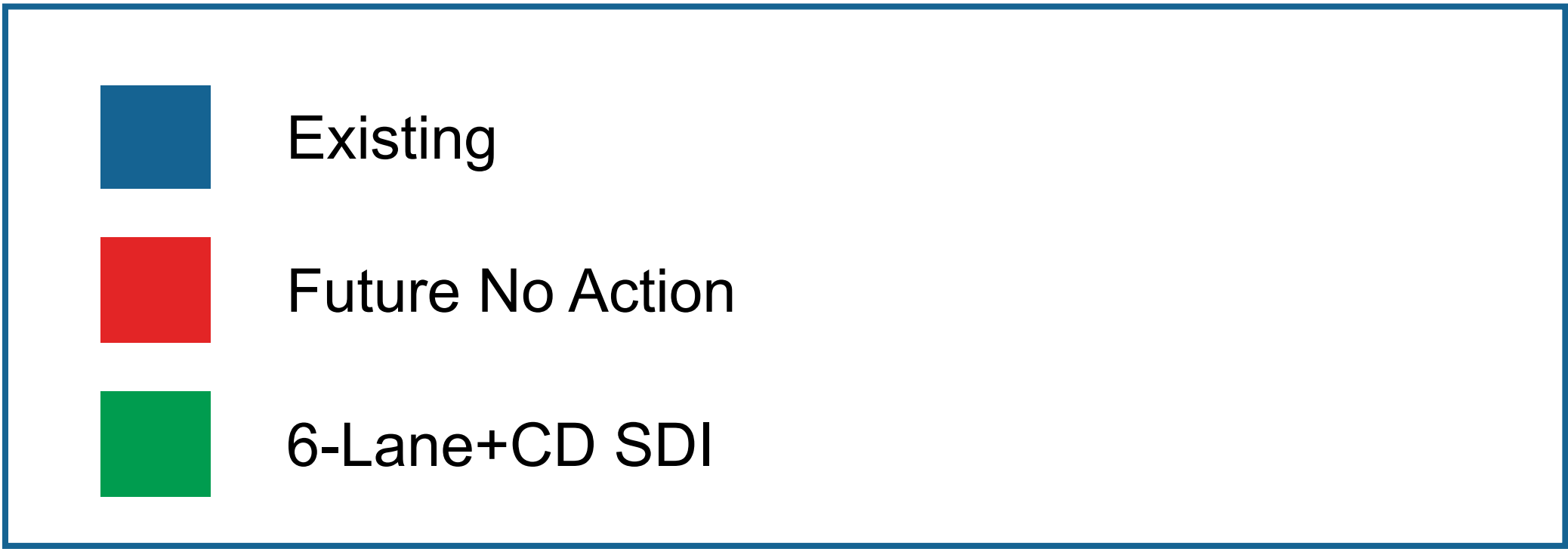
3RD ST



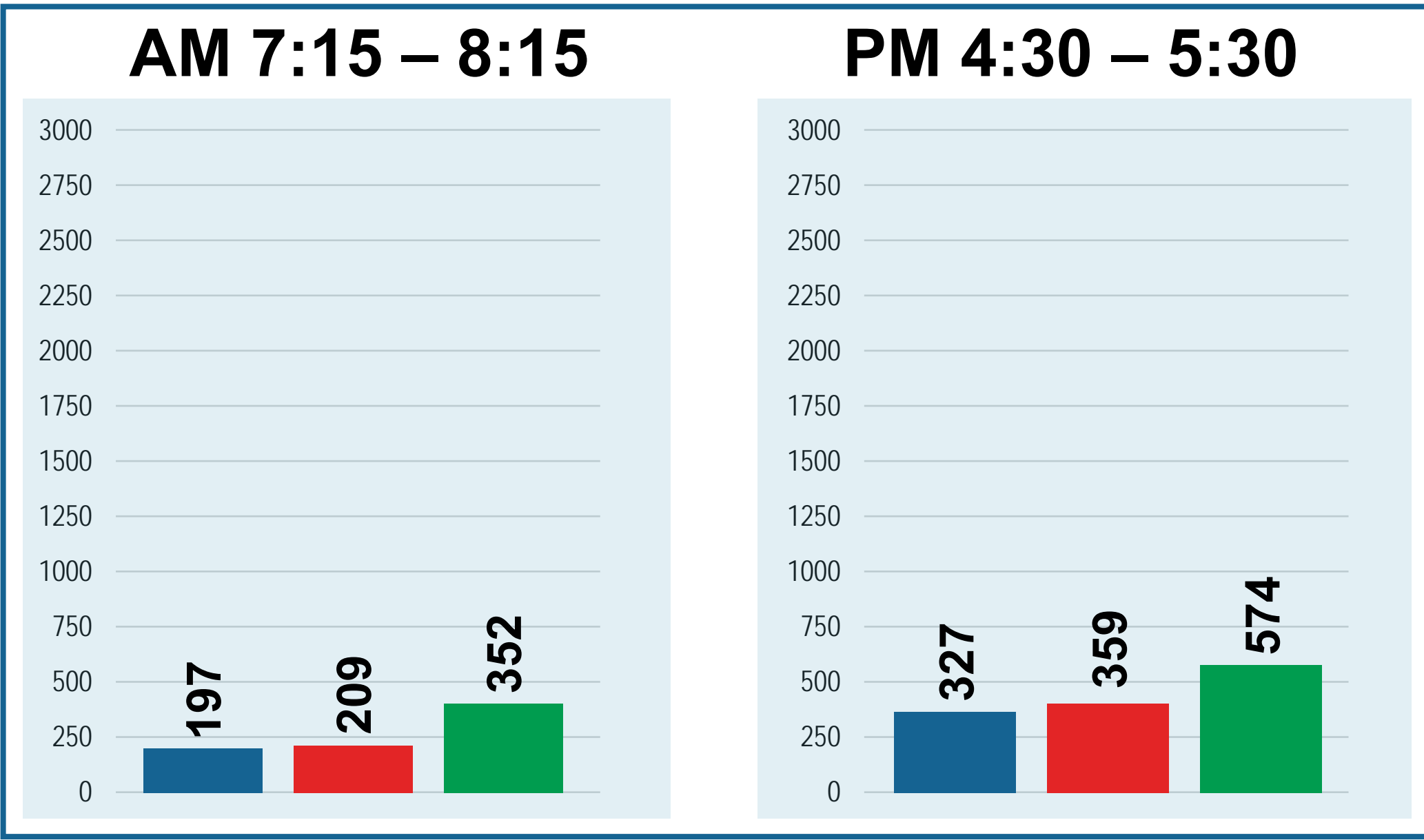
4TH ST



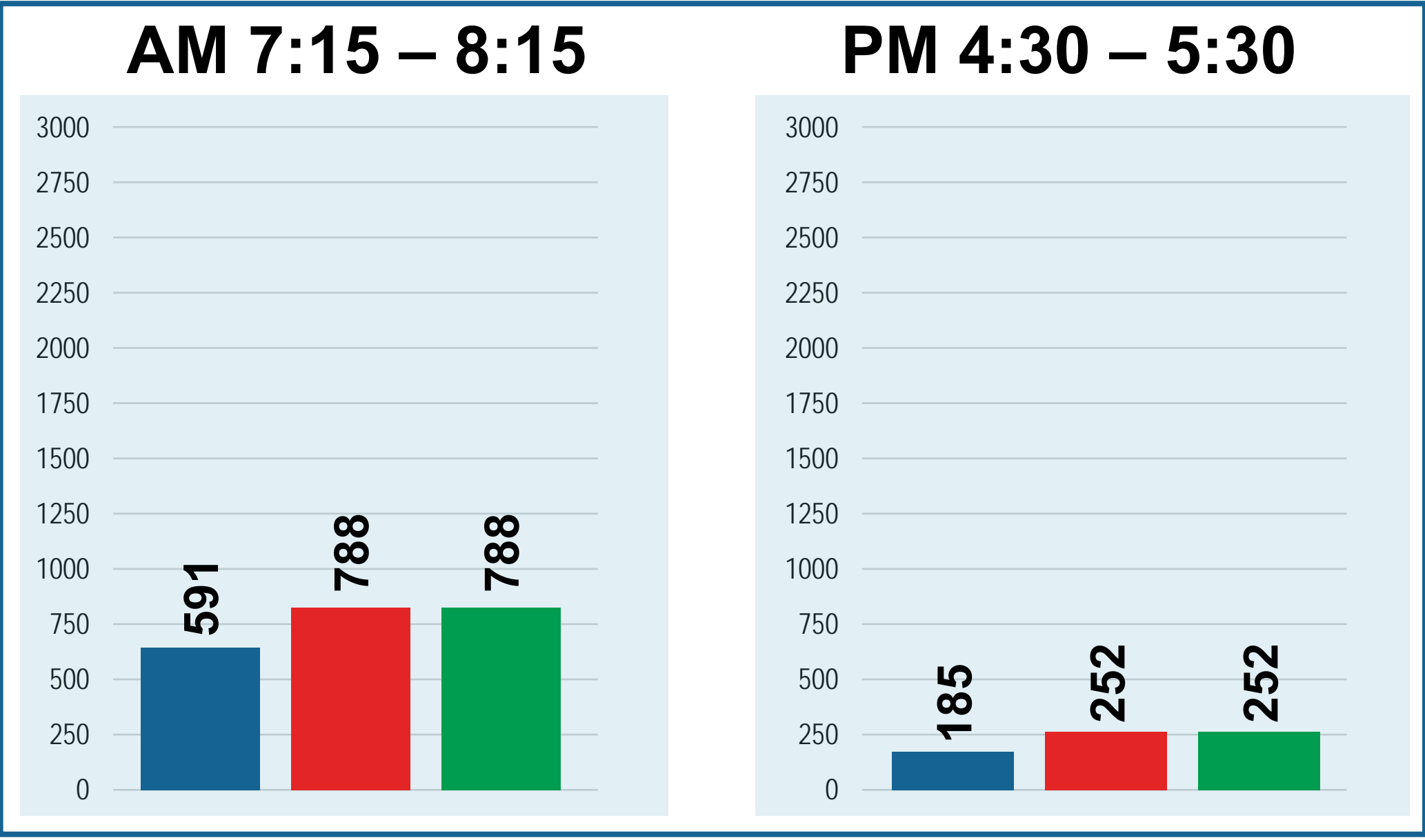
LEGEND



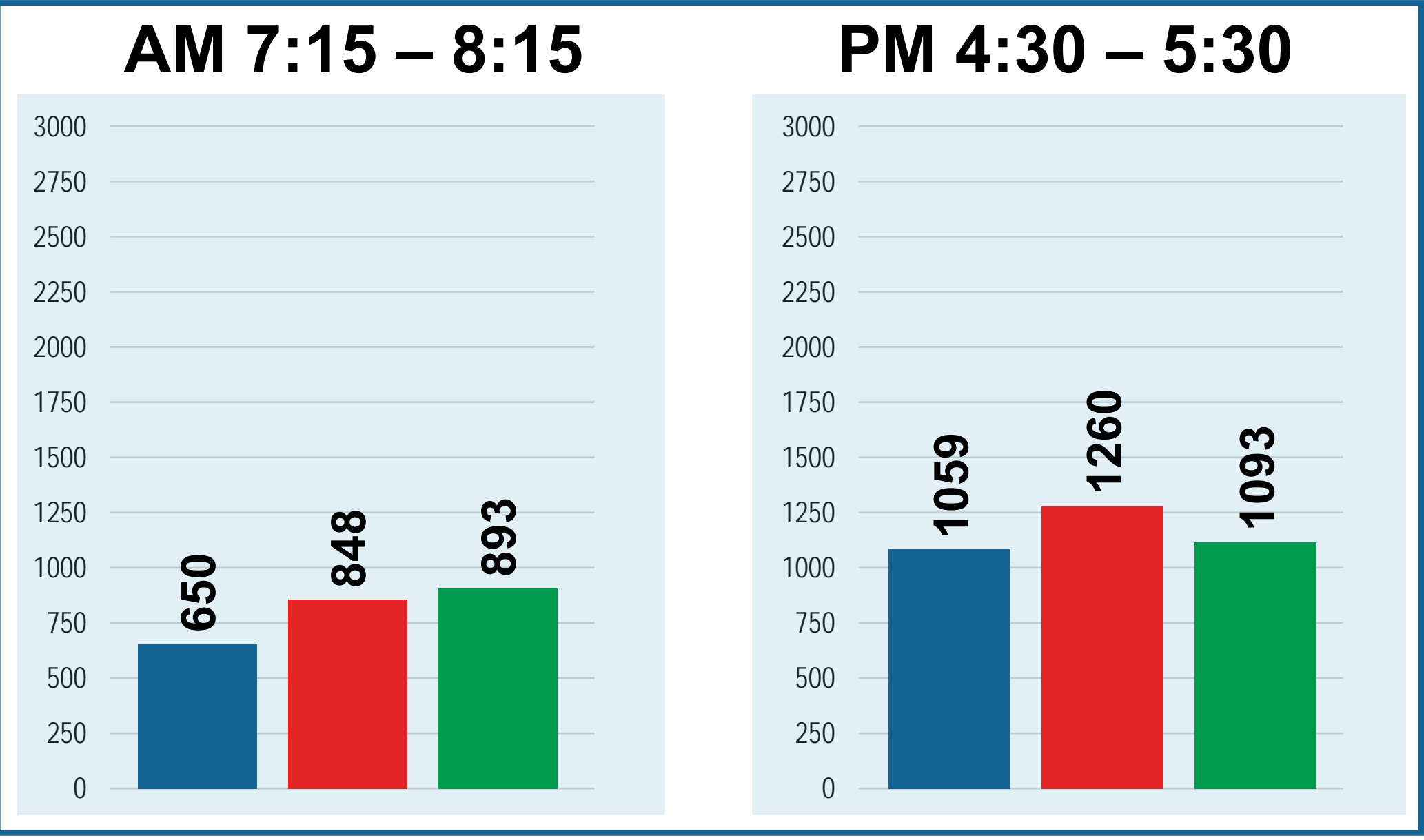
CAPITOL AVE



6TH ST



9TH ST



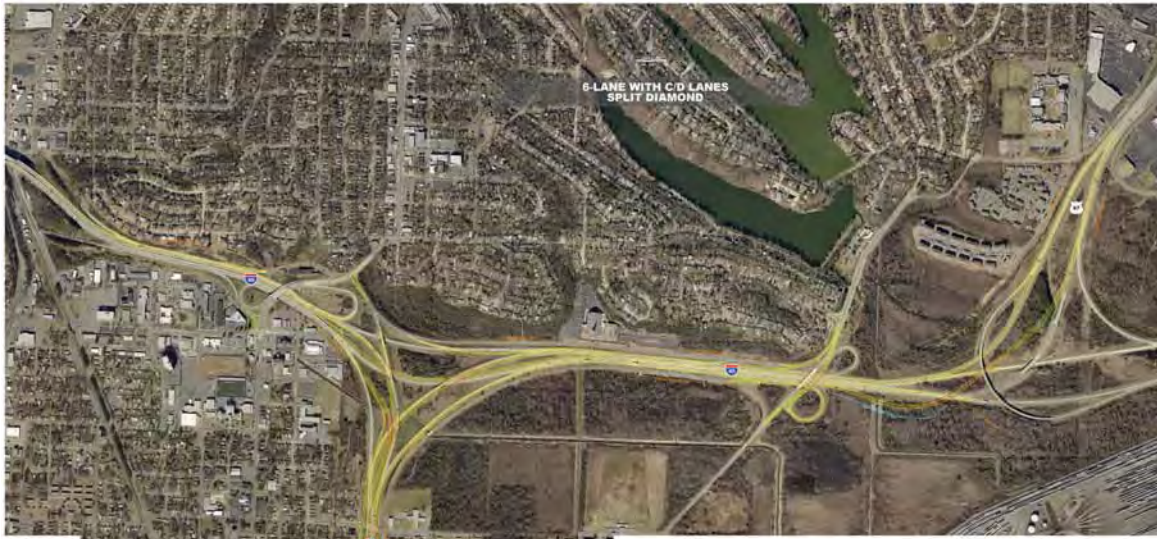
STATION 3



PREFERRED ALTERNATIVE

CA0602
I-530 — HIGHWAY 67

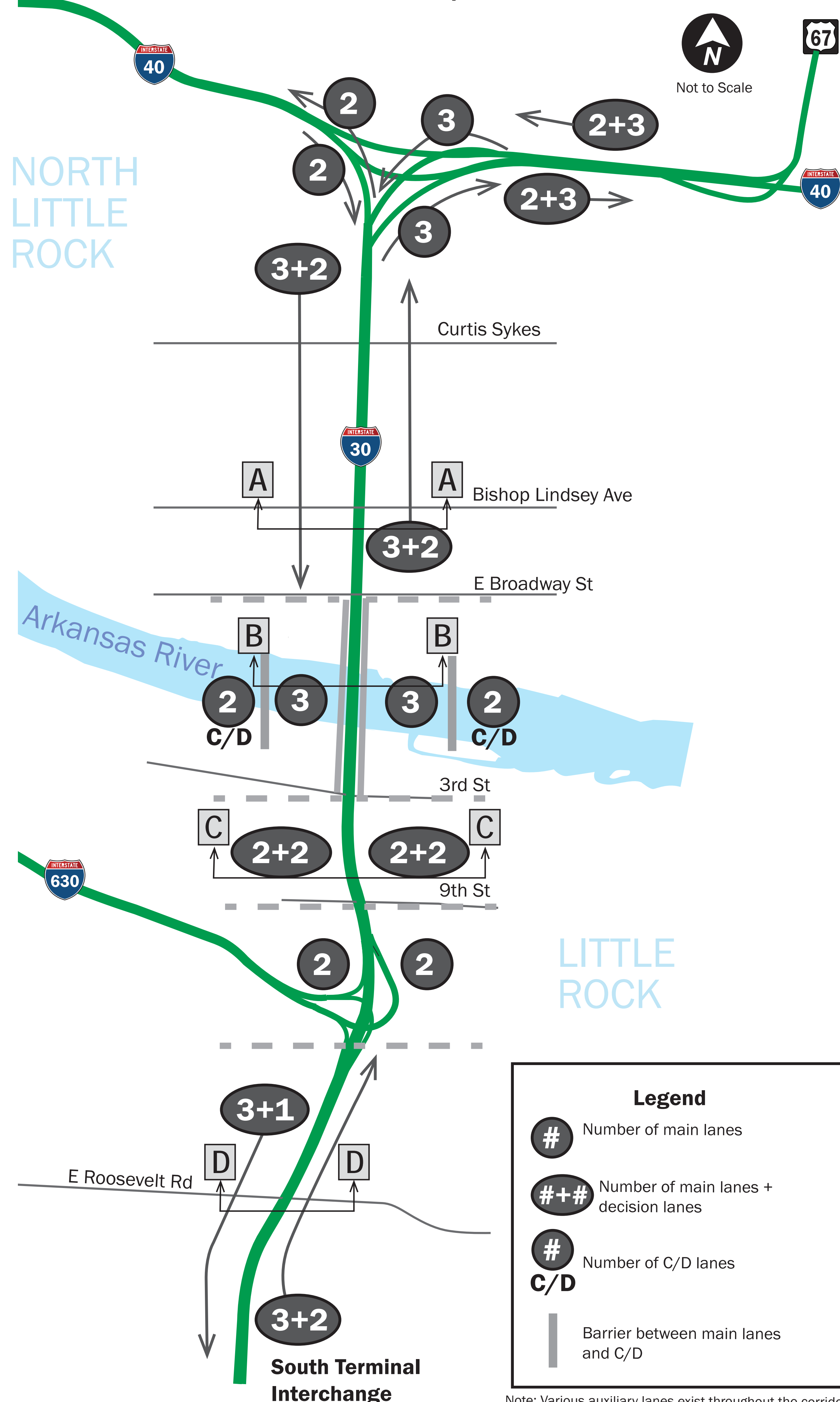




6-LANE WITH COLLECTOR/DISTRIBUTOR LANES LANES TYPICAL SECTIONS

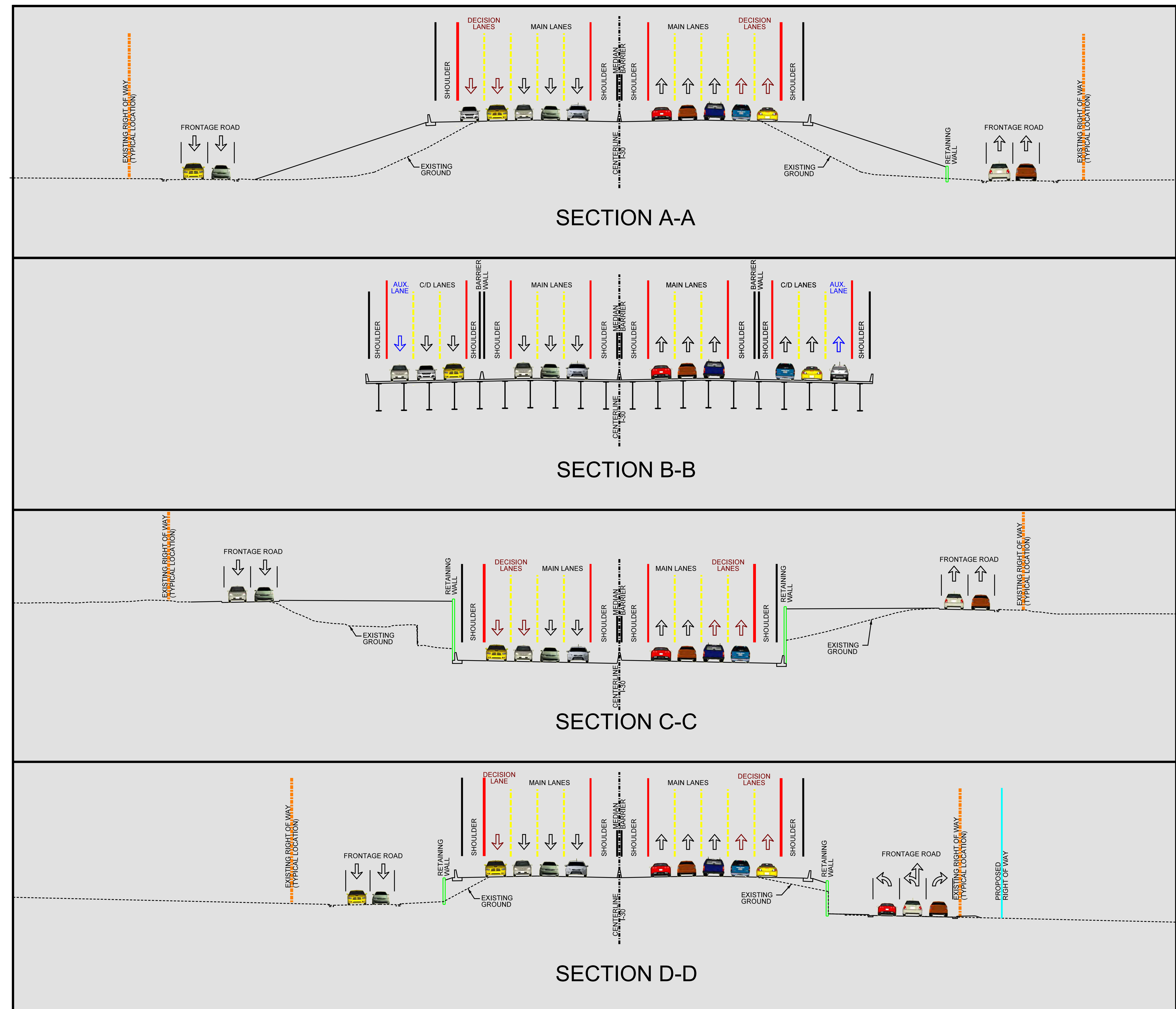


6-Lane with Collector/Distributor Lanes



6-LANE WITH C/D LANES (SPLIT DIAMOND)

3 Main Lanes in Each Direction with 2 Collector/Distributor Lanes

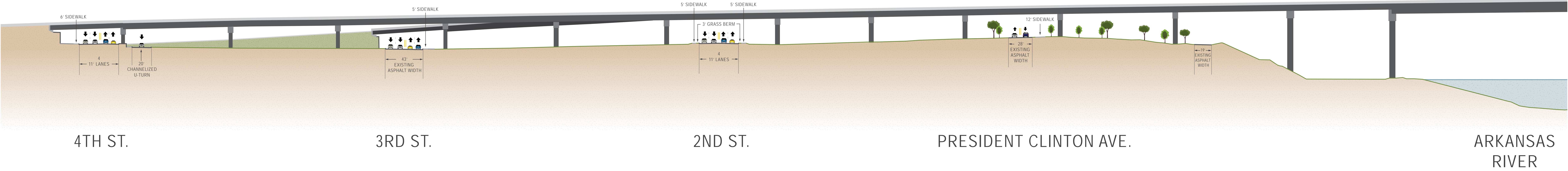


CA0602
I-530 — HIGHWAY 67

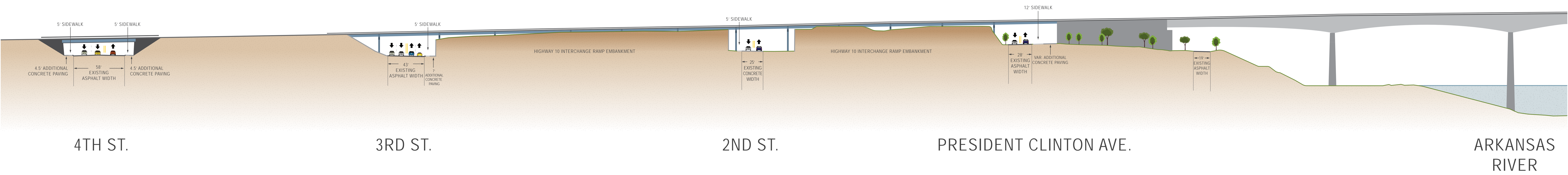
LOOKING WEST FROM CLINTON LIBRARY



PROPOSED



EXISTING



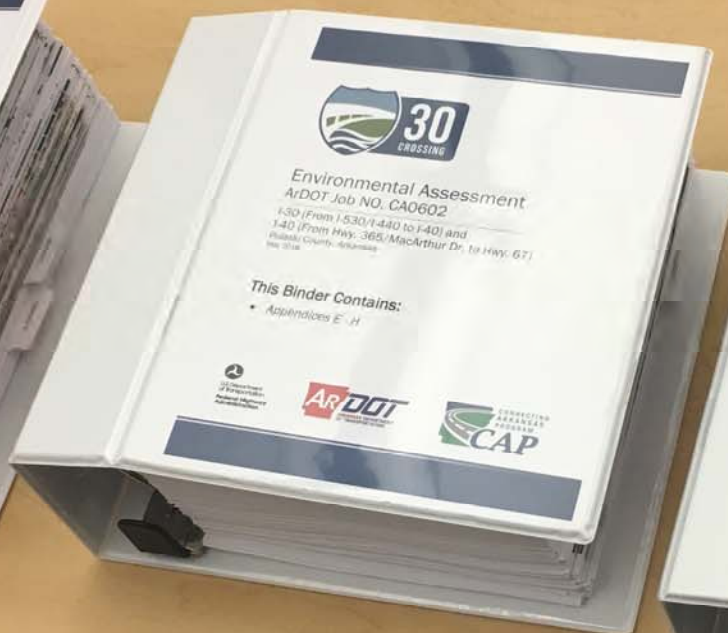
STATION 4



ENVIRONMENTAL ASSESSMENT & PARK DOCUMENTS

**CA0602
I-530 — HIGHWAY 67**



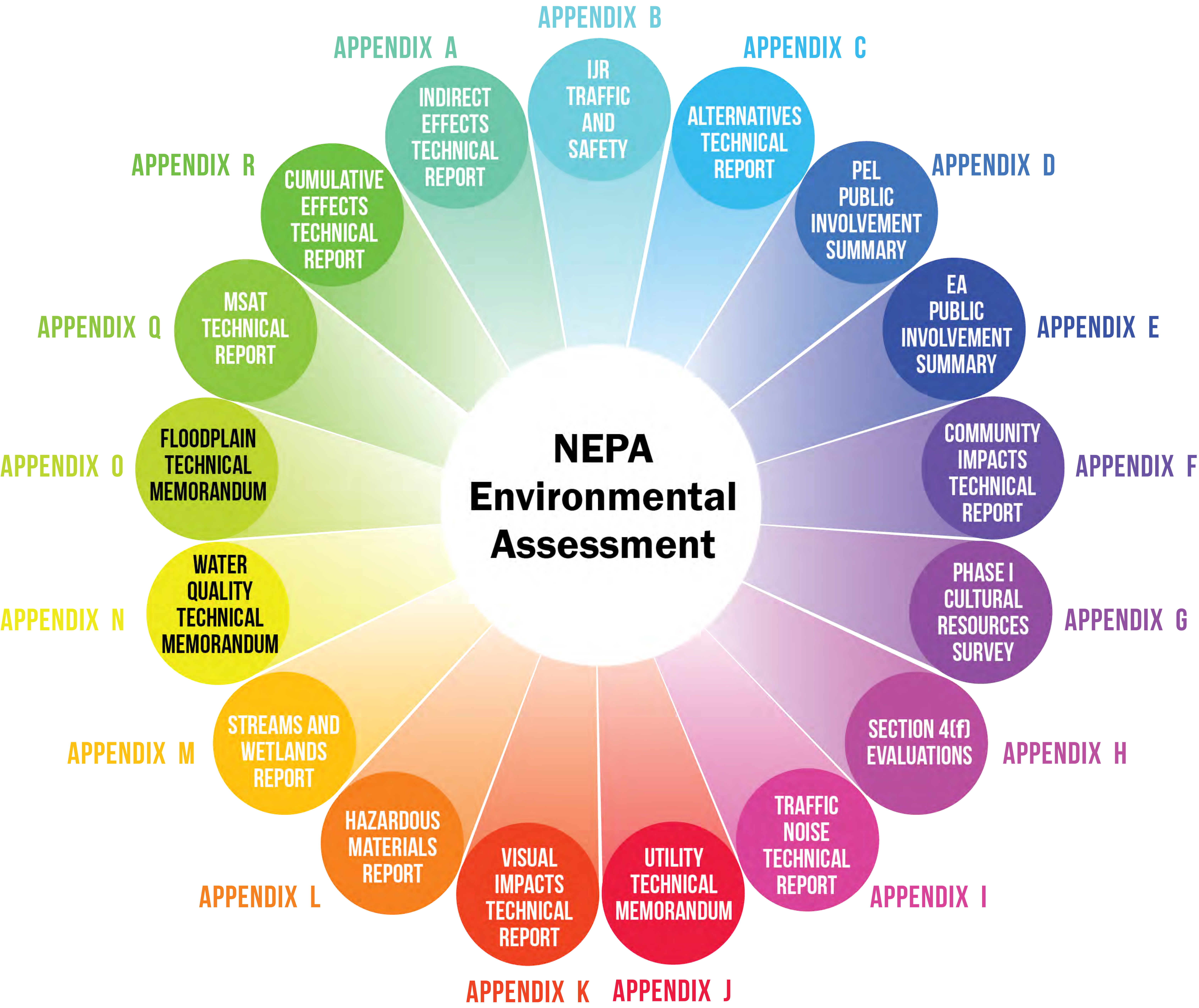


ENVIRONMENTAL ASSESSMENT



STUDIES AND REPORTS

The NEPA process has taken an extensive look at the 30 Crossing corridor. Numerous reports and other studies are included in the project’s draft Environmental Assessment. These reports, which serve as appendices in the EA, are identified below.





Request for Follow Up

If you have further questions about the EA, please provide your name and contact information below. A project team member will contact you.



Name

Email

Phone

Topic

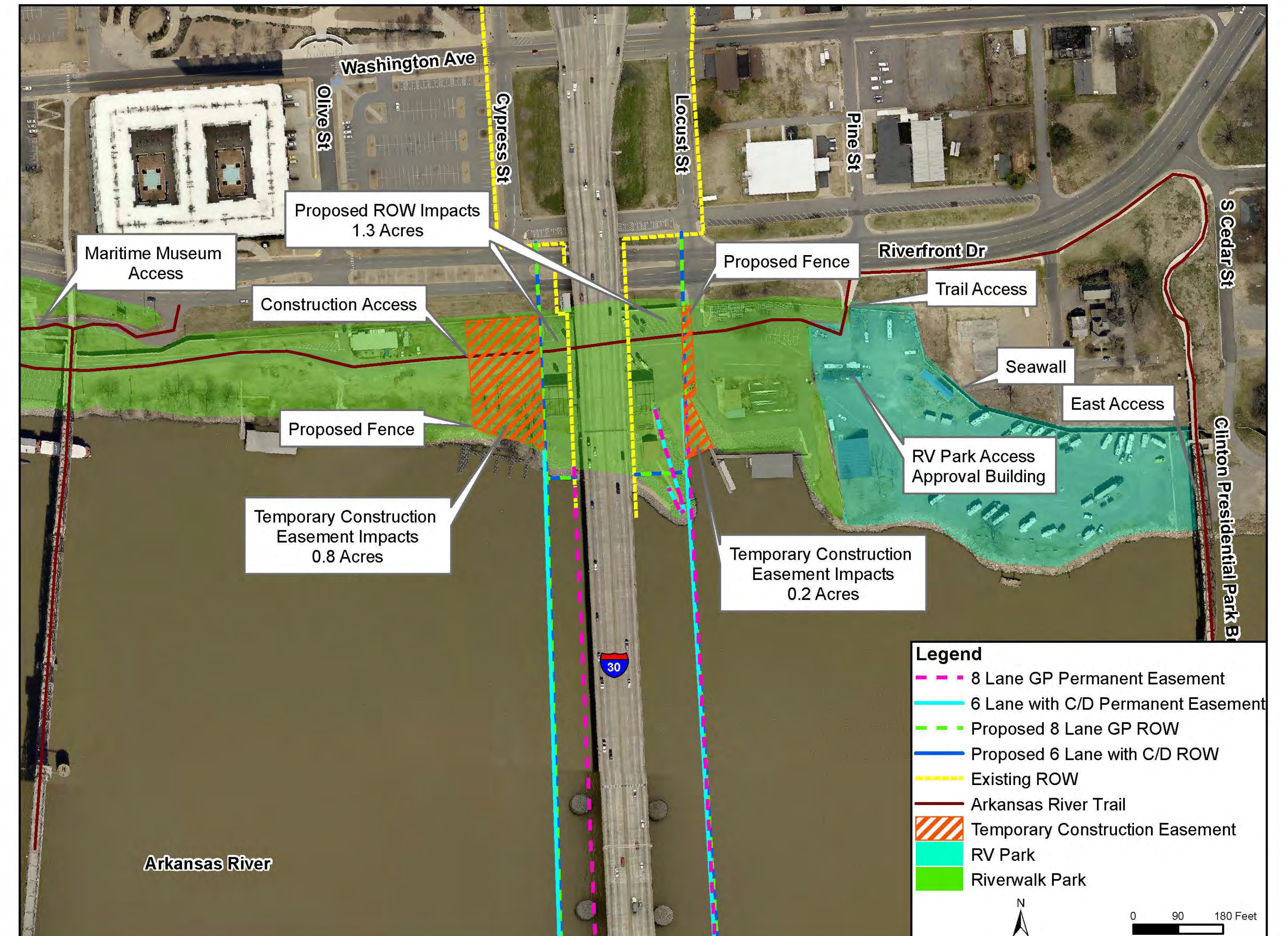
ENVIRONMENTAL IMPACTS



WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK & JULIUS BRECKLING RIVERFRONT PARK



NORTH SHORE RIVERWALK PARK



No permanent impacts to the parks.

LOCUST STREET OVERPASS



The existing North Locust Street overpass is structurally deficient. Various options were evaluated, but demolition and replacement was determined to be the only feasible and prudent alternative.

The Federal Highway Administration will ensure documentation of the bridge, including color digital photography, completion of an Arkansas Architectural Resource Form, and creation of a digital three-dimensional model for the bridge.

STATION 5



RIGHT OF WAY

CA0602
I-530 — HIGHWAY 67



STATION 6



OUTREACH & COMMENTS

CA0602
I-530 — HIGHWAY 67



HOW TO GET INVOLVED



FOR MORE INFORMATION OR TO PROVIDE COMMENTS ON THE 30 CROSSING PROJECT

Let us know what you think:

- Online: 30Crossing.com
- Email: Info@30Crossing.com
- Phone: 501-255-1519
- Mail: ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Website: 30Crossing.com

SUBMIT YOUR COMMENTS ONLINE!

Visit **30Crossing.com**, click on “Public Comment Form”

Submit your public hearing comments online by
4:30 p.m., Friday, July 27, 2018.

A comment form is also available at the sign-in table and
may be submitted in the comment box, via email, or by mail.



**THANK YOU
FOR ATTENDING**





Central Arkansas Library, Little Rock



William F. Laman Library, North Little Rock



I-30 Public Comment Form

Your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.



Your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

Public comment period ends July 27, 2018

Comment Form

Comments / Suggestions

Send Comment



Corridors

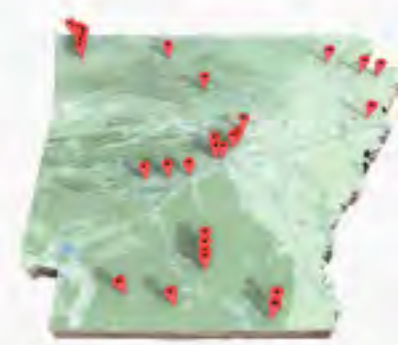
I-30: Pulaski County
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Highway 270: Garland County
Highway 412: Benton County
Highway 412: Lawrence/Greene County
Highway 549: Benton County



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More



Which Projects Are Being Funded By This program?

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More



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More

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30 Crossing Environmental Assessment

The 30 Crossing Environmental Assessment is approved For public availability and comments may be submitted for a 45-day period through July 27, 2018.



Environmental Assessment (EA)

This Environmental Assessment (EA) for 30 Crossing is being prepared to:

- Evaluate the environmental effects of improving I-30 and I-40.
- Inform and receive feedback from the public and decision makers about the purpose and need for the project, the alternatives that are being considered, and the anticipated environmental effects of the improvements.
- Determine whether effects are significant and require an Environmental Impact Statement or if the project effects can be sufficiently documented through an EA and Finding of No Significant Impacts (FONSI).

[EA Report and All Appendices PDF \(950MB\)](#)

[EA Report and All Appendices ZIP \(320MB\)](#)

If you have any difficulties downloading the EA or its appendices, please contact Jon Hetzel by emailing info@30Crossing.com for assistance.

Project Aerial Map – Roll Plot

The proposed preferred alternative is the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 Interchange.

EA Report and Appendices (Download Individual Documents)

Environmental Assessment

This Environmental Assessment (EA) for 30 Crossing is being prepared to:

- Evaluate the environmental effects of improving I-30 and I-40.
- Inform and receive feedback from the public and decision makers about the purpose and need for the project, the alternatives that are being considered, and the anticipated environmental effects of the improvements.
- Determine whether effects are significant and require an Environmental Impact Statement or if the project effects can be sufficiently documented through an EA and Finding of No Significant Impacts (FONSI).

Appendix A – Indirect Effects Technical Report

This report presents an analysis of the potential impacts of the project Action Alternatives outside of the proposed project right of way. These potential impacts evaluated include ecological encroachment effects, socio-economic encroachment effects, and induced growth effects.

Appendix B: IJR Traffic Results and Safety Analysis

This document presents the analysis of the operational conditions of the interchanges within the 30 Crossing study area. Based on the analysis of the traffic operations and traffic safety, modifications to existing interchanges are evaluated, and the justification for new interchanges is presented. Conceptual signing plans and a funding plan are presented.

Appendix C: Alternatives Technical Report

This report presents a summary of the evaluation of alternatives that was conducted during the PEL Study, and provides details of the evaluation of alternatives that was conducted during the NEPA study, including the Four Action Alternatives that are discussed in the Environmental Assessment.

Appendix D: PEL Public Involvement Summary

This document provides an overview of all public involvement activities that took place while the PEL study was ongoing. This summary includes all public comments on record made during this time.

Appendix E: EA Public Involvement Summary

This document provides an overview of public involvement activities that took place while the NEPA Environmental Assessment study was ongoing. This summary includes public comments on record made during this time.

Appendix F: Community Impacts Technical Report

This report analyzes the potential effects of the Action Alternatives on the communities of North Little Rock and Little Rock. The community impacts analysis performed for the proposed project consisted of analyses of potential impacts to regional and community growth; public facilities and services; access and travel patterns; potential right-of-way (ROW) acquisitions, easements, displacements and relocations; community cohesion; Environmental Justice (EJ) populations; gender, age, and disability populations; and Limited English Proficiency (LEP) populations.

Appendix G-1: Cultural Resources Report

This report summarizes the Phase 1 archaeological investigations.

Appendix G-2: Addendum to Cultural Resources Report

This addendum addresses the archaeological survey in the supplemental project area, extending from the I-40 onramp to John F. Kennedy Boulevard, westward to the I-40 overpass at Pike Avenue.

Appendix G-3: Built Environment Resources Effects Analysis Technical Report

This report provides documentation of the identified historic properties located within the study area, and evaluation of potential effects on these resources.

Appendix H: Section 4(f) Evaluations

This appendix contains the evaluation and documentation of effects on Section 4(f) properties within the study area. It includes a Programmatic Section 4(f) Finding on the North Locust Street overpass, and Section 4(f) de minimis Findings on North Shore Riverwalk Park, William J. Clinton Presidential Center and Park, and Julius Breckling Riverfront Park.

- North Shore Riverwalk Park
- William J. Clinton Presidential Center and Park, and Julius Breckling Riverfront Park
- Locust Street Overpass

Appendix I: Traffic Noise Technical Report

This report evaluates the potential noise impacts of the Action Alternatives. The analysis presents the existing and future acoustical environment at various receptors located along I-30 and I-40 and recommends measures to mitigate noise effects.

Appendix J: Utility Technical Memorandum

This memorandum describes and assesses the potential impacts to existing utilities and potential need for relocation of utilities within the project study area.

Appendix K: Visual Impacts Technical Report

This report describes and assesses any visual impacts that would be associated with the Action Alternatives, providing information on potential beneficial, neutral and adverse impacts associated with the proposed project.

Appendix L: Hazardous Materials Report

This report summarizes the work performed as part of an initial site assessment and lists potential and historic recognized contamination conditions within the study area.

Appendix M: Streams and Wetlands Report

This report documents the existing wetlands and streams within the 30 Crossing project study area.

Appendix N: Water Quality Technical Memorandum

This document provides governing regulations for water quality, provides background information on the quality of the water bodies in the project area, assesses potential impacts to water bodies from the Action alternatives, and presents potential mitigation options.

Appendix O: Floodplain Technical Memorandum

This report records and evaluates the floodplains in the area. It presents the regulations governing development in floodplains, describes the floodplains found in the 30 Crossing study area, and evaluates potential impacts to the floodplains for each Action Alternative along with proposed options for mitigation.

Appendix P: USFWS Concurrence Letter 4-14-16

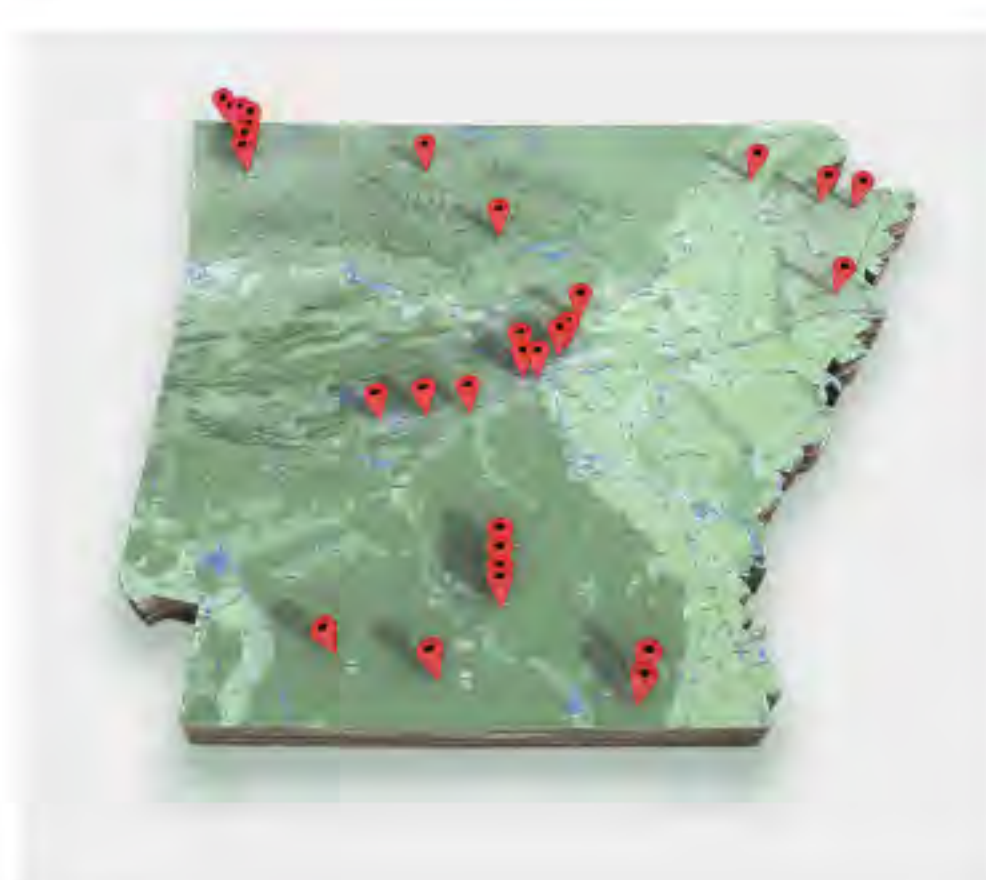
This document is a letter from the United States Fish and Wildlife Service (USFWS) documenting 30 Crossing study concurrence with the policies and standards of USFWS.

Appendix Q: MSAT Technical Report

This technical report presents background information on regulations governing mobile source air toxins (MSATs), discusses the scope and methodology of the analysis of the potential effect of the Action Alternatives on MSATs in the project area, and presents the results of the MSAT quantitative analysis for the Action Alternatives.

Appendix R: Cumulative Effects Technical Report

This report assesses the direct and indirect impacts of the proposed Action Alternatives within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources. Cumulative impacts to community resources, water resources, and historic resources are evaluated.



Corridors

I-30: Pulaski County
I-30: Saline County
I-40: Pulaski County
I-49: Washington/Benton County
I-630: Pulaski County
Highway 18: Craighead/Mississippi County
Highway 64: Crittenden County
Highway 64: White County
Highway 65: Boone/Newton County
Highway 65: Van Buren County
Highway 67: Pulaski/Lonoke County
Highway 70: Garland/Saline County
Highway 82: Columbia/Union County
Highway 82/425: Ashley County
Highway 167: Calhoun County

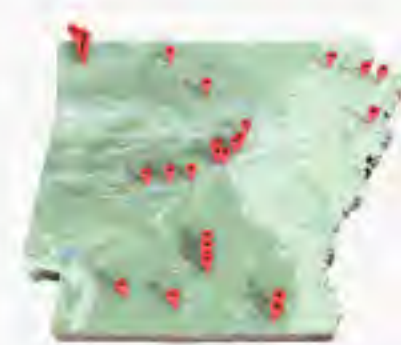
Highway 412: Benton County
Highway 412: Lawrence/Greene County
Highway 549: Benton County



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[More](#)



Which Projects Are Being Funded By This program?

Thirty-six projects in 19 corridors across Arkansas are included in the CAP, which improves transportation connections to the four corners of Arkansas.

[More](#)



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Info@ConnectingArkansasProgram.com

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Info@ArDOT.gov

Send Us a Message

Name
Email
Message
Send





Latest Materials: I-30

Latest information and materials for the 30 Crossing project.



I-30: Pulaski County > Latest Materials: I-30

Below are the latest materials for the 30 Crossing project. Please check back regularly for updates as the project continues to develop. If there is information you're looking for and can't find, please contact us.

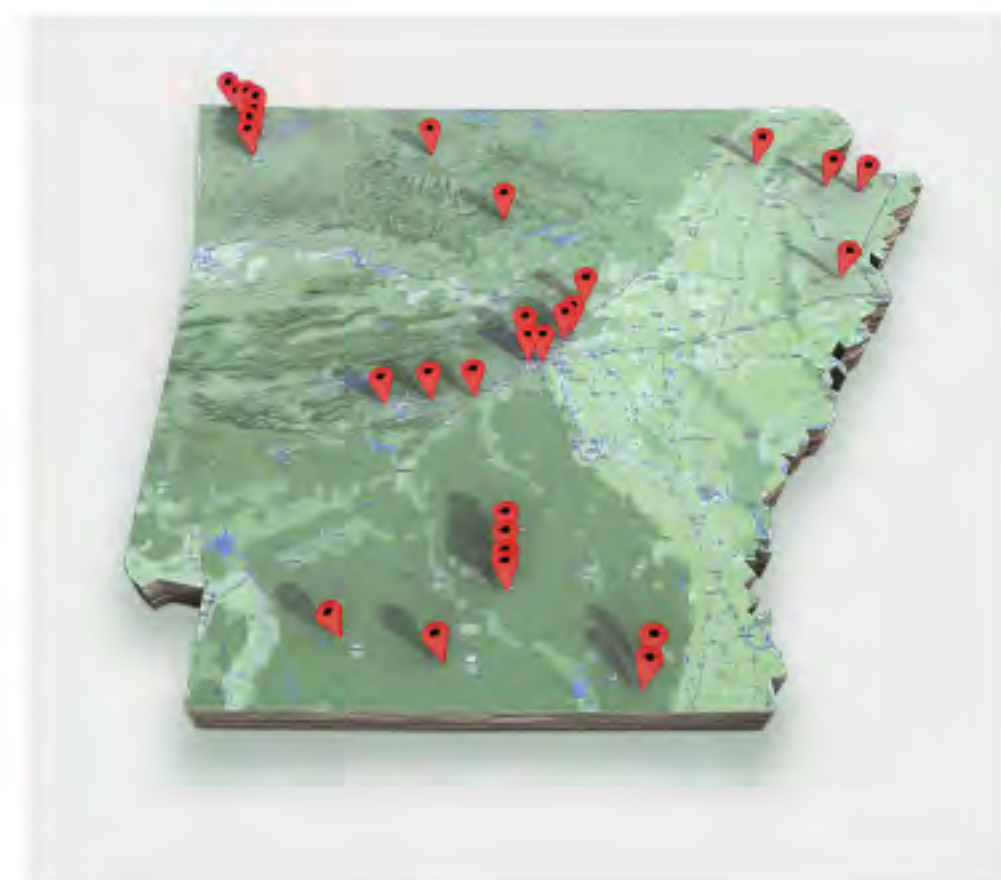
 Know the Facts	 Public Hearing Materials	 Environmental Assessment
 Project Aerial Map – Roll Plot	 30 Crossing Funding Sources	 What makes I-30 Unique?
 30 Crossing Public Involvement	 Public Meeting #6 Comments and Responses	 Purpose and Need of 30 Crossing
 3D Videos	 8-Lane GP Graphic	 6-Lane With Downtown C/D Graphic

30 Crossing 3D Simulations

I-30 Proposed 8-Lane and 6-Lane with C/D Lanes Alternatives (Split Diamond Interchange)



I-30 Proposed 8-Lane and 6-Lane with C/D Lanes Alternatives (Single Point Urban Interchange)



Corridors

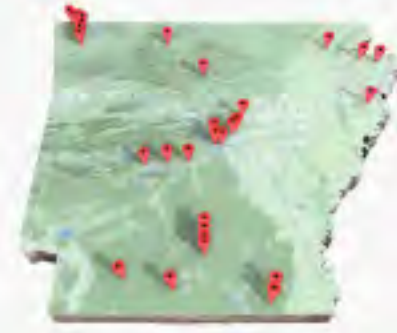
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Highway 67: Pulaski/Lonoke County
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30 Crossing Public Hearing: July 12, 2018

The public hearing will present the proposed preferred alternative, the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 Interchange.



Public Meeting Notice

The Arkansas Department of Transportation (ARDOT), in cooperation with the Federal Highway Administration (FHWA) and U.S. Army Corps of Engineers (USACE), will conduct an open Forum Location and Design Public Hearing to present and discuss the Environmental Assessment (EA) and proposed design plans. This project proposes to improve Interstate 30 from Interstate 530 and Interstate 440 to Interstate 40; including the Arkansas River Bridge, and a portion of I-40 from Highway 365 (MacArthur Drive) to Highway 67/167 including associated interchanges.

What

The public hearing will present the proposed preferred alternative, the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 Interchange.

The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

Thursday, July 12, 2018
4:00 – 7:00 p.m.

Wyndham Riverfront (Silver City Rooms)
2 Riverfront Place
North Little Rock, AR

Public Comments

The proposed preferred alternative is the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 Interchange. Please provide comments on the preferred alternative.

[Send us your comments](#)

Contact

Jon Hetzel, Communications Manager



Roll Plot



Environmental Assessment

Corridors

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Highway 167: Calhoun County
Highway 270: Garland County
Highway 412: Benton County
Highway 412: Lawrence/Greene County
Highway 549: Benton County

Exhibits

"We Are Here" Project Status



Preferred Alternative Overview



Preferred Alternative



Environmental Assessment and Park Documents



Outreach and Comments



Meeting Materials

Handouts

Public Hearing Notice Flier
Legal Notice
Summary Sheet
Project Area Map
Comment Form
Electronic Comment Form

"We Are Here" Project Status

Project Area Maps
Timeline
Design-Build Overview
Public Involvement
Your Input Matters

Preferred Alternative Overview

Purpose and Need
PEL Study Goals
Preferred Corridor Alternative
Preferred Highway 10 Interchange Alternative
6-Lane with C/D Lanes Details
Split Diamond Interchange Details
Safety Improvements
Identification of Historic Properties
Traffic Volume & Simulation (video)
Downtown Peak Hour Traffic Volumes



Preferred Alternative

Roll Plot
Typical Sections
Looking West from Clinton Library

Environmental Assessment and Park Documents

Environmental Assessment
Studies and Reports
Environmental Impacts

Outreach and Comments

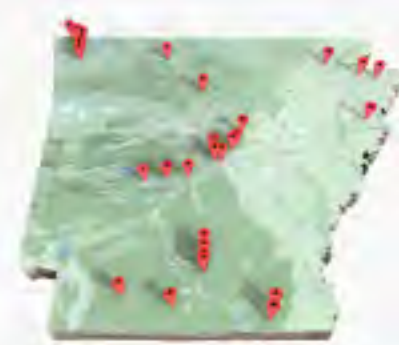
How to Get Involved
Comment Form
Electronic Comment Form



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