

PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #4 SUMMARY AND ANALYSIS REPORT



CA0602

Interstate 530 – Highway 67

May 2015



Arkansas State Highway &
Transportation Department



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ATTACHMENTS

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 four public meetings were held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the fourth and final public meeting.

2.0 PUBLIC MEETING #4

Public Meeting #4 logistics were as follows:

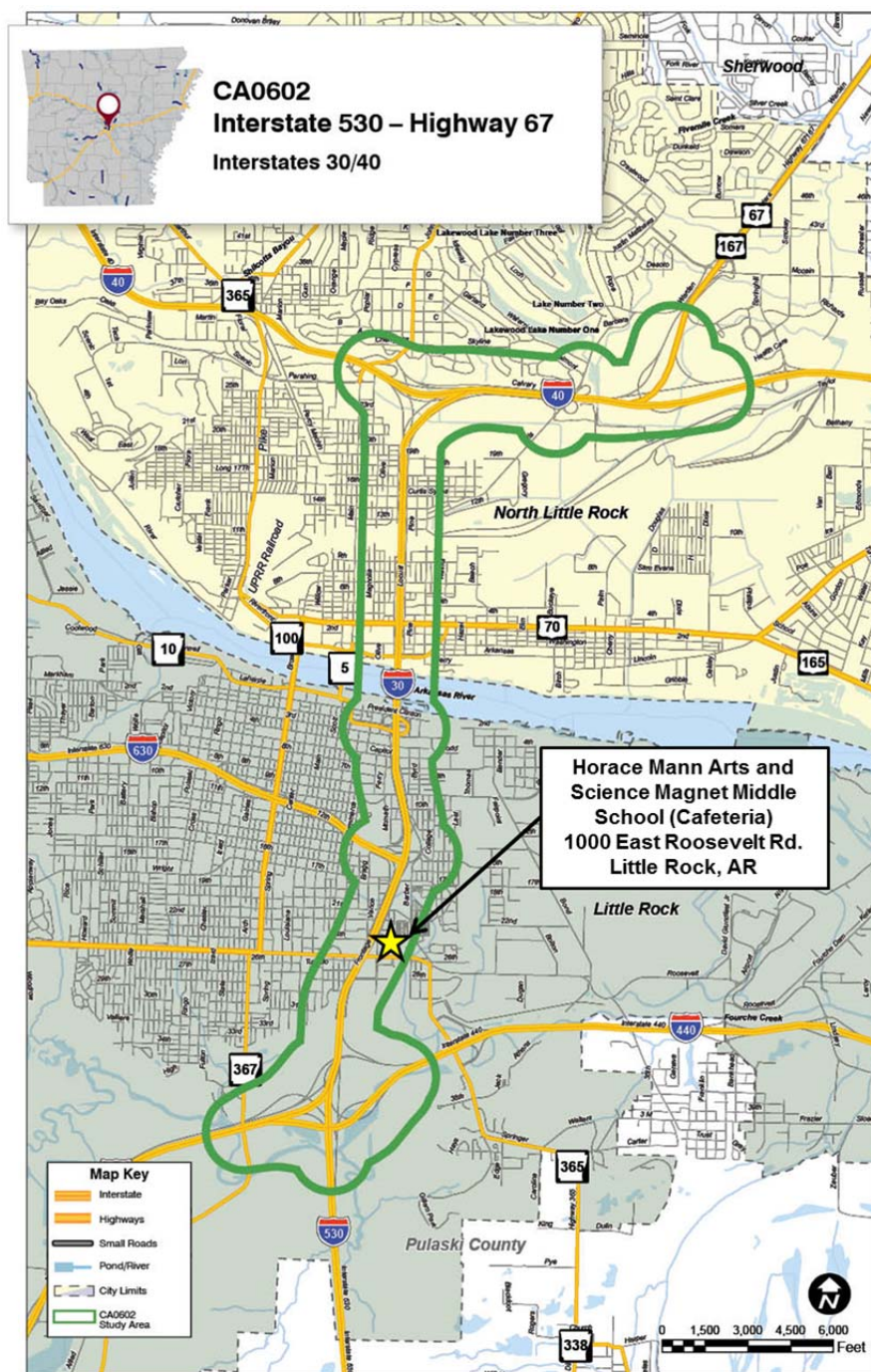
- **Location:** Horace Mann Arts and Science Magnet Middle School (Cafeteria)
1000 East Roosevelt Road,
Little Rock, Arkansas 72206
(See **Figure 1**)
- **Date:** Thursday, April 16, 2015
- **Time:** 4 p.m. – 7 p.m.
- **Format:** Open house

The sections that follow further detail Public Meeting #4 and summarizes the input received through Friday, May 1, 2015, which was the end of the public comment period.

2.1 Public Meeting Advertising and Outreach

Public Meeting #4 for the I-30 PEL Study was publicized using numerous methods of advertising and outreach, as summarized in **Table 1**.

Figure 1. I-30 PEL Public Meeting #4 Location



1

Table 1. Public Meeting #4 Advertising and Outreach

Outreach Efforts		Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	3/24/15 & 3/25/15
	North Little Rock Times	3/26/15 & 4/9/15
	El Latino	3/26/15 & 4/9/15
	Hola Arkansas	4/10/15
Direct Mail	Flyer to adjacent property owners and property owners adjacent to interchanges	3/25/15
	Flyers to stakeholders (chambers, HOAs, etc.)	3/25/15
	Flyers to attendees of previous public or community meetings (no email address provided)	3/25/15
	Flyers to persons interested in project	3/25/15
	Letters to elected officials	3/23/15 & 4/6/15
	Letters to minority ministers and area churches	3/30/15
Email	Flyers to Technical Work Group Members	4/1/15
	Flyers to minority ministers and area churches	3/24/15
	Flyers to Elected Officials	3/24/15
	Flyers to persons requesting to be added to mail list	3/25/15
	Flyers to attendees of previous public or community meetings	
	Flyers to stakeholders (chambers, HOAs, etc.)	
	Flyers to Project Partners, Stakeholder Advisory Group and Visioning Workshop attendees	
Hand-Delivered Flyers	Attractions (e.g., River Market, Clinton Presidential Center and Park)	4/9/15
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
	Libraries and Community Centers	
	Flyers sent home with students – Horrace Mann	4/13
Public Service Announcements	Two 30-second spots on Heartbeat 106.7 FM	4/6/15 – 4/16/15
	One 60-second spot on Power 92.3 FM	
	Two 30-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	3/23/15
	ArkansasHighways.com	3/24/15
	Metroplan.org	3/30/15
News Release	Distributed to AHTD media list	4/15/15
Community Calendars	Little Rock Convention and Visitors Bureau	3/24/15 – 4/16/15
	North Little Rock Visitors Bureau	
	State of Arkansas	
	Americantowns.com	
	Eventful.com	
	THV11	
	FM 89.1 KUAR	
Social Media	Metroplan Twitter	3/27/15 & 4/14/15
	Metroplan Facebook	3/27/15
Stakeholder Presentation	First United Methodist Church Lunch	3/4/15
	Metroplan Board	3/25/15

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

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

2.3 Public Meeting Attendance

A summary of the attendance at Public Meeting #4 is presented in **Table 2**.

Table 2. Public Meeting #4 Attendance

Attendees	Number
General Public	101
Agencies	16
Elected Officials	1
Media	2
Study Team Members	23
Total Attendance	143

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**.

2.4 Public Meeting Format and Materials

Public Meeting #4 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 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 comment form. A notice of non-discrimination exhibit was also posted at this station.

Station 2: I-30 PEL Study Area, Constraints Maps and Timeline - This station presented the I-30 PEL study area, constraints that have been identified to-date and PEL Study timeline. Six exhibit boards were on display: one map of the study area; three separate constraints maps covering the north section of the study area (North Little Rock), the middle section of the study area (Arkansas River and central business districts), and south section of the study area (Little Rock); a legend board explaining the symbols identified on the constraints maps; and an exhibit depicting the overall PEL study timeline and where the study is within this timeline of events.

Station 3: Level 1 Screening - This station presented four exhibit boards that illustrated the Level 1 Screening process: an exhibit board illustrating the general Alternatives Screening Methodology; an exhibit board listing the Universe of Alternatives - the initial set of possible solutions to the transportation needs identified for the I-30/I-40 facility in the study area; an exhibit board illustrating the screening of the Universe of Alternatives to a set of Preliminary Alternatives; and an exhibit board listing the results of the Level 1 Screening of the Universe of Alternatives to Preliminary Alternatives, which were carried forward to the Level 2 Screening.

Station 4: Level 2 Screening - This station presented seven exhibit boards that illustrated the Level 2 Screening process, which was broken up into two phases: Levels 2a and 2b. Attendees first viewed an exhibit board describing the Level 2 Screening methodology. Then attendees viewed three exhibit boards associated with the Level 2a Screening: one exhibit board breaking down the Level 2a screening process, one exhibit board outlining the Level 2a alternatives screened out, and one exhibit board identifying the Basic Scenarios - grouping of Primary and Complimentary Alternatives - recommended for Level 2b. Another exhibit board provided the definition and illustration of collector/distributor (C/D) roads to aid meeting attendees in understanding the difference between main lane widening and C/D roads, both identified as Primary Alternatives for further evaluation. The Level 2a Screening was followed by two exhibit boards illustrating the Level 2b Screening process: one exhibit board breaking down the Level 2b scoring process and one exhibit board identifying the scenarios for further evaluation in Level 3, also called the Reasonable Alternatives.

Station 5: Level 3 Screening - This station presented 10 exhibit boards that illustrated the Level 3 Screening process: one exhibit board breaking down the Level 3 screening methodology; one exhibit board illustrating the Level 3 screening process; one exhibit board presenting the overall Level 3 screening matrix, one exhibit board describing the use of the Vissim modeling software; two exhibit boards presenting the AM and PM peak hour speed profiles for the various scenarios including existing conditions, No Action Alternative, and the three Action Alternatives; and four exhibit boards presenting the results of the Level 3 screening with individual matrices for mobility, safety, cost, and environmental.

Station 6: PEL Recommendation(s) - This station presented four exhibit boards and one animation of the PEL Recommendation. The four boards included: one exhibit board presenting the rationale behind the top Reasonable Alternative identification (10-lane with Downtown C/D); one exhibit conceptually illustrating the I-30 PEL Recommendation; one exhibit board that provided an overview of the PEL Recommendation which included the various components of the alternative; and one exhibit board depicting the upcoming NEPA timeline which would conclude with the award of the design-build contract for the project. In addition to the exhibit boards, Station 6 also presented on-going animation of the PEL Recommendation which simulated traffic conditions for the AM peak period in year 2041.

Station 7: 10-Lane with Downtown C/D – This station presented roll plots of the I-30 PEL Recommendation. The roll plots included existing and potential proposed right-of-way (ROW), as of date. Study Team members were available to answer questions.

Station 8: I-30 PEL Documents - This station provided copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), Purpose and Need Report, Constraints Report, Universe of Alternatives, Alternatives Screening Methodology and Level 1 and Level 2 Screening Methodology and Results Memorandum documents. Although hard copies of these documents were provided for review at the public meeting, attendees were reminded that all displayed materials were also available on the project website.

Station 9: Comment Tables and How to Get Involved - This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study. At the end of the meeting, the Study Team collected all written comments from the comment boxes.

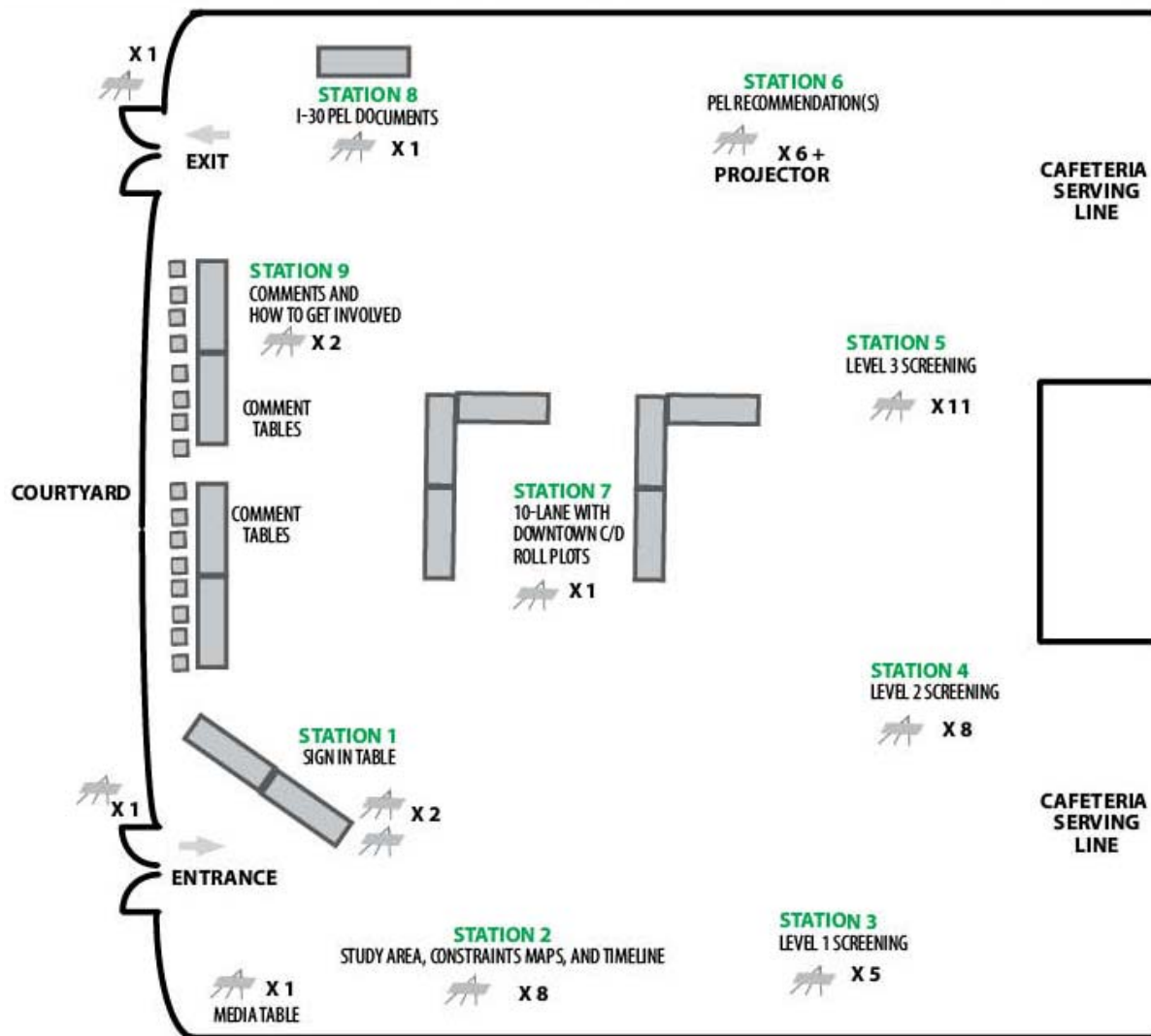
The materials described at each of the nine stations above are summarized in **Table 3**. Copies of the materials, as well as photos from the meetings, are included in **Attachment C**. **Figure 2** presents the general layout for Public Meeting #4.

Table 3. Public Meeting #4 Materials

Station	Type	Title
Station 1: Sign In Here	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
	Exhibit	Notice of Non Discrimination
Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	Central Section Constraints Map
	Exhibit	South Section Constraints Map
	Exhibit	Constraints Map Legend
	Exhibit	PEL Study Timeline
Station 3: Level 1 Screening	Exhibit	Alternative Screening Process (Overview)
	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Level 1)
	Exhibit	Scenarios for Further Evaluation (Moving on to Level 2)
Station 4: Level 2 Screening	Exhibit	Level 2 Screening Methodology
	Exhibit	Level 2a Screening
	Exhibit	Level 2a Alternatives Screened Out
	Exhibit	Basic Scenarios Recommended for Level 2b
	Exhibit	Collector/Distributor
	Exhibit	Level 2b Screening
	Exhibit	Scenarios for Further Evaluation (Moving on to Level 3)

Station	Type	Title
Station 5: Level 3 Screening	Exhibit	Level 3 Screening Methodology
	Exhibit	Level 3 Screening Process
	Exhibit	Level 3 Screening Matrix
	Exhibit	Vissim Modeling
	Exhibit	Speed Profiles (Existing and No Action)
	Exhibit	Speed Profiles (Reasonable Alternatives)
	Exhibit	Screening Measures and Results - Mobility
	Exhibit	Screening Measures and Results - Safety
	Exhibit	Screening Measures and Results - Cost
	Exhibit	Screening Measures and Results - Environmental
Station 6: PEL Recommendation(s)	Exhibit	Top Reasonable Alternative
	Exhibit	I-30 PEL Recommendation (10-Lane with Downtown C/D)
	Exhibit	PEL Recommendation Overview
	Animation	10-Lane with Downtown C/D Animation using Future Year 2041 AM Peak Hour Traffic Volumes
	Exhibit	I-30 NEPA Timeline
Station 7: 10-Lane with Downtown C/D Roll Plots	Aerial Roll Plot	10-Lane with Downtown C/D Roll Plots
Station 8: I-30 PEL Documents	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	Constraints Technical Report
	Report	Universe of Alternatives
	Report	Alternatives Screening Methodology
	Report	Level 1 Screening Methodology and Results Memorandum
	Report	Level 2 Screening Methodology and Results Memorandum
Station 9: Comments and How to Get Involved	Handout	Comment Form
	Exhibit	How to Get Involved

Figure 2. Room Layout for Public Meeting #4



2.5 Public Meeting Comments

The public comment period opened on April 16, 2015 and ended May 1, 2015. 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;
- 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.

Table 4 shows the number of comment submissions by method in which they were submitted.

Table 4. Number of Comments Received

Submission Method ¹	Number of Comments
Comment Form	15
Email	15
Phone Calls	5
Total Comments Received	35

Note: ¹ See Table 5 for detailed comments.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern. Many commenters inquired about changes in access and if their properties would be impacted by proposed ROW acquisition. Some commenters expressed favoritism for the accommodation of other modes in the PEL Recommendation's design, while others specifically requested no widening and/or the implementation of only transit solutions. The protection of historic structures and districts from project impacts was also a prevalent comment received; and several requests for additional information related to potential displacements and billboard impacts were also submitted.

Table 5 provides a listing of all comments received. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 6**. Comments are listed verbatim unless otherwise notated and copies of all comments received are included in **Attachment D**.

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Table 5. Comments Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Frasier, Coreen	4/16/15	Comment Form	1	<ol style="list-style-type: none"> 1. As a car driver and bicycle commuter in Little Rock, I appreciate all efforts that have been made in the past and future to accommodate all modes of transportation. I look at all new plans in our area as opportunities to make Little Rock a viable and livable place to live, and work. I hope that all efforts will be made to make connections to all walk/bike routes. Though the highways in the past have been built for cars - It is time to build roads, bridges, and highways for people. I hope you will consider this in your future plans in Arkansas. 2. Roads are sometimes built to get cars out of town and into town quickly, hence car drivers who are not tax payers in our community are moving to surrounding towns. Let's build roads for the people that live here and the tax payers here, instead of building roads to get out of, and into town quickly. 	D, R
Wells, Kathy	4/16/15	Comment Form	2	<ol style="list-style-type: none"> 1. Do replace bridge. 2. Do get all funding before any construction. 3. Do not link to added lanes of I630 - Leave this alone. 4. Do not add lanes-costs outweigh benefits! Would promote transit. 5. Do not overshadow buildings at Cantrell exit - Keep to same size/footprint as today. 6. Do not slice off MacArthur Park. 7. Only add I630 lanes if you roof over I630-Commerce to Broadway-see plan of George Wittenberg 	A, B, E, F, G, J, L, P-1
Rush, Shari	4/16/15	Comment Form	3	<ol style="list-style-type: none"> 1. My concerns are the noise and getting out of my driveway onto Frontage Rd. My house is on the service rd. off of Roosevelt and 30N, I already have a hard time hearing inside my house, and in the mornings it is sometimes difficult getting out of my driveway. 2. The comment that I have is, change is good, but is this going to be a nightmare for me since I live right at the on-ramp, with getting in and out of my driveway. And how do you plan to handle the noise. The noise is always there no matter the hour and it is a little nerve-racking how will it be when the expanding starts. 	B, H, N-1
Anders, Mike	4/16/15	Comment Form	4	We have property at E Broadway & Locust NLR- site of Valero Gas station- It is very important to us to maintain access to Locust St as an exit from the station with access to the on-ramp for I-30 headed North & East.	N-2
Plant, Marilyn	4/16/15	Comment Form	5	I think the 10 lane scenario is the solution I approve of the schematics so far.	R

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Minyard, Brian	4/16/15	Comment Form	6	1. I think 10 lanes are too much. 8 would be sufficient you cannot build your way out of congestion. 2. Still need to rename 440 to 30 and the north leg of 30 to 530.	J, R
Roberts, Ray	4/16/15	Comment Form	7	McCain Blvd to I440. (Drawing on comment form)	Q-1
Molden, Don	4/16/15	Comment Form	8	Great lay out, all my questions were answered.	R
Anders, Patrick	4/16/15	Comment Form	9	1. Big concern about new R.O.W. on BDW'Y and Locust N.E. corner. AR. already took land when BDW'Y project done several years ago. 2. Also concern about access onto Locust with new on ramp re location.	N-2, O-1
Turner, Mary	4/16/15	Comment Form	10	My only concern is the noise, we here the Freeway pretty well now, just can't imagine any more noise.	B, H
Morgan, Alex	4/16/15	Comment Form	11	The diverging diamond at Cantrell should be elevated fully instead of a signal.	P-2
Chambers, Don	4/16/15	Comment Form	12	Full access at N Hills Blvd. I 40 EB I40 WB exit	N-3
Plant, Robert (Sr.)	4/16/15	Comment Form	13	Concerning all future meetings. Please make it easier for the handicap to enter your assembly.	M
Martin, Eddie	4/16/15	Comment Form	14	1. Object to remove of 6 th & 9th Street exit westbound. 2. Object to taking on North side of E. Broadway in NLR. 3. Need access to new entrance ramp on E. Broadway, NLR.	N-4, O-1, Q-2
Chapman, Dan	4/17/15	Email	15	Can you provide me a list of the 19 structures, five homes, seven commercial properties	K
Sanders, Shela	4/18/15	Email	16	Please make no widening of I-630 that would encroach on the Historic McArthur or Historic Governor's mansion districts.	B, G
Walker, Robert	4/18/15	Email	17	I DO NOT want any widening of I-630	G

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Tatum, Kay	4/19/15	Email	18	<p>As a resident of downtown Little Rock's MacArthur Park Historic District, I am very opposed to the widening of I-630. Residents choose where they live (Benton, Cabot, Conway, etc). Considerations should be made by these individuals with regard to the commute to their place of employment prior to selecting to live in these areas. Downtown should not suffer the consequences and be punished because these individuals desire to live outside of the City. Make it a toll-way, and that would certainly decrease use of I-630 while generating revenue. Promote mass transit.</p> <p>I understand that funding is not even in place at this time to proceed. Please do not consider until funding is in place.</p> <p>Above all, consider the historic homes and the historic buildings, as well as new construction, to include the high-rise condominiums downtown when proposing changes. Historic Arkansas Museum and the Main Library, as well as historic buildings in the River Market would certainly suffer the consequences of an elevated interstate. The new high-rise condominiums would severely suffer from an elevated interstate. Residents invested because of the VIEW and now you consider changing that? Do NOT make their investments worthless! I am very opposed to this idea.</p>	A, B, E, F, G, H, R
Fleming, Robert	4/20/15	Email	19	<p>I am writing to voice my objection to widening the I-30 corridor through downtown Little Rock. I not only live in this area, but I own several residential rental properties that would be negatively impacted. The congestion that is being addressed by this widening only happens for a relatively minute length of time each day. The majority of the day the traffic flow is more than adequate. To consume such a large mass of valuable, historic land to accommodate such a small amount of time does not make sense. I urge those in the decision making process to consider NOT widening I-30. And, to consider alternatives for traffic and the transportation of people -rail, carpooling, etc...</p>	A, E, I, L, R
Gibbens, Tom	4/20/15	Phone	20	<p>Contacted Perry Johnston with the Arkansas State Highway and Transportation Department. Mr. Tom Gibbens, Arkansas General Manager for Lamar Outdoor Advertising, read an article stating that 6 billboards owned by Lamar would be affected by the proposed reconstruction of the I-30 bridge. Mr. Gibbens has asked for more detailed information concerning which billboards may be involved.</p>	K

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Oman, Noel	4/20/15	Phone	21	Contacted Danny Straessle with the Arkansas State Highway and Transportation Department. The environmental screening for the Top Reasonable Alternative showed that a total of 19 displacements would result if, of course, it the project was built without any changes in the NEPA or design-build process. They included five residential, seven commercial and seven billboards. May I have a list and location of those properties?	K
Roble, Robert	4/20/15	Email	22	Would it be possible to get a copy of any information which was presented at the I30 public meeting last week? We were unable to attend.	K
Collins, Will	4/21/15	Email	23	Can you please let me know if any of my company's properties will be affected by the planned expansion of I-30/I-40. Our property is highlighted in red. I believe the large parcel near the bottom left of the images will not be affected, but I am not sure about the other three north of the highway. We have a billboard that I hope is not affected (see third image). Pictures included in email	O-2
Jones, Beverly	4/21/15	Email	24	A city can take decades to rebuild a decimated neighborhood. Just like a sound family structure leads to a sound citizenry, sound policies considering long term effects on the community lead to a prosperous and happy community. Do not throw good money after bad. Listen to the cries of those directly affected! I know these things from living the history of the downtown, Quapaw, Mansion and Midtown areas. When money is at issue, policymakers must still ultimately make judgments that best fit into the fabric of Our Town.	B, R
McRae, Ken	4/21/15	Phone	25	Contacted Chuck Martin with the Arkansas State Highway and Transportation Department. He requested information regarding the impacts due to the concept shown at a public meeting. I believe this is the Design-Build project. Can one of you provide that information or contact him. He gave the location of his property and email address on attached note.	K
Price, Joseph	4/21/15	Email	26	This is Joseph Price for Sync Weekly. We saw that someone has made a pitch for a 10 lane interstate in downtown Little Rock. We were interested in knowing what that could mean for Little Rock itself as far as business goes. If it would have an effect or if it would be business as usual. We were particularly interested in knowing if current conditions throw many people off the idea of coming downtown and if speedier traffic would curb that reluctance.	A, B, K
Burney, Belinda	4/22/15	Email	27	Curtis Sykes exit North should be moved back SOUTH, not North.	N-5

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Fries, Andy	4/22/15	Email	28	I wanted to let you know that I tried to download the first handout and the file is either really large, or something might be wrong with the link. It wants to open it, but it just sits at a blank screen. Problem might be on my end. All the other links worked fine. Great public meeting last Thursday. Very well laid out. Hope you guys are getting a lot of good feedback.	K, R
Finn, Lawrence	4/23/15	Email	29	The proposed 10 lane solution does not seem to show any consideration for public transportation. I can see little or no dedicated ROW for alternate transit. The solution as presented primarily facilitates single occupant automobiles and commerce. Typically, urban areas will expand Highways only to encourage more single occupant automobiles ultimately confronting the same problems years from now. The problem is not being solved it is only being perpetuated. It would be interesting to see how the model would look considering economic and population growth over the next 20 years. Unfortunately AHTD is not asking the right questions and therefore will not deliver long term solutions. Arkansas will continue to make the same mistakes as other congested sister cities.	E, R
Unknown	4/23/15	Mailed in Comment Form	30	<ol style="list-style-type: none"> 1. Being at the public meeting and studying the proposed 10-lane with (2) cd's along partial I-30 corridor further convinces me that Central Arkansas needs to invest in restructuring the public transit system so that there are other choices other than relying on the automobile. This proposed plan is projected to 2040 and costs more of the \$450 million budget, which is a lot of money a lot of space. I think the reasoning behind going to the 10-lane with 2 CD's needs to be further evaluated-is it really worth an extra \$25 million- based on wait time in traffic and safety? I looked at the numbers and it wasn't that much different. 2. Also; want to stress the east / west connections and really thinking about how these can be further enhanced other than widening, lighting. They need to be places where people/community connect. Willing to not have 10-lane with 2 CD's if lanes turn for good urban fabric at these east/west connections. 3. Question the ability for AHTD to maintain the expanse of the highway-how do they foresee the years in maintaining? 4. I'd rather invest in better public transit system, have 8 lane with 2 CD's and further enhance east/west connections than have all the safety and waiting issues projected for 2040. 5. Need to really think about the value of adding \$25 million to 10-lane (2) cd- not worth it. 	C, E, F, J

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Walker, Robert	4/23/15	Email	31	You are just going to run over us, our neighborhood, again, with a noisy, disruptive, crime causing, neighborhood decaying, freeway again, right? I 630 pervades my neighborhood with noise. The 630 exit onto Woodrow makes a wall of steel splitting my neighborhood. It is the only exit from 630 leading into a narrow two lane residential street. 630 was built before FEMA flood plain regulations. Floods happen in my neighborhood. Houses flood. Neighbors nearly drown. This is due to 630 grading. Any construction along the I30 - 630 route will increase noise and pollution along my stretch without any mitigation until actual widening at the stretch along my neighborhood, the part which was constructed first. Who are the Federal officials to contact about these projects?	B, G, H, K
Long, Dennis	4/28/15	Phone	32	Has property at 9th street and I-30. Wants to know if there is anything on the internet showing what AHTD will do regarding the I-30 job and impacted property.	K, O-3
Holland, Steve	4/29/15	Email	33	I saw an article in the newspaper yesterday showing some of the potential displacement locations in NLR. One is a billboard that is on our property. The other was listed as "400 E 13th St" which is the corner we set on. I know everything is preliminary and subject to change. But we would like to know how close the widening will be to our front door. I-30 is directly in front of our office. In fact we use part of the ROW for employee parking. We would like to know if there is the potential that this project would decimate our business by taking away our access for freight trucks, customers, etc. I went to some of the public input meetings that were held. I did not see anything like what is described in the newspaper. Any information that we could get concerning the potential impact on the area around 13th & N Cypress would be greatly appreciated.	O-4
Maher, Boyd	5/1/15	Email	34	<i>(Note – See Attachment D, Comment 34 for copy of Resolution).</i> The Capitol Zoning District Commission passed the attached resolution last year regarding the potential widening of Interstates 30 and 630 through downtown Little Rock. Our agency has already submitted this resolution to AHTD, but wished to resubmit since the public comment period on the PEL study is closing. We hope this material is helpful in your review.	R

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Gentry, Courtney	5/5/15	Mailed in Comment Form	35	<p><i>(Note - Summarized due to length of comment. See Attachment D, Comment 35 for verbatim comment).</i></p> <ul style="list-style-type: none"> Concerned that Little Rock's downtown area is beginning a renaissance/revitalization, and this project will create a chokehold for the area. Concerned about construction impacts. Believes that driver behavior is to blame for any traffic issues, and that adding more lanes will only allow more room for these bad drivers to cause chaos. Prefers implementing other means to alleviate congestion – such as methods for changing driver behavior. States that the only time I-630 and I-30 are congested are during peak commuter traffic times. Questions if funding is available. 	A, B, F, H, L, R

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Table 6 below presents the key to the response codes presented in **Table 5**.

Table 6. Comment Response Code Key for Public Meeting #4

Response Code	General Topic Addressed	Response
A	PEL Recommendation	<p>The 10-lane Downtown C/D Alternative was identified as the PEL Recommendation to be carried forward to NEPA. Features of the PEL Recommendation include:</p> <ul style="list-style-type: none"> • 3 main lanes and 2 C/D lanes in each direction; outside the C/D lanes, facility is 5 main lanes in each direction; • C/D lanes extending from about Broadway St. to the Cantrell Road interchange; • Replacement of the Arkansas River Bridge • Interchange and intersection improvements, ramp modifications, bottleneck removal, auxiliary lanes, shoulder and frontage road improvements, main lane pavement rehabilitation and horizontal/vertical curve improvements. • Congestion management and other mode alternatives incorporated into design including ramp metering, transportation system management (TSM), wayfinding/signage improvements, bus on shoulder and bicycle/pedestrian access accommodations. • Slower speeds traveled on the C/D lanes anticipated to result in less severe crashes than higher speed main lanes. • C/D lanes would create a new local connection between Little Rock and North Little Rock across the Arkansas River Bridge, allowing motorists to travel between the downtown areas without entering the main lanes of the interstate. Serving as an additional crossing of the Arkansas River that is separate from main lane traffic, the C/D lanes would provide more convenient access to and between the downtown economic districts and support improved connectivity and cohesion of these financially viable commercial and tourist areas. • Approximately 9 acres of new ROW would be required, thus, the majority of the PEL Recommendation would be constructed within existing ROW.

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.	<p>Social, economic, and environmental resources were considered during the development, evaluation and screening of 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 PEL Recommendation design has been further refined during NEPA, this refined design will be specifically evaluated for its potential direct, indirect and cumulative impacts on the study area resources.</p> <p>In relation to potential noise impacts and mitigation, a noise study would be performed as part of the NEPA analysis to determine the degree of noise impacts (if any) and potential mitigation options, if mitigation is determined feasible and reasonable. Construction of noise walls is subject to approval by the affected residents, who will be given the opportunity to vote on their preference.</p> <p>In relation to MacArthur Park, MacArthur Park Historic District and the Governor's Mansion Historic District, impacts to these resources are not anticipated to result from the PEL Recommendation.</p> <p>In relation to potential visual impacts, the majority of the improvements would be at an elevation similar to existing I-30/I-40. In the vicinity of the I-30/Hwy. 10 interchange, in the southbound direction, the PEL Recommendation would have one ramp (the new exit to 6th and 9th Street) that would be approximately 20 feet higher than the existing interstate. A more detailed analysis of potential visual impacts would occur during the NEPA phase of project development. Aesthetic priorities of the community as identified by stakeholders in Visioning Workshops would be incorporated to the extent practicable in the design of the new infrastructure.</p> <p>In relation to community impacts, the PEL Recommendation would not impact any public facilities (churches, schools, etc.) that tend to create unity and facilitate community gatherings. Furthermore, bridges along the I-30/I-40 facility would be widened/lengthened when practicable, thereby opening up east-west connectivity and better facilitating the interaction of areas previously divided by the existing facility.</p> <p>Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the identified NEPA preferred alternative. Continued coordination with resource agencies would occur throughout the NEPA processes to ensure compliance and minimization of potential impacts.</p>

Response Code	General Topic Addressed	Response
C	Questions/concerns about east-west connectivity and aesthetic issues.	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, were considered as part of the PEL process. Visioning workshops have been included as part of both the PEL and early stages of NEPA as to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was held on 11/19/14 and included agency, government, and community representatives as appointed by the mayors of Little Rock and North Little Rock and the Pulaski County Judge. Improved lighting and other aesthetic suggestions were provided by visioning workshop participants, such as designing an open and inviting facility, not having an iconic bridge and having a consistent use of materials throughout the corridor. From this visioning workshop, possible solutions that preserve and enhance aesthetic, historic and community resources were identified. 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 would be developed following this second visioning workshop and included in the design-build-to-a-budget request for proposals, pending AHTD approval.
D	Suggestion of bicycle/pedestrian improvements.	Accommodating bicycle/pedestrian facilities and improving the safety of pedestrians and bicyclists, including pathways for students walking or bicycling to school, were all issues identified by local agency, government, and community representatives at the I-30 PEL visioning workshop held on 11/19/14. As described in Response Code C , a second visioning workshop will be held during the NEPA/Schematic phase and based on stakeholder feedback and available funding, CSS/aesthetic guidelines would be developed and included in the design-build-to-a-budget request for proposals, pending AHTD approval. Because bicycle and pedestrian paths are maintained by the cities, potential bicycle and pedestrian accommodations will need to be coordinated between the cities and stakeholder(s) of interest, and will be further refined during the NEPA process as applicable. Study Team planners and engineers have and will continue to work with city planners to ensure that city goals for future development are given due consideration and incorporated when practicable.

Response Code	General Topic Addressed	Response
E	Suggestion and/or comments regarding transit improvements	<p>Potential transit alternatives evaluated as part of the Universe of Alternatives in the Level 1 Screening included arterial bus transit, I-30 express bus transit, bus on shoulder, bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail and high speed rail. All of the above alternatives except heavy rail and high speed rail moved forward to the Level 2 Screening analysis as Preliminary Alternatives. Heavy rail and high speed rail were screened out from further evaluation because they were determined impractical¹ based on high construction cost and the difficulties associated with constructability.</p> <p>Light rail and commuter rail were screened out from the Level 2 analysis. Light rail was screened out because it would remove a small percentage of I-30 demand and is not included in the Central Arkansas Transit Authority (CATA) short term plan. Moreover, although part of their long range plan, CATA has indicated that they would implement bus rapid transit before light rail along future light rail corridors. Commuter rail was screened out because it was not included in either the CATA short or long term plans and would remove only a small percentage of I-30 demand.</p> <p>Arterial bus transit, I-30 express bus transit, bus on shoulder, arterial bus lanes and arterial bus rapid transit were carried forward as part of the Level 3 analysis and included in the PEL Recommendation as either “other modes incorporated into the PEL Recommendation design” (includes bus on shoulder and bicycle pedestrian access) or “other modes that are potential future opportunities” (includes arterial bus transit, I-30 express bus transit, arterial bus rapid transit and arterial bus lanes).</p> <p>The Level 2 analysis did include an evaluation of transit in relation to improvements on I-30. Historical growth rates and the CARTS travel demand model were used to estimate 2040 traffic volumes in the study area. Analysis was performed to quantify the volume of traffic that could be attracted to or diverted away from I-30 as a result of changes in facility capacity and transit improvements in the study area. These volumes were then added to or subtracted from the projected 2040 volumes to produce modified I-30 traffic demand. The resulting volumes were then used as the basis for a high-level traffic analysis of the alternatives.</p> <p>A transit oriented alternative was evaluated in Level 2. The 6 Main Lane Alternative included replacement of the I-30 Arkansas River Bridge and congestion management, other mode and non-recurring management strategies that passed Level 1, but no main-lane widening. This alternative was screened out during Level 2 because it failed to substantially improve mobility and safety in the study area, suggesting that transit improvements alone would not meet the purpose and need or study goals of the project.</p> <p>The NEPA Study Team will continue to work with local transit providers as the PEL Recommendation is carried forward through NEPA to evaluate how the NEPA preferred alternative may complement the existing and planned transit system.</p>

Response Code	General Topic Addressed	Response
F	Questions/concerns regarding project cost/funding	<p>It is unlikely that the entire set of solutions recommended in the PEL will be funded as one project. A key activity within the NEPA process is to further evaluate the PEL Recommendation, identify segments of independent utility and develop an implementation schedule for those improvements based on priorities tied to purpose and need and project goals. As the design schematics of the NEPA preferred alternative are advanced, and cost estimates become more refined, the NEPA project team will identify the set of “most likely improvements”, which will form the basis for the first construction phase. To maximize the amount of construction delivered, the project will be delivered using the Fixed Price – Best Design methodology as outlined in the <i>AHTD Design-Build Guidelines and Procedures</i>. AHTD will establish the baseline project scope and the not-to-exceed baseline project budget, consistent with the most likely set of improvements identified in NEPA. Operational modeling of the preferred alternative during the NEPA phase would provide relevant information needed in the determination of the priority of improvements for inclusion into the Fixed Price – Best Design project. Logical termini and sections of independent utility would be coordinated and approved by the lead agencies; and based on this modeling and coordination, a project phasing plan of the NEPA preferred alternative would be prepared and included in the NEPA documentation.</p> <p>In relation to maintenance costs, even with the implementation of all the solutions recommended by the PEL Study, the improvements on the I-30 corridor would only add between 25 and 30 lane miles to the 30,000+ lane miles currently maintained by AHTD. AHTD would utilize available funds to maintain the transportation system, as needed and as practicable.</p>
G	Questions/concerns regarding I-630	<p>The PEL Recommendation (see Response A) includes improvements to I-30 and I-40; it does <i>not</i> include improvements to I-630.</p> <p>Traffic modeling determined that additional capacity improvements on I-630 from Louisiana Street west beyond the PEL study limits (“outside area”) are needed in the future year (2041) to avoid backups from congestion outside the study limits impacting traffic and safety inside the study limits on I-30.</p> <p>AHTD has acknowledged this outside area warrants additional study and plans exist to evaluate and potentially improve, as determined necessary, this outside area. Any future improvements to I-630 are outside the scope of the I-30 PEL and NEPA phases of project development. Moreover, should I-630 be studied by AHTD and FHWA in the future, potential environmental impacts resulting from capacity improvements would be evaluated as part of an I-630 planning and NEPA analyses.</p>

Response Code	General Topic Addressed	Response
H	Questions/concerns about construction impacts	<p>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 dust due to construction activities would be considered and incorporated into construction specifications.</p> <p>Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Noise receivers are not expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.</p> <p>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>

Response Code	General Topic Addressed	Response
I	Questions/concerns about adding lanes	<p>A No-Action Alternative and 6 Main Lane Alternative were evaluated as part of the PEL Study in an effort to achieve the study goals without adding lanes to the existing roadway. As discussed below, neither alternative was determined to meet the purpose and need and study goals of the project.</p> <p>No Action Alternative: Although the No Action has no environmental impacts and zero cost, the I-30/I-40 facility already exhibits severe Level of Service (LOS) F congestion (worst level of congestion) over a long duration in several areas. By 2041, the section of I-30 north of the Arkansas River would operate at LOS F congestion almost continuously throughout the AM peak period. Peak hour travel speeds would be near 20 mph, and the poor crash rates along the route would continue to worsen. The No Action Alternative will be advanced for further evaluation as required by NEPA. No Action travel speeds (speed profiles)² for AM and PM peak periods in 2041 are shown throughout the length of the study area in Figure 3 (below this table), demonstrating severe levels of congestion generally along the entirety of the I-30/I-40 facility.</p> <p>6-Main Lanes (3 main lanes in each direction) – This alternative included replacement of the I-30 Arkansas River Bridge and congestion management, other mode and non-recurring management strategies that passed Level 1, but no main-lane widening. This alternative was screened out during Level 2 because it failed to substantially improve mobility and safety in the study area, and as traffic volumes continue to increase, the conditions would grow progressively worse over the next 20 years. Accordingly, it did not meet the purpose and need, or the study goals of the project, and was not advanced to Level 3.</p>

Response Code	General Topic Addressed	Response
J	Questions/concerns about a 10-lane alternative (8-lanes are sufficient)	<p>Two 8-lane Alternatives were evaluated: 8 Main Lane and 8-lane C/D Alternatives.</p> <p>8-Main Lanes (4 main lanes in each direction) – This alternative was screened out in Level 2 because it incurred costs and environmental impacts while not adequately addressing mobility and safety in the study area. High-level traffic modeling (Highway Capacity Manual) demonstrated a failure to meet AHTD operational standards at specified locations. Moreover, this high level analysis did not factor in the effects of merging and diverging traffic prevalent throughout the corridor, resulting in an analysis that likely overstates the actual performance of the 8-Lane Scenario. Accordingly, this alternative did not meet the purpose and need or the study goals of the project and was not advanced to Level 3.</p> <p>8-lane C/D (3 main lanes and 1 C/D lane in each direction) – This alternative was screened out in Level 3. Micro-simulation traffic modeling showed this alternative performing poorly in the mobility measures. By 2041, several locations would experience peak hour travel speeds below 25 mph and the southbound direction would experience LOS F congestion (worst level of congestion) for nearly the entire AM peak period. The afternoon peak period also has several locations with LOS F congestion lasting more than an hour. Accordingly, this alternative did not meet the purpose and need or the study goals of the project and was not advanced to NEPA as a PEL Recommendation. 8-lane C/D travel speeds (speed profiles)² for AM and PM peak periods in 2041 are shown throughout the length of the study area in Figure 4 below this table, demonstrating severe levels of congestion on portions of I-30/I-40.</p> <p>Regarding the comparative costs between the 10-lane C/D and the 8-lane C/D Alternatives: The additional cost of the 10-lane C/D Alternative is approximately \$135 Million higher than the cost for the 8-lane C/D Alternative. The additional investment is needed because the 8-lane C/D Alternative failed to adequately address the mobility issues along I-30 (Figure 4). Also see Response L.</p>
K	Request for additional contact/information	<p>Commenter has been or will be contacted by a Study Team member and provided the requested information.</p> <p>FHWA is lead Federal agency for the I-30 PEL Study and NEPA documentation. Point of contact: FHWA – Arkansas Division.</p>
L	Suggestion and/or comments regarding motorist experienced traffic congestion	Traffic can be a personal perception issue relative to individual local experiences. This study used both national standards for interstate performance as well as more than a dozen different mobility measures of effectiveness that compare existing, future no action and future action conditions so AHTD, stakeholders and the public could compare the different improvements to make an informed decision on the trade-offs of improvements.
M	Questions/concerns about public meeting	ADA access has and will continue to be provided and signs posted for all public meetings/hearings. Future public involvement efforts will strive to ensure that meeting locations facilitate ease of ADA access, to the greatest extent possible.

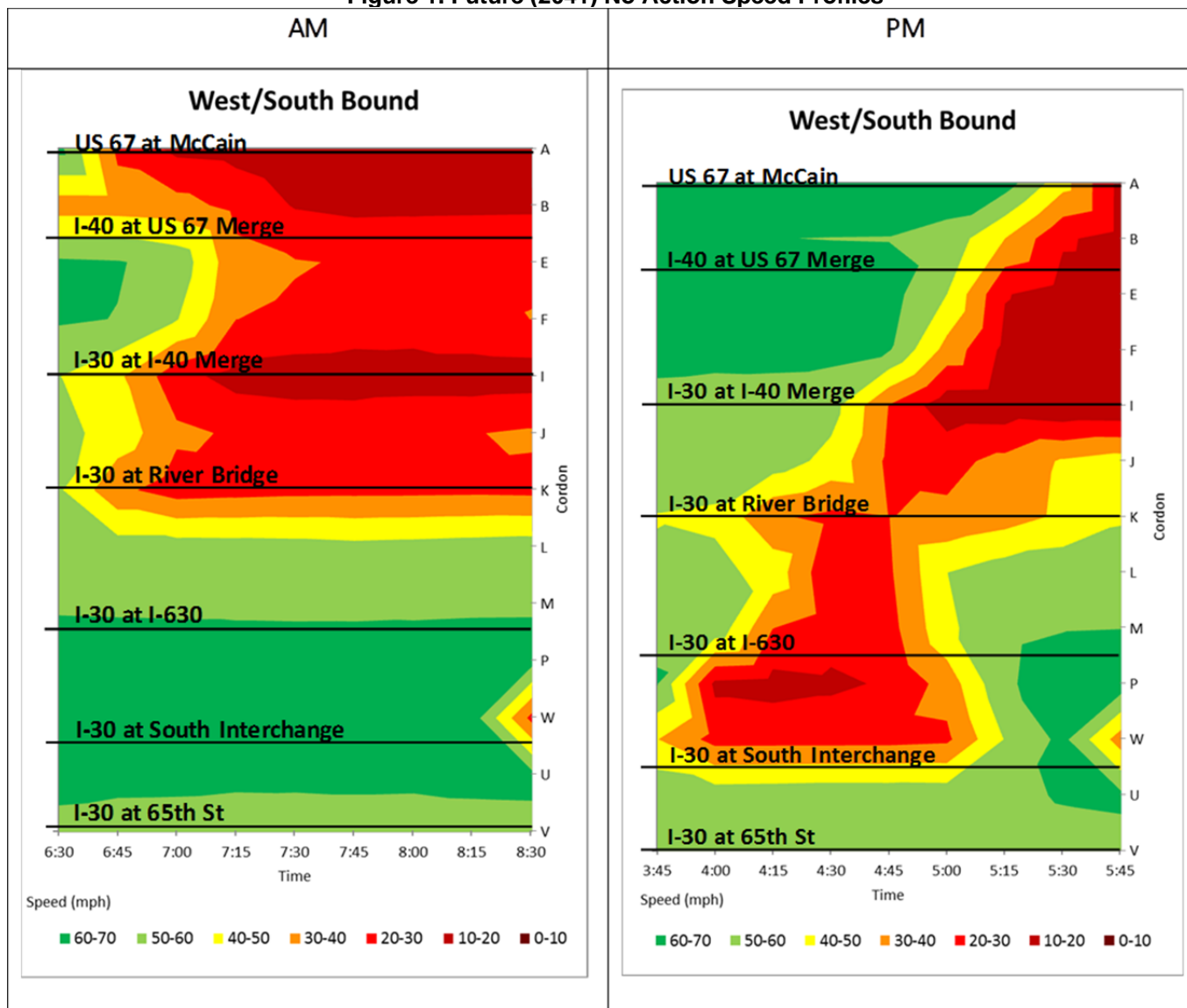
Response Code	General Topic Addressed	Response
N = Questions/concerns about potential impacts to access		
N-1	Access to residence located on existing frontage road at Roosevelt and I-30 Little Rock, AR	<p>The entrance ramp from the frontage road onto I-30 north of Roosevelt Street is anticipated to be removed as part of the PEL Recommendation. Removal of this ramp could reduce traffic on the frontage road and make it easier to enter/exit the commenter's driveway. Removal of the entrance ramp would not result in a loss of access; however, motorists in the area would need to travel south on McAlmont Street and Vance Street to Roosevelt Street in order to enter the interstate, requiring additional travel time.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. A more detailed analysis of potential impacts to access will occur during the NEPA phase of project development. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative.</p>
N-2	Access to Valero Gas Station located at East Broadway and Locusts Streets, North Little Rock, AR	<p>Access to Locust Street from the Valero Gas Station is not anticipated to be affected by the PEL Recommendation. The existing northbound I-30 entrance ramp at that location would be relocated further south, but should not prevent entry to northbound I-30 from the Valero Gas Station via Locust Street.</p> <p>The note in Response N-1 applies.</p>
N-3	Access to North Hills Boulevard, North Little Rock, AR	<p>In regard to the request for full access at North Hills Boulevard, the American Association of State Highway and Transportation Officials (AASHTO) guidelines recommend no more than 1 interchange per mile in an urban area, and any new construction or modifications to existing roadways should meet those guidelines. The distance from the I-40/Hwy. 67 interchange to the North Hills Boulevard interchange is less than ½ mile. Additional movements at the North Hills Boulevard interchange would result in unsafe conditions due to new traffic merging to get to and from I-40.</p>
N-4	Access at 6 th and 9 th Streets	<p>In regard to the elimination of 6th and 9th Street exits (westbound): AASHTO guidelines recommend no more than 2 ramps per direction per mile for an interstate facility. The current layout of I-30 has 6 ramps in the southbound direction between the Arkansas River and I-630, a distance of less than 1 mile. A higher number of ramps directly correlate to a higher number of crashes. Some ramps must be removed in order to meet AASHTO guidelines and to provide a safe roadway. The new flyover ramp from I-30 to the southbound frontage road will still provide the desired access.</p>
N-5	Access at Curtis Sykes	<p>Due to design limitations, the Curtis Sykes northbound exit could not be moved south. Doing so would result in a ground level interchange at 13th street, which in turn would not provide enough elevation to clear the UPRR tracks.</p>

Response Code	General Topic Addressed	Response
O = Questions/concerns about potential ROW impacts		
O-1	Broadway and Locust Streets	<p>A small amount of ROW would be required in the northeast corner of the Broadway Street/Locust Street intersection near the Valero Gas Station as a result of the PEL Recommendation. It is not anticipated that ROW would be required along Locust Street in this location.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. A more detailed analysis of potential impacts to ROW and structures will occur during the NEPA phase of project development. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p>
O-2	Cypress Properties	The PEL Recommendation would not require any ROW from at the notated properties.
O-3	I-30 and 9 th Street	The bridge over I-30 at 9 th Street would be lengthened to allow for the additional lanes of I-30 to pass underneath, but no additional ROW would be required. The properties near the bridge could see some temporary impacts during construction (see Response H), but no permanent impacts are anticipated.
O-4	13 th Street and N Cypress Street	The PEL Recommendation would add a connection to make Cypress Street continuous over the railroad track. The edge of pavement for the Cypress Street connection would be approximately 80 feet from the east face of the referenced building on the southwest corner of 13 th Street and Cypress Street, which would be approximately where the edge of the grass currently is located. The ROW would be approximately 30 feet west of that, or 50 feet from the referenced building. It is anticipated the referenced billboard would also be affected. The note in Response O-1 applies.
P = Question/concerns regarding the proposed design of Cantrell interchange		
P-1	Question/concern about community impacts at Cantrell interchange	<p>The PEL Recommendation is proposed to have elevations similar to those on the existing Cantrell interchange; and the interchange is proposed to have a smaller footprint than the existing interchange, creating excess property for potential local development or green spaces.</p> <p>Note: The PEL Recommendation designates a conceptual preliminary alignment for widening and reconstruction. Further design refinements would occur as a more detailed schematic design and analysis is completed during the NEPA phase of project development. Once this occurs, the NEPA preferred alternative will be specifically evaluated for its ability to address the needs within the study area, as well as for its potential impacts to community impacts such as visual impacts. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative.</p>

Response Code	General Topic Addressed	Response
P-2	Suggestion that the Cantrell interchange should be elevated	<p>The Cantrell interchange is proposed in the PEL Recommendation as a diverging diamond. Micro-simulation traffic modeling of the PEL Recommendation confirms that the interchange performs operationally well during AM/PM peak periods with a signalized diverging diamond.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. It is possible that the Cantrell interchange would be studied further during the NEPA phase of project development with the goals of improving safety and mobility above those improvements already identified to result from the PEL Recommendation at this location.</p>
Q = Unclear Comment		
Q-1	McCain Boulevard	Intent of the illustration provided by the commenter is unclear. Commenter notates McCain Boulevard to I-440. McCain Boulevard is located northeast of the I-40/Hwy. 67 interchange, outside of the PEL study area. It is not anticipated that the PEL Recommendation would have an impact on travel from McCain Boulevard to I-440.
Q-2	Ramp Access	It is not clear what access the commenter is saying is needed relative to the new Broadway entrance ramp.
R	General comment or suggestion	Comment noted.
<p>Notes:</p> <p>^{1.} For transportation projects, generally, an alternative is practicable if it: 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's purpose and need. Reasonable Alternatives include those that "are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (Council on Environmental Quality, 1981).</p> <p>^{2.} Speed profiles provide a way to graphically demonstrate mobility. A speed profile compares the expected travel speed for the length of the corridor over a two hour period using the micro-simulation traffic models.</p>		

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Figure 1. Future (2041) No Action Speed Profiles

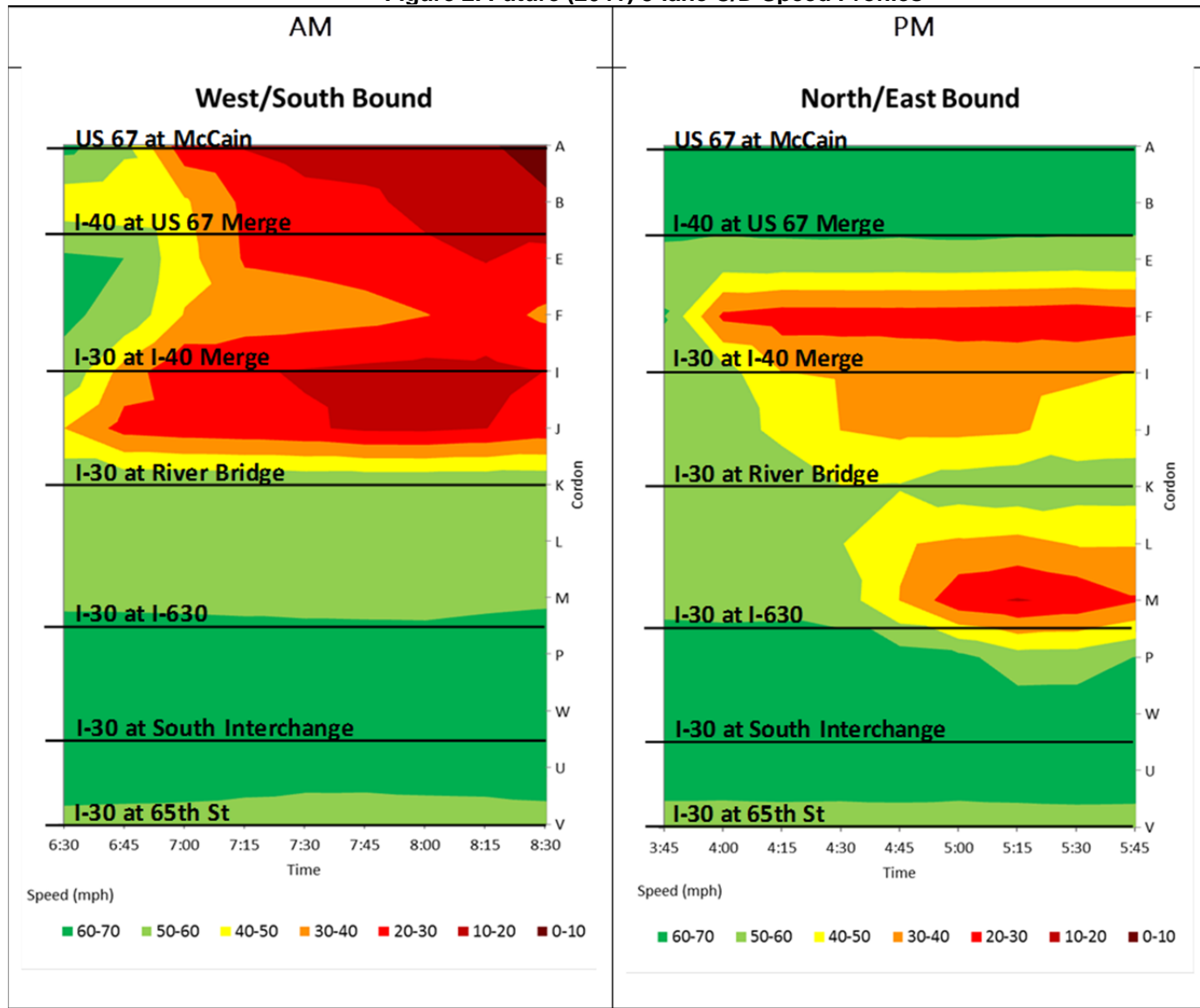


Source: I-30 PEL Vissim models

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Figure 2. Future (2041) 8-lane C/D Speed Profiles



Source: I-30 PEL Vissim models

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3.0 CONCLUSION AND NEXT STEPS

Feedback from Public Meeting #4 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. With the presentation of the PEL Recommendation, many of the comments received included specific questions related to potential access and ROW impacts. Similar to previous public meetings, commenters noted ramping and weaving problems as issues of concern and identified bicycle, pedestrian and transit accommodations as important transportation priorities.

The input gathered at Public Meeting #4 will be used to validate the selection of the I-30 PEL Recommendation. The PEL Recommendation will be continued to be refined and developed during the NEPA process which will be initiated upon completion of this study.

Copies of this document, as well as future public meeting materials, will be available online at www.ConnectingArkansasProgram.com. Questions or additional comments may be directed to Info@ConnectingArkansasProgram.com.