



30 Crossing Presentation

11/16/2015



Agenda

- PEL Update
- NEPA Status
- Schematic Refinements



I-30 Project

The 6.7-mile corridor extends:

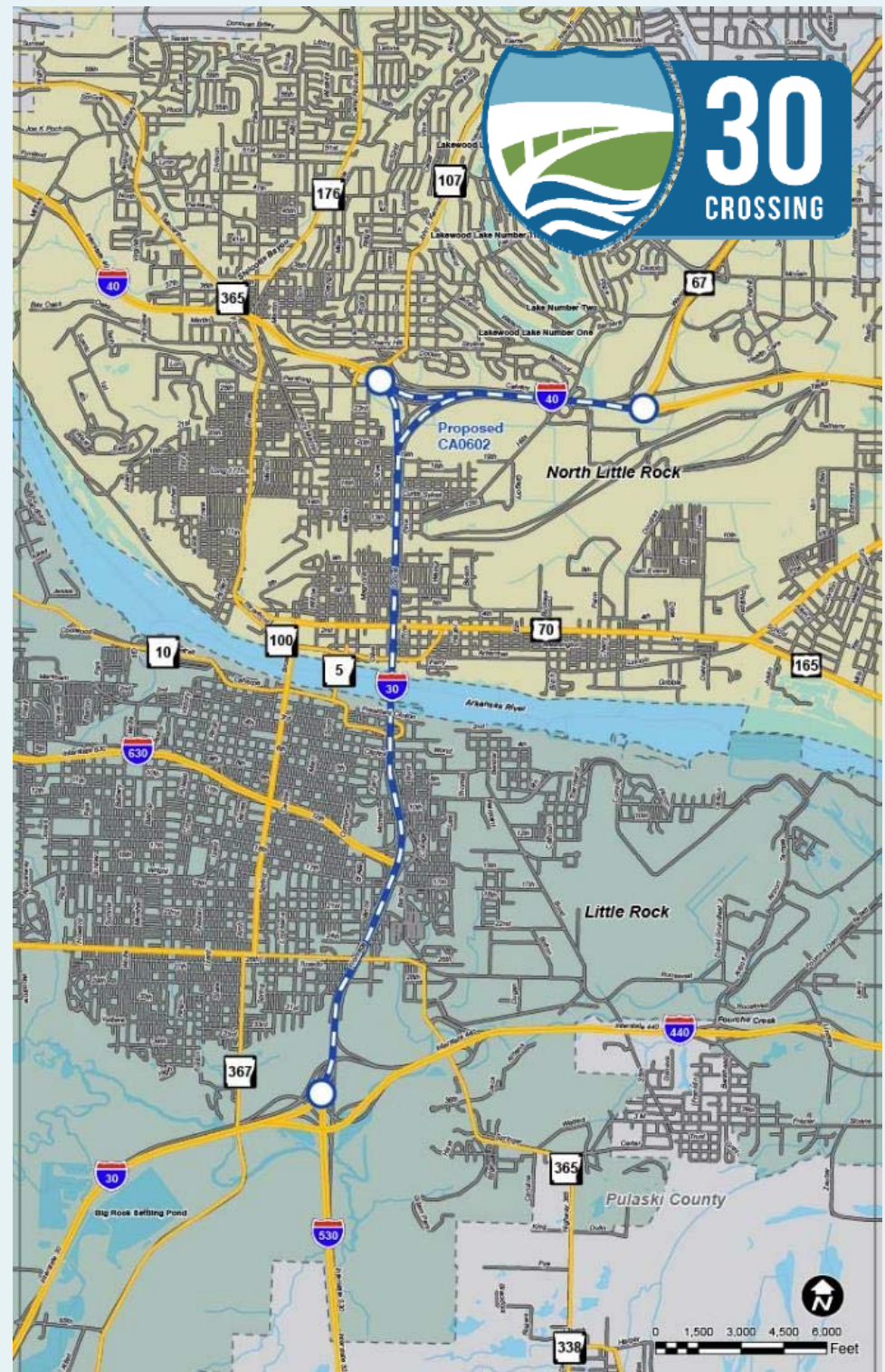
- along I-30 from I-530 to the south and I-40 to the north
- along I-40 to its interchange with Hwy. 67 in North Little Rock

Convergence of six major interstates/highways:

I-30	I-530	I-440
I-630	I-40	Hwy. 67

Major components

- River bridge replacement
- Interstate widening
- Interchange improvements
- Ramp modifications



Other Studies

- CARTS Areawide Freeway Study, Phase 2 Areawide Study, 2003
- River Rail Airport Study, Phase 1, 2008
- River Rail Airport Study, Phase 2, 2011
- I-630 Fixed Guideway Alignment Study, 2010
- The Six Bridges Framework Plan, 6 Bridges Study, Late 1990s
- Metroplan 2030 Long Range Metropolitan Transportation Plan, 2010
- Imagine Central Arkansas: Blueprint for a Sustainable Region, 2014



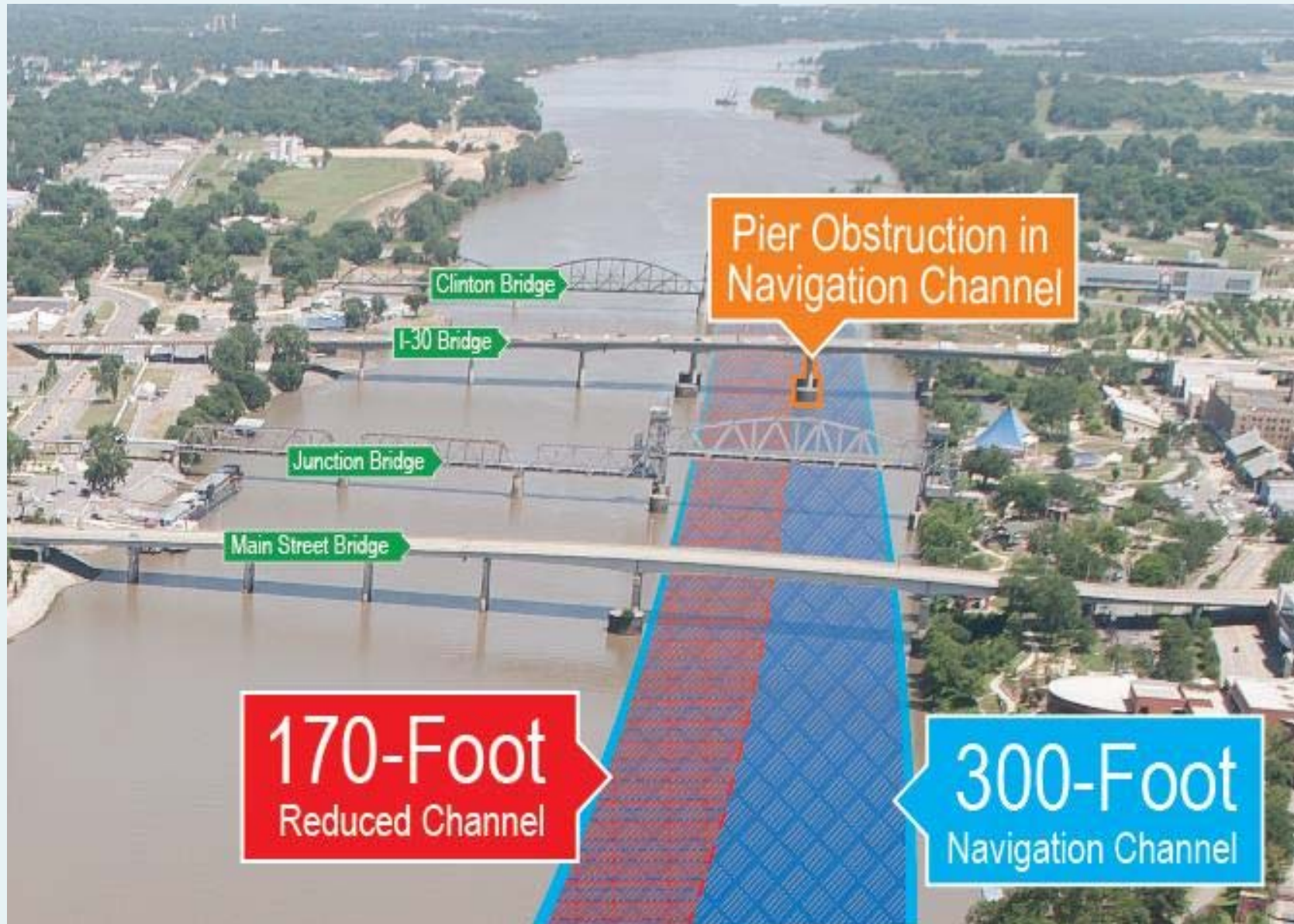
PURPOSE & NEED



Needs (Problems)	Purpose (Solutions)
Traffic Congestion	To improve mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time to downtown North Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional travelers and connects residential, commercial and employment centers.
Roadway Safety	To improve travel safety within and across the I-30 corridor by eliminating and / or improving inadequate design features.
Structural and Functional Roadway Deficiencies	To improve I-30 roadway conditions and functional ratings.
Navigational Safety	To improve navigational safety on the Arkansas River Bridge by eliminating and / or improving inadequate design features.
Structural and Functional Bridge Deficiencies	To improve I-30 Arkansas River Bridge conditions and functional ratings.

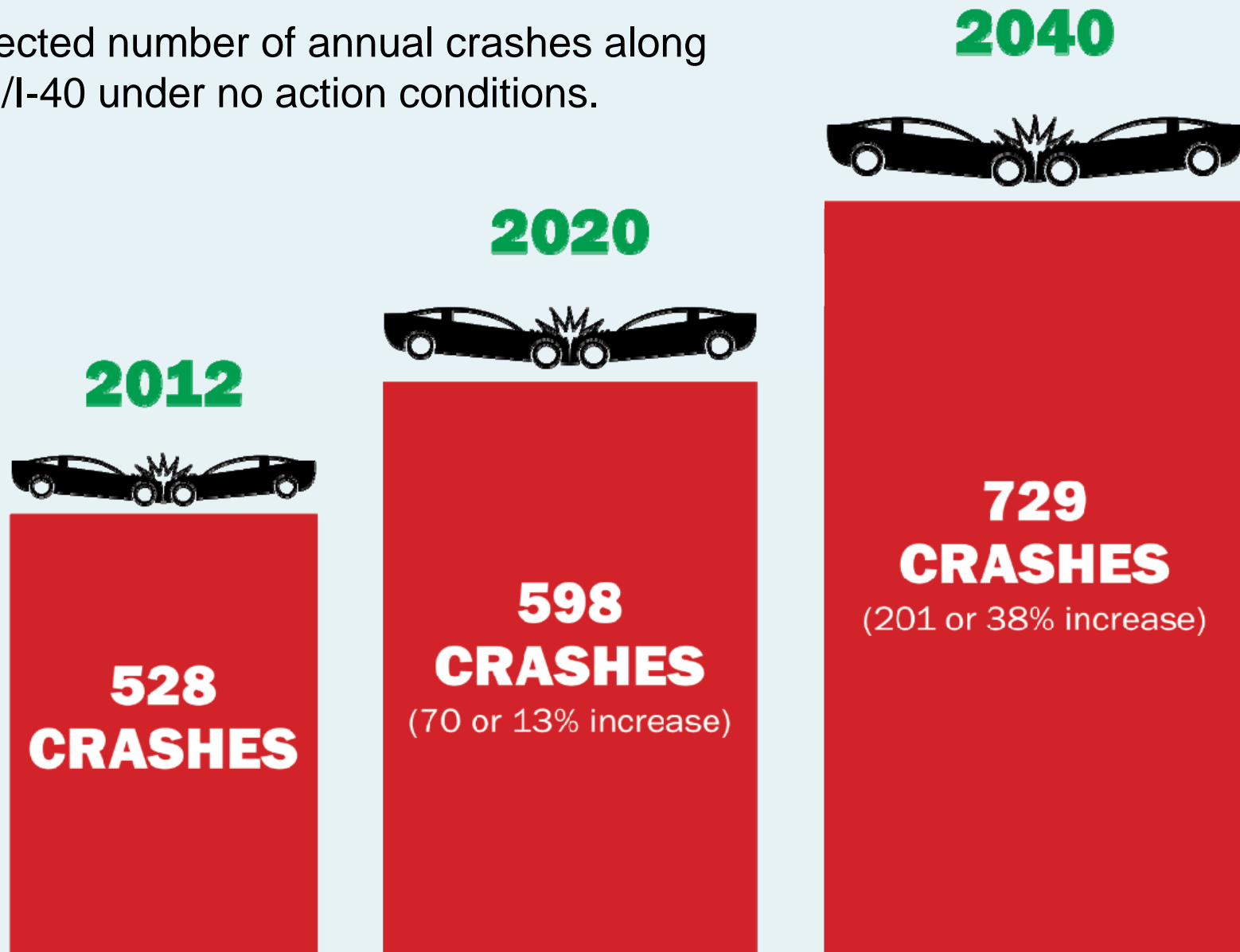
Purpose & Need listed in no particular order. Purpose & Need developed in coordination with Project Partners (Cities of Little Rock and North Little Rock, Pulaski County, and Metroplan), the Technical Work Group, and the public.

Navigation Safety



Roadway Safety - Crashes

Projected number of annual crashes along I-30 /I-40 under no action conditions.



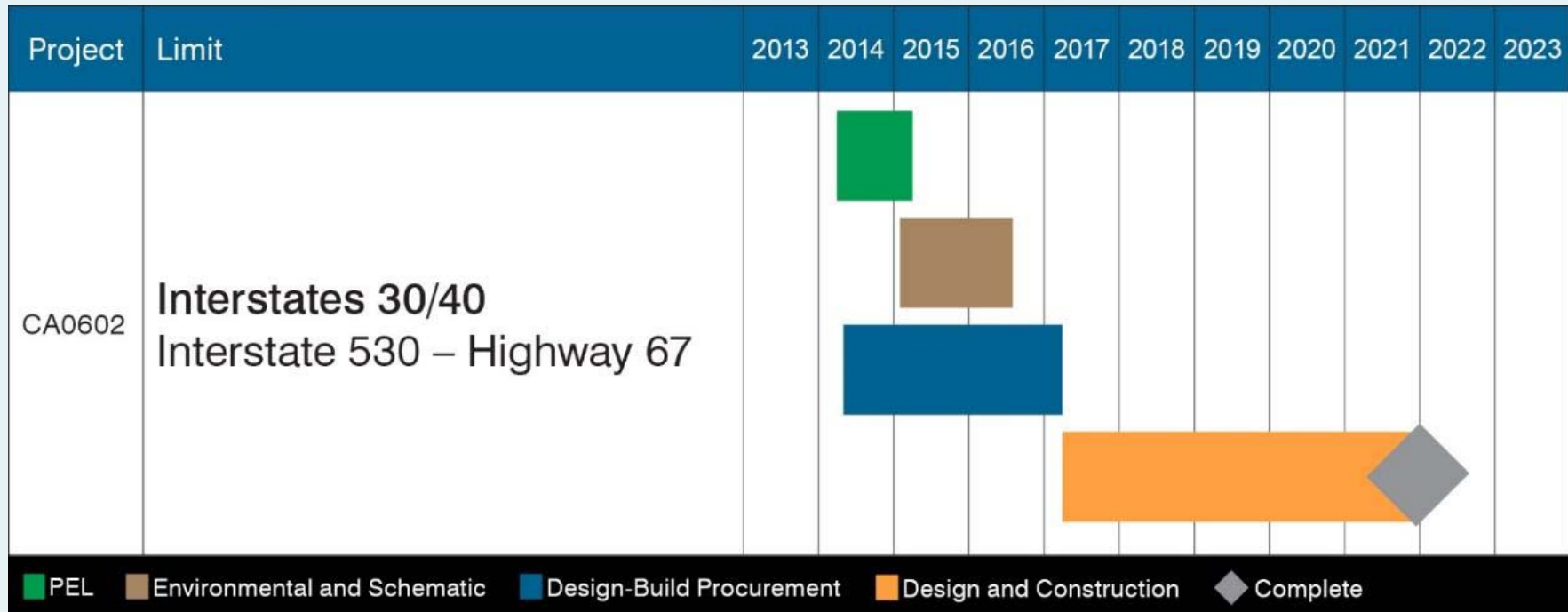
STUDY GOALS



Improve opportunity for east-west connectivity	Enhance mobility
Improve local vehicle access to downtown Little Rock and North Little Rock	Connect bicycle/pedestrian friendly facilities
Accommodate existing transit and future transit	Minimize roadway disruptions during construction
Minimize river navigation disruptions during/after construction	Follow through on commitment to voters to improve I-30 as part of the Connecting Arkansas Program
Optimize opportunities for economic development	Avoid and/or minimize impacts to the human and natural environment, including historic and archaeological resources
Sustain public and agency input and support for the I-30 corridor improvements	Improve system reliability
Maximize I-30 cost efficiency	Improve safety

Study Goals listed in no particular order. Study Goals developed in coordination with Project Partners (Cities of Little Rock and North Little Rock, Pulaski County, and Metroplan), the Technical Work Group, and the public.

Schedule Overview



PEL	<ul style="list-style-type: none"> Planning and Environmental Linkages study
Environmental & Schematic	<ul style="list-style-type: none"> NEPA clearance 20% - 30% schematics
Design-Build Procurement	<ul style="list-style-type: none"> D-B guidelines and procedures update RFQ development, response, evaluation, and short list RFP development, response, evaluation, and selection
Design and Construction	<ul style="list-style-type: none"> Final design Construction

Coordination & Meetings

Public Meetings

Five public meetings have been held to discuss and present information for the 30 Crossing project. They were open house meetings with no formal presentations:

- **August 2014:** PEL introduction, study area, alternative screening process, purpose and need, and study area constraints
- **November 2014:** Universe of Alternatives and Preliminary Alternatives
- **January 2015:** Level 2 screening and Reasonable Alternatives
- **April 2015:** Level 3 screening and PEL Recommendation(s)
- **October 2015:** NEPA, 10-Lane with Downtown C/D, 8-Lane GP

Technical Work Group (TWG)

35+ agencies (local, state, federal) provided technical input and expertise. TWGs were held prior to the corresponding public meeting.



Coordination & Meetings

Project Partners

- Regular meetings held with the city mayors, county judge, FHWA, Metroplan, and AHTD.

Stakeholder Meetings

- Coordination meetings held with local groups with an interest or located within the study area.

Community Meetings

- Four community meetings held at minority churches to provide information in a more one-on-one atmosphere.

Stakeholder Advisory Group (SAG)

- Pulaski County, Little Rock, and North Little Rock each appointed four citizens to provide feedback on options being studied. Monthly meetings held.

Visioning Workshops

- Pulaski County, Little Rock, and North Little Rock each appointed citizens to the 30-member group. Two workshops held.



Coordination & Meetings

Stakeholder Advisory Group (SAG)

- Pulaski County, Little Rock, and North Little Rock each appointed four citizens to provide feedback on options being studied.

Little Rock Mayor Mark Stodola	North Little Rock Mayor Joe Smith	Pulaski County Judge Buddy Villines / Barry Hyde
Tony Curtis	Jerome Green	Sandra Brown
Chris East	Donna Hardcastle	Ronnie Dedman / Lisa Ferrell
Sharon Priest / Gabe Holmstrom	Terry Hartwick	Jeff Hathaway
Stephanie Streett	George Glover	Jimmy Moses



Universe of Alternatives



Highway Build (14)



I-30 Arkansas River Bridge (3)



Other Modes (10)



Congestion Management (10)



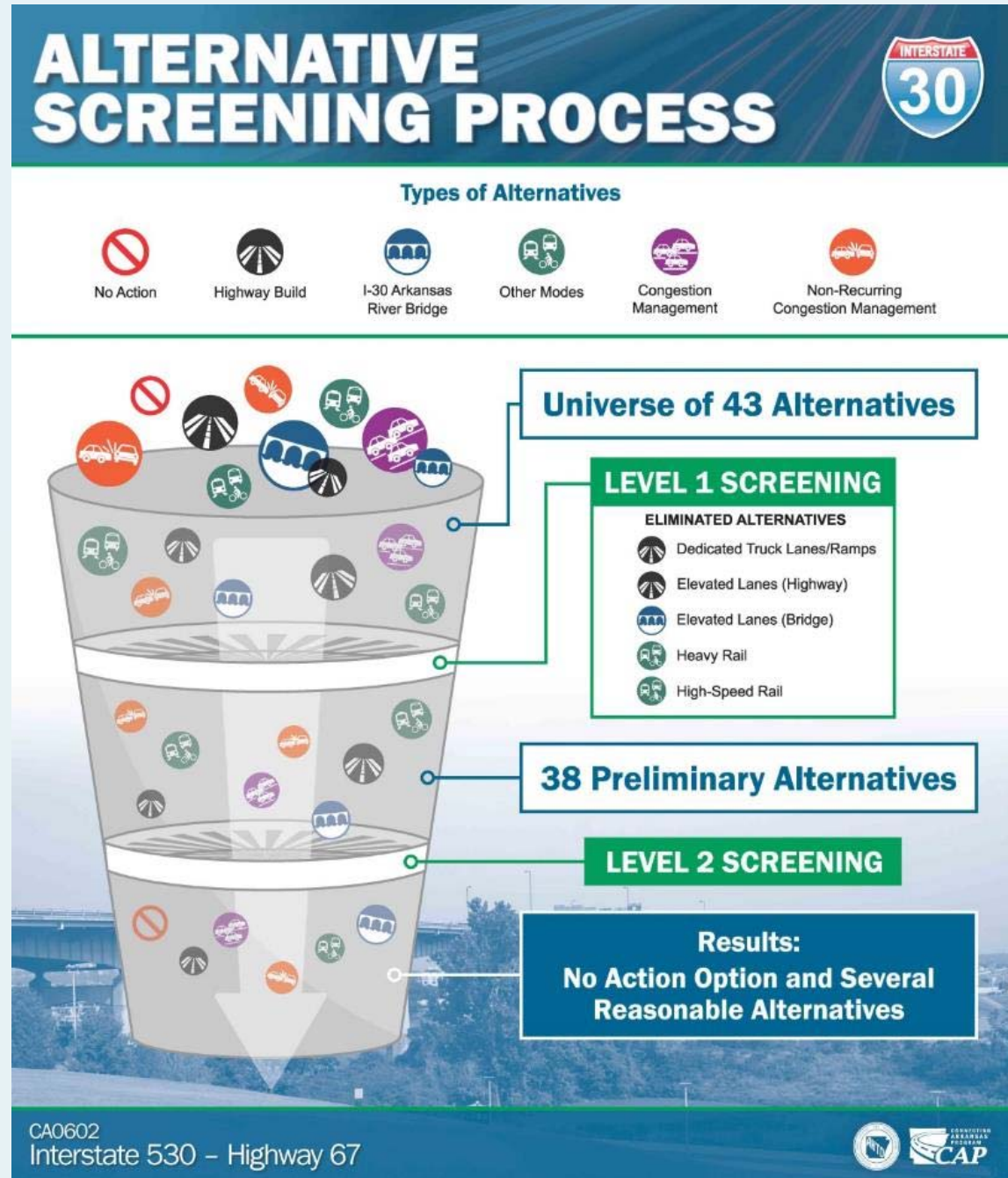
Non-Recurring Congestion (5)

Level 1 Screening

Level 1 screening eliminated 5 alternatives

- Dedicated Truck Lanes/Ramps
- Elevated Lanes (Highway)
- Elevated Lanes (Bridge)
- Heavy Rail
- High-Speed Rail

38 alternatives moved on to Level 2 screening



Level 2 Screening

Level 2 screening eliminated 8 alternatives

- Bypass Route
- I-30 River Bridge Rehabilitation
- Commuter Rail
- Light Rail
- Managed Lanes
- Reversible Lanes
- Hard Shoulder Running
- Land Use Policy

30 alternatives moved on to further screening

LEVEL 2 SCREENING METHODOLOGY



Level 2 Screening Process

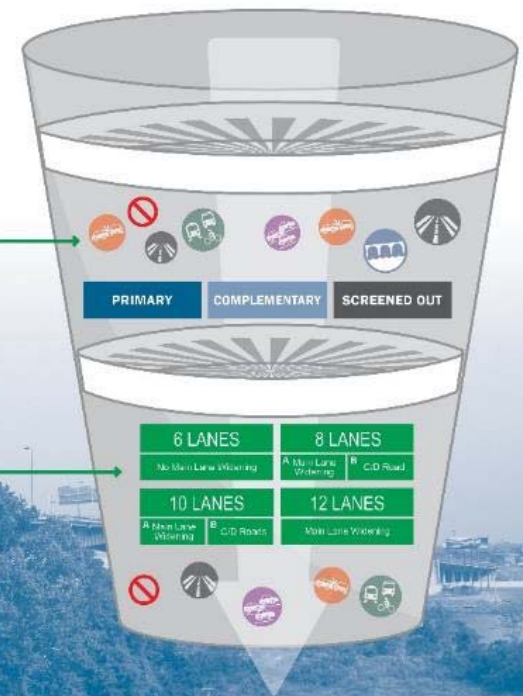
- Qualitative screening (with some quantitative analysis) of the 38 Preliminary Alternatives (from Level 1) based on the study goals
- Two-step process that produced the Reasonable Alternatives to be tested in Level 3

LEVEL 2A SCREENING

- Test 38 Preliminary Alternatives against project goals and measures (qualitative)
- Group into 3 categories
 1. Primary
 2. Complementary
 3. Screened Out

LEVEL 2B SCREENING

- Group remaining Preliminary Alternatives as Basic Scenarios
- Test Basic Scenarios against project goals and measures (qualitative with some quantitative)
- Identify Reasonable Alternatives for further refinement and analysis in Level 3



Screened Out Examples

Highway Build Bypass Route



- Introduces significant new environmental and community impacts (new corridor, new river crossing)
- Removes relatively small amount of traffic, approximately 3.5% traffic from I-30 corridor peak demand
- Cost with no identified funding source.
The estimated cost for a Chester Street bridge is \$80-100 million, including expenses associated with right of way, roadway, intersections, and the bridge.

Congestion Management



Hard Shoulder Running

- Safety issues
- Potential conflict with “Bus on Shoulder” operations

Other Modes



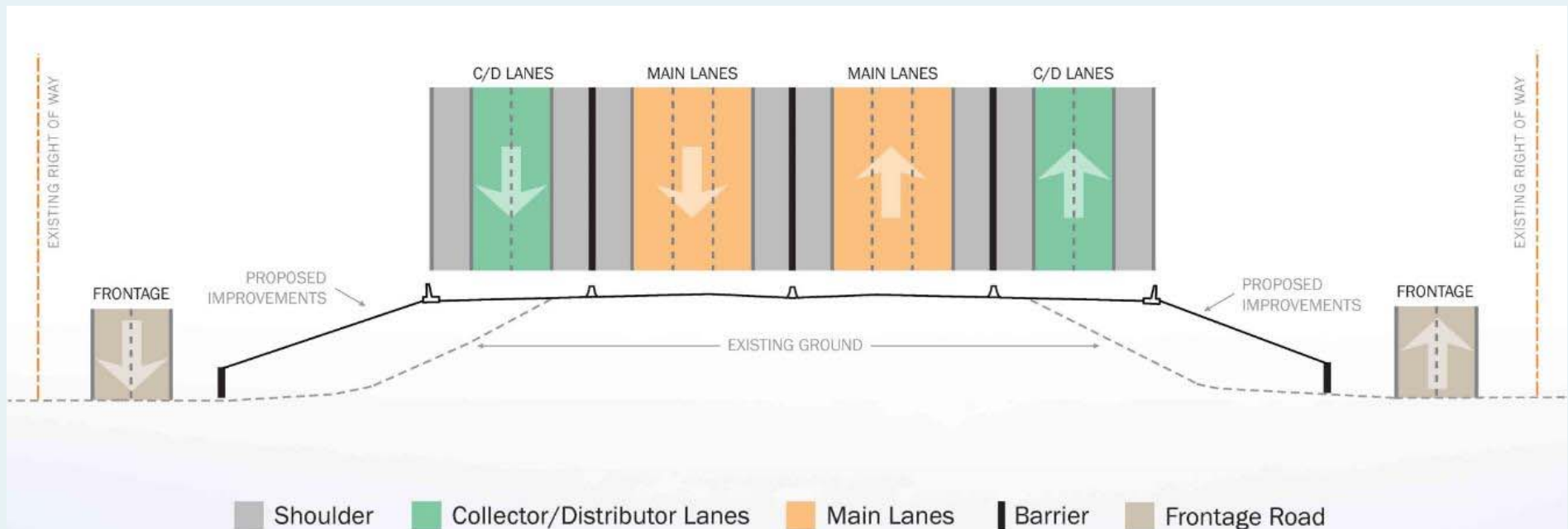
Light Rail

- Not in CATA short-term plan
- Removes a small percentage of I-30 demand.
Metroplan projected the fixed guideway ridership to be 6,500 daily riders in 2040. The projected I-30 daily traffic forecast in 2040 is 165,000 vehicles.
- Lack of dedicated funding source

Basic Scenarios

Scenario 1	6 Lanes	No Additional Lanes (With Complementary Alternatives) No Main Lane Widening
Scenario 2	8 Lanes	A Main Lane Widening (With Complementary Alternatives) 3 Main Lanes + 1 Main Lane Widening (each direction) B Collector/Distributor (C/D) Roads (With Complementary Alternatives) 3 Main Lanes + 1 C/D Lane Widening (each direction)
Scenario 3	10 Lanes	A Main Lane Widening (With Complementary Alternatives) 3 Main Lanes + 2 Main Lane Widening (each direction) B Collector/Distributor (C/D) Roads (With Complementary Alternatives) 3 Main Lanes + 2 C/D Lane Widening (each direction)
Scenario 4	12 Lanes	Main Lane Widening (With Complementary Alternatives) 3 Main Lanes + 3 Main Lane Widening (each direction)

Collector / Distributor



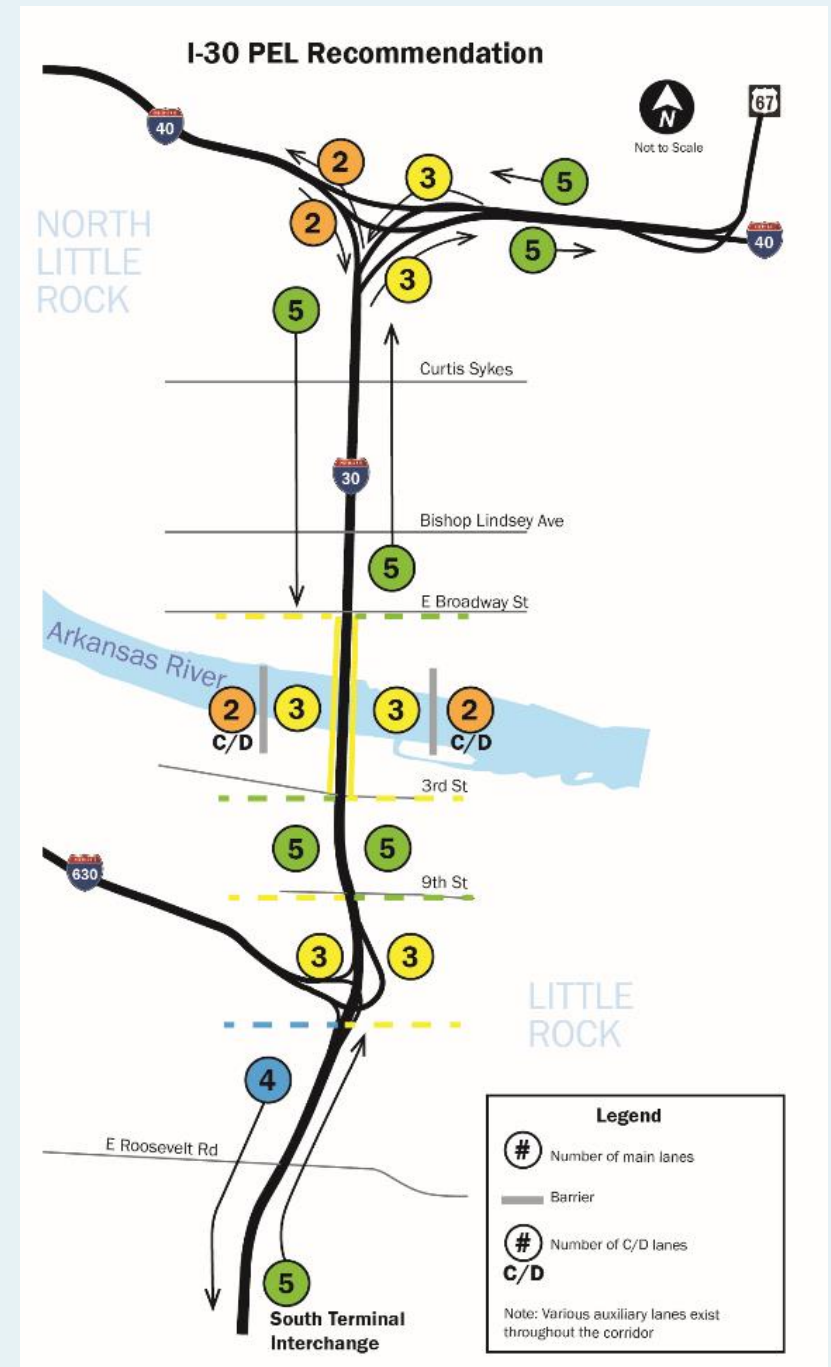
What is a Collector/Distributor?

- C/D lanes are separated from main lanes by a barrier
- C/D lanes parallel and connect the main lanes of a highway with interchange ramps
- C/D lanes operate at lower speeds than main lane speeds and higher speeds than frontage road speeds


PEL Recommendation

The study team proposed that the **10-Lane with Downtown C/D** be advanced to NEPA as the PEL Recommendation.

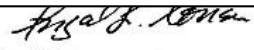
The PEL study is available to view or download at 30Crossing.com



FHWA – Alternatives in EA Phase

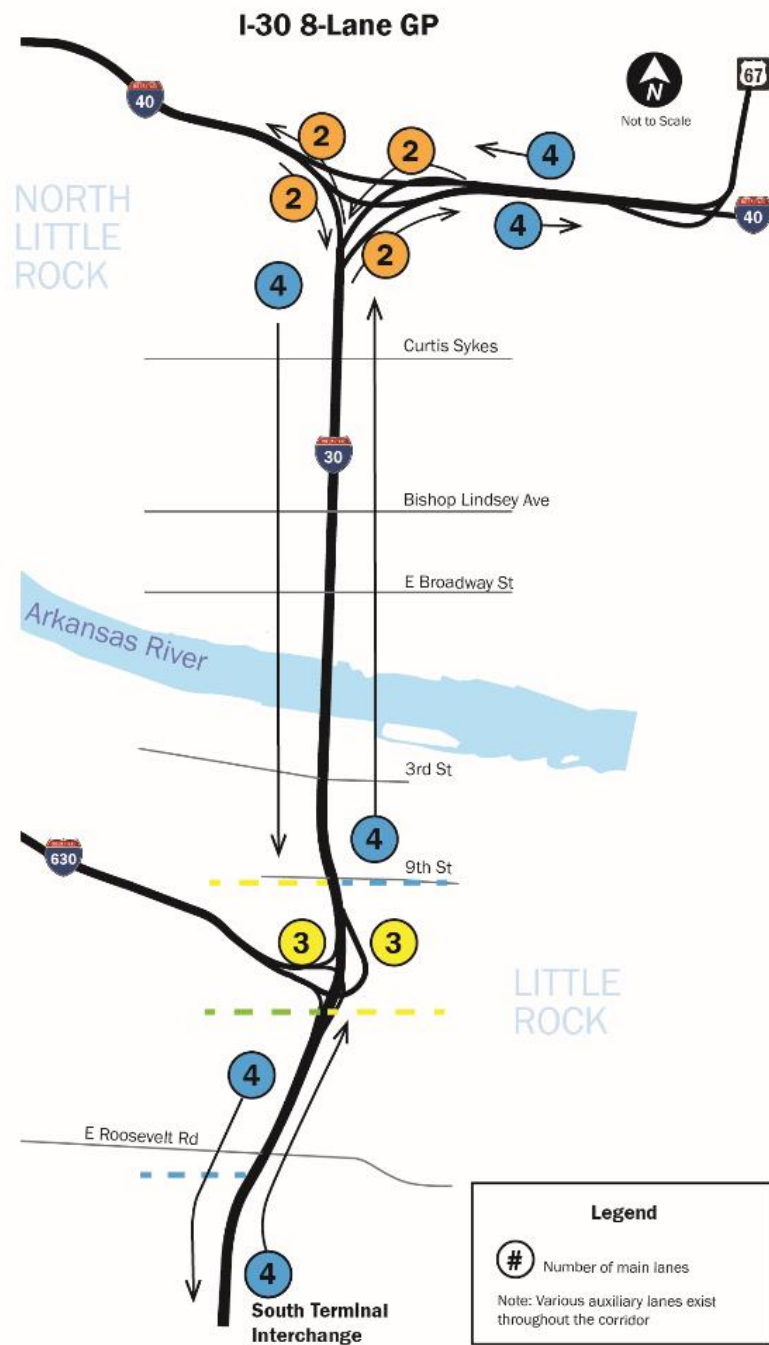
 U.S. Department of Transportation Federal Highway Administration	Arkansas Division August 19, 2015	700 W. Capitol Ave Room 3130 Little Rock, AR 72201-3288 501-324-5825 501-324-6423(Fax) In Reply Refer To: IIDA-AR
 Mr. Scott Bennett Director Arkansas State Highway and Transportation Department 10324 Interstate 30 Little Rock, Arkansas 72209		
Subject: Recommendation for Class of Action Interstate 530-Highway 67 Pulaski County, Job Number CA0602		
Dear Mr. Bennett ^{Scott} :		
Thank you for your letter dated July 17, 2015 requesting FHWA's concurrence on the National Environmental Policy Act (NEPA) proposed Class of Action for the referenced project. The Planning and Environmental Linkages (PEL) study that was completed by the Arkansas State Highway and Transportation Department (AHTD) provides an effective fast-tracking starting point for the NEPA		

The PEL study recommends only one build alternative (the 10-lane downtown C/D alternative) to be carried forward in the NEPA phase which will be compared with the no-build alternative. Based on concerns received from project partners, I ask that you include the 8-lane general purpose alternative in the EA phase. Therefore, possible impacts of the alternative can be analyzed, compared and documented along with those of the 10-lane downtown C/D alternative and the no-build.

ACE-P, D, A EISV TPP K. Wylie B. Browning PM-Admin	SIR SURVEYS Bow Job File CA0602 309.48 (new category established for CA0602)	 Angel Correa Acting Division Administrator RECEIVED AUG 20 2015 Program Management Division AHTD
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8-Lane GP



Screening Matrix

Reasonable Alternatives (8-Lane GP, 8-Lane C/D, 10-Lane C/D)

Measures

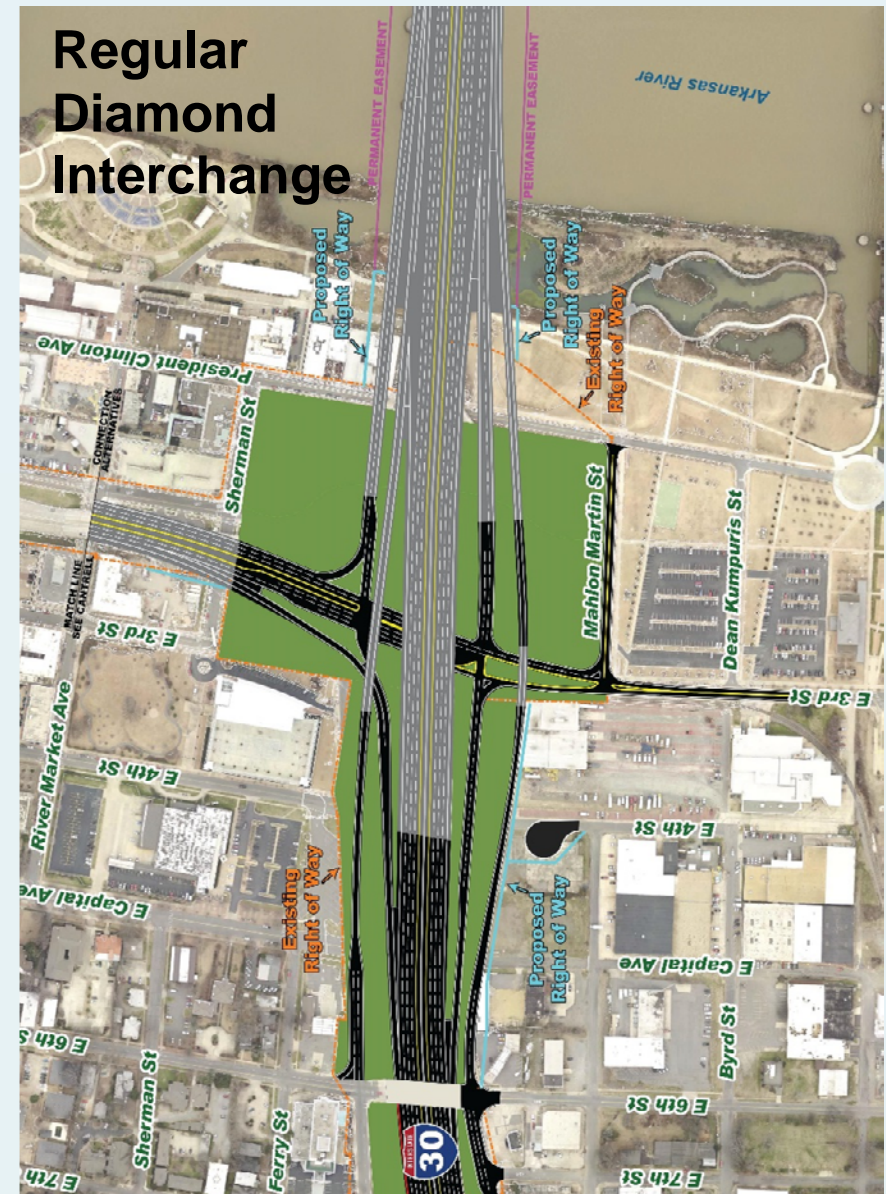
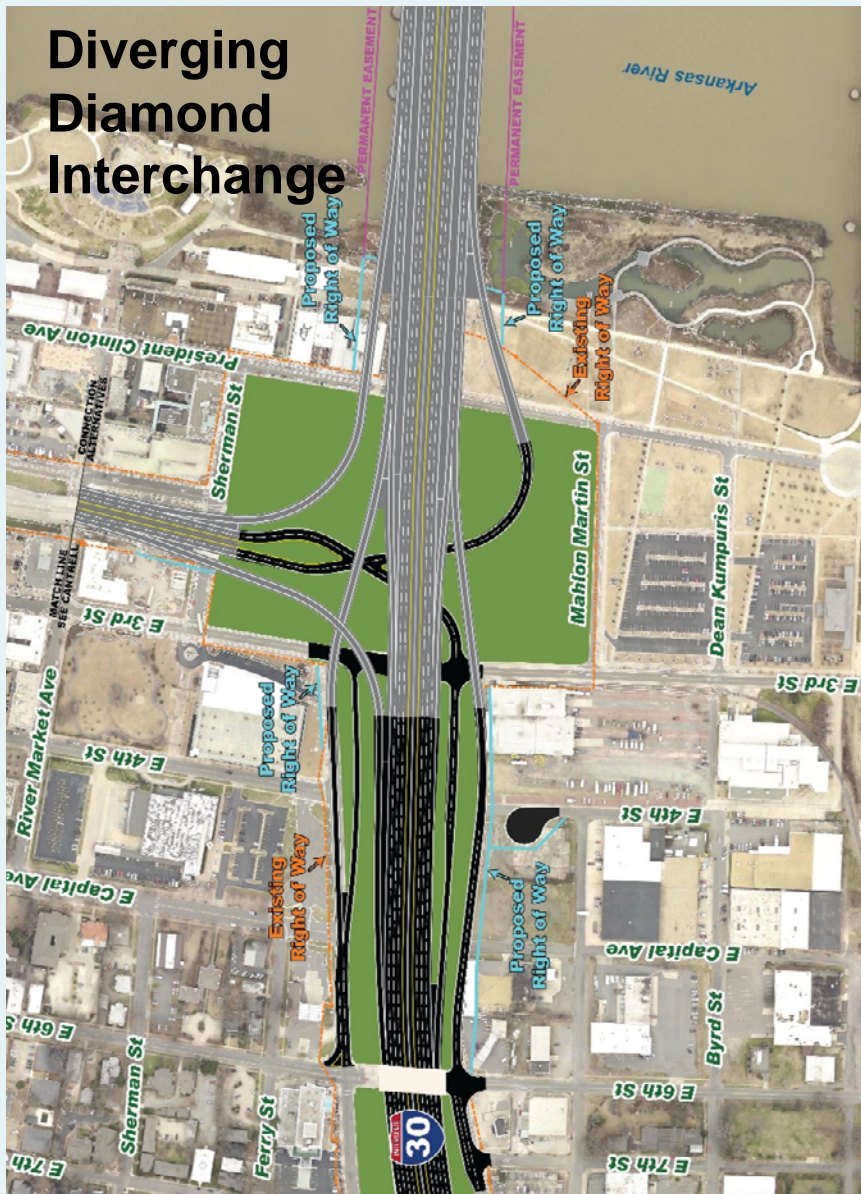
Mobility
Safety
Cost
Environmental

Qualitative Legend

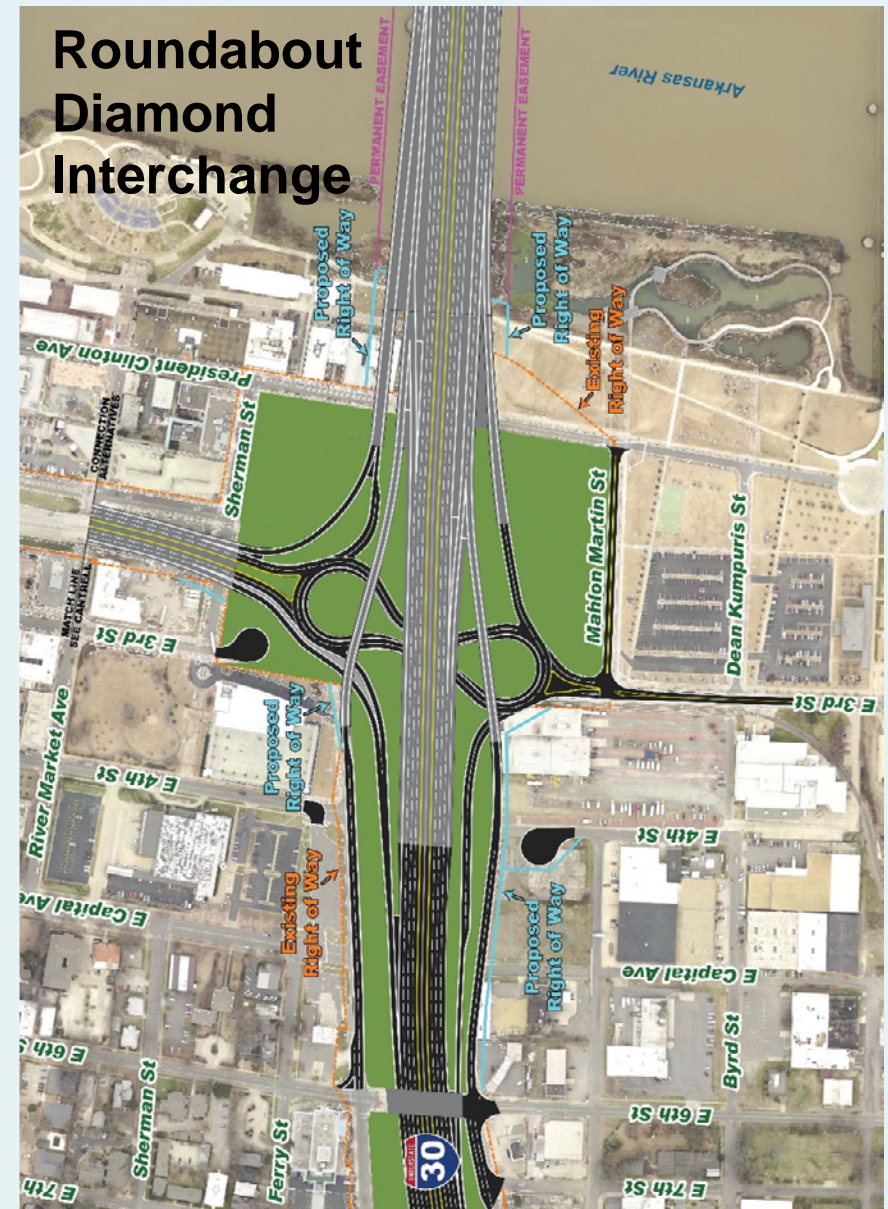
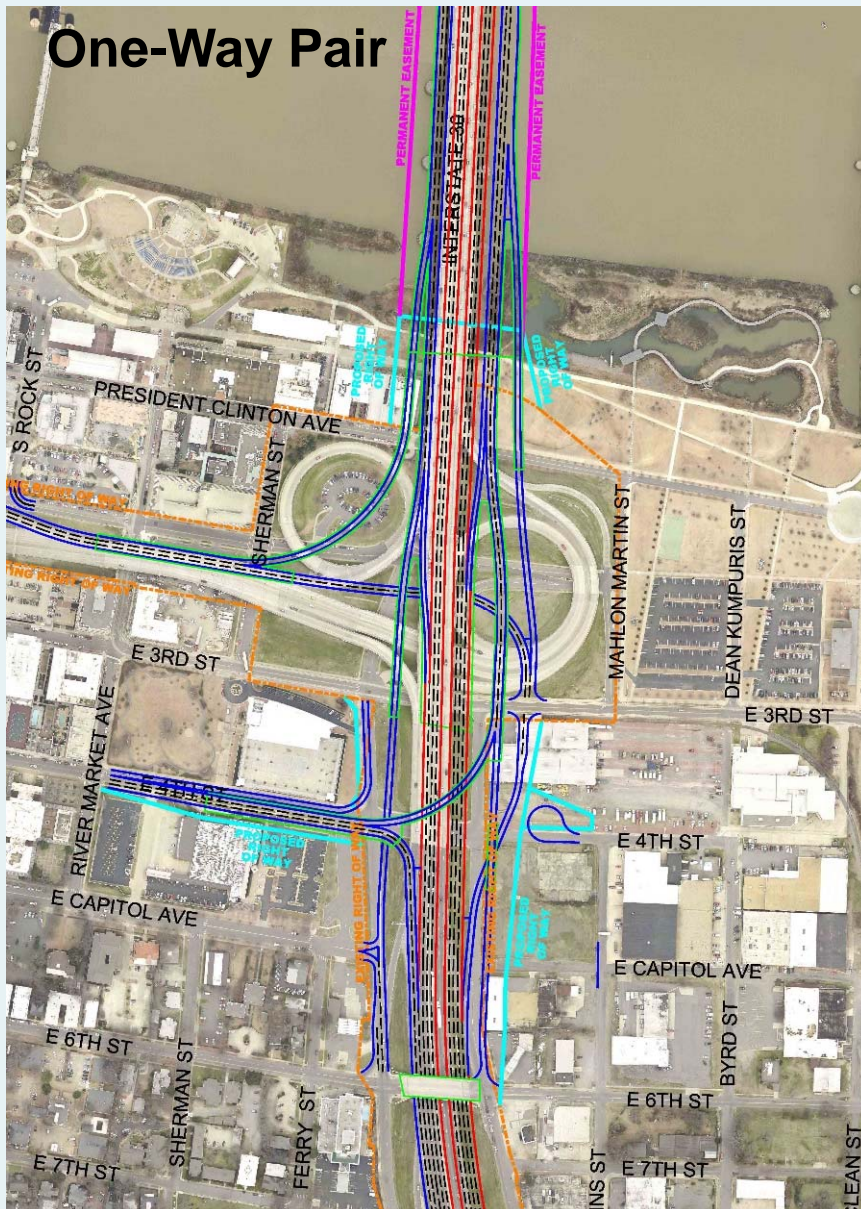
++	Substantial positive effects
+	Some positive effects
O	Neutral effects
-	Some negative effects
--	Substantial negative effects

		8-Lane GP, 8-Lane C/D	8-Lane GP, 8-Lane C/D	10-Lane C/D
		8-Lane GP, 8-Lane C/D	8-Lane GP, 8-Lane C/D	10-Lane C/D
Mobility	Overall	100%	100%	100%
	Freeway	100%	100%	100%
	Interchange	100%	100%	100%
	Access	100%	100%	100%
	Signal	100%	100%	100%
	Intersection	100%	100%	100%
	Driveway	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
Safety	Overall	100%	100%	100%
	Freeway	100%	100%	100%
	Interchange	100%	100%	100%
	Access	100%	100%	100%
	Signal	100%	100%	100%
	Intersection	100%	100%	100%
	Driveway	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
Cost	Overall	100%	100%	100%
	Freeway	100%	100%	100%
	Interchange	100%	100%	100%
	Access	100%	100%	100%
	Signal	100%	100%	100%
	Intersection	100%	100%	100%
	Driveway	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
Environmental	Overall	100%	100%	100%
	Freeway	100%	100%	100%
	Interchange	100%	100%	100%
	Access	100%	100%	100%
	Signal	100%	100%	100%
	Intersection	100%	100%	100%
	Driveway	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%
	Other	100%	100%	100%

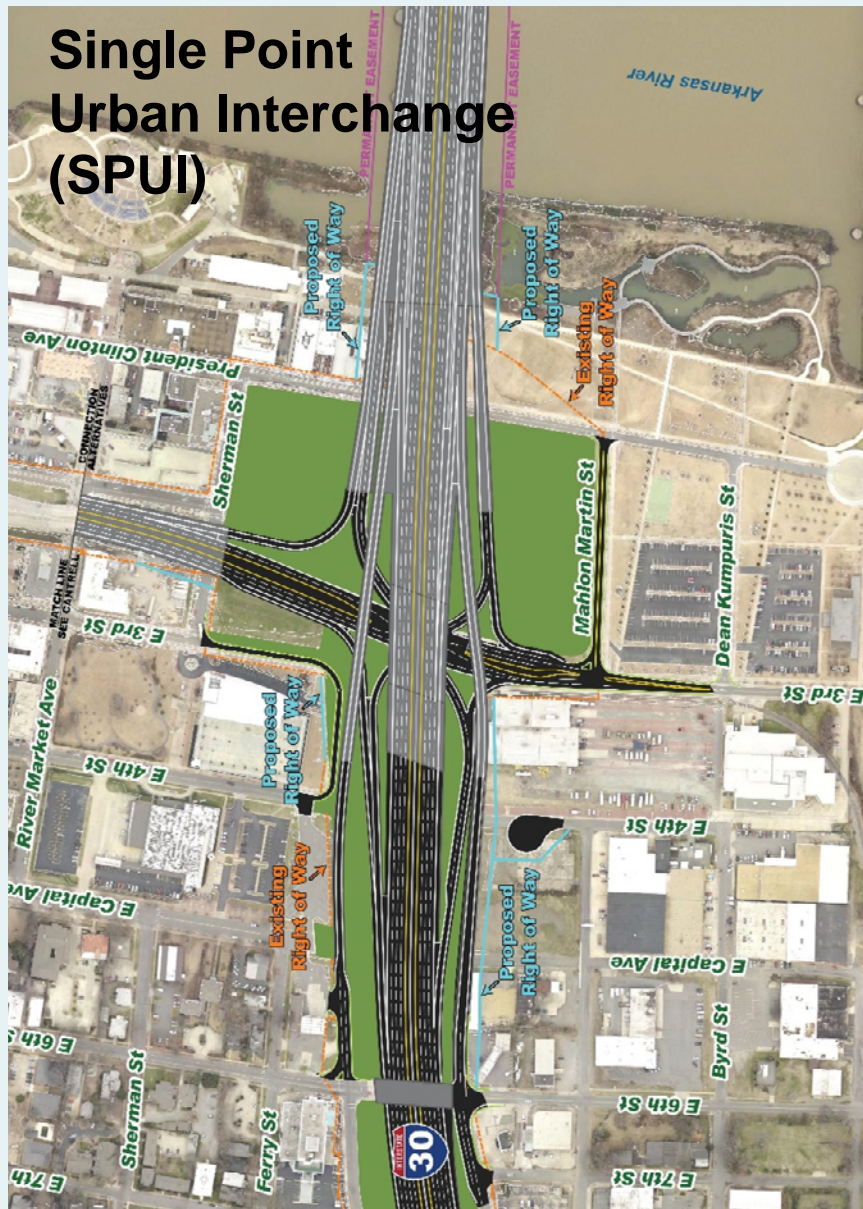
Cantrell Interchange - Alternatives



Cantrell Interchange - Alternatives



Cantrell Interchange - Alternatives



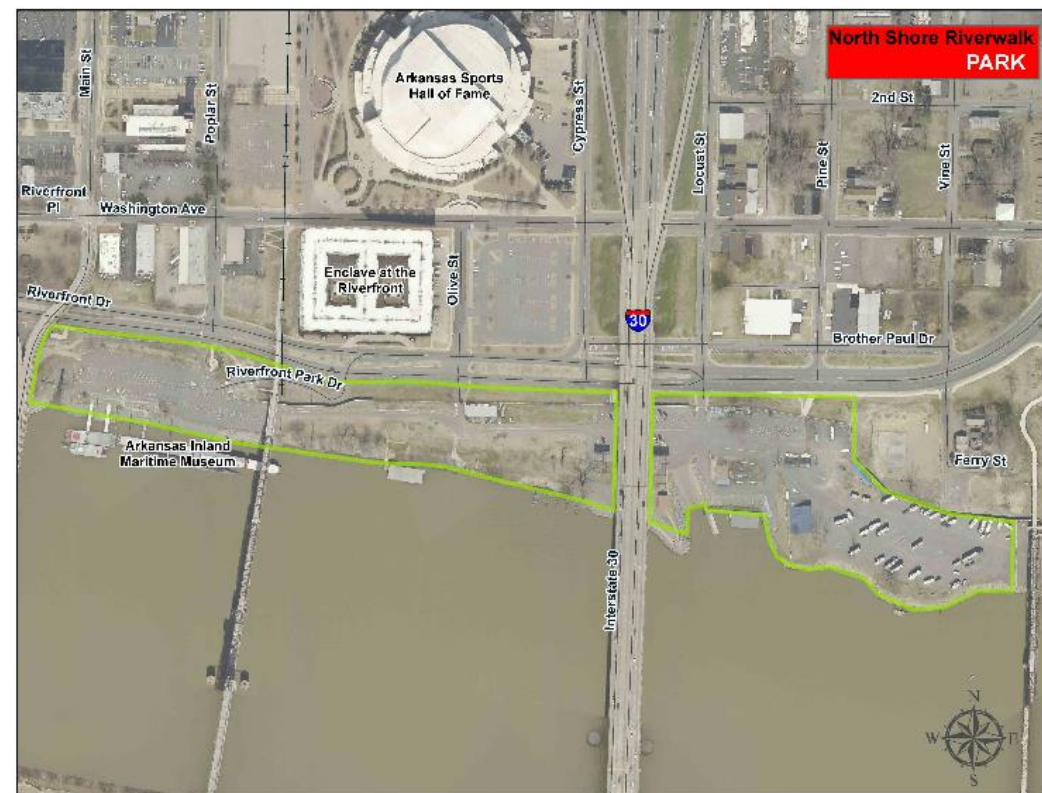
PEL to NEPA

- PEL to NEPA Transition Report
- U.S. Coast Guard and U.S. Army Corps of Engineers invited to be cooperating agencies



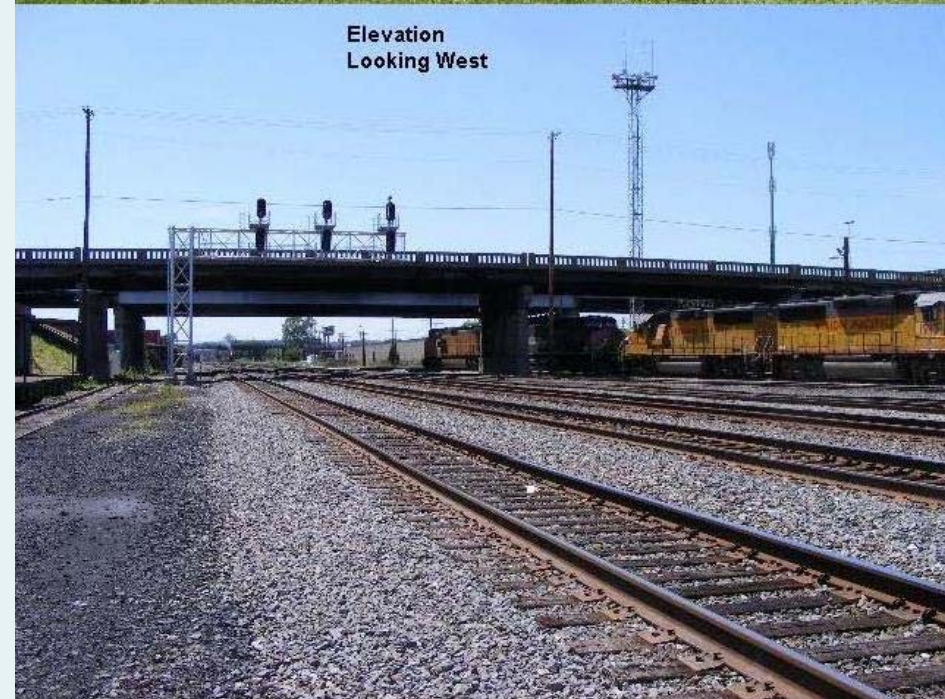
Park Land Impacts

- Evaluating effects to properties:
 - Clinton Presidential Center and Park
 - Julius Breckling Riverfront Park
 - Riverwalk Park
- Coordination to occur with park owners
- Avoidance, minimization, and mitigation analysis underway



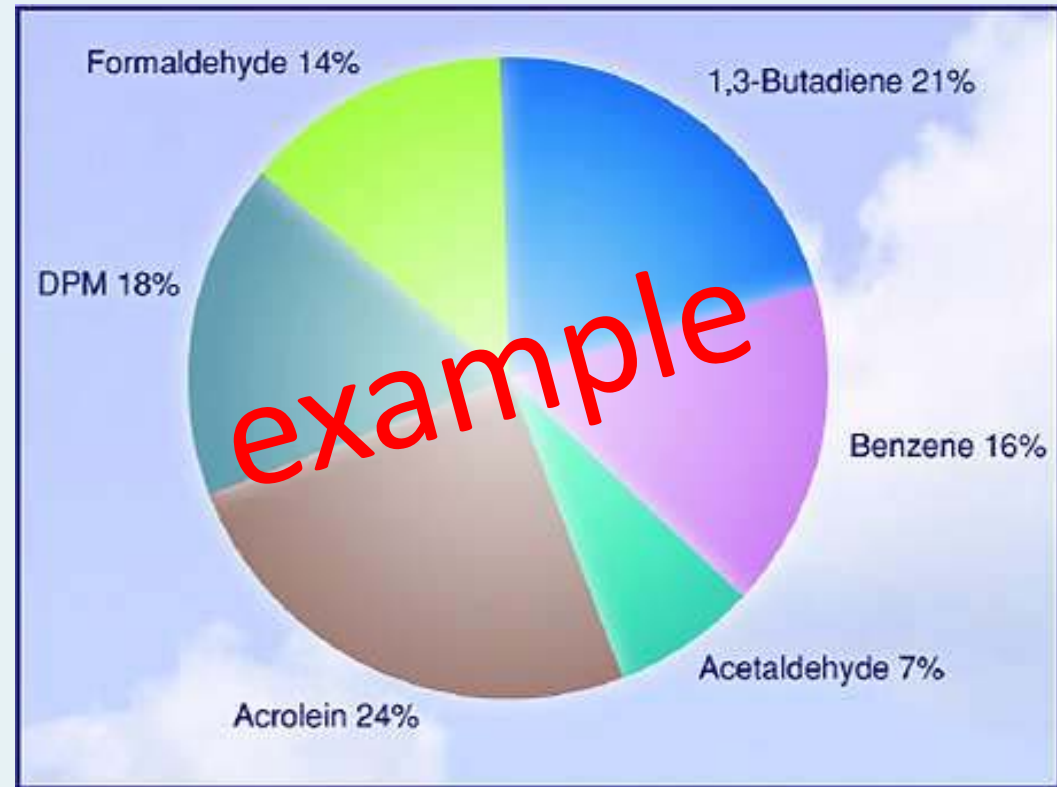
Cultural Resources

- 45 historic sites in Study Area:
 - Locust Street Bridge impacted
- >5,000 shovel tests
- 80 auger tests
- 7 archeological sites identified; none National Register of Historic Places (NRHP) eligible
- Early findings are pending State Historic Preservation Office (SHPO) review



Air Quality

- Will prepare analyses in accordance with Clean Air Act
 - Carbon Monoxide (qualitative)
 - Mobile Source Air Toxics (MSAT)
 - Quantitative analysis of pollutants



EPA graphic



Traffic Noise

- Noise Work Plan has been developed and approved by AHTD
- Field Noise measurements completed
- Modeling of build alternatives in progress
- Additional updates at future meetings



Waters of the U.S.

- Field work completed; wetland report drafted
- Coordination with USACE and USCG ongoing
- Permitting requirements will be determined as design is refined



Community Assessment

Assessing a wide array of demographics:

- Minority
- Low-income
- Disabled
- Limited English
- Elderly



Right of Way/Displacements

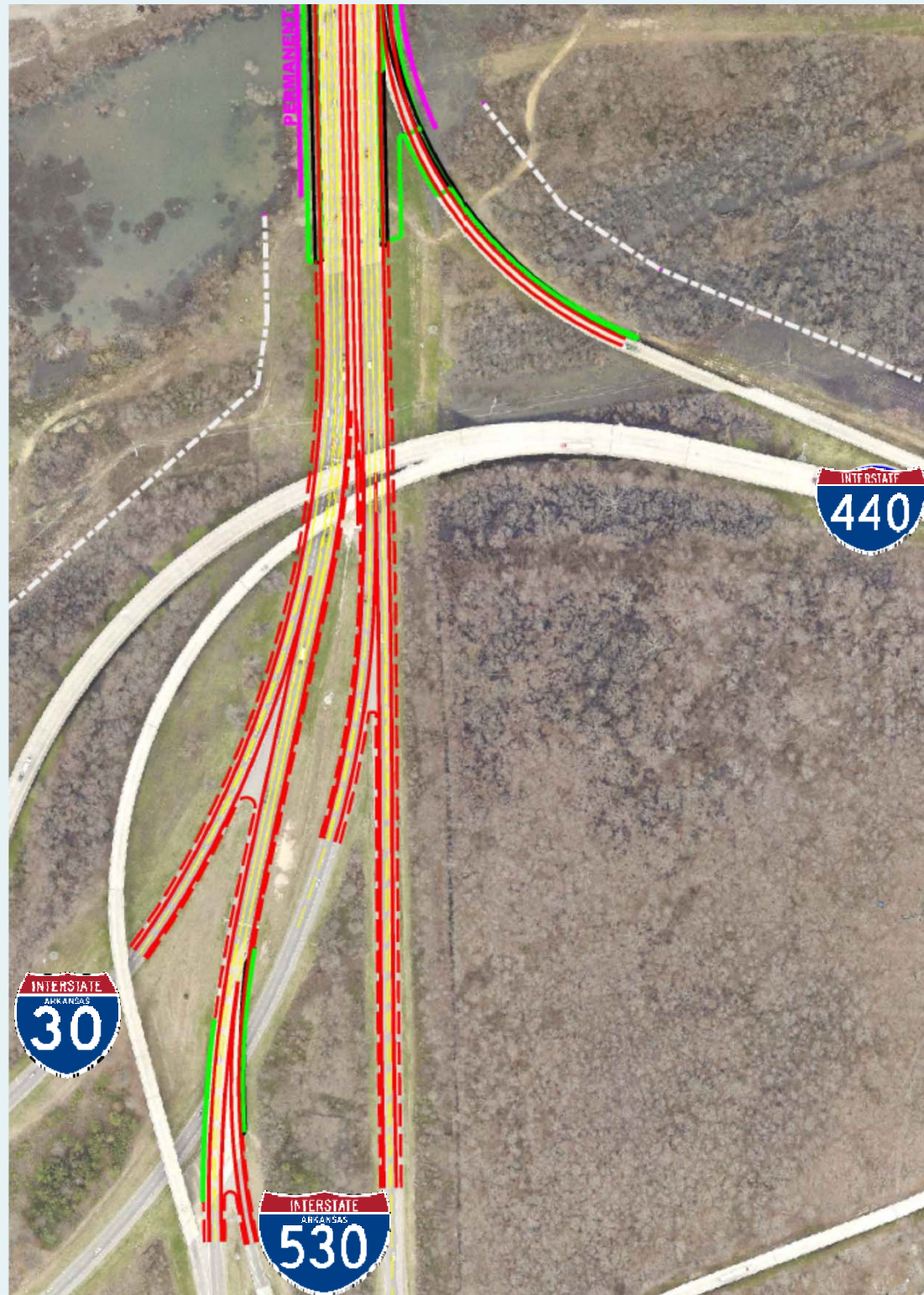
~9 Acres of ROW to be acquired

- 5 residential displacements
- 7 commercial displacements



I-30 & I-530 Interchange

- Increased number of lanes for operational improvement



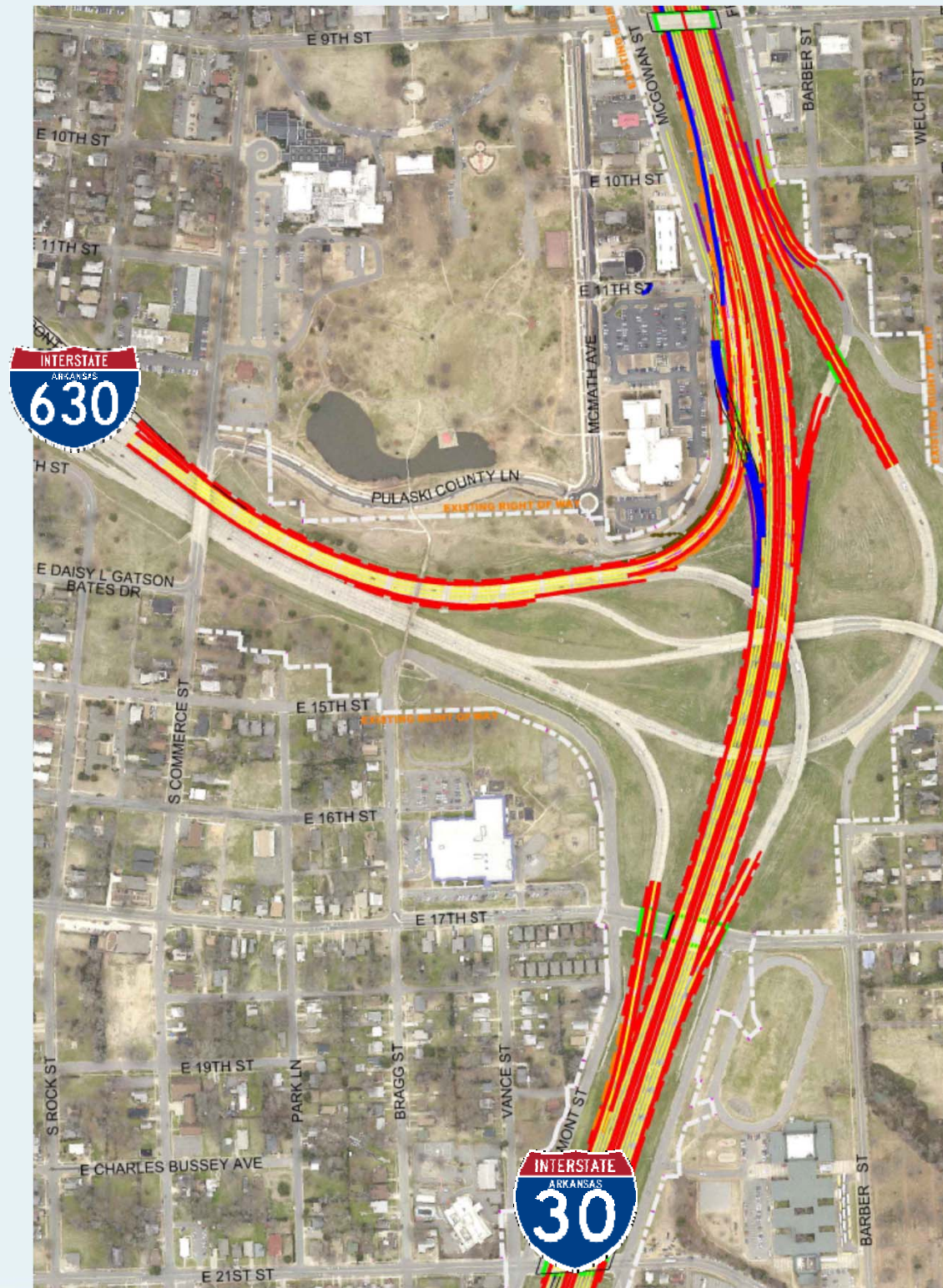
Roosevelt Road Ramps

- Longer ramps to increase safety
- Northbound exit ramp expands to two lanes



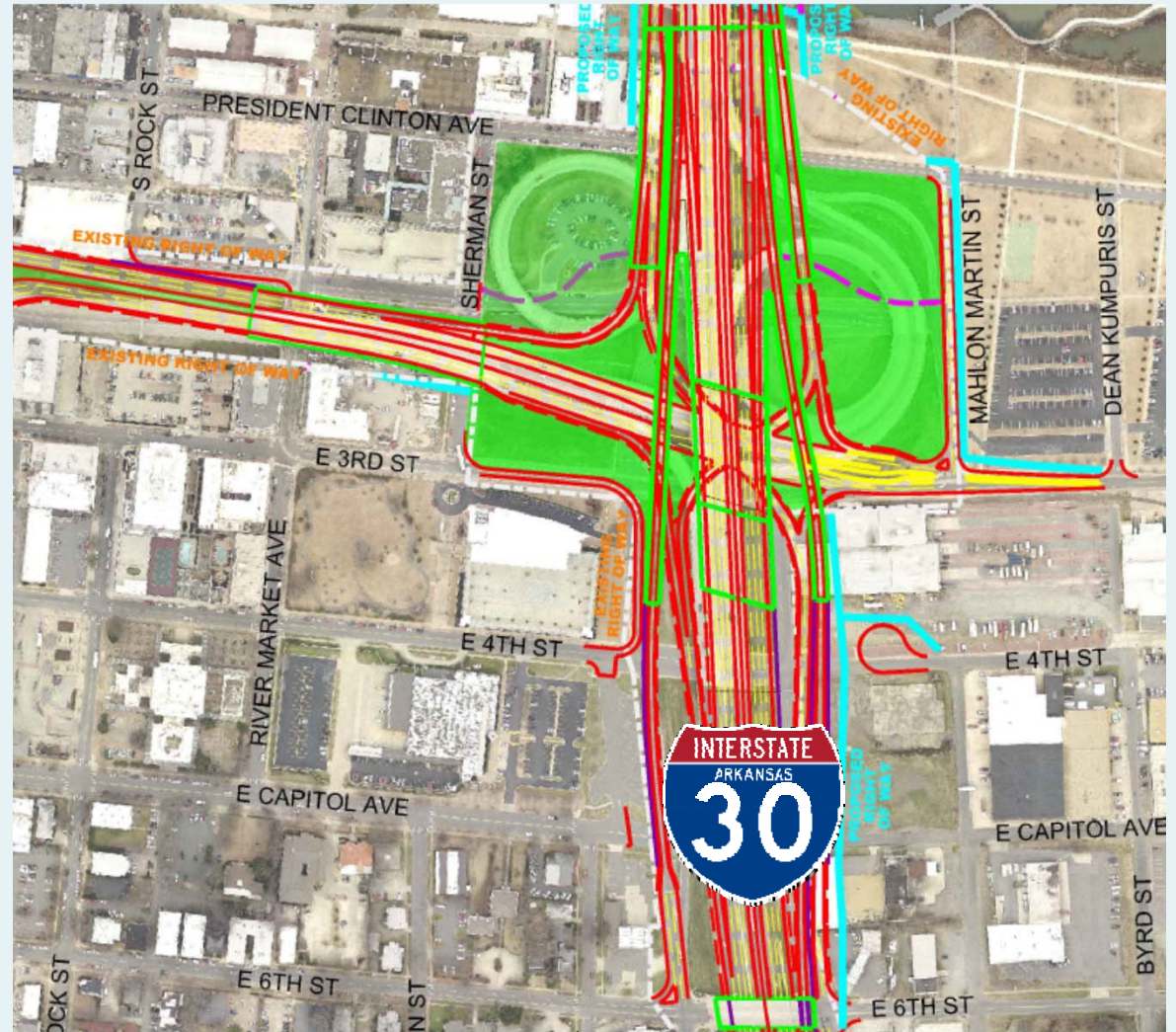
I-30 & I-630 Interchange

- Improved southbound I-30 entrance ramp angle
- Increased number of lanes for operational improvement

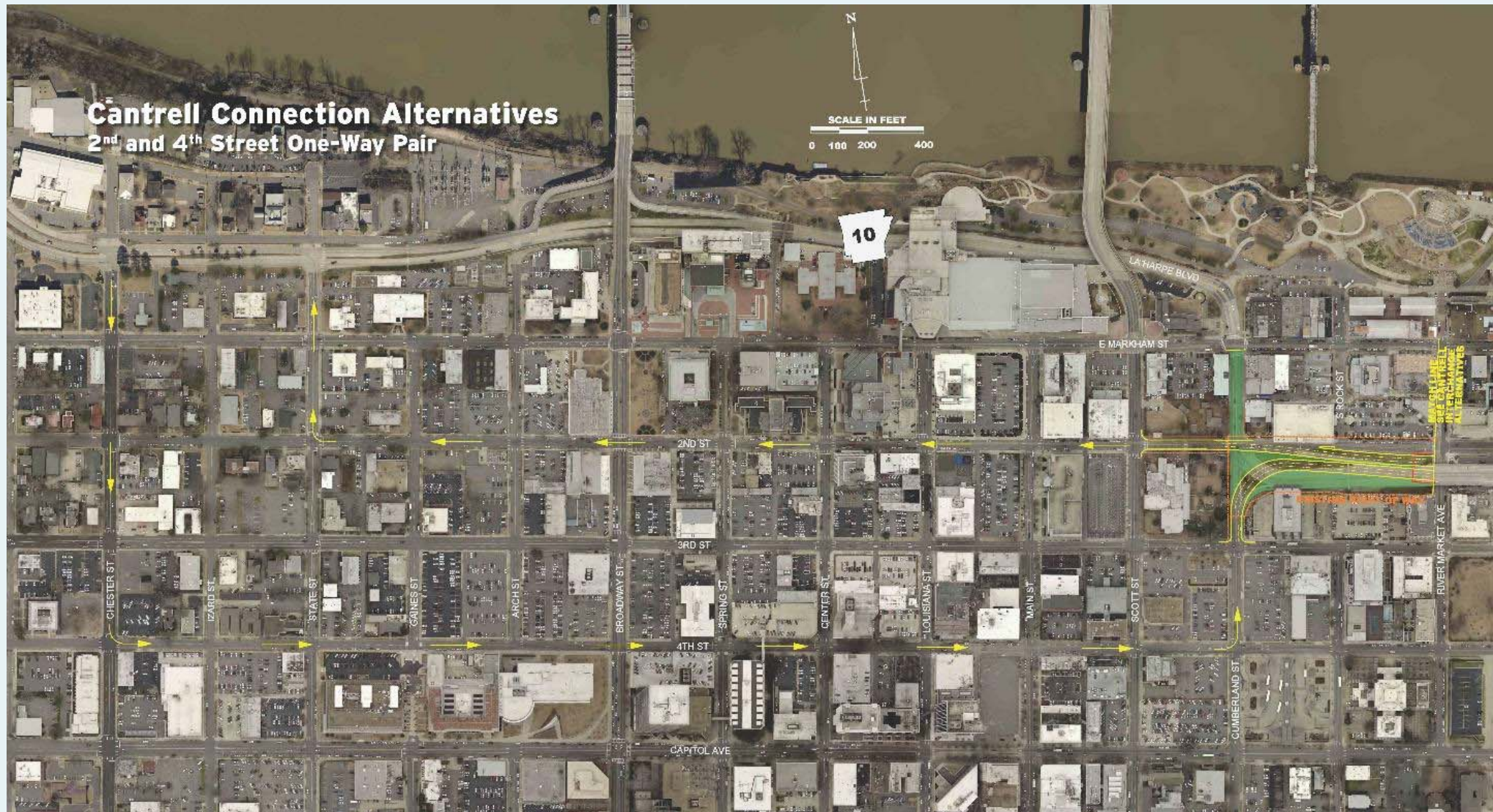


Cantrell

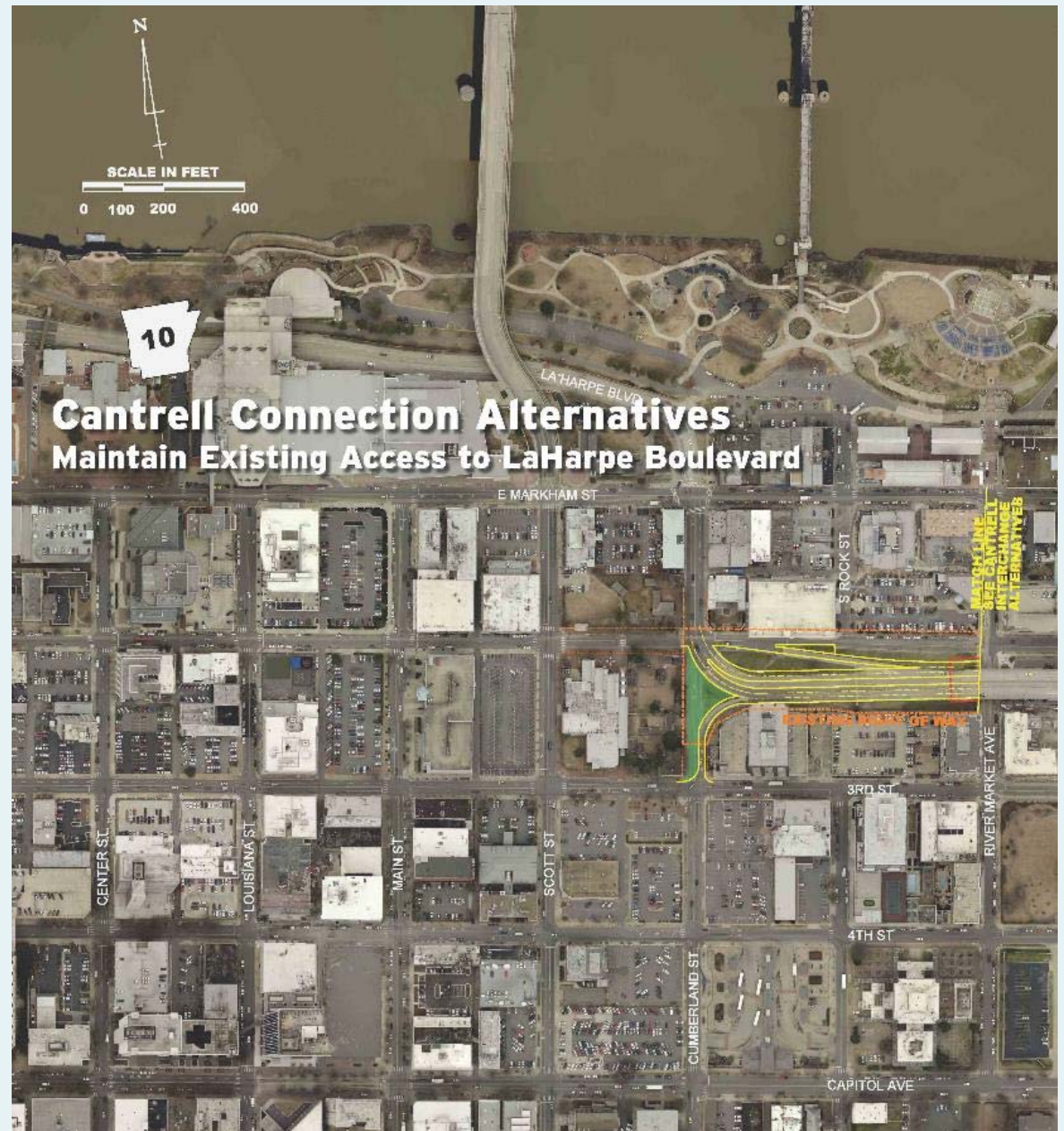
- Single Point Urban Interchange (SPUI)
- Increased east-west pedestrian connectivity
- Increased east-west vehicular connectivity
- Increased greenspace



Cantrell – 2nd & 4th Street

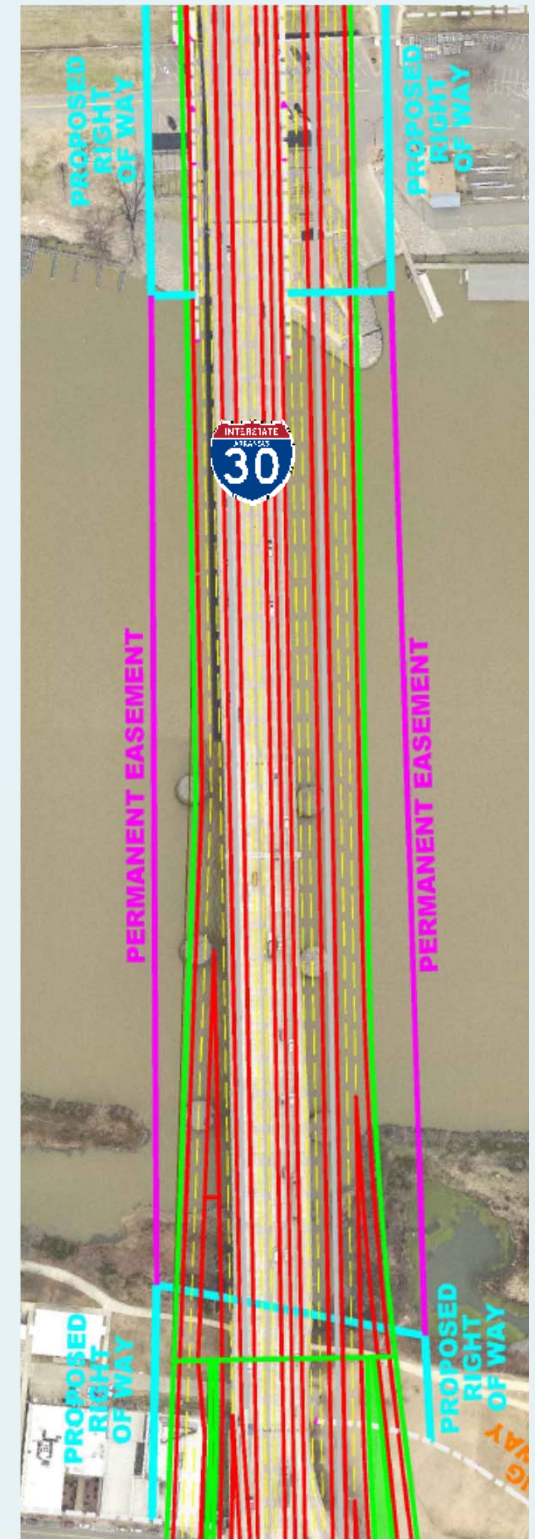


Cantrell – Maintain Existing



River Bridge

- Proposed bridge widened east and west
- Lanes each direction:
3 GP lanes + 2 C/D lanes and an auxiliary lane
- Can travel from Cantrell to Broadway without entering main lanes
- Coast Guard will require:
 - Minimum horizontal navigation opening of 320 feet
 - Minimum vertical clearance of 63 feet above normal pool stage (EL 231.0).



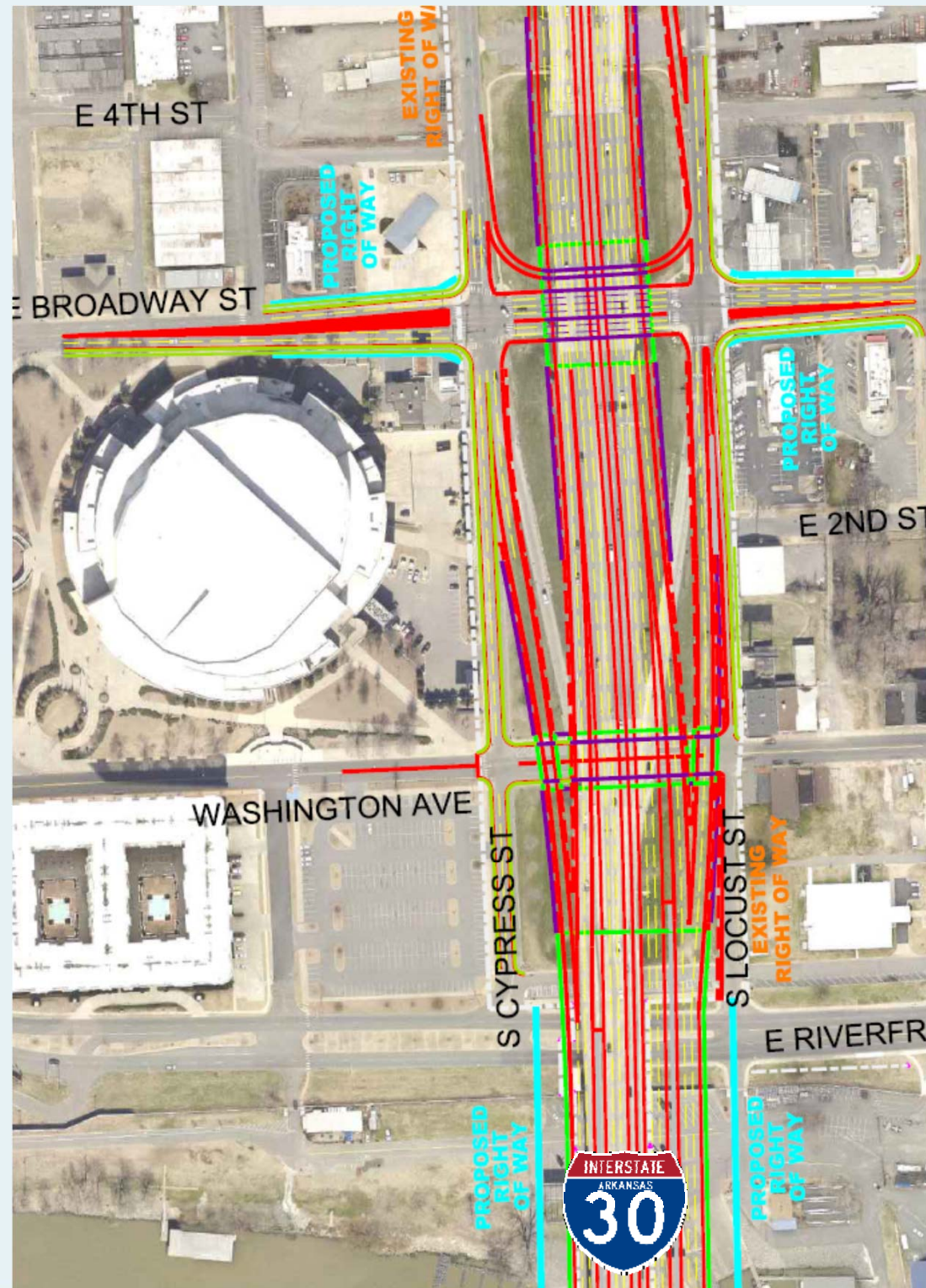
North Little Rock

- New ramps improved to meet latest safety standards
- Texas U-turns allow free flow between frontage roads
- New southbound frontage road bridge over railroad. Enables one-way frontage roads.



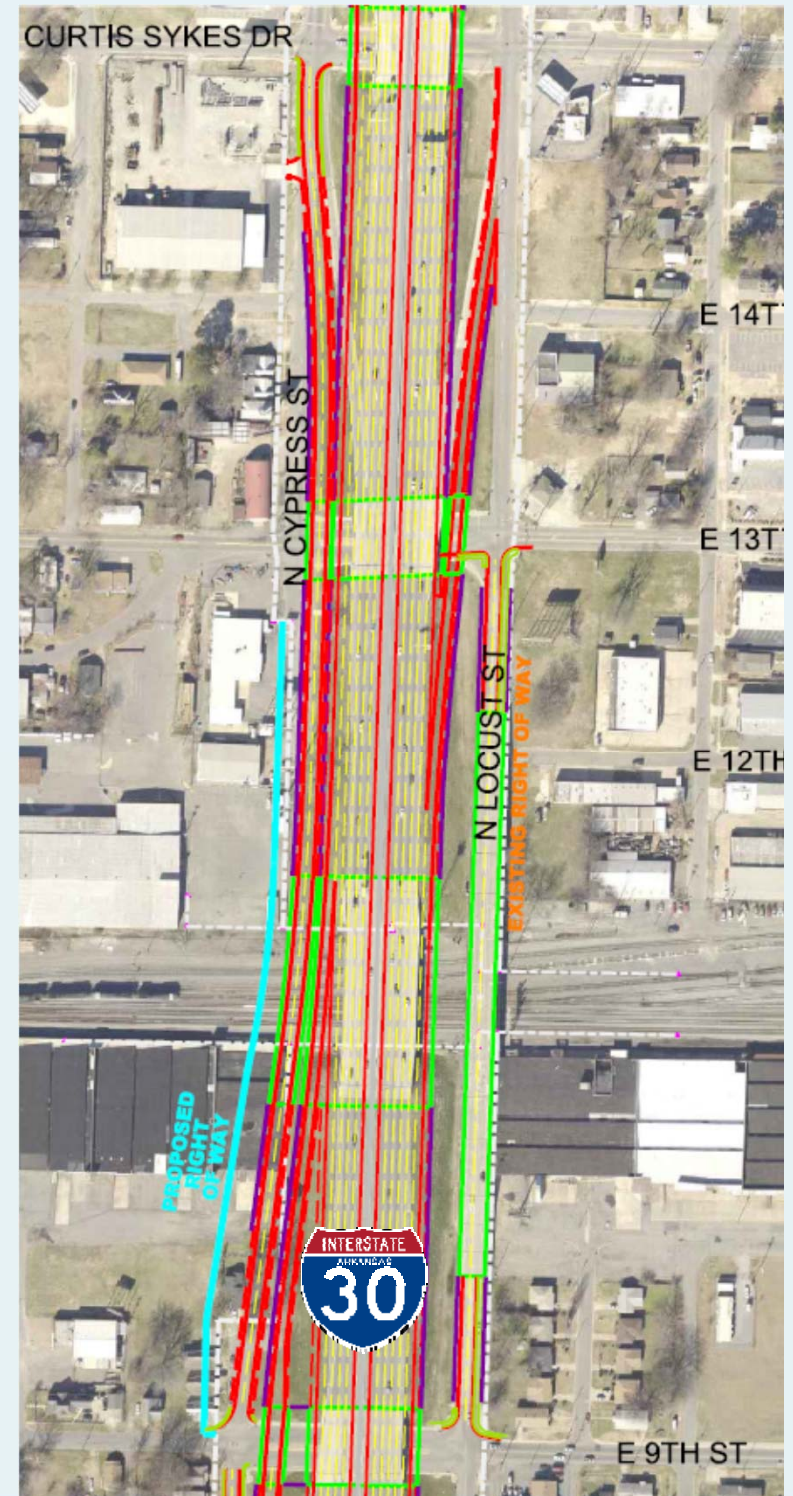
Broadway Area

- Longer southbound entrance ramp to I-30
- Longer northbound exit ramp to Broadway
- Texas U-turn allows free flow between frontage roads



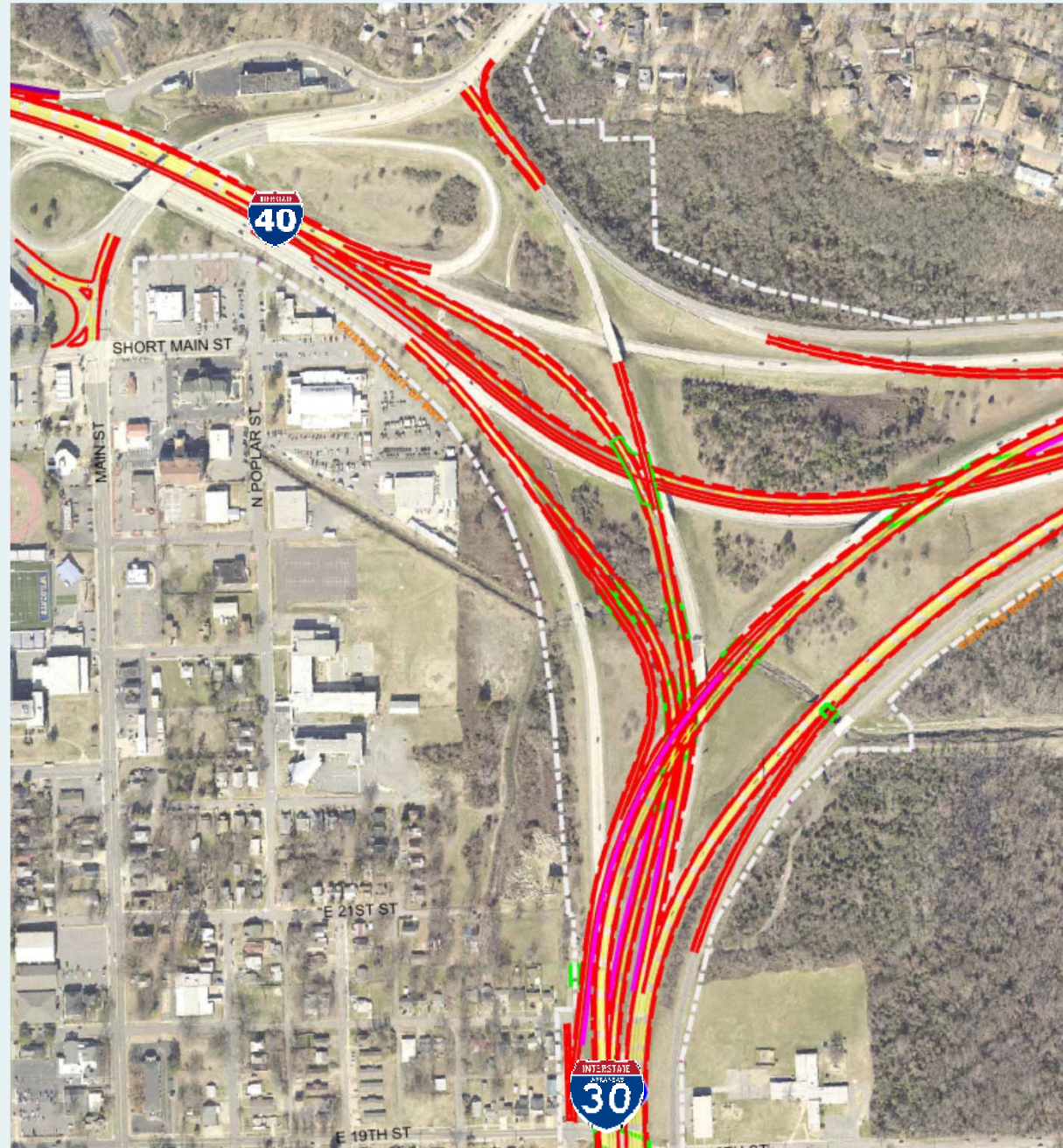
Curtis Sykes Area

- Existing frontage road bridge over railroad replaced and converted to northbound only
- Longer northbound exit ramp to Curtis Sykes

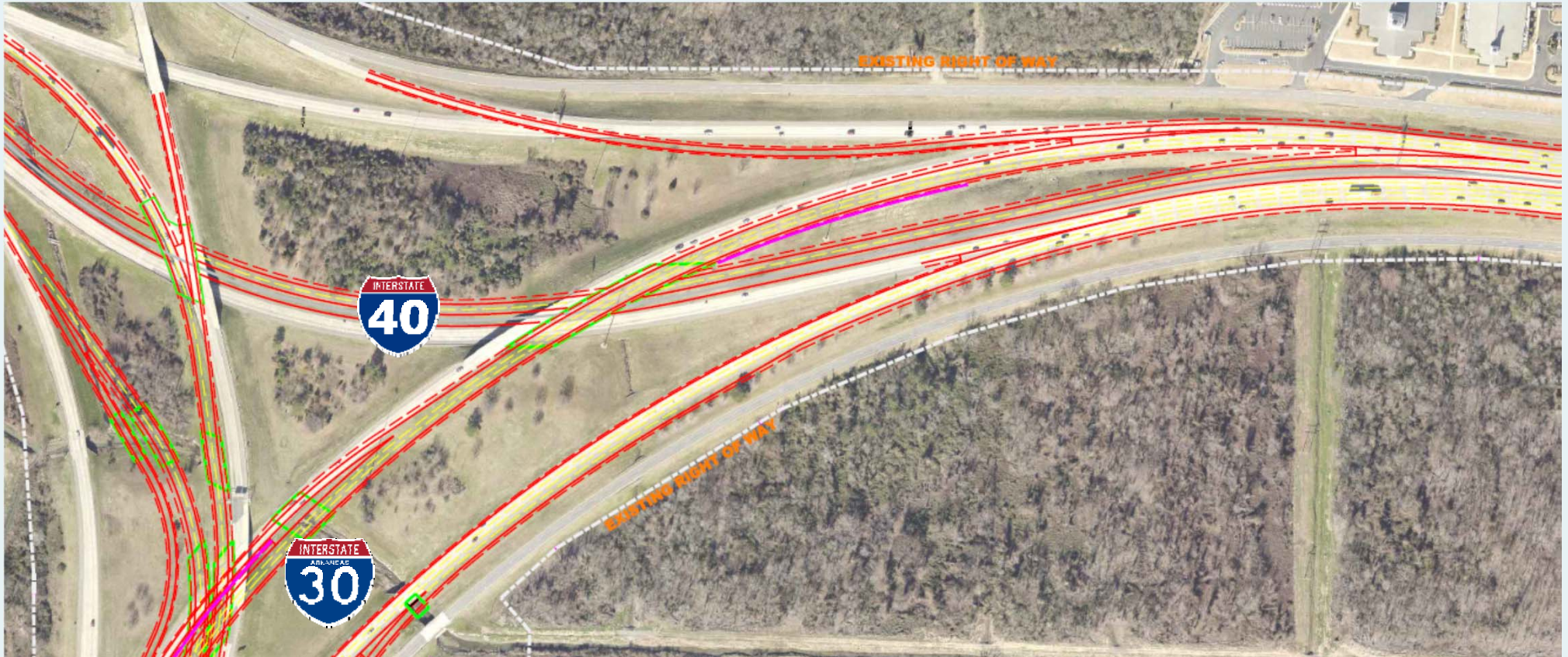


I-30 & I-40 Interchange

- Increased number of lanes for operational improvement
- Curtis Sykes/ 19th Street:
 - Two proposed I-40 to I-30 southbound exit ramps
 - One I-30 to I-40 eastbound entrance ramp



I-30 & I-40 Interchange

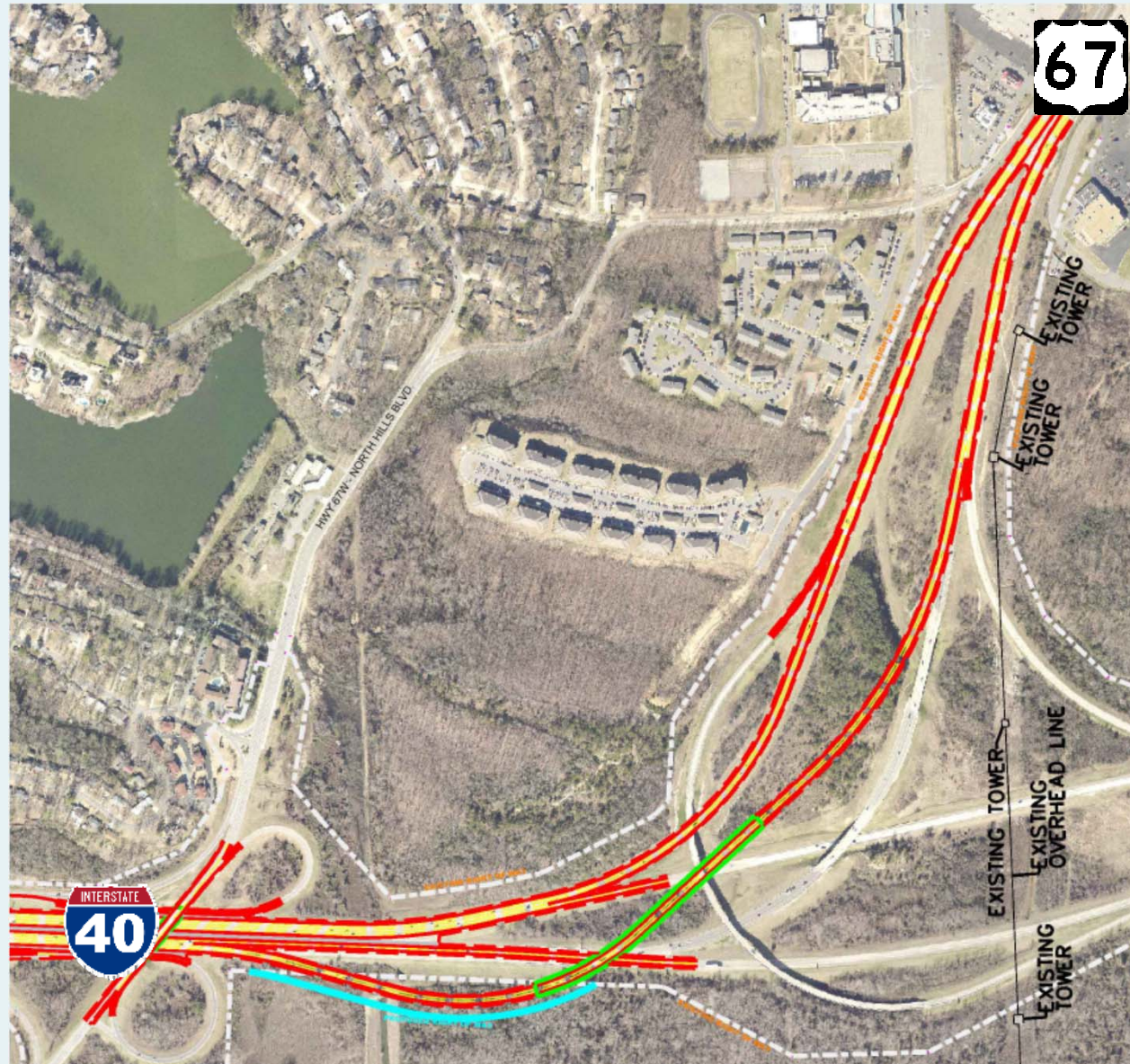


- Westbound I-40 shifted to create right-side exit to southbound I-30

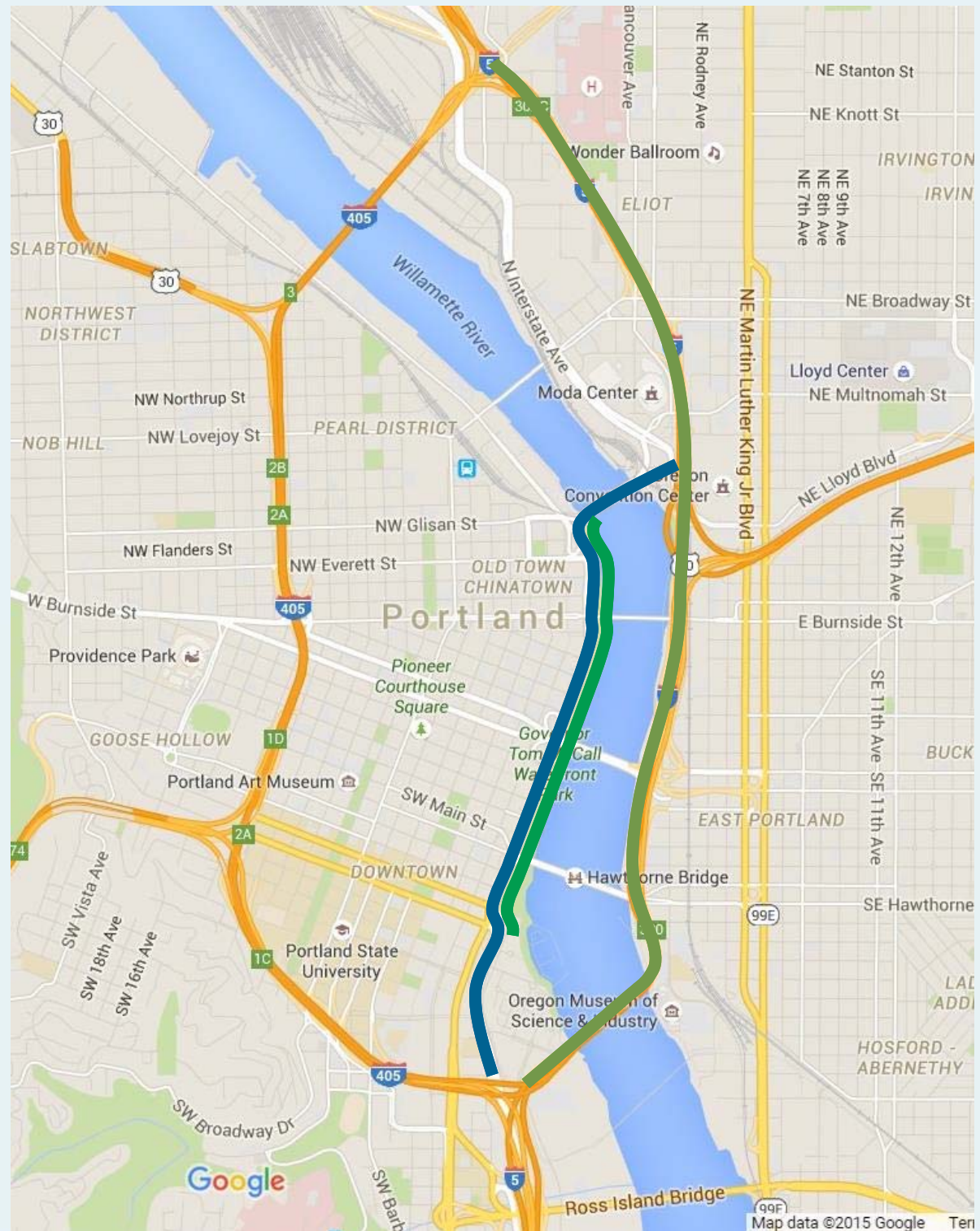


I-40 & US 67 Interchange

- Ramp from I-40 to U.S. 67 adjusted from left-side exit to right-side exit
- North Hills Blvd bridge replaced

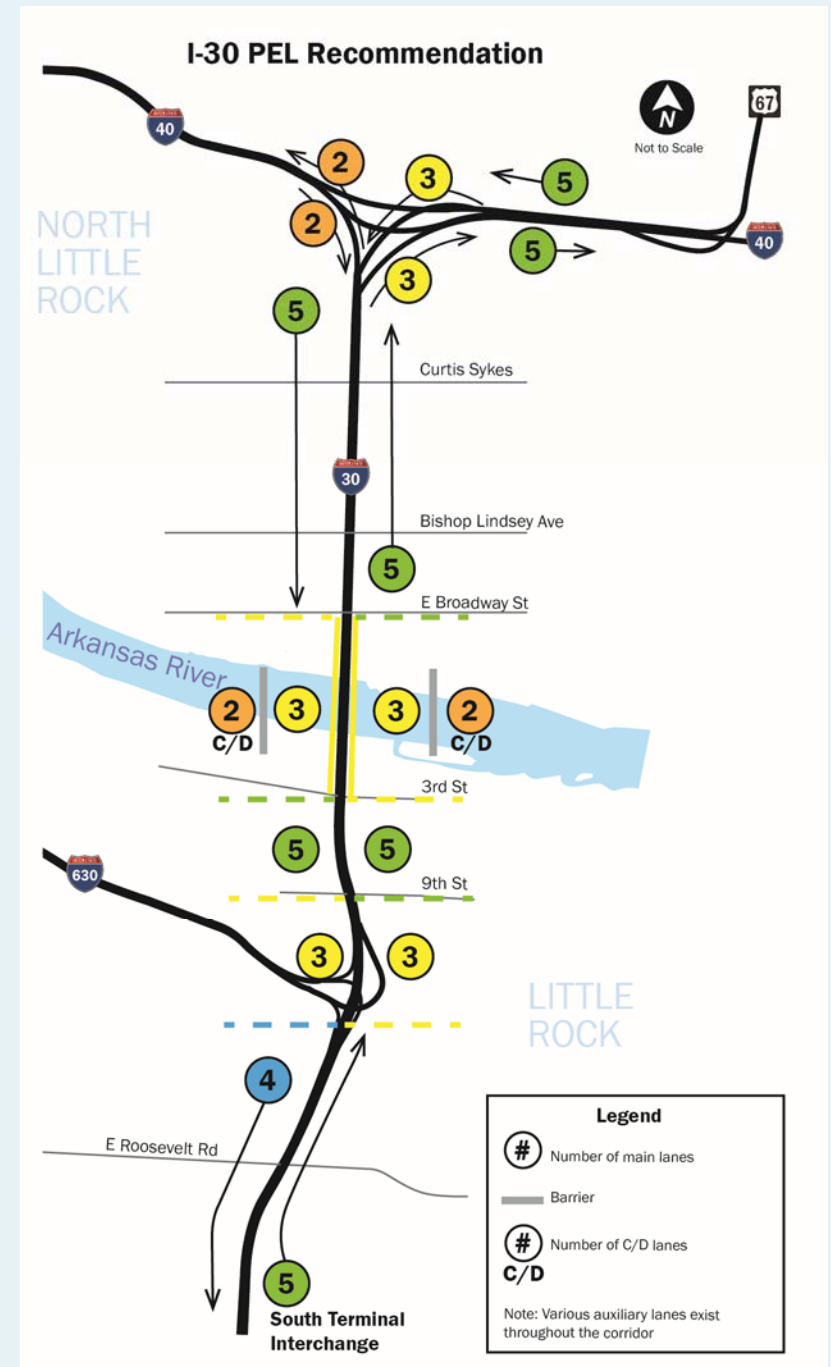


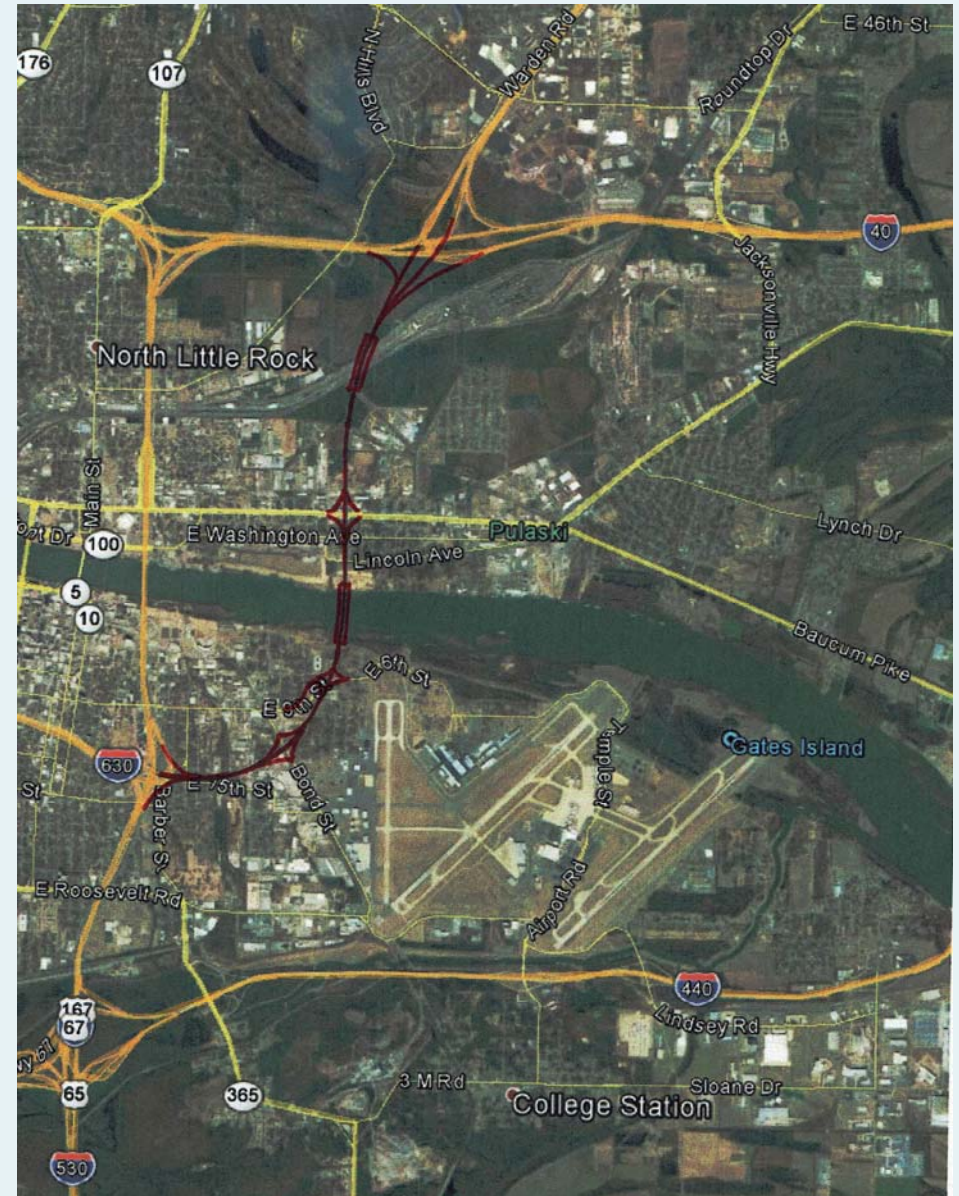
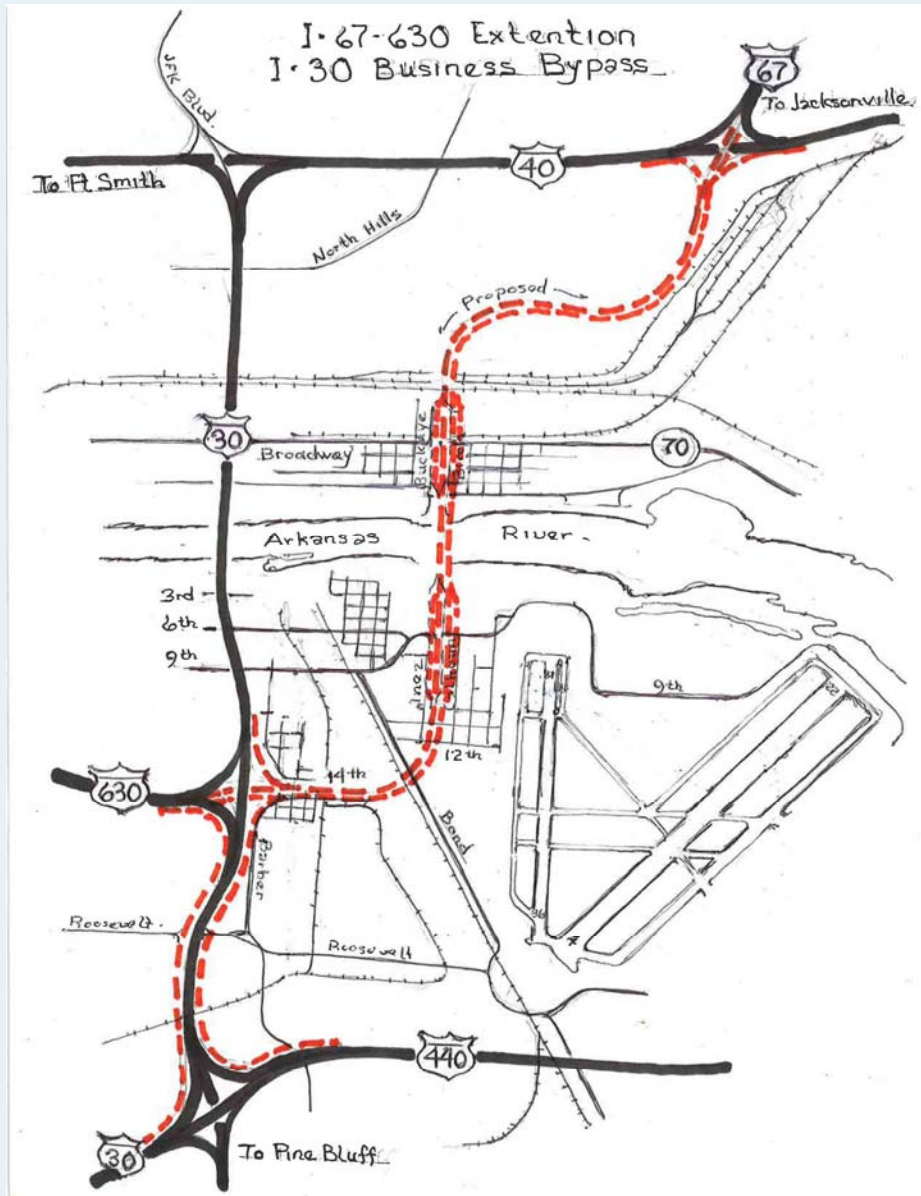
Portland





Through Traffic





Induced Demand





Questions?

