

Location and Design Public Hearing

ARDOT JOB NUMBER CA0602 - 30 CROSSING PROJECT

I-530 – HWY. 67 (I-30 & I-40)

Thursday, July 12, 2018

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

Wyndham Riverfront (Silver City Rooms)

2 Riverfront Place, North Little Rock, AR

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

Station 1 - "We Are Here" - Project Status

Station 2 - Preferred Alternative Overview

Station 3 - Preferred Alternative

Station 4 - Environmental Assessment and
Park Documents

Station 5 - Right of Way

Station 6 - Outreach & Comments

PROPOSED ACTION

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

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

The purpose of the project is to improve mobility and safety by correcting geometric deficiencies,

improving the condition of the roadway, and adding capacity between interchanges. The I-30 Arkansas River Bridge would be replaced to address its structural and functional deficiencies and improve navigational safety.

ALTERNATIVES CONSIDERED

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

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

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

All four action alternatives include reconstructing the Arkansas River Bridge.

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

The four Action Alternatives are therefore:

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

The 8-Lane GP Action Alternatives do not remove the bottleneck that exists on I-40 between I-30 and Hwy. 67, causing extreme traffic delays during the morning peak hours.

The 6-Lane with C/D Action Alternatives remove the bottleneck and are therefore more effective in reducing morning traffic congestion and meeting the project's purpose and need than the 8-Lane GP Action Alternatives.

PROJECT EFFECTS

The effects of the 8-Lane GP and 6-Lane with C/D Action Alternatives are similar. The project will require between 11.9 to 13.0 acres of new right-of-way and result in the relocation of four to five businesses and six residences. There will be impacts due to traffic noise; however, noise studies have been conducted to locate potential areas for noise barriers to mitigate noise impacts. All Action Alternatives would have a positive effect on the local and regional economy, due to improved mobility and safety including navigational safety on the Arkansas River.

Parks

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

the parks have been reduced to the maximum extent possible, and the cities of North Little Rock and Little Rock have agreed that the project will not harm the parks. The Federal Highway Administration has determined that the project qualifies for a de minimis finding under Section 4(f). A structurally deficient bridge on the northbound I-30 frontage road, the Locust Street Overpass, is eligible for the National Register of Historic Places and will be removed and replaced. FHWA has determined that the Locust Street Overpass qualifies for a Programmatic Section 4(f) Evaluation for FHWA Projects that Necessitate the Use of Historic Bridges.

Downtown Little Rock

Both Highway 10 interchange alternatives would have a positive effect on the communities of North Little Rock and Little Rock; however, the SPUI and SDI Action Alternatives would have different effects on access, travel patterns and community cohesion in downtown Little Rock. By removing the existing Hwy. 10 Interchange, enhancing pedestrian movement along East 2nd Street, and providing a continuous frontage road system between I-630 and East 4th Street, the SDI Alternatives would more effectively promote both east-west and north-south connectivity in the downtown area of Little Rock, leading to a more cohesive community. The increase in green space with the SDI Alternative would more effectively enhance the viewshed in downtown Little Rock. The SDI Action Alternative is preferred by the local communities.

RECOMMENDATIONS

The 6-Lane with C/D Action Alternatives are preferred as they are more effective in improving mobility and safety.

The SDI Action Alternatives are preferred as they have a more positive effect on the community of Little Rock. Among these positive effects are increased connectivity and community cohesion and improvements to the viewshed.

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