



# Hazardous Materials Initial Site Assessment

ARDOT JOB NO. CA0602

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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:



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Harbor

Reviewed By:



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## 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
bbl	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. 13<sup>th</sup> Street. – Big Chain Liquor, located at 601 E. 13<sup>th</sup> 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. 9<sup>th</sup> Street and E. 13<sup>th</sup> 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-30/6<sup>th</sup> Street and 9<sup>th</sup> 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 Collision, Superstop #220, 9<sup>th</sup>  
31 Street Fuelman, and former Davis 66. All but the Bill Terry's Collision 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-30/21<sup>st</sup>  
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.

## 1.0 Introduction

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

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

### 1.1 Existing Facility

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

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

- I-30 with I-530 and I-440
- I-30 with I-630
- I-30 with I-40
- I-40 with Highways 67/167

### 1.2 Proposed Alternatives

#### 1.2.1 No-Action Alternative

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

#### 1.2.2 Action Alternatives

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

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

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

1

Figure 1: Project Limits



2

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

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

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

- Alternative 1A: 8-Lane GP with SPUI Alternative
- Alternative 1B: 8-Lane GP with SDI Alternative
- Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative
- Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative

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

## 2.0 Detailed Scope of Service

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

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

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

### 2.1 Site Reconnaissance

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

### 2.2 Records Review

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

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

### 2.3 Evaluation and Report Preparation

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



## 3.0 Project Area Description

### 3.1 General Location

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

### 3.2 General Characteristics and Current Use of the Study Area

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

### 3.3 Physical Setting

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

#### 3.3.1 Surface Water Characteristics

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

#### 3.3.2 Geological and Hydrogeological Characteristics

The study area straddles the boundary between three (3) physiographic regions of Arkansas; the Mississippi Embayment, the Gulf Coastal Plain, and the Ouachita Mountains. The Mississippi Embayment is characterized by unconsolidated Quaternary-aged alluvial and terrace deposits of the Arkansas River. The Gulf Coastal Plain is 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.

## 4.0 Historical Records Review

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

### 4.1 Aerial Photographs

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

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

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

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

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

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

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

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

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

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

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

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

The 1897 maps show the study area as a mixture of residential and commercially developed 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
	<b>Multi-rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>173</b>	<b>66</b>
	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
	<b>Little Rock &amp; Memphis RR Shops</b>	<b>411 N Cypress Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>171</b>	<b>64</b>
	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	<b>St. Louis Cotton Compress</b>	<b>1070 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>152</b>	<b>239</b>
	<b>Multi-rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>152</b>	<b>239</b>
	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
	<b>Rail sidings</b>	<b>218 S Sherman Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>160</b>
	<b>Chicago, Rock Island &amp; Pacific RR Maintenance Yard</b>	<b>411 N Cypress Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>157</b>	<b>246</b>
	<b>Machine shop</b>	<b>500 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>124</b>	<b>160</b>
	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
	<b>Printing or painting shop</b>	<b>515 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>160</b>
	<b>Re-tinning shop</b>	<b>515 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>160</b>
	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
	<b>Storage refrigerating plant w/10,000-g crude oil tank</b>	<b>824 E Markham Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>125</b>	<b>161</b>
	Little Rock Brewing & Ice Co.	922 E 2nd Street	LR	Adjacent	125	161
1939	<b>Multi-rail sidings</b>	<b>101 Collins Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>91</b>	<b>419</b>
	<b>Filling station</b>	<b>1023 E 14th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>115</b>	<b>68</b>
	<b>Federal Compress</b>	<b>1070 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>82</b>	<b>331</b>
	<b>Multi-rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>82</b>	<b>331</b>
	<b>Plunkett-Jarrell Grocery gas tank</b>	<b>113 N Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>61</b>
	<b>Dry cleaner</b>	<b>1211 E 15th Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>96</b>	<b>424</b>
	<b>Filling station</b>	<b>1324 Barber Avenue</b>	<b>LR</b>	<b>In right-of-way</b>	<b>115</b>	<b>68</b>
	<b>Filling station</b>	<b>1601 Barber Avenue</b>	<b>LR</b>	<b>Adjacent</b>	<b>96</b>	<b>424</b>
	<b>International Harvester gas tank</b>	<b>201 Rector Avenue</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>61</b>
	<b>Rail sidings</b>	<b>209 S Rock Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>103</b>	<b>8</b>
	<b>Kroger ammonia storage/gas tank</b>	<b>210 S Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>60</b>
	Motor freight gas tank	215 Rector Avenue	LR	In right-of-way	108	61
	<b>Rail sidings</b>	<b>218 S Sherman Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>60</b>
	Auto body works	220 Byrd Street	LR	Adjacent	91	419
	<b>Filling station</b>	<b>223 S Scott Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>75</b>	<b>7</b>
	<b>Auto repair and storage</b>	<b>224 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>101</b>	<b>3</b>
	<b>Auto repair</b>	<b>224 S Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>60</b>
	<b>Filling station</b>	<b>300 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>102</b>	<b>4</b>
	<b>Multi-rail sidings</b>	<b>301 Rector Avenue</b>	<b>LR</b>	<b>Adjacent</b>	<b>92</b>	<b>420</b>
	<b>Independent Ice Co.</b>	<b>301 S Rock Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>103</b>	<b>8</b>
	<b>Wholesale Liquor gas tank</b>	<b>312 S Ferry Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>107</b>	<b>60</b>
	Filling station	323 E 2nd Street	LR	In right-of-way	103	8
	<b>Filling station</b>	<b>401 E Washington Avenue</b>	<b>NLR</b>	<b>Within one block</b>	<b>76</b>	<b>303</b>
	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
	<b>Road Machinery Sales &amp; Service</b>	<b>424 E 3rd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>103</b>	<b>8</b>
	<b>Printer</b>	<b>500 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>106</b>	<b>59</b>
	Scrap Iron Yard	506 E 3rd Street	LR	Adjacent	107	60
	<b>Wholesale Insecticides</b>	<b>508 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>106</b>	<b>59</b>
	<b>Wholesale Plumbing Supplies gas tank</b>	<b>521 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>60</b>
	<b>Filling station</b>	<b>523 E Broadway Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>80</b>	<b>313</b>
	<b>Junk Yard</b>	<b>524 E Washington Avenue</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>76</b>	<b>303</b>
	<b>Filling station</b>	<b>525 E 9th Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>82</b>	<b>331</b>
	Machine shop	615 E 3rd Street	LR	Adjacent	107	60
	Filling station	620 E Broadway Street	NLR	Within one block	81	314
	<b>Printer</b>	<b>620 E Markham Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>106</b>	<b>59</b>
	<b>Filling station</b>	<b>621 E Broadway Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>81</b>	<b>314</b>
	Silver plating	621 E Washington Avenue	NLR	Within one block	77	304
	<b>Auto service/filling station</b>	<b>622 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>106</b>	<b>59</b>
	<b>Filling station</b>	<b>704 E 13th Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>83</b>	<b>332</b>
	<b>Wholesale Liquor gas tank</b>	<b>715 E Markham Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>61</b>
	Filling station	724 E 6th Street	LR	In right-of-way	109	62
	<b>Filling station</b>	<b>801 E 9th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>114</b>	<b>67</b>
	<b>Wholesale Grocery gas tank</b>	<b>822 E 3rd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>61</b>
	Filling station	824 E 21st Street	LR	In right-of-way	120	73
	<b>Fuel Oil Tank</b>	<b>824 E Markham Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>108</b>	<b>61</b>
	<b>Southern Ice Company</b>	<b>906 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>91</b>	<b>419</b>
	<b>Filling station</b>	<b>923 E 13th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>115</b>	<b>68</b>
1950	<b>Multi-rail sidings</b>	<b>101 Collins Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>62</b>	<b>419</b>
	<b>Filling station</b>	<b>1023 E 14th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>44</b>	<b>68</b>
	Furniture repair	105 N Locust Street	NLR	In right-of-way	71	303
	<b>Federal Compress</b>	<b>1070 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>53</b>	<b>331</b>
	Auto Repair	108 N Cypress Street	NLR	In right-of-way	71	303
	<b>Auto Repair</b>	<b>108 S Pine Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>72</b>	<b>304</b>
	<b>Auto Repair</b>	<b>110 N Olive Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>71</b>	<b>303</b>
	<b>Multi-Rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>53</b>	<b>331</b>
	Fuel Oil Tanks	1106 N Locust Street	NLR	Adjacent	54	332
	Printer	111 S. Commerce Street	LR	Adjacent	35	59
	<b>Plunkett-Jarrell Grocery gas tank</b>	<b>113 N Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>37</b>	<b>61</b>
	Printer	113 N Ferry Street	LR	In right-of-way	37	61
	<b>Tin shop</b>	<b>114 S Locust Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>72</b>	<b>304</b>
	Printer	1200 Barber Avenue	LR	In right-of-way	44	68
	<b>Dry cleaner</b>	<b>1211 E 15th Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>67</b>	<b>424</b>

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

Date	Business	Address	City	Proximity	EDR Page #	Map #
1950	Filling station	709 E 2nd Street	LR	In right-of-way	37	61
	<b>Wholesale Liquor gas tank</b>	<b>715 E Markham Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>37</b>	<b>61</b>
	Auto repair	721 E 9th Street	LR	In right-of-way	43	67
	<b>Filling station</b>	<b>801 E 9th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>43</b>	<b>67</b>
	Auto sales & service	801 E Capitol Avenue	LR	Adjacent	109	62
	Printer	801 N Locust Street	NLR	In right-of-way	53	331
	<b>Wholesale Grocery gas tank</b>	<b>822 E 3rd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>37</b>	<b>61</b>
	<b>Fuel oil tank</b>	<b>824 E Markham Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>37</b>	<b>61</b>
	Auto sales & service	900 E 3rd Street	LR	Adjacent	62	419
	Furniture repair	901 E 2nd Street	LR	Adjacent	62	419
	<b>Southern Ice Company</b>	<b>906 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>62</b>	<b>419</b>
	Metal working shop	915 E 2nd Street	LR	Adjacent	62	419
	<b>Filling station</b>	<b>923 E 13th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>44</b>	<b>68</b>
1963	Auto repair & painting	100 Byrd Street	LR	Adjacent	13	419
	<b>Multi-rail sidings</b>	<b>101 Collins Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>13</b>	<b>419</b>
	<b>Federal Compress</b>	<b>1070 N Locust Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>16</b>	<b>331</b>
	<b>Auto repair</b>	<b>108 S Pine Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>6</b>	<b>304</b>
	<b>Auto repair</b>	<b>110 N Olive Street</b>	<b>NLR</b>	<b>Within one block</b>	<b>5</b>	<b>303</b>
	<b>Multi-rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>16</b>	<b>331</b>
	<b>Tin shop</b>	<b>114 S Locust Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>6</b>	<b>304</b>
	<b>Dry cleaner</b>	<b>1211 E 15th Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>26</b>	<b>424</b>
	Laundry	1419 Barber Avenue	LR	In right-of-way	25	423
	<b>Filling station</b>	<b>1601 Barber Avenue</b>	<b>LR</b>	<b>Adjacent</b>	<b>26</b>	<b>424</b>
	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
	<b>Multi-rail sidings</b>	<b>301 Rector Avenue</b>	<b>LR</b>	<b>Adjacent</b>	<b>14</b>	<b>420</b>
	Filling station	315 E Broadway Street	NLR	Within two blocks	9	313
	<b>Filling station</b>	<b>316 E Broadway Street</b>	<b>NLR</b>	<b>Within two blocks</b>	<b>9</b>	<b>313</b>
	<b>Filling station</b>	<b>401 E Washington Avenue</b>	<b>NLR</b>	<b>Within one block</b>	<b>5</b>	<b>303</b>
	Filling station	402 E Broadway Street	NLR	Within one block	9	313
	Filling station	415 E Broadway Street	NLR	Adjacent	9	313
	<b>Filling station</b>	<b>416 E Broadway Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>9</b>	<b>313</b>
	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
	<b>Cabinet &amp; sheet metal works</b>	<b>700 Byrd Street</b>	<b>LR</b>	<b>Within one block</b>	<b>15</b>	<b>421</b>
	Filling station	825 Collins Street	LR	Within one block	15	421
	Dry cleaner	906 E 12th Street	LR	In right-of-way	24	422
	<b>Southern Ice Company</b>	<b>906 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>13</b>	<b>419</b>

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

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

**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
<b>A-02</b>	<b>Auto repair</b>	<b>503 E 15th Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>18</b>	<b>Auto repair</b>
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
<b>A-05</b>	<b>Filling station</b>	<b>601 E 13th Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>17</b>	<b>Filling station/fuel tank(s)</b>
A-06	Filling station	704 E 13th Street	NLR	Within one block	83	Filling station/fuel tank(s)
<b>A-07</b>	<b>Crystal Ice Company</b>	<b>1109 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>150</b>	<b>Other</b>
A-08	Fuel oil tanks	1106 N Locust Street	NLR	Adjacent	54	Filling station/fuel tank(s)
<b>A-09</b>	<b>Multi-rail crossing</b>	<b>1100 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>173</b>	<b>Railroad</b>
<b>A-10</b>	<b>St. Louis Cotton Compress, Federal Compress</b>	<b>1070 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>82</b>	<b>Cotton facility</b>
<b>A-11</b>	<b>Union Compress Company</b>	<b>399 E 10th Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>173</b>	<b>Cotton facility</b>
<b>A-12</b>	<b>Filling station</b>	<b>901 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>82</b>	<b>Filling station/fuel tank(s)</b>
<b>A-13</b>	<b>Printer</b>	<b>801 N Locust Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>53</b>	<b>Printer</b>
<b>B-01</b>	<b>Filling station</b>	<b>510 N Locust Street</b>	<b>NLR</b>	<b>Adjacent</b>	<b>10</b>	<b>Filling station/fuel tank(s)</b>
B-02	Sheet metal works	511 N Pine Street	NLR	Within one block	10	Metal/machine works
<b>B-03</b>	<b>RR maintenance shop</b>	<b>411 N Cypress Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>171</b>	<b>Railroad</b>
B-04	RR roundhouse	500 N Locust Street	NLR	Adjacent	162	Railroad
<b>B-05</b>	<b>Coal storage areas</b>	<b>400 N. Cypress Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>51</b>	<b>Other</b>
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>B-19</b>	<b>Auto repair</b>	<b>108 N Cypress Street</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>71</b>	<b>Auto repair</b>
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>B-22</b>	<b>Garage/gasoline tank</b>	<b>502 E Washington Avenue</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>162</b>	<b>Filling station/fuel tank(s)</b>
B-23	Furniture repair	105 N Locust Street	NLR	In right-of-way	71	Other
<b>B-24</b>	<b>Dry cleaner</b>	<b>519 E Washington Avenue</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>71</b>	<b>Dry cleaner</b>
<b>B-25</b>	<b>Junk yard</b>	<b>524 E Washington Avenue</b>	<b>NLR</b>	<b>In right-of-way</b>	<b>76</b>	<b>Other</b>
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
<b>C-03</b>	<b>Filling station</b>	<b>300 E 2nd Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>102</b>	<b>Filling station/fuel tank(s)</b>
C-04	Cotton warehouse	211 S Cumberland Street	LR	In right-of-way	123	Cotton facility
<b>C-05</b>	<b>Filling station</b>	<b>223 S Scott Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>75</b>	<b>Filling station/fuel tank(s)</b>
C-06	Cotton yards	402 E 2nd Street	LR	Adjacent	175	Cotton facility
<b>C-07</b>	<b>Filling station</b>	<b>323 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>103</b>	<b>Filling station/fuel tank(s)</b>
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
<b>C-14</b>	<b>Painting &amp; tractor repair</b>	<b>200 S Commerce Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>50</b>	<b>Auto repair</b>
<b>C-15</b>	<b>Printer, rail sidings</b>	<b>209 S Rock Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>50</b>	<b>Printer</b>
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
<b>C-19</b>	<b>Re-tinning shop</b>	<b>515 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>Other</b>
<b>C-20</b>	<b>Gas tank</b>	<b>521 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>Filling station/fuel tank(s)</b>
<b>C-21</b>	<b>Rail sidings</b>	<b>218 S Sherman Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>Railroad</b>
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
<b>C-24</b>	<b>Rail sidings</b>	<b>115 N Ferry Street.</b>	<b>LR</b>	<b>In right-of-way</b>	<b>125</b>	<b>Railroad</b>

Map ID#	Business	Address	City	Proximity	EDR Page #	Facility Type
C-25	<b>Plunkett-Jarrell Grocery gas tank/printer</b>	<b>113 N Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>Filling station/fuel tank(s)</b>
C-26	Furniture factory, printer	620 E Markham Street	LR	Adjacent	106	Printer
C-27	<b>Little Rock Foundry &amp; Machine Shop</b>	<b>622 E Markham Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>176</b>	<b>Metal/machine works</b>
C-28	<b>Auto service/filling station</b>	<b>622 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>106</b>	<b>Filling station/fuel tank(s)</b>
C-29	<b>Kroger ammonia storage/gas tank</b>	<b>210 S Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>Filling station/fuel tank(s)</b>
C-30	<b>Auto repair</b>	<b>224 S Ferry Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>107</b>	<b>Auto repair</b>
C-31	<b>Cold storage w/ 8,000-g crude oil tank</b>	<b>622 E Third Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>124</b>	<b>Filling station/fuel tank(s)</b>
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	<b>10,000-g crude oil tank/fuel oil tank</b>	<b>824 E Markham Street</b>	<b>LR</b>	<b>Adjacent</b>	<b>108</b>	<b>Filling station/fuel tank(s)</b>
D-03	<b>Multi-rail sidings</b>	<b>101 Collins Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>91</b>	<b>Railroad</b>
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	<b>Gas tank</b>	<b>700 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>37</b>	<b>Filling station/fuel tank(s)</b>
D-08	<b>Cleaning &amp; pressing shop</b>	<b>814 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>125</b>	<b>Dry cleaner</b>
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	<b>Filling station</b>	<b>709 E 2nd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>37</b>	<b>Filling station/fuel tank(s)</b>
D-16	<b>International Harvester gas tank</b>	<b>201 Rector Avenue</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>Filling station/fuel tank(s)</b>
D-17	<b>Motor Freight gas tank</b>	<b>215 Rector Avenue</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>Cotton facility</b>
D-18	<b>Wholesale Grocery gas tank</b>	<b>822 E 3rd Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>108</b>	<b>Filling station/fuel tank(s)</b>
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	<b>Filling station</b>	<b>724 E 6th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>109</b>	<b>Filling station/fuel tank(s)</b>
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	<b>Auto repair</b>	<b>721 E 9th Street</b>	<b>LR</b>	<b>In right-of-way</b>	<b>43</b>	<b>Auto Repair</b>

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)
E-03	<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>
E-04	<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>
E-05	<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
E-07	<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>
E-08	<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>
E-09	<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>
E-10	<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)
E-13	<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

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

#### 4.3.1 Segment A – I-30 from E. 8<sup>th</sup> Street to E. 17<sup>th</sup> Street (North Little Rock)

Potential historic RECs identified in the existing ROW of Segment A include a cotton compress company, multi-rail railroad crossing, ice company, auto repair facility, filling station, and a printer. The cotton compress was originally located adjacent to the west of the I-30 corridor in 1897, but eventually expanded east to include the corridor. Former cotton warehouses are currently located east and west of the corridor in this area. The rail line, currently operated by UPRR remains in operation. Former facilities located adjacent to the existing ROW in Segment A 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. 9<sup>th</sup> Street and E. 13<sup>th</sup> Street, and where I-30 crosses the former cotton compress and adjacent rail yards.

#### 4.3.2 Segment B – I-30 from Washington Avenue to E. 8<sup>th</sup> Street (North Little Rock)

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

#### 4.3.3 Segment C – West of I-30 from E. Markham Street to E. 4<sup>th</sup> Street (Little Rock)

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

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

#### *4.3.4 Segment D – East of I-30 from E. Markham Street to E. 7<sup>th</sup> Street (Little Rock)*

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

#### *4.3.5 Segment E – I-30 Corridor from E. 9<sup>th</sup> St to E. Roosevelt Road (Little Rock)*

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

## 5.0 Regulatory Records Review

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

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

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

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

Database	Description	Radius	Listings
<b>Federal Databases</b>			
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
<b>State Databases</b>			
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
<b>EDR Proprietary Databases</b>			
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 <sup>th</sup> 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 O 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 <sup>th</sup> 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	Henrys 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 Henrys 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 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.
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 Laundreland 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 order 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.



## 5.2 Summary of Potential RECs identified in the Environmental Records

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

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

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

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

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

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

This area includes the I-40/US 67/167 interchange up to the US 67/167/McCain Boulevard interchange. Very few regulated facilities were identified in this area. Review of available regulatory records did not indicate that any of these facilities would be considered RECs with the potential to adversely affect the project area; however, two diesel spills (Map ID#s 1-14 and 1-15) occurred in this segment, which would be considered low-risk. Although most of the construction proposed for this interchange is in undeveloped areas (or adjacent to residential areas), excavations required for the 30 Crossing project could potentially encounter petroleum-impacted soils in the areas of the two diesel spills. Figure 5-2 shows the location of these sites in relation to the existing 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 6<sup>th</sup> Street Superstop (Map ID# 6-8), and two former Bill Terry's Collision locations in the E. Capitol Avenue and E. 6<sup>th</sup> Street areas. Several facilities were identified along 9<sup>th</sup> 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 9<sup>th</sup> 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 6<sup>th</sup> and 9<sup>th</sup> 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 24<sup>th</sup> 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.

## 6.0 Site Reconnaissance

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

### 6.1 Methodology and Limiting Conditions

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

### 6.2 General Site Setting

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

The study area is located in Little Rock and North Little Rock, Pulaski County, Arkansas. As previously discussed, the study area encompasses the existing 6.7-mile 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/US 67/167 interchange. 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 to the present.

### 6.3 Site Reconnaissance Observations

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

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

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

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

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

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

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

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

#### *6.3.4 Segment 2a - I-30/Curtis Sykes Drive (formerly E. 15<sup>th</sup> Street) Interchange, NLR*

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

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

This area consists of the area discussed in Section 5.3.5 above. The I-30 and Locust Street overpasses cross the UPRR multi-line rail crossing (Map ID# A-09) and bisect the former cotton compress warehouses (Map ID#s A-10 and A-11) that were identified in the Sanborn Map review. UPRR also has a large maintenance and switching facility to the east/northeast of this location. The former cotton warehouses to the east and west of I-30 were not marked; however, both had opened bay doors and vehicles present indicating they were in use for some purpose. Bud's Elite Auto, Watson's Machine & Fabrication, and several unnamed businesses were located along the east side of N. Locust Street. Businesses on the west side of N. Cypress Street included the Southern Co. of NLR (Map ID# 2-3) and Cedar Creek Wood Products (former One Source building materials – Map ID# 2-12). An aboveground storage tank (AST) and drum/chemical storage area was observed on the Southern Co.'s property adjacent to the right-of-way. 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        **6.3.6 Segments 3 & 4 - I-30/Bishop Lindsey Avenue (formerly E. 7<sup>th</sup> 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 9<sup>th</sup> 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. 2<sup>nd</sup> Street are the  
21       Central Arkansas Main Library and a large parking garage. Buildings between the  
22       Cantrell viaduct and E. 3<sup>rd</sup> 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-30/6<sup>th</sup> and 9<sup>th</sup> 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 Collision), Superstop #220 (Map ID# 6-6), a former 6<sup>th</sup> Street Superstop (Map ID#  
42       6-8), Comfort Inn & Suites Presidential, Regions Bank, 9<sup>th</sup> 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. 9<sup>th</sup> Street.  
45       Based on the presence of seven current or former filling stations adjacent to the 6<sup>th</sup> and  
46       9<sup>th</sup> Street overpasses, there is a high potential for encountering petroleum contaminated  
47       soils and or groundwater in these areas.

### 6.3.9 Segment 7 - I-30/I-630 Interchange, LR

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

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

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

## 7.0 Findings, Opinions, and Conclusions

Harbor performed a Hazardous Materials ISA on the 30 Crossing project corridor, 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 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/US 67/167 interchange. 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 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 RECs related to the current and past use at the study area and adjacent properties:**

- **Intersection of N. Locust 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 this area.**
- **Intersection of N. Locust and E. 13<sup>th</sup> Street – Big Chain Liquor, located at 601 E. 13<sup>th</sup> 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. 9<sup>th</sup> Street and E. 13<sup>th</sup> 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.**
- **Intersection of N. Cypress Street and Bishop Lindsey Avenue – U.S. Fuel was previously located at this intersection and was on the UST database. Although**

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

- **Vicinity of I-30 and E. Broadway Street and E. Washington Street** – Several regulated facilities are located in this area. First Security Bank (former East Broadway Shell filling station), Exxon Snappy Mart, Fleet Tire Service, Gerdau, Early Birds Child Care (former Hotsy of Arkansas dry cleaner), and the Valero convenience store. Several potential historic RECs identified in the existing ROW in this area include two (2) filling stations/fuel tanks, a dry cleaner, a junk yard, coal storage areas, railroad maintenance shop, and a furniture repair store. Former facilities located adjacent or within close proximity to the existing ROW in Segment B include four (4) auto repair shops, 13 filling stations/fuel tanks, sheet metal works, tin shop, railroad roundhouse, and a silver plating business. Based on the high concentration of historic and regulated facilities in this area, particularly UST sites, excavations required for the 30 Crossing project in this area could potentially encounter petroleum-impacted soils or groundwater in these areas.
- **River Market/Clinton Presidential Library Area** – No current high risk regulated facilities were located adjacent to the study area in this area; however, the EDR review of the historic auto database and historic dry cleaner database revealed several former UST sites and dry cleaning sites in and adjacent to the existing ROW. 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 proposed and existing ROW.
- **Vicinity of I-30/6<sup>th</sup> Street. and 9<sup>th</sup> Street. Interchanges** – Several regulated facilities are located in this segment. These include the City of Little Rock Compressed Natural Gas station (former Gardner's Exxon 50933), Phillips 66 convenience store, Shell convenience store, former Bill Terry's Collision, Superstop #220, 9<sup>th</sup> Street. Fuelman, and former Davis 66. All but the Bill Terry's Collision facility would be considered potential RECs. Based on the presence of these filling stations adjacent to the 6<sup>th</sup> and 9<sup>th</sup> Street overpasses, there is a high potential for encountering petroleum contaminated soils and/or groundwater in these areas.
- **I-30/I-630 Interchange** – Potential historic RECs identified in the existing ROW of this area include several filling stations, auto repair shops, laundry/dry cleaners, and a printer. Former facilities located adjacent or within close proximity to the existing ROW in this area include two (2) filling stations, a dry cleaner and a paint shop. Areas of highest potential risk occur former Barber Avenue corridor (located within the I-30/I-630 interchange, and the east side of the I-30/21<sup>st</sup> Street interchange.
- **Vicinity of I-30/Roosevelt Road Interchange** – Three (3) high-risk regulated facilities are currently or were previously located here, the former Bragg Street Shell, Roosevelt Exxon, and Roosevelt Shell. The former Bragg Street Shell is located adjacent to the existing ROW at 2420 Bragg Street. Roosevelt Shell and Roosevelt Exxon are located on Roosevelt Road. adjacent to I-30. South of this area is the UPRR Biddle railroad yard, which I-30 crosses just prior to the I-30/I-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.

## 8.0 Recommendations

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

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

## 9.0 References

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

### Resources Consulted:

- Federal and State Databases reviewed are listed in the text of the report and in the Environmental Data Resources, Inc. report, March 7, 2016.
- Arkansas Department of Environmental Quality, [www.adeg.state.ar.us](http://www.adeg.state.ar.us)
- FEMA Flood Map Service Center, [www.msc.fema.gov](http://www.msc.fema.gov)

### Documents:

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

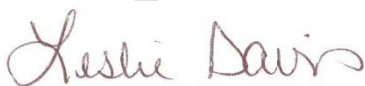
## Environmental Professional Statement

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

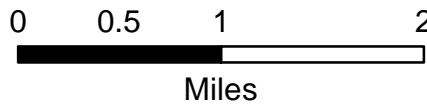
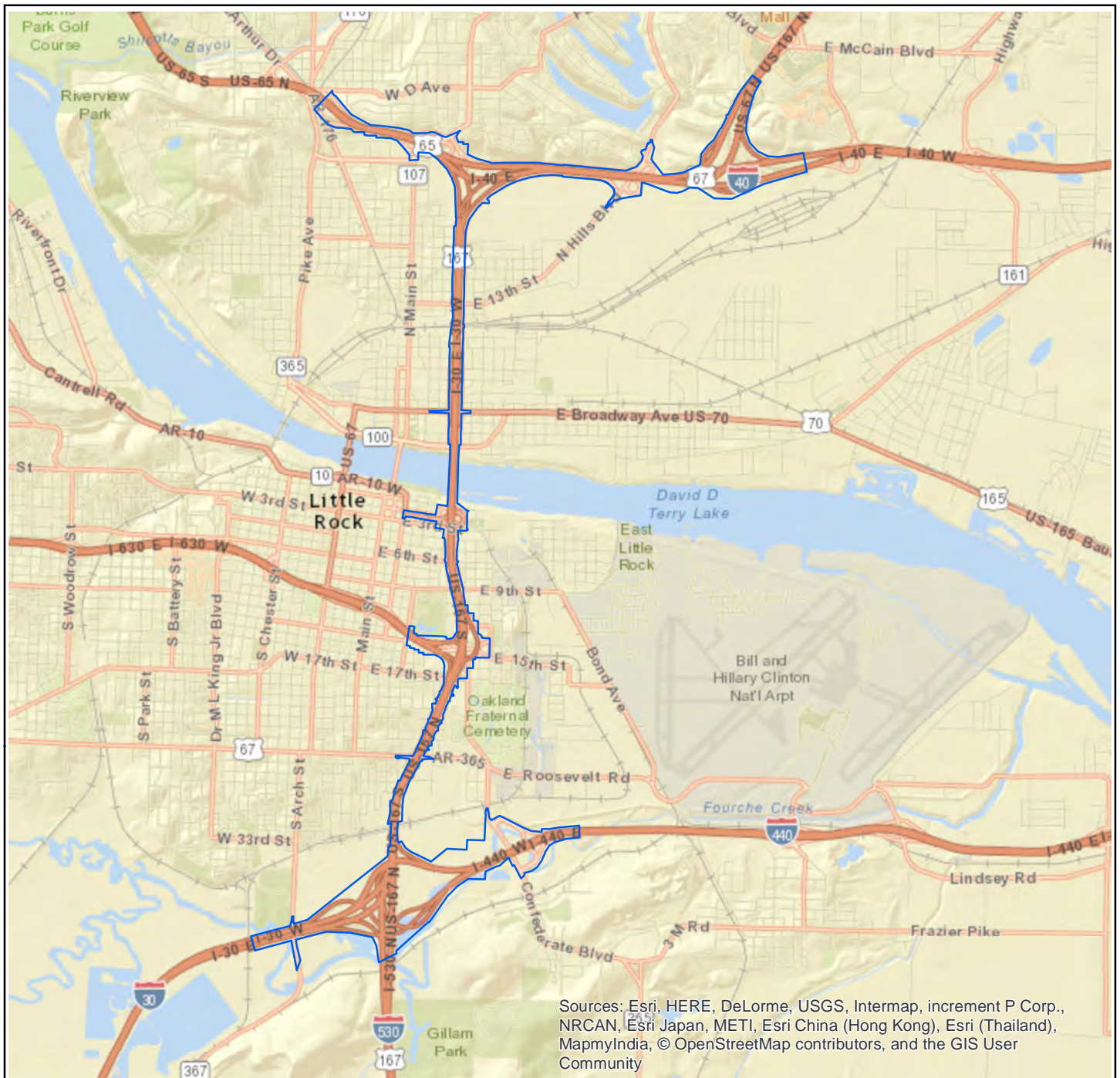


Leslie A. Davis, Principal  
Senior Project Manager



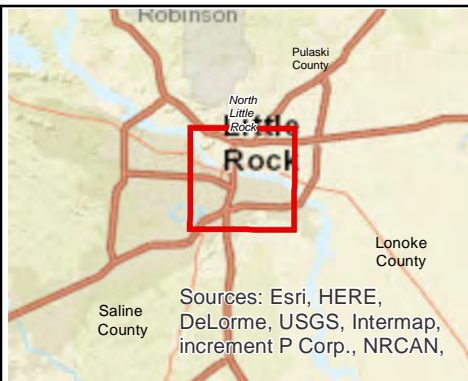
## FIGURES

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## LEGEND

 Project Boundary



## FIGURE 3-1 PROJECT LOCATION MAP

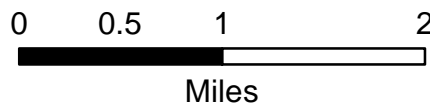
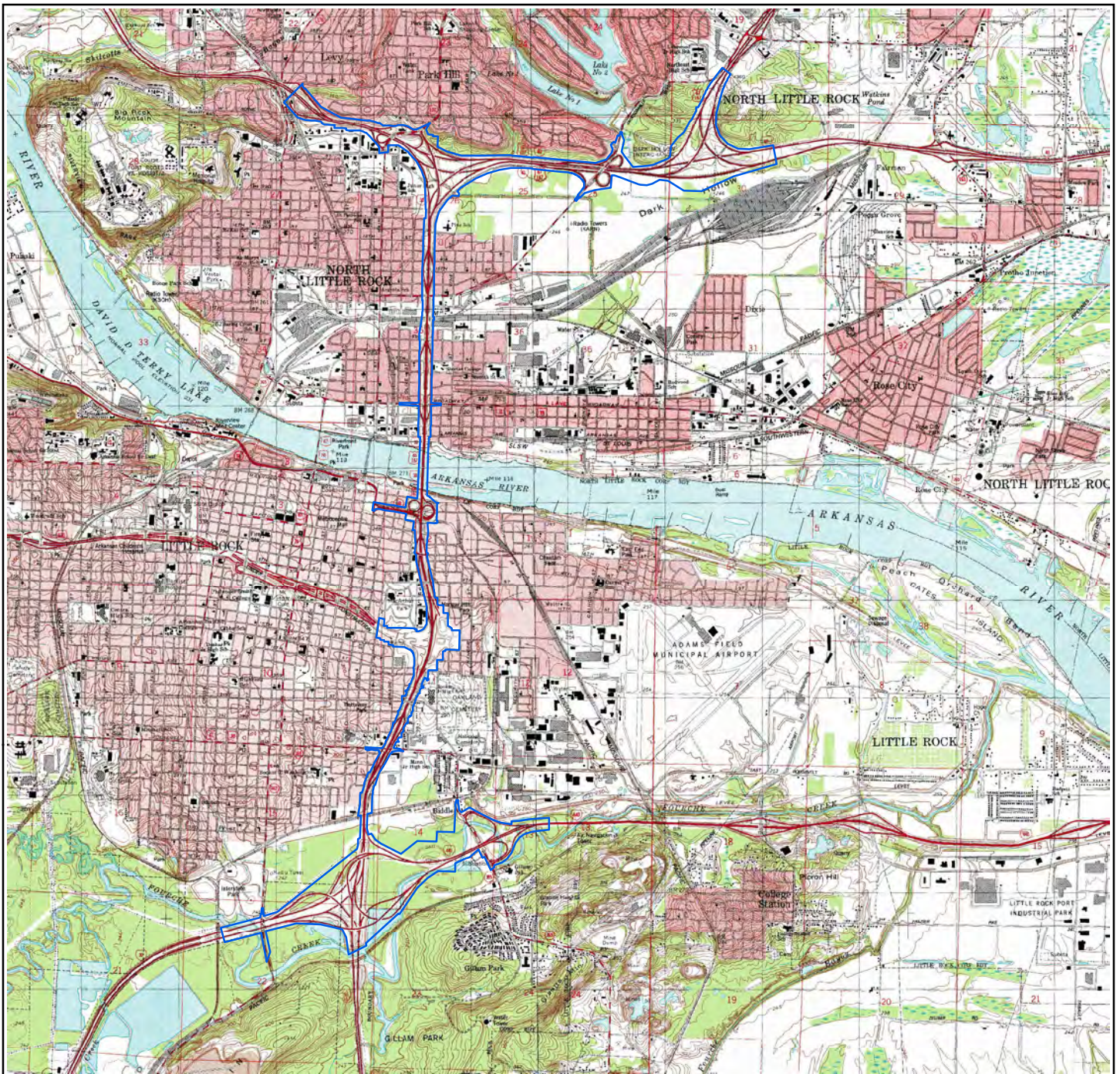
I-30 from I-530 to U.S. Hwy. 67/167

30 Crossing  
CA0602

Little Rock/North Little Rock  
Pulaski County, Arkansas

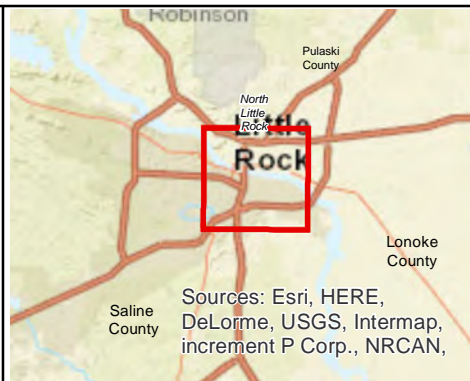
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## LEGEND

 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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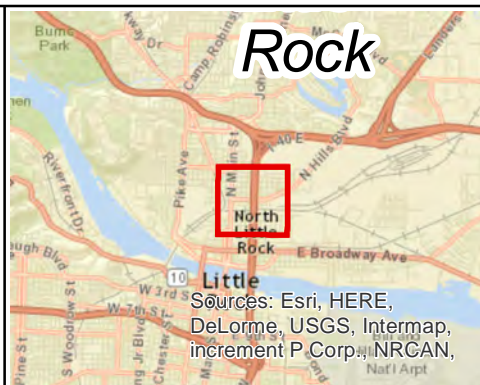


0 0.05 0.1 0.2  
Miles



#### LEGEND

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



#### FIGURE 4-1 HISTORIC SANBORN SITES

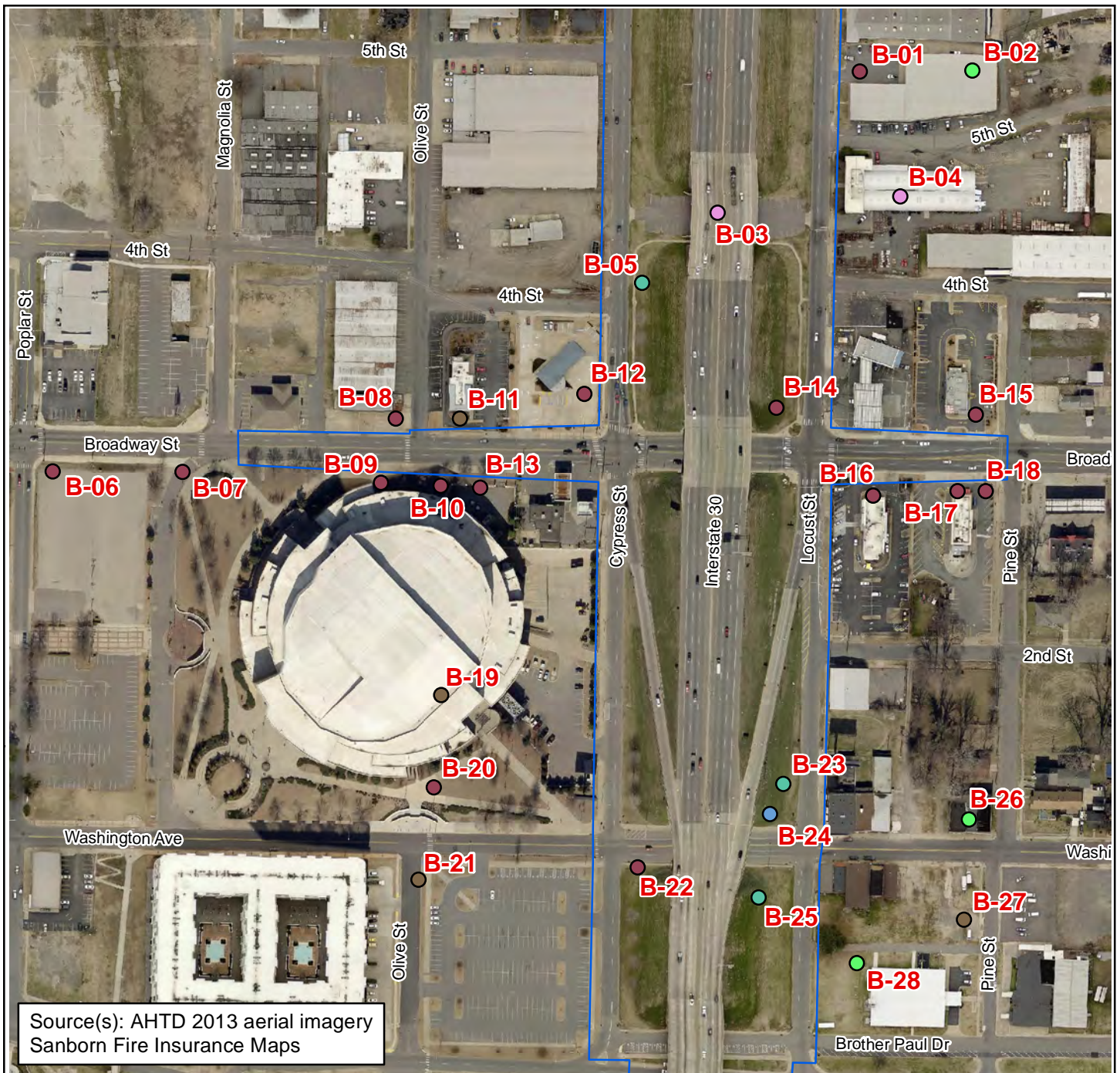
**Segment A**  
I-30 from E. 8th St to E. 17th St  
North Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

DRAFT



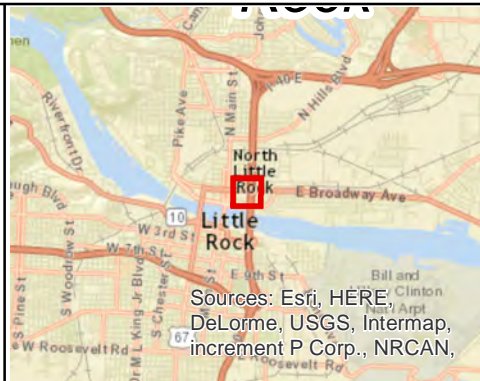


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Miles



#### LEGEND

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



**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

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

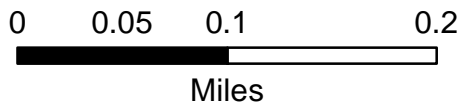
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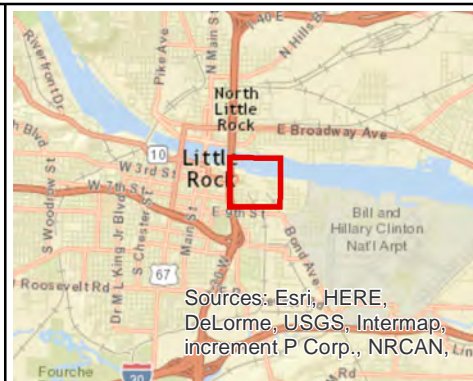
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#### LEGEND

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



#### 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

DRAFT



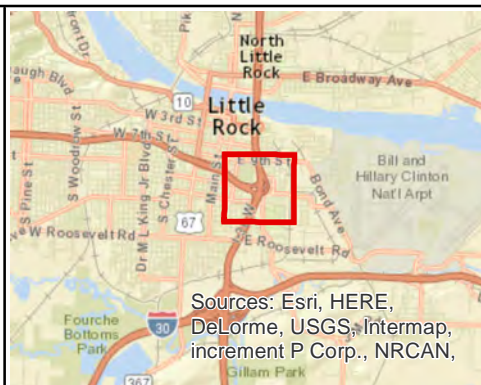


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Miles



#### LEGEND

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



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

#### 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

DRAFT





0 0.05 0.1 0.2  
Miles



## LEGEND

- Project Boundary
- EDR Sites



## FIGURE 5-1 REGULATED FACILITIES

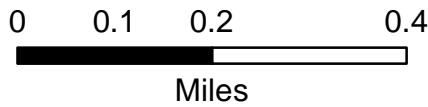
**Segments 1a and 1b**  
Pike Avenue to North Main St.  
North Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

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## 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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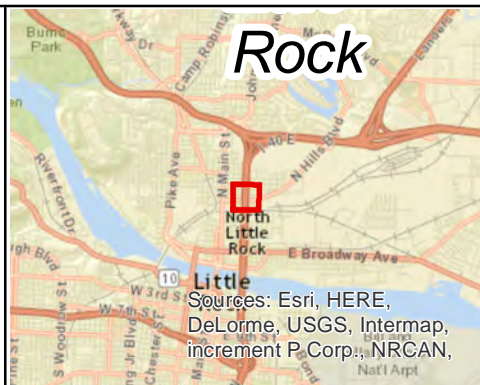


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Miles



## LEGEND

- Project Boundary
- EDR Sites



## FIGURE 5-3 REGULATED FACILITIES

### Segment 2

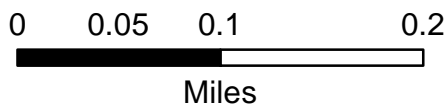
Curtis Sykes Drive to  
UPRR Rail Line  
North Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

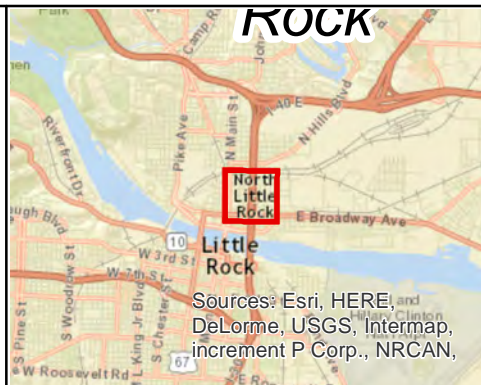
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## LEGEND

- 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

DRAFT



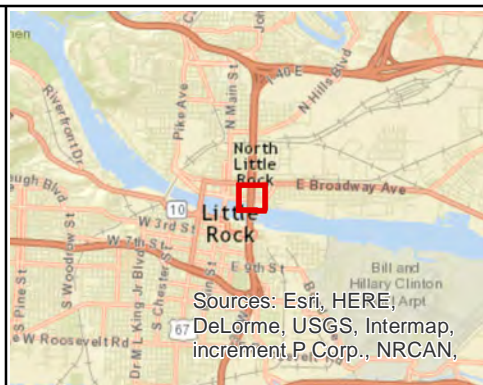


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Miles



## LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-5  
REGULATED FACILITIES**

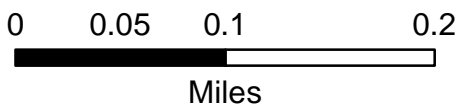
**Segment 4**  
E. Broadway St. to  
Arkansas River  
North Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

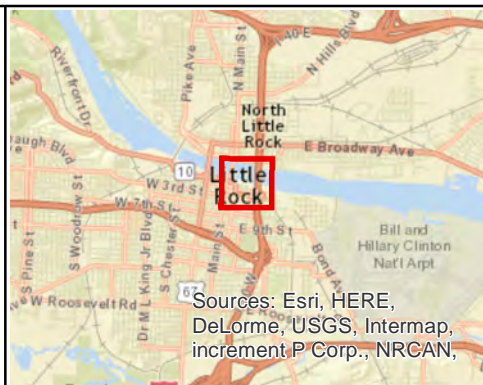
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## LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-6  
REGULATED FACILITIES**

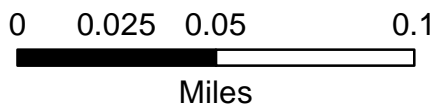
**Segment 5**  
I-30/Cantrell Interchange Area  
Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

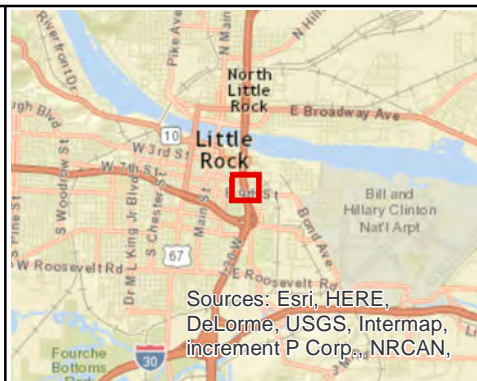
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## LEGEND

- Project Boundary
- EDR Sites



**FIGURE 5-7  
REGULATED FACILITIES**

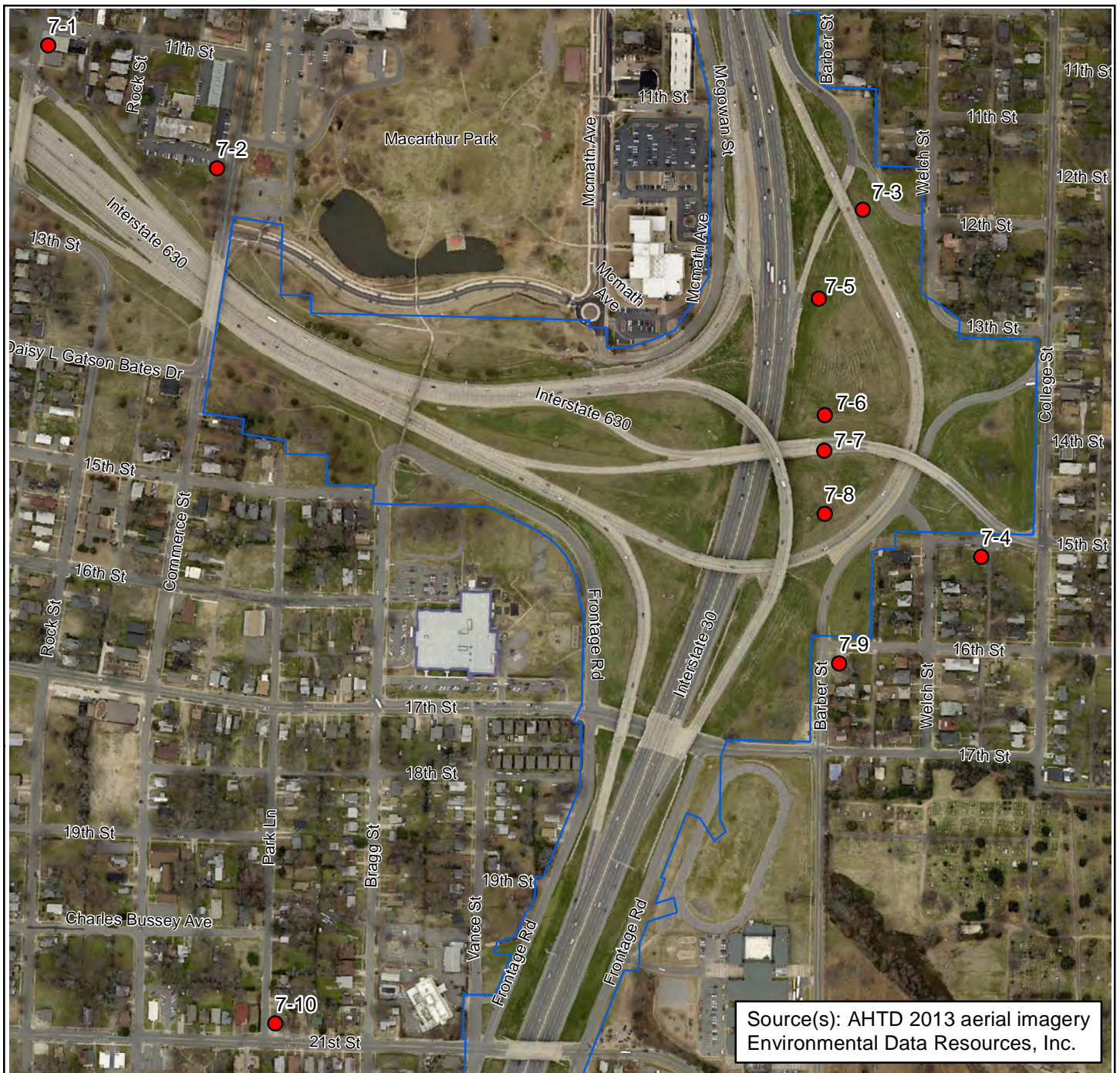
**Segment 6**  
I-30/9th St. Interchange Area  
Little Rock, AR

30 Crossing  
CA0602

Pulaski County, Arkansas

DRAFT



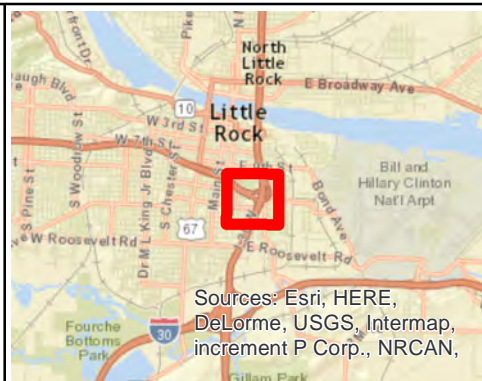


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Miles



## 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

DRAFT



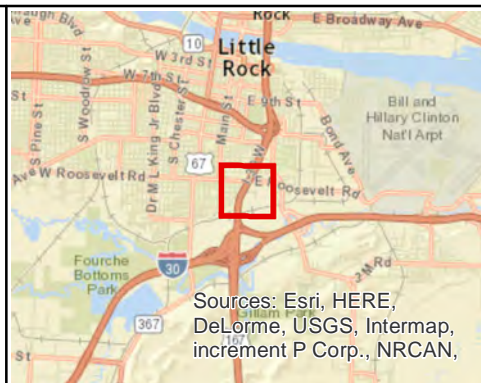


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Miles



## 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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