



Hazardous Materials Initial Site Assessment

ARDOT JOB NO. CA0602

I-30 (From I-530/I-440 to I-40) and
I-40 (From Hwy. 365/MacArthur Dr. to Hwy. 67)
Pulaski County, Arkansas
October, 2017



U.S. Department
of Transportation
**Federal Highway
Administration**



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HAZARDOUS MATERIALS INITIAL SITE ASSESSMENT

30 Crossing CA0602

Pulaski County, Arkansas

Harbor Project No. GRVR-16122

June 2016

Prepared for:
GARVER

We declare that, to the best of our professional knowledge and belief, we meet the definition of *environmental professional* as defined in §312.10 of 40 CFR 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the *study area*. We have developed and performed all appropriate inquiries in conformance with the standard and practices set forth in 40 CFR Part 312.

Prepared By: _____


Thomas A. Huetter, P.G., *Senior Project Manager*
Harbor

Reviewed By: _____


Leslie A. Davis, *Principal*
Harbor

LIST OF ACRONYMS

ACM	Asbestos-containing Materials
ADEQ	Arkansas Department of Environmental Quality
ADL	Aerially Deposited Lead
ArDOT	Arkansas Department of Transportation
AR	Arkansas
AR Brownfields	Arkansas Brownfields properties
AST	Aboveground Storage Tanks
ASTM	American Society for Testing and Materials
bbf	Barrels
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS/NFRAP	CERCLIS facilities designated “No Further Remedial Action Planned”
CESQG	Conditionally Exempt Small-Quantity Generators of hazardous waste
CORRACTS	RCRA facilities under corrective action
EDR	Environmental Data Resources, Inc.
EPA	Environmental Protection Agency
ERNS	Federal Emergency Response Notification System List
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
Hist Auto	Historic auto facilities – filling stations and repair facilities
Hist Cleaner	Historic dry cleaning and laundry facilities
IC	Institutional Controls
IC/EC	Institutional Control/Engineering Control
ID	Identification
ISA	Hazardous Materials Initial Site Assessment
JFK	John F. Kennedy
LBP	Lead-based Paint
LF	Landfill
LQG	Large-Quantity Generators of Hazardous Waste
LR	Little Rock
LTANKS	Leaking Storage Tanks
LUST	Leaking Underground Storage Tanks
MGP	Manufactured Gas Production
NEPA	National Environmental Policy Act
NFRAP	No Further Remedial Action Planned
NLR	North Little Rock
NPL	National Priorities List
NPMS	National Pipeline Mapping System
PCB	Polychlorinated Biphenyls
PHMSA	Pipeline and Hazardous Materials Safety Administration
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
ROW	Right-of-Way
SHWS	State Hazardous Waste Site
SQG	Small-Quantity Generators of Hazardous Waste
SWF	Solid Waste Facilities
SWID	Solid Waste Illegal Dumps
TSDF	Treatment, Storage, and Disposal Facilities

UPRR
US Brownfields
USGS
UST
VCP

Union Pacific Railroad
US Brownfields properties
United States Geological Survey
Underground Storage Tank
Voluntary

Cleanup

Program

DRAFT

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EXECUTIVE SUMMARY

Harbor performed a Hazardous Materials Initial Site Assessment (ISA) on the 30 Crossing project, located in Little Rock and North Little Rock, Pulaski County, Arkansas. Although the ISA is not considered a Phase I Environmental Site Assessment, elements of the project were performed in general conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Practice E 1527 - 13, "*Environmental Site Assessments: Phase I Environmental Site Assessment*". This report will serve to summarize the work performed by Harbor professionals as part of the project.

The study area encompasses the existing 6.7-mile Interstate (I)-30 corridor starting at the I-30/I-440/I-530 interchange in the south continuing north on I-30 through Little Rock into North Little Rock. The corridor continues to the I-30/I-40 interchange then west to the I-40/Pike Avenue interchange and east to the I-40/U.S. Highway 67/167 interchange. The study area includes the existing right-of-way (ROW) and the proposed ROW. The study area is urban and is predominantly bordered by commercial property, although some residential properties remain adjacent to the corridor. Surrounding areas are commercial, residential, and light industrial. The study area was first developed in the 19th century and contains structures that date from that era up to the present.

During the course of this project, Harbor performed a site reconnaissance, reviewed federal, state, and local records, and reviewed historical maps and aerial photographs to ascertain the current and historical use of the study area and surrounding areas. **This ISA revealed several potential recognized environmental conditions (RECs) related to the current and past use at the study area and adjacent properties:**

- **Intersection of N. Locust Street and Curtis Sykes Drive - Foundation Pro (former Cen-Ark Tire and Auto), former Jones Floyd Auto Repair, and the SuperStop convenience store were identified underground storage tank (UST) facilities. Additionally, two (2) diesel spills were recorded at this intersection. Although unlikely, excavations required for the 30 Crossing project could potentially encounter petroleum-impacted soils or groundwater in these areas.**
- **Intersection of N. Locust Street and E. 13th Street. – Big Chain Liquor, located at 601 E. 13th Street, is a former filling station, which was identified during the Sanborn Map review. Although unlikely, excavations required for the 30 Crossing project could potentially encounter petroleum-impacted soils or groundwater in this area.**
- **The I-30 and Locust Street Overpasses – These cross the Union Pacific Railroad (UPRR) multi-line rail crossing and bisect the former cotton compress warehouses that were identified in the Sanborn Map review. In addition, former facilities located adjacent to the existing ROW include two (2) auto repair shops, a filling station, fuel tanks, sheet metal works. Areas of highest potential risk in Segment A occur along N. Locust Street and N. Cypress Street, particularly at the intersections with E. 9th Street and E. 13th Street. UPRR also has a large maintenance and switching facility to the east/northeast of here. Excavations required for bridge construction in the area around the rail lines and former cotton warehouses will likely encounter petroleum and possibly arsenic impacted soils.**

- 1 • **Intersection of N. Cypress Street and Bishop Lindsey Avenue – U.S. Fuel was**
2 **previously located at this intersection and was on the UST database. Although**
3 **unlikely, excavations required for the 30 Crossing project could potentially**
4 **encounter petroleum-impacted soils or groundwater in this area.**
- 5 • **Vicinity of I-30 and E. Broadway Street and E. Washington Street – Several**
6 **regulated facilities are located in this area. First Security Bank (former East**
7 **Broadway Shell filling station), Exxon Snappy Mart, Fleet Tire Service, Gerda,**
8 **Early Birds Child Care (former Hotsy of Arkansas dry cleaner), and the Valero**
9 **convenience store. Several potential historic RECs identified in the existing ROW**
10 **in this area include two (2) filling stations/fuel tanks, a dry cleaner, a junk yard,**
11 **coal storage areas, railroad maintenance shop, and a furniture repair store.**
12 **Former facilities located adjacent or within close proximity to the existing ROW in**
13 **Segment B include four (4) auto repair shops, 13 filling stations/fuel tanks, sheet**
14 **metal works, tin shop, railroad roundhouse, and a silver plating business. Based**
15 **on the high concentration of historic and regulated facilities in this area,**
16 **particularly UST sites, excavations required for the 30 Crossing project in this**
17 **area could potentially encounter petroleum-impacted soils or groundwater in**
18 **these areas.**
- 19 • **River Market/Clinton Presidential Library Area – No current high risk regulated**
20 **facilities were located adjacent to the study area in this area; however, the EDR**
21 **review of the historic auto database and historic dry cleaner database revealed**
22 **several former UST sites and dry cleaning sites in and adjacent to the current**
23 **ROW. As much of this area has been redeveloped in recent years, it is likely that**
24 **most contamination present on adjacent properties has been addressed.**
25 **Regardless, the possibility exists for potential contamination to be encountered**
26 **during excavations in the existing or proposed ROW.**
- 27 • **Vicinity of I-30/6th Street and 9th Street Interchanges – Several regulated facilities**
28 **are located in this segment. These include the City of Little Rock Compressed**
29 **Natural Gas station (former Gardner's Exxon 50933), Phillips 66 convenience**
30 **store, Shell convenience store, former Bill Terry's Collison, Superstop #220, 9th**
31 **Street Fuelman, and former Davis 66. All but the Bill Terry's Collison facility**
32 **would be considered potential RECs. Based on the presence of these filling**
33 **stations adjacent to the 6th and 9th street overpasses, there is a high potential for**
34 **encountering petroleum contaminated soils and/or groundwater in these areas.**
- 35 • **I-30/I-630 Interchange – Potential historic RECs identified in the existing ROW of**
36 **this area include several filling stations, auto repair shops, laundry/dry cleaners,**
37 **and a printer. Former facilities located adjacent or within close proximity to the**
38 **existing ROW in this area include two (2) filling stations, a dry cleaner, and a paint**
39 **shop. Areas of highest potential risk occur along the former Barber Avenue**
40 **corridor (located within the I-30/I-630 interchange, and the east side of the I-30/21st**
41 **Street interchange.**
- 42 • **Vicinity of I-30/Roosevelt Road Interchange – Three (3) high-risk regulated**
43 **facilities are currently or were previously located here, the former Bragg Street**
44 **Shell, Roosevelt Exxon, and Roosevelt Shell. The former Bragg Street Shell is**
45 **located adjacent to the existing ROW at 2420 Bragg Street. Roosevelt Shell and**
46 **Roosevelt Exxon are located on Roosevelt Road, adjacent to I-30. South of this**

1 **area is the UPRR Biddle railroad yard, which I-30 crosses just prior to the I-30/I-**
2 **530/I-440 interchange. Based on the presence of these filling stations,**
3 **excavations required for the 30 Crossing project in these areas have a potential**
4 **for encountering petroleum contaminated soils and or groundwater in these**
5 **areas.**

6 Section 8.0 of this report presents additional recommendations for these areas to assure that
7 construction activities evaluate and minimize potential environmental impacts.

8
9 Harbor did not have access to all of the properties or adjoining properties discussed in this
10 report. These sites were only visually inspected from the boundaries while in the study area.
11 This report and all work performed in conjunction with this report, are for exclusive use of
12 Garver, the Arkansas Department of Transportation (ArDOT), and their agents or assigns.
13 Other entities or individuals may only rely on this report with the express written consent of
14 Garver, ArDOT, and Harbor.

15

1 1.0 Introduction

2 Approved by Arkansas voters, the Arkansas Department of Transportation (ARDOT) is
3 implementing an accelerated State Highway Construction and Improvement Program named the
4 Connecting Arkansas Program (CAP).
5

6 A major component of the CAP is to implement a project to improve a portion of Interstate 30 (I-
7 30) from Interstate 530 (I-530) and Interstate 440 (I-440) to Interstate 40 (I-40), including the
8 Arkansas River Bridge, and a portion of I-40 from Highway (Hwy.) 365 (MacArthur Drive [Dr.]) to
9 Hwy. 67. This project is CA0602: I-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40), commonly
10 known as the 30 Crossing project. **Figure 1** illustrates the proposed 7.3-mile project limits.

11 1.1 Existing Facility

12 I-30 is one of the critical links of the Central Arkansas Freeway System. It connects
13 communities within the Central Arkansas Region and serves local, regional and national
14 travelers with varied destinations and trip purposes.
15

16 The I-30 corridor generally consists of three main lanes in each direction with parallel one-way
17 discontinuous frontage roads on each side of the interstate. In the northern portion of the project
18 limits, the I-40 corridor consists of three to four main lanes in each direction with parallel one-
19 way frontage roads on each side of the interstate between the I-30/I-40 interchange and North
20 Hills Boulevard (Blvd.). Within the 7.3-mile corridor, four system interchanges are located:
21

- 22 • I-30 with I-530 and I-440
- 23 • I-30 with I-630
- 24 • I-30 with I-40
- 25 • I-40 with Highways 67/167

26 1.2 Proposed Alternatives

27 1.2.1 No-Action Alternative

28 The No-Action Alternative represents the case in which the proposed project is not constructed,
29 but could include future projects identified through the long-range planning process for
30 maintaining a state of good repair as funding becomes available.

31 1.2.2 Action Alternatives

32 Two different main lane configurations are under consideration. Both would include the
33 replacement of the Arkansas River Bridge.
34

- 35 • Eight-Lane General Purpose (GP) Alternative would provide four main lanes in each
36 direction with no Collector Distributor (C/D) lanes.
37
- 38 • Six-Lane with C/D Lanes Alternative would reconstruct the existing six-lane (three in each
39 direction) roadway while adding two decision lanes on each side that ultimately feed into a
40 C/D system located at the Arkansas River Bridge.
41

42 The current Hwy. 10 (Cantrell Rd.) interchange provides direct access to the downtown business
43 district of Little Rock. Its proximity to the Arkansas River Bridge and the I-30 interchange with I-

1

Figure 1: Project Limits



2

1 630 creates a unique level of complexity. In order to balance various project goals, two
2 interchange concepts are being considered for replacement of this interchange:

- 3 • An elevated Single Point Urban Interchange (SPUI) constructed in the same location as
4 the current interchange;
- 5 • A Split Diamond Interchange (SDI) constructed south of the existing interchange at 4th and
6 9th Streets.

7
8 Combining the two main lane configurations with the two Hwy. 10 (Cantrell Rd.) interchange
9 concepts results in the four Action Alternatives as follows:

- 10
11 Alternative 1A: 8-Lane GP with SPUI Alternative
12 Alternative 1B: 8-Lane GP with SDI Alternative
13 Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative
14 Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative
15

16 For detailed information on the Action Alternatives, refer to the **30 Crossing Environmental**
17 **Assessment (EA)** for the proposed project.
18
19

1 **2.0 Detailed Scope of Service**

2 Harbor was authorized by Mr. Glynn Fulmer with Garver to perform an Initial Site Assessment
3 (ISA) of the study area to identify existing or potential recognized environmental conditions
4 (RECs) and/or historical RECs (as defined by ASTM Practice E 1527-13). The ISA was
5 conducted in accordance with the Federal Highway Administration (FHWA) Technical Advisory
6 Document 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(f)*
7 *Documents* as required under the National Environmental Policy Act (NEPA). Although this ISA
8 was prepared utilizing elements of ASTM E 1527-13, this ISA should not be considered a Phase
9 I Environmental Site Assessment.

10
11 A REC is defined in the Standard as the “presence or likely presence of any hazardous
12 substances or petroleum products on a property under conditions that indicate an existing
13 release, a past release, or material threat of a release of any hazardous substances or
14 petroleum products into structures on the property or into the ground, groundwater, or surface
15 water of the property.” According to the Standard, this term includes hazardous substances or
16 petroleum products even under conditions in compliance with laws. It is not intended to include
17 *de minimis* conditions that generally do not present a material risk of harm to public health or the
18 environment and that generally would not be the subject of an enforcement action if brought to
19 the attention of appropriate governmental agencies. Conditions determined to be *de minimis*
20 are not considered to be RECs.

21
22 The scope of this ISA included three (3) significant components. This included a site
23 reconnaissance, a records review, and evaluation and report preparation. Accordingly, the
24 scope of work for the project consisted of the following:

25 **2.1 Site Reconnaissance**

26 Harbor personnel visited the study area from April 5 to 8, 2016, to visually and physically
27 observe the study area and identify potential RECs within the study area. The environmental
28 professionals noted information about the general condition and site setting of the study area.

29 **2.2 Records Review**

30 A review of reasonably ascertainable federal and state records was performed to help identify
31 RECs in connection with the property. Harbor obtained federal and state records from
32 Environmental Data Resources, Inc. (EDR) of Southport, Connecticut. The standard
33 environmental record sources are listed in Section 5.1 below.

34
35 Harbor also reviewed the current United States Geological Survey (USGS) 7.5-minute
36 topographic maps of the study area (Little Rock, North Little Rock and McAlmont Quadrangles).
37 These maps are a standard source for information regarding the physical setting of the study
38 area. Historical land use information was obtained by reviewing available standard historical
39 sources, which included historic USGS topographic maps, aerial photographs, and Sanborn Fire
40 Insurance Maps.

41 **2.3 Evaluation and Report Preparation**

42 The final ISA Report for this project was prepared by an Environmental Professional and
43 reviewed for technical quality by a senior Environmental Professional. The report includes all
44 documentation to support the analysis, opinions, and conclusions found herein. The
45 documentation is of sufficient detail to reconstruct all research at a later date, if necessary, as
46 required by the Standard.

47

1 **3.0 Project Area Description**

2 **3.1 General Location**

3 The study area consists of an approximately 6.7-mile section of I-30 beginning at the
4 intersection with I-440 and I-530 at its southern terminus in Little Rock. The study area
5 continues north past and including the I-30/I-630 intersection and then across the Arkansas
6 River into North Little Rock. The corridor extends west on I-40 to the Pike Avenue interchange
7 and east on I-40 to the U.S. 67/167 interchange. The study area includes the existing ROW and
8 the proposed ROW. The study area is shown on Figures 3-1 and 3-2. Figure 3-1 is a street
9 map showing the study area. Figure 3-2 is comprised of portions of the three (3) 7.5-minute
10 topographic maps of the area, Little Rock, North Little Rock and McAlmont, AR quadrangles.

11 **3.2 General Characteristics and Current Use of the Study Area**

12 The study area includes the existing I-30 corridor, which traverses downtown Little Rock and
13 North Little Rock. The study area consists primarily of commercial/light industrial development
14 with some residential. Both downtown areas of Little Rock and North Little Rock have
15 experienced a resurgence and have been improved with restaurants, parks, and other tourist
16 destinations. Several significant public attractions are located within the footprint of the study
17 area, including Verizon Arena, William J. Clinton Presidential Center and Park, William
18 Jefferson Clinton Presidential Library, and the Little Rock River Market. These features have
19 contributed to an already congested traffic route. There are undeveloped areas in the southern
20 and northern areas of the study area.

21 **3.3 Physical Setting**

22 Several sources were utilized to evaluate the physical setting of the study area. Three (3) 7.5-
23 minute topographic maps cover the study area, Little Rock, North Little Rock, and McAlmont
24 quadrangles. In addition, several geological and hydrogeological references were used. Based
25 on these maps, elevations across the study area range from approximately 240 to 370 feet
26 above mean sea level (ft msl). Topography across the study area is variable. A large portion of
27 the study area, particularly north of the Arkansas River, is generally flat as it is situated on
28 alluvial deposits of the Arkansas River. Upland hills are located toward the northern end of the
29 study area. Most of the study area south of the river is gently sloping to moderately sloping.
30 The southern end of the study area is generally flat.

31

32 **3.3.1 Surface Water Characteristics**

33 The primary water body in the study area is the Arkansas River, which I-30 crosses
34 between Little Rock and North Little Rock. Other water bodies in the study area include
35 the Dark Hollow area, which is adjacent to the northeastern portion of the study area.
36 This area has known wetlands and several unnamed ephemeral/intermittent streams.
37 Fourche Creek and its associated wetlands are located at the southern end of the study
38 area.

39 **3.3.2 Geological and Hydrogeological Characteristics**

40 The study area straddles the boundary between three (3) physiographic regions of
41 Arkansas; the Mississippi Embayment, the Gulf Coastal Plain, and the Ouachita
42 Mountains. The Mississippi Embayment is characterized by unconsolidated Quaternary-
43 aged alluvial and terrace deposits of the Arkansas River. The Gulf Coastal Plain is
44 characterized by semi-consolidated Tertiary-aged marine and non-marine sediments.

1 The Ouachita Mountains are characterized by intensely folded and faulted Paleozoic-
2 aged rock. According to the Geologic Map of Arkansas (1993), the study area is
3 underlain by Quaternary alluvium, Tertiary-aged Midway and Wilcox Groups, and
4 Pennsylvanian-aged Jackfork Sandstone.

5
6 Each of the three (3) physiographic regions referenced above have aquifers of varying
7 water quality. The uppermost occurrence of groundwater in the Mississippi Embayment
8 occurs in the alluvial aquifer, which is contained in pore spaces of the unconsolidated
9 alluvial sediment. The Gulf Coastal Plain has several aquifers and confining units. The
10 Wilcox Group contains two (2) aquifers; while the underlying Midway Group is
11 considered a confining unit. Groundwater occurring in the Jackfork and other Paleozoic
12 formations of the Ouachita Mountains occurs in fractured and weathered zones in the
13 rock and in the soils formed above the bedrock.

14
15 None of the aquifers in the study area are used for public water supply. No specific
16 hydrogeological information was available for the study area; however, depth to
17 groundwater below the study area typically ranges from 15 to 25 feet below ground
18 surface. In terms of hydrogeological gradient, the overlying topography can be used to
19 generally estimate the direction of groundwater flow. Generally, the uppermost
20 occurrence of groundwater will flow toward the Arkansas River.

21 22 *3.3.3 Soil Characteristics*

23 The surface soils occurring throughout the study area are highly variable. Much of the
24 area is designated as urban land or specific soils as urban land complex. Most areas of
25 soils that are not covered by structures have been so altered by construction they are
26 not mapped separately. Generally, soil types include fine sand, sandy loam, silt loam,
27 and silty clay loam. Soil slopes range from 0 – 1 percent slopes to 12 – 40 percent
28 slopes.

29 30 *3.3.4 Flood Zone Map*

31 Review of the Federal Emergency Management Agency (FEMA) flood plain maps that
32 cover the study area indicate that many areas adjacent to the corridor are located in
33 zone A, AE or AH, which are in the 100-year flood zone. This includes a large area to
34 the east of I-30 and south of I-40 in North Little Rock, areas immediately adjacent to the
35 Arkansas River, and the Fourche Creek area at the south end of the study area.

1 **4.0 Historical Records Review**

2 Review of historical aerial photographs, topographic maps, and Sanborn maps shows that the
3 study area has been developed since prior to 1897. Additional information regarding the history
4 of the study area is summarized below.

5 **4.1 Aerial Photographs**

6 Current and historical aerial photographs of the study area were reviewed for this ISA. Aerial
7 photographs available from USGS included 1960 and 1970. Review of the 1960 photographs
8 show that I-40/U.S. Highway 67/167 interchange was under construction at the time; however, I-
9 40 west of this interchange had not been constructed. I-30 had not been constructed; however,
10 most of the north-south ROW through North Little Rock had been cleared and the I-30 bridge
11 over the Arkansas River was under construction. The aerial photographs show that south of the
12 river, an area of the ROW between Ferry Street and Rector Avenue (between E. Markham
13 Street and E. Capitol Avenue had been cleared and bridge footings were evident. Areas of the
14 ROW to the south of E. Capitol Avenue had yet to be cleared. Many of the structures discussed
15 in the following sections were clearly visible in the 1960 aerial photographs. The 1970
16 photographs show I-30, I-40, and U.S. Highway 67/167 in their current right-of-ways.
17 Additionally, I-530 had been constructed to the south of the study area. I-440 and I-630 had not
18 been constructed. Rail yards are visible in Little Rock and North Little Rock in both sets of
19 aerial photographs as discussed further in Sections 4.2, 4.3 and 5.2 below. In general, the
20 surrounding area was urban development in both series of photographs. Copies of the aerial
21 photographs are presented in Attachment B (Historical Documentation) as Exhibits A-1 through
22 A-20.

23 **4.2 Topographic Maps** Current and historical topographic maps of the area were reviewed
24 for this ISA. Historic topographic maps available from USGS were published in 1893, 1935,
25 1954, 1961 (photorevised in 1970 and 1975), 1986, 1994 and 2014. The 1893 30-minute
26 topographic map of Little Rock showed the entire study area. Little Rock and North Little Rock,
27 then known as Argenta, was shown as developed with streets laid out in blocks as seen today,
28 although no structures were depicted on the map. Two (2) rail lines entered Little Rock from the
29 south and southwest. Two (2) rail bridges crossed the Arkansas River into Argenta. Several
30 rail lines entered Argenta from the north and east.

31 The 1935 7.5-minute topographic maps (Little Rock, North Little Rock, and McAlmont) showed
32 much greater detail of the study area. Both Little Rock and North Little Rock were highly
33 developed. Individual residences were shown across the street grid. Larger individual
34 structures were also shown. Multiple rail lines entered Little Rock from the south and southeast.
35 A large commercial/industrial district was evident in east Little Rock, east of and including the
36 Cantrell interchange and the current Clinton Library area. The southern portion of the study
37 area appeared mostly residential. An additional rail bridge along with the Broadway and Main
38 Street bridges had been constructed across the Arkansas River. North Little Rock was also
39 heavily developed with mixed residential and commercial/industrial usage. A multi-rail crossing
40 was present between 10th and 12th Streets where the current I-30 corridor is located. Several
41 large warehouse type structures were located south of and adjacent to the rails. Areas to the
42 north of this appeared mostly residential or undeveloped. A multi-rail yard was visible in the
43 Dark Hollow area south of the current I-40/U.S. 67/167 interchange.

44 The 1954 maps appear similar to the 1935 maps although urban areas are shaded pink. Only
45 major landmark buildings are shown. The rails east of the corridor in Little Rock are shown as

1 well as the multi-rail crossing in North Little Rock. Locust Street is designated as U.S. Highway
2 67w. Areas to the north appear largely unchanged. The multi-rail yard in the Dark Hollow area
3 had been expanded.

4 The 1961 topographic maps (photorevised 1970 and 1975) show that I-30 had been constructed
5 in its current corridor, but the surrounding areas appeared largely unchanged. The intersection
6 with I-530 was shown; however, I-530 was not shown as interstate. The map also shows via
7 photorevision that I-40 had not been fully constructed in 1961, but had been completed by 1975.
8 I-630 had not been constructed; however, photorevisions show it as partially under construction
9 in 1970. The multi-rail yard in the Dark Hollow area had been greatly expanded.

10 The 1986 maps are similar to the previous photorevised maps. I-630 is mostly complete, but
11 shown as still under construction at its east end near the I-30/I-630 interchange. I-440 was
12 shown as complete at the south end of the corridor. The 1994 maps (North Little Rock
13 quadrangle published in 1996) show the corridor and surrounding areas largely in their current
14 configuration. I-630 had been completed. The 2014 maps show less detail, only roads,
15 railroads, major landmarks, hydrology, and topography. Copies of the topographic maps are
16 presented in Attachment B (Historical Documentation) as Exhibits T-1 through T-7.

17 **4.3 Sanborn Maps** Sanborn Fire Insurance Maps covering the study area and surrounding
18 areas were also reviewed for this ISA. Sanborn maps provided by EDR included the years
19 1897, 1913, 1939, 1950, and 1963. Review of the maps pinpoints locations of historic facilities
20 that may or may not still exist. The maps are used to identify facilities that, based on the nature
21 of the business, could be a source of hazardous substance contamination. The types of historic
22 facilities typically include filling stations, vehicle repair shops, dry cleaners, railroads, and
23 associated repair facilities, cotton yards, printing shops, furniture shops, painting shops,
24 manufacturing and industrial facilities, junkyards/scrap yards, and metal working/machine
25 shops.

26 The most common and most likely facilities to impact construction are filling stations and dry
27 cleaners, as these facilities typically used higher volumes of fuel and solvents, and are very
28 common. Management of such products was not well controlled. Gasoline and diesel
29 contamination are common at current and former filling stations. Solvent contamination of soil
30 and groundwater, particularly from tetrachloroethylene, is common at current and former dry
31 cleaning operations.

32 Vehicle repair shops, printers, painting facilities, metal working/machine shops, and industrial/
33 manufacturing facilities typically used solvents and other petroleum-based products. Prior to
34 implementation of modern environmental laws, these materials were frequently handled and
35 disposed of improperly, resulting in soil and groundwater contamination.

36 Railroads and the associated infrastructure, such as maintenance facilities and switching yards,
37 utilized coal, petroleum products, solvents, and wood treatment chemicals (for railroad ties).
38 Many of the rail lines in the study area have been in place since the 19th century. As these
39 areas have been utilized for many years, potential contamination to soil and possibly
40 groundwater are likely.

41 Cotton yards and warehouses were very common throughout the south. Arsenic-based
42 pesticides were widely used to control the boll weevil. Residual arsenic contamination could be
43 present in areas where cotton was processed and stored.

44 The 1897 maps show the study area as a mixture of residential and commercially developed
45 properties. In North Little Rock, a multi-rail crossing (which is still in operation today) and

1 railroad maintenance facility were located in the current existing and proposed ROW between
 2 10th and 12th Streets. Union Compress Company, which compressed cotton into bales, was
 3 located adjacent to the east of the existing ROW. In Little Rock, several cotton facilities were
 4 also present in and around the existing ROW. Little Rock Foundry and Machine Shop and
 5 several rail sidings were also present in the existing ROW.

6 The 1913 maps show increased commercial and light industrial development in the study area.
 7 Union Compress Company had expanded east and now was located within and to the east of
 8 the existing ROW. In addition to rail sidings and cotton facilities, businesses included ice
 9 manufacturing, cold storage, and machine shops. Several petroleum storage tanks were noted.

10 The 1939 maps continue to show mixed residential and commercial development. In addition to
 11 the businesses listed previously, a larger number of gasoline filling stations, privately owned
 12 gasoline tanks (presumably used for a business's fleet), and auto repair shops are shown on the
 13 maps.

14 The 1950 maps show a similar number of filling stations and privately owned tanks. Many of the
 15 businesses shown on the 1939 maps remained on the 1950 maps, indicating tanks may have
 16 been operating in these locations for some time.

17 The 1963 maps show that I-30 had been constructed, although portions of it do not appear on
 18 the map. Many of the residences and businesses shown on the previous maps as having been
 19 in the existing ROW and were gone. Several of the businesses within the existing ROW were
 20 filling stations. Many filling stations remained; however, none of the privately owned fleet tanks
 21 were noted. Table 4-1 below summarizes the businesses/entities that are potential RECs
 22 identified in the Sanborn map review. EDR Page # indicates the Sanborn map report page
 23 number that the map is found. Map # indicates the actual historic Sanborn map ID. Entities
 24 highlighted in italics/bold text were present during multiple years. A copy of the Sanborn map
 25 report is included in Attachment B.

26

Table 4-1 Summary of Potential RECs Identified on Sanborn Maps

Date	Business	Address	City	Proximity	EDR Page #	Map #
1897	Cotton seed oil mill oil tanks	1004 E 2nd Street	LR	Within one block	178	4
	5000 bbl oil tank	102 Byrd Street	LR	Within one block	177	3
	Multi-rail crossing	1100 N Locust Street	NLR	In right-of-way	173	66
	Cotton mill	122 Byrd Street	LR	Within one block	177	3
	Cotton warehouses	122 S Cumberland Street	LR	Adjacent	185	12
	Union Compress Company	399 E 10th Street	NLR	Adjacent	173	66
	Cotton yards	401 E 2nd Street	LR	In right-of-way	175	1
	Cotton yards	402 E 2nd Street	LR	Adjacent	175	1
	Little Rock & Memphis RR Shops	411 N Cypress Street	NLR	In right-of-way	171	64
	Little Rock Foundry & Machine Shop	622 E Markham Street	LR	In right-of-way	176	2
	Rail sidings	900 E Markham Street	LR	Adjacent	177	3
1913	St. Louis Cotton Compress	1070 N Locust Street	NLR	In right-of-way	152	239
	Multi-rail crossing	1100 N Locust Street	NLR	In right-of-way	152	239
	Crystal Ice Company	1109 N Locust Street	NLR	In right-of-way	150	232
	Rail sidings	115 N. Ferry Street.	LR	In right-of-way	125	161

Date	Business	Address	City	Proximity	EDR Page #	Map #
1913	Cotton warehouse	124 S. Cumberland Street	LR	Adjacent	122	154
	Cotton warehouse	211 S Cumberland Street	LR	In right-of-way	123	159
	Rail sidings	218 S Sherman Street	LR	In right-of-way	124	160
	Chicago, Rock Island & Pacific RR Maintenance Yard	411 N Cypress Street	NLR	In right-of-way	157	246
	Machine shop	500 E 2nd Street	LR	Adjacent	124	160
	RR roundhouse (adjacent to C, RI&P Maint. Yard)	500 N Locust Street	NLR	Adjacent	162	256
	Garage/gasoline tank	502 E Washington Avenue	NLR	In right-of-way	162	256
	Printing or painting shop	515 E 2nd Street	LR	In right-of-way	124	160
	Re-tinning shop	515 E 2nd Street	LR	In right-of-way	124	160
	Cold storage w/ 8,000-g crude oil tank	622 E Third Street	LR	In right-of-way	124	160
	Rail sidings	800 E 4th Street	LR	Adjacent	129	169
	Model Machinery Co.	801 E 4th Street	LR	Adjacent	129	169
	Arkansas Foundry Co.	811 E 4th Street	LR	Adjacent	129	169
	Cleaning & pressing shop	814 E 2nd Street	LR	In right-of-way	125	161
	Storage refrigerating plant w/10,000-g crude oil tank	824 E Markham Street	LR	Adjacent	125	161
	Little Rock Brewing & Ice Co.	922 E 2nd Street	LR	Adjacent	125	161
1939	Multi-rail sidings	101 Collins Street	LR	In right-of-way	91	419
	Filling station	1023 E 14th Street	LR	In right-of-way	115	68
	Federal Compress	1070 N Locust Street	NLR	In right-of-way	82	331
	Multi-rail crossing	1100 N Locust Street	NLR	In right-of-way	82	331
	Plunkett-Jarrell Grocery gas tank	113 N Ferry Street	LR	In right-of-way	108	61
	Dry cleaner	1211 E 15th Street	LR	Adjacent	96	424
	Filling station	1324 Barber Avenue	LR	In right-of-way	115	68
	Filling station	1601 Barber Avenue	LR	Adjacent	96	424
	International Harvester gas tank	201 Rector Avenue	LR	In right-of-way	108	61
	Rail sidings	209 S Rock Street	LR	In right-of-way	103	8
	Kroger ammonia storage/gas tank	210 S Ferry Street	LR	In right-of-way	107	60
	Motor freight gas tank	215 Rector Avenue	LR	In right-of-way	108	61
	Rail sidings	218 S Sherman Street	LR	In right-of-way	107	60
	Auto body works	220 Byrd Street	LR	Adjacent	91	419
	Filling station	223 S Scott Street	LR	Adjacent	75	7
	Auto repair and storage	224 E 2nd Street	LR	Adjacent	101	3
	Auto repair	224 S Ferry Street	LR	In right-of-way	107	60
	Filling station	300 E 2nd Street	LR	Adjacent	102	4
	Multi-rail sidings	301 Rector Avenue	LR	Adjacent	92	420
	Independent Ice Co.	301 S Rock Street	LR	Adjacent	103	8
Wholesale Liquor gas tank	312 S Ferry Street	LR	Adjacent	107	60	
Filling station	323 E 2nd Street	LR	In right-of-way	103	8	
Filling station	401 E Washington Avenue	NLR	Within one block	76	303	
Machine shop	401 Rector Avenue	LR	Adjacent	109	62	

Date	Business	Address	City	Proximity	EDR Page #	Map #
1939	Rail sidings	422 E 2nd Street.	LR	Adjacent	102	4
	Road Machinery Sales & Service	424 E 3rd Street	LR	Adjacent	103	8
	Printer	500 E 2nd Street	LR	Adjacent	106	59
	Scrap Iron Yard	506 E 3rd Street	LR	Adjacent	107	60
	Wholesale Insecticides	508 E 2nd Street	LR	Adjacent	106	59
	Wholesale Plumbing Supplies gas tank	521 E 2nd Street	LR	In right-of-way	107	60
	Filling station	523 E Broadway Street	NLR	In right-of-way	80	313
	Junk Yard	524 E Washington Avenue	NLR	In right-of-way	76	303
	Filling station	525 E 9th Street	NLR	In right-of-way	82	331
	Machine shop	615 E 3rd Street	LR	Adjacent	107	60
	Filling station	620 E Broadway Street	NLR	Within one block	81	314
	Printer	620 E Markham Street	LR	Adjacent	106	59
	Filling station	621 E Broadway Street	NLR	Within one block	81	314
	Silver plating	621 E Washington Avenue	NLR	Within one block	77	304
	Auto service/filling station	622 E 2nd Street	LR	In right-of-way	106	59
	Filling station	704 E 13th Street	NLR	Within one block	83	332
	Wholesale Liquor gas tank	715 E Markham Street	LR	In right-of-way	108	61
	Filling station	724 E 6th Street	LR	In right-of-way	109	62
	Filling station	801 E 9th Street	LR	In right-of-way	114	67
	Wholesale Grocery gas tank	822 E 3rd Street	LR	In right-of-way	108	61
Filling station	824 E 21st Street	LR	In right-of-way	120	73	
Fuel Oil Tank	824 E Markham Street	LR	Adjacent	108	61	
Southern Ice Company	906 E 2nd Street	LR	Adjacent	91	419	
Filling station	923 E 13th Street	LR	In right-of-way	115	68	
1950	Multi-rail sidings	101 Collins Street	LR	Adjacent	62	419
	Filling station	1023 E 14th Street	LR	In right-of-way	44	68
	Furniture repair	105 N Locust Street	NLR	In right-of-way	71	303
	Federal Compress	1070 N Locust Street	NLR	In right-of-way	53	331
	Auto Repair	108 N Cypress Street	NLR	In right-of-way	71	303
	Auto Repair	108 S Pine Street	NLR	Within one block	72	304
	Auto Repair	110 N Olive Street	NLR	Within one block	71	303
	Multi-Rail crossing	1100 N Locust Street	NLR	In right-of-way	53	331
	Fuel Oil Tanks	1106 N Locust Street	NLR	Adjacent	54	332
	Printer	111 S. Commerce Street	LR	Adjacent	35	59
	Plunkett-Jarrell Grocery gas tank	113 N Ferry Street	LR	In right-of-way	37	61
	Printer	113 N Ferry Street	LR	In right-of-way	37	61
	Tin shop	114 S Locust Street	NLR	Adjacent	72	304
	Printer	1200 Barber Avenue	LR	In right-of-way	44	68
	Dry cleaner	1211 E 15th Street	LR	Adjacent	67	424

Date	Business	Address	City	Proximity	EDR Page #	Map #
1950	UAMS paint shop	1220 McGowan Avenue	LR	Adjacent	44	68
	Filling station	1324 Barber Avenue	LR	In right-of-way	44	68
	Filling station	1601 Barber Avenue	LR	Adjacent	67	424
	Painting & Tractor Repair	200 S Commerce Street	LR	In right-of-way	50	8
	International Harvester gas tank	201 Rector Avenue	LR	In right-of-way	37	61
	Printer	209 S Rock Street	LR	In right-of-way	50	8
	Rail sidings	209 S Rock Street	LR	In right-of-way	50	8
	Kroger gas tank	210 S Ferry Street	LR	In right-of-way	36	60
	Filling station	223 S Scott Street	LR	Adjacent	29	7
	Auto repair and storage	224 E 2nd Street	LR	Adjacent	30	3
	Auto Repair	224 S Ferry Street	LR	In right-of-way	36	60
	Filling station	300 E 2nd Street	LR	Adjacent	31	4
	Multi-rail sidings	301 Rector Avenue	LR	Adjacent	63	420
	Independent Ice Co.	301 S Rock Street	LR	Adjacent	50	8
	Wholesale Liquor gas tank	312 S Ferry Street	LR	Adjacent	36	60
	Filling station	316 E Broadway Street	NLR	Within one block	51	313
	Coal storage areas	400 N. Cypress	NLR	In right-of-way	51	313
	Filling station	401 E Washington Avenue	NLR	Within one block	71	303
	Auto repair	411 E Broadway Street	NLR	Within one block	51	313
	Diesel engine repair	414 E 3rd Street	LR	Adjacent	50	8
	Auto repair	416 E Broadway Street	NLR	Adjacent	51	313
	Road Machinery Sales & Service	424 E 3rd Street	LR	Adjacent	50	8
	Printer	500 E 2nd Street	LR	Adjacent	35	59
	Auto repair	503 E 15th Street	NLR	In right-of-way	18	333
	Drug and Insecticide Factory	508 E 2nd Street	LR	Adjacent	35	59
	Dry cleaner	519 E Washington	NLR	In right-of-way	71	303
	Food Products warehouse gas tank	521 E 2nd Street	LR	In right-of-way	36	60
	Machine shop	523 E 3rd Street	LR	Adjacent	36	60
	Filling station	523 E Broadway Street	NLR	In right-of-way	51	313
	Junk yard	524 E Washington Avenue	NLR	In right-of-way	71	303
	Filling station	525 E 9th Street	NLR	In right-of-way	53	331
Auto sales & service	607 E Roosevelt Road	LR	Adjacent	59	410	
Dry cleaner	612 Byrd Street	LR	Within one block	64	421	
Furniture factory	620 E Markham Street	LR	Adjacent	35	59	
Filling station	621 E Broadway Street	NLR	Within one block	52	314	
Auto service/filling station	622 E 2nd Street	LR	In right-of-way	35	59	
Filling station/auto repair	622 E Broadway Street	NLR	Within one block	52	314	
Cabinet & sheet metal works	700 Byrd Street	LR	Within one block	64	421	
Gas tank	700 E 2nd Street	LR	In right-of-way	37	61	
Filling station	704 E 13th Street	NLR	Within one block	54	332	

Date	Business	Address	City	Proximity	EDR Page #	Map #
1950	Filling station	709 E 2nd Street	LR	In right-of-way	37	61
	Wholesale Liquor gas tank	715 E Markham Street	LR	In right-of-way	37	61
	Auto repair	721 E 9th Street	LR	In right-of-way	43	67
	Filling station	801 E 9th Street	LR	In right-of-way	43	67
	Auto sales & service	801 E Capitol Avenue	LR	Adjacent	109	62
	Printer	801 N Locust Street	NLR	In right-of-way	53	331
	Wholesale Grocery gas tank	822 E 3rd Street	LR	In right-of-way	37	61
	Fuel oil tank	824 E Markham Street	LR	Adjacent	37	61
	Auto sales & service	900 E 3rd Street	LR	Adjacent	62	419
	Furniture repair	901 E 2nd Street	LR	Adjacent	62	419
	Southern Ice Company	906 E 2nd Street	LR	Adjacent	62	419
	Metal working shop	915 E 2nd Street	LR	Adjacent	62	419
	Filling station	923 E 13th Street	LR	In right-of-way	44	68
1963	Auto repair & painting	100 Byrd Street	LR	Adjacent	13	419
	Multi-rail sidings	101 Collins Street	LR	Adjacent	13	419
	Federal Compress	1070 N Locust Street	NLR	Adjacent	16	331
	Auto repair	108 S Pine Street	NLR	Within one block	6	304
	Auto repair	110 N Olive Street	NLR	Within one block	5	303
	Multi-rail crossing	1100 N Locust Street	NLR	In right-of-way	16	331
	Tin shop	114 S Locust Street	NLR	Adjacent	6	304
	Dry cleaner	1211 E 15th Street	LR	Adjacent	26	424
	Laundry	1419 Barber Avenue	LR	In right-of-way	25	423
	Filling station	1601 Barber Avenue	LR	Adjacent	26	424
	Sheet Metal Works	1705 Cypress Street	NLR	Adjacent	18	333
	Auto repair/filling station	200 E Broadway Street	NLR	Within two blocks	9	313
	Filling station	220 Locust Street	NLR	Adjacent	10	314
	Filling station	224 E Broadway Street	NLR	Within two blocks	9	313
	Multi-rail sidings	301 Rector Avenue	LR	Adjacent	14	420
	Filling station	315 E Broadway Street	NLR	Within two blocks	9	313
	Filling station	316 E Broadway Street	NLR	Within two blocks	9	313
	Filling station	401 E Washington Avenue	NLR	Within one block	5	303
	Filling station	402 E Broadway Street	NLR	Within one block	9	313
	Filling station	415 E Broadway Street	NLR	Adjacent	9	313
	Filling station	416 E Broadway Street	NLR	Adjacent	9	313
	Auto repair	419 E 13th Street	NLR	Adjacent	16	331
	Truck sales & service	423 Collins Street	LR	Within one block	14	420
	Auto repair	426 E 13th Street	NLR	Adjacent	16	331
	Filling station	510 N Locust Street	NLR	Adjacent	10	314
Sheet metal works	511 N Pine Street	NLR	Within one block	10	314	

Date	Business	Address	City	Proximity	EDR Page #	Map #
	Filling station	601 E 13th Street	NLR	Adjacent	17	332
	Cabinet & sheet metal works	700 Byrd Street	LR	Within one block	15	421
	Filling station	825 Collins Street	LR	Within one block	15	421
	Dry cleaner	906 E 12th Street	LR	In right-of-way	24	422
	Southern Ice Company	906 E 2nd Street	LR	Adjacent	13	419

1 Note: Bold/italicized cells indicate business/entity was present on two (2) or more maps.

2 As noted above, many of the facilities/entities in Table 4-1 above were observed in multiple
 3 years. Table 4-2 below lists each facility and a map ID number, which can be utilized to locate
 4 facilities of higher concern on the attached maps (Figures 4-1 through 4-5 at the end of this
 5 report). The facilities are categorized according to facility type, which is listed on the right
 6 column of Table 4-2 and on the legend on Figures 4-1 through 4-5. Facilities highlighted in
 7 italics/bold text are located within the current right-of-way or in areas of proposed expansion and
 8 have a higher potential to impact construction.

9 **Table 4-2 – Summary of Sanborn Facilities with Potential RECs**

Map ID#	Business	Address	City	Proximity	EDR Page #	Facility Type
A-01	Sheet metal works	1705 Cypress Street	NLR	Adjacent	18	Metal/machine works
A-02	Auto repair	503 E 15th Street	NLR	In right-of-way	18	Auto repair
A-03	Auto repair	419 E 13th Street	NLR	Adjacent	16	Auto repair
A-04	Auto repair	426 E 13th Street	NLR	Adjacent	16	Auto repair
A-05	Filling station	601 E 13th Street	NLR	Adjacent	17	Filling station/fuel tank(s)
A-06	Filling station	704 E 13th Street	NLR	Within one block	83	Filling station/fuel tank(s)
A-07	Crystal Ice Company	1109 N Locust Street	NLR	In right-of-way	150	Other
A-08	Fuel oil tanks	1106 N Locust Street	NLR	Adjacent	54	Filling station/fuel tank(s)
A-09	Multi-rail crossing	1100 N Locust Street	NLR	In right-of-way	173	Railroad
A-10	St. Louis Cotton Compress, Federal Compress	1070 N Locust Street	NLR	In right-of-way	82	Cotton facility
A-11	Union Compress Company	399 E 10th Street	NLR	Adjacent	173	Cotton facility
A-12	Filling station	901 N Locust Street	NLR	In right-of-way	82	Filling station/fuel tank(s)
A-13	Printer	801 N Locust Street	NLR	In right-of-way	53	Printer
B-01	Filling station	510 N Locust Street	NLR	Adjacent	10	Filling station/fuel tank(s)
B-02	Sheet metal works	511 N Pine Street	NLR	Within one block	10	Metal/machine works
B-03	RR maintenance shop	411 N Cypress Street	NLR	In right-of-way	171	Railroad
B-04	RR roundhouse	500 N Locust Street	NLR	Adjacent	162	Railroad
B-05	Coal storage areas	400 N. Cypress Street	NLR	In right-of-way	51	Other
B-06	Auto repair/filling station	200 E Broadway Street	NLR	Within two blocks	9	Filling station/fuel tank(s)
B-07	Filling station	224 E Broadway Street	NLR	Within two blocks	9	Filling station/fuel tank(s)
B-08	Filling station	315 E Broadway Street	NLR	Within two blocks	9	Filling station/fuel tank(s)
B-09	Filling station	316 E Broadway Street	NLR	Within one block	51	Filling station/fuel tank(s)
B-10	Filling station	402 E Broadway Street	NLR	Within one block	9	Filling station/fuel tank(s)
B-11	Auto repair	411 E Broadway Street	NLR	Within one block	51	Auto repair

Map ID#	Business	Address	City	Proximity	EDR Page #	Facility Type
B-12	Filling station	415 E Broadway Street	NLR	Adjacent	9	Filling station/fuel tank(s)
B-13	Auto repair/filling station	416 E Broadway Street	NLR	Adjacent	51	Filling station/fuel tank(s)
B-14	Filling station	523 E Broadway Street	NLR	Adjacent	80	Filling station/fuel tank(s)
B-15	Filling station	621 E Broadway Street	NLR	Within one block	81	Filling station/fuel tank(s)
B-16	Filling station	220 Locust Street	NLR	Adjacent	10	Filling station/fuel tank(s)
B-17	Filling station	620 E Broadway Street	NLR	Within one block	81	Filling station/fuel tank(s)
B-18	Filling station/auto repair	622 E Broadway Street	NLR	Within one block	52	Filling station/fuel tank(s)
B-19	Auto repair	108 N Cypress Street	NLR	In right-of-way	71	Auto repair
B-20	Filling station	401 E Washington Avenue	NLR	Within one block	76	Filling station/fuel tank(s)
B-21	Auto Repair	110 N Olive Street	NLR	Within one block	71	Auto Repair
B-22	Garage/gasoline tank	502 E Washington Avenue	NLR	In right-of-way	162	Filling station/fuel tank(s)
B-23	Furniture repair	105 N Locust Street	NLR	In right-of-way	71	Other
B-24	Dry cleaner	519 E Washington Avenue	NLR	In right-of-way	71	Dry cleaner
B-25	Junk yard	524 E Washington Avenue	NLR	In right-of-way	76	Other
B-26	Silver plating	621 E Washington Avenue	NLR	Within one block	77	Metal/machine works
B-27	Auto repair	108 S Pine Street	NLR	Within one block	72	Auto repair
B-28	Tin shop	114 S Locust Street	NLR	Adjacent	72	Metal/machine works
C-01	Cotton warehouses	122 S Cumberland Street	LR	Adjacent	185	Cotton facility
C-02	Cotton warehouse	124 S Cumberland Street	LR	Adjacent	122	Cotton facility
C-03	Filling station	300 E 2nd Street	LR	Adjacent	102	Filling station/fuel tank(s)
C-04	Cotton warehouse	211 S Cumberland Street	LR	In right-of-way	123	Cotton facility
C-05	Filling station	223 S Scott Street	LR	Adjacent	75	Filling station/fuel tank(s)
C-06	Cotton yards	402 E 2nd Street	LR	Adjacent	175	Cotton facility
C-07	Filling station	323 E 2nd Street	LR	In right-of-way	103	Filling station/fuel tank(s)
C-08	Cotton yards	401 E 2nd Street	LR	In right-of-way	175	Cotton facility
C-09	Independent Ice Co.	301 S Rock Street	LR	Adjacent	103	Other
C-10	Printer	111 S. Commerce Street	LR	Adjacent	35	Printer
C-11	Machine shop, printer	500 E 2nd Street	LR	Adjacent	124	Metal/machine works
C-12	Drug and insecticide factory	508 E 2nd Street	LR	Adjacent	35	Other
C-13	Rail sidings	422 E 2nd Street.	LR	Adjacent	102	Railroad
C-14	Painting & tractor repair	200 S Commerce Street	LR	In right-of-way	50	Auto repair
C-15	Printer, rail sidings	209 S Rock Street	LR	In right-of-way	50	Printer
C-16	Diesel engine repair	414 E 3rd Street	LR	Adjacent	50	Auto repair
C-17	Road Machinery Sales & Service	424 E 3rd Street	LR	Adjacent	103	Auto repair
C-18	Printer	516 E 2nd Street	LR	Adjacent	124	Printer
C-19	Re-tinning shop	515 E 2nd Street	LR	In right-of-way	124	Other
C-20	Gas tank	521 E 2nd Street	LR	In right-of-way	107	Filling station/fuel tank(s)
C-21	Rail sidings	218 S Sherman Street	LR	In right-of-way	124	Railroad
C-22	Scrap iron yard	506 E 3rd Street	LR	Adjacent	107	Metal/machine works
C-23	Machine shop	523 E 3rd Street	LR	Adjacent	36	Metal/machine works
C-24	Rail sidings	115 N Ferry Street.	LR	In right-of-way	125	Railroad

Map ID#	Business	Address	City	Proximity	EDR Page #	Facility Type
C-25	Plunkett-Jarrell Grocery gas tank/printer	113 N Ferry Street	LR	In right-of-way	108	Filling Station/fuel tank(s)
C-26	Furniture factory, printer	620 E Markham Street	LR	Adjacent	106	Printer
C-27	Little Rock Foundry & Machine Shop	622 E Markham Street	LR	In right-of-way	176	Metal/machine works
C-28	Auto service/filling station	622 E 2nd Street	LR	In right-of-way	106	Filling station/fuel tank(s)
C-29	Kroger ammonia storage/gas tank	210 S Ferry Street	LR	In right-of-way	107	Filling station/fuel tank(s)
C-30	Auto repair	224 S Ferry Street	LR	In right-of-way	107	Auto repair
C-31	Cold storage w/ 8,000-g crude oil tank	622 E Third Street	LR	In right-of-way	124	Filling station/fuel tank(s)
C-32	Machine shop	615 E 3rd Street	LR	Adjacent	107	Metal/machine works
C-33	Wholesale Liquor gas tank	312 S Ferry Street	LR	Adjacent	107	Filling station/fuel tank(s)
D-01	Wholesale Liquor gas tank	715 E Markham Street	LR	In right-of-way	108	Filling station/fuel tank(s)
D-02	10,000-g crude oil tank/fuel oil tank	824 E Markham Street	LR	Adjacent	108	Filling station/fuel tank(s)
D-03	Multi-rail sidings	101 Collins Street	LR	In right-of-way	91	Railroad
D-04	5000 bbl oil tank	102 Byrd Street	LR	Within one block	177	Filling station/fuel tank(s)
D-05	Rail sidings	900 E Markham Street	LR	Adjacent	177	Railroad
D-06	Auto repair & painting	100 Byrd Street	LR	Within one block	13	Auto repair
D-07	Gas tank	700 E 2nd Street	LR	In right-of-way	37	Filling station/fuel tank(s)
D-08	Cleaning & pressing shop	814 E 2nd Street	LR	In right-of-way	125	Dry cleaner
D-09	Furniture repair	901 E 2nd Street	LR	Adjacent	62	Other
D-10	Southern Ice Company	906 E 2nd Street	LR	Adjacent	91	Other
D-11	Cotton mill	122 Byrd Street	LR	Within one block	177	Cotton facility
D-12	Cotton seed oil mill oil tanks	1004 E 2nd Street	LR	Within one block	178	Filling station/fuel tank(s)
D-13	Little Rock Brewing & Ice Co.	922 E 2nd Street	LR	Adjacent	125	Other
D-14	Metal working shop	915 E 2nd Street	LR	Adjacent	62	Metal/machine works
D-15	Filling station	709 E 2nd Street	LR	In right-of-way	37	Filling station/fuel tank(s)
D-16	International Harvester gas tank	201 Rector Avenue	LR	In right-of-way	108	Filling station/fuel tank(s)
D-17	Motor Freight gas tank	215 Rector Avenue	LR	In right-of-way	108	Cotton facility
D-18	Wholesale Grocery gas tank	822 E 3rd Street	LR	In right-of-way	108	Filling station/fuel tank(s)
D-19	Auto sales & service	900 E 3rd Street	LR	Adjacent	62	Auto repair
D-20	Auto body works	220 Byrd Street	LR	Adjacent	91	Auto repair
D-21	Multi-rail sidings	301 Rector Avenue	LR	Adjacent	92	Railroad
D-22	Rail sidings	800 E 4th Street	LR	Adjacent	129	Railroad
D-23	Machine shop	401 Rector Avenue	LR	Adjacent	109	Metal/machine works
D-24	Model Machinery Co.	801 E 4th Street	LR	Adjacent	129	Metal/machine works
D-25	Arkansas Foundry Co.	811 E 4th Street	LR	Adjacent	129	Metal/machine works
D-26	Truck sales & service	423 Collins Street	LR	Within one block	14	Auto repair
D-27	Auto sales & service	801 E Capitol Avenue	LR	Adjacent	109	Auto repair
D-28	Filling station	724 E 6th Street	LR	In right-of-way	109	Filling station/fuel tank(s)
D-29	Dry cleaner	612 Byrd Street	LR	Within one block	64	Dry cleaner
D-30	Cabinet & sheet metal works	700 Byrd Street	LR	Within one block	64	Metal/machine works
E-01	Auto repair	721 E 9th Street	LR	In right-of-way	43	Auto Repair

Map ID#	Business	Address	City	Proximity	EDR Page #	Facility Type
E-02	Filling station	825 Collins Street	LR	Within one block	15	Filling station/fuel tank(s)
<i>E-03</i>	<i>Filling station</i>	<i>900 McGowan Street</i>	<i>LR</i>	<i>In right-of-way</i>	<i>114</i>	<i>Filling station/fuel tank(s)</i>
<i>E-04</i>	<i>Dry cleaner</i>	<i>906 E 12th Street</i>	<i>LR</i>	<i>In right-of-way</i>	<i>24</i>	<i>Dry cleaner</i>
<i>E-05</i>	<i>Printer</i>	<i>1200 Barber Avenue</i>	<i>LR</i>	<i>In right-of-way</i>	<i>44</i>	<i>Printer</i>
E-06	UAMS paint shop	1220 McGowan Avenue	LR	Adjacent	44	Other
<i>E-07</i>	<i>Filling station</i>	<i>1300 Barber Avenue</i>	<i>LR</i>	<i>In right-of-way</i>	<i>115</i>	<i>Filling station/fuel tank(s)</i>
<i>E-08</i>	<i>Filling station</i>	<i>1324 Barber Avenue</i>	<i>LR</i>	<i>In right-of-way</i>	<i>115</i>	<i>Filling station/fuel tank(s)</i>
<i>E-09</i>	<i>Filling station</i>	<i>1400 Barber Avenue</i>	<i>LR</i>	<i>In right-of-way</i>	<i>115</i>	<i>Filling station/fuel tank(s)</i>
<i>E-10</i>	<i>Laundry</i>	<i>1419 Barber Avenue</i>	<i>LR</i>	<i>In right-of-way</i>	<i>25</i>	<i>Dry cleaner</i>
E-11	Dry cleaner	1211 E 15th Street	LR	Adjacent	96	Dry cleaner
E-12	Filling station	1601 Barber Avenue	LR	Adjacent	96	Filling station/fuel tank(s)
<i>E-13</i>	<i>Filling station</i>	<i>824 E 21st Street</i>	<i>LR</i>	<i>In right-of-way</i>	<i>120</i>	<i>Filling station/fuel tank(s)</i>
E-14	Auto sales & service	607 E Roosevelt Road	LR	Adjacent	59	Auto repair

1
2 Figures 4-1 through 4-5 show the location of the historic facilities. To facilitate discussion, the
3 study area was divided in to five (5) segments for review of Sanborn map information:

4 *4.3.1 Segment A – I-30 from E. 8th Street to E. 17th Street (North Little Rock)*

5 Potential historic RECs identified in the existing ROW of Segment A include a cotton
6 compress company, multi-rail railroad crossing, ice company, auto repair facility, filling
7 station, and a printer. The cotton compress was originally located adjacent to the west
8 of the I-30 corridor in 1897, but eventually expanded east to include the corridor. Former
9 cotton warehouses are currently located east and west of the corridor in this area. The
10 rail line, currently operated by UPRR remains in operation. Former facilities located
11 adjacent to the existing ROW in Segment A include two (2) auto repair shops, a filling
12 station, fuel tanks, sheet metal works. Areas of highest potential risk in Segment A
13 occur along N. Locust Street and N. Cypress Street, particularly at the intersections with
14 E. 9th Street and E. 13th Street, and where I-30 crosses the former cotton compress and
15 adjacent rail yards.

16 *4.3.2 Segment B – I-30 from Washington Avenue to E. 8th Street (North Little 17 Rock)*

18 Potential historic RECs identified in the existing ROW of Segment B include two (2)
19 filling stations/fuel tanks, a dry cleaner, a junk yard, coal storage areas, railroad
20 maintenance shop, and a furniture repair store. Former facilities located adjacent to or
21 within close proximity to the existing ROW in Segment B include four (4) auto repair
22 shops, 13 filling stations/fuel tanks, sheet metal works, tin shop, railroad roundhouse,
23 and a silver plating business. Areas of highest potential risk in Segment B occur along
24 N. Locust Street and N. Cypress Street, particularly at the intersections with E.
25 Broadway Street and E. Washington Avenue.

26 *4.3.3 Segment C – West of I-30 from E. Markham Street to E. 4th Street (Little 27 Rock)*

28 Potential historic RECs identified in the existing ROW of Segment C include seven (7)
29 filling stations/fuel tanks, four (4) rail sidings, two (2) cotton facilities, two (2) auto repair
30 facilities, a printer, foundry/machine shop, and a re-tinning shop. Former facilities

1 located adjacent or within close proximity to the existing ROW in Segment C include four
2 (4) printing shops, three (3) cotton facilities, three (3) machine shops, two (2) filling
3 stations, two (2) auto repair shops, a drug and insecticide factory, scrap iron yard, a
4 furniture factory, and an ice company. Areas of highest potential risk in Segment C
5 occur between E. 2nd Street and E 3rd Street along the Cantrell interchange and to the
6 west of I-30 north, south, and within the Cantrell interchange.

7 *4.3.4 Segment D – East of I-30 from E. Markham Street to E. 7th Street (Little*
8 *Rock)*

9 Potential historic RECs identified in the existing ROW of Segment D include seven (7)
10 filling stations/fuel tanks, four (4) rail sidings, two (2) machine shops, an auto repair
11 shop, and a dry cleaner. Former facilities located adjacent to or within close proximity to
12 the existing ROW in Segment D include four (4) auto repair shops, three (3) facilities
13 with bulk oil tanks, two (2) brewery/ice companies, two (2) metal working shops, a dry
14 cleaner, cotton mill, foundry, and furniture repair shop. Areas of highest potential risk in
15 Segment D occur in the Cantrell interchange east of I-30 and the east side of the I-30/6th
16 Street interchange.

17 *4.3.5 Segment E – I-30 Corridor from E. 9th St to E. Roosevelt Road (Little Rock)*

18 Potential historic RECs identified in the existing ROW of Segment E include five (5)
19 filling stations, two (2) auto repair shops, two (2) laundry/dry cleaners, and a printer.
20 Former facilities located adjacent to or within close proximity to the existing ROW in
21 Segment E include two (2) filling stations, a dry cleaner and a paint shop. Areas of
22 highest potential risk in Segment E occur in the vicinity of the I-30/9th Street interchange,
23 along the former Barber Avenue corridor (located within the I-30/I-630 interchange, and
24 the east side of the I-30/21th Street interchange.

1 5.0 Regulatory Records Review

2 In accordance with FHWA guidelines and the ASTM Standard, this ISA included a review of
3 “reasonably ascertainable” federal and state environmental record sources. The purpose of the
4 records search is to identify any potential RECs associated with the study area.

5 **5.1 Standard Environmental Record Sources**The records review conducted for this ISA
6 consisted of evaluating a database search report prepared by Environmental Data Resources,
7 Inc. (EDR) of Southport, Connecticut. The EDR report documents the results of a computerized
8 search of a number of standard federal and state environmental records. These databases
9 contain site-specific information regarding a variety of potential environmental concerns
10 including hazardous waste activities, the operation of aboveground and underground storage
11 tanks, remediation investigations performed by the Environmental Protection Agency (EPA),
12 and other items.

13 During the search, the databases are reviewed to identify sites in close proximity to the study
14 area that may present a potential environmental risk to the study area. Search radii, ranging
15 from one-eighth mile to one-mile, are utilized based on the degree of potential risk posed by a
16 particular environmental condition, and the proximity of a site with that condition to the study
17 area. The EDR search methodology and data conform to the Standard’s requirements for
18 records reviews. The complete EDR report is found in Attachment C (Regulatory Records). A
19 summary of the databases searched for this report and the results are listed in Table 5-1 below.

20 **Table 5-1 Summary of Database Search Parameters**

Database	Description	Radius	Listings
Federal Databases			
NPL	Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) National Priorities List (NPL)	1.0	0
Delisted NPL	Former NPL facilities that have been removed from the NPL	0.5	0
CERCLIS	CERCLIS facilities not on the NPL	0.5	0
CERCLIS/NFRAP	CERCLIS facilities designated “No Further Remedial Action Planned” (NFRAP)	0.5	4
RCRA TSDF	Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal Facilities (TSDF)	0.5	0
RCRA-LQG	RCRA Large-Quantity Generators of hazardous waste	Site and adjacent properties	1
RCRA-SQG	RCRA Small-Quantity Generators of hazardous waste	Site and adjacent properties	3
RCRA-CESQG	RCRA Conditionally Exempt Small-Quantity Generators of hazardous waste	Site and adjacent properties	8
CORRACTS	RCRA facilities under corrective action	1.0	2
IC/EC	Federal institutional control/engineering control registries	Site	0
ERNS	Federal Emergency Response Notification System (ERNS) List	Site	2

Database	Description	Radius	Listings
US Brownfields	EPA's database of Brownfields properties.	0.5	20
State Databases			
SHWS	Arkansas Department of Environmental Quality (ADEQ) Hazardous Substance Remedial Action Trust Fund Priority List	1.0	1
SWF/LF	ADEQ database of landfills and solid waste facilities	0.5	5
SWID	ADEQ database of solid waste illegal dumps	0.5	6
LTANKS	ADEQ database of leaking storage tanks	0.5	50
UST	ADEQ database of underground storage tanks	Site and adjacent properties	103
AST	ADEQ database of aboveground storage tanks	Site and adjacent properties	9
IC	ADEQ database of facilities having institutional controls	Site	
VCP	ADEQ database of facilities in the voluntary cleanup program	0.5	
AR Brownfields	ADEQ database of Brownfields properties	0.5	14
EDR Proprietary Databases			
MGP	Database of manufactured gas facilities		1
Historic Auto	Database of historic auto facilities – filling stations and repair facilities		74
Historic Cleaner	Database of historic dry cleaning and laundry facilities		25

1 Many of the facilities/sites listed in the EDR report were identified on multiple databases. These
2 are shown in bold italics in the EDR report. Additionally, many of the facilities had duplicate
3 addresses indicating that the name and/or owner of the regulated business had changed over
4 time. After review of the EDR report, it was determined that a total of 91 regulated facilities
5 were considered potential RECs to the study area. Of these, 37 were considered high risk and
6 54 were considered low risk. Risk criteria was based on several factors. This included
7 proximity of the facility to the study area, nature of the regulated activity, and whether the facility
8 had a documented release of hazardous materials or petroleum products to the environment.
9 The regulated facilities tended to be grouped in geographic clusters. Based on this, the facilities
10 were grouped into segments 1 -8 that correlate with the geographic clusters. The high-risk
11 facilities are summarized in Table 5-2 on the following pages. The summaries for low-risk
12 facilities and the EDR report are presented in Attachment C.

Table 5-2 Summary of High Risk Regulated Facilities

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
1-12	Moose Cleaners	105 E. Pershing Boulevard	NLR	16	170	Adjacent	This site is located adjacent to the right-of-way and has been a dry cleaning facility since at least 2004 according to the historic dry cleaner database. Based on the nature of the business and its proximity to the existing ROW, the potential for residual soil contamination exists if excavation is required in this area.
2-8	Superstop #50, Locust Shell #50, Phillips 66 Company, Lashbrook Service Station, Diamond Shamrock	1424 N Locust Street	NLR	26	291	Adjacent	Superstop #50 has operated under several names over the years including Locust Shell (1995-2012) and Lashbrook Service Station (2007-2012). This facility has two (2) 8,021-gallon gasoline USTs and one (1) 8,021-gallon diesel UST that were installed in 1961. The database indicates that these tanks are still in use. Two (2) leak investigations have occurred at this facility, and no further action (NFA) letters were sent on each investigation. Based on the age of the USTs and the history of releases at this facility, the potential for residual soil or groundwater contamination exists if excavation is required in this area.
2-9	Jones Floyd Auto Repair	1426 N Locust Street	NLR	26	302	Adjacent	This site operated at 1426 N Locust Street in 1949 according to the Historical Auto database. The site is adjacent to the existing ROW east of I-30N/Curtis Sykes Drive exit. This address is currently a vacant lot next to the Superstop #50. Therefore, the potential for abandoned USTs and/or residual contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
2-12	One Source	400 E 13 th Street	NLR	26	268	Adjacent	This site had four (4) registered USTs, one 1,000-gallon diesel UST, one 2,000-gallon diesel UST, one 550-gallon empty UST, and one 2,000-gallon gasoline UST, that are permanently out of service. There is one report of a leaking UST in 1993, and the issue was closed by NFA letter in 1993. The potential for residual soil contamination exists if soil excavation is required in this area.
3-2	Hines Doyle E Filling Station	901 N Locust Street	NLR	32	354	In ROW	This site appears in the Historical Auto Stations database in the year 1949 and corresponds to a filling station shown on the Sanborn Maps for this location (A-12). This site is on the east side of the existing ROW at the intersection of North Locust Street. As no information regarding tank closure is available, the potential for an abandoned UST or residual soil contamination exists if excavation is required in this area.
3-4	ArDOT ROW	Between 8th & 9th Streets	NLR	32	349	In ROW	Two (2) USTs were removed from the existing ROW in 1993. The USTs were registered as having capacities of 550 and 1,000 gallons and containing used oil and diesel fuel, respectively. No contamination was reported at the time of removal; however, the potential for residual soil contamination exists if soil excavation is required in this area.
3-7	Hotsy of Arkansas Indus Cleaners	320 N Locust Street	NLR	33	436	Adjacent	This site operated during 1998 according to the Historical Dry Cleaners database and is currently in use as a children's day care facility. This site is adjacent to the existing ROW at North Locust Street and I-30 N. The potential for residual soil contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
3-10	East Broadway Shell	415 E Broadway Street	NLR	33	419	Adjacent	Five (5) USTs were permanently removed at this site, one (1) in 1988, and four (4) in 1998. There is no record of new tanks being installed at this location; however, a report of a leak was filed during UST closure in 1999. After site monitoring and product recovery, the remediation project was closed in 2001. This facility was also shown on the Sanborn Maps as a filling station (B-12).
3-11	Snappy Mart #14, Exxon Co USA 50670	418 E Broadway Street	NLR	33	372	Adjacent	This site has four (4) registered USTs, one 10,000-gallon UST, two 6,000-gallon USTs and one 1,000-gallon UST. No leaks were reported for this location. This facility is located adjacent to the existing ROW on East Broadway Street. Therefore, the potential for residual soil contamination exists if excavation is required in this area.
3-13	Valero Energy Corp/Roadrunner #31	601 E Broadway Street	NLR	33	419	Adjacent	This site was identified on the Historical Auto database in 2008, however, the Broadway Total discussed below is currently branded as a Valero convenience store. Based on review of available records, this facility is the same as the Broadway Total.
3-15	Broadway Total #350	605 E Broadway Street	NLR	33	401	Adjacent	This site has four (4) permitted USTs. One 8,000-gallon gasoline, two 5,000-gallon gasoline, and one 6,000-gallon diesel. Eight (8) reports of leaks were filed at this site. Seven (7) of the reports resulted in NFA letters. One report, in 2005, required product recovery and site monitoring. The project was eventually closed by NFA in 2013. Although the project was closed, the potential still remains for residual contamination to exist if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
3-16	US Fuel Express Mart, Phillips 66 Company	623 N Cypress Street	NLR	33	516	Adjacent	This site has four (4) permitted USTs. One 6,000-gallon gasoline UST, one 8,000-gallon gasoline UST, and two 4,000-gallon diesel USTs. No database records show any leaking USTs reported. The site has listed two (2) enforcement actions (program ID PDS 6003139 and RS0110010797474). The enforcement action was related to a lack of site monitoring. Therefore, the potential exists for contamination to be present at this site which could impact any soil excavation required in this area.
4-3	I-30 Boat Ramp	200 S Locust Street	NLR	35	598	In ROW	The City of North Little Rock reported discovery of a UST at the I-30 boat ramp on the east side of the interstate adjacent to the Arkansas River. The UST was removed in 1999 upon discovery and no contamination was reported; however, the potential for residual contamination exists if soil excavation is required in this area.
4-6	Warren Frank DCLO Cleaners	519 E Washington Avenue	NLR	35	622	In ROW	This site appears in the Historical Dry Cleaners database in the year 1949 and corresponds to a dry cleaner shown on the Sanborn Maps for this location (B-24). The site is on the west side of I-30 at East Washington Avenue. No business currently operates on the site as it is part of the existing ROW. The potential for residual soil contamination exists if soil excavation is required in this area.
5-14	Barnard Wm A Filling Station	622 E 2nd Street	LR	37	895	In ROW	This site was located in the area between I-30 and Sherman Street within the existing ROW of the Cantrell/LaHarpe Exit from I-30 south bound. It corresponds to a filling station shown on the Sanborn Maps for this location (C-28). The site operated as a gas station under the names Barnard and Cummins in 1949 and 1954, respectively. No data exists for storage tanks at facilities of this age; therefore, the potential for residual contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
6-1	Cummins V 0 Esso Service Filling Station	701 E Capitol Avenue	LR	37	757	Adjacent	This site operated at 701 E Capitol Avenue between 1961 and 1965 according to the Historical Auto database. The site is located west of the existing ROW next to the I-30 frontage road. No data exists for storage tanks at facilities of this age; therefore, the potential for residual contamination exists if excavation is required in this area.
6-2	City of LR CNG Station, Exxon Co USA 50933, Gardner's Exxon #50933, Jones Sixth Street Exxon	501 E Ferry Street	LR	37	741	Adjacent	This site has five (5) registered USTs, one 10,000-gallon diesel UST, one 10,000-gallon gasoline UST, one 6,000-gallon gasoline UST, and two (2) USTs temporarily out of service. There is one report of a leaking UST in 1992, which was closed by NFA in 1993. The potential for residual contamination exists if excavation is required in this area.
6-6	Superstop #220, Sixth Street Texaco, Phillips Station, Phillips #220	800 E 6th Street	LR	37	684	Adjacent	This site has two (2) registered USTs, one 10,000-gallon gasoline UST and one 6,000-gallon gasoline UST. One leaking UST was reported in 2001. The issue was closed by NFA the same year. The potential for residual contamination exists if excavation is required in this area.
6-8	6th Street Superstop, 6th Street Shell #31	801 E 6th Street	LR	37	658	Adjacent	This site has four (4) registered USTs that are permanently out of service, three 4,000-gallon gasoline USTs and one 250-gallon used oil UST. This facility had two (2) leak events, which occurred in 1999. Both leak events were closed by NFA in the same year. The potential for residual contamination exists if excavation is required in this area.
6-12	K & Y Foodmart Inc, Interstate Texaco, Quapaw Texaco, Texaco Maxmart #24	716 E 9th Street	LR	44	1126	Adjacent	This site has four (4) registered USTs that are currently in use, three 10,000-gallon gasoline USTs and one 12,000-gallon gasoline UST. Three (3) leak events were listed for this facility in 1992, 1998 and 1999. All events were closed by NFA, the last being in 2009. Therefore, the potential for residual contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
6-13	Capitol Cleaners & Dyers	719 E 9th Street	LR	44	1115	Adjacent	This site operated between 1954 and 1961 according to the Historical Dry Cleaners database. This site is adjacent to the existing ROW on E 9 th Street. No record of any investigation at the site was publicly available. Therefore, the potential for residual contamination exists if excavation is required in this area.
6-14	MacArthur Shell #18, Trek I	721 E 9th Street	LR	44	1101	Adjacent	This site has three (3) registered USTs that are currently in use, two 5,929-gallon gasoline USTs and one 9,728-gallon gasoline UST. No leak events were reported for this site. This site is located less than one block from the existing ROW. The potential for residual contamination exists if excavation is required in this area.
6-15	Henry's DX Service Gas Filling Station	900 McGowan Street	LR	44	1093	In ROW	This site at 900 McGowan Street appears in the Historic Auto database twice as a filling station and corresponds to a filling station shown on the Sanborn Maps for this location (E-03). Woods Ray Gas Station appears in 1949, and Henry's DX appears in 1954. No data exists for RSTs at facilities of this age; therefore, the potential for residual contamination or abandoned tanks exists if excavation is required in this area.
6-16	Woods Ray Filling Station	900 McGowan Street	LR	44	1093	In ROW	This site at 900 McGowan Street appears in the Historic Auto database twice as a filling station and corresponds to a filling station shown on the Sanborn Maps for this location (E-03). Woods Ray Gas Station appears in 1949, and Henry's DX appears in 1954. No data exists for RSTs at facilities of this age; therefore, the potential for residual contamination or abandoned tanks exists if excavation is required in this area.
6-17	Baird Inc, Riverside Automotive Repair, Davis Phillips 66	900 E 9th Street	LR	44	1115	Adjacent	This site has six (6) registered USTs that are permanently out of service, one 6,000-gallon gasoline UST, one 4,000-gallon gasoline UST, three 3,000-gallon gasoline USTs and one 550-gallon used oil UST. No leak events were reported for this site. This site is located less than one block from the existing ROW. The potential for residual contamination or abandoned tanks exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
6-18	Yafai Investments Inc., 9th Street Fuelman #17, Barber Street Esso Service Center	823 E 9th Street	LR	44	1084	Adjacent	This site has four (4) registered USTs that are temporarily out of service, three 9,728-gallon gasoline USTs and one 9,728-gallon diesel UST. One (1) leak event was listed for this facility in 2006, which was closed by NFA in 2007. The potential for residual contamination exists if excavation is required in this area.
7-2	1222 24 Woodall's Service	1222 S Commerce Street	LR	50	1197	Adjacent	This site was listed as a repair shop operating at this address in 1961. The site is located north of I-630 and west of I-30 in the area currently developed as McArthur Park. No data exists for RSTs or used oil storage at facilities of this age. For that reason, the potential for residual contamination or abandoned underground tanks exists if excavation is required in this area.
7-3	Donham Cleaners	906 E 12th Street	LR	44	1069	In ROW	This site operated at 906 E. 12th Street between 1954 and 1965 according to the Historical Dry Cleaners database and corresponds to a dry cleaner shown on the Sanborn Maps for this location (E-04). The site is immediately east of the existing ROW at East 12th Street and the I-30 frontage road. The potential for residual contamination exists if excavation is required in this area.
7-4	Sunshine Cleaners I	1211 E 15th Street	LR	54	1260	Adjacent	This site operated at 1211 E. 15th Street between 1949 and 1965 according to the Historical Dry Cleaners database and corresponds to a dry cleaner shown on the Sanborn Maps for this location (E-11). This site is adjacent to the existing ROW at East 15th Street and the I-630 to I-30N exit ramp. The potential for residual contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
7-5	Buffalo Paul A. Gas Filling Station	1300 Barber Avenue	LR	54	1261	In ROW	This site operated at 1300 Barber Street between 1949 and 1954 according to the Historical Auto database and corresponds to a filling station shown on the Sanborn Maps for this location (E-07). The site is located in the existing ROW, east of the I-630 ramp to I-30N, next to I-30 frontage road. Therefore, the potential for residual contamination or abandoned tanks exists if excavation is required in this area.
7-6	Brothers Esso Service Filling Station	1324 Barber Avenue	LR	54	1261	In ROW	This site operated at 1324 Barber Avenue between 1949 and 1954 according to the Historical Auto database and corresponds to a filling station shown on the Sanborn Maps for this location (E-08). The site is located in the existing ROW, east of the I-630 to I-30N ramp on Barber Street. The potential for residual contamination or abandoned tanks exists if excavation is required in this area.
7-7	Wright David E Filling Station	1400 Barber Avenue	LR	54	1260	In ROW	This site operated at 1400 Barber Avenue during 1949 according to the Historical Auto database and corresponds to a filling station shown on the Sanborn Maps for this location (E-09). The site is located in the existing ROW, east of the I-630 to I-30N ramp on Barber Street. The potential for residual contamination or abandoned tanks exists if excavation is required in this area.
7-8	Laundrette No - Laundromat	1419 Barber Avenue	LR	54	1260	In ROW	This site operated at 1419 Barber Avenue during 1949, as Viquesney Burton W in 1954, as Barber Avenue Laundromat in 1961, and Lauderland Coin Operated in 1965 according to Historical Dry Cleaners database. The site corresponds to a dry cleaner shown on the Sanborn Maps for this location (E-10). The site is located in the existing ROW, east of the I-630 to I-30N ramp on Barber Street. The potential for residual contamination exists if excavation is required in this area.

Facility Map ID#	Facility Name	Address	City	EDR Report Map ID #	EDR Report Page #	Proximity	Notes
7-9	Swaim's DX Service Gas Filling Station	1601 Barber Avenue	LR	54	1257	In ROW	This site operated at 1601 Barber Avenue during 1965, as Rhoads Service Station in 1949, and as Metcalf's DX Service in 1961, according to the Historical Auto database and corresponds to a filling station shown on the Sanborn Maps for this location (E-10). The site is located in the existing ROW, east of the I-30N to I-630 ramp on Barber Street. The potential for residual contamination or abandoned tanks exists if excavation is required in this area.
8-1	Bragg Street Shell, Full Service Automotive Service	2420 Bragg Street	LR	61	1405	Adjacent	Three (3) 8,000-gallon gasoline USTs were permanently taken out of service at this site in 1988. In 1989, apparent new USTs and piping were removed upon discovery of a leak discovered. No emergency order for clean-up was issued, but an enforcement letter for a registration violation was requested. No further information regarding the leak was available, the potential for residual contamination exists if excavation is required in this area.
8-4	Roosevelt Exxon, Exxon Co USA 50611, Colonial Exxon Gas Station	612 E Roosevelt Road	LR	61	1396	Adjacent	This site has four (4) registered USTs that are currently in use, one 12,000-gallon gasoline UST, two 10,000-gallon gasoline USTs and one 1,000-gallon used oil UST. One leak event was listed for this facility in 1992, which was closed by NFA in 1992. The potential for residual contamination exists if excavation is required in this area.
8-5	Roosevelt Shell #107, Maxmart #78 (Shell), Fred's Texaco Service	700 E Roosevelt Road	LR	61	1354	Adjacent	This site has four (4) registered USTs that are currently in use, one 12,000-gallon gasoline UST, two 10,000-gallon gasoline USTs and one 10,000-gallon diesel UST. One leak event was listed for this facility in 1998, which was closed by NFA in 1999. The potential for residual contamination exists if excavation is required in this area.

1 5.2 Summary of Potential RECs identified in the Environmental Records

2 As previously referenced, many regulated facilities were identified in the EDR report. Of these,
3 the EDR report identified several regulated facilities which potentially present a high risk located
4 within or adjacent to the existing and proposed 30 Crossing ROW. These are summarized in
5 the following sections.

6 5.2.1 Segment 1a - Pike Avenue/I-40 Interchange, NLR

7 This area includes Pike Avenue and Camp Robinson Road to the north of I-40 and Pike
8 Avenue and Percy Machin Drive to the south of I-40. Several regulated and historic UST
9 sites were identified by EDR along Pike Avenue and Camp Robinson Road. Review of
10 available regulatory records did not indicate that any of these facilities would adversely
11 affect the project area. Further, as minimal construction is proposed to the eastbound
12 lane of I-40 east of this area, none of these facilities are likely to impact the proposed
13 construction. Figure 5-1 shows the location of these sites in relation to the existing and
14 proposed ROW.

15 5.2.2 Segment 1b - I-30/I-40 Interchange, NLR

16 This area includes the John F. Kennedy (JFK) Boulevard interchange, which leads north
17 to the Park Hill area of North Little Rock and south to W. Pershing Boulevard and N.
18 Main Street. Several regulated and historic facilities were identified by EDR along W.
19 Pershing Boulevard, JFK Boulevard, N. Main Street, and N. Poplar Street. Moose
20 Cleaners (Map ID# 1-12) is adjacent to the existing ROW and has been in operation
21 since at least 2004. Based on the nature of the business and its proximity to the ROW,
22 the potential for residual soil contamination exists if excavation is required in this area.
23 Review of available regulatory records did not indicate that the remaining facilities would
24 be considered RECs with the potential to adversely affect the study area. Further, based
25 on distance and the relatively minor amount of proposed construction on the southwest
26 side of this interchange, it is unlikely that any of the regulated facilities in this area will
27 impact construction. Figure 5-1 shows the location of these sites in relation to the
28 existing and proposed ROW.

29 5.2.3 Segment 1c - I-40/US 67/167 Interchange, NLR

30 This area includes the I-40/US 67/167 interchange up to the US 67/167/McCain
31 Boulevard interchange. Very few regulated facilities were identified in this area. Review
32 of available regulatory records did not indicate that any of these facilities would be
33 considered RECs with the potential to adversely affect the project area; however, two
34 diesel spills (Map ID#s 1-14 and 1-15) occurred in this segment, which would be
35 considered low-risk. Although most of the construction proposed for this interchange is
36 in undeveloped areas (or adjacent to residential areas), excavations required for the 30
37 Crossing project could potentially encounter petroleum-impacted soils in the areas of the
38 two diesel spills. Figure 5-2 shows the location of these sites in relation to the existing
39 and proposed ROW.

1 **5.2.4 Segment 2a - I-30/Curtis Sykes Drive (formerly E. 15th Street)**
2 **Interchange, NLR**

3 This area extends from E. 19th Street to the north to E. 13th Street to the south. N.
4 Cypress Street parallels I-30 to the west, and N. Locust Street parallels I-30 to the east.
5 Several regulated facilities with USTs were located along N. Cypress Street and N.
6 Locust Street which included Epperson House Moving (Map ID# 2-13), former Cen-Ark
7 Tire and Auto (Map ID# 2-10), former Jones Floyd Auto Repair (Map ID# 2-9), and the
8 SuperStop convenience store (Map ID# 2-8). Of these, the former Jones Floyd Auto
9 Repair and the SuperStop convenience store, which are located at the intersection of N.
10 Locust Street and Curtis Sykes Drive, would be considered RECs as these facilities are
11 adjacent to the existing ROW. Additionally, two (2) diesel spills (Map ID#s 2-6 and 2-14)
12 were recorded at this intersection. Although unlikely, excavations required for the 30
13 Crossing project could potentially encounter petroleum-impacted soils or groundwater in
14 these areas. Figure 5-2 shows the location of these sites in relation to the existing and
15 proposed ROW.

16 **5.2.5 Segment 2b - I-30 and Locust Street Overpasses at Union Pacific**
17 **Railroad, NLR**

18 This area extends from E. 13th Street to the north to 9th Street to the south. A portion of
19 N. Cypress Street parallels I-30 to the west and N. Locust Street parallels I-30 to the
20 east. Two (2) regulated facilities were identified adjacent to the study area in this
21 segment, Southern Co. of NLR (Map ID# 2-3) and the former One Source (Map ID# 2-
22 12) building supply (currently occupied by Cedar Creek Wood Products). Although
23 unlikely, excavations required for the 30 Crossing project could potentially encounter
24 petroleum-impacted soils or groundwater in these areas. Figure 5-2 shows the location
25 of these sites in relation to the existing and proposed ROW.

26 **5.2.6 Segment 3 - I-30/Bishop Lindsey Avenue (formerly E.7th Street.)/E.**
27 **Broadway Street Intersection, NLR**

28 This area extends from E. 9th Street to the north to E. Broadway Street to the south. N.
29 Cypress Street parallels I-30 to the west, and N. Locust Street parallels I-30 to the east.
30 Several regulated facilities are located in this segment. These include U.S. Fuel (Map
31 ID# 3-16), U-Haul of NLR (Map ID# 3-14), former East Broadway Shell filling station
32 (Map ID# 3-10), Exxon Snappy Mart (Map ID# 3-11), Fleet Tire Service (Map ID# 3-12),
33 Gerdau (Map ID# 3-9), former Hotsy of Arkansas dry cleaner (Map ID# 3-7), and the
34 Valero convenience store (Map ID# 3-13). Of these, the U.S. Fuel, former East
35 Broadway Shell filling station, Exxon Snappy Mart, former Hotsy of Arkansas dry
36 cleaner, and the Valero convenience store would be considered RECs. Based on the
37 high concentration of regulated facilities in this area, particularly UST sites, excavations
38 required for the 30 Crossing project in the areas of the E. Broadway Street/N. Cypress
39 Street, E. Broadway Street/N. Locust Street and Bishop Lindsey Avenue/N. Cypress
40 Street intersections could potentially encounter petroleum-impacted soils or groundwater
41 in these areas. Additionally, the former dry cleaner that operated in this area could be a
42 potential source of chlorinated solvent contamination. Figure 5-3 shows the location of
43 these sites in relation to the existing and proposed ROW.

5.2.7 Segment 4 - I-30/Washington Street Area, NLR

This area includes E. Washington Avenue and extends south to the I-30 boat ramp. N. Cypress Street parallels I-30 to the west, and N. Locust Street parallels I-30 to the east. Several historic and state regulated facilities are located in this segment. These include the former River City Materials (Map ID# 4-5), ArDOT I-30 boat ramp UST (Map ID# 4-3), a historic filling station (Map ID# 4-4), two historic auto repair facilities (Map ID#s 4-1 and 4-2), and a historic dry cleaner (Map ID# 4-6). Of these, the I-30 boat ramp and former dry cleaner are located in the existing ROW and would be considered RECs. Excavations required for the 30 Crossing project in these areas could potentially encounter petroleum-impacted soils or groundwater in these areas. Additionally, the former dry cleaner that operated in this area could be a potential source of chlorinated solvent contamination. Figure 5-4 shows the location of these sites in relation to the existing and proposed ROW.

5.2.8 Segment 5 - I-30/Cantrell Road Interchange, LR

This area extends west to Cumberland Street and is bounded to the north by E. 2nd Street and President Clinton Avenue (former E. Markham Street), to the south by E. 4th Street, and to the east by Collins Street. No current high risk regulated facilities were located adjacent to the study area in this segment; however, the EDR review revealed the former William Barnard filling station (Map ID# 5-14) in the existing ROW, and the former United Motor Exchange auto repair (Map ID# 5-13), former Interstate Diesel Service (5 Map ID# -15), and Stephens Group regulated UST facility (Map ID# 5-10) adjacent to the existing ROW. These would be considered RECs. As much of this area has been redeveloped in recent years, it is likely that most contamination present on adjacent properties has been addressed. Regardless, the possibility exists for potential contamination to be encountered during excavations in the existing and proposed ROW. Figure 5-5 shows the location of these sites in relation to the existing and proposed ROW.

5.2.9 Segment 6 - I-30/6th and 9th Street Interchanges, LR

This area is bounded to the north by E. 4th Street. and to the south by E. 10th Street. The west I-30 frontage road parallels I-30 to the west and Rector Street. and the east I-30 frontage road parallel I-30 to the east. Several regulated facilities are located in this segment. These include the former Cummins Esso filling station (Map ID# 6-1), City of Little Rock Compressed Natural Gas station (6-2), Superstop #220 (Map ID# 6-6), former 6th Street Superstop (Map ID# 6-8), and two former Bill Terry's Collision locations in the E. Capitol Avenue and E. 6th Street areas. Several facilities were identified along 9th Street including a former historic dry cleaner (Map ID# 6-13), K&Y Foodmart (Map ID# 6-12), MacArthur Shell (Map ID# 6-14), 9th Street Fuelman (Map ID# 6-18), and former Davis 66 (Map ID# 6-17). Additionally, two historic filling stations (Map ID#s 6-15 and 6-16), which were determined to likely be the same facility under two different names, were located in the existing ROW where 9th Street crosses I-30. All sites except Bill Terry's Collision facility would be considered RECs. Based on the presence of the historic cleaner and multiple filling stations adjacent to the 6th and 9th Street overpasses, excavations required for the 30 Crossing project in these areas have a high potential for encountering petroleum and/or chlorinated solvent contaminated soils and/or groundwater. Figure 5-6 shows the location of these sites in relation to the existing and proposed ROW.

5.2.10 Segment 7 - I-30/I-630 Interchange, LR

This area extends from 10th Street to the north to E. 21st Street. to the south. It is loosely bounded by Cumberland Street. to the west and College Street. to the east. No current high risk regulated facilities were located adjacent to the study area in this segment; however, the EDR review of the Historic Auto and Historic Dry Cleaners databases revealed several former UST and dry cleaning sites in and adjacent to the current ROW. These include Woodall's Service (Map ID# 7-2), Donham Cleaners (Map ID# 7-3), Sunshine Cleaners I (Map ID# 7-4), Buffalo Paul A Gas filling station (Map ID# 7-5), Brothers Esso Service filling station (7-6), Wright David E filling station (Map ID# 7-7), Launderette No – Laundromat (Map ID# 7-8), and Swaim's DX Service Gas filling station (Map ID# 7-9), which would be considered RECs. Based on this, excavations in the former Barber Avenue corridor, particularly between E. 13th and E. 14th Streets, could encounter petroleum-impacted soils. Additionally, the former dry cleaner that operated in this area could be potential sources of chlorinated solvent contamination. Figure 5-7 shows the location of these sites in relation to the existing and proposed ROW.

5.2.11 Segment 8 - I-30/E. Roosevelt Road Interchange to I-530/I440 Interchange, LR

This area extends from E. 21st Street to the north to the I-30/I-530/I-440 interchange to the south. The corridor is mostly bounded by the east and west I-30 frontage roads. Three (3) high-risk regulated facilities are currently or were previously located here, the former Bragg Street Shell (Map ID# 8-1), Roosevelt Exxon (Map ID# 8-4), and Roosevelt Shell (Map ID# 8-5). The former Bragg Street Shell is located adjacent to the existing ROW at 24th Street and the I-30 frontage road. Roosevelt Shell and Roosevelt Exxon are located on Roosevelt Road. adjacent to I-30. Based on the presence of these filling stations, excavations required for the 30 Crossing project in these areas have a high potential for encountering petroleum contaminated soils and or groundwater in these areas. Figure 5-8 shows the location of these sites in relation to the existing and proposed ROW.

5.3 EDR Supplemental Information

The EDR report also contains information on regulated facilities, which were not discussed in detail in this report. The report lists sites which are not located in or adjacent to the existing or proposed ROW, including sites as far away as one mile as described in the search radii in Table 5-1. Sites may be listed in databases for reporting unauthorized releases of hazardous materials or wastes (i.e., LUST, CERCLA, NFRAP, etc.) or for holding permits with regulatory agencies (i.e., permit data system, stormwater permits, etc.) Such sites were generally not considered to present an environmental concern for the project for one or more of the following reasons:

- The nature of the database(s) on which the site appears and/or because the property did not appear on any database report that reports unauthorized releases of hazardous materials;
- Distance of the site from the project area;
- Reported regulatory agency status (i.e., case closed);
- Reported nature of the case (i.e., failed UST test); and/or

- Location of the property in relation to the project area with respect to expected groundwater flow direction.

The full EDR report can be found in Attachment C, along with a summary of sites considered evaluated for potential risk as part of this project.

5.4 Commonly Encountered Conditions

The following potential environmental conditions could be observed within the proposed existing or proposed ROW. These are considered non-ASTM environmental conditions, which are commonly encountered in highway construction projects.

5.4.1 Aerially Deposited Lead (ADL)

Shallow soils within approximately 30 feet of the edge of pavement in highway corridors have the potential to be contaminated with ADL. Lead from vehicle emissions prior to the elimination of lead in gasoline in the 1990s can be deposited near roadways, especially in high volume areas (Department of Toxic Substances Control, 2009). The highways in the project area were constructed in the 1960s, which certainly raises the potential that soils in the proposed construction areas have the potential for elevated lead content.

5.4.2 Underground Pipeline

According to the United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA), National Pipeline Mapping System (NPMS) website, hazardous liquid pipelines, natural gas transmission pipelines, liquefied natural gas plants, and breakout tanks are not located within the study area. Smaller pipelines that do not fall under PHMSA jurisdiction may be located in the study area, but were not investigated as part of this project.

5.4.3 Polychlorinated Biphenyls (PCB)

Transformers noted within the study area along the existing ROW are owned and operated by Entergy Arkansas and North Little Rock Electric. These utilities are responsible for ensuring that transformers comply with EPA regulations related to PCB content and clean up. Some older transformers located within the study area may contain PCB and require special consideration during the construction project. The utility provider can provide a determination either through historical records or sampling once construction plans are finalized.

5.4.4 Treated Wood

Several rail lines, current and historical, occur throughout the study area. Additionally, railroad crossties are often repurposed for other uses such as landscaping and parking lot wheel stops. Railroad crossties were treated for years with creosote and pentachlorophenol as a preservative. As such, potential creosote and chlorinated phenol contamination could exist in the study area.

5.4.5 Asbestos-Containing Materials (ACM)

The study area does not appear to contain any structures, which will require demolition. However, other suspected ACM that may be encountered in existing or proposed ROW areas include pipe insulation on subsurface natural gas lines and cementitious water lines (i.e., transite). The appropriate utility provider (i.e., Centerpoint Energy, Central AR

1 Water, NLR Water, etc.) should be consulted to determine the potential for ACM in the
2 existing or proposed ROW prior to initiation of construction.

3 **5.4.6 Lead-based Paint**

4 Painted surfaces (i.e., curbs, poles, street markings, etc.) were observed in the existing
5 ROW area. Some of these surfaces, especially bridges, may contain lead-based paint.
6 The ArDOT Cantrell and I-30/I-630 interchanges in Little Rock. Other bridges and
7 overpasses in the study area, south of the Arkansas River, have not been remediated.

DRAFT

1 **6.0 Site Reconnaissance**

2 The ASTM standard identifies a number of site conditions that may cause or contribute to a
3 *“recognized environmental condition”* associated with a particular property. These items include
4 the presence of hazardous substances in various containers, storage tanks, electrical
5 transformers, and solid wastes. An integral component of any ISA is a reconnaissance of the
6 study area. During the site visit, the study area and any structures located therein are visually
7 and physically observed. The primary purpose of the survey is to develop information on the
8 aforementioned environmental considerations.

9 **6.1 Methodology and Limiting Conditions**

10 Archival research and visual site inspections were used to obtain the necessary information for
11 preparation of this ISA. During the visual inspection, Harbor personnel used information
12 gathered from the archival research to identify possible contaminant source areas. Harbor
13 conducted a windshield and walking survey to verify locations of facilities identified during the
14 historical and regulatory research. The visual inspection was also conducted to identify
15 potential sources of contamination that might have migrated or could migrate into the study
16 area.

17 **6.2 General Site Setting**

18 Mr. Thomas Huetter, Senior Project Manager, inspected the study area on April 7, 8, and 17,
19 2016. The weather was cool and clear with light winds. The qualifications of Harbor's
20 Environmental Professionals are presented in Attachment D.

21
22 The study area is located in Little Rock and North Little Rock, Pulaski County, Arkansas. As
23 previously discussed, the study area encompasses the existing 6.7-mile I-30 corridor starting at
24 the I-30/I-440/I-530 interchange in the south continuing north on I-30 through Little Rock into
25 North Little Rock. The corridor continues to the I-30/I-40 interchange then west to the I-40/Pike
26 Avenue interchange and east to the I-40/US 67/167 interchange. The study area is urban and
27 is predominantly bordered by commercial property, although some residential properties remain
28 adjacent to the corridor. Surrounding areas are commercial, residential, and light industrial.
29 The study area was first developed in the 19th century and contains structures that date from
30 that era to the present.

31 **6.3 Site Reconnaissance Observations**

32 With a few exceptions, the study area has been developed such that commercial development
33 tends to be clustered in several areas, which are listed generally from north to south, below:

34 **6.3.1 Segment 1a - Pike Avenue/I-40 Interchange, NLR**

35 This area consists of the area discussed in Section 5.3.1 above. A small commercial
36 area borders these streets; however, the majority of nearby development is residential.
37 Several current and former filling stations/auto repair facilities were located along Pike
38 Avenue and Camp Robinson Road. As minimal construction is proposed to the
39 eastbound lane of I-40 east of this area, none of these facilities are likely to impact the
40 proposed construction.

41 **6.3.2 Segment 1b - I-30/I-40 Interchange, NLR**

42 This area consists of the area discussed in Section 5.3.2 above. The area to the north is
43 predominantly residential with some commercial development along JFK. The area to

1 the south and west is predominantly commercial and includes several current
2 (Doublebees Exxon – Map ID# 1-10) and former filling station/auto repair facilities,
3 registered UST facilities, and a dry cleaner (Moose Cleaners – Map ID# 1-12). Based
4 on distance and the relatively minor amount of proposed construction on the southwest
5 side of this interchange, it is unlikely that any of the regulated facilities in this area will
6 impact construction.

7 *6.3.3 Segment 1c - I-40/US 67/167 Interchange, NLR*

8 This area consists of the area discussed in Section 5.3.3 above. With the exception of
9 the First Pentecostal Church complex, the area to the north and west is residential or
10 undeveloped. Adjacent areas to the south and east are mostly undeveloped; however, a
11 large Union Pacific switching yard is located south/southeast of the intersection. The
12 area surrounding the US 67/167/McCain Boulevard interchange is commercial, mostly
13 retail development. As most of the construction proposed for this interchange is in
14 undeveloped areas (or adjacent to residential areas), it is unlikely that hazardous
15 materials will be encountered in this area.

16 *6.3.4 Segment 2a - I-30/Curtis Sykes Drive (formerly E. 15th Street) Interchange,* 17 *NLR*

18 This area consists of the area discussed in Section 5.3.4 above. Although much of the
19 surrounding area to the east and west is residential, commercial development
20 predominates along N. Locust Street and some along N. Cypress Street. Businesses
21 along N. Cypress Street include Advantage Service Company, Irby Electrical Distributor,
22 Pipe and Tube Supply, and Epperson House Moving (Map ID# 2-13). Businesses along
23 N. Locust Street include Foundation Pro (Map ID# 2-10), SuperStop convenience store
24 (Map ID# 2-8), Architectural Design, and Big Chain Liquor (Map ID# A-05). Several of
25 these facilities were listed on the regulatory databases for USTs. Big Chain Liquor,
26 located at 601 E. 13th Street, is a former filling station which was identified during the
27 Sanborn Map review. Additionally, two (2) diesel spills were recorded at this
28 intersection. Excavations in this area, and near the SuperStop, could potentially
29 encounter petroleum-impacted soils.

30 *6.3.5 Segment 2b - I-30 and N. Locust Street Overpasses at Union Pacific* 31 *Railroad, NLR*

32 This area consists of the area discussed in Section 5.3.5 above. The I-30 and Locust
33 Street overpasses cross the UPRR multi-line rail crossing (Map ID# A-09) and bisect the
34 former cotton compress warehouses (Map ID#s A-10 and A-11) that were identified in
35 the Sanborn Map review. UPRR also has a large maintenance and switching facility to
36 the east/northeast of this location. The former cotton warehouses to the east and west
37 of I-30 were not marked; however, both had opened bay doors and vehicles present
38 indicating they were in use for some purpose. Bud's Elite Auto, Watson's Machine &
39 Fabrication, and several unnamed businesses were located along the east side of N.
40 Locust Street. Businesses on the west side of N. Cypress Street included the Southern
41 Co. of NLR (Map ID# 2-3) and Cedar Creek Wood Products (former One Source building
42 materials – Map ID# 2-12). An aboveground storage tank (AST) and drum/chemical
43 storage area was observed on the Southern Co.'s property adjacent to the right-of-way.
44 Excavations required for bridge construction in the area around the rail lines and former
45 cotton warehouses will likely encounter petroleum- and possibly arsenic-impacted soils.

1 6.3.6 *Segments 3 & 4 - I-30/Bishop Lindsey Avenue (formerly E. 7th Street)/E.*
2 *Broadway Street Intersection, NLR*

3 This area consists of the area discussed in Section 5.3.6 above. With the exception of
4 some residential development between 9th Street and Bishop Lindsey Avenue, this area
5 is heavily commercial. Businesses along N. Cypress Street include Chapman Service
6 Company, U.S. Fuel (Map ID# 3-16), U-Haul of NLR (Map ID# 3-14), Star Bolt, Halbert
7 Pipe & Steel, First Security Bank (former East Broadway Shell filling station – Map ID#
8 3-10), Exxon Snappy Mart (Map ID# 3-11), and Verizon Arena. Businesses along N.
9 Locust Street include Shorter College, Fleet Tire Service (Map ID# 3-12), Gerdau (Map
10 ID# 3-9), Early Birds Child Care (former Hotsy of Arkansas dry cleaner – Map ID# 3-7),
11 Valero convenience store (Map ID# 3-15), McDonalds restaurant, and Ramhorn
12 Furniture. Excavations in the areas of the Bishop Lindsey Avenue/N. Cypress Street, E.
13 Broadway Street/N. Cypress Street, E. Broadway Street/N. Locust Street intersections
14 and along Washington Avenue in the existing or proposed ROW will possibly encounter
15 petroleum-impacted soils.

16 6.3.7 *Segment 5 - I-30/Cantrell Road Interchange, LR*

17 This area consists of the area discussed in Section 5.3.7 above. Areas to the west of
18 the interchange (both north and south of the Cantrell Road viaduct consist of the River
19 Market District, which contains many historic buildings and is mostly restaurants and
20 retail with some hotel and office space. Primary buildings along E. 2nd Street are the
21 Central Arkansas Main Library and a large parking garage. Buildings between the
22 Cantrell viaduct and E. 3rd Street include the 300 Third Tower (residential), an unnamed
23 office building, and the Marriot Residence Inn and condominiums. The Axiom Building
24 is located in the southwest quadrant of the interchange. Areas to the east consist of the
25 Clinton Presidential Library and surrounding green space. A large unnamed warehouse
26 and rail siding that appear to be part of the Arkansas Democrat Gazette newspaper
27 facility are located in the southeast quadrant of the interchange. Several historical
28 facilities of concern, identified on the Sanborn Maps, previously occupied the site of the
29 current interchange and adjacent properties. As much of this area has been
30 redeveloped in recent years, it is likely that any contamination present on adjacent
31 properties has been addressed. Regardless, the possibility exists for potential
32 contamination to be encountered during excavations in the right-of-way.

33 6.3.8 *Segment 6 - I-30/6th and 9th Street Interchanges, LR*

34 This area consists of the area discussed in Section 5.3.8 above. Properties to the west
35 consist of a mix of commercial and residential and include a US Postal Service facility,
36 the City of Little Rock Compressed Natural Gas station (former Gardner's Exxon 50933
37 – Map ID# 6-2)), Holiday Inn Presidential, Quapaw Tower (residential), Phillips 66
38 convenience store (Map ID# 6-12), Shell convenience store (Map ID# 6-14), China
39 Garden restaurant, and Pizza Hut. Properties to the east are mostly commercial with
40 scattered residential. Adjacent properties include Crossfit Above & Beyond (former Bill
41 Terry's Collison), Superstop #220 (Map ID# 6-6), a former 6th Street Superstop (Map ID#
42 6-8), Comfort Inn & Suites Presidential, Regions Bank, 9th Street Fuelman (Map ID# 6-
43 18), and a warehouse. An additional former filling station (former Davis 66 – Map ID# 6-
44 17) was observed adjacent to and east of the Regions Bank branch on E.9th Street.
45 Based on the presence of seven current or former filling stations adjacent to the 6th and
46 9th Street overpasses, there is a high potential for encountering petroleum contaminated
47 soils and or groundwater in these areas.

1 *6.3.9 Segment 7 - I-30/I-630 Interchange, LR*

2 This area consists of the area discussed in Section 5.3.9 above. Surrounding areas are
3 mostly residential and include the McArthur Park Historic District. Areas to the northwest
4 include the University of Arkansas at Little Rock William H. Bowen School of Law and an
5 apparent associated residence hall. Areas to the east are residential. Oakland
6 Cemetery is located to the southeast, while Booker Arts Magnet Elementary is located to
7 the south. Areas to the southwest include the Rockefeller Early Childhood Education
8 Center and adjacent residential areas. Although this area is mostly residential, Barber
9 Avenue was a primary thoroughfare that transected this area from north to south.
10 Several historic filling stations operated on this section of Barber Avenue in the current
11 right-of-way of the interchange (see Section 4.3.5 above). Based on the historical data
12 from this area, excavations in the former Barber Avenue corridor, particularly between E.
13 13th and E. 14th Streets, could encounter petroleum-impacted soils. Additionally, there
14 are some former dry cleaners that operated in this area that could be potential sources
15 of chlorinated solvent contamination.

16 *6.3.10 Segment 8 - I-30/E. Roosevelt Road Interchange to I-530/I440*
17 *Interchange, LR*

18 This area consists of the area discussed in Section 5.3.10 above. Generally, most of the
19 area to the east and west is residential with some commercial development.
20 Commercial development along the west side of I-30 includes the former Bragg Street
21 Shell (Map ID# 8-1), Roosevelt Exxon (Map ID# 8-4), Little Rock Tours and Travel (Map
22 ID# 8-11), and Ryder Truck Rental and Maintenance (Map ID# 8-12). Commercial
23 development along the east side of I-30 includes Roosevelt Shell (Map ID# 8-5), the
24 former C&M Distribution facility (razed), and the Moon Distribution facility. South of this
25 area is the UPRR Biddle railroad yard (Map ID# 8-10), which I-30 crosses just prior to
26 the I-30/I-530/I-440 interchange. The I-30/I-530/I-440 interchange is located in the
27 Fourche Creek bottoms, and no development, other than the interchange, has occurred
28 in this area. Potential RECS in this area include current and former filling stations
29 adjacent to the E. Roosevelt/I-30 interchange and potential petroleum impacts in the rail
30 yard.
31
32

1 7.0 Findings, Opinions, and Conclusions

2 Harbor performed a Hazardous Materials ISA on the 30 Crossing project corridor, located in
3 Little Rock and North Little Rock, Pulaski County, Arkansas. Although the ISA is not considered
4 a Phase I Environmental Site Assessment, elements of the project were performed in general
5 conformance with the scope and limitations of the American Society for Testing and Materials
6 (ASTM) Practice E 1527 - 13, "*Environmental Site Assessments: Phase I Environmental Site*
7 *Assessment*". This report will serve to summarize the work performed by Harbor professionals
8 as part of the project.

9 The study area encompasses the existing 6.7-mile I-30 corridor starting at the I-30/I-440/I-530
10 interchange in the south continuing north on I-30 through Little Rock into North Little Rock. The
11 corridor continues to the I-30/I-40 interchange then west to the I-40/Pike Avenue interchange
12 and east to the I-40/US 67/167 interchange. The study area is urban and is predominantly
13 bordered by commercial property, although some residential properties remain adjacent to the
14 corridor. Surrounding areas are commercial, residential, and light industrial. The study area
15 was first developed in the 19th century and contains structures that date from that era to the
16 present.

17 During the course of this project, Harbor performed a site reconnaissance, reviewed federal,
18 state, and local records, and reviewed historical maps and aerial photographs to ascertain the
19 current and historical use of the study area and surrounding areas. **This ISA revealed several
20 potential RECs related to the current and past use at the study area and adjacent
21 properties:**

- 22 • **Intersection of N. Locust and Curtis Sykes Drive - Foundation Pro (former Cen-Ark
23 Tire and Auto), former Jones Floyd Auto Repair, and the SuperStop convenience
24 store were identified underground storage tank (UST) facilities. Additionally, two
25 (2) diesel spills were recorded at this intersection. Although unlikely, excavations
26 required for the 30 Crossing project could potentially encounter petroleum-
27 impacted soils or groundwater in this area.**
- 28 • **Intersection of N. Locust and E. 13th Street – Big Chain Liquor, located at 601 E.
29 13th Street, is a former filling station, which was identified during the Sanborn Map
30 review. Although unlikely, excavations required for the 30 Crossing project could
31 potentially encounter petroleum-impacted soils or groundwater in this area.**
- 32 • **The I-30 and Locust Street Overpasses – These cross the Union Pacific Railroad
33 (UPRR) multi-line rail crossing and bisect the former cotton compress
34 warehouses that were identified in the Sanborn Map review. In addition, former
35 facilities located adjacent to the existing ROW include two (2) auto repair shops, a
36 filling station, fuel tanks, sheet metal works. Areas of highest potential risk in
37 Segment A occur along N. Locust Street and N. Cypress Street, particularly at the
38 intersections with E. 9th Street and E. 13th Street. UPRR also has a large
39 maintenance and switching facility to the east/northeast of here. Excavations
40 required for bridge construction in the area around the rail lines and former cotton
41 warehouses will likely encounter petroleum and possibly arsenic impacted soils.**
- 42 • **Intersection of N. Cypress Street and Bishop Lindsey Avenue – U.S. Fuel was
43 previously located at this intersection and was on the UST database. Although**

1 unlikely, excavations required for the 30 Crossing project could potentially
2 encounter petroleum-impacted soils or groundwater in this area.

- 3 • Vicinity of I-30 and E. Broadway Street and E. Washington Street – Several
4 regulated facilities are located in this area. First Security Bank (former East
5 Broadway Shell filling station), Exxon Snappy Mart, Fleet Tire Service, Gerdau,
6 Early Birds Child Care (former Hotsy of Arkansas dry cleaner), and the Valero
7 convenience store. Several potential historic RECs identified in the existing ROW
8 in this area include two (2) filling stations/fuel tanks, a dry cleaner, a junk yard,
9 coal storage areas, railroad maintenance shop, and a furniture repair store.
10 Former facilities located adjacent or within close proximity to the existing ROW in
11 Segment B include four (4) auto repair shops, 13 filling stations/fuel tanks, sheet
12 metal works, tin shop, railroad roundhouse, and a silver plating business. Based
13 on the high concentration of historic and regulated facilities in this area,
14 particularly UST sites, excavations required for the 30 Crossing project in this
15 area could potentially encounter petroleum-impacted soils or groundwater in
16 these areas.
- 17 • River Market/Clinton Presidential Library Area – No current high risk regulated
18 facilities were located adjacent to the study area in this area; however, the EDR
19 review of the historic auto database and historic dry cleaner database revealed
20 several former UST sites and dry cleaning sites in and adjacent to the existing
21 ROW. As much of this area has been redeveloped in recent years, it is likely that
22 most contamination present on adjacent properties has been addressed.
23 Regardless, the possibility exists for potential contamination to be encountered
24 during excavations in the proposed and existing ROW.
- 25 • Vicinity of I-30/6th Street. and 9th Street. Interchanges – Several regulated facilities
26 are located in this segment. These include the City of Little Rock Compressed
27 Natural Gas station (former Gardner's Exxon 50933), Phillips 66 convenience
28 store, Shell convenience store, former Bill Terry's Collison, Superstop #220, 9th
29 Street. Fuelman, and former Davis 66. All but the Bill Terry's Collison facility
30 would be considered potential RECs. Based on the presence of these filling
31 stations adjacent to the 6th and 9th Street overpasses, there is a high potential for
32 encountering petroleum contaminated soils and/or groundwater in these areas.
- 33 • I-30/I-630 Interchange – Potential historic RECs identified in the existing ROW of
34 this area include several filling stations, auto repair shops, laundry/dry cleaners,
35 and a printer. Former facilities located adjacent or within close proximity to the
36 existing ROW in this area include two (2) filling stations, a dry cleaner and a paint
37 shop. Areas of highest potential risk occur former Barber Avenue corridor
38 (located within the I-30/I-630 interchange, and the east side of the I-30/21st Street
39 interchange.
- 40 • Vicinity of I-30/Roosevelt Road Interchange – Three (3) high-risk regulated
41 facilities are currently or were previously located here, the former Bragg Street
42 Shell, Roosevelt Exxon, and Roosevelt Shell. The former Bragg Street Shell is
43 located adjacent to the existing ROW at 2420 Bragg Street. Roosevelt Shell and
44 Roosevelt Exxon are located on Roosevelt Road. adjacent to I-30. South of this
45 area is the UPRR Biddle railroad yard, which I-30 crosses just prior to the I-30/I-
46 530/I-440 interchange. Based on the presence of these filling stations,

1 **excavations required for the 30 Crossing project in these areas have a potential**
2 **for encountering petroleum contaminated soils and or groundwater in these**
3 **areas.**

4 Harbor did not have access to all of the properties or adjoining properties discussed in this
5 report. These sites were only visually inspected from the boundaries while in the study area.
6 This report and all work performed in conjunction with this report, are for exclusive use of
7 Garver, the Arkansas Department of Transportation (ArDOT), and their agents or assigns.
8 Other entities or individuals may only rely on this report with the express written consent of
9 Garver, ArDOT, and Harbor.

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1 **8.0 Recommendations**

2 Harbor recommends the following additional activities to evaluate or mitigate the presence or
3 extent of RECs before or during implementation of construction activities related to the 30
4 Crossing project:

- 5 • Based on the potential and/or documented impacts to soil from historical filling stations
6 and/or dry cleaners, soil generated during construction activities in the following areas
7 may require characterization (i.e., analytical testing) prior to reuse or disposal. A Soil
8 Management Plan should be prepared to address the possibility of encountering
9 contaminated soils in areas of environmental concern. The plan should address
10 monitoring of excavated soil, handling procedures, stockpiling, characterization, on-site
11 reuse, and disposal procedures. The objective of the plan is to assist the contractor in
12 the proper identification, notification, segregation, and handling of contaminated soils,
13 which may be discovered during construction activities.
- 14 • Appropriate references to the potential to encounter contaminated soils and/or
15 groundwater should be included in construction specifications so that contractors are
16 aware that additional handling may be required.
- 17 • A site and community health and safety plan should be prepared prior to initiation of the
18 project. The plan should consider measures to evaluate potential hazards to workers
19 and/or the public from potential environmental concerns noted in this report. Protective
20 measures discussed in the plan should be implemented by the contractor, under the
21 oversight of a qualified environmental professional, during soil disturbance activities in
22 areas having high potential for contamination.
- 23 • Further assessment by a qualified environmental professional is recommended if soil
24 suggestive of contamination (e.g., discoloration, odor, etc.) or other potential
25 environmental issues are encountered during construction activities. If contamination is
26 discovered, regulatory agencies may require additional investigation and/or remediation
27 in the area.
- 28 • Prior to disturbance of utility or infrastructure with potentially hazardous materials, such
29 as lead-based paint, ACM, PCB, the presence or absence of these materials should be
30 confirmed by the appropriate utility or infrastructure owner. If these materials are
31 present, appropriate plans to protect workers and/or abate such material should be
32 implemented.

1 9.0 References

2 The following documents, maps or other publications may have been utilized specifically in the
3 preparation of this ISA Report or generally in the development of the report format. References
4 to specific documents are also provided in appropriate sections of the report.

5 Resources Consulted:

- 6 • Federal and State Databases reviewed are listed in the text of the report and in the
7 Environmental Data Resources, Inc. report, March 7, 2016.
- 8 • Arkansas Department of Environmental Quality, www.adeg.state.ar.us
- 9 • FEMA Flood Map Service Center, www.msc.fema.gov

10 Documents:

- 11 • Environmental Data Resources. Radius Map Report, March 11, 2016
- 12 • American Society of Testing and Materials, E1527-13 Standard Practice for
13 Environmental Site Assessments: Phase I Environmental Site Assessment Process,
14 2013.
- 15 • Groundwater Atlas of the U.S. – Segment 5 Arkansas Louisiana Mississippi, 1998.
- 16 • USGS 7.5-minute topographic map Little Rock, Ark. Quadrangle, multiple years
- 17 • USGS 7.5-minute topographic map North Little Rock, Ark. Quadrangle, multiple
18 years
- 19 • USGS 7.5-minute topographic map McAlmont, Ark. Quadrangle, multiple years
- 20 • Planning and Environmental Linkages Report, July 2015.

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Environmental Professional Statement

Mrs. Leslie A. Davis and Mr. Thomas Huetter have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the study area. We have developed and performed all of the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

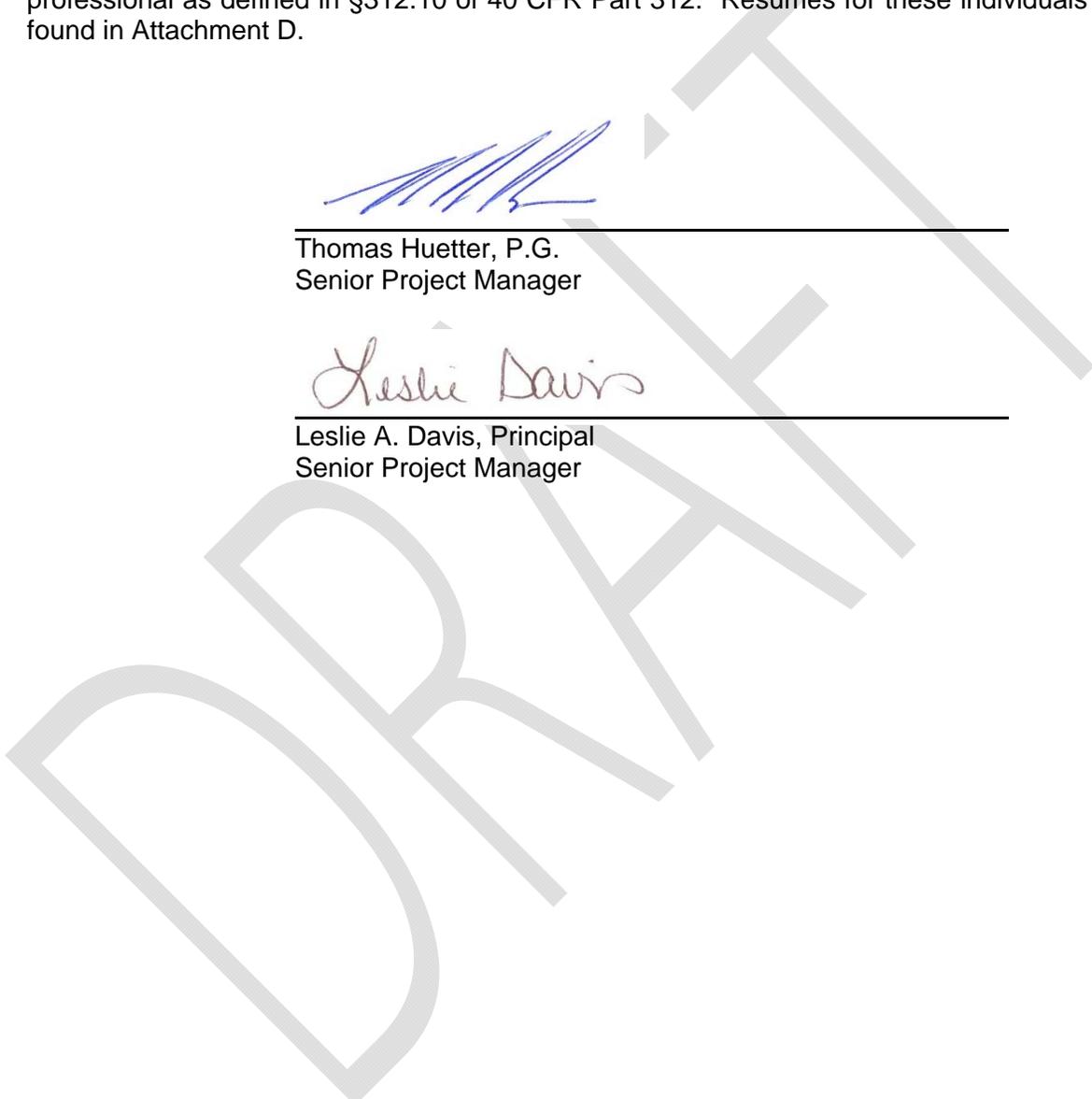
We declare that, to the best of our knowledge, we meet the definition of environmental professional as defined in §312.10 of 40 CFR Part 312. Résumés for these individuals may be found in Attachment D.



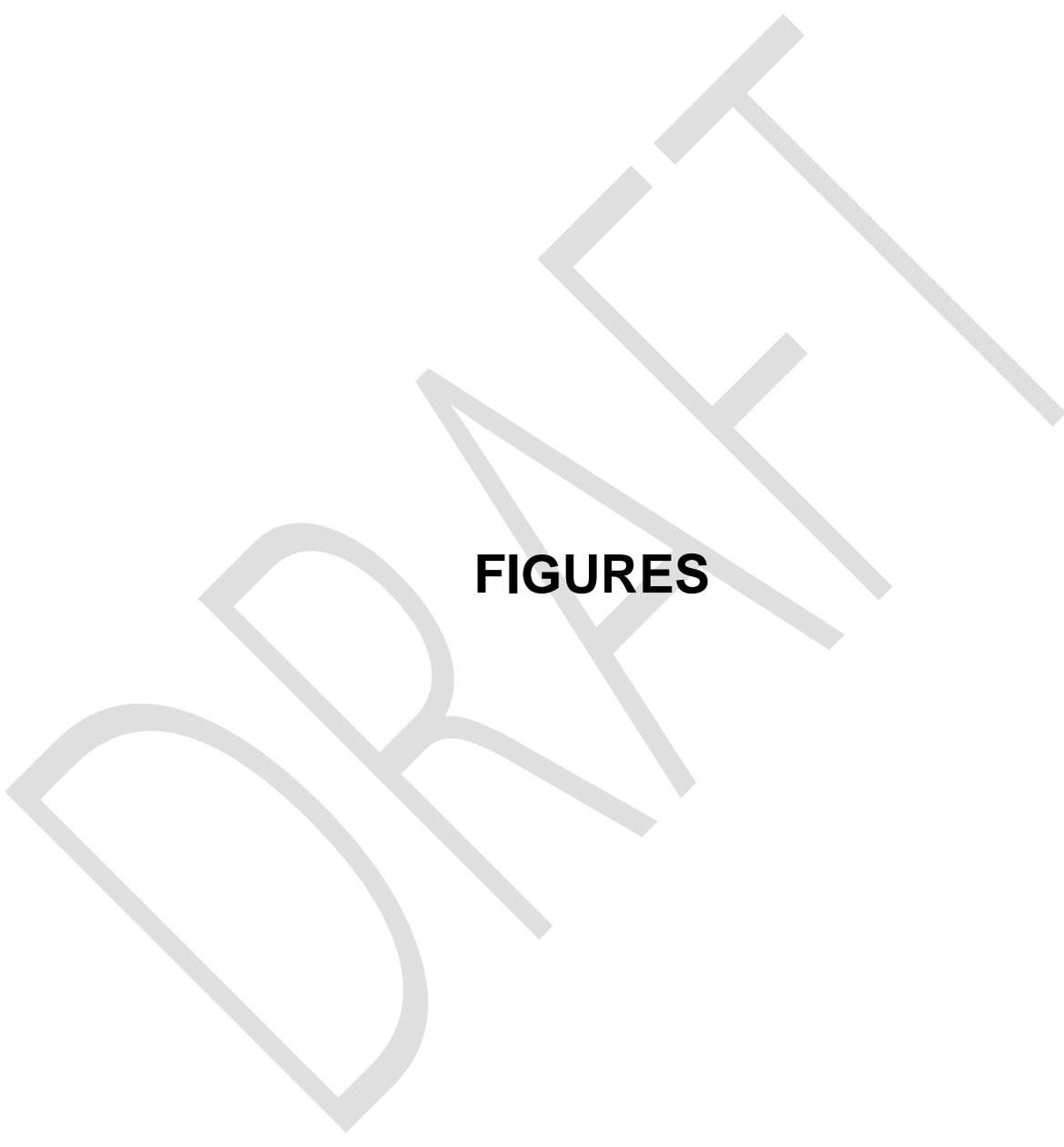
Thomas Huetter, P.G.
Senior Project Manager



Leslie A. Davis, Principal
Senior Project Manager

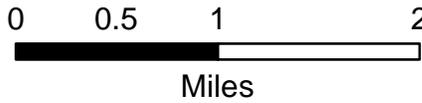
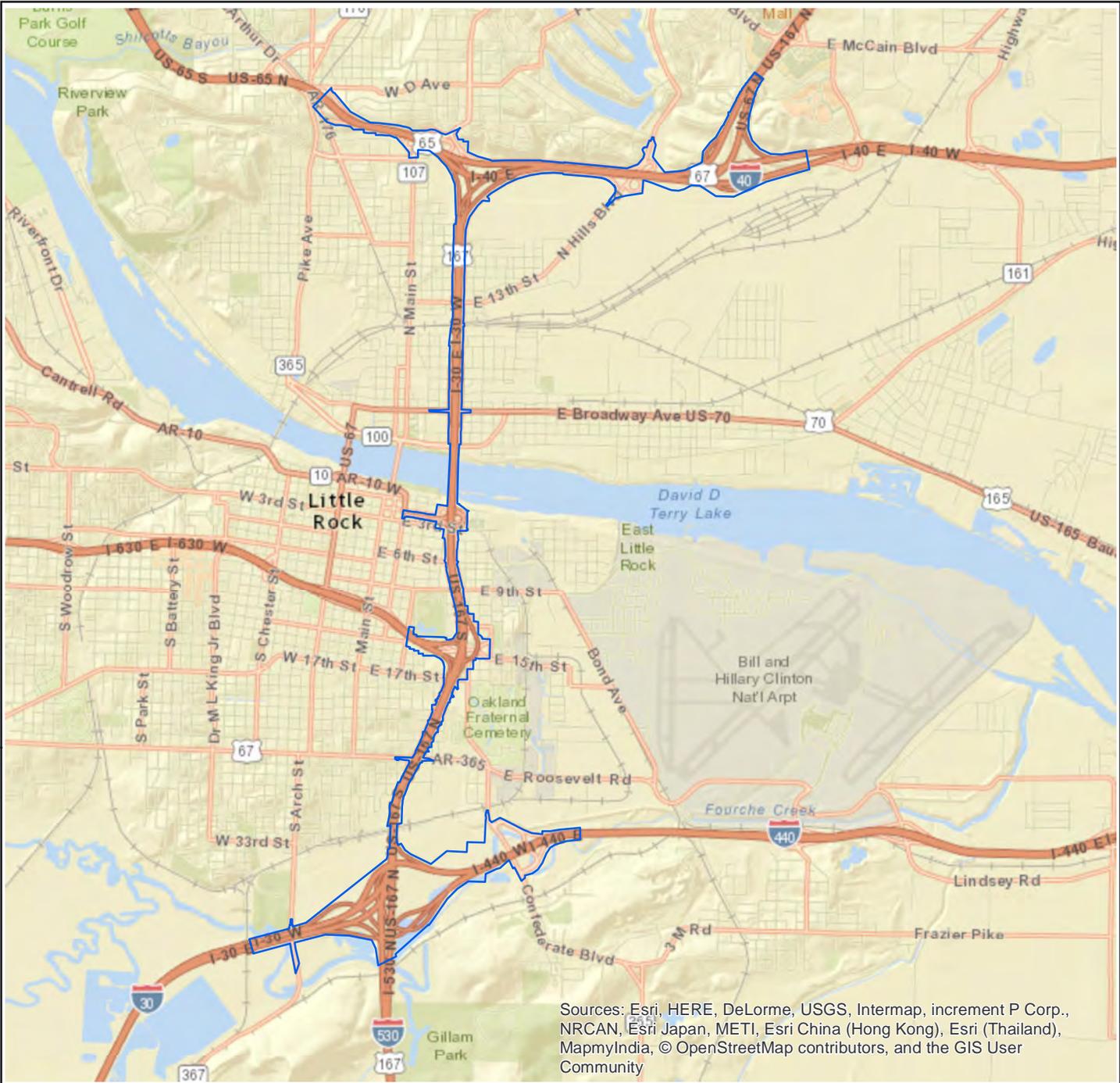


FIGURES



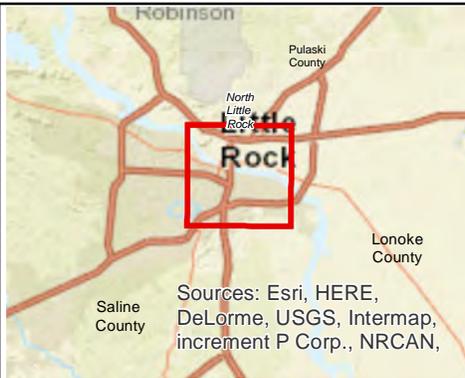
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Project Boundary



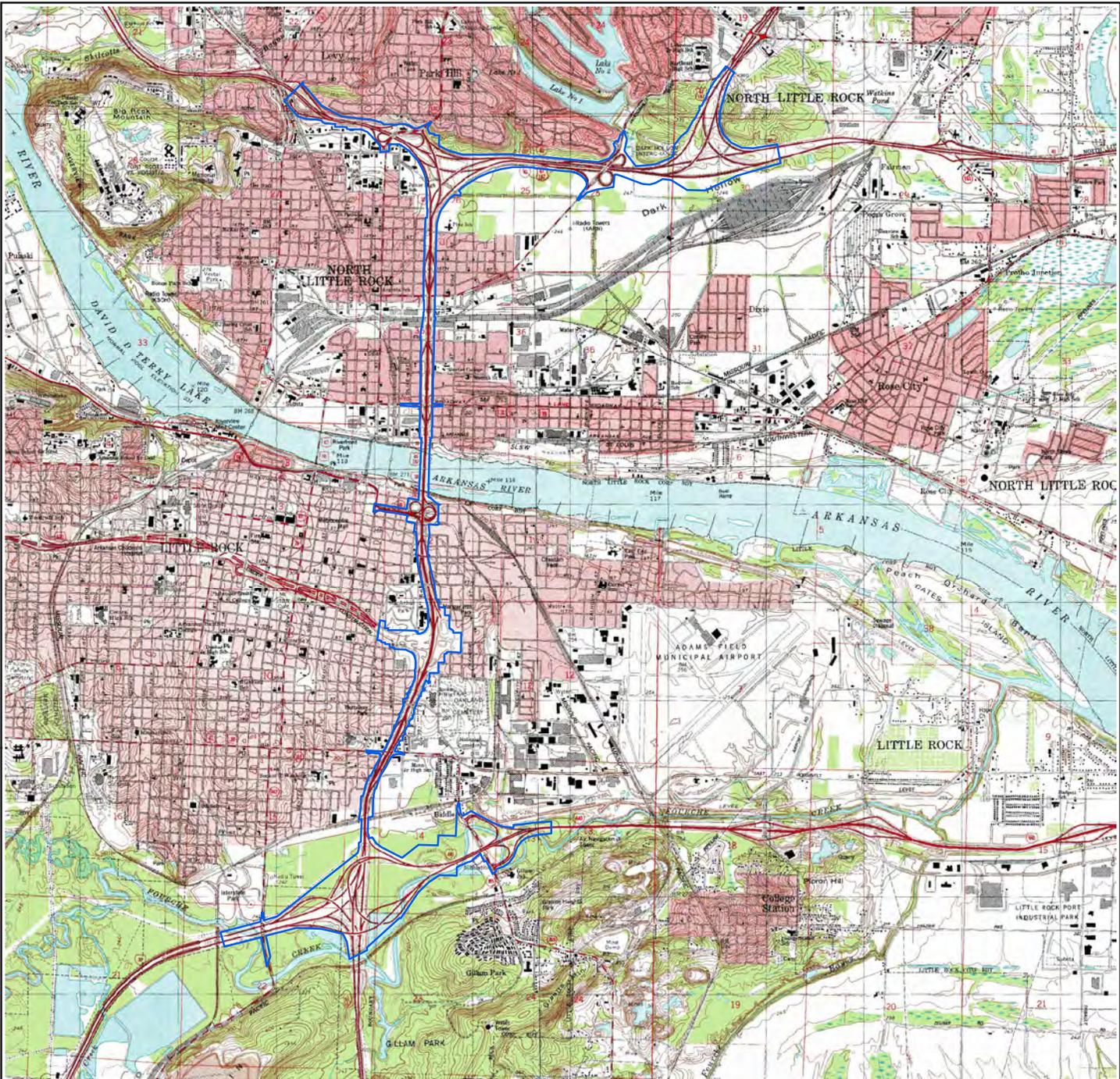
**FIGURE 3-1
PROJECT LOCATION MAP**

I-30 from I-530 to U.S. Hwy. 67/167

30 Crossing
CA0602

Little Rock/North Little Rock
Pulaski County, Arkansas

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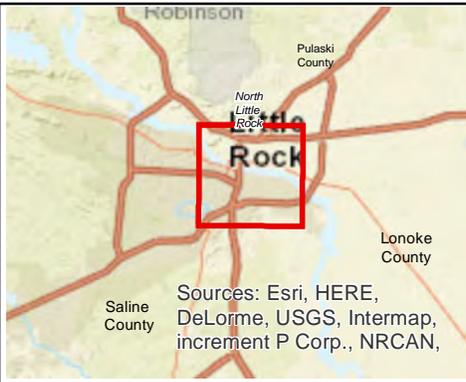


Miles



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 Project Boundary



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN,

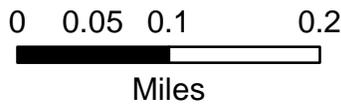
**FIGURE 3-2
PROJECT LOCATION
TOPOGRAPHIC MAP**

I-30 from I-530 to Hwy. 67

30 Crossing
CA0602

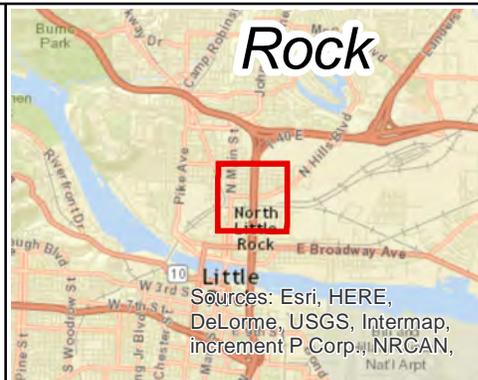
Little Rock/North Little Rock
Pulaski County, Arkansas

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LEGEND

- Project Boundary
- Filling Station/fuel tank(s)
- Sanborn Sites**
- Metal/Machine Works
- Facility Type**
- Auto Repair
- Other
- Cotton Facility
- Printer
- Railroad
- Dry Cleaner



**FIGURE 4-1
HISTORIC SANBORN SITES**

Segment A
I-30 from E. 8th St to E. 17th St
North Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

DRAFT

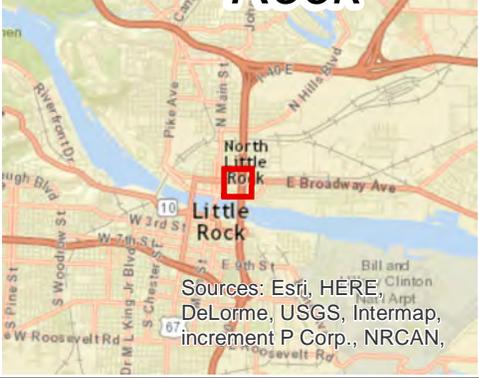


Source(s): AHTD 2013 aerial imagery
Sanborn Fire Insurance Maps



LEGEND

- Project Boundary
- Filling Station/fuel tank(s)
- Metal/Machine Works
- Sanborn Sites**
- Facility Type**
- Auto Repair
- Other
- Cotton Facility
- Printer
- Dry Cleaner
- Railroad



**FIGURE 4-2
HISTORIC SANBORN SITES**

Segment B
I-30 from Washington Ave
to E. 8th St
North Little Rock, AR

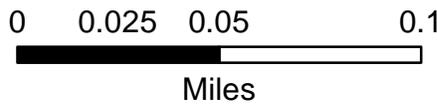
30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Sanborn Fire Insurance Maps



LEGEND

- Project Boundary
- Filling Station/fuel tank(s)
- Sanborn Sites**
- Facility Type**
- Auto Repair
- Metal/Machine Works
- Cotton Facility
- Printer
- Dry Cleaner
- Other
- Railroad



**FIGURE 4-3
HISTORIC SANBORN SITES**

Segment C
West of I-30 from E. Markham St
to E. 4th St
Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Sanborn Fire Insurance Maps



LEGEND

- Project Boundary
- Filling Station/fuel tank(s)
- Sanborn Sites Facility Type**
- Metal/Machine Works
- Auto Repair
- Other
- Cotton Facility
- Printer
- Dry Cleaner
- Railroad



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN,...

FIGURE 4-4 HISTORIC SANBORN SITES

Segment D
East of I-30 from E. Markham St to E. 7th St
Little Rock, AR

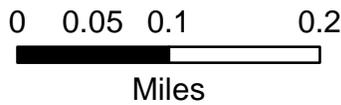
30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Sanborn Fire Insurance Maps



LEGEND

- Project Boundary
- Filling Station/fuel tank(s)
- Sanborn Sites Facility Type**
- Metal/Machine Works
- Auto Repair
- Other
- Cotton Facility
- Printer
- Dry Cleaner
- Railroad



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Giliam Park

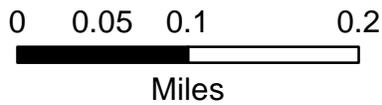
**FIGURE 4-5
HISTORIC SANBORN SITES**

Segment E
I-30 Corridor from E. 9th St
to E. Roosevelt Rd
Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

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LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-1
REGULATED FACILITIES**

Segments 1a and 1b
Pike Avenue to North Main St.
North Little Rock, AR

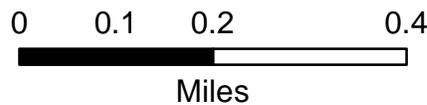
30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Environmental Data Resources, Inc.



LEGEND

- Project Boundary
- EDR Sites



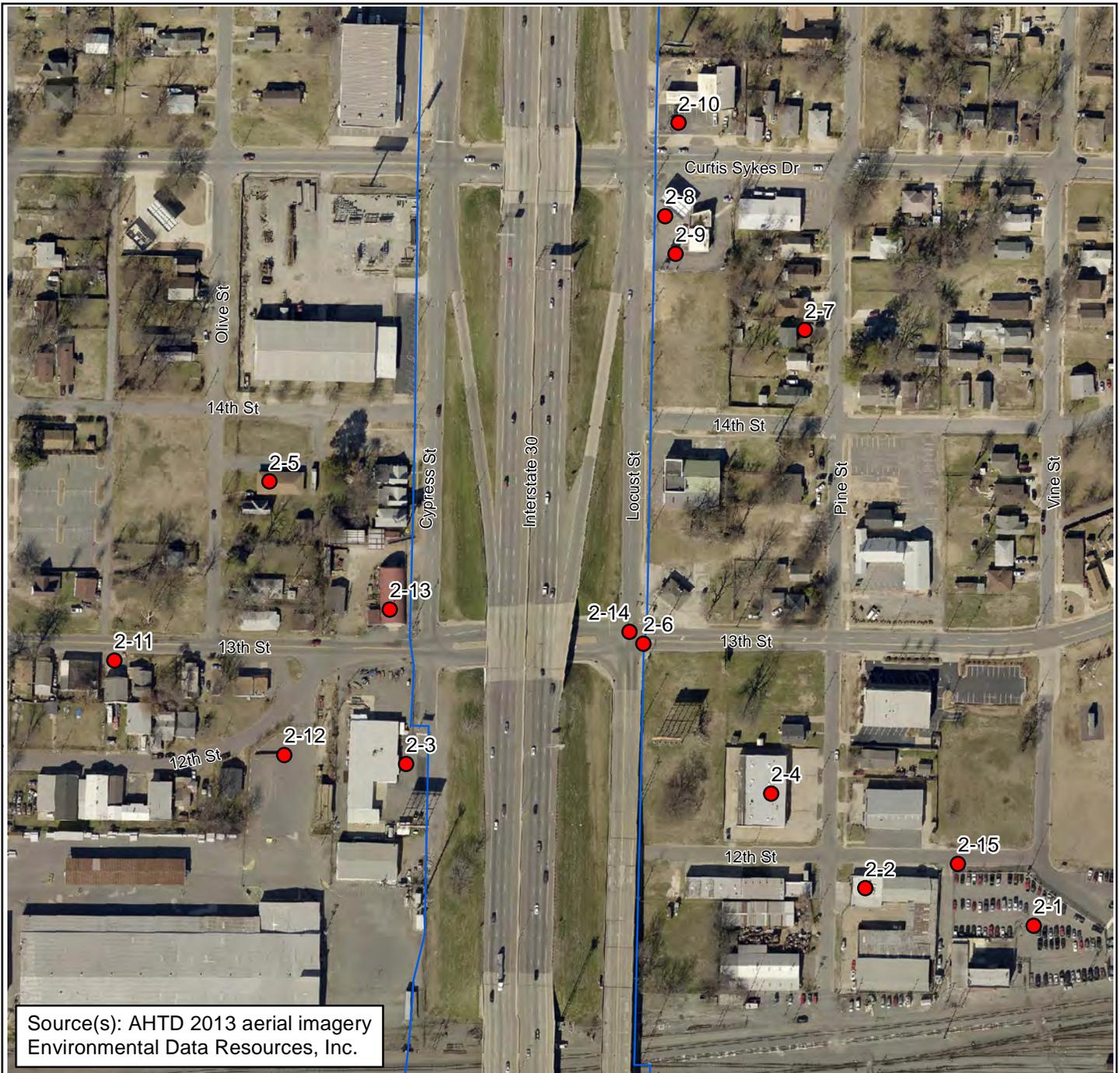
**FIGURE 5-2
REGULATED FACILITIES**

Segment 1c
I-40 east of I-30
North Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

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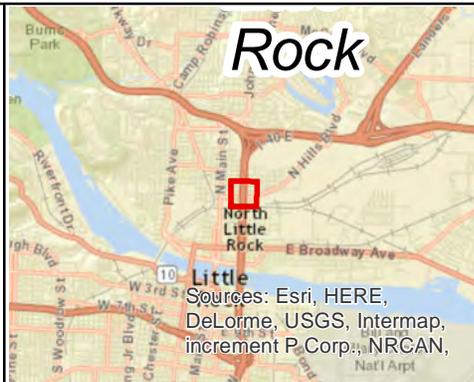


Source(s): AHTD 2013 aerial imagery
Environmental Data Resources, Inc.



LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-3
REGULATED FACILITIES**

Segment 2
Curtis Sykes Drive to
UPRR Rail Line
North Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

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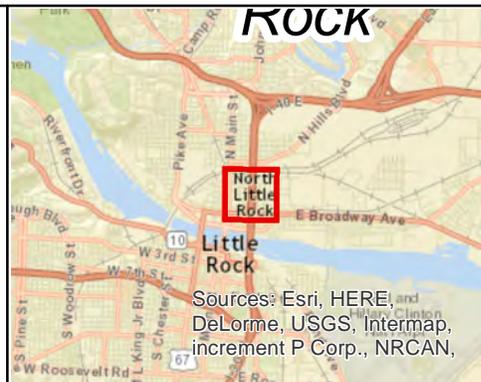


Source(s): AHTD 2013 aerial imagery
Environmental Data Resources, Inc.



LEGEND

- Project Boundary
- EDR Sites



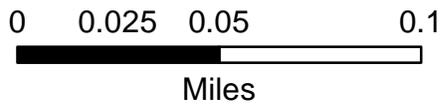
**FIGURE 5-4
REGULATED FACILITIES**

Segment 3
UPRR Rail Line to
E. Broadway St.
North Little Rock, AR

30 Crossing
CA0602

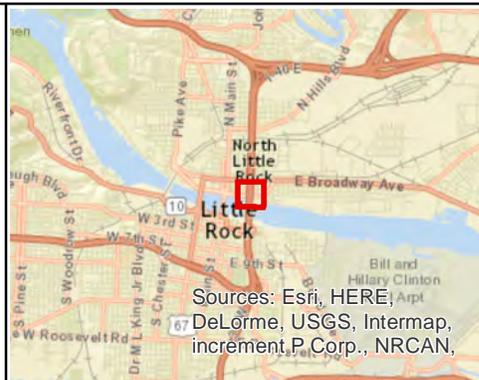
Pulaski County, Arkansas

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LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-5
REGULATED FACILITIES**

Segment 4
E. Broadway St. to
Arkansas River
North Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

DRAFT



LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-6
REGULATED FACILITIES**

Segment 5
I-30/Cantrell Interchange Area
Little Rock, AR

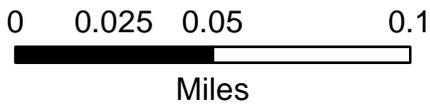
30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Environmental Data Resources, Inc.



LEGEND

- Project Boundary
- EDR Sites



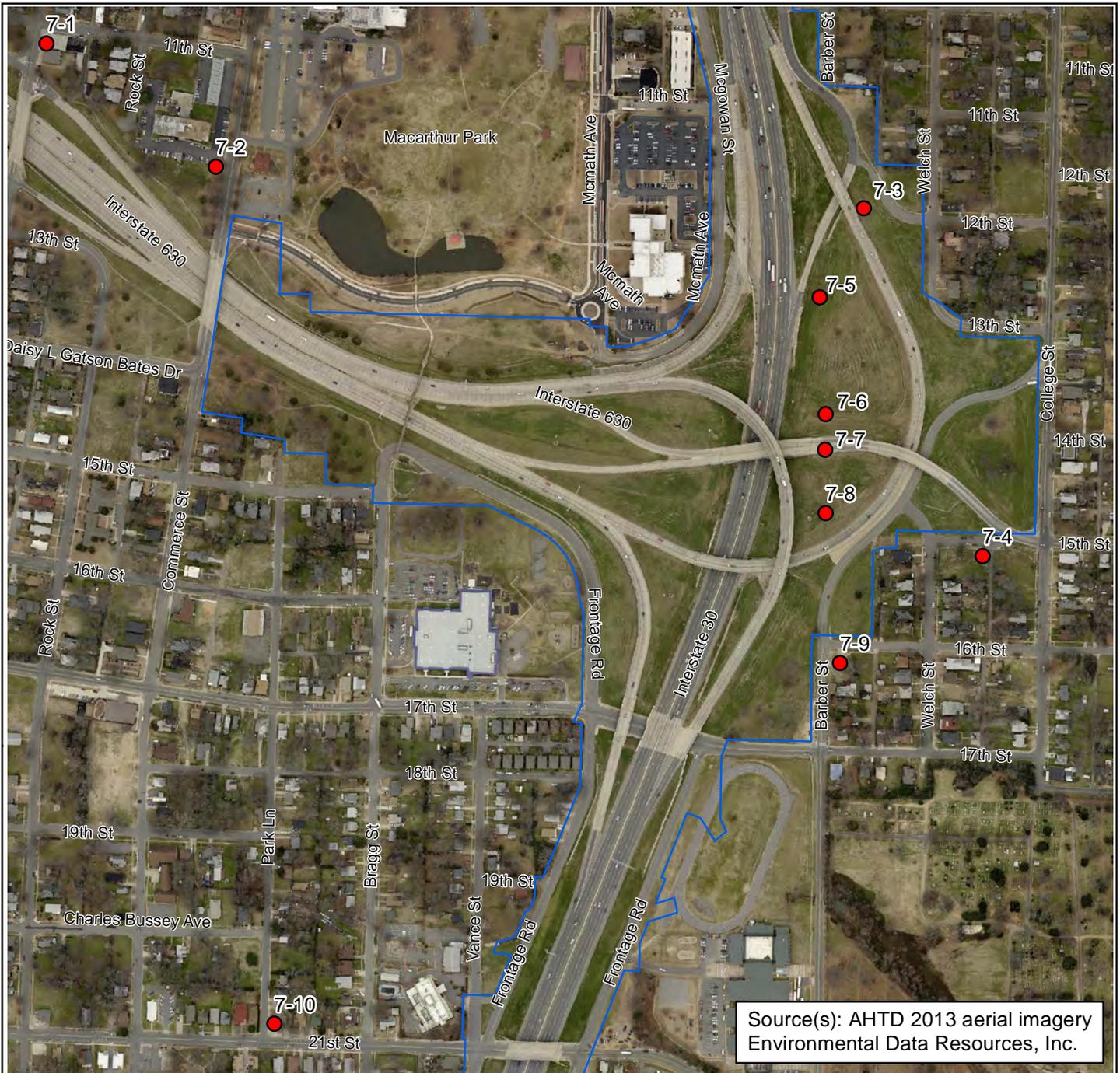
**FIGURE 5-7
REGULATED FACILITIES**

Segment 6
I-30/9th St. Interchange Area
Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

DRAFT



LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-8
REGULATED FACILITIES**

Segment 7
I-30/I-630 Interchange Area
Little Rock, AR

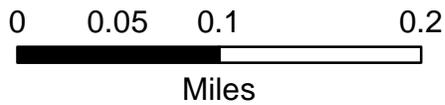
30 Crossing
CA0602

Pulaski County, Arkansas

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Source(s): AHTD 2013 aerial imagery
Environmental Data Resources, Inc.



LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-9
REGULATED FACILITIES**

Segment 8
I-30/Roosevelt Rd. Interchange
to UPRR Biddle Crossing
Little Rock, AR

30 Crossing
CA0602

Pulaski County, Arkansas

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