

# PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #1 SUMMARY AND ANALYSIS REPORT



**CA0602**

Interstate 530 – Highway 67

November 2014



Arkansas State Highway & Transportation Department



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Attachment A	Advertisements
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## 1.0 INTRODUCTION

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

## 2.0 PUBLIC MEETING #1

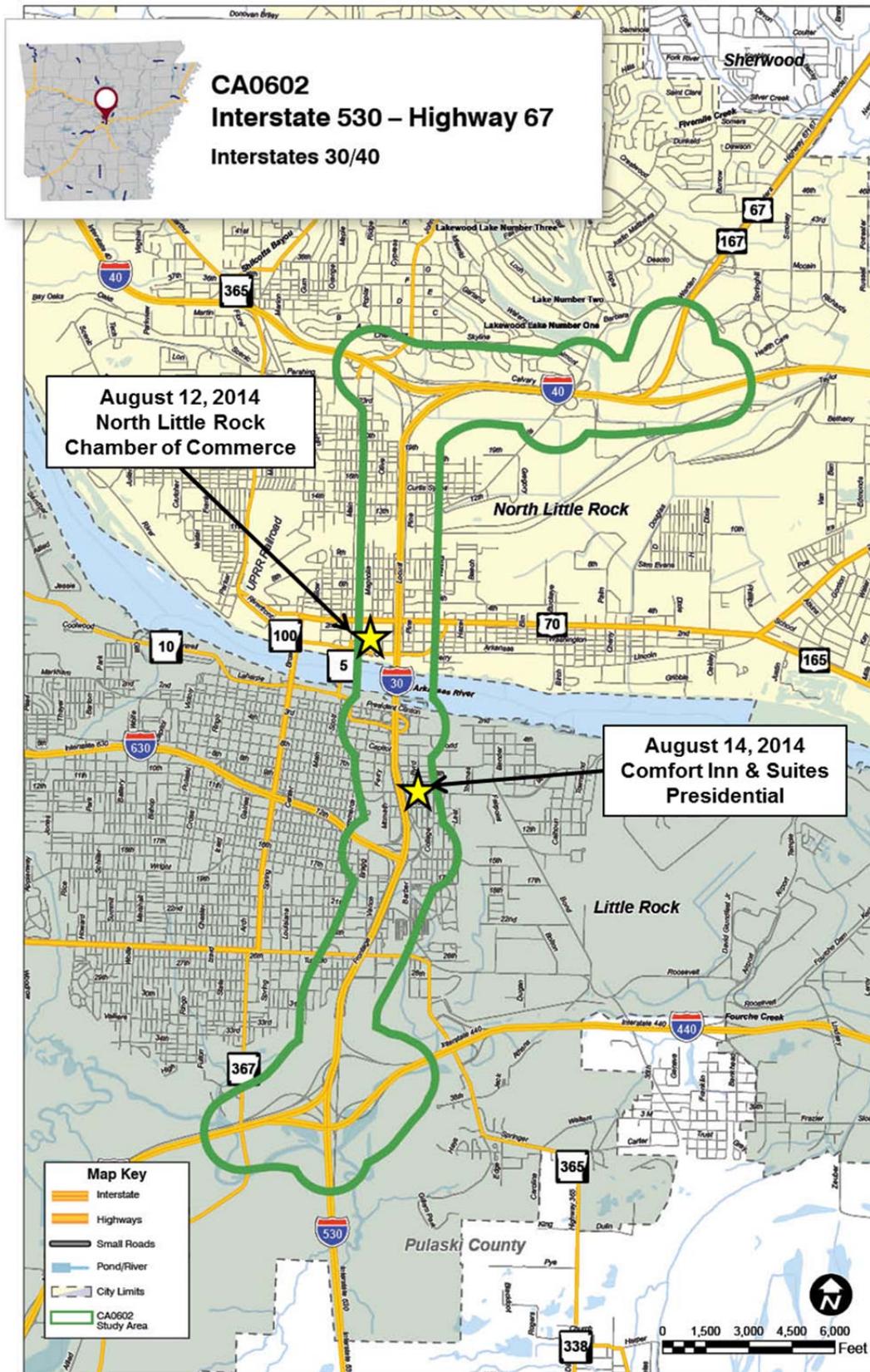
Public Meeting #1 included a set of two open-house public meetings that presented identical content. Meeting locations, dates, and times are presented in **Table 1**. **Figure 1** depicts the locations of the meetings.

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

Schedule Date/Time	Location
Tuesday, August 12, 2014 4 p.m. – 7 p.m.	North Little Rock Chamber of Commerce Bank of the Ozarks Conference Center 100 Main St. North Little Rock, Arkansas 72114
Thursday, August 14, 2014 4 p.m. – 7 p.m.	Comfort Inn & Suites Presidential Cash/Campbell Ballroom 707 Interstate 30 Little Rock, Arkansas 72202

The sections that follow further detail the first set of public meetings and summarizes the input received through Friday, August 29, 2014, which was the end of the public comment period.

Figure 1. August 2014 I-30 PEL Public Meeting Locations



## 2.1 Public Meeting Advertising and Outreach

The first I-30 PEL public meetings were advertised using numerous methods of advertising and outreach, as summarized in **Table 2**.

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

	<b>Outreach Efforts</b>	<b>Date(s)</b>
Display/Newspaper Ads	Arkansas Democrat Gazette	7/13/14 & 8/10/14
	North Little Rock Times	7/17/14 & 8/7/14
	El Latino	7/24/14 & 8/7/14
Direct Mail	Fliers to adjacent property owners and property owners adjacent to interchanges	7/16/14
	Fliers to stakeholders (chambers, HOAs, etc.)	7/18/14
	Letters and fliers to elected officials	7/14/14 & 8/1/14
	Letters to minority ministers and area churches	7/18/14
Email	Fliers to Technical Work Group Members	7/18/14
	Fliers to persons requesting to be added to mail list	
Hand-Delivered Fliers	River Market	8/1/14
	Eastgate Terrace Housing Project (office)	
	MacArthur Park	
	Gas stations at every exit along the I-30 corridor	
	Locations around Broadway exit	
	Locations from 13-19 <sup>th</sup> streets in North Little Rock	
Public Service Announcements	Sixty-second spots on Heartbeat 106.7 FM	8/8/14 – 8/14/14
	Sixty-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	7/15/14
	ArkansasHighways.com	8/4/14
	ImagineCentralArkansas.com	
News Release	Distributed to AHTD media list	8/1/14
Community Calendars	Little Rock Convention and Visitors Bureau	7/25/14
	AmericanTowns.com	
	KATV	
	Eventful	
	UALR Public Radio	
	Coalition of Greater Little Rock Neighborhoods	
Social Media	AHTD Twitter	8/3/14 – 8/14/14
	Metroplan Facebook	8/4/14
	Metroplan Twitter	
Stakeholder Presentations	Central Arkansas Transit Authority	7/15/14
	Downtown Little Rock Partnership	6/11/14
	Little Rock Chamber of Commerce	6/26/14
	Clinton Foundation	6/24/14
	Little Rock Chamber of Commerce – 50 for the Future	8/7/14

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

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

## 2.2 Public Meeting Attendance

A summary of the attendance at both the August 12 and August 14 public meetings is presented in **Table 3**.

**Table 3. Public Meeting Attendance**

<b>Attendees</b>	<b>August 12, 2014</b>	<b>August 14, 2014</b>
General Public	102	88
Elected Officials	5	3
Media	3	2
Study Team Members	33	33
<b>Total Attendance</b>	<b>143</b>	<b>126</b>

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

## 2.3 Public Meeting Format and Materials

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

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

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

**Station 2: Connecting Arkansas Program** – This station presented an overview of the CAP Program. It displayed three exhibit boards: a map of the state of Arkansas showing the general locations of the CAP projects; a table listing all of the CAP projects and their respective improvement type (e.g., widening and interchange improvements); and an exhibit displaying various CAP statistics and background information.

**Station 3: I-30 PEL Study Area and Constraints Maps** – This station presented the I-30 PEL study area and constraints that have been identified to-date. It displayed three exhibit boards: a map of the study area, a constraints map covering the north section of the study area (North Little Rock), and a constraints map covering the south section of the study area (Little Rock).

**Station 4: Planning and Environmental Linkages** – This station provided information about the PEL Process and served to collect public input on problems (needs) and goals and objectives for improvements within the study area. It displayed an exhibit explaining the PEL process, its benefits, and why the process has been implemented for the I-30 improvements. This station also displayed two interactive exhibit boards, one entitled “Problems (Needs)” inquiring what problems or challenges the public experiences traveling in the study area; and one entitled “Goals and Objectives” inquiring what improvements the would public like to see in the study area. Members of the Study Team were stationed at these interactive boards to transcribe on post-it notes the problems and goals identified by the public meeting attendees. These post-it notes with public-identified problems and/or goals were attached to the respective exhibit boards for all meeting attendees to view. This station also included additional copies of the constraints maps which divided the corridor by the north and south sections.

**Station 5: Traffic and Safety** – This station presented background information and findings from the preliminary I-30 PEL traffic and safety analysis. This station included an overview exhibit describing the approach taken for the preliminary traffic and safety analysis, as well as traffic and safety concerns identified by stakeholders<sup>1</sup>. Also included was an exhibit comparing existing and future No-Action peak hour level of service along I-30/I-40 in the study area. An additional exhibit illustrated existing and predicted crashes along I-30 in the study area under No-Action conditions.

**Station 6: Aerial Maps** – This interactive station consisted of two-sets of large-scale, aerial photograph maps of I-30/I-40 within the study area laid out on tables. Meeting attendees were encouraged to write on post-it notes (and attach directly to the maps) any problem areas, concerns and/or suggestions for improvements along I-30/I-40 in the study area. Additionally, a scribe was available to record participant’s comments on a large notepad available for all attendees to view. Study team members, including engineers and planners were available to answer questions. This station also included a graphic exhibit illustrating the Alternative Screening Process.

**Station 7: Study Timeline and How to Get Involved** – This station presented an exhibit with the I-30 PEL Study timeline and an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study.

**Station 8: Draft Documents** – This station provided draft copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), and the Constraints Report. Although hard copies of these documents were provided for reviewing at the public meeting only, meeting attendees were reminded that all public meeting materials, including these draft documents, were available on the project website.

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<sup>1</sup> Stakeholders included AHTD, the Cities of Little Rock and North Little Rock, and Metroplan, the Metropolitan Planning Organization for central Arkansas.

**Station 9: Comment Tables** – This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venues. At the end of each meeting, the Study Team collected all written comments from the comment boxes and any comments that were inscribed on the Problems (Needs) and Goals and Objectives exhibit boards at Station 4; and on the roll-plot aerial photograph maps and large notepad located at Station 6.

**Table 4. Public Meeting Materials<sup>1</sup>**

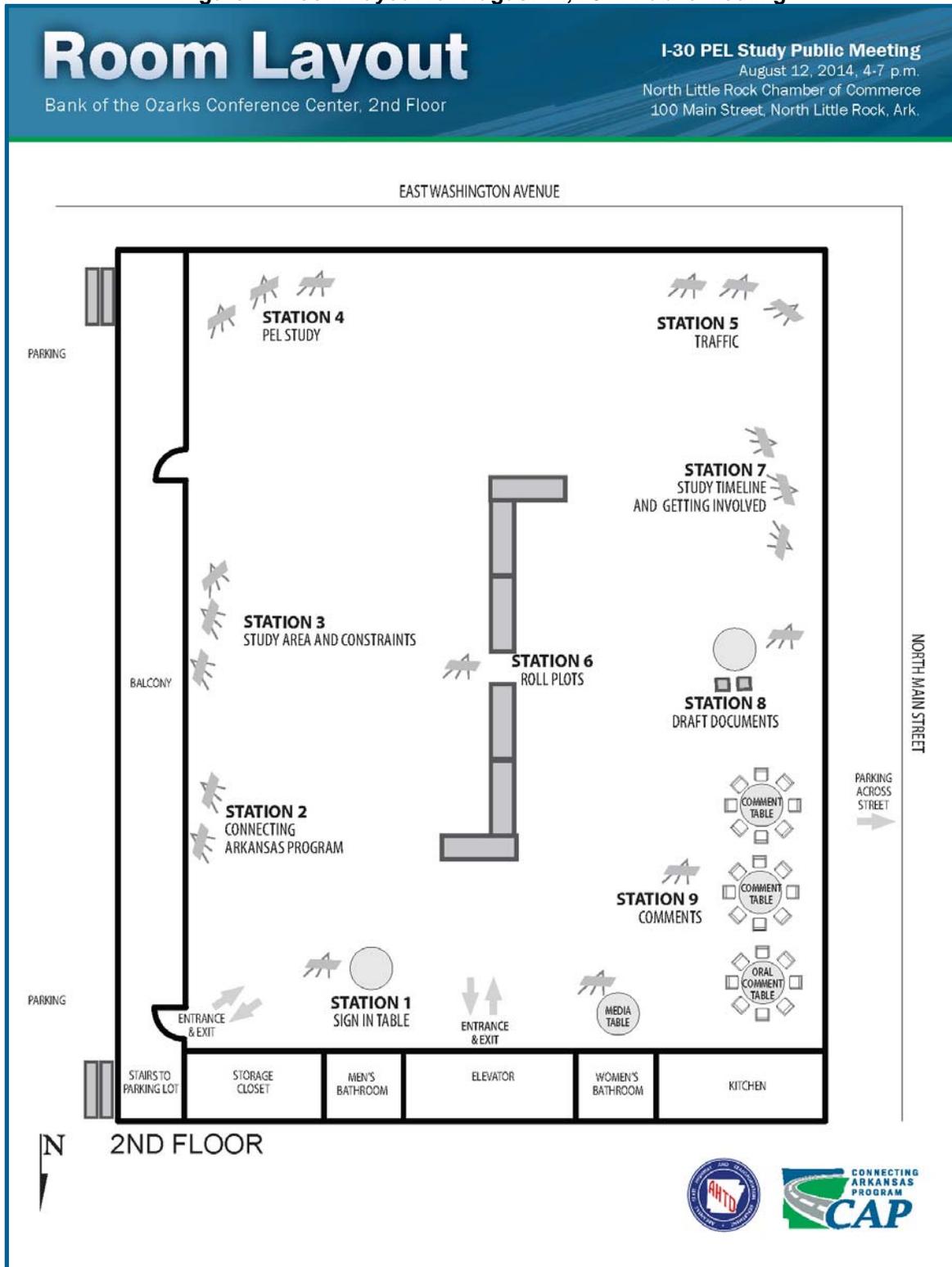
Station	Type	Title
<b>Station 1: Sign In Here</b>	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
<b>Station 2: Connecting Arkansas Program</b>	Exhibit	CAP Project Locations
	Exhibit	Cap Projects Listed
	Exhibit	CAP Statistics
<b>Station 3: I-30 PEL Study Area and Constraints Maps</b>	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	South Section Constraints Map
<b>Station 4: Planning and Environmental Linkages</b>	Exhibit	PEL Process
	Exhibit	Problems (Needs)
	Exhibit	Goals and Objectives
	Exhibit	North Section Constraints Map <sup>2</sup>
	Exhibit	South Section Constraints Map <sup>2</sup>
<b>Station 5: Traffic and Safety</b>	Exhibit	Traffic and Safety Overview
	Exhibit	No-Action Level of Service
	Exhibit	Safety
<b>Station 6: Aerial Maps</b>	Exhibit	Large scale, aerial photograph maps of I-30/I-40 in the study area (set of 2 identical)
	Exhibit	Alternative Screening Process
<b>Station 7: Study Timeline and How to Get Involved</b>	Exhibit	PEL Study Timeline
	Exhibit	How to Get Involved
<b>Station 8: Draft Documents</b>	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	I-30 PEL Constraints Report
<b>Station 9: Comment Tables</b>	Handout	Comment Form

Notes: <sup>1</sup> All exhibit boards were sized 34"x40" except for the Station 2 exhibit boards, which were sized 24"x36". Roll plots at Station 6 were 12-feet long. <sup>2</sup> These constraints maps were identical to those presented at Station 3 and were provided for additional viewing purposes.

Copies of the materials, as well as photos from the meetings, are included in **Attachment C. Figures 2 and 3** display the general layout for each of the public meetings.

1

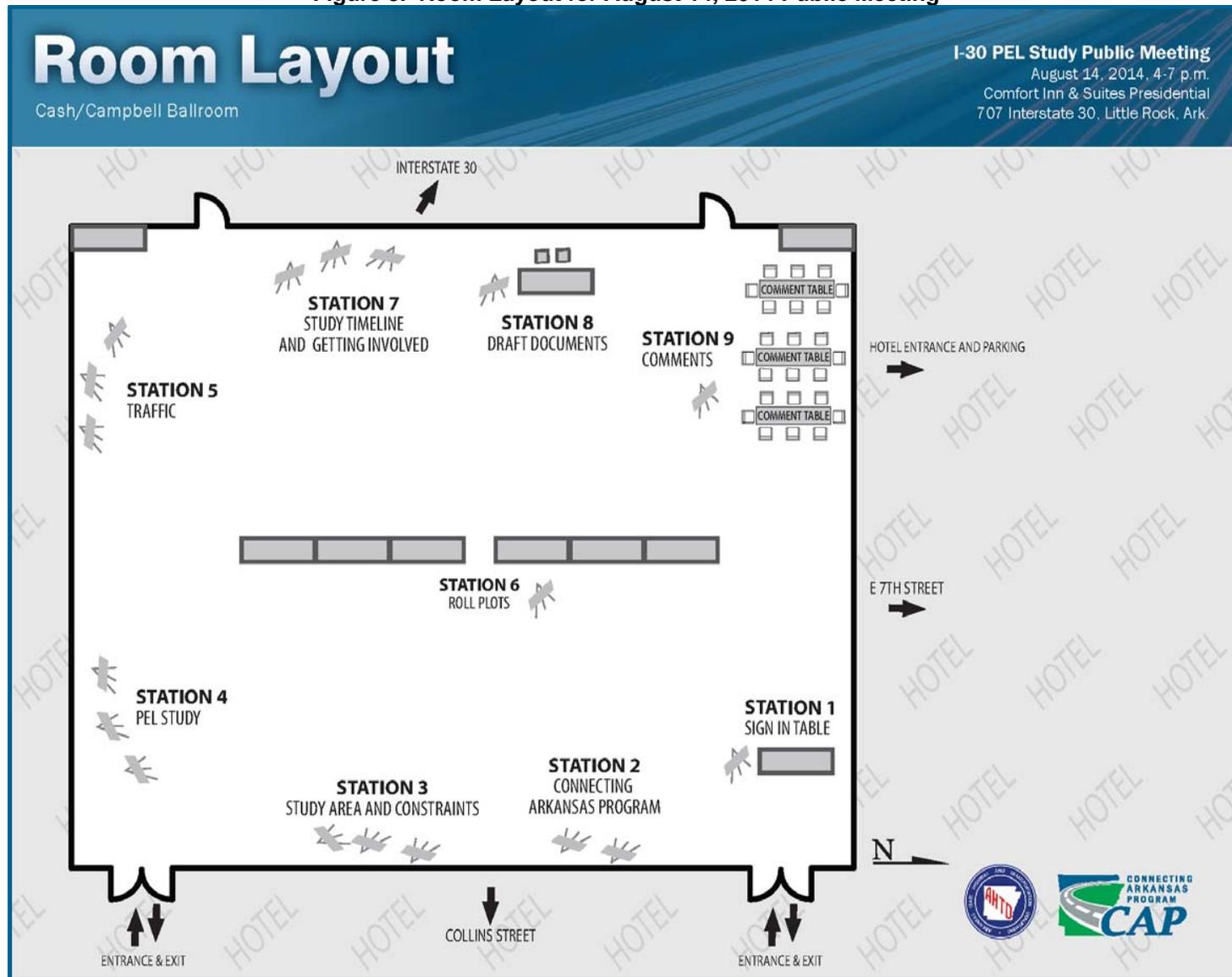
Figure 2. Room Layout for August 12, 2014 Public Meeting



2  
3

1

Figure 3. Room Layout for August 14, 2014 Public Meeting



2  
3

## 2.4 Public Meeting Comments

The public comment period for the first series of public meetings opened on August 12, 2014 and ended August 29, 2014. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 9;
- Writing a comment on post-it notes and attaching to the Problems (Needs) and/or Goals and Objectives exhibit boards at Station 4;
- Writing a comment on post-it notes and attaching to the large-scale, aerial photograph maps or writing on the large notepad at Station 6;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com).

**Table 5** shows the number of comment submissions by meeting (where applicable) and method in which they were submitted.

**Table 5. Number of Comments Received**

Submission Method	Reference Table for Comment Details*	August 12 Meeting	August 14 Meeting	Total
Comment Form	Table 7	34	23	<b>57</b>
Letter	Table 7	1		<b>1</b>
Email	Table 7	5		<b>5</b>
Post-it Note Comments on Problems (Needs) Exhibit Board (Station 4)	Table 8	52	17	<b>69</b>
Post-it Note Comments on Goals and Objectives Exhibit Board (Station 4)	Table 9	45	85	<b>130</b>
Comments Transcribed on Large Notepad (Station 6)	Table 10	16	6	<b>22</b>
Post-it Note Comments on Large-Scale Aerial Photograph Maps (Station 6)	Table 11	53	71	<b>124</b>
<b>Total Comments Received</b>				<b>408</b>

Notes: \* See the referenced tables for detailed comments.

The comment forms handed out at the public meetings consisted of five specific questions and one question asking for additional comments. The five specific questions and summary of results are presented in **Table 6**.

**Table 6. Comment Form Questions and Results Summary**

Question No.	Category	Question	Results Summary (number of comments)	
			Yes	No
1	Problems	Do you feel there is a need for I-30 transportation improvements (Yes or No)? If so, what are the problems?	52	2
2	Cultural Resources	Do you know of any historical sites, family cemeteries, or archaeological sites in the proposed area (Yes or No)? If so, please note and discuss with staff.	14	28
3	Environmental Constraints	Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project (Yes or No)? If so, please note and discuss with staff.	10	32
4	Suggested Improvements	Do you have a suggestion for an improvement to I-30 that would better serve the needs of the community (Yes or No)? If so, please describe.	35	6
5	Impacts	Do you feel that improvements to I-30 will have any impacts (Beneficial or Adverse) on your property and/or community (e.g., economic, environmental, social, etc.). If so, please explain.	25	14

Of the commenters that responded to the “yes or no” portion of Question 1, 96 percent checked “yes” when asked if there was a need for I-30 transportation improvements. Of the commenters that responded to the “beneficial or adverse” portion of Question 5, 64 percent replied that I-30 improvements would have beneficial impacts and 36 percent replied that I-30 improvements would have adverse impacts.

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

**Table 7** provides a listing of all comments received on the comment forms, via e-mail or letter. For those comments submitted on the comment forms handed out at the public meetings, each comment is broken down by the five questions outlined above and any additional comments provided. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim unless otherwise noted due to comment length (in which case the comments are summarized) and copies of all comments received are included in **Attachment D**.

Table 7. Comment Forms, Emails, and Letters Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Medley, J.	08/12/14	Comment Form	1	• <b>Problems:</b> Congestion/traffic.	A
				• <b>Suggested Improvements:</b> Promote public transit.	D
				• <b>Impacts:</b> Beneficial. Using public transit will reduce congestion.	S
McCraw, James E., Sr.	08/12/14	Comment Form	2	• <b>Problems:</b> Freeway not wide enough to handle all the traffic.	A
				• <b>Environmental Constraints:</b> Broadway off-ramp needs to be moved back to Riverfront. Congested traffic for arena events.	A
				• <b>Impacts:</b> Beneficial.	S
				• <b>Additional Comments:</b> Drainage problems at Locust and E. Washington. Needs to be fixed.	A, S
Voyles, Robert	08/12/14	Comment Form	3	• <b>Problems:</b> The weave at I-40/Hwy.67/Hwy.167 and I-30/I-40 can be solved by shifting commuters to center median.	A
				• <b>Suggested Improvements:</b> Only to 8, not 10 lanes.	A
Fells, Cedric	08/12/14	Comment Form	4	• <b>Problems:</b> Congestion and traffic using Welch St. (high rate of speed) to avoid getting in line on I-630 to go to I-30 North Little Rock.	A
				• <b>Suggested Improvements:</b> Widen the lanes to help congestion. Prevent the lanes from pooling into one [another].	A
				• <b>Impacts:</b> Beneficial. People will travel safely from LR to NLR.	S
				• <b>Additional Comments:</b> Looking forward to the new project helping with congestion and safety of traveling. Please make it beautiful and pleasant to view.	J, S
NA	08/12/14	Comment Form	5	• <b>Problems:</b> I-40 from I-30 to Hwy. 67/Hwy. 167 Lakewood exit needed and entrance ramp reconfigured.	A
				• <b>Impacts:</b> Beneficial.	S
NA	08/12/14	Comment Form	6	• <b>Problems:</b> Safety, safety, safety.	A
				• <b>Suggested Improvements:</b> Sound control thru metro areas. Improve merging and lane changing problems in front of 'Big' church I-40.	A, B
				• <b>Impacts:</b> Beneficial. Improve safety, improve quality of life.	A, B, S
				• <b>Additional Comments:</b> Please take into consideration the impact from opening the Panama Canal and the increased port/harbor development along the Gulf and Mississippi River. This will significantly increase truck traffic volume along I-30 and I-40 coming from Houston, New Orleans, Memphis, etc. Please consider the 'Big Picture' with your planning.	J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA	08/12/14	Comment Form	7	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion. Bad mix of local and thru traffic.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Better signage for thru traffic to use I-440 instead of going downtown. A bridge connecting Chester St. to North Little Rock.</li> </ul>	E, F
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. I hate crossing I-30 Bridge. The safety factor and improvement will be beneficial.</li> </ul>	S
NA	08/12/14	Comment Form	8	<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> More signage prior to exits and interchanges. Fewer exits/on-ramps on I-30 corridor.</li> </ul>	A, E
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Only during construction phase. Right-of-way is across from our parking area.</li> </ul>	B, M, S
NA	08/12/14	Comment Form	9	<ul style="list-style-type: none"> <li>• <b>Problems:</b> It is unsightly and divides downtown NLR and LR - very unfriendly to anyone not in a car - of no artistic or architectural distinction - appears it was built cheaply.</li> </ul>	C, J
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Light rail - if must expand. HOV lanes - don't make it dull - don't make it ordinary - and please don't paint it brown like the shameful I-30/I-630 interchange - so much opportunity lost. Have a design upfront.</li> </ul>	D, E, J
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. I am not convinced adding lanes accomplishes anything but making the commute easier on suburbanites - is that a valid governmental action/use of taxpayer money?</li> </ul>	L, S
NA	08/12/14	Comment Form	10	<ul style="list-style-type: none"> <li>• <b>Problems:</b> More lanes.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Traffic flow better.</li> </ul>	S
Robertson, Jacouelyn	08/12/14	Comment Form	11	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Needs widening to accommodate traffic.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> After looking at your map it appears my property at 2104 Vance may be listed as historic. I would like for someone to contact me about this for an explanation.</li> </ul>	B, N
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Will definitely have an impact, not sure whether beneficial or adverse.</li> </ul>	S
Greater South Temple Cogic	08/12/14	Comment Form	12	<ul style="list-style-type: none"> <li>• <b>Problems:</b> It is most needed.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> The National Cemetery and others.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> On and off ramp on Arch St. in Little Rock.</li> </ul>	A, S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> I believe improvement is necessary. P.S. Don't forget about replacing the bridge on Arch.</li> </ul>	A, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Davis, Jacob	08/12/14	Comment Form	13	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Clear connection coming from both directions to I-30 to I-630.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. It would most likely mean my building (505 Rector St.) would be demolished to make way.</li> </ul>	B, S
Walker, Michael	08/12/14	Comment Form	14	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Age of infrastructure/congestion/safety.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Wetland project adjacent to I-30 Bridge.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Demo and reconstruct within existing bridge site.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Possibly cause to relocate boat ramp on NLR side of river, cause to relocate wetlands on LR side of river, unknown impact to Witt Stephens Jr. Central Arkansas Nature Center.</li> </ul>	B, S
NA	08/12/14	Comment Form	15	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Heavy congestion - narrow corridor.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Dark Hollow wetlands</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Yes. Both good and bad, but it's needed.</li> </ul>	S
NA	08/12/14	Comment Form	16	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Weaving section I-10/I-30/Hwy. 67/Hwy.167. Congestion downtown - need an additional bridge.</li> </ul>	A, G
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Provide a connector for local traffic and use I-30 for thru traffic.</li> </ul>	A, Q
NA	08/12/14	Comment Form	17	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Aging of existing corridor, congested traffic.</li> </ul>	A
NA	08/12/14	Comment Form	18	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Capacity and I-30 acts as a divider of downtown NLR - consider below grade facility with possibility of decking over at a later date.</li> </ul>	A, G, J
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> If below grade facility is not possible, preserve local thru street options 7th, 4th, Broadway, Washington.</li> </ul>	B, E
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Do not own abutting property. I-30 divides a resurgent downtown NLR.</li> </ul>	J, S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Construct the Chester St. Bridge over the Arkansas River.</li> </ul>	G
NA	08/12/14	Comment Form	19	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion, bridge clearance, weaving, and super elevations.</li> </ul>	G
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> How about calling I-40, I-30, I-440, I-430 one name like Beltway or Beltline or Urban Loop.</li> </ul>	J, S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Better traffic flow.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Raise grade of bridge over Roosevelt. Solve weaving issues. Rename highways into one Beltway name.</li> </ul>	A, J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA	08/12/14	Comment Form	20	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Road surface improvement, especially on the bridge over river.</li> </ul>	A, G
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> in NLR Lakewood entrance (North Hills) dangerous to get on I-30.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Concern for continued Pulaski education - good start with this meeting together public comments. Currently trash along I-30 corridor is a continuous problem - lots of debris.</li> </ul>	I, J, S
NA	08/12/14	Comment Form	21	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Weaves problem. Prefer 8 lanes instead of 10. If access moved to 13th, key way finding to Curtis Sykes - historic. 5 lanes one way would be good. Better signage in I-40 directing people to Pike/McArthur to bypass I-30.</li> </ul>	A, B, E
Bryant, D.	08/12/14	Comment Form	22	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Please consider Chester Bridge alternative and how best to continue access to downtown LR areas during projects.</li> </ul>	F, M
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Less configuration of I-30.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Ultimately positive for area, but shorter/mid-term costs/trade-off must be kept in view.</li> </ul>	B, S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> I own 3 businesses in the area, all of which are established, one also office on President Clinton.</li> </ul>	S
NA	08/12/14	Comment Form	23	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion, congestion, congestion - too much volume for current road.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Incorporate with contractor and subcontractor bonuses for finishing ahead of time - incorporate most up to date construction technologies for demolition and addition.</li> </ul>	P
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> I've lived in Arkansas 45 years and it always amazes me how long the construction (road) projects take in this state. Our bidding process, specification process, approval process, construction process-procedures need a complete overhaul to bring Arkansas road construction into the 21st century. Find a way to cut through the red tape process to all levels.</li> </ul>	P
NA	08/12/14	Comment Form	24	<ul style="list-style-type: none"> <li>• <b>Problems:</b> I think the main concern is congestion on the ramp from I-630. I don't think the other areas need to be improved.</li> </ul>	A, S
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Most of the corridor on the LR side has older homes, many historic buildings, and communities that do not want to be disrupted.</li> </ul>	B

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 24 continued)	08/12/14	Comment Form	24	<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> The corridor is close to the Arkansas River and Fourche Creek. I'm concerned about the impact on water quality.</li> </ul>	B
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> I think the best thing of the community would be an improved public transportation system. Instead of expanding the highway, we could create a rapid transit bus system that would reduce congestion and environmental impacts.</li> </ul>	D
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. I'm concerned about the effect construction will have on the community. See comments below.</li> </ul>	M
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> I have read several recent studies that have shown that adding lanes to highways DOES NOT solve congestion issues for the long term. On the other hand, creating a rapid transit bus system would reduce congestion. I do not believe that we should spend millions on a project that will displace homeowners while only offering a temporary relief to congestion.</li> </ul>	B, D, S
NA	08/12/14	Comment Form	25	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion #1. Since so many roads dump into I-30 in downtown LR, I-30 needs to have significant lane additions. Possibly a doubling, but at a minimal 5 lanes each way. Anything less is a waste of time and worry.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> If I-30 can't be widened to 5 or 6 lanes both ways, additional bridges up or down river need to be constructed.</li> </ul>	A, G
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Better transportation system helps commerce.</li> </ul>	S
NA	08/12/14	Comment Form	26	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Poor access to LR east of I-30 near river; dangerous on and off ramps near river.</li> </ul>	A, J
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> St. Edward's Church, cemetery near Roosevelt.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Enhance connectivity between east and west of I-30, both sides of river. Fewer ramps. Make it easier to get on I-630.</li> </ul>	A, J
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Safe travel. Enhance development east of I-30.</li> </ul>	B, S
NA	08/12/14	Comment Form	27	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Not enough areas to cross river. Everyone forced onto very few access points.</li> </ul>	A, G
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. If congestion gets worse people might avoid area so improvements will allow growth.</li> </ul>	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 27 continued)	08/12/14	Comment Form	27	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Possibility of extending Hwy. 67/Hwy.167 at I-40 south bound through wetlands and railroad via elevated roadway all the way across river to add on additional route instead of extending current I-30 over bridge. It will relieve congestion with minimal obstruction to current occupied areas.</li> </ul>	G, S
Edwards, Dennis St. John Baptist Church	08/12/14	Comment Form	28	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Entrance ramps from Broadway on the north side and from Markham on the south side of I-30 are far too short making dangerous egress.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Widen merge to I-40 to two lanes and one to Park Hill.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Less congestion and safer travel.</li> </ul>	S
Ireland, James	08/12/14	Comment Form	29	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion from I-630 going north onto I-30 to I-40.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Widen exits and entrances to two lanes rather than one, leave an open lane from one interchange to the next.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Economic, environmental, social.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> I-30 should definitely be widened to 4 or 5 lanes. The inside lane could be designated as lane for through traffic and outside exits should be widened to two open continuous lanes on and off the freeway.</li> </ul>	A
NA	08/12/14	Comment Form	30	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Interchanges are too close too much weaving and poor lighting through Dark Hallow.</li> </ul>	A, J
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Widen the bridge and replace it, improve interchanges, construct a Chester St. Bridge, better signage at north interchange, add lighting on I-40.</li> </ul>	E, F, G, J
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> On I-40 from I-30 to Hwy.67 add more lanes separating them with some going toward Jacksonville and some going toward Memphis. Add flyovers at north interchange and at Hwy. 67 interchange. Also add a HOV lane or a special lane for trucks or transit.</li> </ul>	A, E
NA	08/12/14	Comment Form	31	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Bad road quality, bad exit ramp at Cantrell.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Park Hill - they are aware.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. If done right.</li> </ul>	S
NA	08/12/14	Comment Form	32	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Traffic congestion, constant construction.</li> </ul>	A, M
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial.</li> </ul>	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Clifton, Norman	08/25/14	Comment Form	33	<ul style="list-style-type: none"> <li>• <b>Problems:</b> All traffic seems to bottleneck around interchange exit points.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> I think an exit off of I-40 W at North Hills Blvd in NLR would relieve some bottleneck problems at Hwy.107 &amp; JFK.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial.</li> </ul>	S
Mitchell, Steve	08/26/14	Comment Form	34	<ul style="list-style-type: none"> <li>• <b>Problems:</b> <i>(Note - Summarized due to length of comment. See Attachment D, Comment 34 for verbatim comment).</i> <ul style="list-style-type: none"> <li>○ I-30 SB on-ramp at Hwy. 70 (Broadway) – morning peak SB traffic problem.</li> <li>○ I-30 Arkansas River Bridge – need shoulders, consider auxiliary lanes.</li> <li>○ I-630 EB to NB Ramp – over capacity and impacts safety of EB I-630.</li> <li>○ NB Curtis Sykes Dr. On-ramp - traffic merging from Curtis Sykes Dr. presents major conflict due to drivers wanting to access Hwy.107 and I-40 west – only 1,000 feet to get into the middle lane.</li> <li>○ I-30 SB Hwy. 70 Off-Ramp (Bishop Lindsey Ave.) - SB exiting traffic has short merge. Difficulty accessing I-30 NB from Argenta when there is a special event since Bishop Lindsey is stop controlled.</li> <li>○ NB I-30 Off-Ramp to Hwy. 107 – after the NB I-30 lanes split into I-40, the overhead I-40 WB exit sign is too close to lane drop. Traffic at Hwy. 107 ramp at signal backs up.</li> <li>○ I-40 EB and WB between I-30 and Hwy. 67 - massive long weave, causes congestion and confusion.</li> <li>○ I-30 NB Off-Ramp to Broadway - ramp is overwhelmed and backs up onto the I-30 main lanes.</li> <li>○ I-530 NB Ramp to NB (EB) I-30 – ramp over capacity at morning peak, needs an additional lane to carry to I-630.</li> <li>○ Hwy. 10 Elevated Section – Do not remove.</li> <li>○ I-30 SB between 6<sup>th</sup> St. and I-630 Exits - chaotic section, little time to make multiple lane changes. Consider impact that additional lanes may have on this section.</li> </ul> </li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvement:</b> Noise dampening in the River Market area.</li> </ul>	B
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Better access.</li> </ul>	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Mitchell, Steve (Continued)	08/26/14	Comment Form	34	<ul style="list-style-type: none"> <li>• <b>Additional comments:</b> You'll note from the attached comments I know the corridor well. My history goes back to play in gullies eroded into the depressed excavation when a student at R.H. Parham Elementary that AHTD tore down for I-630. Over 30 years of commuting followed. Would be happy to comment on any proposals under consideration. AHTD retiree.</li> </ul>	S
NA	08/14/14	Comment Form	35	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Danger to merge; too many exits, too close together; commuter choke slows passage.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Woodruff House - save this icon. Curran Hall 615 E. Capitol, LR. All historic houses in LR, around MacArthur Park.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> MacArthur Park. Pettaway Park - E. 21st LR.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Use mass transit and hold commuters on perimeter, then bus all into jobs in business district.</li> </ul>	D
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Fear loss to neighborhoods bordering study area from more lost homes, isolating construction, loss of parks, loss of historic structures.</li> </ul>	B, M
NA	08/14/14	Comment Form	36	<ul style="list-style-type: none"> <li>• <b>Problems:</b> This is a great project; there is a significant need to increase safety and travel time along I-30. I suggest adding lanes and eliminating numerous access points. Removing access can be painful for some but this is an interstate and needs high mobility.</li> </ul>	A, S
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> There is much thru traffic from Hwy. 67; upgrading Hwy. 67 to interstate standards north to Walnut Ridge would be good -more NE AR and SEMO. There is time savings by using Hwy. 67/60/I-55.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Time is money - the communities will benefit by safer travel and money saved.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Good meeting! Very well organized.</li> </ul>	S
NA	08/14/14	Comment Form	37	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion and access across the right-of-way.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> I think you have them all.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Our facility on Roosevelt Rd.</li> </ul>	R
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Combine exit ramps - exit are for multiple exits [unclear].</li> </ul>	A, R
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> If going to build new bridge - use it for thru traffic and use existing bridge for local access.</li> </ul>	A

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Robert, Sallie	08/14/14	Comment Form	38	<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Oakland etc. Natural.</li> <li>• <b>Suggested Improvements:</b> Do it.</li> </ul>	B, H S
Schlereth, John	08/14/14	Comment Form	39	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> My concern is only if additional revenue is necessary. We have 9 parks in the study area. 7 are billboard locations.</li> </ul>	A, S
NA	08/14/14	Comment Form	40	<ul style="list-style-type: none"> <li>• <b>Problems:</b> I would like to see another corridor connecting Hwy. 67 with I-440, or maybe some other route around the east side of town.</li> </ul>	F
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> They are already aware of the ones I know about. We should definitely not be bulldozing any of our heritage. Far too much has been lost already to insensitive projects.</li> </ul>	B
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> The loop from I-630 to I-30 should not have a lane ending. A lot of rude people race to the merge point so they can get ahead of considerate people who are waiting in line. The ramps to the current bridge have no acceleration lanes.</li> </ul>	A, S
NA	08/14/14	Comment Form	41	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Poorly designed on ramps in some areas (e.g. downtown to I-30 E). Constriction of traffic flow.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Lots, but I will discuss in my official capacity.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> The ones you are already aware of.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> The on ramp from 2nd St. area (i.e., just south of main library) to get onto I-30 E is really short and really restricts traffic.</li> </ul>	A
<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Both. We all benefit from better transportation. We have significant concerns re: historic properties, but we will of course work with AHTD/FHWA to resolve them.</li> </ul>	B, S				
NA	08/14/14	Comment Form	42	<ul style="list-style-type: none"> <li>• <b>Problems:</b> The access ramps are too short and too frequent. There should be focus on moving ramps and access away from the Riverfront. It's too congested and widening and expanding ramps in this area won't help (or so is my opinion anyway).</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Focus more on directing traffic around the city on the beltways before increasing capacity on I-30. Widening roads does not relieve congestion, it increases capacity and encourages more traffic.</li> </ul>	S, Q
				<ul style="list-style-type: none"> <li>• <b>Impacts: Adverse.</b> Continuing to focus all our money and energy in supporting only automobile traffic will only encourage more people to drive more and make it harder to increase biking/walking/mass transit and rail opportunities.</li> </ul>	C, D

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 42 continued)	08/14/14	Comment Form	42	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> This project should not just be considered a reaction to growing traffic. The results of expansion need to be considered as well. Will this increase traffic more? How are we encouraging people to leave their cars at home more? Does this solve the problem or will we have to widen the freeway again in another 30 years? I want to live in a city for people, not for cars. I-30 benefits those who do not live around and it and hurts the people who live adjacent to it.</li> </ul>	B, E, S
Hadfield-Foss, Donna	08/14/14	Comment Form	43	<ul style="list-style-type: none"> <li>• <b>Problems:</b> More lanes needed. More efficient exits.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Old VA - asbestos. But this may not affect this project.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Lanes and exits.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. I have property on Roosevelt between Rock and Commerce Streets.</li> </ul>	S
Quapaw Quarter Association	08/14/14	Comment Form	44	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Lots - add William E. Woodruff House - on 8th St., Curran Hall is LR's official visitor information center on Capitol Ave.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Route traffic on I-440 and I-430. Public transit.</li> </ul>	D, Q, S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Disrupt downtown traffic and development, harm historic districts and resources.</li> </ul>	B, S
Muse, Rohn President Forest Hills Neighborhood Association	08/14/14	Comment Form	45	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Not as proposed (or being discussed). Need to alleviate perceived congestion by utilizing the Chester St. proposal and increase public transportation options beginning with luxury buses and gradually add other type up to and including light rail.</li> </ul>	D, F
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> They are on the - and some within the study area [unclear]. Hanger Hill Community has many historical structures that need to be saved.</li> </ul>	B, H, R
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> MacArthur Park.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Bring more public attention to the under-utilized I-440 which is a great alternate route for those living outside LR/WLR but who come into these areas for a variety of purposes including to work.</li> </ul>	Q, S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Livability and sense of community in historic neighborhoods. No one should lose their home[s] in the process. It seems those who complain about congestion are those who live outside the metro area.</li> </ul>	B, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Muse, Rohn President Forest Hills Neighborhood Association	08/14/14	Comment Form	46	<ul style="list-style-type: none"> <li>• <b>Problems:</b> I think a lot of consideration needs to be focused on studying who contributes more to the perceived congestion (only lasts about 15 minutes at peak periods). By this, I suggest studies will indicate more people outside of the city coming into the area contribute to this peak time congestion more by far than others. Why should urban dwellers home owners suffer for their perceived inconvenience?</li> </ul>	Q, S
NA	08/14/14	Comment Form	47	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion, rough roads.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Hanger Hill historic district, Reichardt House.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Sol Allman's Scrap Yard in Hanger Hill on 6th St. It's visually unappealing and a potential threat to ground water.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Improve pedestrian access on the 6th and 9th St. overpasses leading from downtown to Hanger Hill. Add pedestrian/bike lanes and make the bridges look more aesthetically pleasing.</li> </ul>	C, J
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. Only if improvements are made to Hanger Hill in regard to access via 6th and 9th St. overpasses and removal of hazardous sites.</li> </ul>	B, S
Shepherd, Evelyn	08/14/14	Comment Form	48	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Daily back-ups impossible to get anywhere between 5:00 p.m. and 6:00 p.m.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> My house is a historical structure not sure what to say!!</li> </ul>	B, N
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> If only more people would carpool or take I-440.</li> </ul>	E, Q, S
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Both. I think my house would be impacted but it would ease congestion maybe worth it.</li> </ul>	B, S
NA	08/18/14	Comment Form	49	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion at rush hours. Difficulty of directing tourists to downtown sites.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Woodruff House, Reichardt House, Hangar Hill neighborhood, MacArthur Park, Bowen Law School (former UAMS), house between Rockefeller School and Roosevelt Rd., Curran Hall (LR Visitor &amp; Information Center), Historical AR Museum, Horace Mann High School.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Parks, Riverfront, Presidential, MacArthur, Hangar Hill parks.</li> </ul>	B, H

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 49 continued)	08/18/14	Comment Form	49	<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Divert traffic to I-430 or east of airport. Add mass transit (light rail), trolleys, etc. Add another river bridge at Chester St.</li> </ul>	D, F, Q
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Increased traffic, under highway, will threaten residential and cultural assets.</li> </ul>	B, S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Please add bicycle and pedestrian bridges to link Hangar Hill and other neighborhoods east of I-30 to [the] west, particularly to MacArthur Park. Minimize impact to existing historic neighborhoods and structures and parks (Presidential Park, Riverfront, and MacArthur Parks).</li> </ul>	B, C
Harvell, Grady AFCO Steel	08/19/14	Comment Form	50	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> While our property is not on I-30, we are adjacent to it and require access for over length/over dimension loads that we produce. Plants at 6th &amp; Thomas and 1500 E 22nd St. both depend upon good access to I-30.</li> </ul>	A
Harvell, Grady AFCO Steel	08/22/14	Comment Form	51	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> While our property is not on I-30, we are adjacent to it and require access for over length/over dimension loads that we produce. Plants at 6th &amp; Thomas and 1500 E 22nd St. both depend upon good access to I-30.</li> </ul>	A
Jones, Chuck	08/22/14	Comment Form	52	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Congestion, Dangerous Road, Roughest Road in Arkansas.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> The existing corridor has had to last 60 + years with nominal improvements - go ahead and make 10-12 lanes for the next 60 years.</li> </ul>	A, S
				<ul style="list-style-type: none"> <li>• <b>Impacts: Beneficial.</b> All transportation improvements have an overall benefit to society/community.</li> </ul>	S
Diaz, LaKresha	08/27/14	Comment Form	53	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Merging onto I-30 from I-630 is congested. A simple reconfiguration could improve it. No sidewalks along freeway adjacent to neighborhood. Little landscaping, too much noise.</li> </ul>	A, B, J
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> 1201 Welch St., LR, AR built 1872, on National Registry of Historic Places very historically significant.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> The merging from I-630 to I-30 is the problem, not the overall number of lanes.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Noise, possible removal of home and historic structures.</li> </ul>	B, S
Lyon, Matthew	08/27/14	Comment Form	54	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Infrastructure is clearly outdated. Too many on and off ramps in proximity to one another on both sides. No direct access to Verizon Arena from I-30 EB. Merging hazard on Arkansas River.</li> </ul>	A

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Lyon, Matthew (continued)	08/27/14	Comment Form	54	<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> How will MacArthur Park, UALR Law School, Northshore RV Park be affected?</li> </ul>	B
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Bill Clark Wetlands, AGFC Nature Center.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> At least 4 lanes each direction, more seamless and safe merging from I-630 (i.e., move Roosevelt Rd WR exit farther north so as to not interfere with I-630 E to I-30 W motorists). Also, from I-530 NB from Dixon Rd. to I-30/I-440, add one lane.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Beneficial. A totally modernized freeway would do wonders for downtown LR/NLR.</li> </ul>	A, S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Not a property owner but would still like more information, please. Also, improvements for I-30 EB motorists merging with I-530 NB traffic that need to take the Roosevelt Rd. exit. Lots of dangerous weaving. Same with Hwy. 67/Hwy.167 SB to I-40 WB to I-30 WB. Would like to know what improvements would be made to LaHarpe Blvd. WB from I-30 to the new Broadway Bridge. Would like to see if there are any preliminary drawings/plans for how exit ramps will take shape. All in all, a very good meeting and am looking forward for the project to take shape. Thank you.</li> </ul>	A, I, S
Herron, Jennifer	08/28/14	Comment Form	55	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Short on-ramps.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Woodruff House - east of I-30. Built in 1853 for the founder of the Ark. Gazette, William Woodruff - important landmark.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Clinton Presidential Park, Wetlands and River Market - public enjoys these areas and provides good biking around NLR &amp; LR.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> AHTD needs to work with CATA, LR and NLR to find better or additional ways to decrease congestion of highways and that is by offering more services, routes, TOD's for the community - need to work together on this.</li> </ul>	D
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Expanding highways doesn't solve the problem as shown from several studies. Have to offer other modes of transportation to get congestion off highways.</li> </ul>	D, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Herron, Jennifer (continued)	08/28/14	Comment Form	55	<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> See attachment - not necessarily promoting light rail but other options to expanding the highways. Realize the voters passed money, but need to spend wisely. Work with others such as CATA to help community. It's important for Arkansas Central Region. <i>Note: Due to its length, the attachment to this comment is presented in Attachment D, Comment 55 of this public meeting summary report.</i></li> </ul>	D, S
Smith, Lynn	09/02/14	Comment Form	56	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Through traffic should be separated from local traffic.</li> </ul>	A
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> MacArthur Park, Hanger Hill, Marshall Square Historic Districts and Reichardt House.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Riverfront Park and Presidential Park.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> <i>(Note - Summarized due to length of comment. See Attachment D, Comment 56 for verbatim comment, which also includes illustrative maps).</i> <ul style="list-style-type: none"> <li>○ Rename I-440 (from I-530 to Hwy. 167) to I-30.</li> <li>○ Create one-way frontage roads on both sides of existing I-30 from Curtis Sykes exit to Roosevelt exit.</li> <li>○ In North Little Rock, install Texas turnaround for NB to go SB at 19<sup>th</sup> St. Remove SB on ramp and NB off ramp at Curtis Sykes. Curve Cypress and Locust St. to become one way local bridges across river to hug the new bridge.</li> <li>○ In Little Rock, remove all of the exits and entrances that exit and enter from 2<sup>nd</sup> St. and remove the 3<sup>rd</sup> St. entrance NB. Redo exits to exit onto 2<sup>nd</sup> St. Local frontage roads go under the new entrance/exit ramps.</li> <li>○ Remove the 6<sup>th</sup> St. and 9<sup>th</sup> St. exit and entrance ramps. Keep entrance at McGowan to enter I-30. Make new ramp to enter I-630 at McMath. Keep Roosevelt ramps.</li> <li>○ SB local frontage road follows already named frontage road and McGowan St. New segment shown in illustrative map. NB frontage road follows existing frontage road. New segment shown in illustrative map.</li> </ul> </li> </ul>	A
<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. Destroying historical places.</li> </ul>	B, S				
Copher, Brian	08/12/14	Email	57	I respectfully request and propose greater consideration to a road addition/extension that would connect the east end of I-630 with intersection of I-40 and Hwy. 67/Hwy.167 with a divided 4 lane highway. <i>(Note – comment included illustrative map, see Attachment D, Comment 57).</i>	F

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Price, Brenda (AHTD) on behalf of Anonymous	08/13/14	Email	58	I [Brenda Price, AHTD] spoke on the phone with a trucker yesterday afternoon. He wanted to contribute a comment/suggestion to the PEL Study PI. He has traveled I-35 through Austin, TX and the interstate is a two level facility with the upper level reserved for through traffic with no or few exits. He also has used a similar facility in Louisville, KY. His suggestion was that this is an alternative that should be considered during the PEL Study for I-30.	A
Wells, Kathy	08/14/14	Letter	59	The Coalition of Greater Little Rock Neighborhoods wants the greatest value for the expenditure of our tax dollars, and we are doubtful the current direction of the widening of Interstate 30, as proposed by the Ark. Highway Department, meets that standard. We learned from your spokesman's visit to our group June 14 that legal constraints prevent you from properly considering alternatives to widening the roads. We recommend you seek to lift that constraint in the January, 2015, session of the Arkansas General Assembly. Recognize that your job is to move people in urban areas, and in commuter stretches of road usage. Include mass transit in your planning and jointly fund future projects with Central Ark. Transit Authority. Declining revenues from fuel taxes cast serious doubt on the agency's future ability to maintain whatever is built today. Moreover, no alternative source of funding has been provided. This project is to be funded with a sales tax that has a sunset ending date. Any future renewals of such a tax cannot be assumed. We recommend you seek to repeal the state law that forbids your agency from developing property and generating revenue from it. As Coalition members discussed at that June session, your department could profit from developing a "transit station" at I-430 and I-630, or I-30 and I-40, where commuters park cars and shuttle into jobs in downtown Little Rock. They might leave that car for servicing in a retail outlet at the ground floor of a parking deck. A café might provide breakfast on the way to work. A grocery might provide bread and milk going home. Adding lanes of pavement is no solution to congestion, and there's plenty of evidence on record to support that policy position. Let's pursue adding a new pathway - a Chester St. Bridge over the Arkansas River. Moreover, our residents object to being taxed to subsidize cross-country trucking firms who pound our interstates to gravel, yet lobby successfully to evade paying their fair share of the highway maintenance costs. Spend our tax dollars to benefit us, rather than truckers.	B, D, F, J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Thielemier, Benjamin	08/14/14	Email	60	I was unable to attend the public meetings held this week re: CA0602 for the I-30 river bridge between I-530 and I-40 but I would like to share my thoughts. I believe, primarily, that this section of the interstate (or at a minimum the section between Roosevelt Road and the I-40 split) should be buried and carried through a tunnel. Tunnels, typically, take less time to construct and will result in less traffic disruption during construction. The interstate currently serves as a major dis-connector between much of Little Rock's downtown renaissance as well as disconnecting many neighborhoods on the east side of the interstate from the western side. Removing the interstate from above ground would allow for a reconnection of these areas. Substantial widening of the interstate will take up even more of Downtown's limited space and lend nothing to the beauty of our downtown skyline and river. Importantly for Downtown Little Rock-tunneling of the interstate would allow for the removal of the Cantrell interchange which takes up much of several blocks. This should be accomplished regardless of whether the Interstate is placed below ground or not. There are plenty of entrances and exits for downtown without taking so many blocks.	A, B, J
Pekar, Dale	08/15/14	Email	61	<i>(Note - Summarized due to length of comment. See Attachment D, Comment 61 for verbatim comment).</i> Develop alternatives that re-designate I-430 and I-440 respectively as I-30 to draw off through traffic from the downtown area. Develop an alternative which would designate both I-430 and I-440 as I-30--along the lines of I-35E and I-35W in the Dallas-Ft. Worth area. Elucidate the display of future crashes. Develop an alternative that permanently reduces the number of open lanes in this area to two; reserves one of the current lanes for emergency use only, and permanently stations police and a wrecker in the emergency lane to handle emergencies more quickly. Reduce the posted speed limit in this area. Live with the congestion. If you feel compelled to add more lanes to this segment, double-deck this stretch of interstate and make the new lanes for through traffic only--no ingress or egress to Little Rock or North Little Rock.	A, E

Wilson, William	09/08/14	Comment Form	62	<ul style="list-style-type: none"> <li>• <b>Problems:</b> Same old model - it is broken.</li> </ul>	S
				<ul style="list-style-type: none"> <li>• <b>Cultural Resources:</b> Map: Historic District, Hanger Hill, Woodruff House, Rockefeller School, Moon/Booker, Jewish Cemetery, National Cemetery, Arsenal Building, Law School.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Environmental Constraints:</b> Map: Fourche Creek Wetland, Bill Clark Wetlands.</li> </ul>	B, H
				<ul style="list-style-type: none"> <li>• <b>Suggested Improvements:</b> Fixed rail - I-630 only 4 lanes - max, use technology for traffic, other modes of transportation.</li> </ul>	A, D
				<ul style="list-style-type: none"> <li>• <b>Impacts:</b> Adverse. PCD, Park, homes in map, SOMA, Hanger Hill.</li> </ul>	B, S
				<ul style="list-style-type: none"> <li>• <b>Additional Comments:</b> Respect the urban neighborhood and ecology and environment of the surrounding interstate.</li> </ul>	B, S
Minyard, Brian	08/19/14	Email	63	A question has arisen. I attended the meeting on the 14th. The mail back comment cards said that they needed to be postmarked by the end of August. Since the meeting is September 8th, what options does the Historic District commission have to formally have input? I do not know if they will want to pass a resolution, but if they did, would it be too late for public comment? If you have received resolutions from other groups, what was the protocol?	K

**Table 8** provides a listing of all comments received at the public meetings as written on post-it notes and applied directly to the Problems (Need) exhibit board. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

**Table 8. Post-it Note Comments from Problems (Needs) Exhibit Board (Public Meeting Station 4)**

Grouping Category	Comment No.	Comment	Times Mentioned	Response Code
Congestion	PR-1	Congestion in general.	7	A
	PR-26	Congestion - I-630/College St. to 9th St.	2	
Ramps / Interchanges	PR-2	Short on-ramps; too many on-ramps; tight exits on I-30	12	A
	PR-4	JFK backs up on JFK (Exit ramp).	4	
	PR-5	Park Hill exit-Traffic backs up to exit ramp.	4	
	PR-7	On ramp Lakewood exit - go over 3 lanes now - safety issue.	3	
	PR-6	Redesign Cantrell ramp; merging at Cantrell a problem.	6	
	PR-9	Need to have access - North Hills to I-40 East at LKWD Exit.	2	
	PR-17	On ramps are the same as off ramps - big problem.	1	
	PR-19	Space between interchanges.	1	
Weaving	PR-8	Weaving problem on I-40 - wants flyover ramps along I-40.	3	A
	PR-9	I-40 E from Park Hill – skip over lanes dangerous.	2	
	PR-13	I-40 W - Parkway one lane needs to be two lanes going to I-40.	1	
	PR-21	Weaving section Hwy.167/Hwy. 67 to I-40 to I-30.	1	
Bridge	PR-10	Bridge replacement and/or widening.	2	G
	PR-15	Build bridge right beside it - west side of Broadway.	1	
	PR-24	I-30 bridge pier in middle of navigation channel needs removal. Must replace, NOT widen!	1	
Lighting / Aesthetics	PR-11	Lighting on Lakewood and I-40 exit - really tight circle with frequent breakdowns - Scared I will hit someone.	2	J
	PR-13	Better lighting along corridor (dark hollow).	1	
	PR-16	More Lighting.	1	
Bike and Pedestrian	PR-25	Interstate is an aesthetic and stressful barrier to bicycles and pedestrians.	1	C, J
Environmental	PR-23	Woodruff house needs to be on the constraints map.	4	B, H
Construction	PR-22	Concerned about traffic during bridge construction.	1	M
Maintenance	PR-3	Stoplight at Washington and Locust.	4	E
	PR-18	Road lines more visible in rain/snow.	1	J
	PR-20	State Highway drains repaired by I-30 at Locust and Washington Ave.	1	S

**Table 9** provides a listing of all comments received at the public meetings as written on post-it notes and applied directly to the Goals/Objectives exhibit board. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

**Table 9. Post-it Note Comments from Goals/Objectives Exhibit Board (Public Meeting Station 4)**

Grouping	Comment No.	Comment	Times Mentioned	Response Code
Alternative Route	GL-1	Construct Chester St to NLR Bridge.	7	F
	GL-14	Additional river crossing essential!!!	1	
Alternative Modes	GL-2	Provide bike and pedestrian facilities.	28	C
	GL-4	Improve bike and pedestrian access.	2	
	GL-9	Support current transit.	1	D
	GL-10	Create effective public transportation system.	5	
	GL-21	Implement light rail/plan for light rail in right-of-way.	14	
	GL-23	Consider other ways to alleviate congestion other than widening.	6	
	GL-26	Increase public transit use.	4	
Outreach	GL-5	Better communication during the construction process.	2	O
	GL-29	Public education on new routes and ramps.	1	
Aesthetics	GL-13	Attractive Architectural design to bridge.	1	J
	GL-19	Design with context sensitive solutions in mind.	1	
	GL-31	Aesthetic consistency with existing bridges.	1	
Environmental Impacts	GL-15	Do not relocate people from homes.	1	B
	GL-16	Historical and Cultural; robust archeological and historic resources survey; historical preservation; preserve neighborhoods.	14	
	GL-30	Reduce traffic noise, but do not use ugly barriers.	1	
Access	GL-3	Plenty of access to Downtown North Little Rock.	2	A, J
	GL-8	Connection to Riverfront and all green space in corridor.	1	
	GL-20	Improve E-W connectivity.	1	
Specific transportation solution suggested	GL-6	If widen in one section, do not cause bottlenecks in other sections.	2	A
	GL-7	Do not only rehab I-40; needs to be widened and interchanges improved.	2	
	GL-11	Two-lane merger needed from I-630 onto I-30 E&W especially toward the river. These two lanes need to continue making I-30 5 lanes.	1	A, E
	GL-12	Take thru traffic off I-30, put on local connector.	1	
	GL-22	Cover interstate and create parking when feasible.	6	A, J
	GL-25	Fewer exit ramps.	5	A
	GL-27	Double deck the bridge.	4	G
	GL-32	Widen I-630 to I-30 NE ramp - lanes end too abruptly.	1	A
	GL-33	Use flybys as the highway access instead of ramps.	1	
	GL-34	Seamless transition from I-30 to I-40 E.	1	J
	GL-35	Observation deck. Charge fee for vantage point.	1	
GL-36	Bury I-30 below ground to reconnect the city above.	1		
Congestion Management	GL-17	Improve signage along I-30 and I-40.	1	E
	GL-18	HOV lanes or truck/ special lanes? Carpool?	1	
	GL-24	Divert trucks around the city, not through.	5	
	GL-28	Consider long term implications of widening an urban freeway! Widening does not relieve congestion, it increases capacity!	3	D, E, S

**Table 10** provides a listing of all comments received at the public meetings as transcribed directly on the large notepad located at public meeting Station 6. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

**Table 10. Comments from Large Notepad (Public Meeting Station 6)**

Grouping	Comment No.	Comment	Response Code
Alternative Mode	NP-1	Evaluate rail options (example: light rail in St. Louis).	D
	NP-2	Go 21 high-speed rail program.	
	NP-19	Move the trolley (possibly link it to the airport).	
	NP - 21	Light rail.	
Specific transportation problem identified and/or solution suggested	NP-4	Merging.	A
	NP-5	Fix bridge over Roosevelt (it's too low). It's been hit by trucks several times.	
	NP-6	Two lane entrances and exits along I-30.	
	NP-7	Texas turnaround on I-30.	
	NP - 8	Continuous weave lanes between ramps.	
	NP – 11	Safety concerns on Locust and Riverfront.	
	NP – 12	Weaving between Hwy. 67 and I-30.	
	NP - 13	Faith Furniture: Owners concerned about stability of the roadway.	
NP - 16	Weaving and Merging on I-40.		
Congestion Management	NP - 14	HOV lanes or dedicated lane for trucks.	E
	NP – 20	HOV lanes.	Q, S
	NP - 22	Public awareness of I-440 as an alternate route.	
Environmental Impacts	NP - 3	Flooding along the I-30 corridor.	B
	NP - 9	The adverse effects on Dark Hollow neighborhood.	
Lighting / Aesthetics	NP - 10	Corridor consistency.	J
	NP - 15	Highway safety: lighting along Dark Hollow area.	
	NP - 18	Safety lighting for students crossing under bridge.	
Access	NP - 17	Access and parking near school and library.	A, B

**Table 11** provides a listing of all comments received at the public meetings as applied via post-it note directly on the large, aerial photograph maps of the study area. Also included is the corresponding response code. The response code key is presented in **Table 12**. Comments are listed verbatim.

**Table 11. Comments from Aerial Photograph Maps (Public Meeting Station 6)**

<b>Comment Number</b>	<b>Comment</b>	<b>Response Code</b>
MAP - 1	Need more than one I-40 WB lane after I-30/I-40 split.	A
MAP - 2	Confusing diverge. I-40 traffic often goes to Park Hill. <i>Post-it note comment placed near I-40 W and Hwy. 65N / Hwy. 107N split.</i>	A
MAP - 3	Need more signs showing right lane exit only. <i>Post-it note comment placed near Main St. Bridge.</i>	A, E
MAP - 4	Make Curtis Sykes on-ramp EB I-40 only. Make North Locust to Lakewood Interchange WB I-40 on-ramp.	A
MAP - 5	Locust St. bridge replacement? <i>Post-it note comment placed near bridge over railroad tracks between E 9th St. and E 13th St.</i>	A
MAP - 6	Main artery to downtown. <i>Post-it note comment placed near Exit 141B exit off ramp and N Cypress St.</i>	R
MAP - 7	Maintain 7th street ramps. Downtown (S) and Broadway Bridge connection. <i>Post-it note comment placed near Bishop Lindsey Ave. and N. Cypress St. intersection.</i>	A
MAP - 8	More use of Riverfront Rd. <i>Post-it note comment placed near Main St. Bridge.</i>	Q, S
MAP - 9	Drainage issue; underground pipe/culvert issue (rubble) - South Locust. <i>Post-it note comment placed near S. Locust St.</i>	A, S
MAP - 10	Rawhorn Furniture. -609. <i>Post-it note comment placed between S. Locust St. and N. Pine St.</i>	R, S
MAP - 11	Replace and widen bridge with special lighting. <i>Post-it note comment placed near I-30 Bridge.</i>	A, J
MAP - 12	Add new bridge at Chester.	G
MAP - 13	Need deceleration lane for Highway 10 exit.	A
MAP - 14	Pedestrian safety is a problem by Axcium; folks are always walking across the on-ramp.	C
MAP - 15	Eliminate this interchange, it detracts from the area - steer traffic elsewhere. <i>Post-it note comment placed near E. 2nd St. and I-30 interchange.</i>	A
MAP - 16	Improve this interchange. <i>Post-it note comment placed near E. 2nd St. and I-30 interchange.</i>	A
MAP - 17	Improve this interchange. <i>Post-it note comment placed near I-630 and I-30 interchange.</i>	A
MAP - 18	Lengthen 9th St. on-ramp, obstructed view during merging. <i>Post-it note comment placed near I-30 and I-630 interchange.</i>	A
MAP - 19	Need two on ramps I-30/I-630.	A
MAP - 20	Super E problem. <i>Post-it note comment placed near I-30/I-630 interchange.</i>	A
MAP - 21	Flyover from I-630 to left lane of I-30 West for airport traffic.	A
MAP - 22	More Roosevelt ramps on both sides close to Roosevelt Rd.	A
MAP - 23	Bridge hit several times. <i>Post-it note comment placed near I-30 overpass over E. Roosevelt Rd.</i>	A
MAP - 24	SPUI design at Roosevelt. <i>Post-it note comment placed near I-30 and Roosevelt Rd.</i>	A
MAP - 25	Move Roosevelt Rd. exit closer to Roosevelt and further from I-440 and I-30 ramps.	A
MAP - 26	Congestion due to sag in elevation - poor line of sight. <i>Post-it note comment placed between E. 28th and E. 29th streets near I-30.</i>	A
MAP - 27	Replace all ground mounted lighting with high mast lighting.	J
MAP - 28	Add another EB thru lane on I-30 from I-440 on ramp to I-440 off ramp to I-30 EB for a total of 3 lanes through that section.	A
MAP - 29	Improve this section by adding more lanes flyovers and lighting (I-40). <i>Post-it note comment placed near North Hills Blvd.</i>	A, J
MAP - 30	Radius of this ramp is really tight. If cars pull over to change a flat, it is dark and dangerous! <i>Post-it note comment placed near North Hills Blvd. on south side of I-40.</i>	A, J

Comment Number	Comment	Response Code
MAP - 31	Improve North Hill interchange and add flyovers at the Hwy. 67 and I-30 interchanges. Also add more lighting at I-440 to I-430.	A, J
MAP - 32	Access I-40 east from North Hills Blvd.	A
MAP - 33	Park Hill exit congestion.	A
MAP - 34	JFK to I-40E ramp needed.	A
MAP - 35	Merging lane way too short to get over I-40E at Main St.	A
MAP - 36	Improve North interchange with better lighting and flyovers. <i>Post-it note comment placed near I-30/I-40 interchange.</i>	A, J
MAP - 37	Get rid of 15th St. interchange. Put it at 13th St.	A
MAP - 38	Connect Cypress St. with a railroad overpass.	A
MAP - 39	A special lane for carpooling, transit, or trucks.	A, D, E
MAP - 40	Stop light improvements at Broadway. <i>Post-it note comment placed near I-30/Broadway intersection.</i>	E
MAP - 41	Expansion could interfere with interior least term habitat. <i>Post-it note comment placed near Riverfront Dr. and I-30.</i>	B
MAP - 42	Make the I-30 Bridge a special design bridge with LED lighting.	G, J
MAP - 43	Possibly widen interchange for exit and entrance. <i>Post-it note comment placed near I-30 and 2nd St.</i>	A
MAP - 44	Revise the on/off ramps to minimize the amount of land they use. <i>Post-it note comment placed at 2nd St. and I-30.</i>	A, B
MAP - 45	Connect Capitol over the Interstate. <i>Post-it note comment placed near I-30 and Capitol Ave.</i>	A
MAP - 46	I-630 ramp congestion. <i>Post-it note comment placed near I-630 and I-30 N ramp.</i>	A
MAP - 47	For immediate improvement: make both right lanes exit only between I-630 off ramps and I-630E/I-30E on ramps. That way I-630 traffic won't have to merge onto I-30 east bound.	A
MAP - 48	SPUI or Texas turnaround type of interchange. <i>Post-it note comment placed near E. Roosevelt Rd. and I-30.</i>	A
MAP - 49	Widen I-40.	A
MAP - 50	Fix Lakewood entrance!!!!	A
MAP - 51	Avoid weaves (toward Jacksonville). <i>Post-it note comment placed near I-40 and Hwy 67.</i>	A
MAP - 52	Comment includes a drawing of ramps modifications from I-40 to Hwy. 67. No verbiage. See <b>Attachment D</b> , Map Comments, August 12, 2014 Public Meeting, Comment 52 for drawing.	A
MAP - 53	High mass lighting and put flyovers. <i>Post-it note comment placed near Hwy. 67 and I-40.</i>	A, J
MAP - 54	Don't widen any part of I-30 from I-40 to I-630, instead use money to run trolley from Roosevelt Rd. to at Least McCain.	D
MAP - 55	Find a way to "unweave the weave" on I-40 without destroying church, Park Hill/Lakewood, or Dark Hollow. <i>Post-it note comment placed near I-40 toward Memphis.</i>	A, B
MAP - 56	Add lanes and reduce access points. Bypass routes are only helping travel time during peak hour. <i>Post-it note comment placed near I-40 toward Memphis.</i>	A
MAP - 57	Trail system line from NLRHS property to Riverfront. <i>Post-it note comment placed between North Pine St. and North Vine St.</i>	C
MAP - 58	Improve street scape under bridges and along high R/W for Bishop Lindsey, 9th St. and Broadway, Curtis Sykes. <i>Post-it note comment placed between E13th St. and railroad tracks.</i>	J
MAP - 59	Move off ramp on Broadway exit south of Bishop Lindsey Dr. <i>Post-it note comment placed at railroad tracks and SA Jones Dr.</i>	A

Comment Number	Comment	Response Code
MAP - 60	Student Housing Admin Building. <i>Post-it note comment placed near North Pine St. between Bishop Lindsey Ave. and SA Jones Dr.</i>	B, H
MAP - 61	Future parking for S.C. <i>Post-it note comment placed between SA Jones Dr. and North Poplar St.</i>	R
MAP - 62	S.C.: slow down traffic on load street. <i>Post-it note comment placed between North Vine St. and North Walnut St.</i>	R
MAP - 63	Reverse lanes in A.M. and P.M. <i>Post-it note comment placed between E 6th St. and E 5th St.</i>	E
MAP - 64	School - pedestrian traffic east/west (corner of E 7th and North Beech St.). <i>Post-it note comment placed between E 7th St. and North Beech St.</i>	B, C
MAP - 65	Re-do I-30 and byway for more left turn lanes if not SPUI. <i>Post-it note comment placed between E 14th St. and Washington St.</i>	A
MAP - 66	Protect basketball courts under I-30 (preserve or replace). <i>Post-it note comment placed near Verizon Arena.</i>	B, J
MAP - 67	Reroute traffic to I-440. <i>Post-it note comment placed between Riverfront Dr. and South Vine St.</i>	Q
MAP - 68	Design a bridge, don't just engineer one. This is the main entrance to two cities. Build a gateway. <i>Post-it note comment placed near I-30 Bridge.</i>	B, J
MAP - 69	Create a greater connection from east to west of I-30. <i>Post-it note comment placed near I-30 Bridge.</i>	J
MAP - 70	Same footprint, do not mess up park. <i>Post-it note comment placed near Wetlands (Little Rock side).</i>	B
MAP - 71	Longer acceleration lane. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 72	Too short to merge. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 73	This ramp is scary. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 74	Too many access points along I-30. <i>Post-it note comment placed between Sherman St. and South Rock St.</i>	A
MAP - 75	Protect the park. <i>Post-it note comment placed near Dean Kumpuris Dr.</i>	B
MAP - 76	Longer on ramps. <i>Post-it note comment placed near Dean Kumpuris Dr.</i>	A
MAP - 77	Keep same number of off ramps, do not kill city. <i>Post-it note comment placed between E 3rd St. and E Capitol Ave.</i>	A, B
MAP - 78	Create a land bridge between 6th and 9 <sup>th</sup> Streets.	J
MAP - 79	Bury this section to reconnect the city. <i>Post-it note comment placed between Ferry St. and Sherman St.</i>	A, J
MAP - 80	Greater pedestrian access to Hanger Hill neighborhood via 6th and 9th St. overpasses.	C
MAP - 81	Protect the Woodruff House. <i>Post-it note comment placed between E 8th St. and E 7th St.</i>	B
MAP - 82	Protect the park. <i>Post-it note comment placed between McMath Ave. and Pulaski County Lane.</i>	B
MAP - 83	Fix issue with traffic merging to one lane. <i>Post-it note comment placed near I-630/I-30 interchange.</i>	A
MAP - 84	Pauline Reichardt House - protect it. <i>Post-it note comment placed between E 13th St. and E 12th St.</i>	B
MAP - 85	Additional capacity on I-630 ramp. <i>Post-it note comment placed near I-630/I-30 interchange.</i>	A
MAP - 86	Use light rail I-30 and I-630; save livability.	B, D
MAP - 87	How can interstate improve a neighborhood? <i>Post-it note comment placed between Vance St. and Park Lane.</i>	B
MAP - 88	Add lanes and reduce access points. <i>Post-it note comment placed between E 23rd St. and E 21st St.</i>	A

Comment Number	Comment	Response Code
MAP - 89	Consider light rail when analyzing cross sections and right-of-way purchases. <i>Post-it note comment placed between McAlmont St. and E 22nd St.</i>	D
MAP - 90	Please don't take my house. <i>Post-it note comment placed between Vance St. and Park Lane.</i>	B
MAP - 91	Redo Roosevelt overpass. Pier in wrong place, clearance too low.	A
MAP - 92	Use construction opportunity to include other transportation options around Fouche Creek like walking and biking. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	C, J
MAP - 93	Expand lanes I-530 Northwood. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	A
MAP - 94	Make public aware of this underutilized access means of travel. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	Q
MAP - 95	I-440 alternate route to NLR empty usually of traffic. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	Q
MAP - 96	Minimize impact on wetlands. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	B
MAP - 97	Add right hand exit with flyover for I-40 east bound to Hwy. 67 north bound. <i>Post-it note comment placed near I-40 and Hwy.67/Hwy. 167.</i>	A
MAP - 98	Increase traffic lanes (add); remove access points to increase mobility. <i>Post-it note comment placed near I-40 and North Hills Blvd.</i>	A
MAP - 99	Raise grade on North Hills at this point - floods frequently. Problem transition issue from AHTD to NLR right-of-way. <i>Post-it note comment placed near North Hills Blvd.</i>	A
MAP - 100	Remove North Hills interchange. Ramps too close to both I-30 and Hwy. 67.	A
MAP - 101	Add right hand exit with flyover for I-40 WB to I-30 WB.	A
MAP - 102	Hwy. 67 needs additional lanes - it is carrying a tremendous load and will continue to worsen. Don't underestimate patterns in NE Arkansas SEMO. <i>Post-it note comment placed near I-40 to Hwy. 67.</i>	A
MAP - 103	SEMO would like to see interstate designed to north out of Little Rock. Hwy. 67 is interstate standards why not make it interstate?	A
MAP - 104	Current Hwy. 67 lane configuration is all wrong, especially south from McCain (most shift two lanes to stay on Hwy. 67S to I-40 plus 2 more to reach I-30 to Little Rock). <i>Post-it note comment placed between Barbara Dr. and Hwy. 67/Hwy. 167.</i>	A
MAP - 105	Please think of corridor for many different modes of transportation. <i>Post-it note comment placed between North Locust St. and E 18th St.</i>	D
MAP - 106	If bridge is to be rebuilt, put in bicycle/pedestrian way. <i>Post-it note comment placed near I-30 over railroad tracks in North Little Rock.</i>	G, C
MAP - 107	Please make crossings bicycle/pedestrian friendly and inviting. <i>Post-it note comment placed between Bishop Lindsey Ave. and SA Jones Dr.</i>	C
MAP - 108	Charge a fee; observation deck - help pay for maintenance of bridge. <i>Post-it note comment placed near I-30 Bridge.</i>	J
MAP - 109	Extend merge lane. <i>Post-it note comment placed near I-30 bridge.</i>	A
MAP - 110	Flybys not ramps! And when high traffic [use] stoplights (timing). <i>Post-it note comment placed near I-30 bridge.</i>	A
MAP - 111	Add extra lane to keep from having a bottleneck here. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 112	Remove LaHarpe Dr. - helps Clinton/LaHarpe danger.	A
MAP - 113	Improvement to access to River Market and downtown. Not renovations of access. <i>Post-it note comment placed between Sherman St. and South Rock St.</i>	A
MAP - 114	Trees and shade structures on bridges would be nice for pedestrians. Please make crossing the interstate inviting to walkers and bicyclists. <i>Post-it note comment placed between Rector St. and McLean St.</i>	C, J

Comment Number	Comment	Response Code
MAP - 115	Bike path: Ferry St. - park - access I-630 (replace that bridge) work with city and AHTD for joint use. <i>Post-it note comment placed between Ferry St. and South Rock St.</i>	A, C, J
MAP - 116	Please work with cities to create a bicycle/pedestrian trail along corridor. <i>Post-it note comment placed between McMath Ave. and Ferry St.</i>	C, J
MAP - 117	Land bridge between 6 <sup>th</sup> and 9 <sup>th</sup> Streets.	C, J
MAP - 118	Land bridge between 6 <sup>th</sup> and 9 <sup>th</sup> Streets.	C, J
MAP - 119	Woodruff House - protect it! <i>Post-it note comment placed near E 89th St.</i>	B
MAP - 120	Two lanes on I-30 W coming from I-630 E. <i>Post-it note comment placed between E 17th St. and McAlmont St.</i>	A
MAP - 121	"Car Pool" helps eliminates pile ups. Mandatory lane for it! <i>Post-it note comment placed between E 21st St. and E 19th St.</i>	A, E
MAP - 122	Our House education building. <i>Post-it note comment placed between E 24th St. and E Roosevelt Rd.</i>	B, H
MAP - 123	Lights, lights, lights throughout!!! <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	J
MAP - 124	Merge. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	R

**Table 12** below presents the key to the response codes presented in **Tables 7 - 11**.

**Table 12. Comment Response Code Key for Public Meeting #1**

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need or solution to address issues of concern.	Input regarding the need for improvements within the I-30 PEL study area or potential solutions to address issues of concern identified as part of the August 2014 public meetings will be used in the development of the draft purpose and need, as well as the study goals and objectives. In addition, these specific problems and suggestions will be considered in the development and evaluation of draft alternatives. These draft alternatives, also called the Universe of Alternatives, will be presented at the second public meeting scheduled for November 2014. Moving forward, an alternatives screening process will be used to sequentially narrow the Universe of Alternatives to a set of Preliminary Alternatives, then Reasonable Alternatives, and ultimately to the PEL Recommendations for continued project development. The alternatives screening process and draft Preliminary Alternatives will also be presented at the second public meeting, and the Reasonable Alternatives and PEL Recommendations at a future public meeting anticipated in early 2015. Note that a set amount of funding is currently available for improvements along I-30/I-40 in the study area, and accordingly, PEL recommendations could include a prioritized set of improvements along I-30/I-40 that are comparable to the set amount of available funding.

Response Code	General Topic Addressed	Response
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	Social, economic, and environmental resources (such as historic districts, neighborhoods/residences, parks, businesses, air and water, habitats, etc.) will be considered during the development, evaluation and screening of draft alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the draft alternatives have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential impacts on social, economic, and environmental resources. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project.
C	Suggestion of bicycle/pedestrian improvements.	Suggested bicycle and pedestrian facilities needs and improvements will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.
D	Suggestion for transit improvements and/or system-wide coordination.	Transit improvements will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study. Potential transit alternatives evaluated will include arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. The I-30 PEL Study Team will work with local transit providers to examine the existing transit needs with the I-30 PEL study area, as well as how proposed solutions may complement the existing and planned transit system.
E	Suggestion and/or comment regarding congestion management strategies and strategies for improving non-recurring congestion.	Congestion management strategies, as well as strategies for improving non-recurring congestion, will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study. Congestion management strategies evaluated will include information systems/advanced traveler information (e.g., dynamic message sign displays to drivers), managed lanes, reversible lanes, ramp metering (i.e., signals placed at the end of ramps to manage the number of vehicles entering the traffic stream), hard shoulder running, travel demand management, transportation system management, signage improvements, arterial improvements (i.e. increasing capacity and safety on existing parallel arterial roads), and consideration of land use policies. Strategies for improving non-recurring congestion evaluated will include the utilization of crash investigation sites, roadside/motorist assist enhancements, improvements to detour routes during construction, implementing variable speed limits, and implementing a queue warning system.
F	Suggestion and/or comments regarding construction of a new location route/river crossing.	An alternative route/bypass route on new location crossing the Arkansas River will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.
G	Suggestion or comments regarding I-30 Arkansas River Bridge condition and/or improvements.	Bridge rehabilitation, bridge replacement, and a bridge with elevated lanes will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.

Response Code	General Topic Addressed	Response
H	Suggestion to add to or update I-30 PEL Study maps.	<p>Revisions to the maps will be made, as appropriate. Note that the study area for the cultural resources analysis, also known as the area of potential effect (APE), was a 100-foot buffer on either side of I-30 and I-40 from the existing ROW. This APE and the associated historic resources within this APE were coordinated and reviewed by the Arkansas State Historic Preservation Officer (SHPO). All historic resources within and intersecting the 100-foot APE are included in the constraints analysis and mapping. In relation to the William E. Woodruff House, this structure is listed on the National Register of Historic Places, but is located outside of the 100-foot APE. Accordingly, it is not included in the constraints analysis and mapping.</p>
I	Questions/concerns about or suggestions for the I-30 PEL Study public involvement process.	<p>Public participation is a key component of the I-30 PEL process. Every effort will be made to ensure that the public has open access to I-30 PEL Study information and ample opportunities to participate in the decision-making process. Members of the public are invited to visit the study's website and ATHD Twitter page, and to contact the Study Team with any questions or concerns or to request a group presentation:</p> <ul style="list-style-type: none"> <li>• Email: <a href="mailto:Info@ConnectingArkansasProgram.com">Info@ConnectingArkansasProgram.com</a></li> <li>• Phone: 501-255-1519</li> <li>• Website: <a href="http://www.ConnectingArkansasProgram.com">www.ConnectingArkansasProgram.com</a></li> <li>• Twitter: <a href="https://twitter.com/AHTD">https://twitter.com/AHTD</a></li> <li>• Mail: Connecting Arkansas Program RE: I-30 PEL Study 4701 Northshore Dr. North Little Rock, AR 72118</li> </ul> <p>Future public meetings will be announced through newspapers, local news, radio announcements, Twitter, email notifications, email and/or mail-out fliers to adjacent property owners and previous public meeting attendees that left contact information, and distribution fliers handed out within the local community.</p>

Response Code	General Topic Addressed	Response
J	Questions/concerns about aesthetic issues.	<p>Various aspects related to aesthetics and context sensitive solutions (CSS)*, such as lighting, landscaping, enhancing east-west connectivity, and the overall development of a transportation facility that complements the surrounding physical setting, will be considered as part of the PEL process. Visioning workshops will be conducted to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop will be conducted with stakeholders during the PEL process, and another visioning workshop will be held during the NEPA phase of project development. Stakeholders will include representatives from the City of North Little Rock (appointed by the Mayor of North Little Rock), City of Little Rock (appointed by the Mayor of Little Rock) and Pulaski County (appointed by the County Judge). During the first visioning workshop, and with an understanding of the purpose and need and goals and objectives of the PEL Study, stakeholders will have the opportunity to incorporate their ideas and priorities for the I-30 corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and utilized, pending AHTD approval.</p>
K	Question about resolutions passed outside of public meeting comment period.	<p>For a resolution to be included as part of the public meeting summary, it needs to be submitted by August 29, 2014. However, if a resolution is passed after the comment period, it can be submitted to the PEL Study Team and the resolution will receive a response. It will also be included in the PEL Study public participation documents.</p>
L	Questions/concerns about funding.	<p>A major improvement project proposing to widen I-30 between I-530 and I-40 was included as part of the Connecting Arkansas Program (formerly the <i>One-half Cent Sales Tax for Transportation</i>), which was submitted to Arkansas voters in November 2012 as proposed Constitutional Amendment Number (No.) 1, "An Amendment to Provide Additional Funding for Highways, County Roads, City Streets, Bridges, and Surface Transportation." Arkansans passed Constitutional Amendment No. 1 with over 54% of the vote. With approval of Constitutional Amendment No. 1, the Arkansas state sales tax increased a half-cent for ten years, beginning July 1, 2013. The design and construction of 31 needed statewide widening projects (including I-30 from I-530 to I-40) will be funded with the estimated \$1.8 billion anticipated to accrue from tax support for roadway improvements. Because of their close proximity, the AHTD combined the I-30 widening project with planned pavement rehabilitation work on I-40, between I-30 and Hwy. 67/Hwy. 167.</p>

Response Code	General Topic Addressed	Response
M	Questions/concerns about construction impacts.	Although it is unknown how many lanes would remain open during construction because alternatives have not been developed yet, traffic flow on I-30/I-40 would be maintained during construction. If improvements are implemented to the I-30 Bridge, the number of lanes remaining open to traffic would depend on if the I-30 Bridge is rehabilitated and/or widened or replaced. For example, if a widening alternative is recommended, it is possible that the existing 6-lane bridge could be temporarily reduced to 4-lanes during construction, assuming no shift in the centerline of the bridge and that widening would take place on both sides. The number of lanes remaining open could be different given a shift in the centerline or if widening were to occur primarily on one side. If a replacement alternative is recommended, it is possible that all six lanes could remain open while a new bridge is constructed. Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control noise and dust due to construction activities would be considered and incorporated into construction specifications.
N	Additional contact requested/needed.	Commenter was contacted by a member of the I-30 PEL Study Team to answer questions/provide clarification.
O	Questions/concerns about public outreach during construction.	AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media and contacting affected stakeholders among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.
P	Questions/concerns about project delivery.	Improvements to I-30 will be delivered using the design-build-to-a-budget method. This method fixes the maximum amount available to all design-build teams (D-B Teams) proposing on the project (consistent with the voter-approved funding level – see Response Code L) to deliver a project that meets the project goals while maximizing the amount of specific project improvements that can be built for the fixed budget. Experience using this delivery method has shown that D-B Team innovations yield project time savings, high quality, and additional improvements for the fixed budget while meeting all project goals and requirements.

Response Code	General Topic Addressed	Response
Q	Questions/concerns about travel characteristics on I-30/I-40.	The I-30 PEL Study Team recognizes the importance of understanding travel characteristics (e.g., trip origins and destinations) in the identification of transportation solutions that best meet the need of motorists. The I-30 PEL traffic analysis and evaluation measures will be designed to identify the problems and best fitting solutions for the study area. Also as part of the I-30 PEL Study traffic analysis, the Study Team will perform a comprehensive multimodal analysis of I-30 and its effect on other transportation systems. Solutions will address highway capacity, transit, travel demand management, transportation system management, intelligent transportation systems, bicycle/pedestrian and access management needs. Improvements will also address recurring and non-recurring congestion in the corridor. To address interregional traffic, the I-30 traffic analysis will include I-430 and I-440 to understand their impacts on I-30 in the study area.
R	Unclear comment	The Study Team was unable to discern the comment's full meaning/context.
S	General comment or suggestion	Comment noted.

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

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

### 3.0 CONCLUSION AND NEXT STEPS

Initial feedback from the first series of public meetings generally supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. Many comments also supported the accommodation and/or improvement of mass transportation and bicycle and pedestrian facilities. Meeting attendees also commented on environmental constraints and requested avoidance and protection of historic resources.

The input gathered at these public meetings on problems and proposed solutions will be used to develop the purpose and need and goals and objectives for the project, as well as the draft alternatives to address transportation needs. These draft alternatives, also called the Universe of Alternatives, will be presented at the second public meeting scheduled for November 2014. Moving forward, an alternatives screening process will be used to sequentially narrow the Universe of Alternatives to a set of Preliminary Alternatives, then Reasonable Alternatives, and ultimately to the PEL Recommendations for continued project development. The alternatives screening process and draft Preliminary Alternatives will also be presented at the second public meeting on November 6, 2014, and the Reasonable Alternatives and PEL Recommendations at a future public meeting anticipated in early 2015.

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