



Final Built Environment Resources Effects Analysis Technical Report

ARDOT JOB NO. CA0602

I-530 – Highway 67 (Widening and Reconstruction)
(I-30 and I-40)

Pulaski County, Arkansas
April 2018



U.S. Department
of Transportation
**Federal Highway
Administration**



Contents

Section	Page
Contents	i
Acronyms and Abbreviations	iii
1 Introduction	1-1
1.1 Existing Facility	1-1
1.2 Build Alternatives	1-1
2 Alternatives Description	2-1
2.1 Elements Common to Build Alternatives	2-1
2.1.1 Arkansas River Bridge Replacement	2-1
2.1.2 Interchange and Ramp Improvements	2-1
2.1.3 Complementary Improvements	2-4
2.2 Build Alternatives	2-4
2.2.1 No Build Alternative	2-4
2.2.2 Alternative 1: 8-Lane GP	2-5
2.2.3 Alternative 2: 6-Lane with C/D	2-6
2.2.4 Alternative A: Elevated SPUI Interchange	2-6
2.2.5 Alternative B: SDI Interchange	2-6
2.3 Summary of Build Alternatives	2-7
3 Laws and Regulations	3-1
3.1 National Historic Preservation Act	3-1
3.2 Area of Potential Effects	3-1
3.3 State and Local Laws and Regulations	3-26
4 Identified Historic Properties	4-1
4.1 Historic Properties	4-1
5 Determination of Effects	5-1
5.1 Overview of Effects Analysis	5-1
5.2 Effects to Historic Properties	5-4
5.2.1 Effects of Alternative 2A (SPUI) and 2B (SDI) from Construction and Demolition	5-5
5.2.2 Effects of Alternative 2A: 6-Lane with C/D with Elevated SPUI	5-6
5.2.3 Effects of Alternative 2B: 6-Lane with C/D with SDI	5-15
5.2.4 Indirect Effects to Historic Properties	5-29
5.2.5 Cumulative Effects to Historic Properties	5-30
5.3 Comparison of Effects Between Alternatives	5-32
6 Section 106 Consultation Summary	6-1
6.1 Section 106 Consultation Process	6-1
6.2 Tribal Consultation	6-3
6.3 Public Involvement	6-3
6.4 Agency Coordination	6-4
7 Conclusion	7-1
8 References	8-1

43	Tables	
44	Table 2-1. Interchange and Ramp Improvements Common to All Build Alternatives.....	2-1
45	Table 4-1. Historic Properties within the Area of Potential Effects	4-1
46	Table 5-1. Historic Properties with Potential Noise Impacts that Approach or Reach the NAC from	
47	Alternative 2A	5-6
48	Table 5-2. Historic Properties with Potential Visual Impacts from Alternative 2A.....	5-9
49	Table 5-3. Predicted Traffic Changes under Alternative 2A within the Tuf Nut and MacArthur Park	
50	Historic Districts	5-12
51	Table 5-4. Predicted Traffic Changes under Alternative 2A Affecting Individually Listed Properties	5-13
52	Table 5-5. Historic Properties with Potential Noise Impacts that Approach or Meet the NAC from	
53	Alternative 2B	5-15
54	Table 5-6. Historic Properties with Potential Visual Impacts from Alternative 2B.....	5-17
55	Table 5-7. Estimated Traffic Volumes Coming from I-30 Using the 2nd Street/Cantrell Road Exit under	
56	Alternative 2B	5-20
57	Table 5-8 Predicted Traffic Changes under Alternative 2B within the Tuf Nut and MacArthur Park Historic	
58	Districts*	5-25
59	Table 5-9. Predicted Traffic Changes under Alternative 2B Affecting NRHP-listed Properties	5-26
60	Table 6-1. Section 106 Consulting Parties.....	6-1
61	Table 6-2. Agency Coordination and Public Involvement Summary.....	6-4
62		
63	Figures	
64	Figure 1-1. Project Limits	1-2
65	Figure 3-1. Historic Properties Included on Alternative 2A	3-2
66	Figure 3-2. Historic Properties Included on Alternative 2B	3-14
67	Figure 5-1. Parking Removal	5-21
68	Figure 5-2. Signage.....	5-22
69		
70	Appendixes	
71	A Maps of Build Alternatives	
72	B Traffic Methodology Memorandum	
73	C Effects Analysis Table	
74	D Traffic Volume and Noise Level Graphics	

1 Acronyms and Abbreviations

2	ACHP	Advisory Council on Historic Preservation
3	ADA	Americans with Disabilities Act
4	ADT	Average Daily Traffic
5	AHPP	Arkansas Historic Preservation Program
6	AHTD	Arkansas State Highway and Transportation Department
7	APE	Area of Potential Effects
8	ARDOT	Arkansas Department of Transportation
9	CAP	Connecting Arkansas Program
10	C/D	Collector/Distributor
11	CFR	Code of Federal Regulations
12	COA	Certificate of Appropriateness
13	dB(A)	Decibel (A-weighted scale)
14	CLG	Certified Local Government
15	EA	Environmental Assessment
16	FHWA	Federal Highway Administration
17	GP	General Purpose
18	HABS	Historic American Buildings Survey
19	HDC	Historic District Commission
20	I	Interstate
21	MOA	Memorandum of Agreement
22	NEPA	National Environmental Policy Act
23	NHPA	National Historic Preservation Act
24	NPS	National Park Service
25	NRHP	National Register of Historic Places
26	NAC	Noise Abatement Criteria
27	PA	Programmatic Agreement
28	PEL	Planning and Environmental Linkage
29	ROW	Right-of-Way
30	SDI	Split Diamond Interchange
31	SHPO	State Historic Preservation Officer
32	SPUI	Single Point Urban Interchange
33	TWG	Technical Working Group
34	UPRR	Union Pacific Railroad
35	U.S.C.	United States Code

1 Introduction

Upon approval by Arkansas voters, the Arkansas Department of Transportation (ARDOT) implemented an accelerated State Highway Construction and Improvement Program named the Connecting Arkansas Program (CAP).

A major component of the CAP is to implement a project to improve a portion of Interstate 30 (I-30) from I-530 and I-440 to I-40, including the Arkansas River Bridge, and a portion of I-40 from Highway 365 (MacArthur Drive) to Highway 67. This project is CA0602: I-530 – Highway 67 (Widening & Reconst. [sic]) (I-30 & I-40), commonly known as the 30 Crossing project. The 30 Crossing project is federally funded under the Federal Highway Administration (FHWA) in partnership with ARDOT. Thus, the project is defined as an undertaking and must comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) (54 United States Code [U.S.C.] 306108). Section 106 requires identification of historic properties and assessment of project effects on those properties as part of the required agency consultation between FHWA, the State Historic Preservation Officer (SHPO), and other interested parties. The implementing regulation for the NHPA is the Protection of Historic Properties (36 Code of Federal Regulations [CFR] 800). These regulations are discussed in more detail in Section 3.1. **Figure 1-1** illustrates the proposed project limits.

1.1 Existing Facility

I-30 is one of the critical links of the Central Arkansas Freeway System. It connects communities within the Central Arkansas Region and serves local, regional, and national travelers with varied destinations and trip purposes. I-30 is a westbound/eastbound interstate highway. For the purposes of this report, I-30 is described as southbound and northbound since the project alignment is north to south.

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

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

1.2 Build Alternatives

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

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



1
2 Figure 1-1. Project Limits

The current Highway 10 (Cantrell Road) interchange provides direct access to the downtown business district of Little Rock. Its proximity to the Arkansas River Bridge and the I-30 interchange with I-630 creates a unique level of complexity. To balance various project goals, two interchange concepts are being considered for replacement of this interchange:

- Elevated Single Point Urban Interchange (SPUI) constructed in the same location as the current interchange
- Split Diamond Interchange (SDI) constructed south of the existing interchange at 4th and 9th Streets

Combining the two main lane configurations with the two Highway 10 (Cantrell Road) interchange concepts results in four Action Alternatives:

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

2 Alternatives Description

Alternatives analyzed for this project included the No Action Alternative and four Build Alternatives:

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

The four Build Alternatives are discussed in the following subsections, as well as depicted on the maps in **Appendix A**. Although a No Build alternative may be an option, there would be no federal action and therefore no undertaking to affect historic properties. However, the No Build Alternative is useful for comparative purposes and is described in this section. The SDI has gone through various updates; this analysis is based on the most current design.

2.1 Elements Common to Build Alternatives

2.1.1 Arkansas River Bridge Replacement

The proposed design of the Arkansas River Bridge will meet the horizontal and vertical clearance requirements of the U.S. Coast Guard and the Arkansas Waterway Commission. The proposed design of the Arkansas River Bridge provides a navigational channel meeting the minimum requirements: a horizontal clearance of 320 feet and vertical clearance of 63.0 feet above normal pool.

2.1.2 Interchange and Ramp Improvements

Ramping modifications would occur throughout the project corridor, as presented in **Table 2-1**. Most of the modifications are applicable to all Build Alternatives; however, some modifications identified and described in **Table 2-1** are applicable to only one alternative.

Table 2-1. Interchange and Ramp Improvements Common to All Build Alternatives

Existing	Ramp Modification	Access Change	Description
NB I-30 exit to Roosevelt Road	Ramp improvement	No change in access	The ramp improvement consists of lengthening, prohibiting drivers from directly accessing eastbound 28th Street. Drivers must turn east on Roosevelt Road and south on Vance Street to reach 28th Street.
SB entrance from Roosevelt Road	Ramp improvement	No change in access	-
NB entrance from Roosevelt Road	Ramp improvement	No change in access	-
SB exit to Roosevelt Road	Ramp improvement	No change in access	-
SB entrance from EB I-630	Ramp improvement	No change in access	The ramp improvement consists of widening the ramp from 1 to 2 lanes.
NB entrance from EB I-630	Ramp improvement	Additional access	For 1B and 2B Alternatives: Ramp from EB I-630 splits to access 9th Street and to access NB I-30 main lanes.
		No change in access	1A and 2A Alternatives.

Table 2-1. Interchange and Ramp Improvements Common to All Build Alternatives

Existing	Ramp Modification	Access Change	Description
	New Ramp	Additional access	For 1B and 2B alternatives only: Entrance ramp from SB frontage road from 9th Street connects to the WB I-630 exit from SB I-30.
SB entrance from 9th Street	Ramp improvement	No change in access	-
SB exit to 9th Street	Ramp replacement	Shift in access	SB access to 9th Street must take proposed 6th/9th Street exit in 1A and 2A Alternatives. SB access to 9th Street must take proposed 4th Street exit in 1B and 2B Alternatives.
SB exit to 6th Street	Ramp replacement	Shift in access	SB access to 6th Street must take proposed 6th/9th Street exit in 1A and 2A Alternatives. SB access to 6th Street must take proposed 4th Street exit in 1B and 2B Alternatives.
NB entrance from 6th Street	Ramp improvement	No change in access	1A and 2A Alternatives.
	Ramp removal	Shifted access	1B and 2B Alternatives: NB I-30 access by proposed entrance from 4th Street.
Highway 10 (Cantrell Road) Interchange	Ramp replacements	Shifts in access	1A and 2A Alternatives Interchange located at Highway 10 (Cantrell Road). SB exit ramp to 6th Street and 9th Street.
SB exit to Cantrell Road/Clinton Avenue	Ramp improvement	No change in access	1A and 2A Alternatives
	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.
SB exit to 2nd Street and Ferry Street	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.
SB entrance from Cumberland/2nd and 3rd Streets	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.

Table 2-1. Interchange and Ramp Improvements Common to All Build Alternatives

Existing	Ramp Modification	Access Change	Description
NB entrance from Cumberland/2nd/3rd Street	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.
NB entrance from 3rd Street	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.
NB exit to Cantrell Road/Markham Street and Clinton Avenue/2nd Street/Ferry Street	Ramp replacement and removal	Shifts in access	1B and 2B Alternatives. <ul style="list-style-type: none"> Interchange shifted and located at 4th Street. SB exit to 4th Street with a designated U-turn for 3rd Street. NB entrance from 4th Street. 2nd Street/Cantrell Avenue/4th Street would be accessed from NB I-30 by the proposed 6th/9th Street exit. 4th Street is restriped to be a -2-lane EB and 1-lane WB.
NB exit to Broadway Street	Ramp improvement	No change in access	
SB entrance from Broadway Street	Ramp improvement	No change in access	
NB entrance from Bishop Lindsey Avenue	Ramp replacement	Shift in access	Ramp is replaced with a NB entrance ramp from Broadway Street.
SB exit to Bishop Lindsey Avenue	Ramp improvement	No change in access	-
NB exit to Curtis Sykes Drive	Ramp improvement	No change in access	-
SB entrance from Curtis Sykes Drive	Ramp replacement	Shift in access	Ramp is removed and replaced with a SB entrance from 18th/19th Street.
NB entrance from Curtis Sykes Dr.	Ramp removal	Shift in access	EB I-40 can be accessed by proposed entrance ramp from frontage road north of 19th Street. WB I-40 can be accessed by going north on Main Street to the JFK Boulevard entrance ramp to WB I-40 or by going north on N. Hills Boulevard to the entrance ramp to WB I-40.
SB exit to Curtis Sykes Drive	Ramp replacement	Shift in access	Ramp is replaced with a proposed 18th Street/19th Street/ Curtis Sykes Drive exit.
WB I-40 entrance from SB N. Hills Boulevard	Ramp improvement	No change in access	-
WB I-40 entrance from NB N. Hills Boulevard	Ramp replacement	Shift in access	Drivers on NB N. Hills Boulevard would turn west to access WB I-40 entrance ramp (replaces existing loop).

Table 2-1. Interchange and Ramp Improvements Common to All Build Alternatives

Existing	Ramp Modification	Access Change	Description
EB I-40 to NB US 67	Ramp improvement	No change in access	-

EB = eastbound
 NB = northbound
 SB = southbound
 WB = westbound

The build alternatives do not include modifications within the ARDOT ROW that exists along I-630 adjacent to MacArthur Park Historic District. If changes to the design occur within that area, stipulations agreed to in the Programmatic Agreement (PA) will be followed including those pertinent to the I-630 Infill MOA.

2.1.3 Complementary Improvements

The following complementary improvements were included under all Build Alternatives:

- Main Lane Pavement Rehabilitation
- Auxiliary Lanes
- Frontage Road Improvements
- Roadway Shoulder Improvements
- Horizontal/Vertical Curve Improvements
- Intersection Improvements
- Bicycle/Pedestrian Accommodations
- Transportation System Management
- Signage
- Arterial Improvements

2.2 Build Alternatives

Two corridor improvement alternatives and two interchange alternatives being considered to address corridor-wide needs, as well as a No Build Alternative:

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

2.2.1 No Build Alternative

The No Build Alternative represents the case in which the proposed project is not constructed, but could include future projects identified through the long-range planning process for maintaining a state of good repair as funding becomes available. The No Build Alternative would consist of existing transportation facilities and would continue with only routine maintenance. The No Build Alternative would not make any improvements to the existing roadway or any bridges throughout the corridor, including the Arkansas River Bridge, beyond those that are already planned and funded. With increasing population and traffic demand and no improvements to the project area, congestion will increase and ultimately safety and mobility will decrease. This alternative represents the conditions if major improvements are not made. This alternative would not improve the existing geometric deficiencies, traffic capacity limitations, safety insufficiencies, or deteriorating roadway and bridges.

2.2.2 Alternative 1: 8-Lane GP

This corridor improvement alternative generally would consist of reconstructing the existing six-lane (three in each direction) roadway and adding one through lane in each direction, for a total of eight lanes. This alternative would not have C/D lanes.

From the beginning of the project at the I-30/I-530/I-440 interchange to the I-30/I-630 interchange, this alternative would have three through lanes and one decision lane in each direction, replacing the existing six-lane (three in each direction) section. Decision lanes are lanes that are added and dropped from the freeway as it moves through a series of interchanges.

From the I-30/I-630 interchange to Broadway Street in North Little Rock, the configuration would vary depending on which Interchange Alternative (SDI or SPUI) is selected. This section includes the Arkansas River Bridge and would include four through lanes and one auxiliary lane in each direction.

From Broadway Street to the I-40 interchange, this alternative would have four lanes in each direction, replacing the existing six-lane (three in each direction) section. Within this segment, Cypress Street west of I-30 would be extended from 9th Street to 13th Street, including a bridge over the Union Pacific Railroad (UPRR), allowing it to become a one-way southbound frontage road. The existing structurally deficient Locust Street Overpass over the UPRR would be replaced and North Locust Street would serve as the one-way northbound frontage road.

Improvements to I-40 from the I-30 interchange to the Highway 67 interchange would consist of reconstructing the existing eight-lane section to provide two decision lanes and two through lanes in each direction. Within these limits, the I-40 eastbound to Highway 67 northbound ramp and the I-40 westbound to I-30 southbound ramp would be reconstructed to right exit ramps, but would remain two lanes.

Improvements to I-40 westbound from the I-30 interchange to MacArthur Drive (Highway 365) consist of reconstructing the existing three through lanes and increasing the length of the ramps.

The VISSIM traffic simulation tool was used to evaluate traffic conditions for the existing and future conditions of freeways and arterial cross streets in the Area of Potential Effects (APE) and the downtown Little Rock local street system. VISSIM modeling for traffic in 2041 showed that the 8-Lane General Purpose Alternative as envisioned in the Planning and Environment Linkage (PEL) study (AHTD, 2015b) resulted in heavy congestion in the northbound direction on I-30 during the PM peak. A modification was developed to evaluate a possible solution to the I-30 northbound congestion issue. The modification incorporates the improvements of the six-lane with C/D alternative (Alternative 2) on I-40 eastbound by adding an additional lane to I-40 from I-30 to Highway 67, as well as widening both the I-30 northbound to I-40 eastbound ramp and the I-40 eastbound to Highway 67 northbound ramp from two to three lanes. VISSIM modeling showed that the modification resulted in a significant improvement to the mobility in the PM peak. Consequently, this modification will be incorporated into the 8-Lane GP Alternative.

What is an **auxiliary lane**?

Auxiliary lanes are lanes adjoining the main lanes that are used for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. They allow an acceptable weaving area for vehicles to safely enter and exit the freeway without adversely impeding though traffic on the main

What is a **decision lane**?

Decision lanes are lanes from which vehicles can either continue on the freeway or exit from the freeway. They are added and dropped from the freeway as it moves through a series of interchanges.

2.2.3 Alternative 2: 6-Lane with C/D

This corridor improvement alternative generally would consist of reconstructing the existing six-lane (three in each direction) roadway while adding two decision lanes in each direction that ultimately feed into a C/D system located at the Arkansas River Bridge.

From the beginning of the project at the I-30/I-530/I-440 interchange to the I-30/I-630 interchange, this alternative would have three through lanes and two decision lanes, for a total of five lanes in the northbound direction, and three through lanes and one decision lane, for a total of four lanes in the southbound direction. This would replace the existing six-lane (three in each direction) section. I-630 westbound to the Cumberland Street exit would be widened from four to five lanes.

From the I-30/I-630 interchange to Broadway Street in North Little Rock, the configuration would vary depending on which interchange alternative (SDI or SPUI) is selected. This section includes the Arkansas River Bridge and would consist of three through lanes, two C/D lanes, and an auxiliary lane in each direction.

From Broadway Street to the I-40 interchange, this alternative would have three through lanes and two decision lanes, for a total of five lanes in each direction, replacing the existing six-lane (three in each direction) section. Within this segment, Cypress Street would be extended from 9th Street to 13th Street, including a bridge over the UPRR, allowing it to become a one-way southbound frontage road. The existing structurally deficient Locust Street Overpass over the UPRR railroad would be replaced, and North Locust Street would serve as the one-way northbound frontage road.

Improvements to I-40 from the I-30 interchange to the Highway 67 interchange would consist of two through lanes and three decision lanes, for a total of five lanes in each direction, replacing the existing eight-lane (four lanes in each direction) section. Within these limits, the I-30 northbound to I-40 eastbound and the Highway 67 southbound to I-40 westbound ramps would be widened from two to three lanes. The I-40 eastbound to Highway 67 northbound ramp and the I-40 westbound to I-30 southbound ramp would be reconstructed to right exit ramps and widened from two to three lanes.

The improvements to I-40 westbound from the I-30 interchange to MacArthur Drive (Highway 365) consist of increasing the length of the ramps.

2.2.4 Alternative A: Elevated SPUI Interchange

The SPUI alternative is a refinement of the initial SPUI concept that was developed to avoid impacts to the portion of the River Rail Street Car on 3rd Street and loss of vehicular access to 4th Street. With the SPUI alternative, I-30 would continue to be elevated over 2nd Street, while all entrance and exit ramps for Highway 10 would intersect at a central signalized location under the I-30 Bridge. This signalized location would be modestly elevated on embankment to provide clearance over 4th Street for an additional I-30 southbound exit ramp that would intersect with 6th Street. Traffic would access the SPUI from Little Rock by a six-lane elevated roadway beginning at-grade at the Cumberland/La Harpe/2nd Street intersection on the west side and at Mahlon Martin Street on the east side. In addition, traffic would be able to enter I-30 northbound from 6th Street by using a ramp that would bridge over 4th, 3rd, and 2nd Streets.

In this interchange alternative, traffic would continue to enter and exit downtown Little Rock in the same manner as the existing interchange. This interchange also would continue to utilize the right-of-way (ROW) of the current interchange for transportation purposes.

2.2.5 Alternative B: SDI Interchange

The SDI alternative eliminates the existing partial clover leaf interchange at Cantrell Road (2nd Street). With this alternative, the only southbound I-30 off-ramp between I-630 and the Arkansas River would be

at 4th Street, and the only northbound I-30 off-ramp in the same area would be at 9th Street. Frontage roads would be used to distribute traffic onto the downtown road network. This alternative would provide direct access to I-630 westbound from the southbound frontage road and direct access to the northbound frontage road from I-630 eastbound. Modifications to some city streets would be required:

- East 4th Street between Cumberland Street and the southbound frontage road would be two lanes eastbound and one lane westbound, requiring the removal of some on-street parking to accommodate three lanes of traffic.
- A Texas U-turn would be added to allow traffic on the southbound I-30 off-ramp to exit onto 3rd Street.
- Mahlon Martin Street would be converted from a partial one-way roadway to a two-way roadway.
- East 2nd Street would be widened and improved between Cumberland Street and Mahlon Martin Street to provide two lanes eastbound and two lanes westbound.
- A new road would be constructed between East 3rd and East 4th Streets east of I-30.
- Cumberland Street between East 2nd Street and East 3rd Street would be slightly widened to provide two lanes in both the northbound direction and southbound direction.
- Traffic signals may be required at the intersections of East 4th Street and Rock Street, East 4th Street and River Market Avenue, East 3rd Street and the Texas U-turn, East 3rd Street and Mahlon Martin Street, East 2nd Street and Mahlon Martin Street, and East 2nd Street and River Market Avenue. In addition, a pedestrian signal may be needed at East 2nd Street and Sherman Street.
- The SDI alternative removes the existing exit ramp that provides direct access to the complex intersection of 2nd Street and Cumberland Street. Traffic volumes on Cumberland Street north of 3rd Street and on 2nd Street west of Cumberland Street would be lower with the SDI alternative than the SPUI alternative. The traffic currently using the existing Highway 10 (Cantrell Road) interchange will shift primarily to East 2nd Street, East 3rd Street, and East 4th Street, resulting in an increase in the traffic volumes on these city streets. The removal of the existing interchange will open the space currently occupied by the interchange, providing opportunity for improved multi-modal east-west movement under I-30 at this location.

What is a **Texas U-Turn**?

A Texas U-turn is a lane allowing cars traveling on one side of a one-way frontage road to U-turn onto the opposite frontage road (typically crossing over or under a freeway or expressway). Typically controlled by yield signs, these allow U-turning traffic to bypass two traffic signals and avoid crossing the local traffic twice.

2.3 Summary of Build Alternatives

In summary, the two corridor improvement alternatives under consideration, both of which include the replacement of the Arkansas River Bridge, are:

- Alternative 1: 8-Lane GP alternative, which would provide four main lanes in each direction with no C/D lanes
- Alternative 2: 6-Lane with C/D alternative, which would reconstruct the existing six-lane (three in each direction) roadway while adding two decision lanes on each side that ultimately feed into a C/D system located at the Arkansas River Bridge

- 1 Two alternatives for improvement of the Highway 10 (Cantrell Road) interchange are under
2 consideration:
- 3 • A SPUI constructed in the same location as the current interchange
 - 4 • A SDI constructed south of the existing interchange at 4th and 9th Streets
- 5 Combining the two main lane configurations with the two Highway 10 (Cantrell Road) interchange
6 concepts results in the four Build Alternatives as follows:
- 7 • Alternative 1A: 8-Lane GP with SPUI Alternative
 - 8 • Alternative 1B: 8-Lane GP with SDI Alternative
 - 9 • Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative
 - 10 • Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative

3 Laws and Regulations

3.1 National Historic Preservation Act

Numerous federal laws, regulations, executive orders, and guidelines establish the need and process for considering America's cultural heritage in the planning process for proposed federal undertakings. This report addresses the primary federal regulation, which is the NHPA (54 U.S.C. 306108 et seq.).

Section 106 of the NHPA requires federal agencies to consider any effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. Provisions of NHPA are implemented through 36 CFR 800. Historic properties are defined in 36 CFR 800.16 as those that are listed in, or qualify for listing in, the NRHP. According to 36 CFR 800.4, the criteria for eligibility for the NRHP are as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association:

A. *that are associated with events that have made a significant contribution to the broad patterns of our history; or*

B. *that are associated with the lives of persons significant in our past; or*

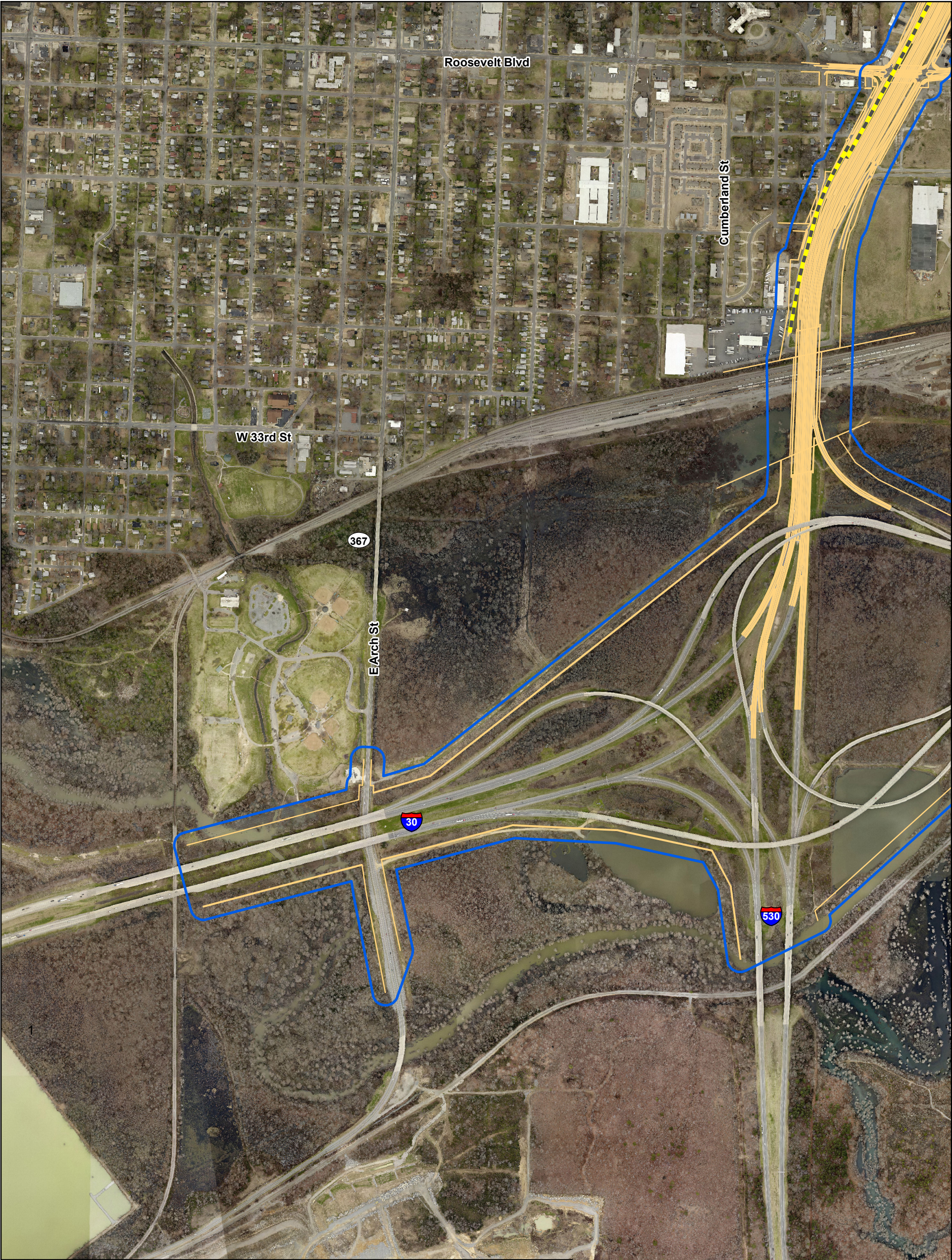
C. *that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

D. *that have yielded, or may be likely to yield, information important in prehistory or history.*

The Section 106 regulations state that an adverse effect occurs when an undertaking "may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5(a)(1)). Thus, an adverse effect finding focuses on the potential to "alter" historically significant characteristics that would diminish the integrity of a historic property. If integrity is not diminished, there is no adverse effect. However, an effect may be adverse even if the magnitude of the effect is not large (AASHTO, 2016).

3.2 Area of Potential Effects

As defined in 36 CFR 800.16(d), the APE for a project includes "...the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The width of the APE "...consists of all existing and new right-of-way for archaeological sites, and the area within 100 feet of the edge of the right-of-way for historic structures..." (AHTD, 2015a). Additionally, the APE includes sections of the MacArthur Park Historic District, the Tuf Nut Historic District, and areas adjacent to Skyline Drive that could be affected because of noise, traffic, and atmospheric and visual changes. The APE for the 30 Crossing project is shown on **Figures 3-1 (SDI) and 3-2 (SPUI), Maps 1 through 12 for each.**

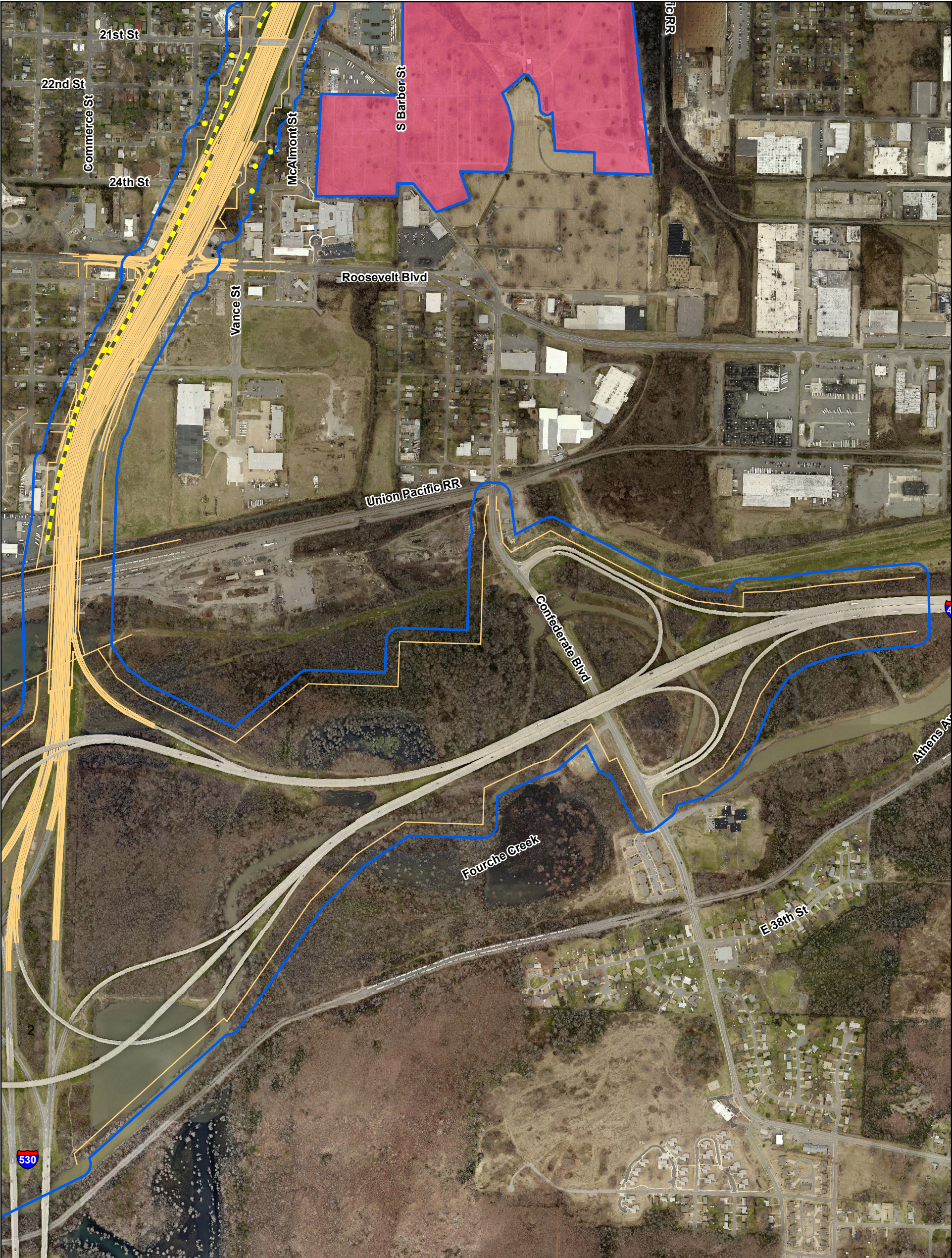


Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

Figure 3 - 1
Map 1 of 12

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Hlstric District



Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

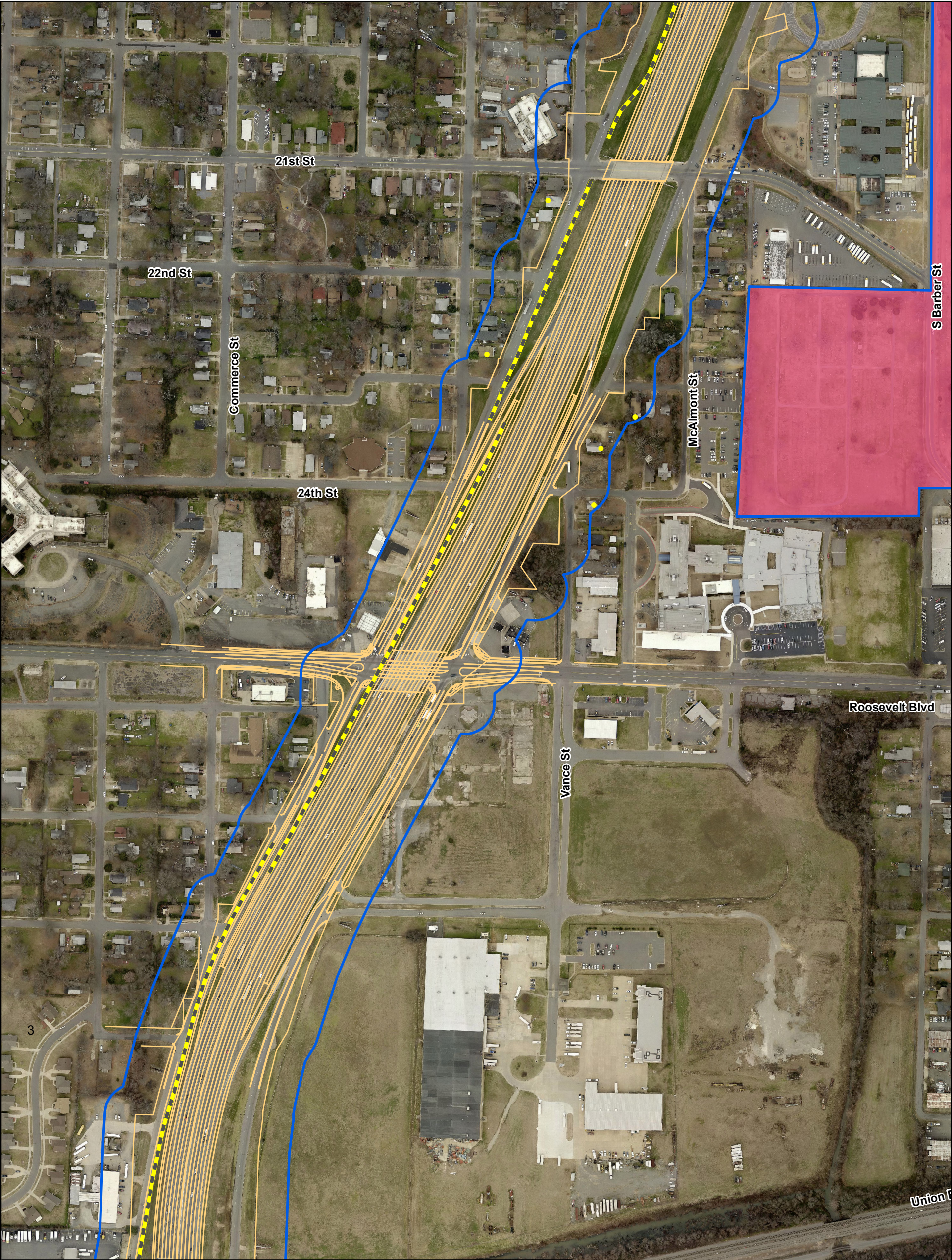
Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District

Figure 3 - 1
Map 2 of 12



●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

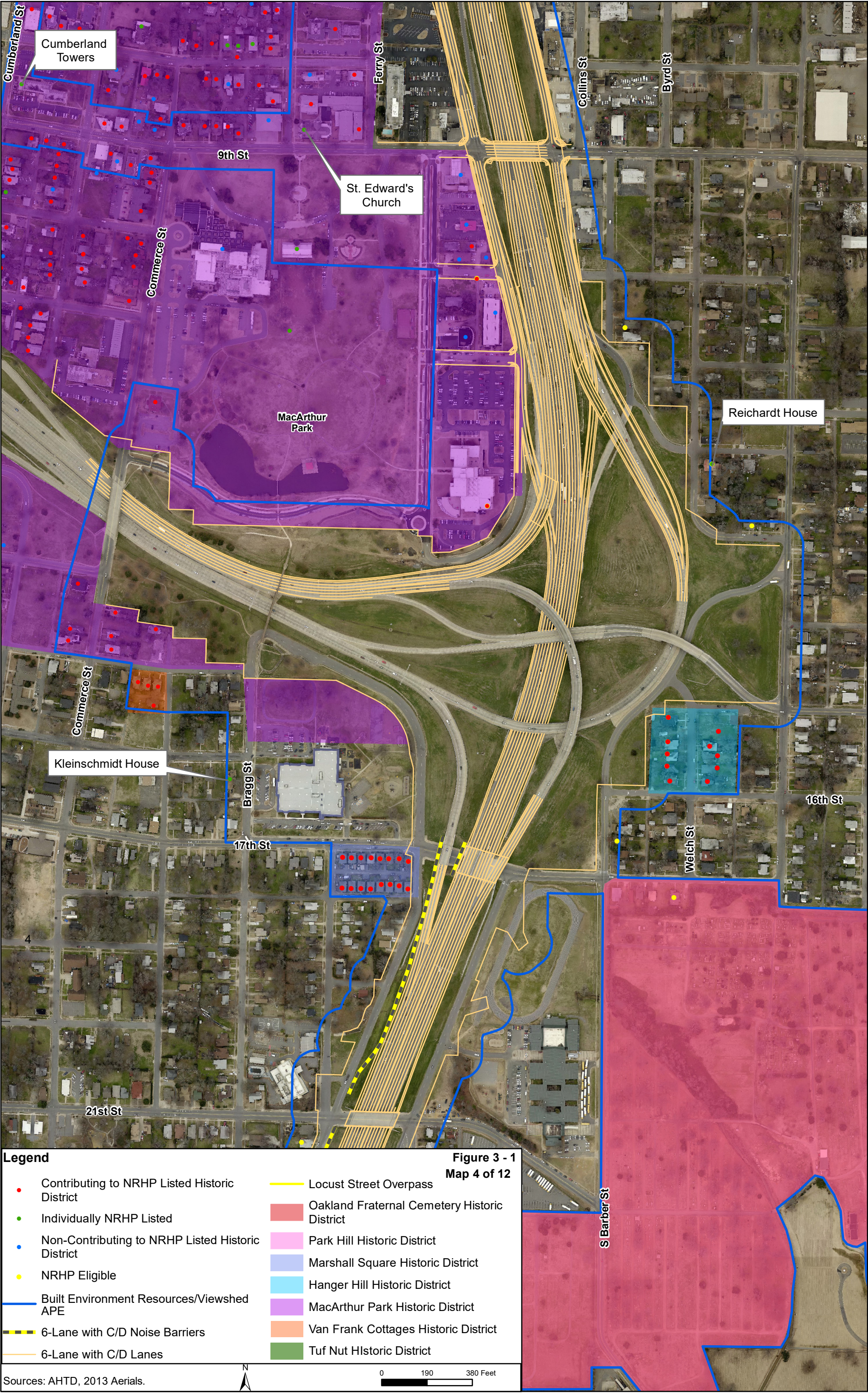
Hanger Hill Historic District

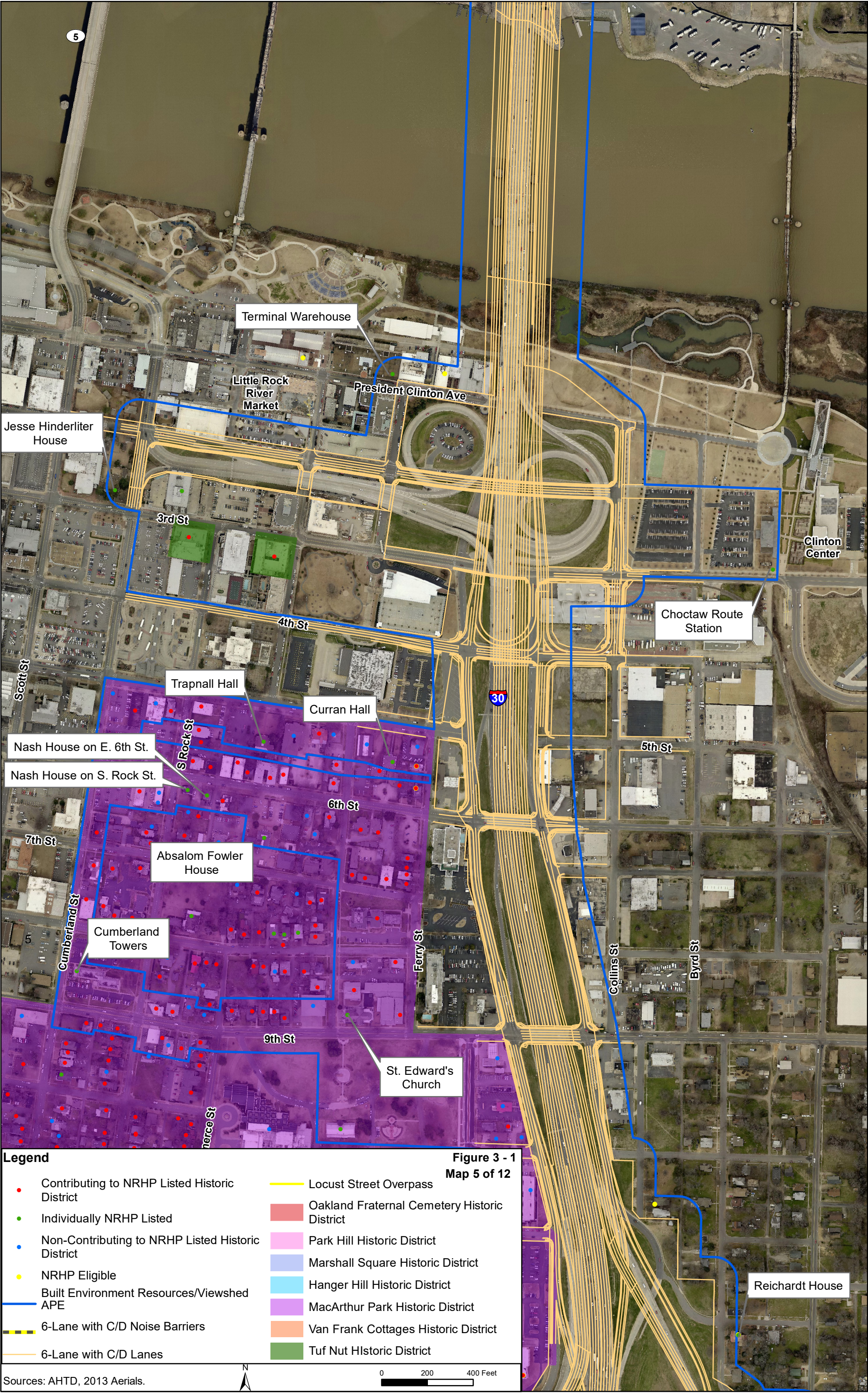
MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District

Figure 3 - 1
Map 3 of 12







●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

6-Lane with C/D Noise Barriers

—

6-Lane with C/D Lanes

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

—

Van Frank Cottages Historic District

—

Tuf Nut Historic District

Figure 3 - 1
Map 6 of 12



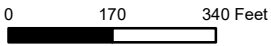
Legend

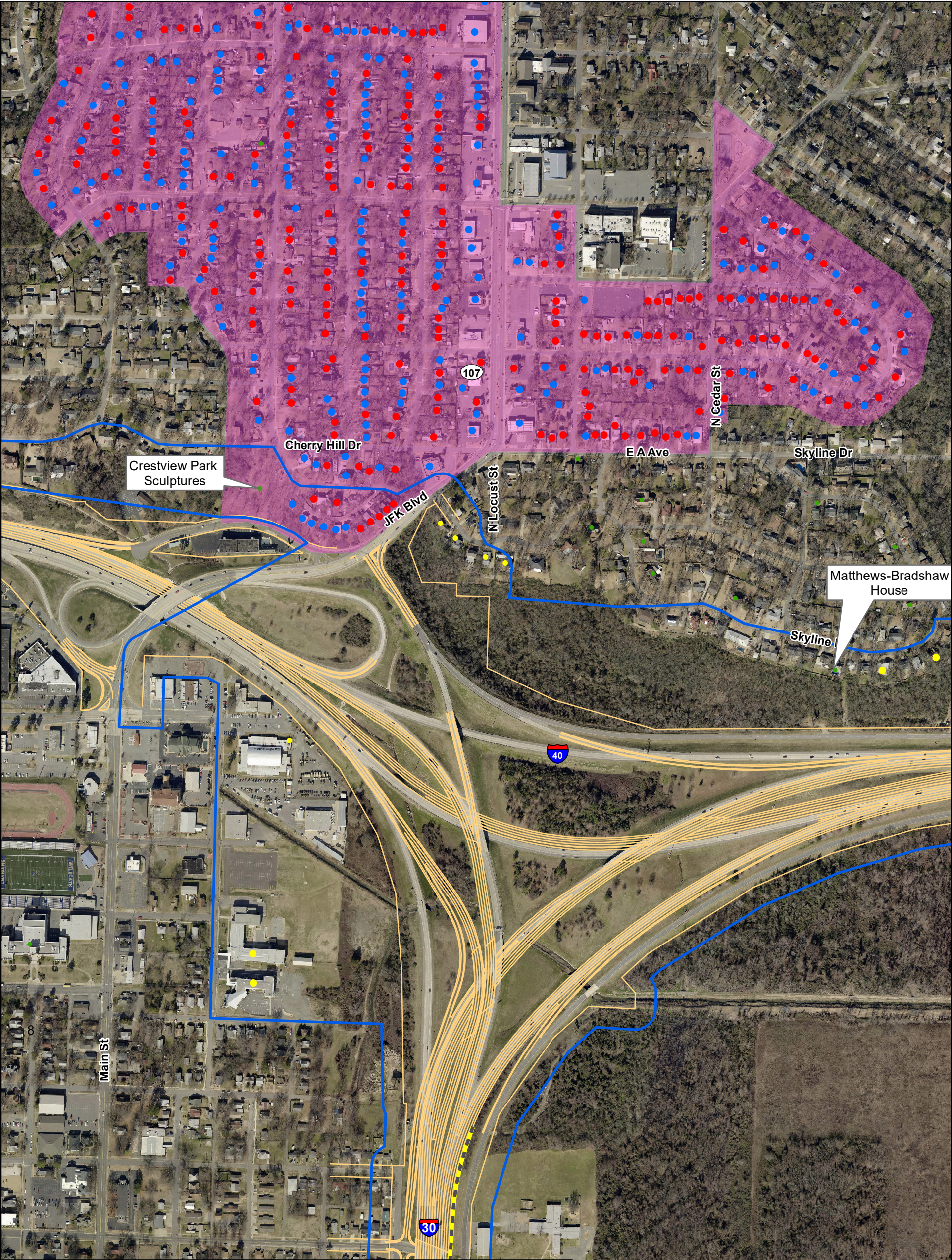
- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District

Figure 3 - 1
Map 7 of 12

Sources: AHTD, 2013 Aerials.





Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Hlstric District

Figure 3 - 1
Map 8 of 12





Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Hlstoric District

Figure 3 - 1
Map 9 of 12

Sources: AHTD, 2013 Aerials.



Legend

●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District

Figure 3 - 1
Map 10 of 12

Sources: AHTD, 2013 Aerials.

N

0

180

360 Feet



●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

6-Lane with C/D Noise Barriers

—

6-Lane with C/D Lanes

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

—

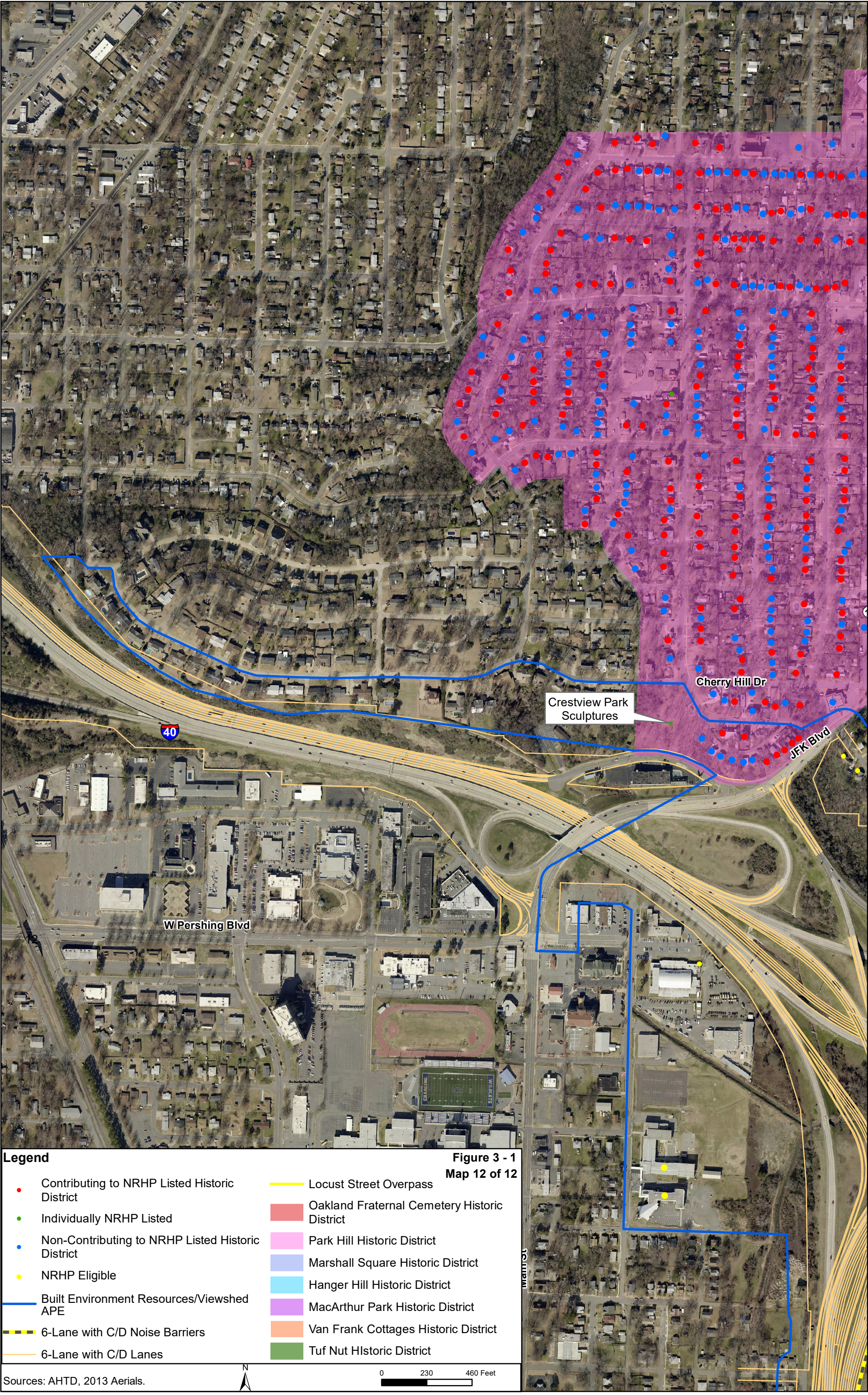
Van Frank Cottages Historic District

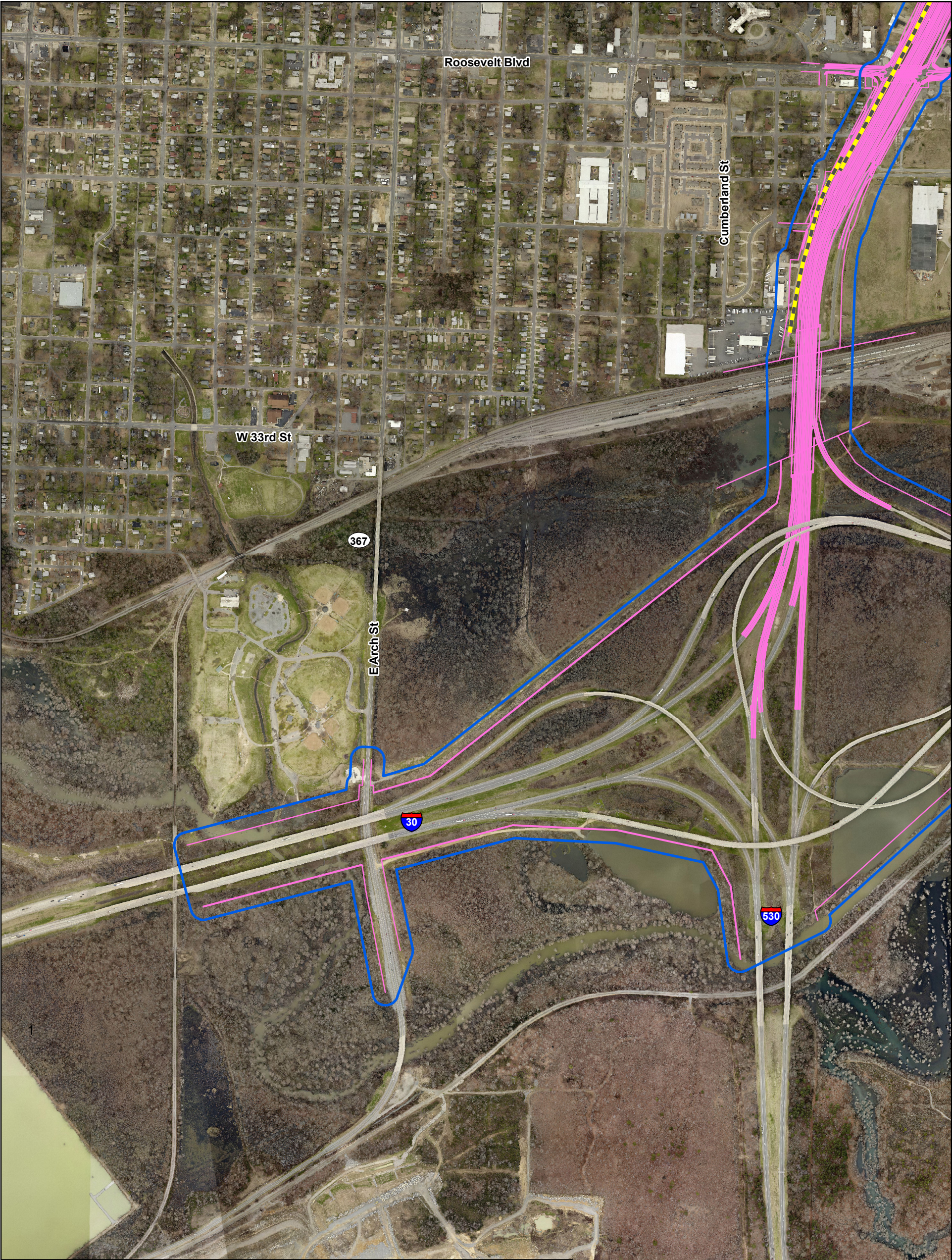
—

Tuf Nut Historic District

Figure 3 - 1

Map 11 of 12





●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

6-Lane with C/D Noise Barriers

—

6-Lane with C/D Lanes

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

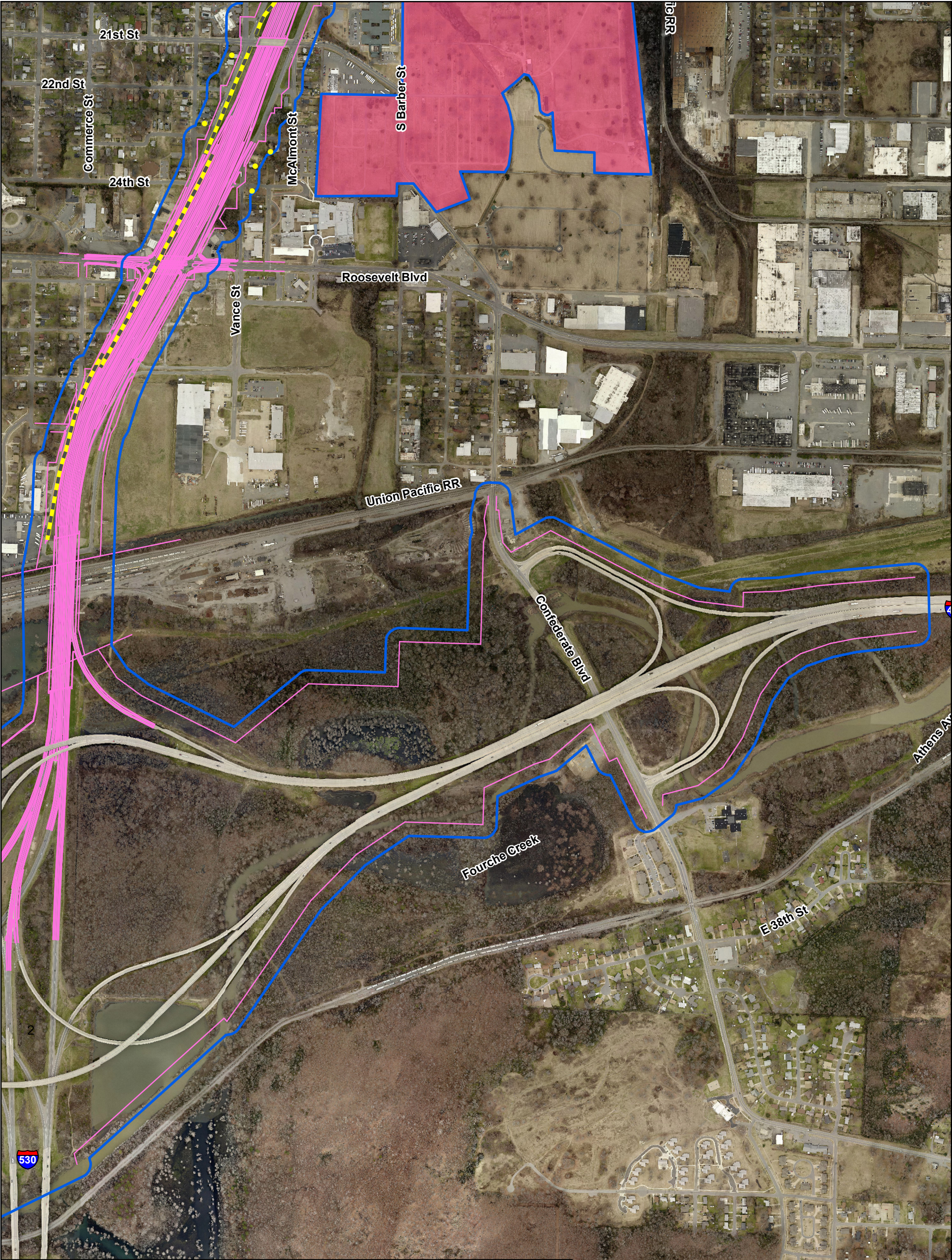
—

Van Frank Cottages Historic District

—

Tuf Nut Hl historic District

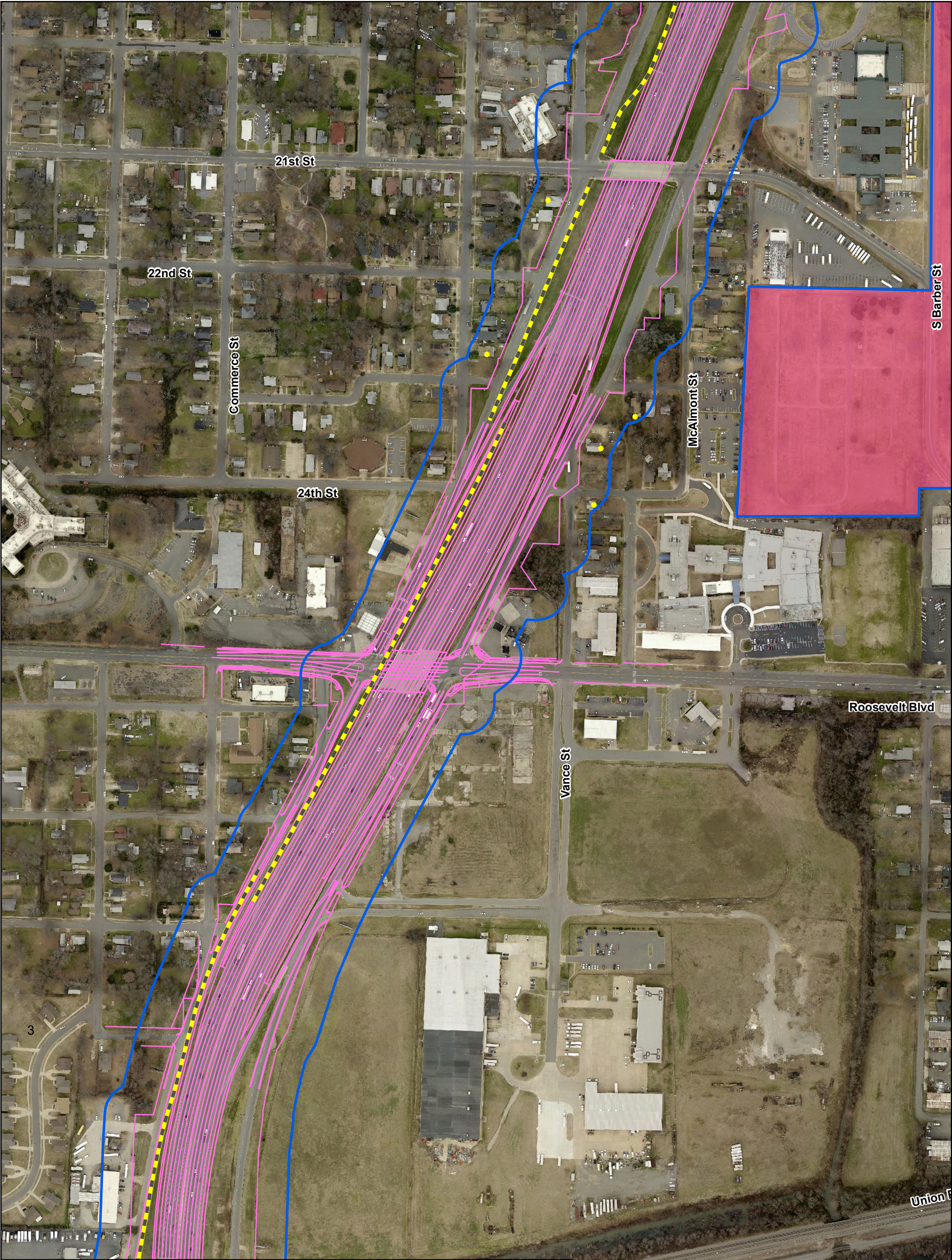
Figure 3 - 2
Map 1 of 12



Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes
- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District

Figure 3 - 2
Map 2 of 12



Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

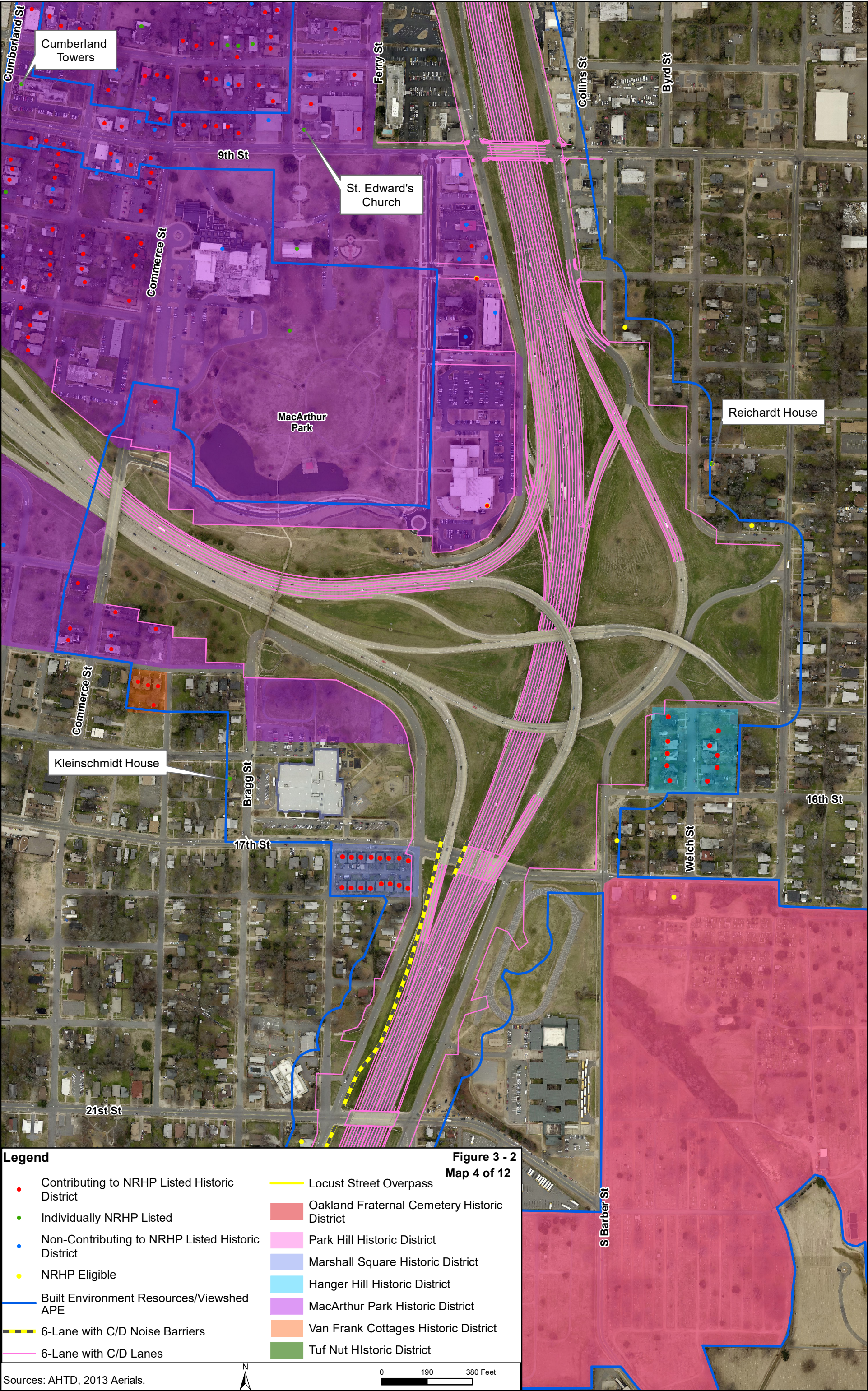
Tuf Nut Historic District

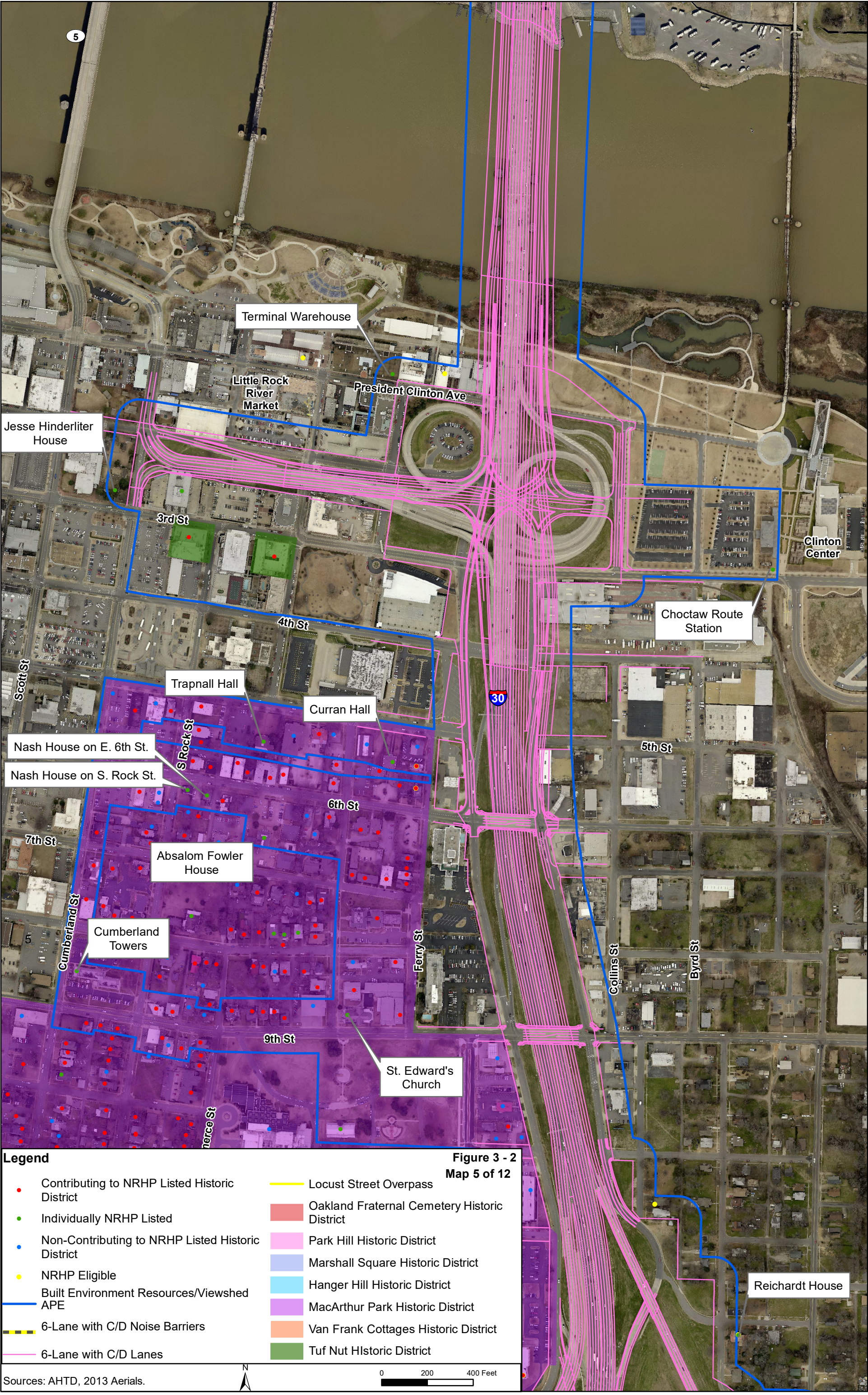
Figure 3 - 2
Map 3 of 12

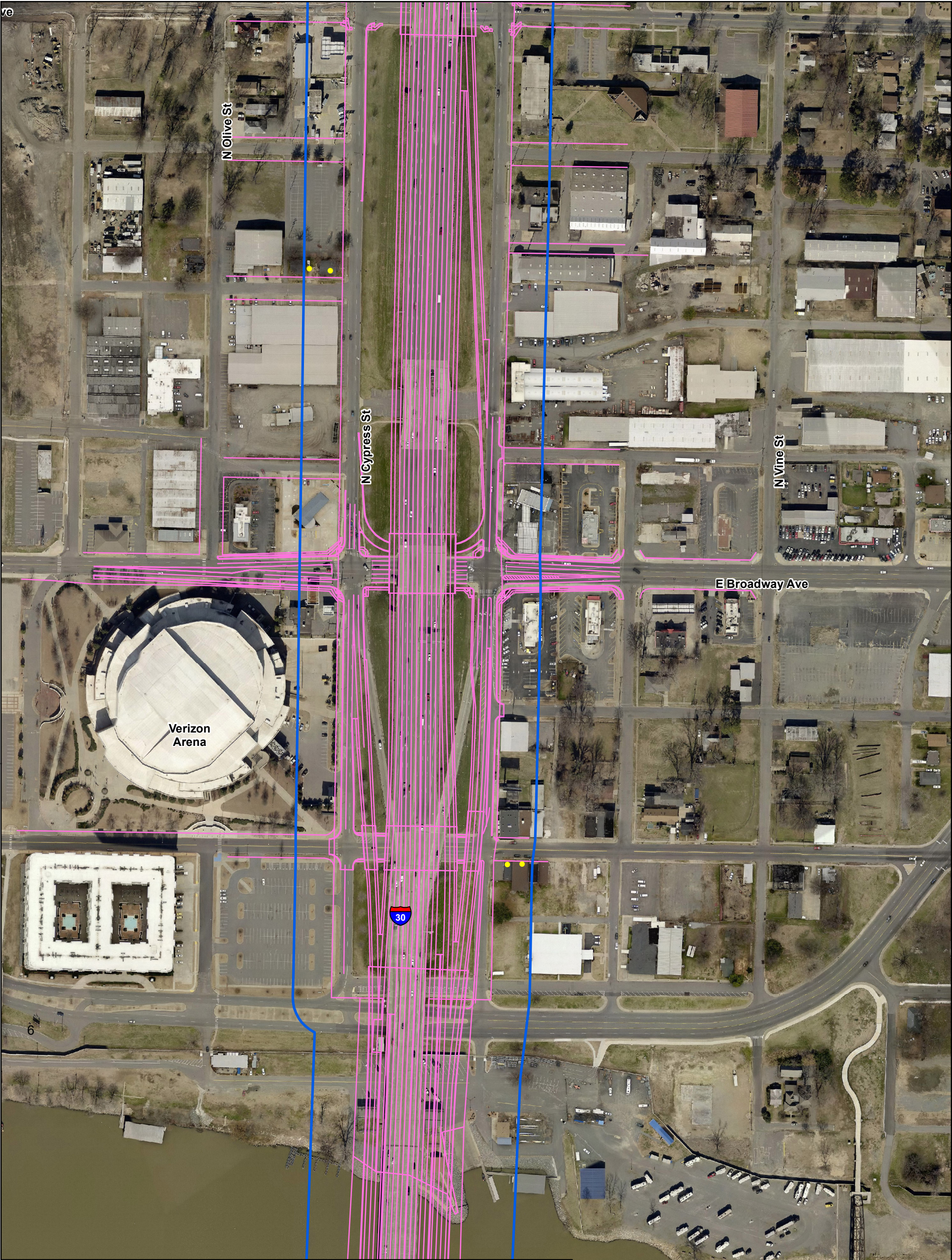
Sources: AHTD, 2013 Aerials.

N

0160320 Feet







●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

6-Lane with C/D Noise Barriers

—

6-Lane with C/D Lanes

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

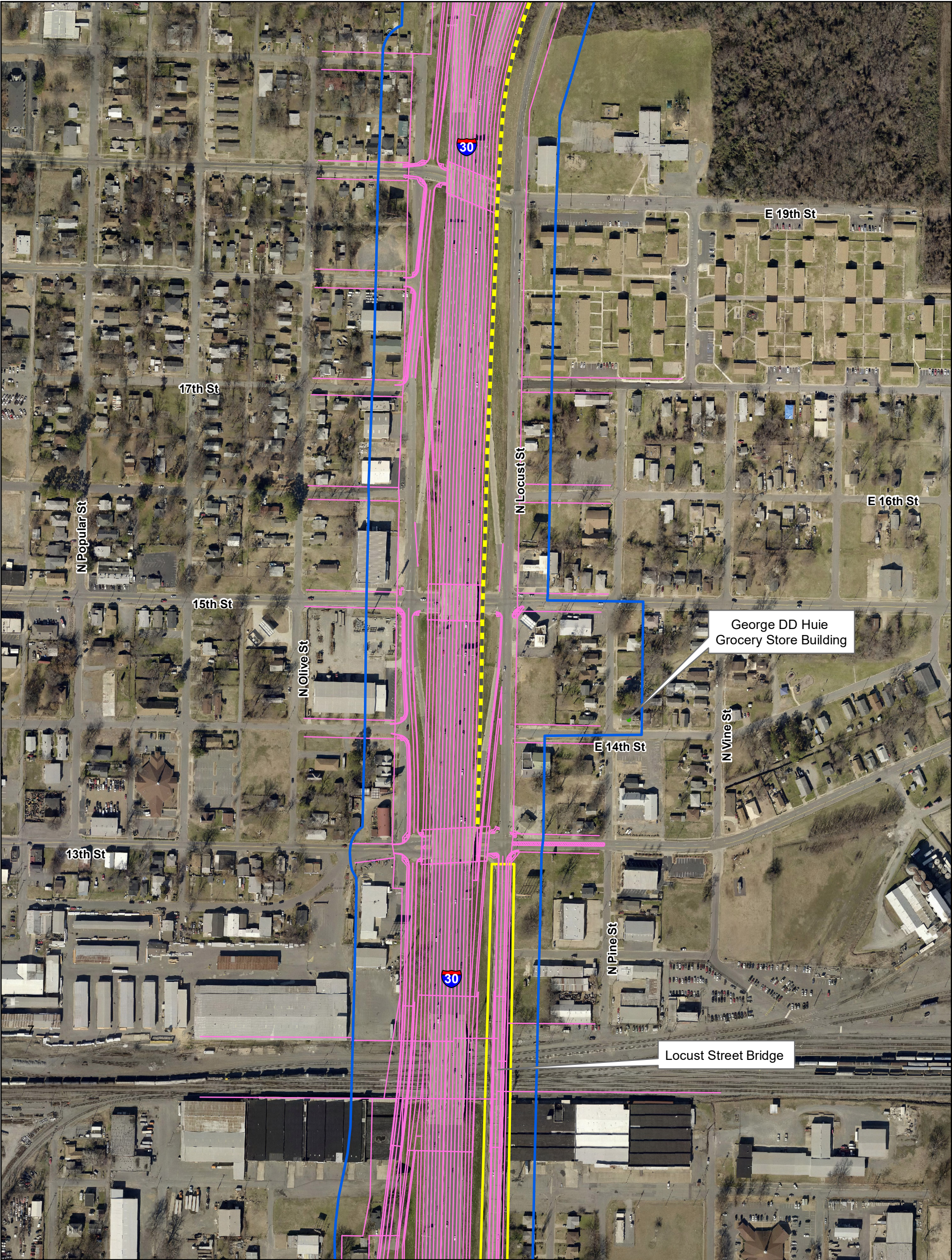
—

Van Frank Cottages Historic District

—

Tuf Nut Historic District

Figure 3 - 2
Map 6 of 12



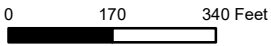
Legend

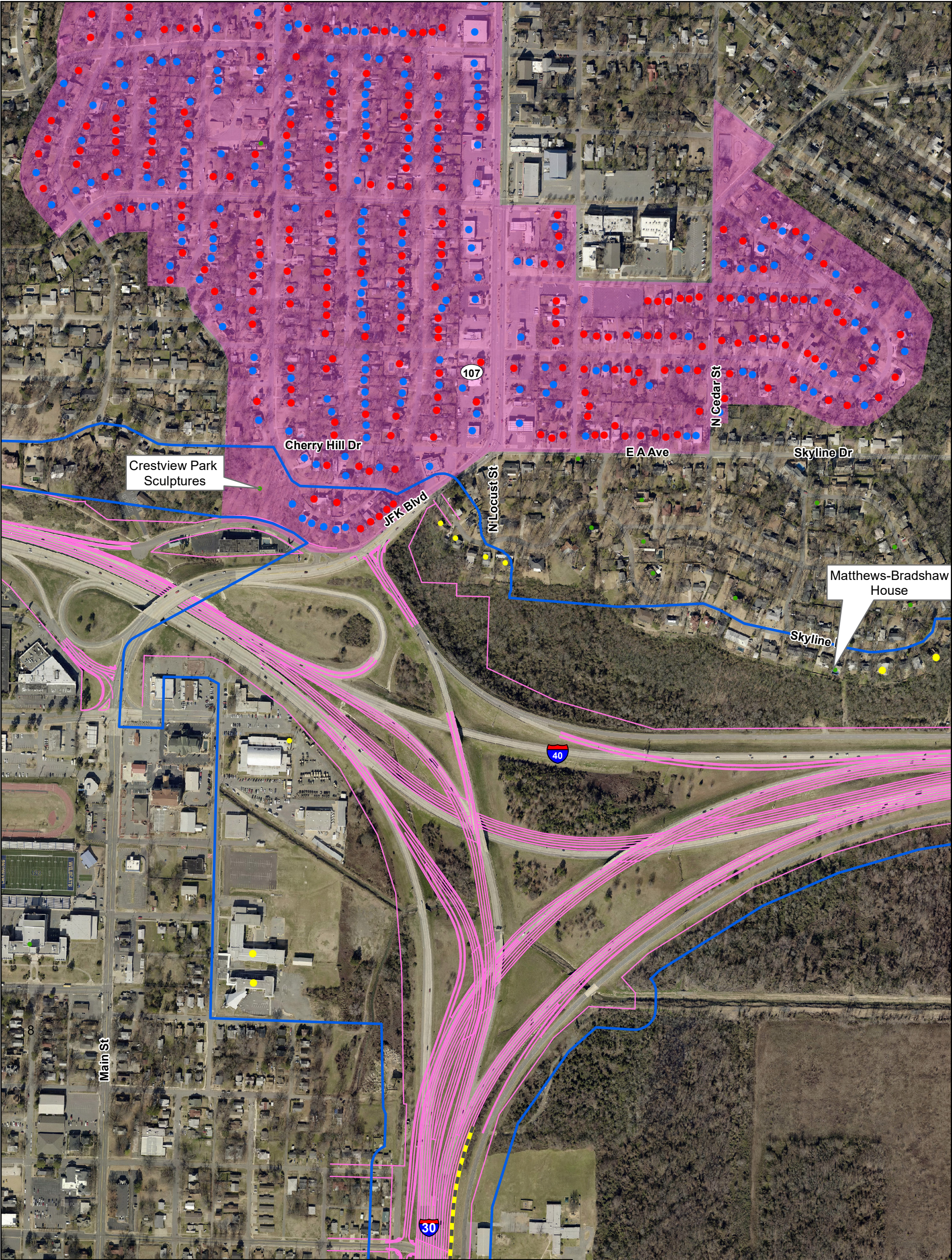
- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District

Figure 3 - 2
Map 7 of 12

Sources: AHTD, 2013 Aerials.





●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

6-Lane with C/D Noise Barriers

—

6-Lane with C/D Lanes

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

—

Van Frank Cottages Historic District

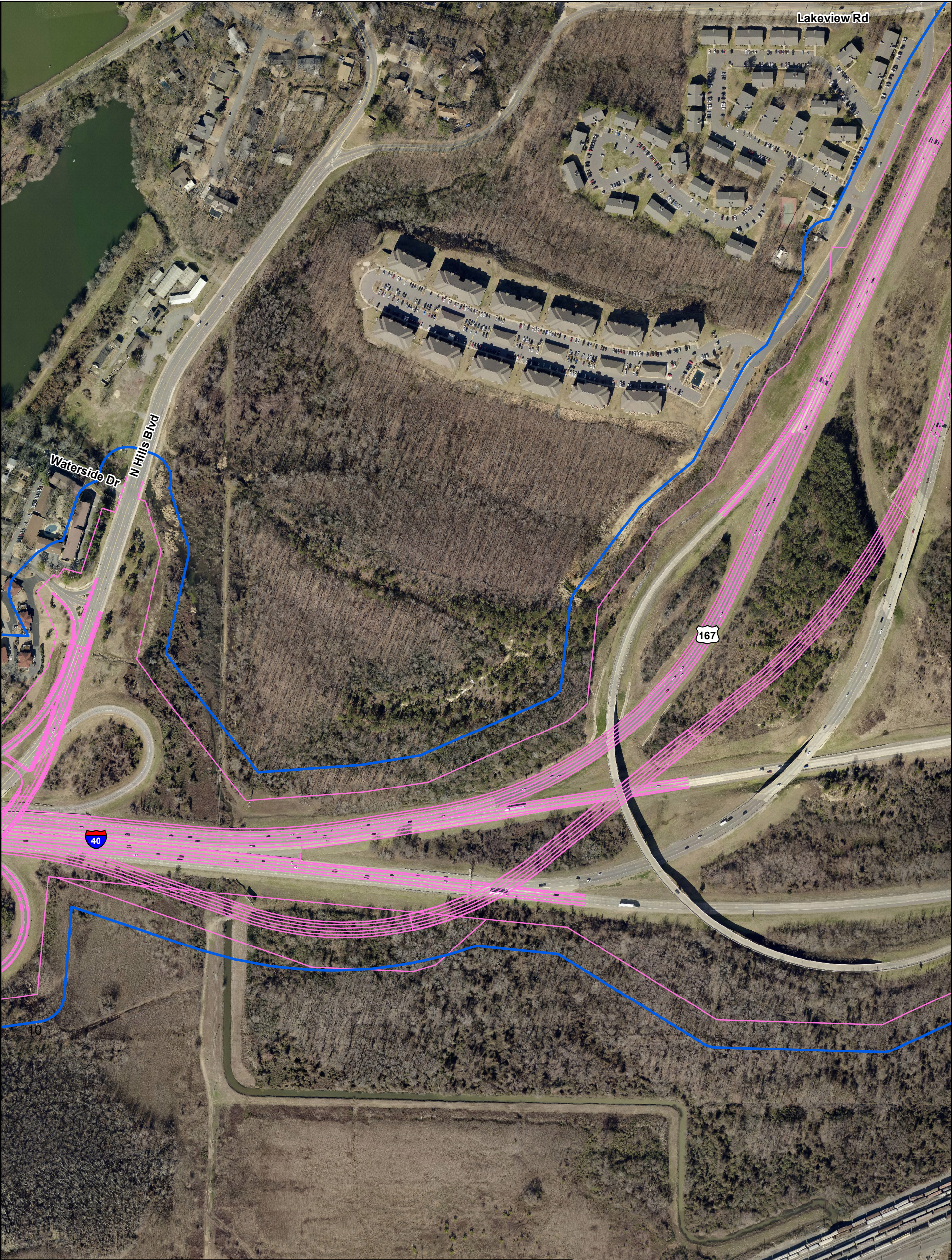
—

Tuf Nut Hl Historic District

Figure 3 - 2
Map 8 of 12





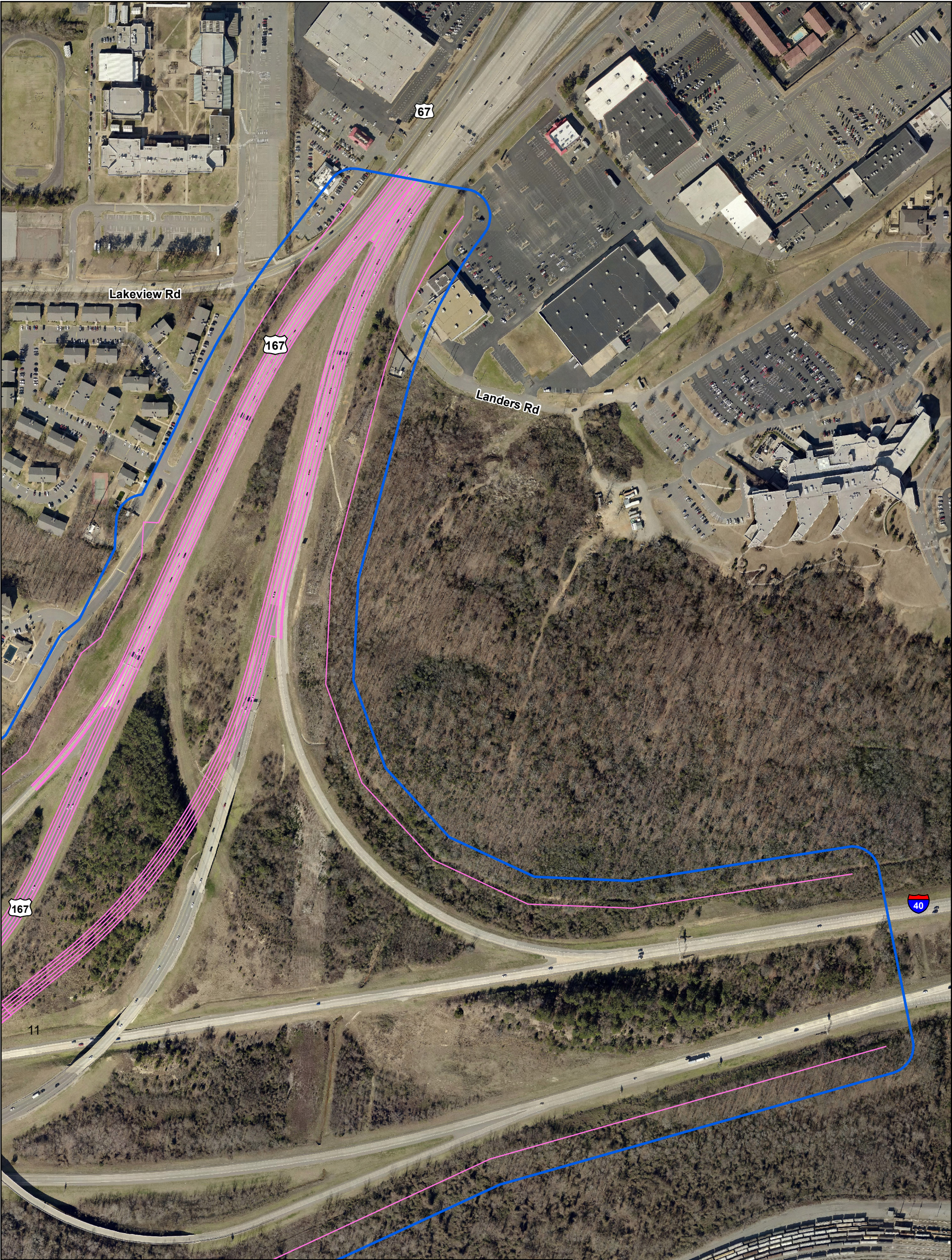


Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District

Figure 3 - 2
Map 10 of 12



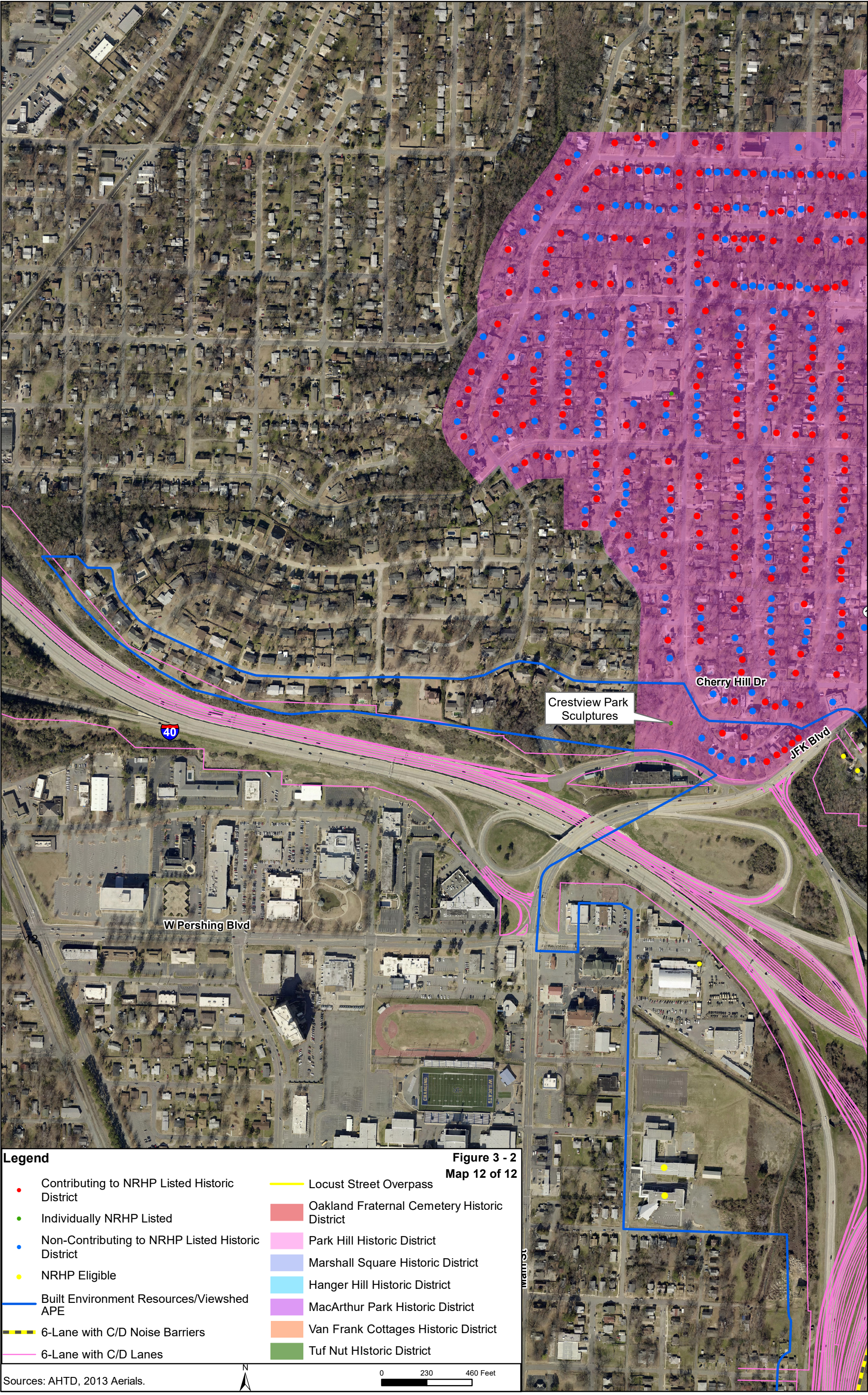
Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes

Figure 3 - 2
Map 11 of 12

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District





Archaeology and Traditional Cultural Properties are not addressed in this effects report. An archaeological survey that included shovel testing as well as auger testing (deep testing) at the bridge pier locations was completed for the project's APE and no sites eligible for the NRHP were found. The survey included shovel testing for the entire APE as well as auger testing (deep testing) at the bridge piers. Information and details regarding the archaeological survey can be found in the following reports: *Phase I Cultural Resources Survey for AHTD Job Number CA0602* (AHTD, 2016a) and *Phase I Cultural Resources Survey for AHTD Job Number CA0602 – Addendum 1* (AHTD, 2016b). SHPO concurred with the findings presented in both reports on December 1, 2016. No Traditional Cultural Properties that are eligible for the NRHP have been identified in the APE (AHTD, 2016b).

3.3 State and Local Laws and Regulations

Historic and cultural resources are recognized and protected at the state and local levels. Arkansas' Certified Local Government (CLG) program is a partnership between the National Park Service (NPS), the Arkansas Historic Preservation Program (AHPP), and local governments. A city or county is "eligible to participate in the CLG program if it has appointed a Historic District Commission (HDC) and has passed a local preservation ordinance designating one or more local historic districts, according to state law" (AHPP, 2016). The role of each HDC is to: encourage historic preservation; provide technical assistance to citizens; promote a partnership of local, state, and federal government; administer appropriate state and local legislation for the designation and protection of historic properties; approve applications for Certificates of Approval in designated historic districts; maintain a survey and inventory of local historic properties; and participate in nominating properties/areas to the NRHP (AHPP, 2016). Any work proposed to the exterior of buildings that contributes to a locally designated historic district, including additions, demolitions, new construction, signage, streetscape features, and rehabilitation and restoration projects, must receive a Certificate of Appropriateness (COA) from the relevant HDC. Little Rock and North Little Rock both participate in Arkansas' CLG program.

Little Rock HDC (Arkansas Code Annotated 14-172-206-Little Rock Code, Section 23-96, 97) was established to "preserve and protect sites and structures of historic and architectural interest and significance; to encourage private efforts to restore such sites, buildings, structures and their surroundings" (City of Little Rock, 2017). The HDC is composed of seven members who serve for 3-year terms. The North Little Rock HDC was established to "effect and accomplish the protection, enhancement, and perpetuation of such areas and districts which represent or reflect elements of the city's cultural, social, economic, political, and architectural history" (North Little Rock History Commission, 2017).

The Arkansas Burial Law (Arkansas Code Annotated 13-6-753) protects human skeletal remains. This act prohibits "...the desecration of human skeletal burial remains in unregistered cemeteries;" and the "... trade or commercial display of human skeletal burial remains or associated burial furniture... ."

4 Identified Historic Properties

This section describes the historic properties identified in the APE. **Figures 3-1 and 3-2** show the locations of the historic properties. The APE is proximal to one of the Trail of Tears removal corridors. The Trail of Tears National Historic Trail specifically addresses the 1838-1839 removal of the Cherokee from Georgia, Alabama, and Tennessee. There are no extant structures or documented archaeological sites within the APE associated with the trail. No adverse effect will result from either audible or visual impacts to the Trail of Tears National Historic Trail.

4.1 Historic Properties

In 2014, the AHTD identified 164 historic-era buildings/structures and four historic districts in the APE (AHTD, 2014). Of the 164 historic-era buildings and structures, 21 were found individually eligible for listing in the NRHP, including one bridge, the Locust Street Overpass (ARDOT Bridge #02001). SHPO concurred with the determinations on June 12, 2014.

After the original APE was identified, an additional alternative—the SDI—was added to the project for consideration. In addition, the preliminary noise data indicated potential noise impacts along the streets north of I-40. At their quarterly coordination meeting on June 28, 2017, ARDOT and SHPO agreed to expand the APE boundaries to account for potential effects in the MacArthur Park Historic District and in the Skyline Drive area. As a result, an additional 40 historic properties within the MacArthur Park Historic District and 7 historic properties in North Little Rock were identified. Further revisions to the APE in November 2017 resulted in the inclusion of the Tuf Nut Historic District to consider potential impacts to that district from traffic increases.

The buildings, structures, and districts within the APE are described in the following subsections. All historic properties in the APE are listed in **Table 4-1**.

Table 4-1. Historic Properties within the Area of Potential Effects

(O) indicates property in original APE, (E) indicates property in expanded APE

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
Little Rock			
PU3118 (E)	Reichardt House 1201 Welch Street	NRHP Listed 1975 Criteria A and C	
PU3164 (O)	Terminal Warehouse Building 500 President Clinton Avenue	NRHP Listed 1982 Criterion C	
PU3135 (O)	Jesse Hinderliter House 214 East 3rd Street, Historic Arkansas Museum	NRHP Listed 1970 Criteria A and C	
10 (O)	2401 Vance Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
13 (O)	2315 Vance Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
15 (O)	815 East 23rd Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
17 (O)	2221 Bragg Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
24 (O)	2104 Vance Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
40 (O)	1613 Barber Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
42 (O)	1118 East 13th Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
46 (E)	1015 Barber Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
198 (E)	1123 East 17th Street	Determined NRHP eligible; Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU3139 (E)	Choctaw Route Station 1010 East 3rd Street	Individually Listed 1975; Criterion C	
PU3465 (O)	Clinton Foundation 610 President Clinton Avenue	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU5892 (E)	Oakland Fraternal Cemetery (Historic District) 2101 Barber Avenue	NRHP Listed 2010; Criteria A, C, and D	
PU10023 (E)	Gustave B. Kleinschmidt House 621 East 16th Street	NRHP Listed 2016; Criterion C	
MacArthur Park Historic District PU9768 (O) NRHP Listed 1977			
PU2777 (E)	Curran Hall 615 East Capitol Avenue	Individually Listed 1976; Contributing Element Criteria A, B, and C	
PU2781 (E)	Rainwater Building 519 East Capitol Avenue	Contributing Element; Criteria A and C	
PU2782 (E)	Trapnall Hall 423 East Capitol Avenue	Individually Listed 1973; Contributing Element; Criteria A, B, and C	
PU2783 (E)	Voss Apartment Building 401 East Capitol Avenue	Contributing Element; Criteria A and C	
PU2784 (E)	Whitlow Apartments 500 South Rock Street	Contributing Element; Criteria A and C	
PU2787 (E)	Bracy-Manning House 620 East 6th Street	Contributing element; Criterion C	
PU2788 (E)	Cherry-Hall House 610 East 6th Street	Contributing Element; Criteria A and C	

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU2791 (E)	Florentine Apartments 524 East 6th Street	Contributing Element; Criteria A and C	
PU2792 (E)	Caroline Apartments 504 East 6th Street	Contributing Element; Criteria A and C	
PU2793 (E)	St. Clair Apartments 500 East 6th Street	Contributing Element; Criteria A and C	
PU2794 (E)	Shraders Studio 424 East 6th Street	Contributing Element; Criteria A and C	
PU2795 (E)	Warren Apartments/ Trapnall Place Apartments 414/418 East 6th Street	Contributing Element; Criteria A and C	
PU2796 (E)	Eclipse Apartments 410 East 6th Street	Contributing Element; Criteria A and C	
PU2797 (E)	Kempner House 521 South Rock Street	Contributing Element; Criteria A and C	
PU2799 (E)	Peachtree Apartments 315 East 6th Street	Contributing Element; Criteria A and C	
PU2801 (E)	Nash House 601 South Rock Street	NRHP Listed 1982; Contributing Element 2015; Criterion C	
PU2802 (E)	Nash House 409 East 6th Street	NRHP Listed 1982; Contributing Element 2015; Criterion C	
PU2803 (E)	Seimer House 411 East 6th Street	Contributing Element; Criteria A and C	
PU2808 (E)	Mills House 523 East 6th Street	Contributing Element; Criteria A and C	
PU2809 (E)	Cook-Rhein House 605 East 6th Street	Contributing Element; Criteria A and C	
PU2810 (E)	607 East 6th Street	Contributing Element; Criteria A and C	
PU2812 and PU2813 (E)	Hill Apartments 621 South Cumberland Street and 308 East 7th Street	Contributing Element; Criteria A and C	
PU2818 (E)	Penzel Place Apartments 623 Sherman Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2820 (E)	Columbia Apartments 616 East 7th Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU2821 (E)	624 South Ferry Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2822 (E)	Fred Kramer School 715 Sherman Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2832 (E)	Lincoln House 301 East 7th Street	Contributing Element; Criteria A and C	
PU2833 (E)	723 South Cumberland Street	Contributing Element; Criteria A and C	
PU2843 (E)	Cumberland Towers 311 East 8th Street	NRHP Listed 2017; Criterion A Not Contributing Element	
PU2855 (E)	St. Edward's Kindergarten 800 South Ferry Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2857 (E)	Baker's Liquor 400-406 East 9th Street	Contributing Element; Criteria A and C	
PU2858 (E)	408-410 East 9th Street	Contributing Element; Criteria A and C	
PU2861 (E)	Holtzman-Vinsonhaler House 500 East 9th Street	Contributing Element; Criteria A and C	
PU2862 (E)	508 East 9th Street	Contributing Element; Criteria A and C	
PU2863 (E)	Holtzman-Vinsonhaler-Vogler House 512 East 9th Street	Contributing Element; Criteria A and C	
PU2864 (E)	Holtzman House #2 514 East 9th Street	Contributing Element; Criteria A and C	
PU2865 (E)	William F. Holtzman House 516/518 East 9th Street	Contributing Element; Criteria A and C	
PU2867 (E)	St. Edward's Catholic Church 600 East 9th Street	NRHP Listed 1982; Contributing Element 2015; Criteria A and C	
PU2868 (E)	St. Edward's Catholic School 600 East 9th Street	Contributing Element; Criteria A and C	
PU2869 (E)	307 East 9th Street	Contributing Element; Criteria A and C	
PU2870 (E)	311 East 9th Street	Contributing Element; Criteria A and C	
PU2871 (E)	900 South Rock Street	Contributing Element; Criteria A and C	

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU2873 (E)	Kindervater Building 407 East 9th Street	Contributing Element; Criteria A and C	
PU2875 (E)	415 East 9th Street	Contributing Element; Criteria A and C	
PU2876 (E)	900 South Commerce Street	Contributing Element; Criteria A and C	
PU2932 (E)	1423 South Commerce Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2933 (E)	418-422 East 15th Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2944 (O)	923 McMath Avenue	Contributing element; Criterion C	
PU2947 (O)	UALR Medical Department 1215 McMath Avenue	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU2921 (E)	Powers House 1402 S. Commerce Street	Contributing Element; Criteria A and C	
PU2953 (O)	506 South Ferry Street	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU2963 (E)	1409 South Commerce Street	Contributing Element; Criteria A and C	
PU2957 (O)	1007 McMath Avenue	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU2950 (E)	620 South Ferry Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2951 (E)	618 South Ferry Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2952 (E)	616 South Ferry Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2965 (E)	1419 South Commerce Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU2966 (E)	1420 South Commerce Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU3035 (E)	Fire Station 1201 South Commerce Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU3142 (E)	Absalom Fowler House 502 East 7th Street	Contributing Element; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU3150 (E)	U.S. Arsenal Building 503 East 9th Street	NRHP Listed 1970/ NHL 1994, Criteria A and B	
PU3499 (E)	Paragon Printing Company Building 311 East Capitol Avenue	Contributing Element; Criteria A and C	
PU9756 (E)	Schmelzer House 1414 South Park Lane	Contributing Element; Criteria A and C	
Van Frank Cottages Historic District			
PU3567 (E)	515 East 15th Street	Individually Listed 1985; Criteria B and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU10159 (E)	517 East 17th Street	Individually Listed 1985; Criteria B and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU10160 (E)	519 East 15th Street	Individually Listed 1985; Criteria B and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU3568 (E)	1510 South Park Lane	Individually Listed 1985; Criteria B and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
Hanger Hill Historic District PU5655 (O) NRHP Listed 2008			
PU5603 (O)	Ford-Smith House 1500 Welch Street	Contributing element Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU3116 (E)	Carriage House 1505 Welch Street	Contributing element Criterion C	
PU5604 (O)	1508 Welch Street	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU5605 (E)	1509 Welch Street	Contributing element Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU5606 (O)	1510 Welch Street	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU5607 (E)	Brown-Jackson House 1511 Welch Street	Contributing element Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU5609 (O)	Prince-Griffiths House 1518 Welch Street	Contributing element; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU5610 (E)	1523 Welch Street	Contributing element Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU5612 (E)	1519 Welch Street	Contributing element Criterion C	
Marshall Square Historic District PU3242 (O) NRHP Listed 1979			
PU9068 (E)	801 East 17th Street	Contributing element; Criterion C	
PU9069 (E)	803 East 17th Street	Contributing element; Criterion C	
PU9070 (E)	805 East 17th Street	Contributing element; Criterion C	
PU9071 (E)	809 East 17th Street	Contributing element; Criterion C	
PU9072 (O)	813 East 17th Street	Contributing element; Criterion C	
PU9073 (O)	817 East 17th Street	Contributing element; Criterion C	
PU9074 (O)	821 East 17th Street	Contributing element; Criterion C	
PU9075 (O)	825 East 17th Street	Contributing element; Criterion C	
PU9076 (E)	800 East 18th Street	Contributing element; Criterion C	
PU9077 (E)	802 East 18th Street	Contributing element; Criterion C	
PU9078 (E)	804 East 18th Street	Contributing element; Criterion C	
PU9079 (E)	808 East 18th Street	Contributing element; Criterion C	
PU9080 (O)	812 East 18th Street	Contributing element; Criterion C	
PU9081 (O)	816 East 18th Street	Contributing element; Criterion C	
PU9082 (O)	820 East 18th Street	Contributing element; Criterion C	
PU9083 (O)	824 East 18th Street	Contributing element; Criterion C	

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
Tuf Nut Historic District PU3891 (E) NRHP Listed 2003			
PU3489 (E)	Tuf Nut Building 423 East 3rd Street	Contributing Element; Criteria A and C	
PU3495 (E)	Dailey's Office Furniture Building 300-312 South Rock Street	Contributing Element; Criteria A and C	
North Little Rock			
53 (E)	602 East Washington Avenue	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
57 (O)	417 East 5th Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
58 (O)	501 North Cypress Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
81 (O)	Locust Street Overpass	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU8168 (E)	George D. Huie Grocery Store 1400 North Pine Street	NRHP Listed 2005; Criteria A and C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
PU8825 (E)	First Methodist Church/NLR School District Admin. Annex 2300 North Poplar Street	Determined NRHP-eligible; Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
220 (E)	North Little Rock High School 2300 North Poplar Street	Determined NRHP-eligible; Criterion C	AHPP concurred March 22, 2018, AHPP Tracking Number 90015.24
106 (O)	National Guard Armory 2700 North Poplar Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
109 (O)	100 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
111 (O)	200 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
114 (O)	415 East 9th Street	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
127 (E)	1326 Starfield Road	Determined NRHP-eligible; Criterion C	AHPP concurred 06/15/2017
PU0078 (O)	118 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU0079 (O)	128 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU0086 (E)	Matthews-Bradshaw House 524 Skyline Drive	NRHP Listed 1992; Criteria A and C	
PU0088 (E)	Justin Matthews House #9 564 Skyline Drive	Determined NRHP-eligible; Criteria A, B, and C	AHPP concurred 06/15/2017

Table 4-1. Historic Properties within the Area of Potential Effects*(O) indicates property in original APE, (E) indicates property in expanded APE*

AHPP Resource # or ARDOT Field #	Historic Property Name	NRHP Status	Notes
PU0109 (E)	604 East Washington Avenue	Determined NRHP-eligible; Criterion C	AHPP concurred June 12, 2014, AHPP Tracking Number 90015
PU9771 (E)	Crestview Park Sculptures by Dionicio Rodriguez	NRHP Listed 1986; Criteria A and C	
PU9981 (E)	1506 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred 06/15/2017
Property 109 (E)	530 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred 06/28/2017
Property 111 (E)	532 Skyline Drive	Determined NRHP-eligible; Criterion C	AHPP concurred 06/15/2017
Park Hill Historic District PU9753 (O) NRHP Listed 2000			
PU0071 (O)	Carher House 2923 JFK Boulevard	Contributing element	Listed, 2000, Criteria A and C
PU0072 (O)	August C. Luker House 2925 JFK Boulevard	Contributing element	Listed, 2000, Criteria A and C
PU5345(O)	2917 JFK Boulevard	Contributing element	Listed, 2000, Criteria A and C
PU5346 (O)	Knight-Armstrong House 2913 JFK Boulevard	Contributing element	Listed, 2000, Criteria A and C
PU5347 (O)	2909 JFK Boulevard	Contributing element	Listed, 2000, Criteria A and C

1 4.1.1.1 Little Rock

2 Reichardt House (PU3118)



3
4 Photograph 1. 1201 Welch Street (Photo Source: ArDOT)

5 Located at 1201 Welch Street and shown in Photograph 1, the Reichardt House is significant under
6 Criteria A and C as a good example of Victorian-era architecture and for its association with the
7 Reichardt family (Riddle and Kirk, 1974). The residence was listed in the NRHP in 1975.

1 Terminal Warehouse Building (PU3164)



2
3 Photograph 2. 500 President Clinton Boulevard (Photo Source: ARDOT)

4 The Terminal Warehouse Building is located at 500 President Clinton Boulevard (previously known as
5 500 East Markham Street), shown in Photograph 2. The building was designed by Eugene Stern and
6 constructed in 1926, and was listed in the NRHP in 1982 under Criterion C as a significant example of its
7 architectural style or type (Brown and Goldstein, 1982).

8 Jesse Hinderliter House and Tavern (PU3135)



9
10 Photograph 3. 214 East 3rd Street (Photo Source: ARDOT)

11 Little Rock's oldest building, the Jesse Hinderliter House and Tavern is part of the Historic Arkansas
12 Museum at 214 East 3rd Street. The log building, shown in Photograph 3, originally was constructed in
13 1826/1827 as a dog-trot house (i.e., a house consisting of two log cabins connected by a breezeway) and
14 served as the Hinderliter residence and as a grog shop (tavern) (Historic Arkansas Museum, 2016).
15 Ownership of the property changed several times after Hinderliter died in 1834. By 1892, the building
16 operated as a "negro" tenement. Surrounding buildings included several boarding houses, a cotton yard,
17 a stable, and a hotel (Sanborn Fire Insurance Company, 1892). Located near the river, the neighborhood
18 surrounding the Jesse Hinderliter House became more industrial during the early twentieth century.
19 Although the Hinderliter House continued to operate as a tenement in 1913, the number of warehouses
20 in the surrounding area continued to increase (Sanborn Fire Insurance Company, 1913.)

21 The building was recorded as part of the HABS documentation in 1936. At that time, a restaurant was
22 operating out of the building. By 1938, the neighborhood was in a state of decline and was described as
23 "something between a red-light district and a slum" (Harrison, 2016). The surrounding blocks contained
24 a filling station, parking lots, a few houses, and several cotton warehouses. During the 1940s, the

Hinderliter House underwent restoration and opened as a museum; however, the surrounding area continued to become more industrial (Sanborn Fire Insurance Company, 1939-50.) In 1970, the Hinderliter House was listed in the NRHP for its significance as the oldest surviving wood building in Little Rock and its association with the original townsite of Little Rock (Porter, 1970). Today, the Hinderliter House is part of the Historic Arkansas Museum. In addition to the Hinderliter House, the museum property includes a reconstruction of a farmstead with a farmhouse that was relocated to the property from Scott, Arkansas, the historic-era Brownlee House and its associated reconstructed outbuildings, a reconstruction of a historic-era print shop, and a new museum visitor's center and was listed in the NRHP in 1970 for its significance as the oldest surviving wood building in Little Rock and its association with the original townsite of Little Rock (Porter, 1970).

2401 Vance Street (10)



Photograph 4. 2401 Vance Street (Photo Source: ARDOT)

This Craftsman style house, shown in Photograph 4, was built approximately 1930 in a row of residential buildings along Vance Street (Sanborn Fire Insurance Company, 1939-1950). The property consists of a frame building with a composite shingle roof and wood windows. The house is currently abandoned. This property is eligible for inclusion in the NRHP under Criterion C as a good example of the Craftsman style.

2315 Vance Street (13)



Photograph 5. 2315 Vance Street (Photo Source: ARDOT)

This property, shown in Photograph 5, consists of a brick building with a composite shingle roof and wood windows. This Craftsman style house was built circa 1930 in a row of residential buildings along Vance Street (Sanborn Fire Insurance Company, 1939-1950,) and is currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C as a good example of the Craftsman style.

815 East 23rd Street (15)



Photograph 6. 815 East 23rd Street (Photo Source: ARDOT)

This property, shown in Photograph 6, consists of a frame building with a composite shingle roof and wood windows. This Craftsman style house was built circa 1930 in a residential area (Sanborn Fire Insurance Company, 1939-1950) and is currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Craftsman style.

2221 Bragg Street (17)



Photograph 7. 2221 Bragg Street (Photo Source: ARDOT)

This property, shown in Photograph 7, consists of a frame building with a composite shingle roof, stucco siding, and wood windows. This Craftsman style house was built circa 1940 in a residential area comprised of other Craftsman style houses (Sanborn Fire Insurance Company, 1939-1950), and is currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Craftsman style.

1 **2104 Vance Street (24)**



2
3 *Photograph 8. 2104 Vance Street (Photo Source: ArDOT)*

4 This property, shown in Photograph 8, consists of a frame building with a composite shingle roof and
5 wood windows. This Craftsman style house was built in the 1930s in a residential area comprised of
6 other Craftsman style houses and is currently used as a residence (Sanborn Fire Insurance Company,
7 1939). This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and
8 construction value, as a good example of the Craftsman style.

9 **1613 Barber Street (40)**



10
11 *Photograph 9. 1613 Barber Street (Photo Source: ArDOT)*

12 This property, shown in Photograph 9, consists of a frame building with a composite shingle roof and
13 wood windows. This Craftsman style house was built approximately 1930 in a residential area that
14 included other Craftsman style houses and a filling station at the corner (Sanborn Fire Insurance
15 Company, 1939). It is currently used as a residence. This property is eligible for inclusion in the NRHP
16 under Criterion C for its architectural design and construction value, as a good example of the
17 Craftsman style.

1 **1118 East 13th Street (42)**



2
3 Photograph 10. 1118 East 13th Street (Photo Source: ARDOT)

4 This property, shown in Photograph 10, consists of a frame building with a composite shingle roof and
5 wood windows. This Craftsman style house was built in the 1930s in a mostly residential neighborhood.
6 A cigar shop was located directly across the street. The residence consisted of two units, 1118 East
7 13th Street and 1120 East 13th Street (Sanborn Fire Insurance Company, 1939). It currently appears to
8 be a single-family residence with only one address. This property is eligible for inclusion in the NRHP
9 under Criterion C for its architectural design and construction value, as a good example of the
10 Craftsman style.

11 **1015 Barber Street (46)**



12
13 Photograph 11. 1015 Barber Street (Photo Source: ARDOT)

14 This property, shown in Photograph 11, consists of a frame building with a composite shingle roof and
15 wood windows. This Queen Anne style house with free classic columns was built prior to 1906 (Sanborn
16 Fire Insurance Company, 1913; Arkansas Democrat, 1906). While the house faces an outer road, it still
17 stands adjacent to other single-family residential buildings along Barber Street. This property is eligible
18 for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good
19 example of the Queen Anne style.

1 **1123 East 17th Street (198)**



2
3 *Photograph 122. 1123 East 17th Street (Photo Source: ARDOT)*

4 This property is a Craftsman style house built in 1927. The property has wood siding, 3/1 wood
5 windows, and a gable roof with composite shingles, as shown in Photograph 12. The gabled porch roof is
6 supported by two brick columns. This house exhibits most of the classic Craftsman style elements and
7 remains unaltered. This property is the best example of the Craftsman style in the area and is
8 considered eligible under Criterion C for inclusion in the NRHP.

9 **Choctaw Route Station (PU3139)**



10
11 *Photograph 133. 1010 East 3rd Street (Photo Source: ARDOT)*

12 The Choctaw Route Station, located at 1010 East 3rd Street, was built circa 1899 as a passenger depo for
13 the Choctaw, Oklahoma, and Gulf Railroad. The red pressed-brick rectangular building has three bays
14 with the central two-story bay distinguished by quoins at each end and flanked by one story bays, as
15 shown in Photograph 13. The ornate terra cotta entablature on the second story displays Louis Henry
16 Sullivan's influence. "This turn-of-the-century railroad depot is one of the finest examples of railroad
17 architecture in Arkansas" (Unknown, 1975); therefore this building is significant under Criterion C.

1 **Clinton Foundation (PU3465)**



2
3 *Photograph 14. 610 President Clinton Avenue (Photo Source: ArDOT)*

4 This property consists of a brick building with a flat roof and plate glass and wood windows, as shown in
 5 Photograph 14. This early twentieth-century commercial building was built approximately 1911 in a row
 6 of commercial buildings across from the city hospital. The building began as a commercial space for a
 7 stove and refrigerator wholesaler, and more recently held the Clinton Museum Store, before becoming
 8 home to an orthodontics practice management partner and a group of specialty-based dental offices
 9 (Sanborn Fire Insurance Company map, 1913; Arkansas Democrat Gazette, 2016). The new occupants
 10 plan to keep the same façade with the turn of the century commercial feel. This property is eligible for
 11 inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good
 12 example of early twentieth-century Commercial Vernacular style.

13 **Oakland-Fraternal Cemetery (PU5892)**



14
15 *Photograph 155. 2101 Barber Street (Photo Source: ArDOT)*

16 The City of Little Rock purchased the land for the Oakland-Fraternal Cemetery in 1863 for Civil War
 17 soldiers. “This became the city’s largest cemetery. Gradually, the total acreage declined as unneeded
 18 property was sold. Oakland-Fraternal now includes over 10,000 monuments and sculptures on its
 19 92 acres. As the public cemetery for over one hundred years, the cemetery is representative of
 20 Little Rock’s social fabric”(Diaz et al., 2010). The cemetery includes well-known society members, as
 21 well as paupers. The property is comprised of seven separate cemeteries: Oakland Cemetery, Fraternal
 22 Cemetery, National Cemetery, Confederate Cemetery (eleven acre), Confederate Cemetery (one acre)
 23 and two Jewish cemeteries most often referred to as the Jewish Cemetery. Oakland-Fraternal Cemetery

was listed in the NRHP under Criteria A, for its association with the development of Little Rock, C for the architecturally significant monuments, building, and sites, and D for its archeology (Diaz et al., 2010).

Gustave B. Kleinschmidt House (PU10023)



Photograph 166. 621 East 16th Street (Photo Source: ARDOT)

The Gustave B. Kleinschmidt House (PU10023) was built circa 1907. It is a one-and-half-story house with a combination of Classical Revival and Queen Anne style design elements, as shown in Photograph 16. The house contains original weatherboard siding, wraparound porch supported by round columns, and a cross-gabled hip roof. This property was listed in the NRHP in 2016 under Criterion A for its local significance for its association with Gustave Kleinschmidt's development of the local area and under Criterion C as an example of an early 20th century Classical Revival style cottage (Jones, 2016).

4.1.1.2 MacArthur Park Historic District (PU9768)

MacArthur Park Historic District originally was listed in the NRHP in 1977. In 2014, its NRHP registration form was revised to include an "updated and expanded description of the district and its buildings" (Shinn and Taylor, 1976; Smith, 2014). The updated form provides an inventory and evaluation of individual properties and an adjustment of the district boundaries.

The MacArthur Park Historic District boundaries begin at the intersection of Capitol Avenue and Ferry Street, and run south along Ferry to its intersection with East 9th Street. The boundary runs along East 9th Street to the Frontage Road, down to McGowan Street. It then continues south approximately two blocks to 16th Street where it turns west across from 16th Street over to Bragg Street. At Bragg Street, the boundary heads north to 15th Street, where it turns west to the alley between Scott and Main Streets. The boundary turns north to 9th Street, and then turns east on 9th Street. From 9th Street, it again turns north to Capitol Avenue. The north boundary runs along Capitol Avenue east to Ferry Street.

The district is listed under Criteria A and C as a "significant representation of the history of the building and development of Arkansas's capital [sic] city" (Shinn and Taylor, 1976; Smith, 2014). The district contains 271 buildings/structures, with 188 contributing and 82 non-contributing. Nineteen of the 188 contributing buildings have been individually listed in the NRHP and one building, the Little Rock Arsenal Building, is a National Historic Landmark (Shinn and Taylor, 1976; Smith, 2014). According to the MacArthur Park Historic District Additional Information for the NRHP nomination, the district "contains the most cohesive grouping of extant historic residential buildings in Little Rock" from the period 1840 to 1960, mixed with some commercial buildings, schools, and churches creating a neighborhood.

The MacArthur Park Historic District Additional Documentation listed the district under Criterion A, for its association with the development of Little Rock between 1840 and 1960, and under Criterion C as significant examples of architectural styles or types (Smith, 2014). Forty-five contributing buildings are located within the APE.

Curran Hall (PU2777)



Photograph 17. 615 East Capitol Avenue (Photo Source: ARDOT)

Curran Hall, located at 615 East Capitol Avenue and shown in Photograph 17, was built in 1842 in the Greek Revival style for Colonel Ebenezer Walters. According to local lore, Gideon Shryrock designed the building. Shryrock, known for producing fine examples of Greek Revival style architecture, also designed Trapnall Hall and the Old State House in Little Rock, Kentucky's Old State House in Frankfort, and Old Morrison Hall in Lexington, Kentucky. Curran Hall originally served as a residence but now hosts the Little Rock Visitor's Center. Curran Hall still displays a residential exterior appearance. This building holds significance as an example of its architectural style, as well as for its association with its former residents—James Morre Curran, Judge George Watkins, and Mary Eliza Bell, the daughter of William Woodruff (Shinn and Taylor, 1976). This building was individually listed in the NRHP in 1976. While the NRHP nomination did not specify under which criteria the building was nominated, the following criteria apply: Criterion A for its association with the development of Little Rock, Criterion B for its association with important people, and Criterion C for its distinctive architecture.

Rainwater Building (PU2781)



Photograph 178. 519 East Capitol Avenue (Photo Source: ARDOT)

1 The Rainwater Building, located at 519 East Capitol Avenue and shown in Photograph 18, is an
 2 apartment building constructed between 1913 and 1939 with Prairie influences. This property is listed in
 3 the NRHP as a contributing element of the MacArthur Park Historic District.

4 **Trapnall Hall (PU2782)**



5
 6 *Photograph 189. 423 East Capitol Avenue (Photo Source: ARDOT)*

7 Trapnall Hall, located at 423 East Capitol Avenue and as shown in Photograph 19, is also known as the
 8 Frederic Trapnall House. The Greek Revival style building was constructed in 1843. Its design is
 9 attributed to Gideon Shryrock. Shryrock, known for producing fine examples of Greek Revival
 10 architecture, also designed the Old State House in Little Rock, Kentucky's Old State House in Frankfort,
 11 and Old Morrison Hall in Lexington, Kentucky. The building is significant for its association with
 12 Frederic Trapnall, a well-known lawyer involved in Little Rock politics. The building sits on a lot in the
 13 Trapnall Block, the only block in Little Rock known by name and not assigned a block number. Originally
 14 designed as a residence, the building is now used as an event space. The building retains its residential
 15 exterior appearance. This building was individually listed in the NRHP in 1973. While the NRHP
 16 nomination does not specify which criteria apply, Trapnall Hall is significant for its association with
 17 Frederic Trapnall and Gideon Shryrock, its association as part of the development of Little Rock between
 18 1840 and 1960, and for its architecture as a significant example of the Greek Revival style; therefore, it is
 19 significant under Criterion A for its association with the development of Little Rock, Criterion B for its
 20 association with an important person, and Criterion C for its distinctive architecture and as the work of a
 21 well-known architect (Robinson, 1972).

1 **Voss Apartment Building (PU2783)**



2
3 *Photograph 20. 401 East Capitol Avenue (Photo Source: ARDOT)*

4 The Voss Apartment Building, located at 401 East Capitol Avenue, exhibits International style influence
5 in the flat roof and minimal accents, as shown in Photograph 20. The building was constructed in 1934.
6 This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

7 **Whitlow Apartments (PU2784)**



8
9 *Photograph 21. 500 South Rock Street (Photo Source: ARDOT)*

10 The Whitlow Apartments, located at 500 South Rock Street, were built in 1947. The four-unit apartment
11 building exhibits Classical Revival influence. A pediment rests over the entrance of the symmetrical,
12 brick façade, as shown in Photograph 21. This property is listed in the NRHP as a contributing element of
13 the MacArthur Park Historic District.

1 **Bracy-Manning House (PU2787)**



2
3 *Photograph 22. 620 East 6th Street (Photo Source: ARDOT)*

4 The Bracy-Manning House, located at 620 East 6th Street and shown in Photograph 22, is an example of
5 asymmetrical Colonial Revival style constructed circa 1898. This example resembles the free form
6 Queen Anne style with more traditional Colonial elements. The residence has been converted to
7 offices. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic
8 District.

9 **Cherry-Hall House (PU2788)**



10
11 *Photograph 23. 610 East 6th Street (Photo Source: ARDOT)*

The Cherry-Hall House, located at 610 East 6th Street and shown in Photograph 23, was constructed circa 1898 in the asymmetrical Colonial Revival style. The exterior also shows a multi-curved front gable, an unusual element for this style. The residence has been converted to law offices, but still retains its residential appearance. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Florentine Apartments (PU2791)



Photograph 194. 524 East 6th Street (Photo Source: ARDOT)

The Florentine Apartments, located at 524 East 6th Street and shown in Photograph 24, display the Prairie style, which was popular at the time of construction in the 1920s. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Caroline Apartments (PU2792)



Photograph 25. 504 East 6th Street (Photo Source: ARDOT)

The Caroline Apartment building, located at 504 East 6th Street, was constructed in the 1920s or 1930s. The four-unit brick building displays a combination of Classical Revival influence at the entry and Italianate influence at the roofline, as shown in Photograph 25. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

1 **St. Clair Apartments (PU2793)**



2
3 Photograph 206. 500 East 6th Street (Photo Source: ARDOT)

4 R.E. Wait and George Rogers built the St. Clair Apartments, located at 500 East 6th Street, in 1909. The
5 complex was designed to house 12 flats (Daily Arkansas Gazette, 1909). The St. Clair Apartments exhibit
6 Italianate Renaissance style, as shown in Photograph 26. This property is listed in the NRHP as a
7 contributing element of the MacArthur Park Historic District.

8 **Shraders Studio (PU2794)**



9
10 Photograph 7. 424 East 6th Street (Photo Source: ARDOT)

11 Shraders Studio, located at 424 East 6th Street and shown in Photograph 27, was constructed in 1906.
12 This Queen Anne style house is concrete block construction. This property is listed in the NRHP as a
13 contributing element of the MacArthur Park Historic District. Originally a residence, the building has
14 been converted to office space. The Shraders Studio still appears to be a residence from the façade. It
15 has four or five off-street parking spaces available on the north side of the building.

1 **Warren Apartments/Trapnall Place Apartments (PU2795)**



2
3 *Photograph 218. 414 and 418 East 6th Street (Photo Source: ARDOT)*

4 The Warren Apartments, located at 414 and 418 East 6th Street, are also known as the Trapnall Place
5 Apartments. The two Italianate influenced buildings, constructed in 1924, exhibit wide overhanging
6 eaves with decorative brackets and paired multi-over-one paned windows, as shown in Photograph 28.
7 It appears that the slider windows in the center of both facades are an update with wood added to fill in
8 the remainder of the openings; however, the change to design was completed years before the
9 Additional Documentation to the MacArthur Park Historic District was submitted to the NRHP. This
10 property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

11 **Eclipse Apartments (PU2796)**



12
13 *Photograph 22. 410 East 6th Street (Photo Source: ARDOT)*

14 The Eclipse Apartment Building, located at 410 East 6th Street, was likely constructed in the 1920s. This
15 building is an example of Modernist style influence with its flat International style roofline and simplistic
16 exterior, as shown in Photograph 29. This property is listed in the NRHP as a contributing element of the
17 MacArthur Park Historic District.

1 **Kempner House (PU2797)**



2
3 *Photograph 30. 521 South Rock Street (Photo Source: ARDOT)*

4 The Kempner House, located at 521 South Rock Street, was built in 1867 in the Italianate style with wide
5 overhanging eaves, decorative brackets, and embellished, arched windows and front entry, as shown in
6 Photograph 30. Abraham Kempner originally owned the property and occupied the residence until his
7 death in 1902. Local lore holds that the building also was used for the dry goods and clothing business of
8 Abraham Kempner and his son, Julius. Around 1910, the business moved to Main Street. The Kempners
9 rented rooms from 1912 through 1919, returning the house to complete residential use. The space has
10 since been converted to office space, but still retains the appearance of a residential building. This
11 property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

12 **Peachtree Apartments (PU2799)**



13
14 *Photograph 31. 315 East 6th Street (Photo Source: ARDOT)*

15 The Peachtree Apartments, located at 315 East 6th Street and shown in Photograph 31, is a multi-family
16 residential building built in 1954. The two-over-two windows and glass block wall contribute Mid-

- 1 Century Modern elements. This property is listed in the NRHP as a contributing element of the
- 2 MacArthur Park Historic District.

3 **Nash House (PU2801)**



4
5 *Photograph 32. 601 South Rock Street (Photo Source: ARDOT)*

- 6 Charles L. Thompson, architect, designed the Nash House located at 601 South Rock Street in 1907 as a
- 7 more elaborate version of the 409 East 6th Street property that was built at approximately the same
- 8 time. This house exhibits Colonial Revival style with a Victorian-like floorplan. Nash contracted the
- 9 building as a rental house, but it has since been converted to office space. The Nash House still retains
- 10 the appearance of a residential building, as shown in Photograph 32. It holds significance for its
- 11 architecture as an example of Colonial Revival influence and for its association with Charles L. Thompson
- 12 and Associates (Tess, 1982b). This building was individually listed in the NRHP in 1982. While the
- 13 nomination did not note Criterion C for exceptional architecture or work of a noted architect, that
- 14 criterion applies to the significance of this building.

15 **Nash House (PU2802)**



16
17 *Photograph 33. 409 East 6th Street (Photo Source: ARDOT)*

- 18 Charles L. Thompson, architect, designed the Nash House located at 409 East 6th Street in 1907 and
- 19 shown in Photograph 33. Thompson designed the property for Walter Nash to be used as rental
- 20 property. Originally a residence, the building has been repurposed as office space occupied by the same

company as the two adjacent buildings. The Nash House still retains the appearance of a residential building. It holds significance for its architecture as an example of Colonial Revival influence and for its association with Charles L. Thompson and Associates (Tess, 1982a). It was individually listed in the NRHP in 1982. While the nomination did not note Criterion C for exceptional architecture or work of a noted architect, that criterion applies to the significance of this building.

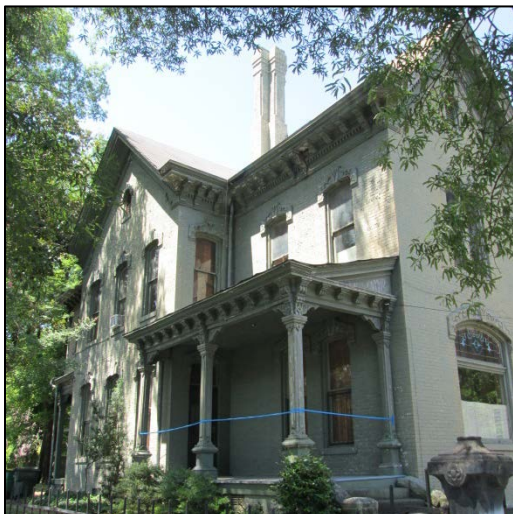
Seimer House (PU2803)



Photograph 234. 411 East 6th Street, (Photo Source: ARDOT)

The Seimer House, located at 411 East 6th Street and shown in Photograph 34, was constructed circa 1885. William Woodruff, the founder and editor of the *Arkansas Gazette*, originally owned the Queen Anne influenced house. The building has been converted from a residence to office space, but still retains the appearance of a residential building. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District. It may also hold significance under Criterion B for its association with William Woodruff.

The Mills House (PU2808)



Photograph 245. 523 East 6th Street (Photo Source: ARDOT)

Abraham Anderson Mills occupied the Mills House, located at 523 East 6th Street and shown in Photograph 35, from 1878 until the 1940s. Mills, a Civil War veteran, served as a sheriff and a county judge. The house combines Gothic Revival form with Italianate accents and formerly had a cupola ornamenting the roofline. Originally, this building served as a residence but it is currently being renovated as office space; it will still retain the residential exterior appearance. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Cook-Rhein House (PU2809)



Photograph 256. 605 East 6th Street (Photo Source: ARDOT)

The Cook-Rhein House, located at 605 East 6th Street and shown in Paragraph 36, was constructed in 1873 in the Greek Revival style. This residence is one of the antebellum period houses in the historic district. The interior has been divided into four separate apartments, while still retaining the single-family residential facade. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

607 East 6th Street (PU2810)



Photograph 267. 607 East 6th Street (Photo Source: ARDOT)

The house at 607 East 6th Street was constructed in the 1940s in the Colonial Revival style. It contains four apartments with another rental unit in the ancillary garage and dwelling building behind the house.

The two-story ancillary building is original to the house according to the 1950 Sanborn Fire Insurance Company map of Little Rock (Sanborn Fire Insurance Company, 1939-1950). The house retains its single-family residential appearance, as shown in Photograph 37. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Hill Apartments (PU2812 and PU2813)



Photograph 38. 621 South Cumberland (Photo Source: ARDOT)

The Hill Apartments, located at 621 South Cumberland and 308 East 7th Street and shown in Photograph 38, was constructed in the 1940s in the Colonial Revival style. These apartment buildings house eight units in each of the two buildings. Two ancillary buildings also were constructed with these apartments according to the Sanborn Fire Insurance Company maps of Little Rock updated in 1950 (Sanborn Fire Insurance Company, 1939-1950). The ancillary buildings appear to be garages. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Penzel Place Apartments (PU2818)



Photograph 39. 623 Sherman Street (Photo Source: ARDOT)

The Penzel Place Apartments, located at 623 Sherman Street, was constructed in 1956. The apartments consist of three Minimal Traditional style, rectangular, two-story structures covered by a low hipped roof with multi-pane windows. Two small hipped roof porches supported by decorative metal posts are

on the front of the building, as shown in Photograph 39. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

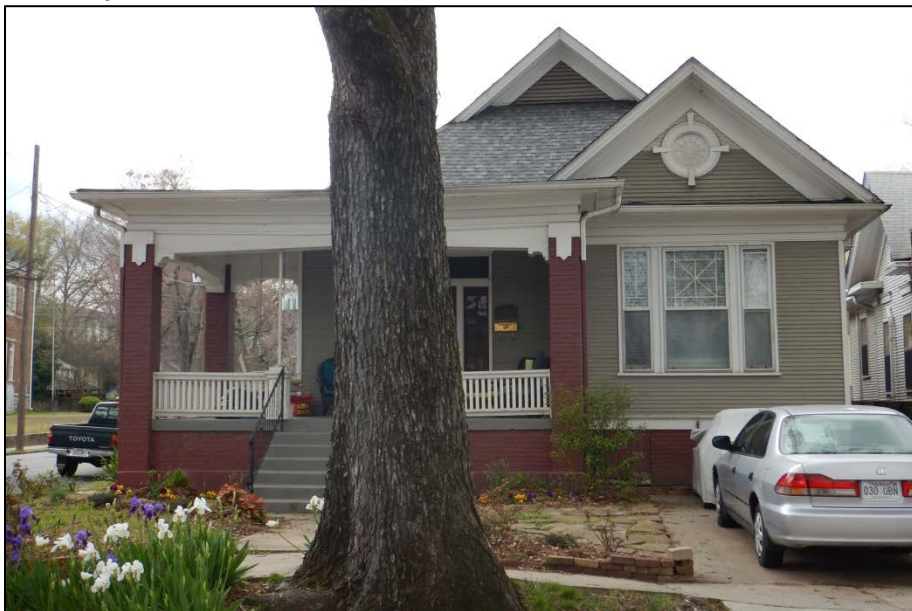
Columbia Apartments (PU2820)



Photograph 40. 616 East 7th Street (Photo Source: ARDOT)

The Columbia Apartments, located at 616 East 7th Street, was constructed in 1929. The Italianate style with Craftsman influence building exhibits wide overhanging eaves with decorative brackets, three-over-one paned windows, a flat roof, and arched entry doorway and front window, as shown in Photograph 40. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

624 Ferry Street (PU2821)



Photograph 41. 624 Ferry Street (Photo Source: ARDOT)

Located at 624 Ferry Street, this wood frame residence was constructed in the early 1900s (Sanborn Fire Insurance Company, 1913). Using both Queen Anne and Colonial Revival style design elements, the structure features a gable-on-hip roof and four projecting bays, a flat roof porch supported by three brick square columns, double hung windows, a fan window, and a bay window, as shown in

1 Photograph 41. This property is listed in the NRHP as a contributing element of the MacArthur Park
2 Historic District.

3 **Fred Kramer School (PU2822)**



4
5 *Photograph 42. 715 Sherman Street (Photo Source: ARDOT)*

6 The Fred Kramer School, located at 715 Sherman Street, was constructed in 1895. The two-story
7 building features a prominent cut-stone entry porch with round-arched opening on the front with a cut-
8 stone foundation and detailing, as shown in Photograph 42. Round-arched window tops and round and
9 square towers characterize the Romanesque Revival structure. This property is listed in the NRHP as a
10 contributing element of the MacArthur Park Historic District.

11 **Lincoln House (PU2832)**



12
13 *Photograph 43. 301 East 7th Street (Photo Source: ARDOT)*

14 The Lincoln House, located at 301 East 7th Street, was constructed in 1877/1878. The residence is an
15 example of informal Italian Villa style (without a cupola), which is visible in the elaborate hooded, paired
16 windows, front bay window, single-story partial width porch, and dentil accents, as shown in
17 Photograph 43. Ancillary buildings also were erected at the time of the house construction or soon after,
18 including the garage building to the south of the house. Between 1897 and 1913, a second story was
19 added to the garage building according to Sanborn Fire Insurance Company maps of Little Rock from

those years (Sanborn Fire Insurance Company, 1913). This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

723 South Cumberland Street (PU2833)



Photograph 44. 723 South Cumberland Street (Photo Source: ARDOT)

The Art Moderne influenced building at 723 South Cumberland Street was constructed in the 1940s. It has a typical glass block, curved wall section combined with atypical brick cladding, as shown in Photograph 44. The two-over-two horizontal-paned windows and cantilevered canopy add to the Modernist feel of the building. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Cumberland Towers (PU2843)



Photograph 45. 311 East 8th Street (Photo Source: ARDOT)

Cumberland Towers, located at 311 East 8th Street, consists of an 11-floor tower providing 178 units. The building, built in 1974, displays the International style with its steel frame and two overlapping blocks of stucco-covered brick exterior, as shown in Photograph 45. The Little Rock Housing Authority built Cumberland Towers as residential housing for the elderly in the national trend of the Eisenhower through Johnson Administrations. The complex is comprised of a 2-acre area including grounds and

parking lots. The building stands as a link to the political/governmental movement in the 1950s through the 1970s to build and manage senior public housing complexes (Tess, 2016). It was nominated to the NRHP under Criterion A, for association with events or broad patterns in our history, and was individually listed in the NRHP on March 17, 2017 (Tess, 2016). Although it is within the district boundaries, it is not a contributing element to the MacArthur Park Historic District because it is outside of the period of significance.

St. Edward's Kindergarten (PU2855)



Photograph 46. 800 South Ferry Street (Photo Source: Google Street view, 2017)

The St. Edward's Kindergarten, located at 800 South Ferry Street, was constructed in the early 1900s (Sanborn Fire Insurance Company, 1913). The Queen Anne style residence now functions as part of the St. Edwards school system. The building features a gable-on-hip roof, a modified porch with an enclosed room, and rear additions, as shown in Photograph 46. The building has wood siding and three-over-one and two-over-two vertical pane wood windows. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Baker's Liquor (PU2857)



Photograph 47. 400-404 East 9th Street, (Photo Source: ARDOT)

Jean-Pierre Fougousse built the Baker's Liquor building, located at 400-406 East 9th Street and shown in Photograph 47, around 1910. It served as a bakery run by Fougousse and his children until his demise in 1914. His widow took over the business until at least 1917. The 20th Century Standard Commercial style building served the neighborhood with businesses, such as an auto garage, a shoemaker, and a drug store, before becoming a liquor store. In 1940, John Schaffner, the owner at that time, constructed a brick wall to separate what had previously been the bakery oven room from a

storefront at 404 East 9th Street. Schaffner also added another one-story storefront at 406 East 9th Street around the same time. Baker Liquor Store occupied 404 East 9th Street in the 1940s, giving the building its name. Around 1955, the building changed appearance again when the second story apartment was added to 404-406 East 9th Street. An inside wall also was removed between 402 and 404 East 9th Street for a larger storefront for Baker's Liquor. While this business occupied the building, a portion was removed to create a drive-through for the liquor store, forming the triangle shape visible today (Silva, 2014). The building currently houses a local brewery. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

408-410 East 9th Street (PU2858)



Photograph 278. 408-410 East 9th Street, (Photo Source: ARDOT)

The apartment building located at 408-410 East 9th Street was constructed approximately 1890. The Craftsman style-influenced residential duplex originally only had a one-story porch, but in 1922, N. Harris remodeled it to the current Prairie influenced configuration, as shown in Photograph 48. The east second-floor porch balcony was enclosed with one-over-one pane windows prior to inclusion in the NRHP nomination. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Holtzman-Vinsonhaler House (PU2861)



Photograph 289. 500 East 9th Street (Photo Source: ARDOT)

The Holtzman-Vinsonhaler House, located at 500 East 9th Street and shown in Photograph 49, was built in the Queen Anne style. W.D. Holtzman, an Alderman, a member of the Board of Directors of the Mechanic’s Building and Loan, and a contractor who built several homes in downtown Little Rock, razed the previous house on this lot in 1892 and then constructed the Holtzman-Vinsonhaler House. Mr. and Mrs. Holtzman occupied the house until 1905, when Dr. and Mrs. Frank Vinsonhaler bought it and remodeled the porch in the Colonial Revival style. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

508 East 9th Street (PU2862)



Photograph 50. 508 East 9th Street (Photo Source: ARDOT)

The house at 508 East 9th Street was constructed around 1908 in the Asymmetrical Colonial Revival style with the free form of a Queen Anne, as shown in Photograph 50. The house continues to function as a residence. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Holtzman-Vinsonhaler-Vogler House (PU2863)



Photograph 51. 512 East 9th Street (Photo Source: ARDOT)

W.D. Holtzman built the Holtzman-Vinsonhaler-Vogler House, located at 512 East 9th Street and shown in Photograph 51, in the late 1880s. By 1902, Dr. and Mrs. Vinsonhaler used this Queen Anne style property as their residence. It remains a single-family residence. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District. Six off-street parking spaces are available to the north of the house and accessed by an alley on 8th Street.

Holtzman House #2 (PU2864)



Photograph 52. 514 East 9th Street (Photo Source: ARDOT)

W.D. Holtzman constructed a house on the property located at 514 East 9th Street around 1870. Holtzman listed this location as his address from 1888 through at least 1921. In 1901-1902, the current Italianate style-influenced house replaced the previous building, according to the Sanborn Fire Insurance Company maps and Quapaw Quarter Association files (Sanborn Fire Insurance Company, 1913; Quapaw Quarter, 2014). The Holtzman House #2 originally was used as a single-family residence, but has been divided into apartments; it retains its single-family residential appearance, as shown in Photograph 52. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

William F. Holtzman House (PU2865)



Photograph 53. 516/518 East 9th Street (Photo Source: ARDOT)

W.F. Holtzman, an editor of the *Arkansas Gazette*, raised his family in this Greek Revival influenced building located at 516/518 East 9th Street and shown in Photograph 53. He built it around 1850 as a single-family residence. His son, William D. Holtzman, later built several houses on this block (Quapaw Quarter, 2014). The William F. Holtzman House was converted to a duplex between 1939 and 1950 according to the Sanborn Fire Insurance Company maps (Sanborn Fire Insurance Company, 1939-1950; Quapaw Quarter, 2014). This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

St. Edward's Catholic Church (PU2867)



Photograph 54. 600 East 9th Street (Photo Source: ArDOT)

Charles L. Thompson, architect, designed St. Edward's Catholic Church located at 600 East 9th Street and shown in Photograph 54. The Gothic Revival style church building was constructed from 1901 to 1905. The German Catholic congregation formed around 1884 (Silva, 2015). The first building used for services was a two-story, rectangular-shaped building, located on the eastern half of the same block facing 9th Street and was used as a hall for the congregation following the construction of the Gothic Revival style building, according to the Sanborn Fire Insurance Company maps of this area (Sanborn Fire Insurance Company, 1913). That first building was used as a school and parish hall at its original location until the 1920s when the building was moved to the corner of 9th and Ferry Streets (Silva, 2015). St. Edward's Catholic Church exhibits high style in its twin towers, recessed central bay, and gothic arches, which makes it a notable work of Thompson (Tess, 1984). It was damaged by fire in 1964, but restoration efforts began the same year to repair the building as close as possible to its original condition. Another restoration, from earlier photographs, occurred in 2001 and 2002 (Silva, 2015). Through these restorations, the church still maintains its historic integrity. This property is individually listed in the NRHP. Although the NRHP nomination did not note that the property was nominated under Criterion A for its association with the development of Little Rock between 1840 and 1960, or Criterion C for exceptional architecture, these criteria apply to the significance of this building.

1 **St. Edward's Catholic School (PU2868)**



2
3 *Photograph 55. St. 600 East 9th Street (Photo Source: ARDOT)*

4 The St. Edward's Catholic School, located in the middle of the 600 block of 9th Street, was constructed in
5 1955. The first church building, which had become the school, was deemed unsafe and razed before the
6 new school was built. In 1963, additions for the gymnasium and classrooms were attached to the east
7 side of the 1955 school building, filling the block to Ferry Street, as shown in Photograph 55. A more
8 recent addition to the north was attached by a breezeway in 2007 (Silva, 2015). The complex offers
9 Mid-Century style school aesthetics of walls of windows, the low gable, angled shed roofs, and a
10 cantilevered, Google influenced canopy over the 9th Street entrance. This property is listed in the NRHP
11 as a contributing element of the MacArthur Park Historic District.

12 **307 East 9th Street (PU2869)**



13
14 *Photograph 56. 307 East 9th Street (Photo Source: ARDOT)*

15 The house at 307 East 9th Street was constructed around 1890 and is shown in Photograph 56.
16 Mr. Sam Volmer and his wife used the house as a residence in the early 1890s (Daily Arkansas Gazette,
17 1891). S. Volmer & Brothers sold retail dry goods, clothing, and shoes from a Main Street storefront
18 nearby (The Southern Standard, 1893). This property is listed in the NRHP as a contributing element of
19 the MacArthur Park Historic District.

1 **311 East 9th Street (PU2870)**



2
3 Photograph 57. 311 East 9th Street (Photo Source: ARDOT)

4 The residence at 311 East 9th Street was constructed around 1940 and is shown in Photograph 57. The
5 two-story, front gabled, Craftsman influenced dwelling, with a residence over a two-car garage that
6 replaced a previous building, sits on the back portion (west side) of the lot for 900 South Rock Street,
7 but has been given its own address. The property previously had a one-story garage building, which
8 included a servant's quarters, in approximately the same location as this residence/garage. The current
9 building contributes to the residential development of the neighborhood. This property is listed in the
10 NRHP as a contributing element of the MacArthur Park Historic District.

11 **900 South Rock Street (PU2871)**



12
13 Photograph 58. 900 South Rock Street, (Photo Source: ARDOT)

14 The house located at 900 South Rock Street is an example of an Asymmetrical Colonial Revival style
15 house with a Craftsman influenced front porch, as shown in Photograph 58. Ed Cornish, a real estate
16 rental agent, built the house in approximately 1890. Cornish became known in Little Rock as an owner of
17 real estate, a promoter of a railroad switch through the east end of the city, and a banker (Arkansas
18 Democrat, 1899, 1902, and 1904). The residence is also associated with the building at 311 East

9th Street, which stands to the west of this house on the same lot. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Kindervater Building (PU2873)



Photograph 59. 407 East 9th Street (Photo Source: ARDOT)

Kindervater & Sons Butcher Shop constructed the two-story, brick, 20th Century Standard Commercial style Kindervater Building, located at 407 East 9th Street and shown in Photograph 59, in 1921. The lower level served as the storefront and there was a residence upstairs. The building still contains some of the original equipment inside and the name Kindervater in tile on the back wall (Silva, 2014). This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

415 East 9th Street (PU2875)



Photograph 60. 415 East 9th Street (Photo Source: ARDOT)

The Craftsman style-influenced residence with Tudor accents located at 415 East 9th Street was constructed around 1908. Originally constructed as a house, it has since been divided into an apartment building with eight units, keeping its residential use and appearance, as shown in Photograph 60. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

1 **900 South Commerce Street (PU2876)**



2
3 *Photograph 61. 900 South Commerce Street (Photo Source: ARDOT)*

4 Mrs. E.G. Wells paid \$4,500 in 1912 for the permit to construct the two-story, center-gabled Colonial
5 Revival style apartment building, located at 900 South Commerce. The building has been converted into
6 offices and two apartments, but it still retains its residential appearance, as shown in Photograph 61.
7 This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

8 **1423 South Commerce Street (PU2932)**



9
10 *Photograph 62. 1423 Commerce Street (Photo Source: ARDOT)*

11 The house at 1423 Commerce Street consists of a frame structure with a composite shingle gable roof,
12 wood siding, one-over-one, double hung windows, rafter tails, and square brick porch posts, as shown in
13 Photograph 62. It is a Craftsman style house, built in the 1930s (Sanborn Fire Insurance Company, 1939).
14 Two rear additions have been added. This property is listed in the NRHP as a contributing element of the
15 MacArthur Park Historic District.

1 **418-422 East 15th Street (PU2933)**



2
3 *Photograph 63. 418-422 East 15th Street (Photo Source: ARDOT)*

4 The irregular-shaped apartment building, located at 418-422 East 15th Street, exhibits characteristics of
5 the International style with its flat roof and smooth, unornamented wall surface, as shown in
6 Photograph 63. The structure was built circa 1949 and has three low-pitched hipped roof porches
7 supported by metal columns. This property is listed in the NRHP as a contributing element of the
8 MacArthur Park Historic District.

9 **923 McMath Avenue (PU2944)**



10
11 *Photograph 64. 923 McMath Avenue (Photo Source: ARDOT)*

12 The house at 923 McMath Avenue consists of a frame building with a composite shingle roof, aluminum
13 siding, and wood windows, as shown in Photograph 64. It is Queen Anne style, probably built in the late
14 1910s, and is currently used as a residence. This property is listed in the NRHP as a contributing element
15 of the MacArthur Park Historic District.

1 **University of Arkansas School of Medicine (PU2947)**



2
3 *Photograph 65. 1215 McMath Avenue (Photo Source: ARDOT)*

4 The University of Arkansas School of Medicine building at 1215 McMath Avenue was constructed in
5 1935. The five-story brick building, shown in Photograph 65, was designed by Arkansas architect
6 George Trapp. Slight Art Deco style details are seen on its center entry, which is surrounded by cast
7 concrete. The building also features cast concrete insets on its upper walls. The building was renovated
8 and an addition constructed in the 1990s for use by the University of Arkansas at Little Rock Bowen
9 School of Law. This property is listed in the NRHP as a contributing element of the MacArthur Park
10 Historic District.

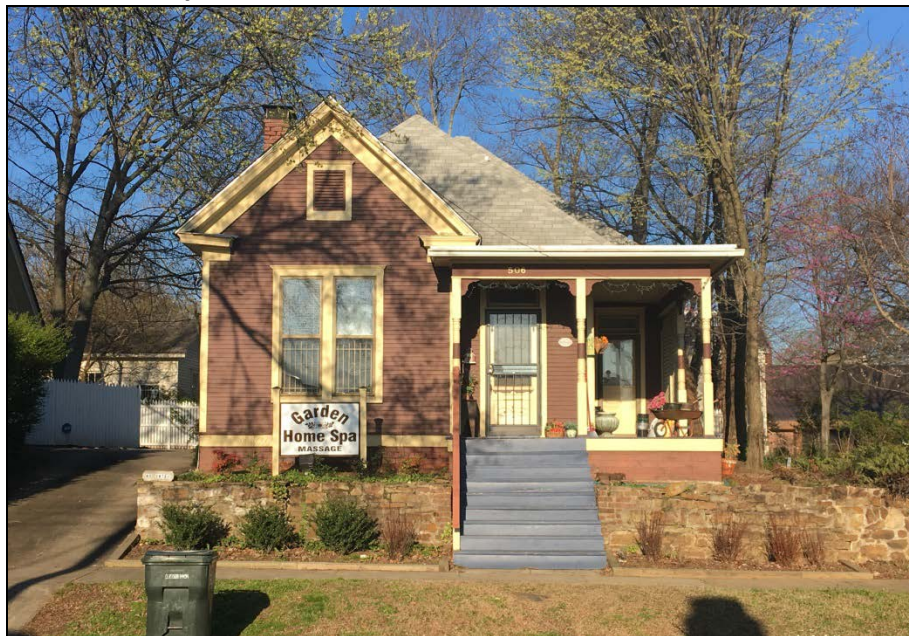
11 **Powers House (PU2921)**



12
13 *Photograph 66. 1402 South Commerce Street (Photo Source: ARDOT)*

14 Located at 1402 South Commerce Street, this Neo-Classical Revival style residence was constructed circa
15 1905. Known as the Powers House, the wood frame building, shown in Photograph 66, is set upon a
16 brick foundation and topped with a shingle roof. A porch with classical columns runs the full width of the
17 front porch. Monumental pilasters are located at the corners of the front façade. This property is listed
18 in the NRHP as a contributing element of the MacArthur Park Historic District.

1 **506 South Ferry Street (PU2953)**



2
3 *Photograph 67. 506 South Ferry Street (Photo Source: ARDOT)*

4 The house at 506 South Ferry Street was built prior to 1913 in a residential neighborhood (Sanborn Fire
5 Insurance Company, 1913). The Queen Anne influenced house has multi-level hipped roofline with a
6 front bay with a gable, one-over-one windows, and turned post spindles supporting the partial porch.
7 This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

8 **1409 South Commerce Street (PU2963)**



9
10 *Photograph 68. 1409 South Commerce Street (Photo Source: ARDOT)*

11 This Colonial Revival style building was constructed circa 1910. The wood frame building has one-story
12 porch supported by metal replacement supports and an off-center entry, as shown in Photograph 68.
13 The hip roof has an intersecting gable and is clad with composite shingles. This property is listed in the
14 NRHP as a contributing element of the MacArthur Park Historic District.

1 **1007 McMath Avenue (PU2957)**



2
3 *Photograph 69. 1007 McMath Avenue (Photo Source: ARDOT)*

4 This Queen Ann style residence was constructed circa 1900. The wood frame building is set upon a pier
5 foundation and topped with a shingle roof, as shown in Photograph 69. The front façade includes a
6 gabled dormer with wood shingles and the main entry, which is set within a porch with classical
7 columns. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic
8 District.

9 **620 Ferry Street (PU2950)**

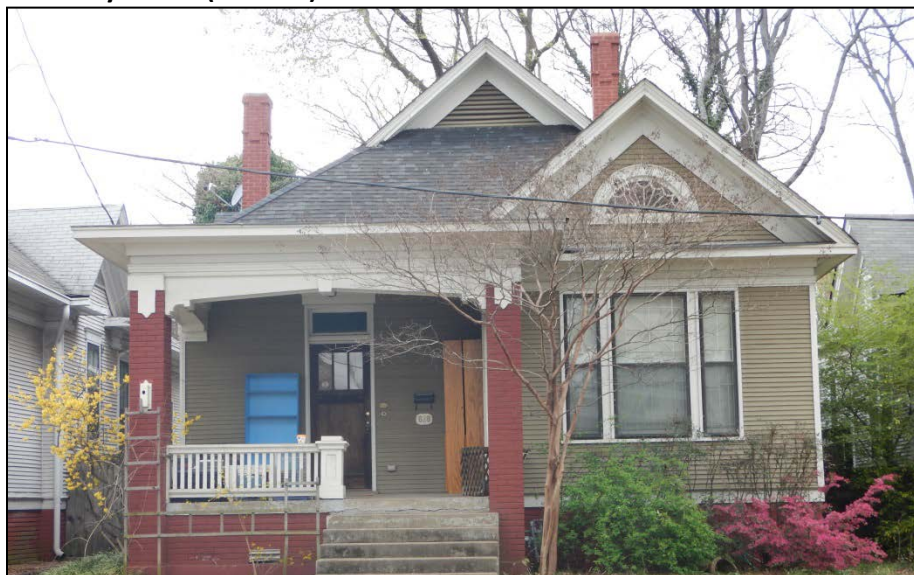


10
11 *Photograph 70. 620 Ferry Street (Source: ARDOT, 2018)*

12 Located at 620 Ferry Street, this wood frame residence was constructed in the early 1900s (Sanborn Fire
13 Insurance Company, 1913). Using both Queen Anne and Colonial Revival style design elements, the
14 structure features a gable-on-hip roof and four projecting bays, a flat roof porch supported by two brick

1 square columns, and double hung windows, as shown in Photograph 70. This property is listed in the
2 NRHP as a contributing element of the MacArthur Park Historic District.

3 **618 Ferry Street (PU2951)**



4
5 *Photograph 71. 618 Ferry Street (Photo Source: ARDOT)*

6 Located at 618 Ferry Street, this wood frame residence was constructed in the early 1900s (Sanborn Fire
7 Insurance Company, 1913). Using both Queen Anne and Colonial Revival style design elements, the
8 structure features a gable-on-hip roof and four projecting bays, a flat roof porch supported by two brick
9 square columns, double hung windows, a fan window, and a bay window, as shown in Photograph 71.
10 This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

11 **616 Ferry Street (PU2952)**



12
13 *Photograph 72. 616 Ferry Street (Photo Source: ARDOT)*

14 Located at 616 Ferry Street, this wood frame residence was constructed in the early 1900s (Sanborn Fire
15 Insurance Company, 1913). Using both Queen Anne and Colonial Revival style design elements, the
16 structure features a gable-on-hip roof and four projecting bays, a flat roof porch supported by two brick

1 square columns, double hung windows, and a fan window, as shown in Photograph 72. This property is
2 listed in the NRHP as a contributing element of the MacArthur Park Historic District.

3 **1419 Commerce Street (PU2965)**



4
5 *Photograph 73. 1419 Commerce Street (Photo Source: ARDOT)*

6 The house at 1419 Commerce Street consists of a frame structure with a composite shingle gable roof,
7 wood siding, wood windows, and plain wood porch posts, as shown in Photograph 73. It is a
8 Folk Victorian style house, probably built in the late 1890s (Sanborn Fire Insurance Company, 1897).
9 The front entryway and a projecting bay window have been altered on the front of the structure. This
10 property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

11 **1420 Commerce Street (PU2966)**



12
13 *Photograph 74. 1420 South Commerce Street (Photo Source: ARDOT)*

14 The house at 1420 South Commerce Street consists of a frame structure with a composite shingle
15 hipped roof, wood siding, wood windows, and wood turned porch posts, as shown in Photograph 74. It

is a Queen Anne style house, probably built in the early 1900s (Sanborn Fire Insurance Company, 1913). This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Fire Station at 1201 South Commerce Street (PU3035)



Photograph 75. Fire Station, 1201 South Commerce Street (Source: ARDOT, 2018)

The Fire Station, located at 1201 South Commerce Street, is a Craftsman style building constructed in 1917. The building features a prominent low-pitched clipped gable roof with wide eaves and extended rafter tails. The building incorporates multiple siding including stucco in faux half-timbering, brick, and stone, as shown in Photograph 75. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Absalom Fowler House (PU3142)



Photograph 76. 502 East 7th Street (Photo Source: ARDOT)

The Absalom Fowler House, located at 501 East 7th Street, was constructed in 1840. Using both the Federal and Greek Revival styles, the residence features a one-story flat roof porch supported by fluted Ionic columns, a low hipped roof originally crowned with a balustrade railing, double hung windows, and four chimneys, as shown in Photograph 76. The house had six major rooms arranged in an ell shape. This building was individually listed in the NRHP in 1973. While the NRHP nomination does not specify which

criteria apply, Absalom Fowler house is significant for its association with Absalom Fowler and for its architecture as a significant example of the Federal and Greek Revival styles; therefore, it is significant under Criterion B for its association with an important person and Criterion C for its distinctive architecture.

U.S. Arsenal Building (PU3150)



Photograph 77. 503 East 9th Street (Photo Source: ARDOT)

The U.S. Arsenal Building (also known as the Little Rock Arsenal) is located at 503 East 9th Street on the grounds of MacArthur Park and was completed in 1840 as a Federal influenced building with a central castellated tower, as shown in Photograph 77. The building was established just after Arkansas statehood as a protection on the frontier. It hosted the Second United States Artillery beginning in 1860, until it was surrendered to the Governor of Arkansas in 1861. Soon after, it served as a Confederate Ordinance Station before returning to Union occupation. During the Civil War, the military post served as the beginning and ending of the Camden Expedition (Bearss, 1994). General Douglas MacArthur was born at the post in 1880. In 1892, the Federal government traded the grounds and building to the City of Little Rock for use as a park, which was named after the general. The U.S. Arsenal Building is the only remaining building from the original post (Porter, 1970). The property was nominated as a National Historic Landmark as part of the Steele's Camden Expedition Sites under the NRHP criteria of A, for its association with the Civil War, and B, its association with Brigadier General Samuel A. Rice and General Nathan Kimball (Bearss, 1994).

Paragon Printing Company Building (PU3499)



Photograph 78. 311 East Capitol Avenue (Photo Source: ARDOT)

The Paragon Printing Company Building, located at 311 East Capitol Avenue, is an example of a 20th century Standard Commercial style building constructed in 1947. It illustrates Modernism in its aluminum-framed window system and functional construction, as shown in Photograph 78. This property is listed in the NRHP as a contributing element of the MacArthur Park Historic District.

Schmelzer House (PU9756)



Photograph 79. 1414 South Park Lane (Photo Source: ARDOT)

The Schmelzer House, located at 1414 South Park Lane, was constructed prior to 1909 in the Asymmetrical Colonial Revival style with the free form of a Queen Anne, as shown in Photograph 79 (Daily Arkansas Gazette, 1909). The house functioned as a residence, but is now vacant. The MacArthur Park Historic District Additional Documentation in the NRHP listed the building as a contributing resource under Criterion A, for its association with the development of Little Rock between 1840 and 1960, and under Criterion C as a significant example of its architectural style or type (Taylor Smith, 2015).

4.1.1.3 Van Frank Cottages Historic District

In 1985, Van Frank Cottages was listed in the NRHP for its architectural significance as a transition between MacArthur Park Historic District and the Marshall Square Historic District style designs. The cottages were the rental property of Philip R. Van Frank, a civil engineer, and the only existing historic houses associated with the civil engineer responsible for improving Arkansas' rivers (Megna, 1985). While the NRHP nomination does not specify which criteria apply, the Van Frank Cottages Historic District is significant for its association with Philip R. Van Frank and for its architecture as a significant example of the Colonial Revival cottage style; therefore, it is significant under Criterion B for its association with an important person and Criterion C for its distinctive architecture.

1 **515 East 15th Street (PU3567)**



2
3 *Photograph 80. 515 East 15th Street (Photo Source: ARDOT)*

4 Located at 515 East 15th Street, this wood frame residence was constructed in 1908 using Colonial
5 Revival style details. Topped with a hipped roof with gablets and four projecting bays, the residence
6 features a flat roof porch supported by two unfluted round columns, one-over-one, double hung
7 windows, decorative cornice and plain frieze, as shown in Photograph 80. This property is listed in the
8 NRHP as a contributing element of the Van Frank Cottages Historic District.

9 **517 East 15th Street (PU10159)**



10
11 *Photograph 81. 517 East 15th Street (Source: ARDOT, 2018)*

12 Located at 517 East 15th Street, this wood frame residence was constructed in 1908 using Colonial
13 Revival style details. Topped with a hipped roof and four projecting bays, the residence features a flat
14 roof porch supported by two unfluted round columns, one-over-one, double hung windows, a fan

window, decorative cornice and plain frieze, as shown in Photograph 81. This property is listed in the NRHP as a contributing element of the Van Frank Cottages Historic District.

519 East 15th Street (PU10160)



Photograph 82. 519 East 15th Street (Photo Source: ARDOT)

Located at 519 East 15th Street, this wood frame residence was constructed in 1908 using Colonial Revival style details. Topped with a hipped roof with gables and four projecting bays, the residence features a flat roof porch supported by two unfluted round columns, one-over-one, double hung windows, a fan window, decorative cornice and plain frieze, as shown in Photograph 82. This property is listed in the NRHP as a contributing element of the Van Frank Cottages Historic District.

1510 Park Lane (PU3568)



Photograph 83. 1510 Park Lane (Photo Source: ARDOT)

Located at 1510 Park Lane, this wood frame residence was constructed in 1908 using Colonial Revival style details. Topped with a hipped roof and four projecting bays, the residence features a flat roof porch supported by two unfluted round columns, double hung windows, a fan window, decorative

cornice and plain frieze, as shown in Photograph 83. This property is listed in the NRHP as a contributing element of the Van Frank Cottages Historic District.

4.1.1.4 Hanger Hill Historic District (PU5655)

In 2008, Hanger Hill Historic District was listed in the NRHP under Criterion C as a “good example of the late Queen Anne and early Colonial Revival architectural styles, and its use of concrete block in residential structures in Little Rock, Pulaski County, Arkansas” (Baskins et al., 2008) according to its NRHP registration form. The district consists of one city block containing 10 houses. Four contributing buildings are located within the APE.

Ford-Smith House (PU5603)



Photograph 84. 1500 Welch Street (Photo Source: ARDOT)

The Ford-Smith House, also known as the Castle House, is located at 1500 Welch Street. Constructed circa 1906, the rusticated concrete block residence features both Queen Anne and Colonial Revival style design elements. Topped with a hip roof, the Ford-Smith residence utilizes an asymmetrical design with a wrap-around porch, as shown in Photograph 84. The porch has a flat roof supported by cast concrete classical columns. This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

Carriage House (PU3116)



Photograph 85. 1505 Welch Street (Photo Source: ARDOT)

Located at 1505 Welch Street, this former carriage house has a rectangular plan and is topped with a cross-gabled roof with open cornice returns and exposed eaves supported by small notched brackets, as shown in Photograph 85. The building has a renovated second-story residential part (with replaced windows and doors) and bordered window and door bays along the first story. The main house associated with this building was located on the adjacent lot. The residence was destroyed by fire in 1984 (Tess, 2008.) This property is listed in the NRHP as a contributing property within the Hanger Hill Historic District.

1508 Welch Street (PU5604)



Photograph 86. 1508 Welch Street (Photo Source: ARDOT)

Located at 1508 Welch Street, this wood frame residence was constructed circa 1906 using both Queen Anne and Colonial Revival style design elements. Topped with a gable-on-hip roof, the asymmetrical residence features a wrap-around porch supported by simple square columns, as shown in Photograph 86. This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

1509 Welch Street (PU5605)



Photograph 87. 1509 Welch Street (Photo Source: ARDOT)

Located at 1509 Welch Street, this rusticated concrete block residence was constructed circa 1907 using both Queen Anne and Colonial Revival style design elements. Topped with a gable-on-hip roof, the asymmetrical residence features a wrap-around porch supported by cast concrete classical columns, as

shown in Photograph 87. This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

1510 Welch Street (PU5606)



Photograph 88. 1510 Welch Street (Photo Source: ARDOT)

Constructed circa 1906, this residence is located at 1510 Welch Street. The wood frame residence was constructed using Queen Anne and Colonial Revival style design elements. Topped with a gable-on-hip roof, the asymmetrical residence features a wrap-around porch supported by simple columns set upon brick piers, as shown in Photograph 88. This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

Brown-Jackson House (PU5607)



Photograph 89. 1511 Welch Street (Photo Source: ARDOT)

The Brown-Jackson House is located at 1511 Welch Street. Constructed circa 1912, the one-story, brick residence combines Queen Anne and Craftsman style building elements. The building features a gable-on-hip roof with exposed rafter tails and a wrap-around porch supported by short-square brick columns, as shown in Photograph 89. This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

1 **Prince-Griffiths House (PU5609)**



2
3 *Photograph 90. Prince Griffiths House, 1518 Welch Street (Photo Source: ARDOT)*

4 The Prince Griffiths House, as shown in Photograph 90, is located at 1518 Welch Street. This wood
5 frame, one-story residence combines Colonial Revival and Craftsman style building elements. The
6 building features a wrap-around porch and a 20-over-1, double-hung sash window. The main entrance is
7 set within a wrap-around porch with a flat roof supported by brick piers. A decorative metal support has
8 been added to one of the piers. This property is listed in the NRHP as a contributing element of the
9 Hanger Hill Historic District.

10 **1523 Welch Street (PU5610)**



11
12 *Photograph 91. 1523 Welch Street (Photo Source: ARDOT)*

13 Located at 1523 Welch Street, this rusticated concrete block residence was constructed circa 1910 using
14 both Queen Anne and Colonial Revival style design elements. Topped with a gable-on-hip roof, the
15 asymmetrical residence features a wrap-around porch supported by simple square columns, as shown
16 in Photograph 91. This property is listed in the NRHP as a contributing element of the Hanger Hill
17 Historic District.

1 **1519 Welch Street (PU5612)**



2
3 *Photograph 92. 1519 Welch Street (Photo Source: ARDOT)*

4 Located at 1519 Welch Street, this one-story, rusticated concrete block residence was constructed circa
5 1910 using Colonial Revival style design elements. Topped with a hipped roof, the “Classic Box”
6 residence features a full-width front porch supported by classical columns, as shown in Photograph 92.
7 This property is listed in the NRHP as a contributing element of the Hanger Hill Historic District.

8

9 **4.1.1.5 Marshall Square Historic District (PU3242)**

10 Marshall Square Historic District was listed in the NRHP in 1979 under Criterion C for its cohesive
11 collection of early-20th century buildings. The district consists of a city block bounded by 17th Street,
12 McAlmont Street, East 18th Street, and Vance Street, and contains 16 Victorian style cottages
13 (Witsell, 1979). According to the NRHP nomination, “Each of the sixteen houses, for all practical
14 purposes, is identical. The houses have four-inch weatherboard exteriors and high hipped roofs. Fish
15 scale siding is present around some of the dormer windows. All of the windows are double-hung with
16 four or eight lights. Six of the houses on 17th Street have 14 colored lights surrounding a larger central
17 light. All houses have a brick chimney connecting to a flue in the house. All the houses are one story
18 mounted on piers. The fronts of the houses have brick foundations. The front porches are about 200
19 square feet. They have wooden decks and two entrances on the front porch. Each house is 1,036 square
20 feet. The houses have wood floor joist [sic], pine floor [sic], plaster walls and 10-foot ceilings. The plans
21 consist of two bedrooms, living room, dining room, kitchen, and bath” (Witsell, 1979). Eight contributing
22 buildings are located within the APE.

1 **801 East 17th Street (PU9068)**



2
3 *Photograph 93. 801 East 17th Street (Photo Source: ARDOT)*

4 The residence at 801 East 17th Street was constructed prior to 1913 (Sanborn Fire Insurance Company,
5 1913). Topped with a hipped with cross gable roof, the Queen Anne style house features wood siding,
6 one-over-one, double-hung windows, and a small entry porch supported by decorative posts, as shown
7 in Photograph.93 This property is listed in the NRHP as a contributing element of the Marshall Square
8 Historic District.

9 **803 East 17th Street (PU9069)**



10
11 *Photograph 94. 803 East 17th Street (Photo Source: ARDOT)*

12 The residence at 803 East 17th Street was constructed prior to 1913 (Sanborn Fire Insurance Company,
13 1913). Topped with a hipped with cross gable roof, the Queen Anne influenced house features wood
14 siding, six-over-six, double-hung replacement windows, fish scale siding in the gable, and a small entry
15 porch supported by decorative posts, as shown in Photograph.94. This property is listed in the NRHP as a
16 contributing element of the Marshall Square Historic District.

1 **805 East 17th Street (PU9070)**



2
3 *Photograph 95. 805 East 17th Street (Photo Source: ARDOT)*

4 The residence at 805 East 17th Street was constructed prior to 1913 (Sanborn Fire Insurance Company,
5 1913). Topped with a hip-on-cross gable roof, the Queen Anne influenced house features wood siding,
6 an original front, decorative, double-hung window, fish scale siding in the gable, and a small entry porch
7 supported by decorative posts, as shown in Photograph 95. This property is listed in the NRHP as a
8 contributing element of the Marshall Square Historic District.

9 **809 East 17th Street (PU9071)**



10
11 *Photograph 96. 809 East 17th Street (Photo Source: ARDOT)*

12 The residence at 809 East 17th Street was constructed prior to 1913 (Sanborn Fire Insurance Company,
13 1913). Topped with a hipped with cross gable roof, the Queen Anne influenced house features
14 clapboard-look siding, an original front, decorative, double-hung window, vertical vinyl siding in the
15 gable, and a small entry porch supported by decorative posts, as shown in Photograph 96. This property
16 is listed in the NRHP as a contributing element of the Marshall Square Historic District.

1 **813 East 17th Street (PU9072)**



2
3 Photograph 97. 813 East 17th Street, (Photo Source: ARDOT)

4 This wood frame residence was constructed circa 1913 (Sanborn Fire Insurance Company, 1913).
5 Topped with a hip-on-cross gable roof, the Queen Anne style house features wood siding, two-over-two,
6 double-hung sash windows, scalloped shingles in the front gable end, and a small entry porch supported
7 by decorative posts, as shown in Photograph 97. This property is listed in the NRHP as a contributing
8 element of the Marshall Square Historic District.

9 **817 East 17th Street (PU9073)**



10
11 Photograph 98. 817 East 17th Street (Photo Source: ARDOT)

12 Constructed circa 1913, this wood frame residence is topped with a hip-on-cross gable roof (Sanborn
13 Fire Insurance Company, 1913). The Queen Anne style house features wood siding, two-over-two,
14 double-hung sash windows, and a small entry porch supported by decorative posts, as shown in

1 Photograph 98. This property is listed in the NRHP as a contributing element of the Marshall Square
2 Historic District.

3 **821 East 17th Street (PU9074)**



4
5 Photograph 99. 821 East 17th Street, (Photo Source: ARDOT)

6 This wood frame residence was constructed circa 1913 (Sanborn Fire Insurance Company, 1913).
7 Topped with a hip-on-cross gable roof, the Queen Anne style house features wood siding, two-over-two,
8 double-hung sash windows, and a small entry porch supported by decorative posts, as shown in
9 Photograph 99. This property is listed in the NRHP as a contributing element of the Marshall Square
10 Historic District.

11 **825 East 17th Street (PU9075)**



12
13 Photograph 100. 825 East 17th Street (Photo Source: ARDOT)

14 Constructed prior to 1913, this wood frame residence is topped with a hip-on-cross gable roof, as shown
15 in Photograph 100 (Sanborn Fire Insurance Company, 1913). The Queen Anne style house features wood
16 siding, two-over-two, double-hung sash windows, and a small entry porch supported by decorative

posts. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

800 East 18th Street (PU9076)



Photograph 101. 800 East 18th Street (Photo Source: ARDOT)

The residence at 800 East 18th Street was constructed prior to 1913 (Sanborn Fire Insurance Company, 1913). Topped with a hipped roof with a front gable, the Queen Anne influenced house features clapboard-look siding, an original front, decorative, double-hung window, and a small entry porch supported by decorative posts, as shown in Photograph101. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

802 East 18th Street (PU9077)



Photograph 102. 802 East 18th Street (Photo Source: ARDOT)

The residence at 802 East 18th Street was constructed prior to 1913 (Sanborn Fire Insurance Company, 1913). Topped with a hipped roof with a front gable, the Queen Anne influenced house features clapboard-look siding, an original front, decorative, double-hung window, and a small entry porch

supported by decorative posts, as shown in Photograph 102. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

804 East 18th Street (PU9078)



Photograph 103. 804 East 18th Street (Photo Source: ARDOT)

The residence at 804 East 18th Street was constructed prior to 1913 (Sanborn Fire Insurance Company, 1913). Topped with a gable-on-hip roof with an additional front gable beside the porch, the Queen Anne influenced house features clapboard siding, an original front, decorative, double-hung window, wood shingle siding in the front gable, and a small entry porch supported by decorative posts, as shown in Photograph 103. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

808 East 18th Street (PU9079)



Photograph 104. 808 East 18th Street (Photo Source: ARDOT)

The residence at 808 East 18th Street was constructed prior to 1913 (Sanborn Fire Insurance Company, 1913). Topped with a hipped with cross gable roof, the Queen Anne influenced house features clapboard siding, an original front, decorative, double-hung window, and a small entry porch supported by decorative posts, as shown in Photograph104. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District

812 East 18th Street (PU9080)



Photograph 105. 812 East 18th Street, (Photo Source: ARDOT)

This wood frame residence was constructed circa 1913 (Sanborn Fire Insurance Company, 1913). Topped with a steeply pitched hip roof, the Queen Anne style house features wood siding, two-over-two, double-hung sash windows, scalloped shingles in the front gable end, and a small entry porch supported by decorative posts, as shown in Photograph 105. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

816 East 18th Street (PU9081)



Photograph 106. 816 East 18th Street, (Photo Source: ARDOT)

Constructed circa 1913, this wood frame, Queen Anne style residence is topped with a gable-on-hip roof (Sanborn Fire Insurance Company, 1913). The house features wood siding, two-over-two, double-hung sash windows, and a small entry porch supported by decorative posts, as shown in Photograph 106. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

820 East 18th Street (PU9082)



Photograph 107. 820 East 18th Street (Photo Source: ArDOT)

This wood frame residence was constructed circa 1913 (Sanborn Fire Insurance Company, 1913). Topped with a steeply pitched hip roof, the Queen Anne style house features wood siding, two-over-two, double-hung sash windows, scalloped shingles in the front gable end, and a small entry porch supported by decorative posts, as shown in Photograph 107. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

824 East 18th Street (PU9083)



Photograph 108. 824 East 18th Street (Photo Source: ArDOT)

Constructed circa 1913, this wood frame, Queen Anne style residence is topped with a gable-on-hip roof (Sanborn Fire Insurance Company, 1913). The house features wood siding, two-over-two, double-hung sash windows, and a small entry porch supported by decorative posts, as shown in Photograph 108. This property is listed in the NRHP as a contributing element of the Marshall Square Historic District.

4.1.1.6 Tuf Nut Historic District (PU3891)

The Tuf Nut Historic District was listed in the NRHP in 2003. The district consists of two buildings: 300-312 South Rock Street, located on the southwest corner of East 3rd Street and Rock Street, and 423 East 3rd Street, located on the southwest corner of River Market Avenue and East 3rd Streets. Each building occupies a full quarter of the block on which it is located and is a contributing element to the historic district.

The buildings are both good examples of the International style influence of the 1920s on commercial buildings, which used the large windows as a light source for workers, as well as for ventilation. The district is listed under Criterion A for “its association with the development of manufacturing industry in downtown Little Rock’s east side” and Criterion C “as two of the few remaining examples of commercial/industrial buildings constructed in the area in the prosperous years of the 1920s, evolving commercially and architecturally with the additions in the 1940s” (Smith and Wilcox, 2003).

Tuf Nut Building (PU3489)



Photograph 109. 423 East 3rd Street, (Photo Source: ARDOT)

The Tuf Nut Building, located at 423 East 3rd Street and shown in Photograph 109, was constructed in 1927 and is an example of the International style. The building served the Little Rock Tent & Awning Company and Tuf Nut Garment Manufacturing Company. Manufacturing was performed in this building through the 1970s, and then it housed an industrial supply business. This area of Little Rock was a prosperous, growing industrial area in the 1920s when the building was constructed. It is now used as restaurant and retail space on the first floor with residential loft space above, but still retains the commercial appearance. This property is listed in the NRHP as a contributing element of the Tuf Nut Historic District (Smith and Wilcox, 2003).

1 Dailey's Office Furniture Building (PU3495)



2
3 Photograph 110. 300-312 South Rock Street (Photo Source: ArDOT)

4 Constructed in 1922, the Dailey's Office Furniture Building, located at 300-312 South Rock Street and
5 shown in Photograph 110, is an example of the International style. The building served the Tuf Nut
6 Garment Manufacturing Company until it was purchased by the Little Rock Tent and Awning Company.
7 In the 1930s, this building became home to Sterling Stores, Inc. offices and warehouse. Dalton Dailey
8 and Associates, an office furniture supplier, occupied the building from the 1960s through the 1990s. It
9 has since been converted to residential lofts, but retains its industrial appearance. This property is listed
10 in the NRHP as a contributing element of the Tuf Nut Historic District (Smith and Wilcox, 2003).

11 4.1.1.7 North Little Rock

12 602 East Washington Street (53)



13
14 Photograph 111. 602 East Washington Street (Photo Source: ArDOT)

15 This property, shown in Photograph 111, consists of a brick building with a flat roof and plate glass
16 windows. This commercial building was likely built in the 1920s. It was designed as two storefronts, 602
17 and 602½ East Washington Avenue, each 8 feet wide. The building was constructed in a commercial
18 area with stores lining both sides of East Washington Avenue. The streets surrounding these commercial
19 buildings were residential (Sanborn Fire Insurance Company, 1939). It is early twentieth-century

Commercial Vernacular style with an Italian Renaissance influence and is currently used as a business. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of early twentieth-century Commercial Vernacular style with an Italian Renaissance influence.

417 East 5th Street (57)



Photograph 112. 417 East 5th Street (Photo Source: ARDOT)

This property, shown in Photograph 112, consists of a frame building with a composite shingle roof and wood windows. This Craftsman style house was built around 1930 in an area with typically single- and multi-family residences and some commercial buildings (Sanborn Fire Insurance Company, 1939). This building remains a residence with one house adjacent to it (501 North Cypress Street), but the surrounding area has transformed to commercial and industrial buildings. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Craftsman style.

501 North Cypress Street (58)



Photograph 113. 501 North Cypress Street (Photo Source: ARDOT)

This property, shown in Photograph 113, consists of a frame building with a composite shingle roof and wood windows. This Craftsman style house was built around 1950 in an area with typically single- and multi-family residences. The building occupying this lot prior to the current building was also a residence (Sanborn Fire Insurance Company, 1939-1950). This current Craftsman style building remains a residence with one house adjacent to it (417 East 5th Street), but the surrounding area has transformed to commercial and industrial buildings. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Craftsman style.

Locust Street Overpass (81)



Photograph 2914. Locust Street Overpass (Photo Source: ARDOT)

The Locust Street Overpass, shown in Photograph 114, is a four-span, steel, continuous girder bridge. Fred Luttjohann received the contract to construct the Locust Street Overpass (ARDOT Bridge Number 02001). It was completed in 1936 and funded through the Provision of the Emergency Relief Appropriation Act of 1935 and administered through the U.S. Works Program Grade Crossing Project to improve railroad crossing safety and reduce fatalities. This property is eligible for inclusion in the NRHP under Criterion A as part of an early program to eradicate dangerous at-grade crossings, and under Criterion C for its architectural design and construction value (AHTD, 2014).

George D. Huie Grocery Store Building (PU8168) (E)



Photograph 115. 1400 North Pine Street (Photo Source: ARDOT)

The simple rectangular building with Art Moderne influences, located at 1400 North Pine Street, was built in 1949 as a grocery store and residence. The exterior is buff brick with a gabled roofline, which replaced the original flat metal roof, as shown in Photograph 115. The building housed the Huie Grocery Store in the front section, with the Huie family living in the two story rear section of the building. The building has been an “important part of the history of the Dark Hollow neighborhood and the African-American community of North Little Rock” (Duvall, 2005). The Huie Grocery Store was listed on the National Register of Historic Places in 2005 as significant under Criterion A for its association with the

Chinese family, the Huies, who constructed the building as a neighborhood grocery store, and under Criterion C as an example of the Modernist Movement and Art Moderne influence (Duvall, 2005).

First Methodist Church/ NLR School Administration Annex (PU8825) (E)



Photograph 116. 2300 North Poplar Street (Photo Source: ARDOT)

Swaim & Allen designed the building located at 2300 North Poplar Street, which was built in 1950-51, for the First Methodist Church. This building is the second oldest Modernist architecture in North Little Rock, as shown in Photograph 116. The congregation had previously gathered in Argenta. An addition of two floors was added on the eastern end of this building in 1961-62. The architects used corrugated panels of concrete asbestos on several buildings in the area. This structure now serves as an administration building for the North Little Rock School District. It is eligible for inclusion in the NRHP under Criterion C as an example of the Modernist Movement in a religious building.

North Little Rock High School (220)



Photograph 117. 2300 North Poplar Street (Photo Source: ARDOT)

This property is a mid-century educational building built in 1952-1953 and designed by the architecture firm Swaim & Allen (AHPP, 2018) is located just north of the North Little Rock School District Administration Annex building at 2300 North Poplar Street. A flat roofline sits atop the buff brick exterior, as shown in Photograph 117. The windows and porcelain panels are typical for the time and style of building. The property exhibits the modernist ideas of simple lines, cleanliness, and light. The steel sub-frame glazing systems make use of the natural light, which was popular in mid-century educational buildings. The courtyard at the rear of the building incorporates outdoor space into the

- 1 architectural design. It is eligible for inclusion in the NRHP under Criterion C as an example of the
2 Modernist Movement in an educational building.

3 **National Guard Armory (106)**



4
5 Photograph 118. 2700 North Poplar Street (Photo Source: ARDOT)

- 6 The National Guard Armory built in North Little Rock in 1959 was one of 27 training centers for the
7 Arkansas National Guard and the U.S. Army Reserve (Camden News, 1960). The construction followed
8 an all-time high in recruiting civilian soldiers (Camden News, 1948). The building, shown in
9 Photograph 118, still functions as a National Guard training facility. The building is owned by the
10 National Guard, but the land is currently owned by the North Little Rock School District. This building is
11 clad in brick with a flat roof and metal windows, with a central arched roof drill hall. This property is
12 eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value.

13 **100 Skyline Drive (109)**



14
15 Photograph 119. 100 Skyline Drive, (Photo Source: ARDOT)

This property, shown in Photograph 119, consists of a rock-clad building with a composite shingle roof and metal windows. It has a unique combination of materials and design, incorporating the Ranch style with Tudor accents. The house was likely built around 1950. At that time, Skyline Drive was developing as a residential neighborhood. The house remains in residential use. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value as a unique architectural style.

200 Skyline Drive (111)



Photograph 120. 200 Skyline Drive (Photo Source: ARDOT)

This property, shown in Photograph 120, consists of a frame building with a composite shingle roof and wood windows. This Colonial Revival Ranch style house was built in 1948 (Sanborn Fire Insurance Company, 1939-1950). It was constructed in a residential neighborhood and remains a residence. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Colonial Revival style.

415 East 9th Street (114)



Photograph 121. 415 East 9th Street (Photo Source: ARDOT)

This property, shown in Photograph 121, consists of a frame building with a composite shingle roof and wood windows. This Folk Victorian residence was built approximately 1907 in a residential working-class area (Sanborn Fire Insurance Company, 1913). This house originally was marketed for sale as an improved property in Argenta, along with the three houses directly to the east of it on Cypress, near the oil mill, compress, and railroad yards (Arkansas Democrat, 1907). It is currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Folk Victorian style.

1326 Starfield Road (Property 127)



Photograph 122. 1326 Starfield Road (Photo Source: ARDOT)

The house at 1326 Starfield Road was built in 1963 in the Colonial Revival Styled Ranch design. Two columns support the pediment with dentils over the integrated porch, as shown in Photograph 122. The carport has two half-columns. The addition of these architectural features created a traditional feel to this popular style. This property is eligible under Criterion C as a good example of Colonial Revival Styled Ranch design in the area.

1 **118 Skyline Drive (PU0078)**



2
3 *Photograph 123. 118 Skyline Drive (Photo Source: ARDOT)*

4 This property consists of a frame building with a composite shingle roof and wood windows, as shown in
5 Photograph 123. This Craftsman style house was built in the 1930s in a developing residential
6 neighborhood along Skyline Drive (Sanborn Fire Insurance Company, 1939 and 1939-1950). It is
7 currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C for its
8 architectural design and construction value, as a good example of the Craftsman style.

9 **128 Skyline Drive (PU0079)**



10
11 *Photograph 124. 128 Skyline Drive, (Photo Source: ARDOT)*

12 This property consists of a frame building with a composite shingle roof and wood windows, as shown in
13 Photograph 124. This Craftsman style house was built in the 1920s or 1930s in a developing residential

neighborhood along Skyline Drive (Sanborn Fire Insurance Company, 1939 and 1939-1950). It is currently used as a residence. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of the Craftsman style.

Matthews-Bradshaw House (PU0086)



Photograph 125. Matthews-Bradshaw House, located at 524 Skyline Drive (Photo Source: ARDOT)

Frank Carmean designed the Matthews-Bradshaw House, located at 524 Skyline Drive, which was built by the Justin Matthews Company in 1929. Designed in the French Eclectic style, as shown in Photograph 85, this house remains the only example of the style in the area and has remained largely unchanged. The house remained unsold for 10 years before ownership transferred to the Bradshaws, which illustrates the effects of the Great Depression on neighborhood development (Nichols, 1992b). This property was individually listed in the NRHP in 1992. The house was nominated under Criterion A for its association with the development of North Little Rock and the effects of the Great Depression on housing, and Criterion C for exceptional architecture, these criteria apply to the significance of this building.

Justin Matthews House #9 (PU0088)



Photograph 126. 564 Skyline Drive (Photo Source: ARDOT)

Architect Frank Carmean designed the Justin Matthews House #9, located at 564 Skyline Drive and shown in Photograph 126, in English (Tudor) Revival style with Italian Renaissance influence. The Justin Matthews Company built this house, one of six in this style, between 1927 and 1930 as part of an

upscale Edgemont development in Park Hill (Nichols, 1992a). This property is eligible for the NRHP under Criterion A for its local significance in relation to the Park Hill Addition in North Little Rock, Criterion B for association with Justin Matthews, and Criterion C as a unique example of the English Revival style with Italian Renaissance influence in the area.

604 East Washington Avenue (PU0109)



Photograph 127. 604 East Washington Street (Photo Source: ARDOT)

This property consists of a brick building with a flat roof and plate glass windows, as shown in Photograph 127. This vernacular commercial building was constructed prior to 1913. East Washington Avenue was a commercial area with stores lining both sides of the street by 1939. The streets surrounding these commercial buildings were residential (Sanborn Fire Insurance Company, 1913). It is currently used as a business. This property is eligible for inclusion in the NRHP under Criterion C for its architectural design and construction value, as a good example of early twentieth-century Commercial Vernacular style.

Crestview Park – Arkansas Sculptures of Dionicio Rodriguez (PU9771)



Photograph 128. Crestview Park, Faux bois concrete bridge sculpture, in North Little Rock (Source: Groundspeak, 2017)



Photograph 129. Crestview Park, Shelter sculpture, in North Little Rock (Source: Groundspeak, 2017)

The Justin Matthews Company owned Crestview Park, with the northeast corner located at the intersection of Cherry Hill Drive and Crestview Drive in North Little Rock, and planned it as part of the neighborhood development in 1933. The park contains two sculptures—a faux bois concrete bridge and a shelter, shown in Photographs 128 and 129, respectively—that are believed to be the work of Mexican sculptor Dionicio Rodriguez, hired in 1932 by Justin Matthews to work in the Park Hill and Lakewood subdivisions (NPS, 2001). These structures were listed in the NRHP in 1986. While the NRHP form did not note that the sculptures were nominated under Criterion A for their association with the development of North Little Rock, or Criterion C for exceptional design and the work of a master craftsman, these criteria apply to the significance of these park sculptures.

1 **1506 Skyline Drive (PU9981)**



2
3 *Photograph 130. 1506 Skyline Drive (Photo Source: ARDOT)*

4 The house at 1506 Skyline Drive was built around 1940. The cross-gable design exhibits the Tudor style,
5 as shown in Photograph 130. It is a unique example in this area with the use of stone and stucco
6 materials. This house was determined eligible for the NRHP in 1996 under Criterion C due to its
7 distinctive architectural features as a good example of Tudor style architecture with stucco over stone
8 construction.

9 **530 Skyline Drive (Property 109)**



10
11 *Photograph 131. 530 Skyline Drive, (Photo Source: ARDOT)*

12 The house at 530 Skyline Drive was constructed around 1945. The design shows the influence of the
13 symmetrical, paired gable, Tudor style, as shown in Photograph 131. Although the façade does not
14 exhibit complete symmetry, with the west side carport shifting the balance, a small percentage of Tudor
15 style houses demonstrate this design. The integrated carport displays the architectural shift, adding
16 more emphasis on the automobile in the mid-century. The house is significant under Criterion C for its
17 embodiment of distinctive characteristics of a particular style.

1 **532 Skyline Drive (Property 111)**



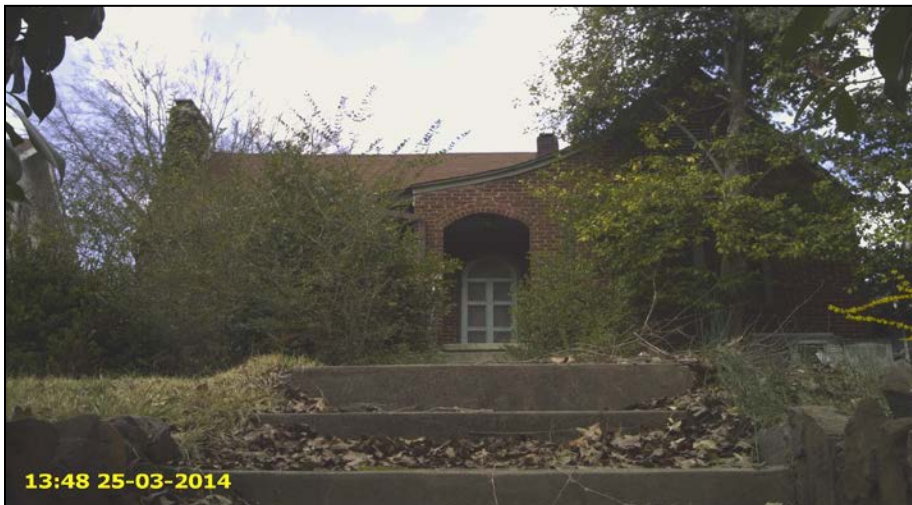
2
3 *Photograph 322. 532 Skyline Drive, (Photo Source: ARDOT)*

4 The house at 532 Skyline Drive was constructed around 1940. It is a unique example of Art Moderne
5 style, visible in the curvilinear design of both the first and second story, as shown in Photograph 132.
6 This building has no flat walls and it uses glass block as accent windows. The house is significant under
7 Criterion C for its embodiment of distinctive characteristics of a particular style.

8 **4.1.1.8 Park Hill Historic District (PU9753)**

9 Park Hill Historic District is located on a steep hill in North Little Rock. The district was listed in the NRHP
10 in 2000 under Criteria A and C. The district is significant in the areas of Community Planning and
11 Development, and Architecture, and contains 568 buildings and structures, of which 481 were
12 constructed between 1922 and 1950 (Smith, 2000). Of the 292 contributing resources within the district,
13 five are located within the APE.

14 **Carher House (PU0071)**



15
16 *Photograph 133. 2923 JFK Boulevard, North Little Rock (Photo Source: ARDOT)*

17 Built in 1928, this Tudor Revival style residence has a brick exterior and is topped with an intersecting
18 gable roof, as shown in Photograph 133. The arched entry is located within an inset entry porch. This

residence was part of the first wave of construction in the Park Hill neighborhood. This property is listed in the NRHP as a contributing element of the Park Hill Historic District.

August C. Luker House (PU0072)



Photograph 134. 2925 JFK Boulevard, North Little Rock (Photo Source: ARDOT)

Built in 1929, this Tudor Revival style residence has a brick exterior and is topped with a side gable roof. The arched entry is set under a front gable and features a brick surround, as shown in Photograph 134. A brick chimney, located on the front façade, pierces a front gable that projects slightly from the façade. This residence was part of the first wave of construction in the Park Hill neighborhood. This property is listed in the NRHP as a contributing element of the Park Hill Historic District.

2917 JFK Boulevard (PU5345)



Photograph 135. 2917 JFK Boulevard, North Little Rock (Photo Source: ARDOT)

Constructed in 1926, this one-story brick residence is topped with a side gable roof featuring a gabled dormer, as shown in Photograph 135. Although the building utilizes some Craftsman details such as exposed rafter ends, it also incorporates Tudor Revival style elements such as the round arch entry. Built during the first wave of construction in the Park Hill neighborhood, this property is listed in the NRHP as a contributing element of the Park Hill Historic District.

1 **Knight-Armstrong House (PU5346)**



2
3 *Photograph 136. 2913 JFK Boulevard, North Little Rock (Photo Source: ARDOT)*

4 This Spanish Revival style residence was constructed in 1930. Set upon a closed pier foundation and clad
5 with stucco, the house features a large arched entry and open patio with a metal corner support, as
6 shown in Photograph 136. During the 1930s, building in the Park Hill neighborhood generally declined
7 due to the failing national economy. This property is listed in the NRHP as a contributing element of the
8 Park Hill Historic District.

9 **2909 JFK Boulevard (PU5347)**



10
11 *Photograph 137. 2909 JFK Boulevard, North Little Rock (Photo Source: ARDOT)*

12 This Minimal Traditional style residence was constructed circa 1935. The building is clad with brick
13 veneer and topped with a side gable roof. A central chimney is offset from the ridgeline, as shown in
14 Photograph 137. The residence features two open porches, each with a flat roof, and paired windows.
15 This property is listed in the NRHP as a contributing element of the Park Hill Historic District.

5 Determination of Effects

5.1 Overview of Effects Analysis

Section 106 of NHPA and its implementing regulations (36 CFR 800) require federal agencies (such as FHWA) or other agencies receiving federal assistance (such as ARDOT) to consider the effects a proposed undertaking may have on historic properties. Specific criteria for adverse effects provided by 36 CFR 800.5(a)(1) must be applied to federal undertakings that have the potential to affect historic properties. These criteria are used to determine whether the undertaking could change the character-defining features that qualify the property for inclusion in the NRHP in a manner that would diminish the historic property's integrity. When considering the potential for adverse effects, all reasonable and foreseeable effects must be considered, including direct, indirect, and cumulative effects. Historic property is defined in 36 CFR 800.16.(l)(1) as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior."

For consistency with the National Environmental Policy Act (NEPA), and because 36 CFR 800 does not define them, this report uses the definitions of direct and indirect effects as defined in the Council on Environmental Quality regulations (40 CFR § 1508.8). Direct effects are caused by the project and occur at the same time and place as the project. Direct effects may include physical impacts, such as destruction or modification of all or part of a resource, or proximity impacts such as the introduction of, or an increase in, noise at the property, or visual intrusions from project elements that impact the view from or the view of a historic property. Indirect effects are reasonably foreseeable, caused by the undertaking, and are later in time or are further removed in distance. Indirect effects may include growth inducement and other changes in the pattern of land use, population density, or growth rate. The terms effect and impact as used in this report are synonymous. Indirect effects and cumulative effects are discussed in Section 5.5.

The impacts for the 8-lane General Purpose Action Alternatives (1A and 1B) are no longer under consideration. Section 2.7 of the draft EA for this project states the following:

Based on the analysis of the Action Alternatives..., the 8-Lane General Purpose Action Alternatives (1A and 1B) would cause future morning traffic congestion within the project limits, specifically on I-40 between I-30 and Hwy. 67. This congestion would extend outside the project limits on I-40 and Hwy. 67. The 8-Lane General Purpose with SDI Action Alternative (1B) would cause additional congestion on I-30 between the Arkansas River and I-40 due to the reduction in exits into the downtown area of Little Rock. This congestion would lead to an increase in the number and severity of crashes.

The 6-Lane with C/D Action Alternatives (2A and 2B) would eliminate the future morning congestion within the project limits on I-40 between I-30 and Hwy. 67. Future morning congestion on I-30 in downtown Little Rock would result from capacity restrictions on I-630 outside the project limits. In addition, the C/D lanes provided with these alternatives would provide better local access between Little Rock and North Little Rock. The reduction in congestion would lead to a decrease in the number and severity of crashes.

For these reasons, the 6-Lane with C/D Action Alternatives (2A and 2B) would better meet the mobility and safety goals of the project (ARDOT, 2017).

The traffic analyses for the 6-lane C/D Action Alternatives (2A and 2B) identify changes to the number of vehicles and the volume of traffic projected to travel along certain streets compared with the existing conditions and compared with a predicted No Build traffic model. The modeled vehicle counts and

traffic volume numbers for these build alternatives assume the design year would be 2041, meaning the reported levels would increase over time and reach these levels by 2041, not immediately upon completion of the project.

Appendix B of the EA, the “Interchange Justification Report – Traffic Results,” describes the traffic analysis in detail. As part of this effects analysis, a Pedestrian Safety Study was conducted (CAP, 2017). Current pedestrian movements in the MacArthur Park Historic District were counted, and the need for pedestrian-only signals was evaluated based on predicted future traffic levels. This evaluation determined that no pedestrian-only signals were warranted in the APE and that pedestrian movements would be accommodated at current and new signalized intersections.

If an undertaking were to cause an adverse effect to a historic property, the adverse effect must be resolved through the Section 106 consultation process with the Arkansas SHPO and other consulting parties, culminating in either a Memorandum of Agreement (MOA) or a PA. This process would be carried out in accordance with *Resolution of Adverse Effects* (36 CFR 800.6).

The Section 106 process allows for three findings of effect:

- **No Effect:** Listed under No Historic Properties Affected finding, this determination includes either that no historic properties are present, or there is no effect of any kind, neither harmful nor beneficial, on the historic properties.
- **No Adverse Effect:** There is an effect, but the effect is not harmful to those characteristics that qualify the property for inclusion in the NRHP.
- **Adverse Effect:** There is an effect, and that effect diminishes the integrity of the characteristics of a historic property that qualify it for inclusion in the NRHP.

According to 36 CFR 800.5(a)(1) an adverse effect is found when an undertaking alters (directly or indirectly) any characteristic of a historic property that qualifies the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. The NRHP Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS, 1997) defines, in detail, the seven aspects of integrity and how to use them to evaluate the integrity of a property. The seven aspects of integrity are defined below.

Examples of adverse effects to historic properties provided in 36 CFR 800.5 include, but are not limited to:

1. Physical destruction of, or damage to, all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous materials remediation, and provision of handicapped access, that is not consistent with the Secretary of Interior’s Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
3. Removal of the property from its historic location;
4. Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance;
5. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;
6. Neglect of a property which causes deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a [Native American] or native Hawaiian organization; and

7. Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

The definitions below of the seven aspects of integrity come from the NPS bulletin *How to Apply the National Register Criteria for Evaluation*, pages 44 and 45 (NPS, 1997).

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape. Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of

particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle.

Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP.

Oftentimes, analyzing impacts to integrity aspects of setting, feeling, and association are more challenging than other integrity aspects, due to the subjective nature of these qualities. As a result, to assess if the project would cause changes to these aspects in a manner that would cause an adverse effect, certain questions should be asked:

- Will the property still “feel” like it did during its historic period?
- Will the sights and sounds be the same as during its period of significance?
- Will a person still be able to imagine the property during its period of significance?
- Will modern intrusions distract from the historic features and character of the district?

This information was utilized to assess adverse effects resulting from the project.

5.2 Effects to Historic Properties

This section describes potential effects to historic properties located within the APE from the two proposed Build Alternatives. Analysis included individual properties and each historic district as a whole. **Table C-1 in Appendix C** summarizes the effects findings for each historic property. Under the No Build Alternative, there would be no federal action and therefore, no undertaking to affect historic properties. Since construction and demolition impacts from the four proposed Build Alternatives would be nearly

identical, the following analyzes these effects from all the alternatives at once, followed by separate analyses for noise and visual effects from specific alternatives.

5.2.1 Effects of Alternative 2A (SPUI) and 2B (SDI) from Construction and Demolition

5.2.1.1 Construction

Under the two Build alternatives, impacts to historic properties could result from temporary construction easements outside of ARDOT ROW, temporary lane or roadway closures, temporary detours or access restrictions, and temporary noise and visual impacts from construction equipment and activities. These noise and visual impacts would vary depending on the equipment operating at any given moment. Refinement to the design of the chosen Preferred Alternative will occur during final design and additional temporary construction easements may be identified at that time. Temporary lane closures may be necessary throughout construction. A traffic control plan would be implemented to minimize impacts to the surrounding street network. Closures of cross streets would be limited to off-peak hours and one lane per direction. Impacts would be temporary and mitigated by use of best management practices, such as restricting construction to daylight hours, when possible.

The adjacent historic properties would experience temporary visual impacts from the construction, and may experience short-term restrictions in access from the adjacent construction. Any impacts to the setting and feeling of historic properties from these visual impacts or access restrictions would be temporary and would not alter the characteristics that qualify the properties for NRHP eligibility.

Project construction in the Tuf Nut, Park Hill, Hanger Hill, and Marshall Square Historic Districts would be contained in the existing ROW under the two proposed Build Alternatives. Except for the possible use of temporary easements, construction impacts to these districts would be the same as the construction impacts to individual properties. Any impacts on the historic districts would be temporary and would not alter the districts' significance. Therefore, no adverse effects to any historic properties are anticipated from project construction.

Under Alternative 2B, project construction within the MacArthur Park Historic District would require a small amount of ROW at the corner of Frontage Road and East 11th Street. This acquisition totals 340 square feet and is needed to improve the radius return and provide room for an Americans with Disabilities Act (ADA) ramp. The parcel where this acquisition would occur is not a contributing resource to the district. This alteration would be minor and would not impact the significance of the historic district. Except for this ROW acquisition and the possible use of temporary easements, construction impacts to this district would be the same as the construction impacts to the other districts and individual properties described above. Any impacts on the historic district would be temporary and would not alter the district's significance. Therefore, no adverse effects to the MacArthur Park Historic District are anticipated from project construction under either alternative.

The Little Rock HDC, through Arkansas Code Annotated 14-172-206 – Little Rock City Code, Sections 23-96 and 97, established the "MacArthur Park Historic District Guidelines for Rehabilitation and New Construction" as authority over any architectural changes within the district. A COA is required for any alterations in view from a public street, as stated in Little Rock City Code Section 23-115:

"No building or structure, including stone walls, fences, light fixtures, steps and paving or other appurtenant fixtures shall be erected, altered, restored, moved, or demolished within the historic district created by this division until after an application for a certificate of appropriateness as to the exterior architectural changes has been submitted to and approved by the historic district commission."

The code only applies to the MacArthur Park Historic District and does not apply to changes in the ROW such as sidewalk and curb changes. Although no alterations requiring a COA are anticipated, any streetscape improvements within the MacArthur Park Historic District requiring review would be implemented in conformance with this code.

At this time, a decision has not been made to mill or widen many of the streets in downtown Little Rock. Alternative 2B design indicates that 2nd Street will be widened to four lanes within the existing disturbed right of way. However, research has shown that wood pavers and railroad or streetcar rails existed on East 2nd and 3rd Streets between Cumberland Street and Ferry Street (ArDOT, 2018b.) In the event of changes to either of these streets, ARDOT will follow procedures that will be outlined in a PA for inadvertent discoveries.

5.2.1.2 Demolition

No historic buildings would be demolished under any of the proposed Build Alternatives; however, the individually NRHP-eligible Locust Street Overpass over the UPRR would be demolished and replaced under Alternatives 2A and 2B. Therefore, both proposed Build Alternatives would result in an adverse effect under Section 106. ARDOT has consulted with the Arkansas SHPO on measures to resolve this adverse effect. It is anticipated that these measures would be stipulated in a PA for this project.

5.2.2 Effects of Alternative 2A: 6-Lane with C/D with Elevated SPUI

5.2.2.1 Potential Noise Impacts

ARDOT's FHWA-approved noise policy defines a noise impact as having a noise level that "approaches or exceeds the Noise Abatement Criteria (NAC) as measured in decibels (A-weighted scale) [dB(A)]. The NAC for a residential exterior is 67 dB(A) while a measurement of 66 dB(A) is considered approaching the NAC." (ARDOT, 2017). Additionally, a significant increase (an increase in 10 dB(A) or more) would meet the NAC.

Twenty-four historic buildings in the APE are anticipated to have changes in noise levels that would approach or meet the NAC because of Alternative 2A (**Table 5-1**). These buildings would experience a change in noise between -1 and 5 dB(A).

Table 5-1. Historic Properties with Potential Noise Impacts that Approach or Reach the NAC from Alternative 2A

Historic Property	Existing dB(A)	Predicted dB(A) (without noise wall)	Change in dB(A) (without noise wall)	Minimum result in dB(A) (with noise wall)
2401 Vance Street	68	70	+2	N/A
2315 Vance Street	71	75	+4	N/A
815 East 23rd Street	69	72	+3	N/A
2221 Bragg Street	69	73	+4	68
2104 Vance Street	69	70	+1	65
1015 Barber Street	63	66	+3	N/A
Marshall Square Historic District				
825 East 17th Street	66	69	+3	64
800 East 18 th Street	62	67	+5	62
802 East 18 th Street	63	67	+4	62
804 East 18 th Street	63	68	+5	63
808 East 18 th Street	64	69	+5	64

Table 5-1. Historic Properties with Potential Noise Impacts that Approach or Reach the NAC from Alternative 2A

Historic Property	Existing dB(A)	Predicted dB(A) (without noise wall)	Change in dB(A) (without noise wall)	Minimum result in dB(A) (with noise wall)
812 East 18 th Street	65	70	+5	65
816 East 18th Street	65	70	+5	65
820 East 18th Street	66	70	+4	65
824 East 18th Street	66	71	+5	66
MacArthur Park Historic District				
506 South Ferry Street	64	66	+2	N/A
North Little Rock				
501 North Cypress Street	66	66	No Change	N/A
524 Skyline Drive (Matthews-Bradshaw House)	69	68	-1	N/A
530 Skyline Dr.	69	69	No Change	N/A
532 Skyline Drive	69	69	No Change	N/A
564 Skyline Drive (Justin Matthews House)	67	68	+1	N/A
1326 Starfield Road	67	68	+1	N/A
1506 Skyline Road	69	70	+1	N/A
2700 North Poplar (National Guard Armory)	74	76	+2	N/A

Note: Shaded cells indicate noise level below the NAC.

Ten historic properties located outside of any historic district boundaries would experience an increase in noise levels. The predicted change in noise level at 8 of the 10 properties would be between 1 and 3 dB(A). A change in noise level of 3 dB(A) is not perceptible to the human ear. As a result, there would be no audible change to these properties. Two properties are predicted to experience an increase in noise levels by 4 dB(A). A change in noise level of 4 dB(A) would be barely perceptible to the human ear and would not be loud enough to result in a change to the existing setting or feeling of these properties. One property had no change. As a result, there would be no adverse effect due to noise for these ten properties.

Noise modeling also was conducted at the Jesse Hinderliter House. Noise modeling data predicts there will be a decrease of 1 dB(A) at this property resulting in a dB(A) of 59, which is well below the NAC. As a result, there would be no adverse effect on the Jesse Hinderliter House due to noise from Alternative 2A.

Noise barriers are proposed along I-30 southbound south of I-630 and along I-30 southbound south of 21st Street. ARDOT would follow the procedures outlined in the Policy on Highway Traffic Noise Abatement (AHTD, 2015). If built, they would reduce noise levels in this area by at least 5 dB(A). Under Alternative 2A, these barriers would benefit all the buildings in the Marshall Square Historic District and the building at 2104 Vance Street and the noise levels would drop below the NAC. The property located at 2221 Bragg Street also would benefit from the noise barrier because, at a minimum, the noise level would decrease by 1 dB(A) from its current level. Although a decrease in 1 dB(A) would not be enough to fall below the NAC, it is possible that the proximity of the property to the retaining wall could result in

a larger reduction in noise. An increase of 5 dB(A) is slightly perceptible in the urban environment but would not result in any substantial change to the existing setting. Furthermore, the minimal noise impacts resulting from Alternative 2A would not alter the integrity of feeling, materials, design, workmanship, location, or association of the individual historic properties. Therefore, there would be no adverse effect from noise to any historic buildings because of Alternative 2A.

Six historic districts, Hanger Hill, Marshall Square, Van Frank Cottages, Tuf Nut, MacArthur Park and Park Hill, would experience changes in noise levels.

In the MacArthur Park Historic District, contributing properties would have noise impacts that range between -1 and +4 dB(A). However, noise levels would remain below the NAC for all of these properties; therefore, these properties are not included in Table 5-1. 1007 McMath Avenue would experience an increase in noise levels of 9 dB(A) which would still remain well below the NAC. Another property at 506 South Ferry Street would experience an increase in noise levels of 2 dB(A), which would cause it to approach the NAC, as shown in Table 5-1. However, this increase would not be discernable to the human ear and would not impact the district's integrity of setting or feeling, or any of the significant characteristics that qualify it for listing in the NRHP. There would be no adverse effect to the MacArthur Park Historic District from noise under Alternative 2A.

All properties in the Hanger Hill and Tuf Nut Historic Districts that are within the APE would have noise impacts between +1 and +3 dB(A). Noise levels would remain below the NAC for these properties; therefore, these properties are not listed in Table 5-1. Changes would not be discernable to the human ear and would not impact the integrity of setting or feeling, or any of the significant characteristics that qualify these properties for listing in the NRHP. There would be no adverse effect to either the Hanger Hill or Tuf Nut Historic Districts from noise under Alternative 2A.

Nine properties within the Marshall Square Historic District would experience noise impacts as shown in Table 5-1. However, the proposed noise barrier would benefit all nine properties by reducing the predicted noise levels by at least 5 dB(A), resulting in noise levels below the NAC and some even below current existing. With the noise barriers, there would be no noise impacts to the district. Without the noise barriers, the increase in noise would be barely discernable to the human ear, and there would be no change to the district's integrity of feeling, materials, design, workmanship, location, or association. Therefore, there would be no adverse effect to the Marshall Square Historic District due to noise impacts.

5.2.2.2 Potential Visual Impacts

Alternative 2A could result in visual impacts to historic properties within the APE. Alternative 2A includes widening the existing six-lane I-30 roadway within the existing ROW to accommodate the six-lane with C/D lane design. This could bring the highway closer to historic properties, resulting in a visual change to the setting. I-30 would continue to be elevated over 2nd Street while all entrance and exit ramps at the Cantrell Interchange (at Cumberland and 2nd Streets) would intersect at a centralized location underneath the I-30 bridge. The existing circular access ramps and surface parking would be removed. A new road would be constructed to extend North Cypress Street in North Little Rock, from 9th Street to 13th Street, allowing it to become a one-way southbound frontage road. The new road extension would include the construction of a new bridge over the UPRR, and the existing bridge would be demolished. North Locust Street would serve as the one-way northbound frontage road. Changes to North Locust Street also would include some intersection improvements that could have a visual impact on some historic properties.

The improvements to I-40 from the I-30 interchange to the Highway 67 interchange would include the reconstruction of the I-40 eastbound to Highway 67 northbound ramp, and the I-40 westbound to I-30 southbound ramp. Although they would remain two lanes, these ramps would be moved to become right exit ramps. Improvements to I-40 westbound from the I-30 interchange to MacArthur Drive

- 1 (Highway 365) consist of reconstructing the existing three through lanes and increasing the length of the
 2 ramps. The removal of the existing I-30 interchange and lengthening and relocation of the exit ramps
 3 could have a visual impact on historic properties.
- 4 In addition to those described herein, other visual impacts that could impact setting include the
 5 construction of noise barriers and the demolition of surrounding buildings. **Table 5-2** includes a list of
 6 historic properties that could experience visual impacts to their setting under Alternative 2A.

Table 5-2. Historic Properties with Potential Visual Impacts from Alternative 2A

Project Action	Historic Property Affected
Reconfiguration of the Cantrell Interchange	500 President Clinton Boulevard (Terminal Warehouse Building)
	610 President Clinton Avenue
	214 East 3rd Street (Jesse Hinderliter House and Tavern)
New roads, additional lanes, and/or existing road alterations	602 East Washington Avenue
	604 East Washington Avenue
Demolition of adjacent buildings	415 East 9th Street, North Little Rock
Noise barriers	2221 Bragg Street
	2104 Vance Street
	Marshall Square Historic District and four contributing properties:
	825 East 17th Street
	816 East 18th Street
	820 East 18th Street
	824 East 18th Street

- 7 Three historic properties would be impacted by the replacement of the Cantrell Interchange with the
 8 SPUI: Terminal Warehouse Building (Photograph 2 on page 4-10), Jesse Hinderliter House and
 9 Tavern (Photograph 3 on page 4-10), and 610 President Clinton Avenue (Photograph 14 on page 4-16).
 10 Under Alternative 2A, the reconfiguration of the interchange involves the removal of the existing
 11 circular ramps and the parking lots within ARDOT ROW under the I-30 facility south of President Clinton
 12 Avenue and within the circular ramp to 2nd Street/ Ferry Street. These areas would be replaced by the
 13 proposed roadway improvements and additional green space to be determined later as a separate
 14 project by the City of Little Rock.
- 15 Both the Terminal Warehouse Building and 610 President Clinton Avenue are situated across
 16 President Clinton Avenue from one of the circular ramps. Although the removal of the circular ramps
 17 and parking lots would have a visual impact on the setting of these buildings, the replacement of the
 18 existing concrete roadway structures and parking at the Cantrell Interchange with vegetation and open
 19 grass areas would be considered a benefit to the setting and provide an additional and easily accessible
 20 recreational use area for downtown residents. This alternative would have no adverse effect to either
 21 the Terminal Warehouse Building or 610 President Clinton Avenue. The Jesse Hinderliter House and
 22 Tavern is in the 200 block of Cumberland Avenue. Under Alternative 2A, traffic would access the SPUI
 23 from Little Rock by a six-lane elevated roadway beginning at-grade at the Cumberland/ La Harpe/2nd
 24 Street intersection. Although this roadway would replace the existing Cantrell Avenue and the adjacent
 25 intersections would be slightly modified, there would be no substantial visual impacts. The historic
 26 properties currently exist in an urban environment fronted by a four-lane road that provides access via
 27 Cantrell Road to I-30. Under Alternative 2A, the property would remain in its location, fronted by a
 28 four-lane road that would provide access to I-30 via the SPUI. As a result, there would be no change to

the property's integrity of location, design, materials, workmanship, feeling, or association. Additionally, since the property would continue to be fronted by a four-lane road, the visual impacts to the Jesse Hinderliter House and Tavern would not alter the property's setting or any of the significant characteristics that qualify it for the NRHP. There would be no adverse effect to this property from visual changes to the setting.

Two historic properties, 602 and 604 East Washington Avenue (Photographs 111 on page 4-67 and 127 on page 4-76, respectively), would have visual impacts due to the widening and realignment of North Locust Street. Although these changes would occur within the ROW, the road would shift closer to the historic properties and there would be some changes to curbing at the associated intersection; however, both properties would remain in their existing location. The small visual impacts caused by widening and realignment of the street would not impede the urban setting or the architectural characteristics that qualify them for listing in the NRHP. Alternative 2A would not affect either property's integrity of location, design, materials, workmanship, feeling, or association, and the changes to their setting would be minimal. As such, there would be no adverse effect to 602 or 604 East Washington Avenue.

One historic property, 415 East 9th Street in North Little Rock (Photograph 121 on page 4-72), would experience visual impacts due to the demolition of five residences located on adjacent parcels. These five non-historic buildings would be demolished to extend North Cypress Street over the UPRR on the southbound side of I-30. This property is eligible for the NRHP under Criterion C for its architecture. Although this area appears to have been largely residential at one time, many of the surrounding residences have been demolished. This project would not involve any physical alterations to the building or property. No land acquisition from the property would be required. As such, there would be no change to the property's integrity of location, design, materials, association, or workmanship. Although the removal of the adjacent residences would remove a buffer between the existing North Cypress Street and I-30, the existing highway and road is already visible from the historic property. No new elements would be introduced into the setting, and the visual changes from this project would not further diminish the setting and feeling of the historic property. None of the character defining features of the property that contribute to its NRHP eligibility would be altered. Therefore, Alternative 2A would have no adverse effect on this property.

Three noise barriers are proposed in a continuous line from the UPRR tracks to East 21st Street. This line of barriers would have a visual impact on 2221 Bragg Street and 2104 Vance Street (Photographs 7 on page 4-12 and 8 on page 4-13, respectively). The fourth barrier is proposed immediately north of the first three barriers, between East 20th Street and East 17th Street. This barrier would have a visual impact on four historic properties that are contributing buildings to the Marshall Square Historic District—825 East 17th Street (Photograph 100 on page 4-61) and 816, 820, and 824 East 18th Street (Photographs 106 on page 4-64, 107 on page 4-65, and 108 on page 4-65, respectively). The barrier would be located across McAlmont Road from all six buildings. The buildings located at 2221 Bragg Street and 2104 Vance Street are level with I-30, while the buildings located at in Marshall Square are buffered from I-30 by a steep grassy embankment with a concrete retaining wall. For the Marshall Square properties, the noise barrier would replace the embankment and retaining wall, taking the place of these existing visual elements. Replacement of the embankment and concrete retaining wall with a noise barrier would not impact the location of the buildings nor their architectural design, materials, associations, or workmanship. The construction of a noise barrier in this location would have a minor visual impact on the setting and feeling of the historic properties as the barrier would be larger than the existing concrete retaining wall, but it would be beneficial by screening out the view of the interstate. The properties' integrity of setting and feeling would not be adversely affected.

Although the noise barrier would be a new visual element for the properties located at 2221 Bragg Street and 2104 Vance Street, neither property would be physically altered. The noise barrier would not impact the properties' location or architectural significance. Both properties would retain their integrity of location, design, materials, workmanship, and association. The noise barrier would have an impact on

the properties' setting and feeling as a new visual element, but it would be beneficial by screening out the existing view of the interstate. ARDOT also has provided several options regarding the possible appearance of the barriers as part of the Visioning Workshops, allowing for the possibility of more attractive noise barriers. The noise barriers would have no adverse effect on the historic properties at 2221 Bragg Street and 2104 Vance Street.

5.2.2.3 Historic Districts

The construction of noise barriers would have no visual effects on the Hanger Hill, MacArthur Park, or Park Hill Historic Districts. A traffic noise barrier is proposed between East 20th Street and East 17th Street on the eastern side of the Marshall Square Historic District.

The Marshall Square Historic District is listed in the NRHP under Criterion C for its cohesive collection of early-20th century buildings. Marshall Square Historic District is buffered from I-30 by a steep grassy embankment with a concrete retaining wall and McAlmont Road. The noise barrier would replace the embankment and retaining wall, taking the place of these existing visual elements. Because the proposed noise barrier would be located outside the historic district boundary across McAlmont Road, it would not physically alter the historic district or require any property acquisition. Replacement of the embankment and concrete retaining wall with a noise barrier would not impact the location of the district nor their architectural design, materials, associations, or workmanship. Although there would be an impact on the setting and feeling of the historic district as a noise wall between the historic district and I-30 would introduce a new element into the viewshed of the historic district, the wall would not obstruct any view that contributes to the significance of the historic district. Therefore, the impact to the setting and feeling of the historic district would not be adverse as the noise wall would not diminish the integrity of the properties' significant historic features.

Under Alternative 2A, 12 historic properties could have visual impacts that affect the building's setting (**Table 5-2**). The visual impacts from Alternative 2A would not diminish the integrity of materials, design, workmanship, location, or association of the historic properties listed in **Table 5-2**. The qualities that make these properties significant would not be altered by the change from visual impacts. The minor changes to the setting and feeling of the properties would not alter the characteristics that qualify them for the NRHP. Therefore, under Alternative 2A there would be no adverse effects to historic buildings or districts from visual impacts.

Modifications/Parking

Under Alternative 2A, there would be no modifications to the existing streets or street parking within the MacArthur Park Historic District, Marshall Square, and Hanger Hill. The streets would not be widened, realigned, or extended beyond their current footprint for this project. The street curbs would not be removed or changed, and street trees would not be altered or removed. Traffic signaling along these streets would not change and no existing traffic signals would be removed, hence vehicles will travel at the same speed along the roadways and will need to stop at signals with the same frequency as under existing conditions.

For Alternative 2A, parking will be removed under the 2nd St. ramp, on the western cloverleaf, and under I-30 at between President Clinton Ave. and 2nd Street. The removals are not caused by the new SPUI configuration but by the City of Little Rock not renewing the air space agreement to retain these facilities.

Therefore, there are no adverse effects to historic properties from street modifications or changes in parking. **Figure 5-1** shows the proposed parking removal in Little Rock.

Traffic

Appendix B of this report contains a memorandum that details the traffic modeling methodology. Traffic resulting from Alternative 2A could have a visual impact on the Jesse Hinderliter House, the

Tuf Nut and MacArthur Park Historic Districts, and the five individually listed properties within the MacArthur Park district. Signage would be similar to existing. **Table 5-3** compares the AM (7:15 to 8:15) and PM (4:30 to 5:30) peak hour traffic volumes by street within or adjacent to the two historic districts for the Future No Build Alternative to the AM and PM peak hour traffic volumes for Alternative 2A (CAP, 2017). This table also compares the predicted Average Daily Traffic (ADT) for the No Build Alternative and Alternative 2A.

Table 5-3. Predicted Traffic Changes under Alternative 2A within the Tuf Nut and MacArthur Park Historic Districts

Street Name	Peak Hourly Volume Future No Build		Peak Hourly Volume Alternative 2A		ADT	
	AM	PM	AM	PM	Future No Build	Alternative 2A
Tuf Nut Historic District						
East 3rd Street	418	687	266	503	5,800	4,000
MacArthur Park Historic District						
East Capitol Avenue	209	359	465	332	3,100	5,100
East 6th Street	788	252	788	292	4,800	4,800
East 9th Street	848	1,260	893	1,131	9,900	9,700
Cumberland Street	202	193	202	193	2,600	2,600

*The traffic analysis in this document regarding the local streets within the MacArthur Park Historic District provides a greater level of detail than the traffic analysis presented in other documents, which focused on the traffic on the I-30 and I-40 corridors.

Although the boundaries of the Tuf Nut Historic District are limited to the contributing buildings' footprint, East 3rd Street runs adjacent to the district on the north side. According to traffic modeling data, there would be no increase in traffic on East 3rd Street as a result of this alternative when compared to the Future No Build Alternative. Therefore, there would be no adverse effect to the Tuf Nut Historic District due to visual impacts from traffic under Alternative 2A.

East Capitol Avenue is the northern boundary for the MacArthur Park Historic District. The eastbound lanes (on the south side of the street) are located within the district. The westbound lanes (on the north side of the street) are adjacent to, but outside of, the historic district boundaries. According to the traffic modeling information, East Capitol Avenue would experience an increase of 2,000 vehicles a day compared to the Future No Build Alternative. Of the predicted 2,000 vehicles, 465 vehicles would be traveling on East Capitol Avenue during the AM peak hour and 332 vehicles would be traveling during the PM peak traffic hour. The remainder of the vehicles would be interspersed throughout the day. Traffic models predict that traffic on East 6th Street and Cumberland Street would be the same for Alternative 2A and the Future No Build Alternative. East 9th Street would experience an overall decrease in traffic compared to the Future No Build Alternative. None of these roadways would be widened and there are no plans to change the traffic speed.

According to the I-30 Pedestrian Safety study, the current signalized intersections will accommodate pedestrians; no additional traffic signals within the district would be required because of the increased traffic (AHTD, 2017c.) The increase in traffic would not significantly change the view within the district or from the historic properties on East Capitol Avenue, particularly during the AM and PM peak hours; East Capitol Avenue is already an active urban street through a commercial corridor. The traffic increase expected under Alternative 2A would not be sufficient as to substantially change the view or the visual setting of the historic district or the properties within it. The predicted increase in traffic would not diminish the integrity of materials, design, workmanship, location, setting, feeling, or association of the historic district or its contributing elements. Furthermore, there would be no increase in traffic on either

East 6th or East 9th Streets. The increase in traffic resulting from Alternative 2A compared to the Future No Build Alternative would not alter the characteristics that qualify the district for listing in the NRHP. Therefore, there would be no adverse effect to the MacArthur Park Historic District due to visual impacts from traffic under Alternative 2A.

Six properties that are individually listed in the NRHP could have visual impacts due to traffic under this alternative. Five of these properties are located within the MacArthur Park Historic District; therefore, the district could also have an impact from traffic. **Table 5-4** compares the AM (7:15 to 8:15) and PM (4:30 to 5:30) peak hour traffic volumes for the Future No Build Alternative to the AM and PM peak hour traffic volumes for Alternative 2A for each of these properties (CAP, 2017). This table also compares the predicted ADT for the No Build Alternative and Alternative 2A. The Jesse Hinderliter House is located at the corner of East Cumberland Street and East 3rd Street; therefore, both streets were included in the traffic analysis.

Table 5-4. Predicted Traffic Changes under Alternative 2A Affecting Individually Listed Properties

Property/ Address	Peak AM Number of Vehicles			Peak PM Number of Vehicles			ADT		
		2041	2041		2041	2041		2041	2041
	2017	No Build	Alt. 2A	2017	No Build	Alt. 2A	2017	No Build	Alt. 2A
Jesse Hinderliter House, 214 East 3rd Street (located at East 3rd and Cumberland Streets)									
Cumberland Street	536	566	60	1,051	1,160	655	8,300	8,900	3,600
East 3rd Street	391	411	473	691	727	648	5,600	5,900	5,700
MacArthur Park Historic District									
Trapnall Hall, 423 East Capitol Avenue	197	209	465	327	359	332	2,900	3,100	5,100
Curran Hall, 615 East Capitol Avenue	197	209	465	327	359	332	2,900	3,100	5,100
Nash House, 409 East 6th Street	591	788	788	185	252	292	3,600	4,800	4,800
Nash House, 601 South Rock Street	591	788	788	185	252	292	3,600	4,800	4,800
St. Edward Catholic Church, 600 East 9th Street	650	848	893	1,059	1,260	1,131	8,100	9,900	9,700

When compared to the Future No Build Alternative, Alternative 2A would result in a decrease in traffic on the blocks of East 3rd and Cumberland Streets that are adjacent to the Jessie Hinderliter House. A decrease in traffic would not alter the building's integrity of location, setting, design, materials, workmanship, feeling, or association. Therefore, there would be no adverse effects to this property due to visual impacts from traffic under Alternative 2A.

Within the MacArthur Park Historic District, there would be no change in ADT for two of the five individually listed properties located within the district (the two Nash Houses) and a decrease in ADT for one individually listed property (St. Edward Catholic Church) when compared to the Future No Build

Alternative. As a result, traffic would not alter the integrity of materials, design, workmanship, location, setting, feeling, or association of these properties. There would be no adverse effect to these properties due to visual impacts from traffic under Alternative 2A.

Two of the five individually listed properties located within the district, Trapnall Hall and Curran Hall, are located on East Capitol Avenue, a commercial corridor, which is expected to experience an increase of 2,000 vehicles per day as compared to the Future No Build Alternative. Although originally constructed as residences, these two properties now function as a reception hall and the Little Rock Visitor's Center, respectively. As discussed herein, approximately 30 percent of this increase would occur during the AM and PM peak hours. The remaining increase would be interspersed throughout the day. These buildings currently exist in a commercial environment and the predicted increase in traffic would not alter that environment.

Currently, the City of Little Rock Master Street Plan 2015 designates East Capitol Avenue as a Local Street (up to 2,500 ADT). The Collector Street designation indicates 2,501 - 5,000 ADT as a guideline. The City of Little Rock Planning and Development staff will review the road designations only after an alternative is built. The increase in predicted traffic would not likely change the designation of East Capitol Avenue above the Collector Street, which functions as "the traffic connection from Local Streets to Arterials or activity centers, with the secondary function of providing access to adjoining property" (City of Little Rock, 2015). These changes would not diminish the integrity of materials, design, workmanship, location, setting, feeling, or association of those properties. Therefore, there would be no adverse effects to Trapnall Hall or Curran Hall due to visual impacts from traffic under Alternative 2A.

5.2.2.3 Indirect Effects

Indirect effects are defined in this report as those effects caused by the undertaking but occurring later in time or further removed in distance. Indirect effects may include growth inducement and other changes in the pattern of land use, population density, or growth rate. The increased traffic under the SPUI alternative could have indirect effects on the MacArthur Park Historic District and the contributing historic properties within its boundaries. Increased traffic on East Capitol Avenue could lead to growth inducement with increased commercialization because increased traffic could make the area more attractive for businesses. Within the MacArthur Park Historic District, exterior changes to the properties visible from a public street would continue to be governed by the Little Rock Historic District Commission under Arkansas Code Annotated 14-172-206 – Little Rock City Code, Section 23-96 and 97 through the *MacArthur Park Historic District Guidelines for Rehabilitation and New Construction*. Any alterations that would be made to historic properties to accommodate changes in use would have to conform to the Guidelines and be approved by the Commission, ensuring that the integrity of the historic district was maintained.

It is unlikely that any buildings in the MacArthur Park Historic District would be abandoned because of a change in feeling or setting due to indirect effects from increased traffic, which would be primarily limited to East Capitol Avenue and East 3rd Street. No other potential changes to land use within either historic district were identified.

The increased traffic under the SPUI alternative likely would not have any indirect effects on the Tuf Nut Historic District and the two contributing historic properties within its boundaries. With the slight increase in traffic on East 3rd Street it is doubtful that the SPUI would lead to growth inducement with increased commercialization in the vicinity of the Tuf Nut District. Both contributing buildings consist of retail/commercial establishments on the first floor and multi-family living above. Therefore, it is unlikely that the area would be abandoned due to the increased commercialization.

There are no known substantial developments planned for any historic district in the APE that would be accelerated or not pursued due to the project. Population density is unlikely to change, except for small scale changes due to more commercial uses (less density) or more multi-family uses (more density) on

selected streets in the MacArthur Park Historic District. Likewise, the parking lot access for the Hinderliter House would remain unchanged and noise levels would increase by 1 dB(A) and remain below the NAC. The use of the building as an interpretive property on the grounds of the Arkansas Museum would not be expected to change.

5.2.2.4 Summary

Alternative 2A would require alterations to existing roads and intersections, the replacement of the Locust Street Overpass, an increase in traffic, and construction of additional lanes and infrastructure. No other historic properties would experience any physical alterations, and no property acquisition is required from any historic property. The project changes would have visual impacts on historic properties within the APE, as well as minor noise impacts. None of the impacts would result in a loss of integrity of design, materials, location, association, or workmanship. Construction impacts would be temporary and would not physically affect any of the historic properties. There would be impacts due to changes in noise levels or visual impacts that may affect the setting and feeling of some historic properties; however, these impacts would not be adverse and would not diminish the integrity of the properties' significant and character-defining historic features. All historic properties in the APE would remain eligible for listing in the NRHP, except for the Locust Street Overpass.

Alternative 2A involves the demolition of the Locust Street Overpass, which is eligible for listing in the NRHP. Thus, the overall finding of effect for Alternative 2A is an adverse effect to historic properties. ARDOT is in the process of consulting with the Arkansas SHPO and other consulting parties, and it is anticipated that measures to resolve the adverse effect will be stipulated in a PA.

5.2.3 Effects of Alternative 2B: 6-Lane with C/D with SDI

5.2.3.1 Potential Noise Impacts

Twenty historic buildings are anticipated to have a change in noise level that would result in noise levels approaching or reaching the NAC due to this alternative (**Table 5-5**). Under Alternative 2B, 17 of the 20 historic properties would experience an increase in noise between 1 and 4 dB(A); 2 properties would experience no change and 1 historic property would experience a decrease in dB(A).

Table 5-5. Historic Properties with Potential Noise Impacts that Approach or Meet the NAC from Alternative 2B

Historic Property	Existing dB(A)	Predicted d(BA) (without noise wall)	Change in dB(A) (without noise wall)	Minimum result in dB(A) (with noise wall)
2401 Vance Street	68	70	+2	N/A
2315 Vance Street	71	75	+4	N/A
815 East 23rd Street	69	72	+3	N/A
2221 Bragg Street	69	72	+3	68
2104 Vance Street	69	70	+1	66
Marshall Square Historic District				
825 East 17th Street	66	69	+3	64
800 East 18 th Street	62	66	+4	61
802 East 18 th Street	63	67	+4	62
804 East 18 th Street	63	68	+5	63
808 East 18 th Street	64	69	+5	64
812 East 18 th Street	65	70	+5	65

Table 5-5. Historic Properties with Potential Noise Impacts that Approach or Meet the NAC from Alternative 2B

Historic Property	Existing dB(A)	Predicted d(BA) (without noise wall)	Change in dB(A) (without noise wall)	Minimum result in dB(A) (with noise wall)
816 East 18th Street	65	70	+5	65
820 East 18th Street	66	70	+4	65
824 East 18th Street	66	70	+4	65
North Little Rock				
501 North Cypress	66	66	No Change	N/A
524 Skyline Drive (Matthews-Bradshaw House)	69	68	-1	N/A
1326 Starfield Road	67	68	+1	N/A
564 Skyline Drive (Justin Matthews House)	67	67	No change	N/A
2700 North Poplar (National Guard Armory)	74	76	+2	N/A
1506 Skyline Road	69	70	+1	N/A
530 Skyline Road	69	69	No change	N/A
532 Skyline Road	69	69	No change	N/A

Note: Shaded cells indicate a noise level below the NAC.

Eight historic properties located outside of any historic district boundaries would experience an increase in noise levels. The predicted change in noise level at 7 of the 8 properties would be between +1 and +3 dB(A). A change in noise level of 3 dB(A) or less is not perceptible to the human ear. As a result, there would be no audible change to these properties. One property is predicted to experience an increase in noise levels of 4 dB(A). A change in noise level of 4 dB(A) would be barely perceptible to the human ear and would not be loud enough to result in a change to the existing setting or feeling of this property. Two properties have no change in noise level. As a result, there would be no adverse effect due to noise to these 8 properties.

Noise barriers proposed along I-30 southbound, if built, would reduce noise levels by at least 5 dB(A) if built. Thus, all the buildings in the Marshall Square Historic District and the building located at 2104 Vance Street would benefit and experience a reduction in noise levels below the NAC. The building located at 2221 Bragg Street would benefit from the noise barrier since, at a minimum, the resulting level of noise would decrease by 1 dB(A) from its existing dB(A). However, it is probable that the decrease would be greater than 1 dB(A) because the building is situated near the proposed location of the wall and the closer the property is to the wall, the greater the benefit.

Six historic districts in the APE, the Marshall Square, Hanger Hill, Van Frank Cottages, Tuf Nut, MacArthur Park, and Park Hill, would experience an increase in noise levels.

Nine properties within the Marshall Square Historic District would experience noise impacts. However with noise barriers east of Marshall Square, the noise would be reduced by at least 5 dB(A) so there would be no noise impacts to the district. Without the noise barriers, the increase in noise is slight and would likely not be discernable to the human ear, and there would be no change to the district's

integrity of feeling, materials, design, workmanship, location, or association. Therefore, there would be no adverse effect to the Marshall Square Historic District due to noise impacts.

Within the Tuf Nut Historic District, there would be a 3 dB(A) increase in noise level under Alternative 2B. A change in noise level of 3 dB(A) or less is not perceptible to the human ear. As a result, there would be no audible change to these properties. Therefore, there would be no impact to the district's integrity of setting or feeling, or to any of the significant characteristics that qualify it for listing in the NRHP. There would be no adverse effect to the Tuf Nut Historic District from noise under Alternative 2B.

Under Alternative 2B, most of the properties within the MacArthur Park Historic District would experience an increase of no more than 5 dB(A) and none of the properties would approach or exceed the NAC. Therefore, there would be no change to the district's integrity of feeling, materials, setting, design, workmanship, location, or association. As a result, there would be no adverse effect to the MacArthur Park Historic District due to noise impacts.

The noise impacts resulting from Alternative 2B would be insignificant and most would not be perceptible to the human ear. As such, noise impacts would not alter the integrity of feeling, materials, design, workmanship, location, or association of the historic properties. Although an increase in noise could result in a change to the setting and feeling of a historic property, the increase in noise resulting from Alternative 2B is predicted to be so minor that it will be barely discernable to the human ear and would not diminish the integrity of the properties' significant historic features. Therefore, there would be no adverse effect from noise to historic properties because of Alternative 2B.

5.2.3.2 Potential Visual Impacts

Alternative 2B could result in visual impacts to historic properties within the APE. In addition to the replacement of the Cantrell Interchange with the SDI, project activities that could result in visual impacts include widening the existing I-30 roadway within the existing ROW, which could bring the highway closer to historic properties, resulting in a visual change to the setting, the demolition of buildings adjacent to a historic property, and the construction of noise barriers.

The changes to Cypress Street, North Locust Street, and the I-67/I-40/I-30 ramps and interchanges would be the same as under Alternative 2A, as would the construction of noise barriers and the demolition of surrounding buildings. **Table 5-6** presents a list of historic properties that could experience visual impacts to their setting under Alternative 2B.

Under Alternative 2B, 14 historic buildings (not including the Jesse Hinderliter House or those within the Tuf Nut or MacArthur Park Historic Districts which are discussed below), could have visual impacts that affect the setting. The visual impacts from Alternative 2B would not diminish the integrity of materials, design, workmanship, location, or association of these historic buildings. The minor changes to the setting and feeling would not diminish the integrity of the properties and would not alter the characteristics that qualify them for the NRHP. Therefore, visual impacts resulting from Alternative 2B would not have an adverse effect on historic properties or historic districts.

Table 5-6. Historic Properties with Potential Visual Impacts from Alternative 2B

Reconfiguration of the Cantrell Interchange	Terminal Warehouse Building, (500 President Clinton Boulevard) 610 President Clinton Avenue Jesse Hinderliter House (214 East 3rd Street)
New roads, additional lanes, road widening, and/or existing road alterations	Reichardt House, (1201 Welch Street) 118 East 13th Street 1015 Barber Street 602 East Washington Avenue 604 East Washington Avenue

Table 5-6. Historic Properties with Potential Visual Impacts from Alternative 2B

Demolition of adjacent buildings	415 East 9th Street, North Little Rock
Noise barriers	2221 Bragg Street 2104 Vance Street Marshall Square Historic District and four contributing properties: 825 East 17th Street 816 East 18th Street 820 East 18th Street 824 East 18th Street

Three historic properties would be impacted by the replacement of the Cantrell Interchange with the SDI: Terminal Warehouse Building (Photograph 2 on page 4-10), Jesse Hinderliter House and Tavern (Photograph 3 on page 4-10), and 610 President Clinton Avenue (Photograph 14 on page 4-16). Under Alternative 2B, the SDI would eliminate the existing partial clover leaf interchange and all the parking lots within ARDOT ROW under the I-30 facility including the lot under the Markham Street/Cantrell Road ramp to Cumberland Avenue. The existing exit ramp that provides direct access to the intersection of 2nd Street and Cumberland Street also would be removed. These areas would be replaced by the proposed roadway improvements and additional green space and park facilities, to be determined later as a separate project by the City of Little Rock.

Both the Terminal Warehouse Building and 610 President Clinton Avenue are situated across President Clinton Avenue from the partial cloverleaf. Although the removal of this structure and the parking lots would have a visual impact on the setting and feeling of these buildings, the replacement of the existing concrete roadway structures and parking at the Cantrell Interchange with vegetation and open grass areas would be considered a benefit to the setting and feeling, and would provide an additional and easily accessible recreational use area for downtown residents. There would be no change to either building's physical design or location. Therefore, there would be no impact on the integrity of either building's location, design, materials, workmanship, or associations. Alternative 2B would have no adverse effect to either the Terminal Warehouse Building or 610 President Clinton Avenue.

Jesse Hinderliter House and Tavern is part of the Historic Arkansas Museum, located on the 200 block of Cumberland Avenue. Under Alternative 2B, the Cantrell Road ramp to Cumberland Avenue would be removed, resulting in open sightlines through downtown Little Rock and helping reconnect the urban grid. The area once occupied by Cantrell Road would be replaced with greenspace. The historic property exists in an urban environment fronted by a four-lane road that provides access via Cantrell Road to I-30. Under Alternative 2B, the property would remain in its location, fronted by a four-lane road with greenspace beyond. The visual impacts to the Jesse Hinderliter House would be a positive alteration to the property's setting and feeling. The visual impacts would not affect any of the significant characteristics that qualify it for the NRHP. There would be no adverse effect to this property resulting from the changes to the Cantrell Interchange from Alternative 2B.

The properties located at 1201 Welch Street (Reichardt House, Photograph 1 on page 4-9), 118 East 13th Street (Photograph 10 on page 4-14), and 1015 Barber Street (Photograph 11 on page 4-14) could have visual impacts resulting in a change to setting due to the widening of I-30 or the construction of additional lanes/ramps. Although these changes would occur within the ROW, the road would shift closer to the historic properties. These buildings are in an urban environment and are adjacent to the existing I-30. All three properties would remain in their existing location and there would be no physical changes to the architecture. The visual impacts would be a minor impact to the setting and would not change the existing urban environment or the architectural characteristics that qualify these properties for the listing in the NRHP. Alternative 2B would not affect the properties' integrity of location, design,

materials, workmanship, feeling, or association. As such, there would be no adverse effect on the properties located at 1201 Welch Street, 118 East 13th Street, or 1015 Barber Street.

Impacts to the following buildings would be identical to the impacts under Alternative 2A: 602 and 604 East Washington Avenue, 415 East 9th Street (North Little Rock), 2221 Bragg Street, 2104 Vance Street, 1825 East 17th Street (Marshall Square Historic District), 1816 East 18th Street (Marshall Square Historic District), 1820 East 18th Street (Marshall Square Historic District), and 1824 East 18th Street (Marshall Square Historic District).

5.2.3.3 Historic Districts

This alternative would have no visual impact on the Park Hill, MacArthur, or Hanger Hill Historic Districts. However, a traffic noise barrier is proposed between East 20th Street and East 17th Street to the east of the Marshall Square Historic District outside the district boundary across McAlmont Road.

The Marshall Square Historic District is listed in the NRHP under Criterion C for its cohesive collection of early-20th century buildings. Marshall Square Historic District is buffered from I-30 by a steep grassy embankment with a concrete retaining wall and McAlmont Road. The noise barrier would replace the embankment and retaining wall, taking the place of these existing visual elements. Because the proposed noise barrier would be located outside the historic district boundary across McAlmont Road, it would not physically alter the historic district or require any property acquisition. Replacement of the embankment and concrete retaining wall with a noise barrier would not impact the location of the district nor their architectural design, materials, associations, or workmanship. Although there would be an impact on the setting and feeling of the historic district as a noise wall between the historic district and I-30 would introduce a new element into the viewshed of the historic district, the wall would not obstruct any view that contributes to the significance of the historic district. Therefore, the impact to the setting and feeling of the historic district would not be adverse as the noise wall would not diminish the integrity of the properties' significant historic features.

The Tuf Nut Historic District consists of two buildings, 300-312 South Rock Street at the southeast corner of East 3rd Street and Rock Street, and 423 East 3rd Street at the southeast corner of River Market Avenue and East 3rd Street. Each building occupies a full quarter of the block on which it is located and is a contributing element to the historic district. The district is significant under NRHP Criterion A for "its association with the development of the manufacturing industry in downtown Little Rock's east side" and Criterion C "as two of the few remaining examples of commercial/industrial buildings constructed in the area in the prosperous years of the 1920s, evolving commercially and architecturally with the additions in the 1940s" (Smith and Wilcox, 2003). Although the area was once a thriving manufacturing district, the neighborhood surrounding the district now includes many mixed-use buildings, with commercial, multi-family residential, retail, and office space. Characteristics that are important to the setting would not be altered, including the surrounding commercial buildings, nearby trolley lines, and the street grid.

Modifications/Parking

Under Alternative 2B, there would be no modifications to the existing streets or street parking within the MacArthur Park or Tuf Nut Historic Districts. The streets would not be widened, realigned, or extended beyond their current footprint for this project. The street curbs would not be removed or changed, and street trees would not be altered or removed. Traffic signaling along these streets would not change and no existing traffic signals would be removed, hence vehicles will travel at the same speed along the roadways and will need to stop at signals with the same frequency as under existing conditions. Therefore, there are no adverse effects to historic properties from street modifications or changes in parking. **Figure 5-1** shows the proposed parking removal in Little Rock.

Possible visual changes to the Jesse Hinderliter House or the MacArthur Park and Tuf Nut Historic Districts from increased traffic under Alternative 2B were evaluated and are discussed in the following subsections.

Traffic

Appendix B of this report contains a memorandum that details the traffic modeling methodology. In using the SDI, more traffic is anticipated to use the east-west city streets outside of the MacArthur Park Historic District, particularly East 2nd Street, East 3rd Street, and East 4th Street. There would be no traffic increase on any residential street within the MacArthur Park Historic District. Traffic using the east-west city streets through the district would not increase under the SDI compared to the Future No Build and SPUI. Traffic would be using existing urban streets in a downtown neighborhood in the same way as the existing conditions.

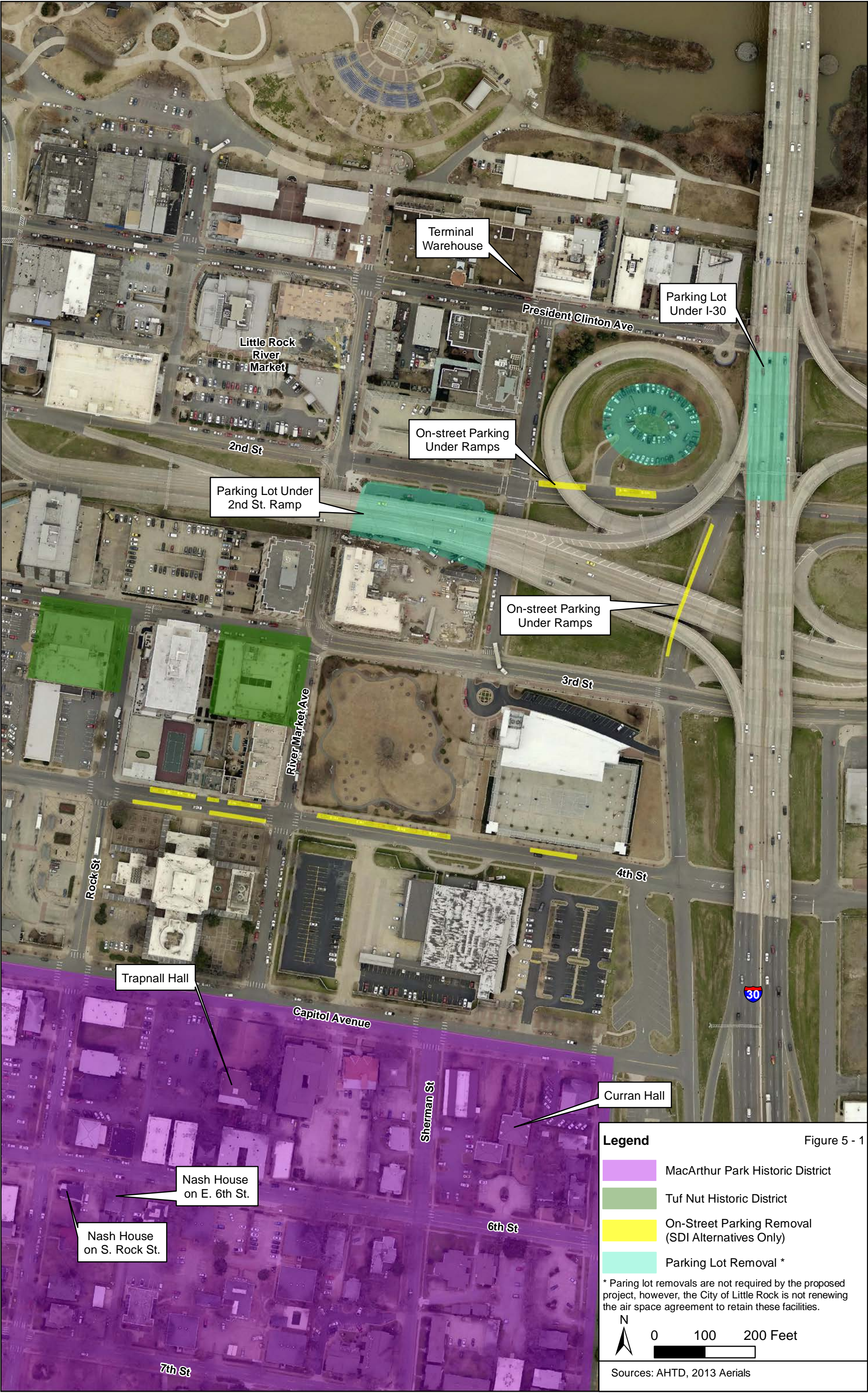
Signing plans were developed in accordance with the Manual on Uniform Traffic Control Devices and the FHWA Standard Highway Signs, 2004 and the 2012 Supplements. (FHWA, 2004; FHWA, 2009; FHWA, 2012). This signage would include typical interstate signs with arrows. **Figure 5-2** illustrates the signage locations and types proximate to the historic properties in Little Rock and the MacArthur Park Historic District. Signage will not be placed on or in front of any historic properties. No new signage will be added within 100 feet of a historic property. All interstate signs will be replaced with similar signage.

Traffic currently using the existing Highway 10 (Cantrell Road) interchange traveling southbound on I-30 would choose the decision lane labeled Downtown Little Rock prior to crossing the Arkansas River. The decision lane lands at East 4th Street, where signage indicates three options are available: 1) a left turn or Texas U-turn for East 3rd Street, East 2nd Street, and Clinton Avenue, 2) continue straight for East Capitol Avenue, East 6th Street, or East 9th Street, and 3) a right turn for East 4th Street or Cantrell Road. **Table 5-7** provides traffic modeling data that show the majority of the current traffic using the Highway 10 (Cantrell Road) exit would travel north of the MacArthur Park Historic District to East 2nd Street, East 3rd Street, and East 4th Street to access Highway 10 (Cantrell Road) or continue on East 2nd Street

Table 5-7. Estimated Traffic Volumes Coming from I-30 Using the 2nd Street/Cantrell Road Exit under Alternative 2B

	Existing				Alternative 2B			
	AM Peak		PM Peak		AM Peak		PM Peak	
To LaHarpe/Cantrell Road	796	50.77%	463	56.60%	981	49.27%	794	60.43%
To East 2nd Street	660	42.09%	309	37.78%	900	45.20%	470	35.77%
To SB Cumberland	112	7.14%	46	5.62%	110	5.52%	50	3.81%
Total	1,568	100%	818	100%	1,991	100%	1,314	100%

Because of the option to continue from I-30 straight onto the frontage road to East Capitol Avenue, East 6th Street, and East 9th Street, Alternative 2B could still have a visual impact on the MacArthur Park Historic District and the five individually listed properties within the district. However, traffic modeling indicates that Capitol Avenue will have an increase of only 1,900 ADT as compared to the No Build Alternative, and traffic to East 6th Street and East 9th Street is not predicted to increase. Alternative 2B could have a visual impact on the Jesse Hinderliter House located on East 3rd Street and Cumberland Street and the Tuf Nut Historic District located on East 3rd Street from the increased traffic.



Legend

- MacArthur Park Historic District
- Tuf Nut Historic District
- On-Street Parking Removal (SDI Alternatives Only)
- Parking Lot Removal *

* Paring lot removals are not required by the proposed project, however, the City of Little Rock is not renewing the air space agreement to retain these facilities.

N

0 100 200 Feet

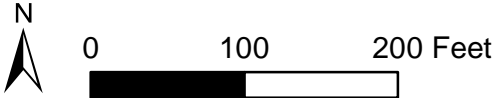
Sources: AHTD, 2013 Aerials

Figure 5 - 1

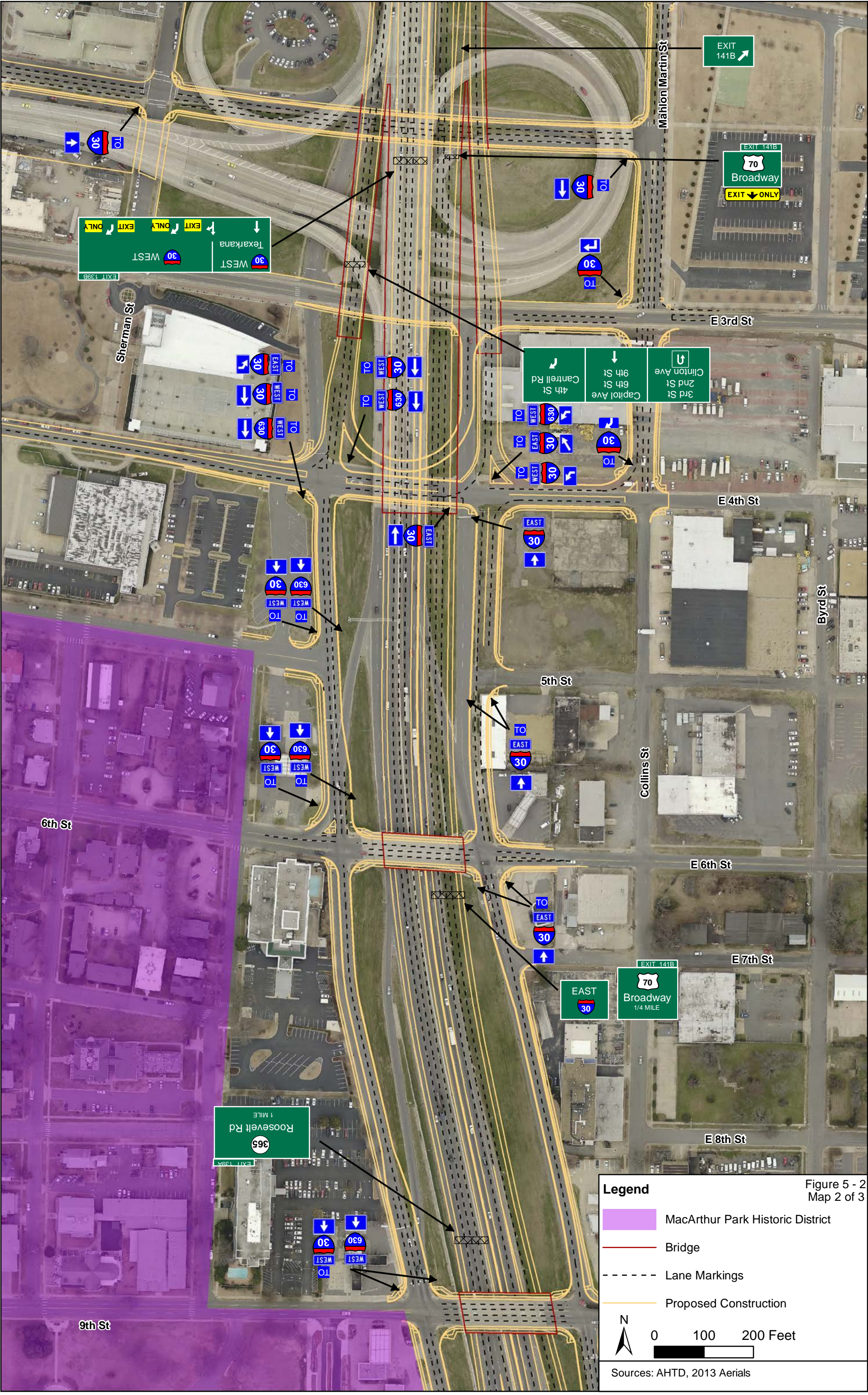


Figure 5 - 2
Map 1 of 3

- Legend**
- MacArthur Park Historic District
 - Tuf Nut Historic District
 - Lane Markings
 - Proposed Construction



Sources: AHTD, 2013 Aerials



Legend

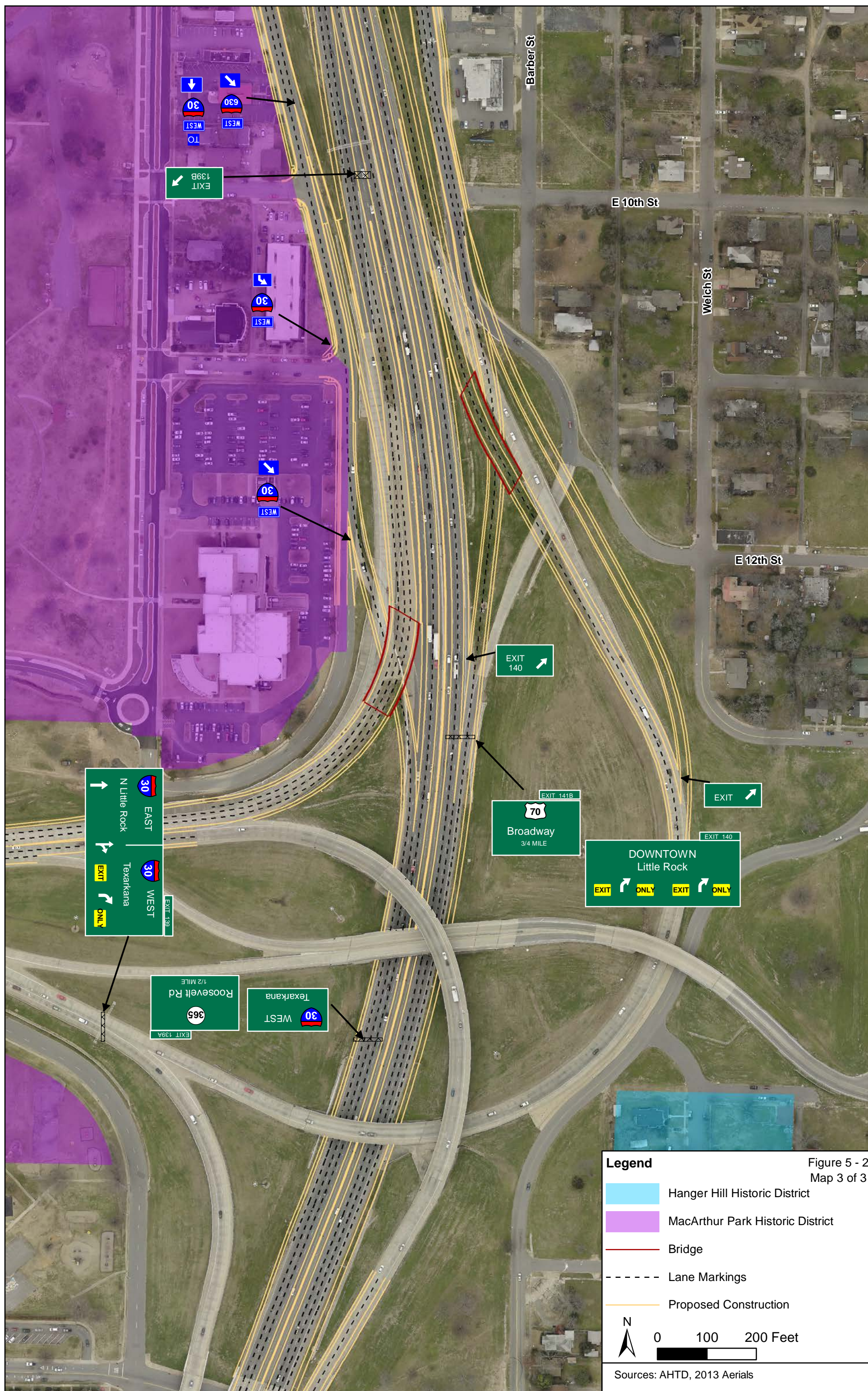
- MacArthur Park Historic District
- Bridge
- Lane Markings
- Proposed Construction



0 100 200 Feet

Sources: AHTD, 2013 Aerials

Figure 5 - 2
Map 2 of 3



- 1 **Table 5-8** compares the AM (7:15 to 8:15) and PM (4:30 to 5:30) peak hour traffic volumes by street
 2 within or adjacent to the two historic districts for the Future No Build Alternative to the AM and PM
 3 peak hour traffic volumes for Alternative 2B (CAP, 2017). This table also compares the predicted ADT for
 4 the No Build Alternative and Alternative 2B.

Table 5-8 Predicted Traffic Changes under Alternative 2B within the Tuf Nut and MacArthur Park Historic Districts*

Street Name	Peak Hourly Volume Future No Build		Peak Hourly Volume Alternative 2B		ADT	
	AM	PM	AM	PM	Future No Build	Alternative 2B
Tuf Nut Historic District						
East 3rd Street	418	687	950	841	5,800	11,000
MacArthur Park Historic District						
East Capitol Avenue	209	359	352	574	3,100	5,000
East 6th Street	788	252	788	252	4,800	4,800
East 9th Street	848	1,260	893	1,093	9,900	9,500
Cumberland Street	202	193	202	193	2,600	2,600

*The traffic analysis in this document regarding the local streets within the MacArthur Park Historic District provides a greater level of detail than the traffic analysis presented in other documents, which focused on the traffic on the I-30 and I-40 corridors.

- 5 Although the boundaries of the Tuf Nut Historic District are limited to the contributing buildings'
 6 footprint, East 3rd Street runs adjacent to the district on the north side. According to traffic data,
 7 Alternative 2B would result in an increase in traffic on East 3rd Street adjacent to the Tuf Nut Historic
 8 District compared to the No Build Alternative. Under Alternative 2B, there would be 5,200 more vehicles
 9 traveling on East 3rd Street than under the Future No Build Alternative. Of the predicted 5,200 vehicles,
 10 532 more vehicles would be traveling during the AM peak traffic hour than under the Future No Build
 11 Alternative and 154 more vehicles would be traveling during the PM peak traffic hour. The remainder of
 12 the vehicles would be interspersed throughout the day.
- 13 East Capitol Avenue is the northern boundary for the MacArthur Park Historic District. The eastbound
 14 lanes (on the south side of the street) are located within the district. The westbound lanes (on the north
 15 side of the street) are adjacent to, but outside of, the historic district boundaries.
- 16 According to traffic modeling data, Alternative 2B would result in an increase in traffic on East Capitol
 17 Avenue as compared to the Future No Build Alternative. Traffic volume on East 6th Street would remain
 18 the same as the Future No Build Alternative and traffic volume on East 9th Street would decrease
 19 slightly under Alternative 2B when compared to the Future No Build Alternative. Under Alternative 2B,
 20 1,900 more vehicles would be traveling on East Capitol Avenue than under the Future No Build
 21 Alternative. Of the predicted 1,900 vehicles, 159 more vehicles would be traveling eastbound (within the
 22 district) on East Capitol Avenue during the AM peak traffic hour than under the Future No Build
 23 Alternative, and 215 more vehicles would be traveling westbound (adjacent to the district) during the
 24 PM peak traffic hour. The remainder of the vehicles would be interspersed throughout the day. Traffic
 25 on East 6th Street is predicted to remain the same as the Future No Build Alternative. Traffic on
 26 East 9th Street is predicted to decrease slightly during the AM and PM peak hours compared to the
 27 Future No Build Alternative; the ADT is also predicted to decrease. Traffic models predict that traffic on
 28 Cumberland Street would be the same under Alternative 2B and the Future No Build Alternative.

While the NRHP nomination notes that in the early 1960s, I-30 intruded into the eastern portion of the MacArthur Park Historic District and led to commercial development. This type of alteration is not expected to occur from the reconfiguration of traffic patterns and changes to traffic on streets caused by the SDI. The streets most affected are already commercialized.

Currently, the City of Little Rock Master Street Plan 2015 designates East Capitol Avenue as a Local Street (up to 2,500 ADT), East 6th and East 9th Streets as Collector Streets (2,501 to 5,000 ADT), and Cumberland Street, on the western border of the MacArthur Park Historic District, and East 3rd Street, as Minor Arterial roads (5,001 to 18,000). The City of Little Rock Planning and Development staff will review the road designations only after an alternative is built. The Future No Build traffic modeling predicts an increase of traffic on East Capitol Avenue to approximately 3,100 with a predicted increase in Alternative 2B to approximately 5,000, both of which are within the limits of a Collector Street. The Future No Build traffic modeling predicts an increase of traffic on East 3rd Street to approximately 5,800 ADT with an increase in Alternative 2B to an estimated ADT of approximately 11,000 ADT, which is in the mid-range for a Minor Arterial road. The traffic modeling predicts East 6th Street traffic to increase to 4,800 ADT under the Future No Build Alternative. Under Alternative 2B, the ADT would remain the same as under the Future No Build Alternative. Traffic volume on 9th Street with the Future No Build is predicted at 9,900 ADT with Alternative 2B predicted to decrease the ADT to 9,500. According to the City of Little Rock Master Street Plan 2015, “Minor Arterials provide the connections to and through an urban area.” With Alternative 2B, no re-designation of streets is foreseeable resulting from this project.

Six properties individually listed in the NRHP could have visual impacts due to traffic under this alternative. Five of these properties are located within the MacArthur Park Historic District. **Table 5-9** compares the AM (7:15 to 8:15) and PM (4:30 to 5:30) peak hour traffic volumes for the Future No Build Alternative to the AM and PM peak hour traffic volumes for Alternative 2B for each of these properties (CAP, 2017). This table also compares the predicted ADT for the No Build Alternative and Alternative 2B and provides an assessment of effects. The Jesse Hinderliter House is located at the corner of Cumberland Street and East 3rd Street; therefore, both streets were included in the traffic analysis.

Table 5-9. Predicted Traffic Changes under Alternative 2B Affecting NRHP-listed Properties

Property/ Address	Peak AM Number of Vehicles			Peak PM Number of Vehicles			ADT		
	2017	2041 No Build	2041 Alt. 2B	2017	2041 No Build	2041 Alt. 2B	2017	2041 No Build	2041 Alt. 2B
Jesse Hinderliter House, 214 East 3rd Street (located at East 3rd and Cumberland Streets)									
Cumberland Street	536	566	1,318	1,051	1,160	1,449	8,300	8,900	16,500
East 3rd Street	391	411	949	691	727	976	5,600	5,900	9,400
MacArthur Park Historic District									
Trapnall Hall, 423 East Capitol Avenue	197	209	352	327	359	574	2,900	3,100	5,000
Curran Hall, 615 East Capitol Avenue	197	209	352	327	359	574	2,900	3,100	5,000
Nash House, 409 East 6th Street	591	788	788	185	252	252	3,600	4,800	4,800

Table 5-9. Predicted Traffic Changes under Alternative 2B Affecting NRHP-listed Properties

Property/ Address	Peak AM Number of Vehicles			Peak PM Number of Vehicles			ADT		
	2017	2041 No Build	2041 Alt. 2B	2017	2041 No Build	2041 Alt. 2B	2017	2041 No Build	2041 Alt. 2B
Nash House, 601 South Rock Street	591	788	788	185	252	252	3,600	4,800	4,800
St. Edwards Catholic Church, 600 East 9th Street	650	848	893	1,059	1,260	1,093	8,100	9,900	9,500

When compared to the Future No Build Alternative, Alternative 2B would result in an increase in ADT for three of the six NRHP-listed properties (Jesse Hinderliter House, Trapnall Hall, and Curran Hall). The Jesse Hinderliter House is located at 214 East 3rd Street, at the northwest corner of East 3rd Street and Cumberland Street. When compared to the Future No Build Alternative, Alternative 2B would result in an overall increase in traffic on the block of East 3rd Street that is adjacent to the Jesse Hinderliter House. Traffic modeling data predicts that the number of vehicles traveling on Cumberland Street would increase from 8,900 under the Future No Build Alternative to 16,500 under Alternative 2B, for an increase of 7,600 vehicles. The peak AM number of vehicles would increase from 566 under the Future No Build Alternative and 1,318 under Alternative 2B, an increase of 782 vehicles. The peak PM number of vehicles would increase from 1,160 under the Future No Build Alternative to 1,449 by 2041 under Alternative 2B, for an increase of 398 vehicles. The remaining vehicles would be interspersed throughout the day. Likewise, traffic modeling data predict that the overall number of vehicles traveling on East 3rd Street would increase from 5,900 under the Future No Build Alternative to 9,400 under Alternative 2B, for an increase of 3,500 vehicles. The peak AM number of vehicles would increase from 411 under the Future No Build Alternative to 949 under Alternative 2B, an increase of 538 vehicles. The peak PM number of vehicles would increase from 727 under the Future No Build Alternative to 976 by 2041 under Alternative 2B, for an increase of 249 vehicles.

Constructed in approximately 1826, the Jesse Hinderliter House is a log building originally constructed as a dog-trot house that served as the Hinderliter residence and as a grog shop (tavern) (Historic Arkansas Museum, 2016). Ownership of the property changed several times after Hinderliter died in 1834. By 1892, the building operated as a “negro” tenement. Surrounding buildings included several boarding houses, a cotton yard, a stable, and a hotel (Sanborn Fire Insurance Company, 1892). Located near the river, the neighborhood surrounding the Jesse Hinderliter House became more industrial during the early twentieth century. Although the Hinderliter House continued to operate as a tenement in 1919, the number of warehouses in the surrounding area continued to increase (Sanborn Fire Insurance Company, 1913.)

The building was recorded as part of the HABS in 1936. At that time, a restaurant was operating out of the building. By 1938, the neighborhood was in a state of decline and was described as “something between a red-light district and a slum” (Harrison, 2016). The surrounding blocks contained a filling station, parking lots, a few houses, and several cotton warehouses. During the 1940s, the Hinderliter House underwent restoration and opened as a museum; however, the surrounding area continued to become more industrial (Sanborn Fire Insurance Company, 1950.) In 1970, the Hinderliter House was listed in the NRHP for its significance as the oldest surviving wood building in Little Rock and its association with the original townsite of Little Rock (Porter, 1970). Today, the Hinderliter House is part

of the Historic Arkansas Museum. In addition to the Hinderliter House, the museum property includes a reconstruction of a farmstead with a farmhouse that was relocated to the property from Scott, Arkansas, the historic-era Brownlee House and its associated reconstructed outbuildings, a reconstruction of a historic-era print shop, and a new museum visitor's center.

Although there will be a significant increase in traffic on East 3rd Street and Cumberland Street, this increase will not alter any characteristics of the Jesse Hinderliter House property that qualify it for inclusion in the NRHP. The existing traffic light located at that intersection will remain and continue to act as a traffic control measure. The building will remain in its original location and there will be no physical alteration to the building or property. Although an increase in traffic is predicted, this project will not diminish the integrity of setting, which was compromised by 1940 with the development of the area into an industrial neighborhood. Additionally, the building is currently part of a museum complex that includes a contemporary building, several reconstructions of historic-era buildings, and a building relocated to the site. The view from and of the building are accessed mainly through the internal courtyard of the museum complex. Historic Arkansas Museum is open from 9 AM to 5 PM. The additional traffic would not further diminish the setting. Therefore, Alternative 2B would not diminish the building's integrity of location, design, setting, materials, workmanship, feeling, or association. There would be no adverse effect to the Jesse Hinderliter House under Alternative 2B.

Trapnall Hall and Curran Hall are located on East Capitol Avenue, which is expected to see an increase in the volume of traffic from 3,100 ADT under the Future No Build Alternative to 5,000 under Alternative 2B, for an increase 1,900 ADT. The peak AM number of vehicles would increase from 209 under the no build model and 352 under Alternative 2B, an increase of 123 vehicles. The peak PM number of vehicles would increase from 359 under the Future No Build Alternative to 574 under Alternative 2B by 2041, an increase of 247 vehicles during that same hour.

The Nash House located at 409 East 6th Street and the Nash House located at 601 South Rock Street (at the southeast corner of South Rock Street and East 6th Street) would experience an increase in traffic when compared to existing conditions; however, there would be no change in traffic volume when compared to the Future No Build Alternative. The 300-600 blocks of East 6th Street peak AM (7:15 to 8:15) number of vehicles would increase to 788 under the Future No Build Alternative and Alternative 2B. The peak PM (4:30 to 5:30) number of vehicles would increase to 252 under the Future No Build Alternative and Alternative 2B. The average daily volume of traffic on East 6th Street would increase to 5,000 ADT under both the Future No Build Alternative and Alternative 2B. Traffic volumes would be the same under both alternatives. Therefore, there would be no adverse effect to these properties under Alternative 2B.

St. Edwards Catholic Church is located within the 300-600 blocks of East 9th Street. Along this section of East 9th Street, the peak AM number of vehicles would increase under the Future No Build Alternative to 893 and Alternative 2B, for an increase of 198 vehicles during that hour by 2041. The peak PM number of vehicles would increase to 1,260 vehicles under the Future No Build Alternative. The peak PM number of vehicles would decrease from 1,259 under the Future No Build Alternative to 1,093 for a decrease of 166 vehicles by 2041 under Alternative 2B. The ADT would increase to 9,900 under the Future No Build Alternative, for an increase from existing of 1,800 ADT by 2041. Under Alternative 2B, the ADT volume would increase to 9,500, for an increase from existing of 1,400 ADT by 2041.

In summary, the slight increase in vehicles on East Capitol Avenue, East 6th Street, and East 9th Street would not result in an adverse effect to the NRHP-listed Trapnall Hall, Curran Hall, the Nash Houses, or St. Edward's Catholic Church. The increased traffic is not significant enough to alter the environment by creating a different sense of time and place that contrasts with these properties' period of significance. The Jesse Hinderliter House also would experience an increase in traffic volume on Cumberland Street and East 3rd Street. This increase in traffic would not change the setting from the current condition of

the property as the setting has already been compromised by years of development surrounding the property that contrasts with the period of significance. The additional traffic would not further alter the physical environment by creating a different sense of time and place than currently exists. Therefore, the integrity of feeling and setting for these properties would remain unchanged. There would be no adverse effect from Alternative 2B to these historic properties.

5.2.3.4 Summary

Alternative 2B would require alterations of existing roads and intersections, replacement of the Locust Street Overpass, and construction of additional lanes and infrastructure. No other historic properties would experience any physical alterations, and no property acquisition is required from any historic property. The project would have visual impacts on historic properties within the APE; however, none of the changes would result in a loss of integrity of design, materials, location, association, setting, feeling, or workmanship. Construction impacts would be temporary and would not physically affect any of the historic properties. As discussed herein, there may be impacts due to changes in noise levels at these properties; however, noise level increases are expected to be barely perceptible to the human ear. Also, although there would be changes to traffic volume on East Capitol Avenue and East 3rd Street, this increase is not large enough to cause visual impacts to the setting and feeling of the MacArthur Park or Tuf Nut Historic Districts, or any of the individually listed properties located within the MacArthur Park Historic District. Traffic volume increases adjacent to the Hinderliter House would result in a minor change; however, the setting surrounding the Hinderliter House has been compromised in such a way that the predicted traffic volume increases would not further alter the building's integrity of setting. Thus, there would be no adverse effect to historic properties from Alternative 2B, with the exception of the Locust Street Overpass.

Alternative 2B involves the demolition of the Locust Street Overpass, which is eligible for listing in the NRHP. Thus, the overall finding of effect for the proposed Alternative 2B is an adverse effect to historic properties. ARDOT is in the process of consulting with the Arkansas SHPO and other consulting parties, and it is anticipated that measures to resolve this adverse effect will be stipulated in a PA.

5.2.4 Indirect Effects to Historic Properties

Indirect effects are defined in this report as those effects caused by the undertaking but occurring later in time or further removed in distance. Indirect effects may include growth inducement and other changes in the pattern of land use, population density, or growth rate. The increased traffic under the SDI alternative could have indirect effects on the MacArthur Park Historic District and the contributing historic properties within its boundaries. Increased traffic on East Capitol Avenue and East 3rd Street could lead to growth inducement with increased commercialization because increased traffic could make the area more attractive for businesses. Within the MacArthur Park Historic District, exterior changes to the properties visible from a public street would continue to be governed by the Little Rock Historic District Commission under Arkansas Code Annotated 14-172-206 – Little Rock City Code, Section 23-96 and 97 through the *MacArthur Park Historic District Guidelines for Rehabilitation and New Construction*. Any alterations that would be made to historic properties to accommodate changes in use would have to conform to the Guidelines and be approved by the Commission, ensuring that the integrity of the historic district was maintained.

It is unlikely that any buildings in the MacArthur Park Historic District would be abandoned because of a change in feeling or setting due to indirect effects from increased traffic, which would be primarily limited to East Capitol Avenue and East 3rd Street. No other potential changes to land use within either historic district were identified.

The increased traffic under the SDI alternative likely would not have indirect effects on the Tuf Nut Historic District and the two contributing historic properties within its boundaries. While increased traffic on East 3rd Street could lead to growth inducement with increased commercialization in the

vicinity of the Tuf Nut District, both contributing buildings consist of retail/commercial establishments on the first floor and multi-family living above. Therefore, it is unlikely that the area would be abandoned due to the increased commercialization.

There are no known substantial developments planned for any historic district in the APE that would be accelerated or not pursued due to the project. Population density is unlikely to change, except for small scale changes due to more commercial uses (less density) or more multi-family uses (more density) on selected streets in the MacArthur Park Historic District. The increased traffic from the project is not expected to have an indirect impact on St. Edwards Catholic Church and School on 9th Street or the Hinderliter House on East 3rd Street; the parking lot access for the church and school from Sherman and East 8th Streets would remain unchanged, and the noise levels would increase by 4-5 dB(A) and remain below the NAC. Use of the church and school would not be expected to change because of indirect effects from the project. Likewise, the parking lot access for the Hinderliter House would remain unchanged and noise levels would increase by 1 dB(A) and remain below the NAC. The use of the building as an interpretive property on the grounds of the Arkansas Museum would not be expected to change.

Vibrations from long-term traffic could affect masonry buildings constructed after 1900, which have harder mortars with crack susceptibility. Studies on the potential for traffic to cause vibration impacts on historic properties were reviewed. These studies indicate that information necessary to understand these impacts include road surface irregularities (potholes or cracks) over time, soil type, building foundations, condition of the buildings and their maintenance, and the type and frequency of the vehicles (Basekar et al., 2015). These studies conclude that cracking of mortar on pre-1900 buildings due to vibrations from traffic is possible but not likely. Passenger vehicles rarely cause such effects (FHWA, 1995; Wilson, Ihrig & Associates, Inc., 2012). There is no reasonable means to determine vibration effects due to the multiple variables involved and vibration studies were not conducted as part of this project; however, it is not likely that vibrations from long-term traffic caused by this project would affect historic properties.

No other potential indirect effects to historic properties were identified.

5.2.5 Cumulative Effects to Historic Properties

Adverse effects from the project include the replacement of the Locust Street Overpass under all alternatives. No other adverse effects were identified.

The only physical adverse effect from the current undertaking identified by this analysis is from the loss of a historic property due to the replacement of the Locust Street Overpass. While this does contribute to the cumulative loss of historic properties in Little Rock, it is limited to one structure located immediately adjacent to the existing interstate. The bridge was determined eligible under Criterion C for its architectural style and Criterion A as part of the early program to eradicate dangerous at-grade crossings. Other overpasses and steel bridges of this type remain extant, including some with similar designs constructed under the same historic context. More than 20 bridges built under the grade separation/grade crossing program from 1935 through 1941 remain in service throughout Arkansas. Several types of bridges were used for grade separation structures. The most common bridge types used under this program include the concrete deck arch, concrete tee beam, steel multi-beam or girder system, and the continuous steel multi-beam or girder system. The Asher Avenue Overpass in Little Rock, Arkansas (Bridge Number 02113) exhibits the same bridge type and design elements as the Locust Street Overpass. The replacement of the Locust Street Overpass will be mitigated through stipulations agreed to in the PA that covers this entire project. The loss of this historic structure does not constitute an adverse cumulative effect to historic properties.

Of the five historic districts in the APE, only the Marshall Square, Tuf Nut, and MacArthur Park Historic Districts would experience effects from the current undertaking. I-30 was constructed as a six-lane

interstate highway circa 1960 (AHTD, 2016a), located across McAlmont Street from Marshall Square. That project had an effect on the setting and feeling of the district, as did the later construction of the I-630 interchange and the Rockefeller School. The current undertaking also would have an effect on the setting and feeling of the Marshall Square Historic District from the installation of a noise barrier along I-30, across McAlmont Street from the district. Although the noise barrier would introduce a new visual element visible from the district, it also would help to shield the view of the interstate from the district, and would have the beneficial effect of reducing noise in the district below the NAC. In addition, the noise barrier could be eligible for design enhancements to further soften the appearance, such as stamped design panels or vegetative screens. The effects from the current undertaking, combined with the effects from previous undertakings, would not constitute an adverse cumulative effect to the Marshall Square Historic District.

MacArthur Park Historic District also was affected by the construction of I-30 and of I-630, the latter of which was constructed between 1965 and 1985 (Pumphrey, 2013). I-630 separated most of the district, including the park, from the smaller section to the south, and required the relocation of the historic Carter House (ACHP, 1978), as well as the demolition of other buildings in the footprint of the interstate. I-30 was built before the passage of the NHPA and the listing of the MacArthur Park Historic District, and had a substantial impact on the area that would later become the historic district. As noted in the NRHP nomination, “In the early 1960s Interstate 30 intruded into the eastern portion of the [current] MacArthur Park Historic District and not only isolated the district from a historic sister neighborhood which lies to the east of the freeway but also destroyed the continuous harmonious historic residential atmosphere” (Shinn and Taylor, 1976). Historic properties were lost to the footprint of the interstate, which then formed a barrier along the east side of the neighborhood. Subsequently, modern-era commercial buildings associated with I-30 developed at the eastern edge of the district along McGowan Street/I-30 Frontage Road. These earlier projects reduced the footprint of the historic district and removed some of the historic fabric. Despite these alterations, the bulk of the district remained essentially intact with good integrity. As noted in the NRHP nomination, “The variety found in the Greek Revival and Victorian architecture; the lush green open spaces; a scale which is human enough to invite personal involvement; and the sense of communion with an ongoing past all contribute to the district's pervasive feeling of beauty and atmosphere. ...the feeling of poetic fulfillment, which stems from the discovery of worn, brick sidewalks, venerable trees, inviting lawns, and incredibly picturesque homes, schools and churches, together forming a complete landscape that was created 100 years ago, adds value to the MacArthur Park Historic District” (Shinn and Taylor, 1976). The current undertaking would not reduce the size of the district, change the district boundaries, or remove any historic fabric. One small area of 340 square feet at Frontage Road and East 11th Street would be acquired to improve the radius return and provide room for an ADA ramp, but no contributing properties exist at this location and none would be affected by this change.

The MacArthur Park Historic District would see an increase in traffic on East Capitol Avenue. The center of East Capitol Avenue defines the northern boundary of the historic district. The eastbound lanes (on the south side of the street) are located within the district. The westbound lanes (on the north side of the street) are adjacent to, but outside of, the historic district boundaries. According to traffic modelling data, there would be a slight increase in traffic (1,900 vehicles under the SDI and 2,000 vehicles under the SPUI) on East Capitol Avenue as compared to the Future No Build Alternative under each alternative. Traffic volumes on streets within the district would remain the same as the Future No Build Alternative or slightly decrease when compared to the Future No Build Alternative.

More traffic is anticipated to use the east-west city streets outside of the MacArthur Park Historic District, particularly East 2nd Street, East 3rd Street, and East 4th Street. Within the district, there would be no additional changes; speed limits and signaling would remain the same. No traffic signals would be removed, so traffic would move at the same rate, with the same signal timing and with the same number of signals. The traffic would remain within the existing roadway footprint; the streets would not

be widened. Traffic using the east-west city streets through the district would not increase under the SDI compared to the Future No Build Alternative and/or the SPUI. Traffic would be using existing urban streets in a downtown neighborhood in the same way as the existing conditions.

The district would retain its “brick sidewalks, venerable trees, inviting lawns, and incredibly picturesque homes, schools and churches, together forming a complete landscape...” (Shinn and Taylor, 1976). The increased traffic would not result in discernible increases in noise. The visual changes caused by increased traffic would not adversely affect the setting and feeling of the historic district. Although the district has had previous changes from earlier interstate projects, the visual changes to the setting from increased traffic under the current project would not contribute to a cumulative adverse effect on the MacArthur Park Historic District and its contributing elements.

5.3 Comparison of Effects Between Alternatives

Both Build Alternatives would require the alteration of existing roads and intersections and the construction of additional lanes and infrastructure in the project corridor. Impacts during construction activities would be temporary, and construction impacts would not affect the integrity of materials, design, workmanship, location, or association of the historic properties. Despite minor, temporary impacts to setting and feeling, construction impacts would not diminish the integrity of the historic properties. Project construction in the Tuf Nut, Park Hill, Hanger Hill, and Marshall Square Historic Districts would be contained in the existing ROW for both Build Alternatives. Under Alternative 2B (SDI), project construction within the MacArthur Park Historic District would require a small amount of ROW at the corner of Frontage Road and East 11th Street. This acquisition totals 340 square feet and is needed to improve the radius return and provide room for an ADA ramp. The parcel where this acquisition would occur is not a contributing resource to the district. This alteration would be minor and would not impact the significance of the historic district.

Both Build Alternatives would have noise impacts on historic properties. ARDOT’s FHWA-approved noise policy defines a noise impact as having a noise level that “approaches or exceeds the Noise Abatement Criteria (NAC) as measured in decibel (A-weighted scale) [dB(A)]. The NAC for a residential exterior is 67 dB(A) while a measurement of 66 dB(A) is considered approaching the NAC.” (ARDOT, 2017). Additionally, a significant increase (an increase in 10 dB(A) or more) would meet the NAC. None of the noise impacts would diminish the integrity of historic properties in the APE. The five historic districts and the individually listed or eligible historic properties would either not experience noticeable increases in noise or would benefit from a decrease in noise due to the installation of a noise barrier. Thus, noise impacts would not affect the integrity aspects of setting and feeling, or any significant characteristics that qualify the historic properties for listing in the NRHP. Therefore, there would be No Adverse Effect from noise impacts under any alternative.

Both Build Alternatives would have visual impacts on historic properties. Visual impacts include changes to the setting and feeling of historic properties by altering adjacent and nearby roads, demolition, the construction of noise barriers, and/or an increase in traffic volume on adjacent streets. Under Alternatives 2A (SPUI) and 2B (SDI), both would have visual impacts on five historic properties resulting from new roads, additional lanes, and/or existing road alterations. Both Build Alternatives would result in visual impacts due to the demolition of the Locust Street Overpass. The demolition of the Locust Street Overpass would result in an adverse effect.

None of the Build Alternatives would result in physical changes within any of the historic districts; speed limits and signaling would remain the same. No traffic signals would be removed, and traffic would move at the same rate, with the same signal timing and the same number of signals. Speed limits on the streets within historic districts would not increase. The traffic would remain within the existing roadway footprint; the streets would not be widened, realigned, or extended beyond their current footprint during this project.

1 None of the Build Alternatives would result in visual impacts from traffic that would diminish the
2 integrity of the historic properties within the APE. Traffic modeling was conducted for the 6-lane C/D
3 Action Alternatives (2A with the SPUI and 2B with the SDI) that identifies changes to the number of
4 vehicles and the volume of traffic projected to travel along certain streets. Appendix D provides a street-
5 by-street comparison of predicted traffic volumes under Alternatives 2A (SPUI) and 2B (SDI).

6 Under Alternatives 2A (SPUI) and 2B (SDI), there would be no traffic increase on any residential street
7 within the MacArthur Park Historic District compared to the Future No Build Alternative. Under both
8 alternatives, traffic volume on East 6th Street and Cumberland Street would remain the same compared
9 to the Future No Build Alternative and traffic volume on East 9th Street would be reduced. Under both
10 alternatives, the south side of East Capitol Avenue, which provides the northern boundary for the
11 MacArthur Park Historic District and is a commercial corridor, would see an increase compared to the
12 Future No Build Alternative. Two individually eligible properties located within the MacArthur Park
13 Historic District are located on East Capitol Avenue—Trapnall Hall and Curran Hall. Under Alternatives
14 2A (SPUI) and 2B (SDI), the ADT would increase by 2,000 and 1,900 vehicles respectively. Although the
15 increase in traffic on East Capitol Avenue could affect the feeling, it would not be enough to diminish the
16 integrity of feeling, materials, design, workmanship, location, setting, or association of these properties.

17 Tuf Nut Historic District is located adjacent to East 3rd Street. Under Alternative 2A (SPUI), traffic on
18 East 3rd Street, affecting the Tuf Nut Historic District, would be reduced by 1,800 vehicles compared to
19 the Future No Build Alternative. In contrast, under Alternative 2B (SDI), traffic on East 3rd Street,
20 affecting the Tuf Nut Historic District, would be increased by 5,200 vehicles compared to the Future No
21 Build Alternative. The increase in traffic volume would not physically affect the character-defining
22 features of the historic district. Characteristics that are important to the setting, such as the surrounding
23 commercial buildings, trolley lines, street grid, and building setbacks would not be altered. The Tuf Nut
24 Historic District would continue to be a mixed-use neighborhood. This alternative would not change the
25 two contributing buildings or the adjacent setting of the district.

26 In comparison, neither Alternative 2A (SPUI) nor 2B (SDI) would result in an adverse effect to historic
27 properties because of visual impacts or noise. The impacts under Alternatives 2A (SPUI) and 2B (SDI) to
28 the MacArthur Park Historic District, and Trapnall Hall and Curran Hall are similar. Although neither
29 Alternative 2A (SPUI) nor 2B (SDI) would result in an adverse effect to the Tuf Nut Historic District, the
30 visual impact due to traffic will be greater under Alternative 2B (SDI).

31 None of the Build Alternatives are expected to result in potential indirect effects from increased traffic.
32 No other potential indirect effects to historic properties were identified.

6 Section 106 Consultation Summary

6.1 Section 106 Consultation Process

The primary agency responsible for enforcement of the NHPA is the SHPO who implements the regulations issued by the ACHP, codified at 36 CFR 800. When a project receives federal funding or permits, the possible impacts of the project on historic properties must be reviewed. The Section 106 review process involves four steps:

1. Initiate the Section 106 process, which includes establishing the Undertaking, developing a plan for public involvement, and identifying other consulting parties.
2. Identify cultural resources within an APE, and evaluate their eligibility for inclusion in the NRHP.
3. Assess adverse effects by applying the criteria of adverse effect to historic properties.
4. Resolve adverse effects by consulting with the SHPO and other consulting parties, including the ACHP if necessary, to develop an agreement that addresses the treatment of historic properties.

Section 106 requires federal agencies and others to consider the effects of proposed projects on historic properties and to provide the ACHP and SHPO with a reasonable opportunity to comment on any undertaking that could affect properties listed in or eligible for listing in the NRHP.

The NHPA Section 106 consultation process was initiated formally by FHWA with the Arkansas SHPO and the ACHP via letter on July 19, 2016. The ACHP responded on August 16, 2016, that it would participate in the Section 106 consultation for this project. Letters went out from the FHWA to consulting parties (**Table 6-1**) on July 27, 2016, inviting their participation in the Section 106 process.

Table 6-1. Section 106 Consulting Parties

Consulting Party	Location
Advisory Council on Historic Preservation	Washington, DC
Argenta Arts District	North Little Rock
Argenta Community Development Corp.	North Little Rock
Argenta Community Theatre	North Little Rock
Argenta Downtown Council	North Little Rock
Argenta Neighborhood Boosters	North Little Rock
Arkansas Arts Center	Little Rock
Arkansas Inland Maritime Museum	North Little Rock
Benevolent and Protective Order of Elks of the USA	North Little Rock
Central Arkansas Library System	Little Rock
Clinton Foundation	Little Rock
Clinton School of Public Service	Little Rock
Coalition of Greater Little Rock Neighborhoods	Little Rock
Dark Hollow Community Development Corporation	North Little Rock
Dark Hollow Neighborhood Association	North Little Rock
Downtown Little Rock Partnership	Little Rock
Downtown Neighborhood Association	Little Rock

Table 6-1. Section 106 Consulting Parties

Consulting Party	Location
eStem Elementary/Middle Schools	Little Rock
Game & Fish Commission (Witt Stephens, Jr., Central Arkansas Nature Center)	Little Rock
Hanger Hill Neighborhood Association	Little Rock
Heifer International	Little Rock
Historic Arkansas Museum	Little Rock
Historic Park Hill Neighborhood Association	North Little Rock
Innovation Hub	North Little Rock
Junior League of North Little Rock	North Little Rock
Lakewood Property Owners Association	North Little Rock
Little Rock Convention & Visitors Bureau	Little Rock
Little Rock Historic District Commission	Little Rock
Little Rock National Cemetery	Little Rock
Little Rock Regional Chamber of Commerce	Little Rock
Little Rock School District	Little Rock
Metroplan	Little Rock
Military Heights Neighborhood Association	North Little Rock
Museum of Discovery	Little Rock
North Little Rock Chamber of Commerce	North Little Rock
North Little Rock Historic District Commission	North Little Rock
North Little Rock History Commission	North Little Rock
North Little Rock School District	North Little Rock
North Little Rock Visitors Bureau	North Little Rock
Oakland-Fraternal Historic Cemetery Park Board	Little Rock
Pettaway Neighborhood Association	Little Rock
Preserve Arkansas	Little Rock
Quapaw Quarter Association	Little Rock
River Market District Neighborhood Association	Little Rock
Rock Region Metro	North Little Rock
Roman Catholic Diocese of Little Rock	Little Rock
Sherman Park Neighborhood Assoc. Community Center	North Little Rock
Shorter College	North Little Rock
Studio Main	Little Rock
Thea Foundation	North Little Rock
UALR William H. Bowen Law School	Little Rock
William F. Laman Public Library System	North Little Rock
William J. Clinton Presidential Center and Park	Little Rock

The first consultation meeting was held on September 1, 2016. This meeting introduced the project to the consulting parties, provided discussion on the project APE, and identified historic properties within the APE. The project team presented the purpose and need of the project, the goals of the project, and the four potential alternatives. The consulting parties commented on the breadth of the APE and possible additions to it. The meeting participants also discussed a PA approach to addressing potential effects from the project.

Two consulting party meetings were held between January and September 2017. During the second consulting party meeting, held on January 24, 2017, participants discussed potential project effects to historic properties from traffic and noise for each of the alternatives. Potential impacts to pedestrians were also discussed. Potential visual and aesthetic treatments for project elements were presented. The third meeting, on July 13, 2017, revisited potential effects on historic properties based on refinements to the proposed improvements. An updated APE was presented. The noise analysis had been completed, allowing the discussion of locations, benefits, and possible designs of potential noise barriers, where warranted.

Section 106 consultation is ongoing. This *Built Environment Resources Effects Analysis Technical Report* will be reviewed by the consulting parties. The Arkansas SHPO will be asked to concur on the finding of effect for the project. If an adverse effect is identified, FHWA and ARDOT will consult with the SHPO, ACHP, and other consulting parties regarding measures to resolve the adverse effect. These measures will be codified in the PA stipulating the steps to be taken to address the adverse effect. The agreement document will be developed through consultation with SHPO, ACHP, and the other consulting parties. There will be additional consulting party meetings, as needed, to discuss project effects and how to appropriately address those effects.

6.2 Tribal Consultation

On July 1, 2014, FHWA sent letters inviting consultation on the project to the following federally-recognized Indian Tribes: the Osage Nation, United Keetoowah Band of Cherokee Indians, Quapaw Tribe of Oklahoma, Tunica-Biloxi Tribe of Louisiana, Choctaw Nation of Oklahoma, and the Caddo Nation. The packets contained U.S. Geological Survey quadrangle maps of the project location and Arkansas Archeological Survey forms for six previously identified archeological sites near the proposed project. The site forms contain sensitive locational information and must remain confidential. No responses were received from any of the tribes. As part of consultation with the tribes, two confidential archaeological reports were submitted to the tribes for review and comment. Due to the sensitive locational information, these reports are not made available to the public.

6.3 Public Involvement

ARDOT worked with and continues to facilitate communication with the general public, adjacent property owners, business owners, residents, the cities of Little Rock and North Little Rock, and other agencies to share information and receive input on the proposed project. Public involvement activities have been extensive for the proposed project and all reasonable accommodations have been made to provide the public adequate access to the information for the proposed project.

Prior to the NEPA phase of this proposed project, a PEL study was performed to evaluate multiple alternatives that would address the purpose and need of the project (AHTD, 2015b). Multiple meetings and stakeholder coordination activities occurred that aided in the development of the four alternatives under analysis. From April 2014 to date, six public involvement meetings and more than 125 meetings with different groups, boards, councils, and technical agencies have occurred. More than 1,150 individuals attended public meetings and more than 1,000 questions and comments were submitted. Refinements to the alternatives resulted from comments received at public meetings and various

community and group meetings. Refer to the Community Impacts Technical Report attached to the EA for additional information (ARDOT, 2017). **Table 6-2** summarizes the public involvement activities for the project.

Three Visioning Workshops were completed with a 30-member group. Pulaski County, Little Rock, and North Little Rock each appointed ten citizens to attend the workshops. The participating members of the workshop recommended aesthetic principles for potential noise barriers and other aspects of the project.

Public meetings have continued to be held regarding alternatives design changes, project alignment changes, and results of the various technical reports. The most recent public meeting was held April 26, 2016. ARDOT maintains a public website at <https://connectingarkansasprogram.com/corridors/9/i-30-pulaski-county/#.WZXyP42oupp> with the latest project materials, including meeting announcements, press releases, video recordings of meetings, and 3-D simulations.

6.4 Agency Coordination

Cooperating agencies include federal agencies other than the lead agencies that have jurisdiction by law or special expertise in an environmental area. Federal agencies will follow the FHWA/NEPA process. The U. S. Coast Guard and the U. S. Army Corps of Engineers are the cooperating agencies involved in this project.

A Technical Working Group (TWG) was created prior to the 2015 publication of the PEL. The TWG serves as the primary means of agency coordination outside the Section 106 consultation process. TWG participation was requested by ARDOT from environmental regulatory and resource agencies typically involved during a NEPA study. Four TWG meetings were held at major study milestones for the PEL. TWG meetings continue throughout the planning and review process. **Table 6-2** summarizes the agency coordination and public involvement activities for the project.

Table 6-2. Agency Coordination and Public Involvement Summary

Activity Type	Description
Technical Work Group	Serves as the primary means of agency coordination. The TWG includes local, state, federal, and tribal staff to provide technical input and expertise throughout the study. TWG meetings also include representatives from local businesses, environmental advocacy groups, and/or representatives from major regional institutions. The TWG met prior to the public meetings and they are performing their identified activities as part of the NEPA process.
Project Partner Meetings	Metroplan and the local governments of Little Rock, North Little Rock, and Pulaski County are the Project Partners. In addition to regular meetings throughout the PEL and NEPA phases, the lead agencies, FHWA and ARDOT, and the Project Partners meet in advance of each TWG to review planning documents and other materials and information.
Stakeholder Advisory Group	Established to ensure early and ongoing decision making. Included 12 representatives; the mayors of Little Rock and North Little Rock each appointed four, and four were selected by the Pulaski County Judge. Provided a perspective of the areas of interest each member represented within the community.
Public Meetings	Open house format used to obtain input and feedback from the public. Held in conjunction with key project goals such as the development of the purpose and need and transportation goals and objectives. The meetings followed the ARDOT Public Involvement Handbook (Draft Version - 2013) and the CAP Environmental Manual (2013). Six total public meetings will be held (four in the PEL phase and two in the NEPA phase).

Table 6-2. Agency Coordination and Public Involvement Summary

Activity Type	Description
Visioning Workshops	<p>Conducted to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was conducted with stakeholders during the PEL phase, and two visioning workshops were held during the NEPA phase. During the first visioning workshop stakeholders had the opportunity to express their ideas and priorities for the I-30 corridor. During the NEPA phase, second and third visioning workshops were held with the goal of stakeholders examining potential context sensitive solutions and design concepts.</p>
Other Coordination Meetings	<ul style="list-style-type: none"> • Meetings were held with various organizations to discuss the PEL, schematic development, design-build delivery, and other project development topics. Organizations included the Downtown Little Rock Partnership, Clinton Foundation, Little Rock Chamber of Commerce, Rock Region Metro, Little Rock Historic District Commission, Coalition of Greater Little Rock Neighborhoods, Little Rock City Board, North Little Rock City Council, and Park Hill Neighborhood Association. • Individual meetings were held with Arkansas State House and Senate members and other state and local representatives throughout the PEL and NEPA phases. • PEL Community Meetings were held at three area churches and Shorter College. During the NEPA phase, follow-up community meetings were held at two area churches and Shorter College in June and August 2016. • Quapaw Tribe was notified of the project by ARDOT in July of 2014. Response letter was received by ARDOT on August 01, 2014 from the Tribal Historic Preservation Office of the Quapaw Tribe of Oklahoma. Letter stated that the Quapaw Tribe agrees with the need for a cultural resources report to be conducted along the 30 Crossing corridor. Tribe also asked that the report follow all current regulations and standards. Quapaw Tribe was also invited to participate in public involvement activities and the Section 106 consultation process. • 30 Crossing Town Hall Meeting was held on November 16, 2015 to provide a project update and to give the public an opportunity to provide public comments. • LaHarpe Brainstorming Session was held on November 18 and 19, 2015, to determine various pedestrian friendly alternatives at LaHarpe Boulevard and President Clinton Avenue, evaluated tunnel concept, and prepared a tunnel option feasibility study memorandum. • Meetings with community groups were held during the NEPA phase of the project that included organizations such as the North Little Rock School District, Little Rock Convention and Visitors Bureau, Little Rock Metro Rotary, Downtown Little Rock Partnership, Metroplan Regional Planning Advisory Council, Neighbors United for Levy, MacArthur Park Association, 3rd Street Merchants, Rivermarket Association, Little Rock Rotary Club, City of Jacksonville, City of Cabot, Quapaw Quarter Association, Little Rock Historic District Commission, Arkansas Society of Civil Engineers, and various homeowner associations. • More than a dozen “Pop-Up” Stations were held in the lobbies of some of the largest employers in the Little Rock and North Little Rock areas from April to June 2016. Staff members answered questions from the public and showed various public meeting materials provided at Public Meeting #6, including 3D video renderings.

7 Conclusion

Seventeen buildings (Reichardt House, Terminal Warehouse Building, Jesse Hinderliter House and Tavern, Choctaw Route Station, Gustave B. Kleinschmidt, Trapnall Hall, Curran Hall, Nash House [409], and Nash House [601], Cumberland Towers, St. Edward's Catholic Church, 515 East 15th Street, 517 East 15th Street, 519 East 15th Street, 1510 South Park Lane, Matthews-Bradshaw House, and the Crestview Park Sculptures) within the APE are individually listed in the NRHP. Six historic districts (Marshall Square, Hanger Hill, Van Frank Cottages, MacArthur Park, Tuf Nut, and Park Hill) are listed in the NRHP and are within or partially within the APE. . One structure, the Locust Street Overpass, and 25 buildings in the APE have been recommended individually eligible for listing in the NRHP.

The anticipated effects from this project are:

- No adverse effects due to construction
- No adverse effects due to noise
- No adverse effects due to changes in traffic patterns or volume
- No adverse effects due to indirect effects
- No adverse effects due to cumulative effects
- Adverse Effect due to the demolition of the NRHP-eligible Locust Street Overpass

Under Section 106 of the NHPA, the I-30 Crossing project would result in an Adverse Effect on historic properties because of the demolition of the Locust Street Overpass. Through consultation, the federal agency must address the adverse effect on historic properties from the undertaking. ARDOT has consulted with and continues to consult with the Arkansas SHPO and other consulting parties to reach measures to resolve the Adverse Effect. These measures will be stipulated in a PA. This consultation is ongoing.

8 References

- AASHTO Practitioner's Handbook. 2016. "Consulting Under Section 106 of the National Historic Preservation Act. August.
- Advisory Council on Historic Preservation (ACHP). 1978. Memorandum of Agreement - Interstate Highway 630, Federal Highway Administration. June 27.
- Arkansas Democrat. 1899. "Ordinance Prepared." June 19; page 5.
<https://www.newspapers.com/image/149848920/?terms=ed%2Bcornishhttps://www.newspapers.com/image/149848920/?terms=ed%2Bcornish>.
- Arkansas Democrat. 1902. "Ed Cornish Weds." July 23; page 5.
<https://www.newspapers.com/image/149819352/?terms=ed%2Bcornishhttps://www.newspapers.com/image/149819352/?terms=ed%2Bcornish>.
- Arkansas Democrat. 1904. "At Their Old Stand – Cornish & England Resume the Banking Business at 503 Main Street." October 1; page 8.
<https://www.newspapers.com/image/151428300/?terms=ed%2Bcornishhttps://www.newspapers.com/image/151428300/?terms=ed%2Bcornish>.
- Arkansas Democrat. 1906. "Rooms for Rent," July 11.
<https://www.newspapers.com/image/149255757/?terms=1015%2BBarber%2BStreethttps://www.newspapers.com/image/149255757/?terms=1015%2BBarber%2BStreet>.
- Arkansas Democrat. 1907. "Improved Property-Argenta."
<https://www.newspapers.com/image/150006048/?terms=415%2BEast%2B9th%2Bargentahttps://www.newspapers.com/image/150006048/?terms=415%2BEast%2B9th%2Bargenta>.
- Arkansas Democrat Gazette. 2016. "New Owner for River Market Building That Housed Clinton Store."
<http://www.mosestucker.com/single-post/2016/04/19/New-owner-for-River-Market-building-that-housed-Clinton-storehttp://www.mosestucker.com/single-post/2016/04/19/New-owner-for-River-Market-building-that-housed-Clinton-store>.
- Arkansas Department of Transportation (ARDOT). 2017. *Draft Environmental Assessment: I-530-Hwy. 67 (Widening & Reconst.) (I-30 & I-40)*. Pulaski County, Arkansas.
- Arkansas Department of Transportation (ARDOT). 2018a. Personal Communication from Nikki Senn. January-March.
- Arkansas Department of Transportation (ARDOT). 2018b. "Historic Road Pavement." Map. Pulaski County, Arkansas.
- Arkansas Historic Preservation Program (AHPP). 2016. Certified Local Government.
<http://www.arkansaspreservation.com/preservation-services/certified-local-governmenthttp://www.arkansaspreservation.com/preservation-services/certified-local-government>.
- Arkansas Historic Preservation Program (AHPP). 2018. Personal communication from Mason Toms. March.
- Arkansas State Highway and Transportation Department (AHTD). 2014. "AHTD Job Number CA0602; Request for Technical Assistance." Little Rock, Arkansas. April.
- Arkansas State Highway and Transportation Department (AHTD). 2015. "Policy on Highway Traffic Noise Abatement." Little Rock, Arkansas. October.

- 1 Arkansas State Highway and Transportation Department (AHTD). 2015a. Cultural Resources Survey
2 Methodology Memorandum. Arkansas Historic Preservation Program tracking number 900.15.02.
3 January.
- 4 Arkansas State Highway and Transportation Department (AHTD). 2015b. *Planning and Environmental*
5 *Linkages Report: CA0602, Interstate 530-Highway 67.* May.
- 6 Arkansas State Highway and Transportation Department (AHTD). 2016. "The History of Interstate 30"
7 [https://connectingarkansasprogram.com/pdf/278/ca0602-april-2016-history-of-](https://connectingarkansasprogram.com/pdf/278/ca0602-april-2016-history-of-i30/)
8 [i30/https://connectingarkansasprogram.com/pdf/278/ca0602-april-2016-history-of-i30/](https://connectingarkansasprogram.com/pdf/278/ca0602-april-2016-history-of-i30/).
- 9 Arkansas State Highway and Transportation Department (AHTD). 2016a. *Phase I Cultural Resources*
10 *Survey for AHTD Job Number CA06020.* Pulaski County, Arkansas. February.
- 11 Arkansas State Highway and Transportation Department (AHTD). 2016b. *Phase I Cultural Resources*
12 *Survey for AHTD Job Number CA06020 – Addendum 1.* Pulaski County, Arkansas. August.
- 13 Arkansas State Highway and Transportation Department (AHTD). 2017b. "Noise Quality".
14 <https://www.arkansashighways.com/environmental/noise.aspx><https://www.arkansashighways.com/en>
15 [vironmental/noise.aspx](https://www.arkansashighways.com/environmental/noise.aspx).
- 16 Arkansas State Highway and Transportation Department (AHTD). 2017c. "Pedestrian Safety Study".
17 Pulaski County, Arkansas. May.
- 18 Assigned and Attached. 1893. The Southern Standard. July 28.
19 <https://www.newspapers.com/image/280298542/?terms=volmer><https://www.newspapers.com/image/>
20 [280298542/?terms=volmer](https://www.newspapers.com/image/280298542/?terms=volmer).
- 21 Basekar, Piyush, and Devang Vaghela, and Mehul Katakiya. 2015. Impact of Traffic Vibration on Heritage
22 Structures. *International Journal of Advanced Technology in Engineering and Science* 3(3): 6-15.
- 23 Baskins, Darcy, and Sarah Drew, and Sarah Jampole Marks. 2008. Hanger Hill Historic District, National
24 Register of Historic Places Nomination Form. United States Department of the Interior, National Park
25 Service.
- 26 Brown, Sara and Ethel Goodstein. 1982. Terminal Warehouse Building, National Register of Historic
27 Places Nomination Form. United States Department of the Interior, National Park Service.
- 28 Camden News. 1948. "48-Hour Delay To Fill Guard Quota In U.S."
29 [https://www.newspapers.com/image/31426437/?terms=national%2Bguard%2Barmory%2BPresident%2](https://www.newspapers.com/image/31426437/?terms=national%2Bguard%2Barmory%2BPresident%2BTruman)
30 [BTrumanhttps://www.newspapers.com/image/31426437/?terms=national%2Bguard%2Barmory%2BPre](https://www.newspapers.com/image/31426437/?terms=national%2Bguard%2Barmory%2BPresident%2BTruman)
31 [sident%2BTruman](https://www.newspapers.com/image/31426437/?terms=national%2Bguard%2Barmory%2BPresident%2BTruman).
- 32 Camden News. 1960. "New Armories For Arkansas Cities." Page 7. [https://access-newspaperarchive-](https://access-newspaperarchive-com.ezproxy.library.arkansas.gov/us/arkansas/camden/camden-news/1960/02-02/page-7?tag=national+guard+armory+north+little+rock&rtserp=tags/national-guard-armory?psi=7&pci=7&ndt=by&py=1940&pey=1960&pep=north-little-rock&psb=relavance)
33 [com.ezproxy.library.arkansas.gov/us/arkansas/camden/camden-news/1960/02-02/page-](https://access-newspaperarchive-com.ezproxy.library.arkansas.gov/us/arkansas/camden/camden-news/1960/02-02/page-7?tag=national+guard+armory+north+little+rock&rtserp=tags/national-guard-armory?psi=7&pci=7&ndt=by&py=1940&pey=1960&pep=north-little-rock&psb=relavance)
34 [7?tag=national+guard+armory+north+little+rock&rtserp=tags/national-guard-](https://access-newspaperarchive-com.ezproxy.library.arkansas.gov/us/arkansas/camden/camden-news/1960/02-02/page-7?tag=national+guard+armory+north+little+rock&rtserp=tags/national-guard-armory?psi=7&pci=7&ndt=by&py=1940&pey=1960&pep=north-little-rock&psb=relavance)
35 [armory?psi=7&pci=7&ndt=by&py=1940&pey=1960&pep=north-little-rock&psb=relavance](https://access-newspaperarchive-com.ezproxy.library.arkansas.gov/us/arkansas/camden/camden-news/1960/02-02/page-7?tag=national+guard+armory+north+little+rock&rtserp=tags/national-guard-armory?psi=7&pci=7&ndt=by&py=1940&pey=1960&pep=north-little-rock&psb=relavance).
- 36 City of Little Rock. 2015. "Master Street Plan 2015."
37 [https://www.littlerock.gov/userfiles/editor/docs/planning/statistics/Master%20Street%20Plan%2012-](https://www.littlerock.gov/userfiles/editor/docs/planning/statistics/Master%20Street%20Plan%2012-2015.pdf)
38 [2015.pdf](https://www.littlerock.gov/userfiles/editor/docs/planning/statistics/Master%20Street%20Plan%2012-2015.pdf).
- 39 City of Little Rock. 2017. Historic District Commission. Accessed August 4.
40 [https://www.littlerock.gov/city-administration/city-boards-and-commissions/historic-district-](https://www.littlerock.gov/city-administration/city-boards-and-commissions/historic-district-commission/)
41 [commission/https://www.littlerock.gov/city-administration/city-boards-and-commissions/historic-](https://www.littlerock.gov/city-administration/city-boards-and-commissions/historic-district-commission/)
42 [district-commission/](https://www.littlerock.gov/city-administration/city-boards-and-commissions/historic-district-commission/).
- 43 Connecting Arkansas Program (CAP). 2017. 30 Crossing NHPA Section 106 Consultation Meeting. July 13.

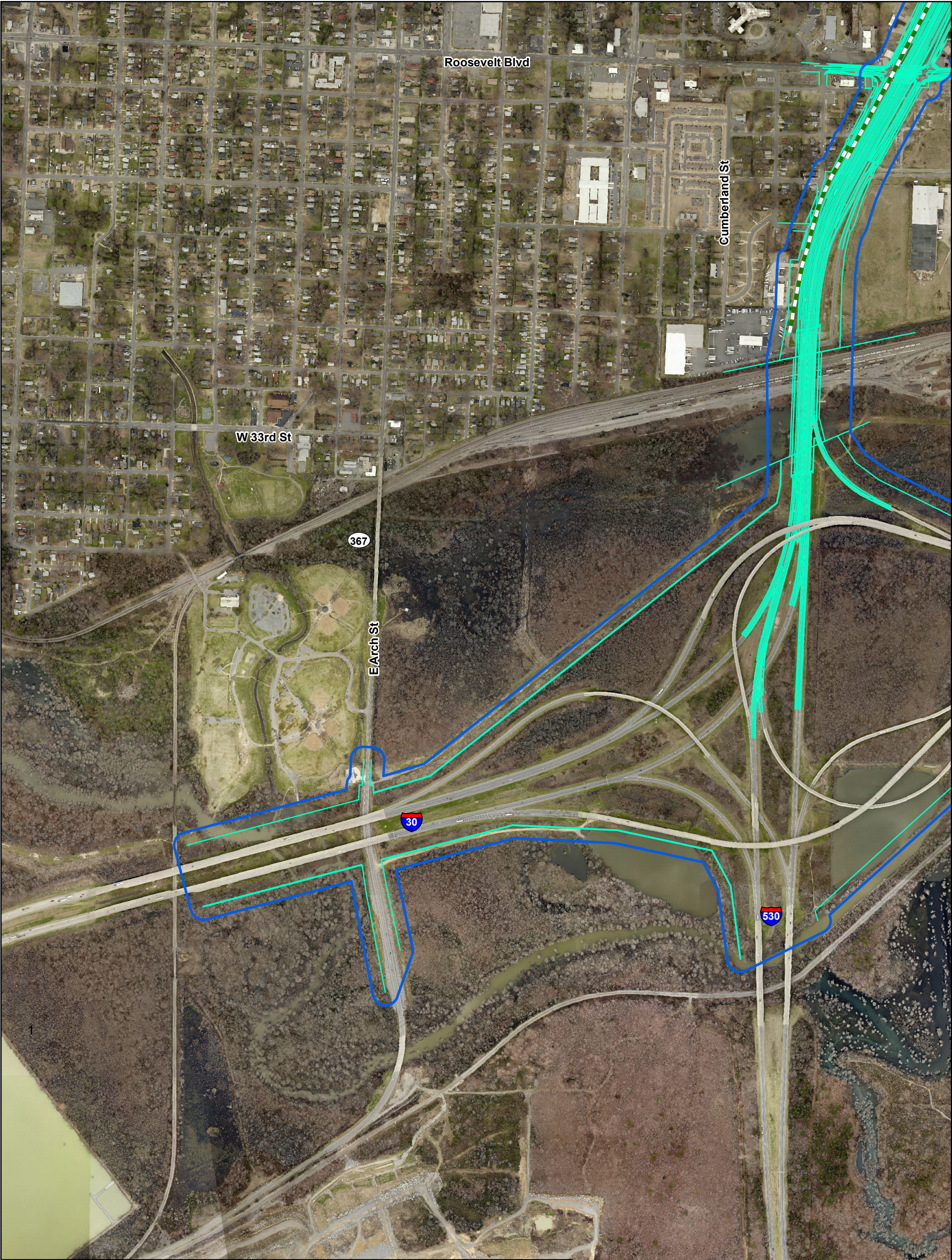
- 1 Daily Arkansas Gazette. 1891. "City News." December 31, page 8.
- 2 <https://www.newspapers.com/image/133033374/?terms=%22307%2BEast%2Bninth%22https://www.newspapers.com/image/133033374/?terms=%22307%2BEast%2Bninth%22>.
- 3
- 4 Daily Arkansas Gazette. 1909. "New Buildings to Be Erected." 20 June.
- 5 <https://www.newspapers.com/image/138351921/?terms=St.%2Bclair%2BApartments>.
- 6 Daily Arkansas Gazette. 1909. "Rooms for Rent." 13 February.
- 7 <https://www.newspapers.com/image/140550666/?terms=1414%2BPark%2BLane>
- 8 Diaz, Lakresha, and Callie Williams, and Van Zbinden. 2010. Oakland-Fraternal Cemetery, National
- 9 Register of Historic Places Nomination Form. United States Department of the Interior, National Park
- 10 Service.
- 11 Duvall, Benita. 2005. Huie Grocery Store Building, National Register of Historic Places Nomination Form.
- 12 United States Department of the Interior. National Park Service.
- 13 Federal Highway Administration (FHWA). 1995. *Highway Traffic Noise Analysis and Abatement Policy*
- 14 *and Guidance*. Federal Highway Administration.
- 15 Federal Highway Administration (FHWA). 2004. *Standard Highway Signs Including Pavement Markings*
- 16 *and Standard Alphabets*. Federal Highway Administration.
- 17 Federal Highway Administration (FHWA). 2009. *Manual on Uniform Traffic Control Devices for Streets*
- 18 *and Highways*. Federal Highway Administration.
- 19 Federal Highway Administration (FHWA). 2012. *Standard Highway Signs Including Pavement Markings*
- 20 *and Standard Alphabets 2012 Supplement*. Federal Highway Administration.
- 21 Groundspeak, Inc. 2017. Crestview Park - North Little Rock, Arkansas - U.S. National Register of Historic
- 22 Places on Waymarking.com [http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-](http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-079b-4334-a796-12bb7b46ca78&gid=2&st=2http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-079b-4334-a796-12bb7b46ca78&gid=2&st=2)
- 23 [079b-4334-a796-](http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-079b-4334-a796-12bb7b46ca78&gid=2&st=2)
- 24 [12bb7b46ca78&gid=2&st=2http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-](http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-079b-4334-a796-12bb7b46ca78&gid=2&st=2)
- 25 [079b-4334-a796-12bb7b46ca78&gid=2&st=2.](http://www.waymarking.com/gallery/default.aspx?f=1&guid=9271c551-079b-4334-a796-12bb7b46ca78&gid=2&st=2)
- 26 Harrison, Eric E. 2016. "Hoisting a historic salute." Northwest Arkansas Democrat-Gazette. July 17.
- 27 Historic Arkansas Museum. 2016. "Hinderliter Grog Shop." [http://www.historicarkansas.org/historic-](http://www.historicarkansas.org/historic-homes/hinderliter-grog-shop-c-1826-27)
- 28 [homes/hinderliter-grog-shop-c-1826-27](http://www.historicarkansas.org/historic-homes/hinderliter-grog-shop-c-1826-27).[http://www.historicarkansas.org/historic-homes/hinderliter-](http://www.historicarkansas.org/historic-homes/hinderliter-grog-shop-c-1826-27)
- 29 [grog-shop-c-1826-27.](http://www.historicarkansas.org/historic-homes/hinderliter-grog-shop-c-1826-27)
- 30 Jones, Amber. Callie Williams, ed. 2016. Gustave B. Kleinschmidt House, National Register of Historic
- 31 Places Nomination Form. United States Department of the Interior, National Park Service.
- 32 Megna, Ralph. 1985. Van Frank Cottages Historic District, National Register of Historic Places
- 33 Nomination Form. United States Department of the Interior, National Park Service.
- 34 National Park Service (NPS). 1997. *How to Apply the National Register Criteria for Evaluation*.
- 35 Washington D.C.
- 36 National Park Service (NPS). 2001. "Arkansas Sculptures of Dionicio Rodriguez."
- 37 <https://www.nps.gov/nr/feature/hispanic/2001/rodriguez.htm>
- 38 Nichols, Cheryl. 1992a. "Pre-Depression Houses and Outbuildings of 'Edgemont in Park Hill.'" March 30.
- 39 *LinkedIn, Park Hill Neighborhood Association*. Accessed June 8, 2017.
- 40 [https://www.slideshare.net/PerfectlyParkHill/edgemont-in-](https://www.slideshare.net/PerfectlyParkHill/edgemont-in-phhttps://www.slideshare.net/PerfectlyParkHill/edgemont-in-ph)
- 41 [phhttps://www.slideshare.net/PerfectlyParkHill/edgemont-in-ph.](https://www.slideshare.net/PerfectlyParkHill/edgemont-in-ph)

- 1 Nichols, Cheryl. 1992b. National Register of Historic Places Inventory - Nomination Form. "Matthews-
2 Bradshaw House, National Register of Historic Places Registration Form." June 1. *Arkansas Historic
3 Preservation Program*. [http://www.arkansaspreservation.com/National-Register-
4 Listings/PDF/PU0086.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU0086.nr.pdf)[http://www.arkansaspreservation.com/National-Register-
5 Listings/PDF/PU0086.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU0086.nr.pdf).
- 6 North Little Rock History Commission. 2017. Historic District Commission: Mission. Accessed August 4.
7 [http://nlrheritagecenter.org/north-little-rock-historic-district-
8 commission/http://nlrheritagecenter.org/north-little-rock-historic-district-commission/](http://nlrheritagecenter.org/north-little-rock-historic-district-commission/).
- 9 Porter, Jack. 1970. The Tavern – Arkansas Territorial Restoration, National Register of Historic Places
10 Nomination Form. United States Department of the Interior, National Park Service.
- 11 Pumphrey, Darcy. 2013. "An Interstate Runs Through It: The Construction of Little Rock's Interstate 630
12 and the Fight to Stop It."
13 http://works.bepress.com/darcy_pumphrey/1/http://works.bepress.com/darcy_pumphrey/1/.
- 14 Quapaw Quarter Historic Homes Tour, City of Little Rock. 2014. Accessed July 27, 2017.
15 <https://www.littlerock.gov/userfiles/editor/docs/planning/hdc/QQA%20tour%202014.pdf>[https://www.
16 littlerock.gov/userfiles/editor/docs/planning/hdc/QQA%20tour%202014.pdf](https://www.littlerock.gov/userfiles/editor/docs/planning/hdc/QQA%20tour%202014.pdf).
- 17 Riddle, Anthony and Dianna Kirk. 1974. Reichardt House, National Register of Historic Places Nomination
18 Form. United States Department of the Interior, National Park Service.
- 19 Robinson, John V. 1972. National Register of Historic Places Inventory - Nomination Form. "Trapnall
20 Hall." *Arkansas Historic Preservation Program*. [http://www.arkansaspreservation.com/National-
21 Register-Listings/PDF/PU2782.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2782.nr.pdf)[http://www.arkansaspreservation.com/National-Register-
22 Listings/PDF/PU2782.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2782.nr.pdf).
- 23 Sanborn Fire Insurance Company. 1892. "Sanborn Fire Insurance Map."
24 Sanborn Fire Insurance Company. 1913. "Sanborn Fire Insurance Map." Volume 2.
25 Sanborn Fire Insurance Company. 1939. "Sanborn Fire Insurance Map." Volume 3.
26 Sanborn Fire Insurance Company. 1939-1950. "Sanborn Fire Insurance Map." Volume 3.
- 27 Shinn, Mike and Sandra Taylor. 1976. National Register of Historic Places Inventory - Nomination Form.
28 "McArthur Park Historic District." June 8.
- 29 Silva, Rachel. 2014. "Sandwiching in History, Stone's Throw Brewing." *Arkansas Historic Preservation
30 Program*. Accessed August 1st, 2017.
31 <https://www.arkansaspreservation.com/LiteratureRetrieve.aspx?ID=133936>.
- 32 Silva, Rachel. 2015. "St. Edward's Catholic Church, Sandwiching in History Tour." *Arkansas Historic
33 Preservation Program*. June 5, 2015.
34 <file:///C:/Users/NS40543/Downloads/St.+Edward+Catholic+Church+Tour+Script+2015.pdf>[file:///C:/User
35 s/NS40543/Downloads/St.+Edward+Catholic+Church+Tour+Script+2015.pdf](file:///C:/Users/NS40543/Downloads/St.+Edward+Catholic+Church+Tour+Script+2015.pdf).
- 36 Smith, Sandra Taylor. 2000. Park Hill Historic District, National Register of Historic Places Nomination
37 Form. United States Department of the Interior, National Park Service.
- 38 Smith, Sandra Taylor. 2014. McArthur Park Historic District, National Register of Historic Places
39 Nomination Form. United States Department of the Interior, National Park Service.
- 40 Smith, Sandra Taylor and Ralph Wilcox. 2003. Tuf Nut Historic District, National Register of Historic
41 Places Nomination Form. United States Department of the Interior, National Park Service.

- 1 Southern Standard. 1893. "Assigned and Attached." July 28.
2 [https://www.newspapers.com/image/280298542/?terms=volmerhttps://www.newspapers.com/image/](https://www.newspapers.com/image/280298542/?terms=volmerhttps://www.newspapers.com/image/280298542/?terms=volmer)
3 [280298542/?terms=volmer](https://www.newspapers.com/image/280298542/?terms=volmer).
- 4 Tess, John M. 1982a. National Register of Historic Places Inventory - Nomination Form. "Nash House
5 (409 E 6th Street)." Arkansas Historic Preservation Program.
6 [http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)
7 [Listings/PDF/PU2802.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)[http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)
8 [Listings/PDF/PU2802.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf).
- 9 Tess, John M. 1982b. National Register of Historic Places Inventory - Nomination Form. "Nash House
10 (601 S. Rock Street)." Arkansas Historic Preservation Program.
11 [http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)
12 [Listings/PDF/PU2802.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)[http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf)
13 [Listings/PDF/PU2802.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2802.nr.pdf).
- 14 Tess, John M. 1984. National Register of Historic Places Inventory - Nomination Form. "St. Edwards
15 Church." Arkansas Historic Preservation Program. [http://www.arkansaspreservation.com/National-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2867.nr.pdf)
16 [Register-Listings/PDF/PU2867.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2867.nr.pdf)[http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2867.nr.pdf)
17 [Listings/PDF/PU2867.nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2867.nr.pdf).
- 18 Tess, John M. 2016. National Register of Historic Places Inventory - Nomination Form. "Cumberland
19 Towers." *Arkansas Historic Preservation Program*. [http://www.arkansaspreservation.com/National-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2843_nr.pdf)
20 [Register-Listings/PDF/PU2843_nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2843_nr.pdf)[http://www.arkansaspreservation.com/National-Register-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2843_nr.pdf)
21 [Listings/PDF/PU2843_nr.pdf](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU2843_nr.pdf).
- 22 Unknown. 1975. National Register of Historic Places Inventory - Nomination Form. "Choctaw Route
23 Station." Arkansas Historic Preservation Program. [http://www.arkansaspreservation.com/National-](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU3139.nr.pdf/)
24 [Register-Listings/PDF/PU3139.nr.pdf/](http://www.arkansaspreservation.com/National-Register-Listings/PDF/PU3139.nr.pdf/)
- 25 Wilson, Ihrig & Associates, Inc. 2012. *Current Practices to Address Construction Vibration and Potential*
26 *Effects to Historic Buildings Adjacent to Transportation Projects*. NCHRP Project, 25-25 National
27 Cooperative Highway Research Program.
- 28 Witsell, Charles. 1979. Marshall Square Historic District, National Register of Historic Places Nomination
29 Form. United States Department of the Interior, National Park Service.

Appendix A

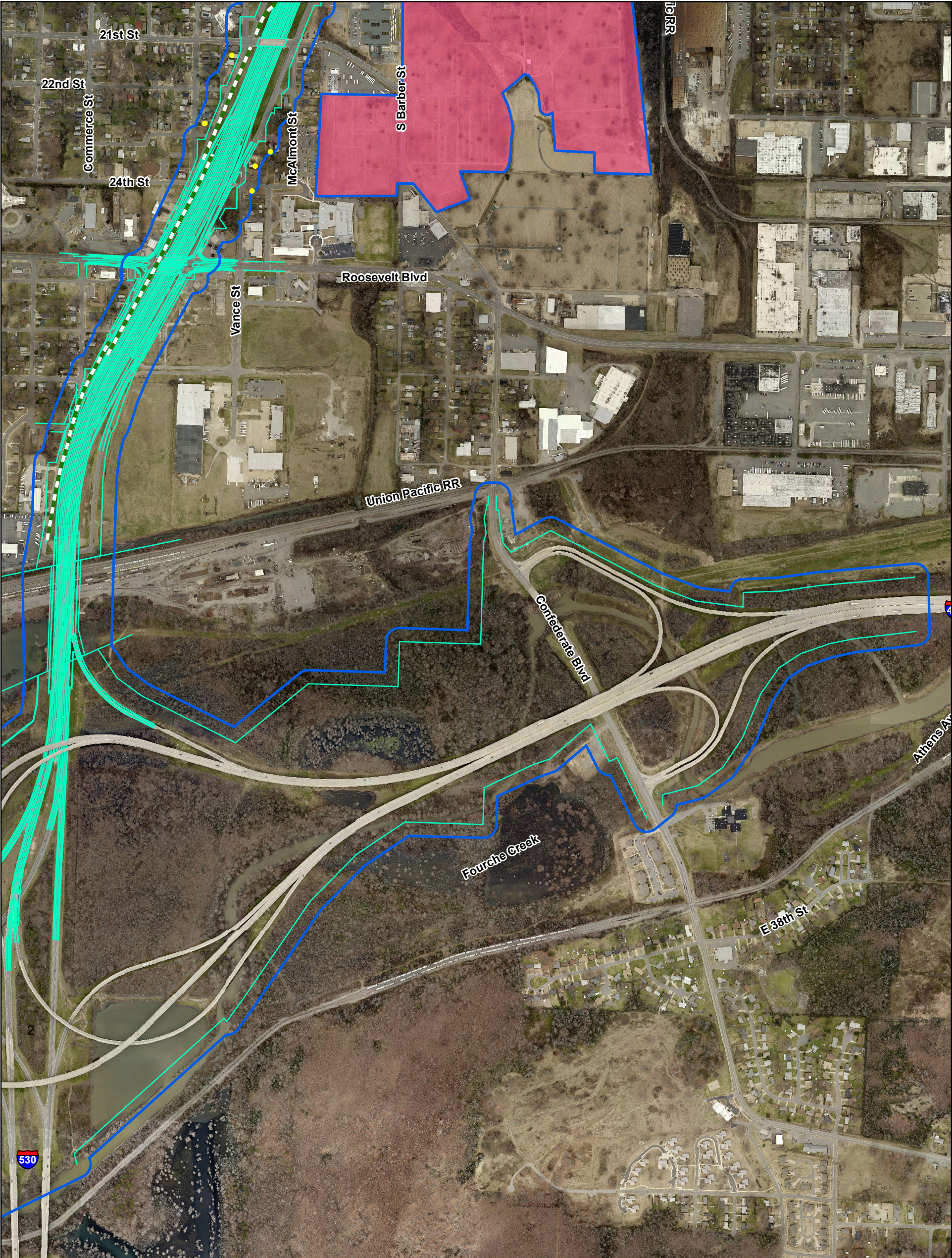
Maps of Build Alternatives



Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 8-Lane GP Noise Barriers
- 8-lane_Split_Diamond_02152018

- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District



Legend

Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

8-Lane GP Noise Barriers

8-lane_Split_Diamond_02152018

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

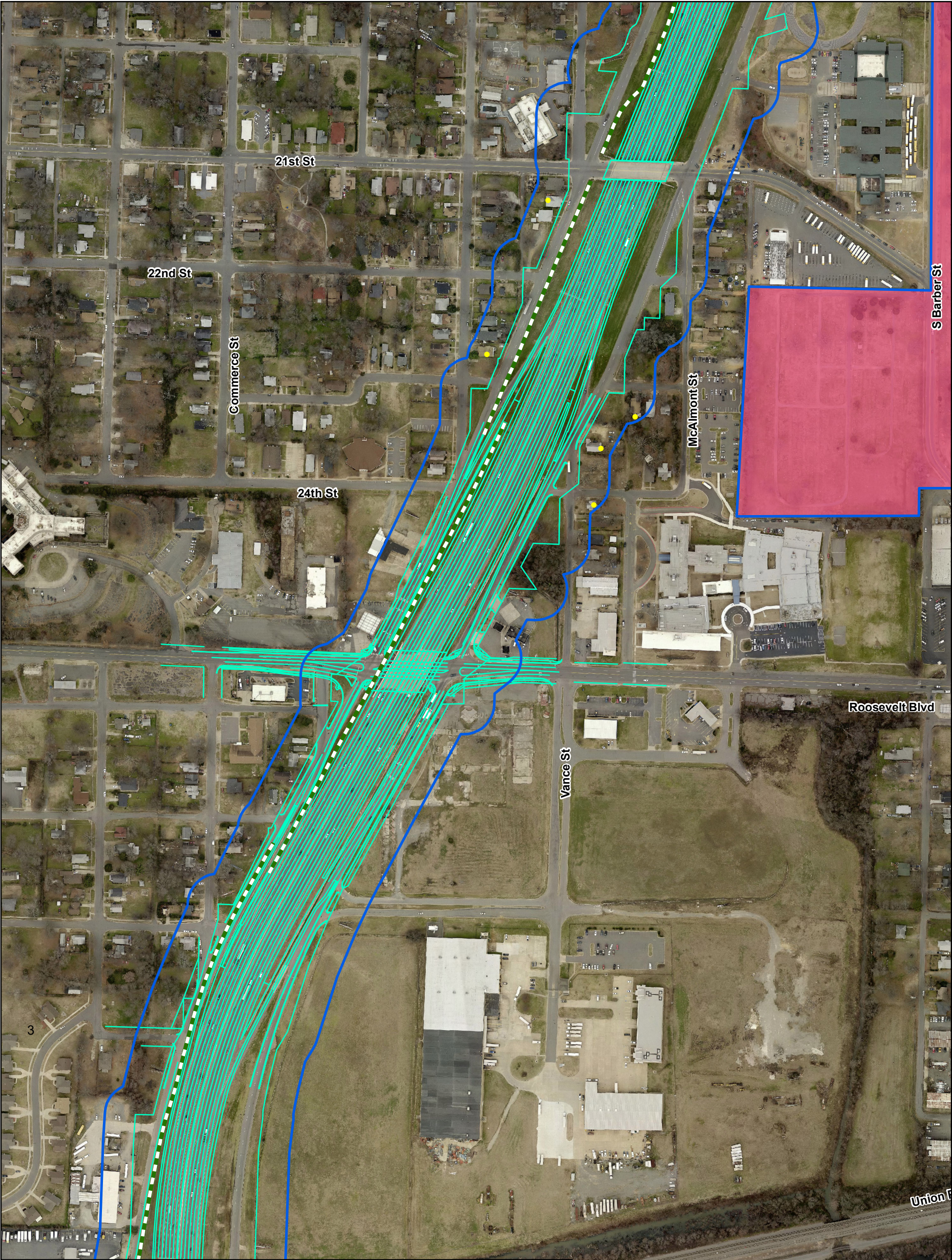
Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.

N

0375750 Feet

A-2



Legend

Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

8-Lane GP Noise Barriers

8-lane_Split_Diamond_02152018

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

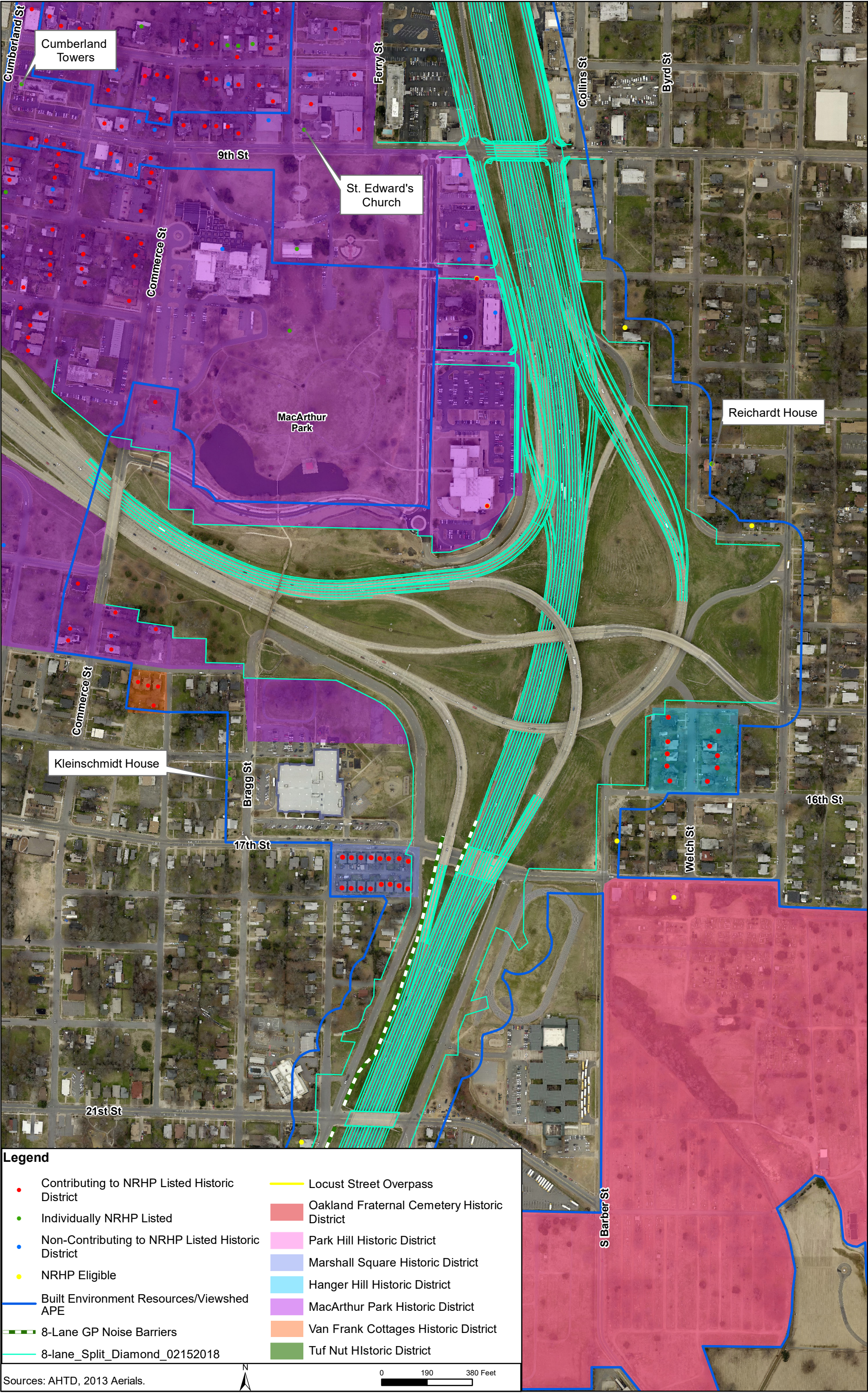
Van Frank Cottages Historic District

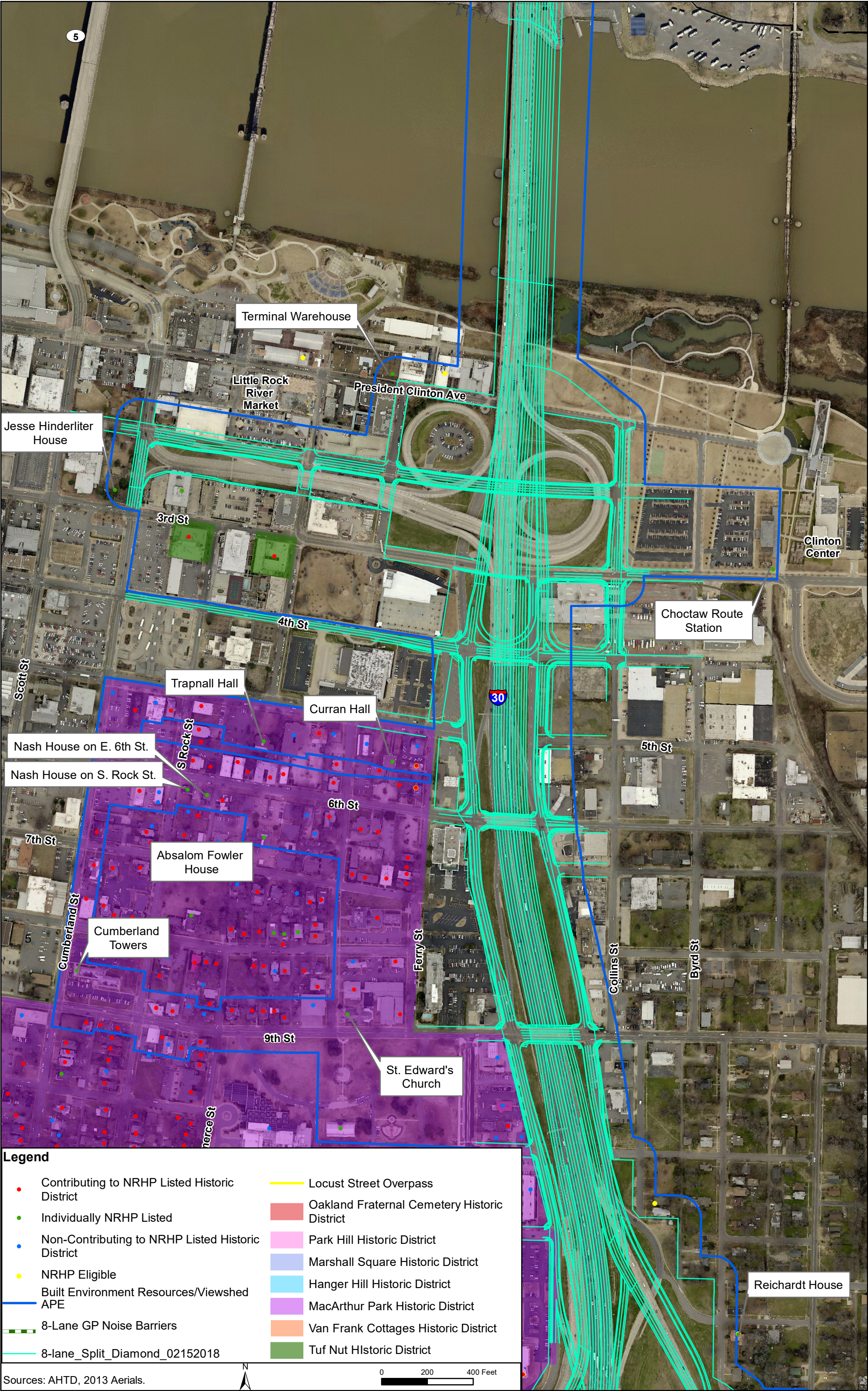
Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.

0160320 Feet

A-3





●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

8-Lane GP Noise Barriers

—

8-lane_Split_Diamond_02152018

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

MacArthur Park Historic District

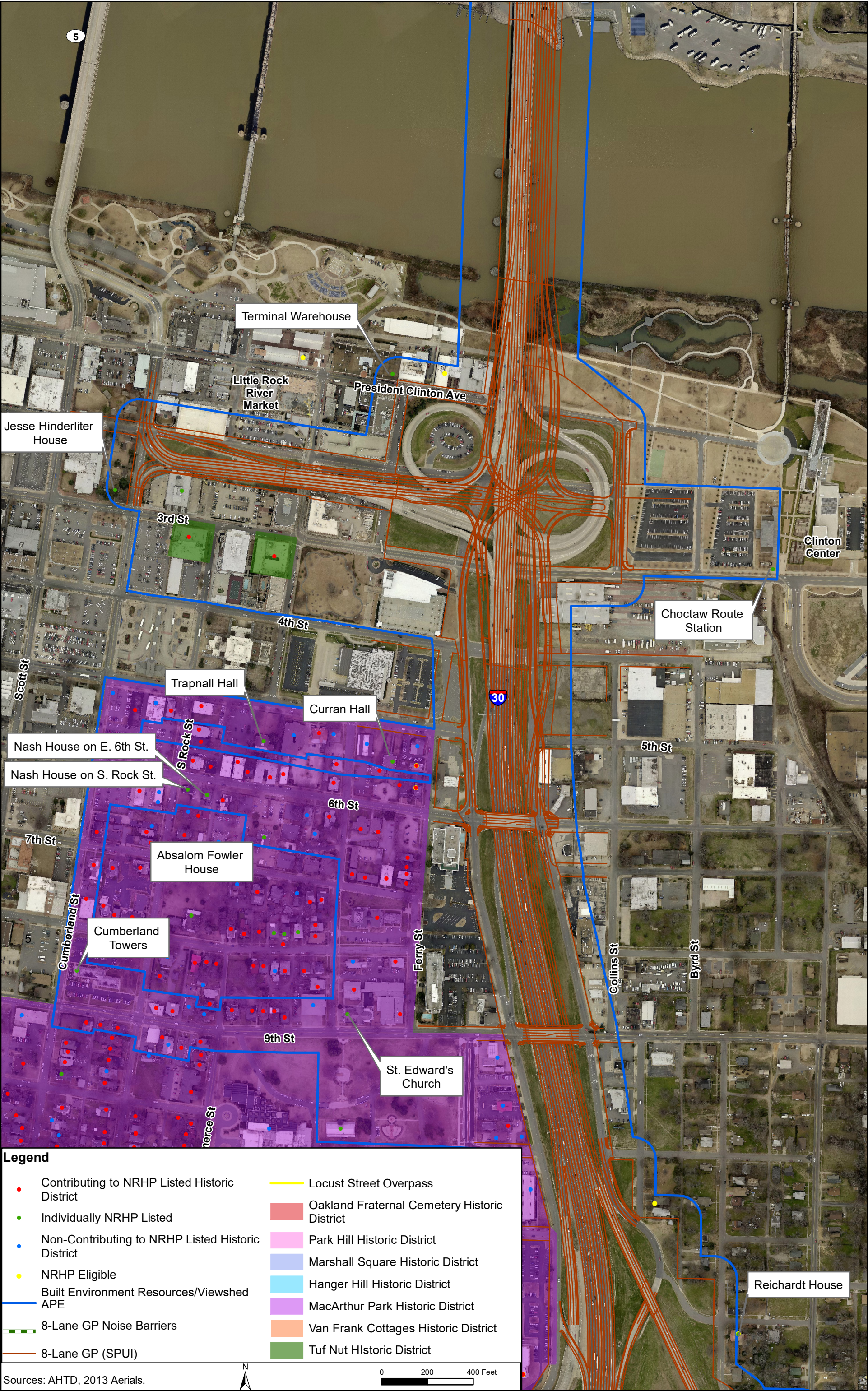
—

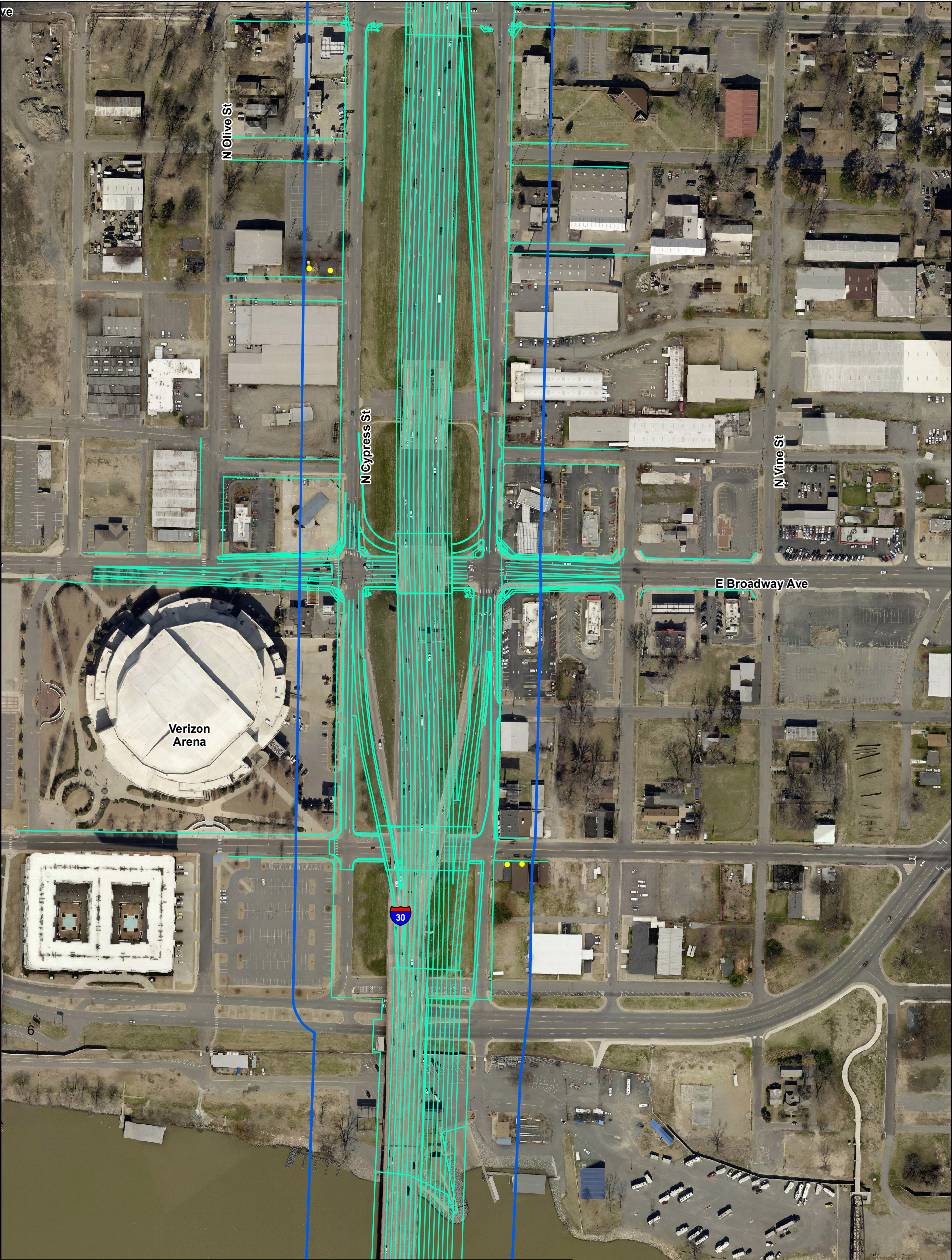
Van Frank Cottages Historic District

—

Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.





●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

8-Lane GP Noise Barriers

—

8-lane_Split_Diamond_02152018

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

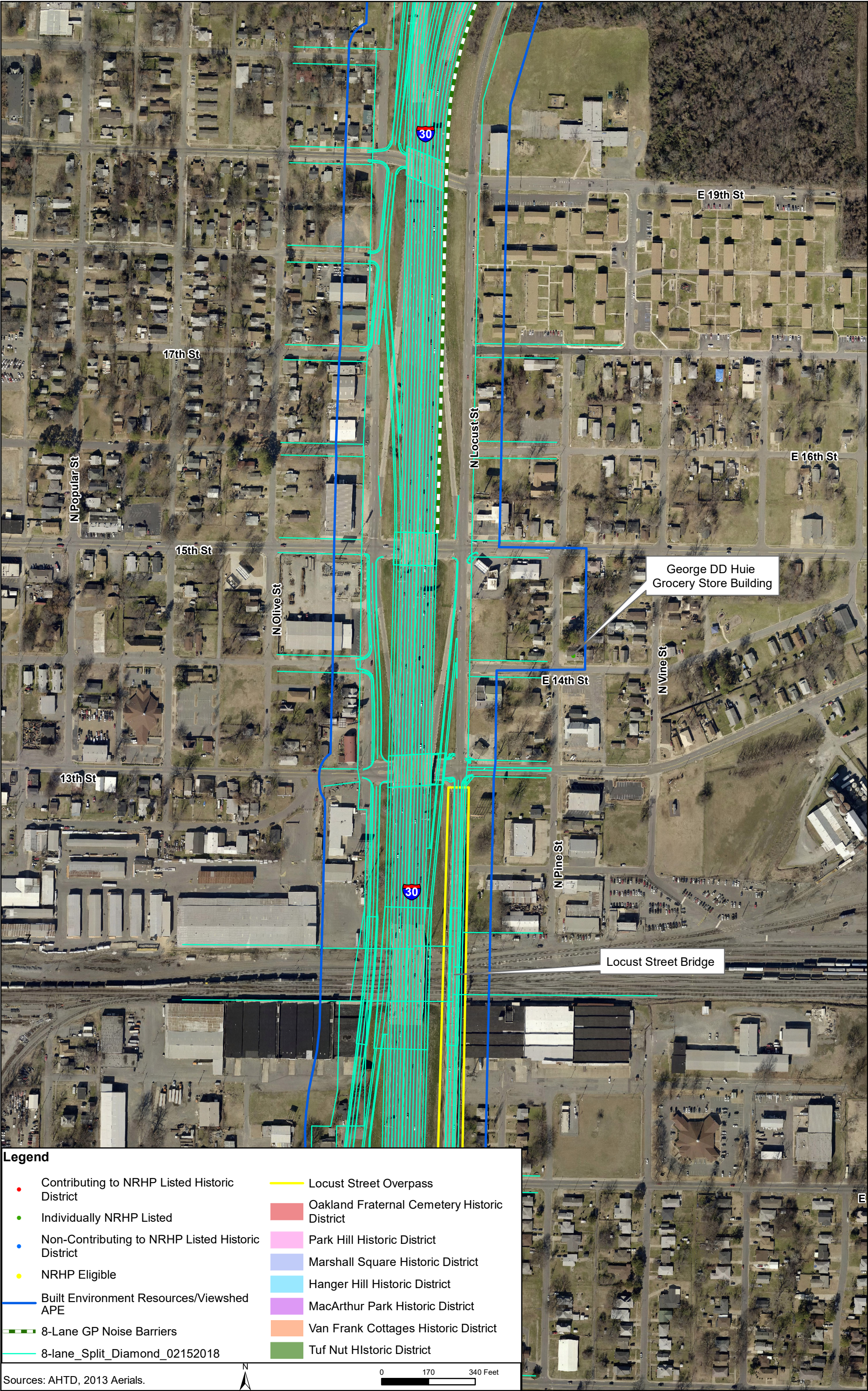
MacArthur Park Historic District

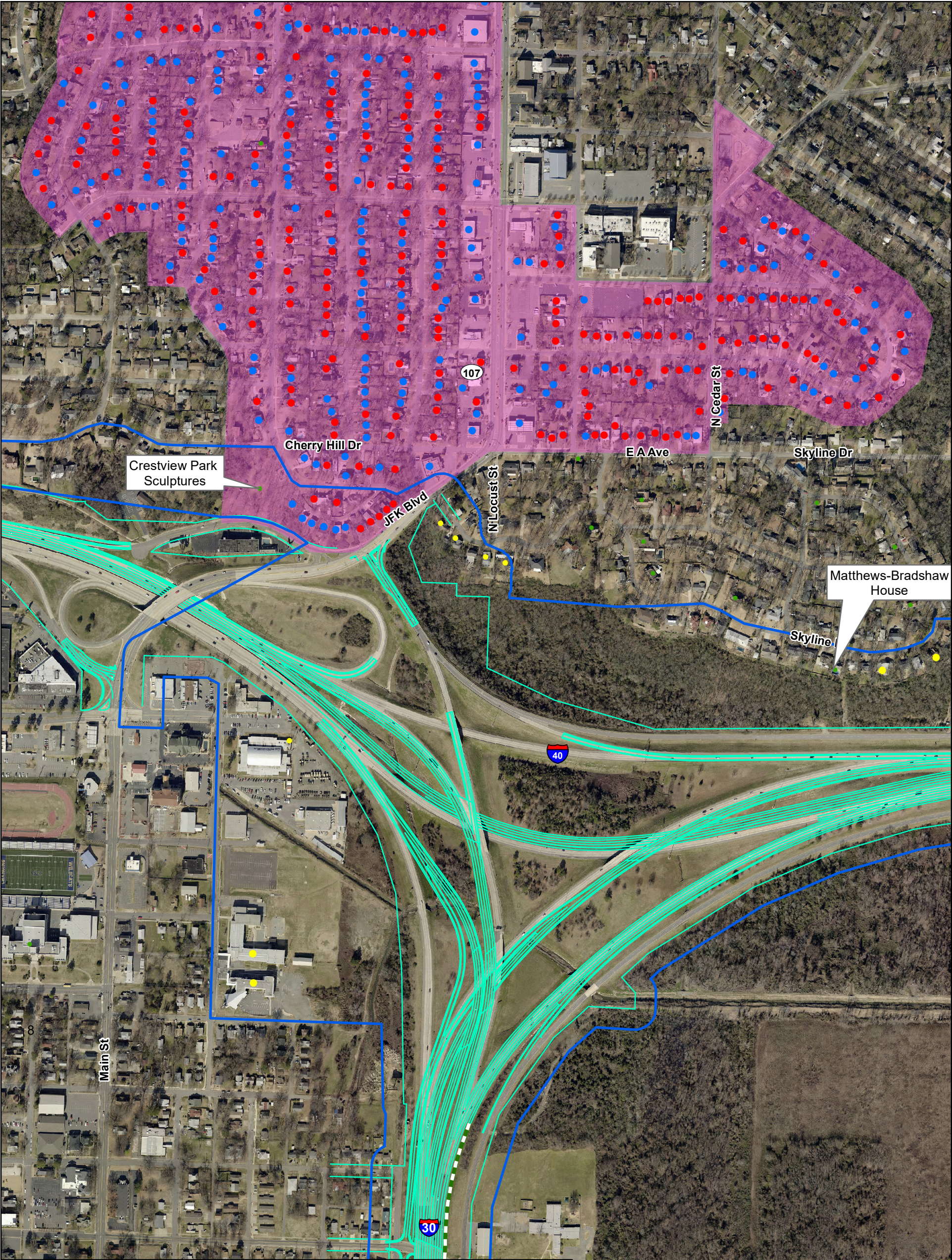
—

Van Frank Cottages Historic District

—

Tuf Nut Historic District





Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

8-Lane GP Noise Barriers

8-lane_Split_Diamond_02152018

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Hlstric District

Sources: AHTD, 2013 Aerials.

0250500 Feet

E 19th St

E 16th St

A-9

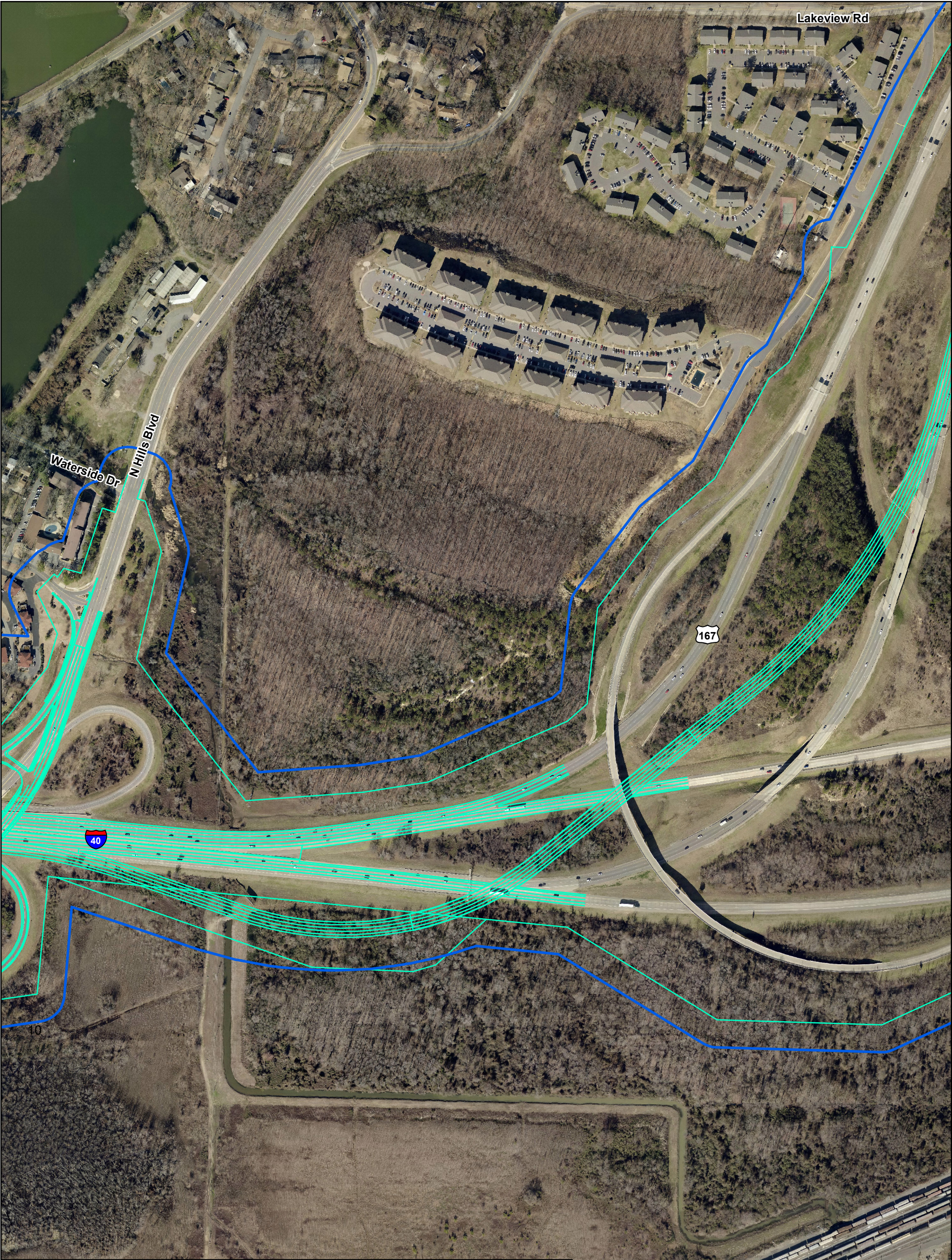


Legend	
●	Contributing to NRHP Listed Historic District
●	Individually NRHP Listed
●	Non-Contributing to NRHP Listed Historic District
●	NRHP Eligible
—	Built Environment Resources/Viewshed APE
—	8-Lane GP Noise Barriers
—	8-lane_Split_Diamond_02152018
—	Locust Street Overpass
■	Oakland Fraternal Cemetery Historic District
■	Park Hill Historic District
■	Marshall Square Historic District
■	Hanger Hill Historic District
■	MacArthur Park Historic District
■	Van Frank Cottages Historic District
■	Tuf Nut HlIstoric District

Sources: AHTD, 2013 Aerials.



0 230 460 Feet



●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

—

Built Environment Resources/Viewshed APE

—

8-Lane GP Noise Barriers

—

8-lane_Split_Diamond_02152018

—

Locust Street Overpass

—

Oakland Fraternal Cemetery Historic District

—

Park Hill Historic District

—

Marshall Square Historic District

—

Hanger Hill Historic District

—

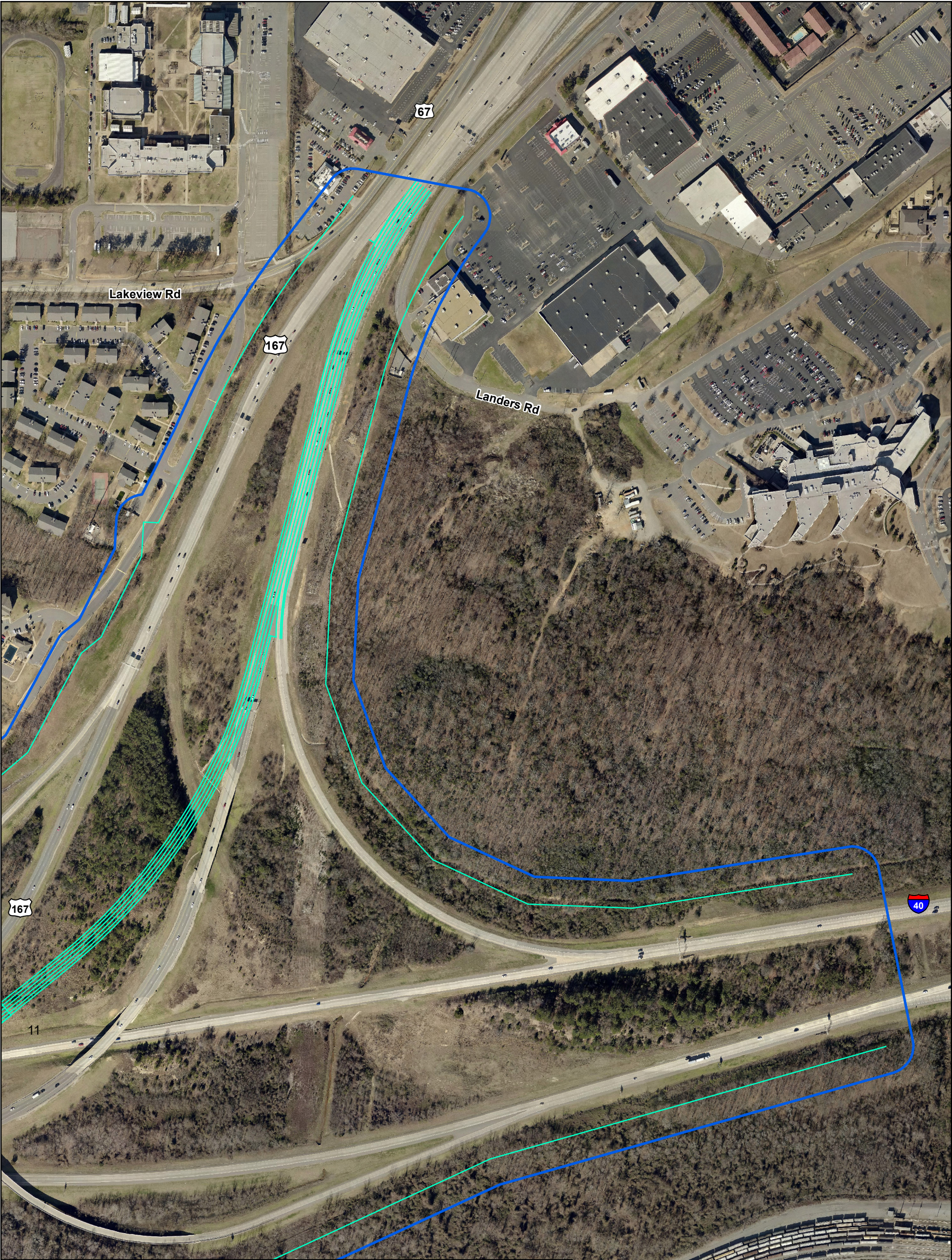
MacArthur Park Historic District

—

Van Frank Cottages Historic District

—

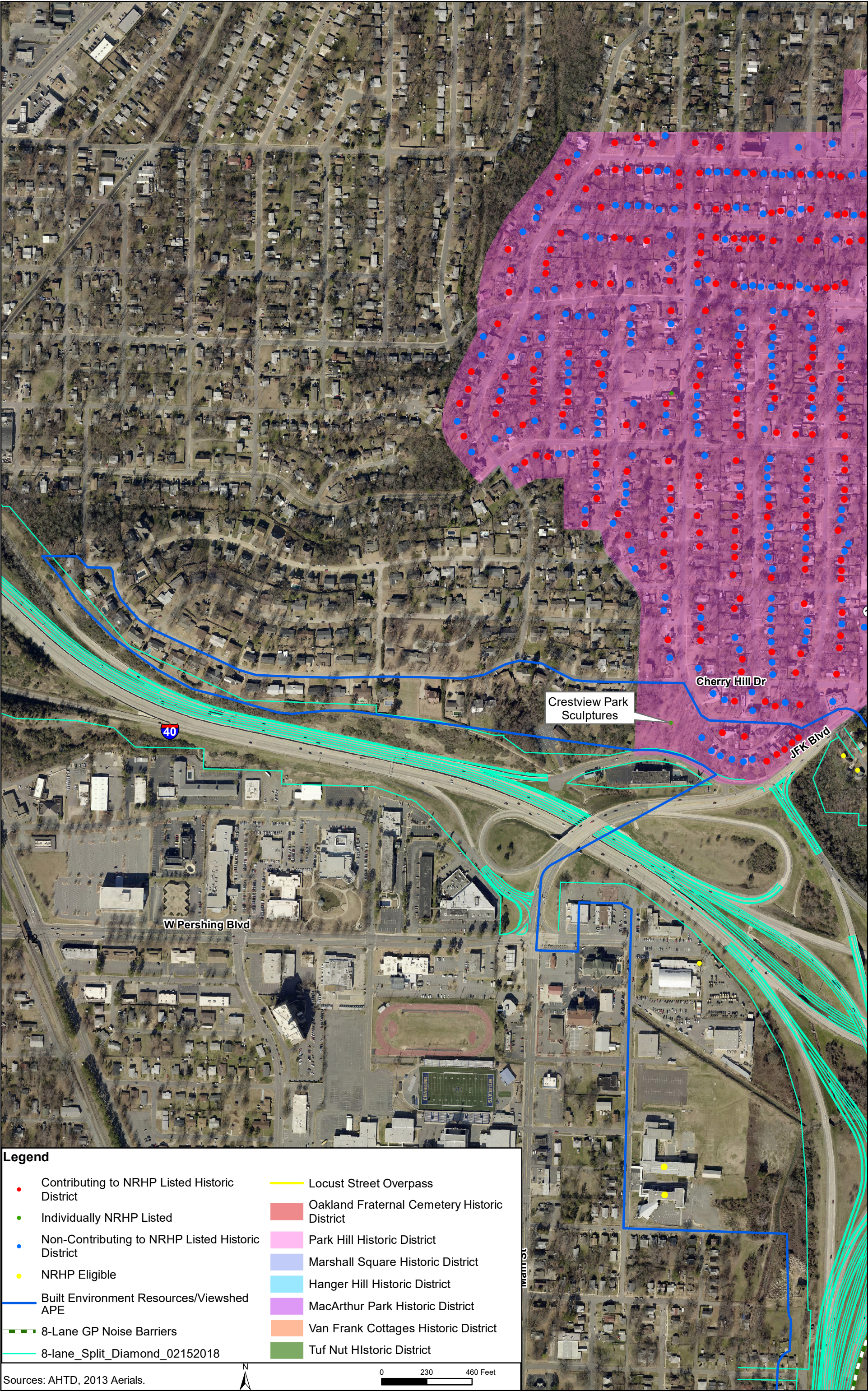
Tuf Nut Hlstric District

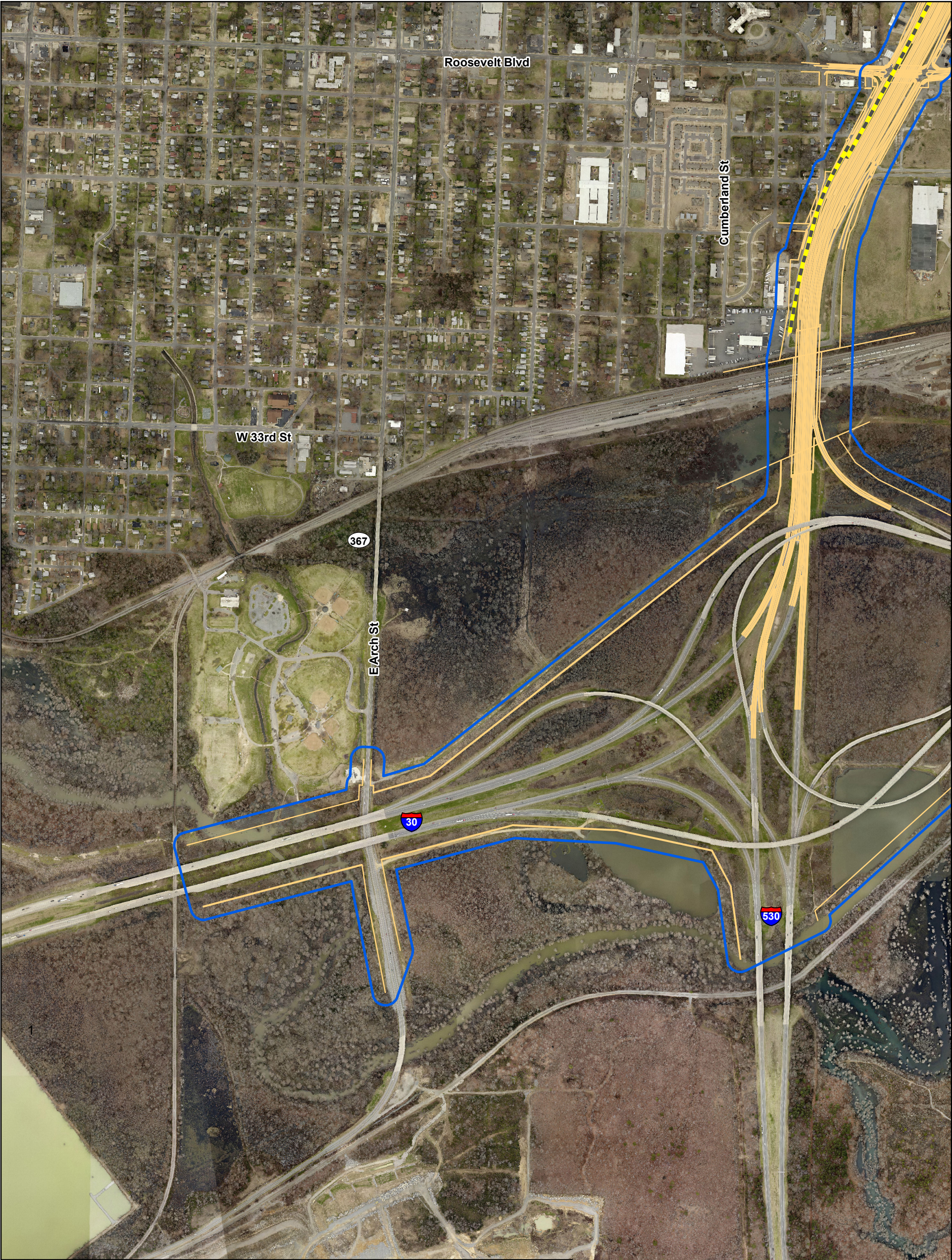


Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 8-Lane GP Noise Barriers
- 8-lane_Split_Diamond_02152018

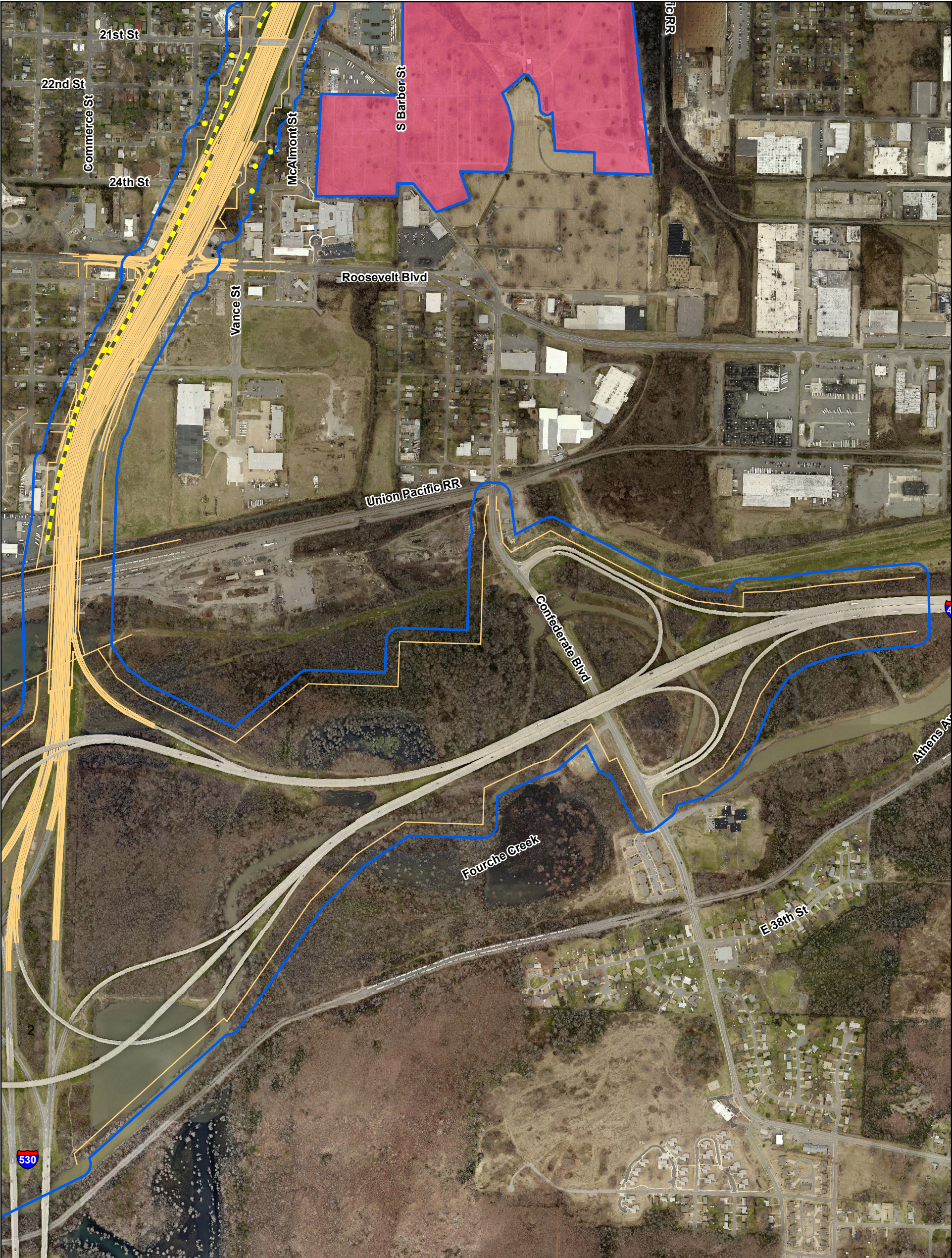
- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District





Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes
- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District



●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

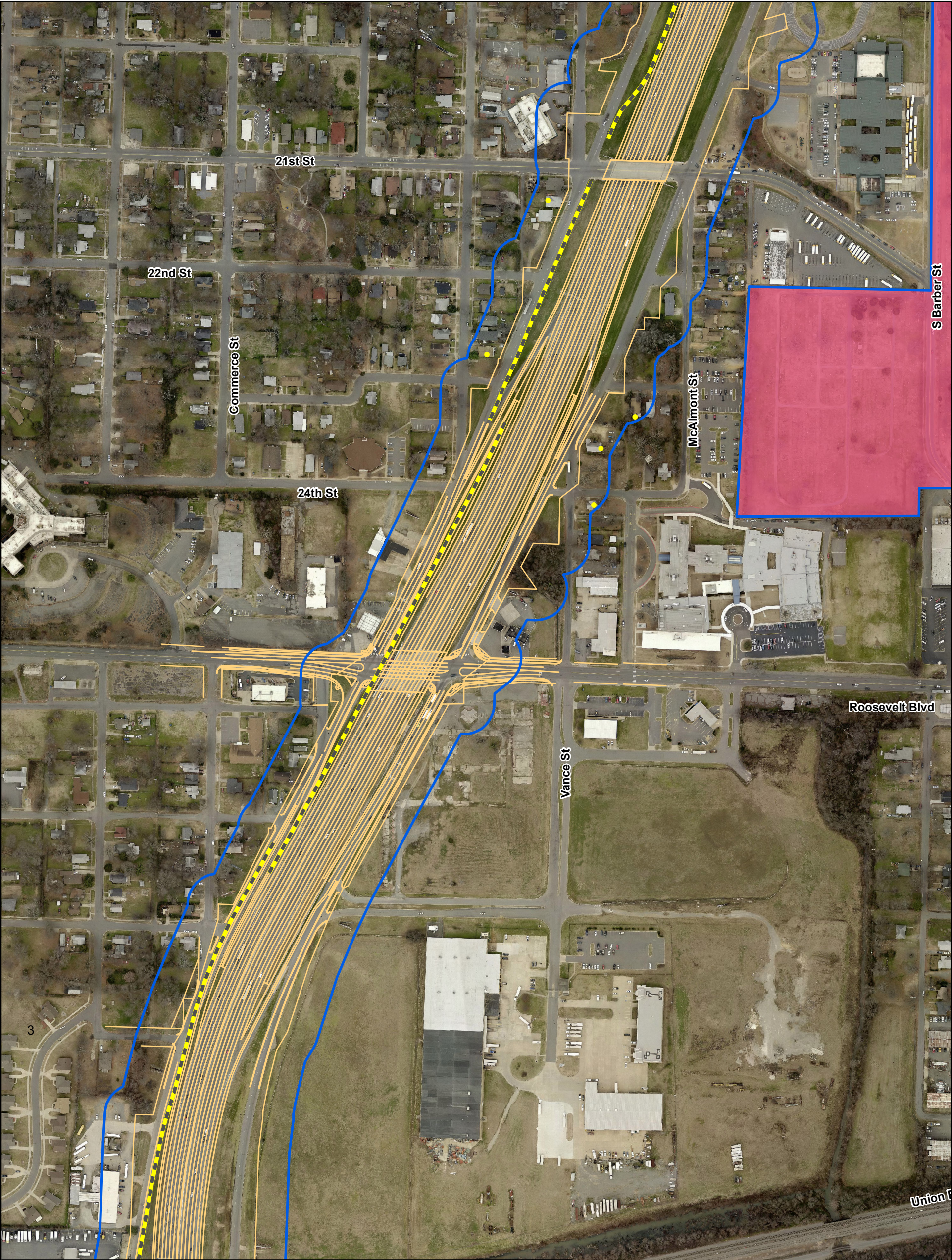
Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District



Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

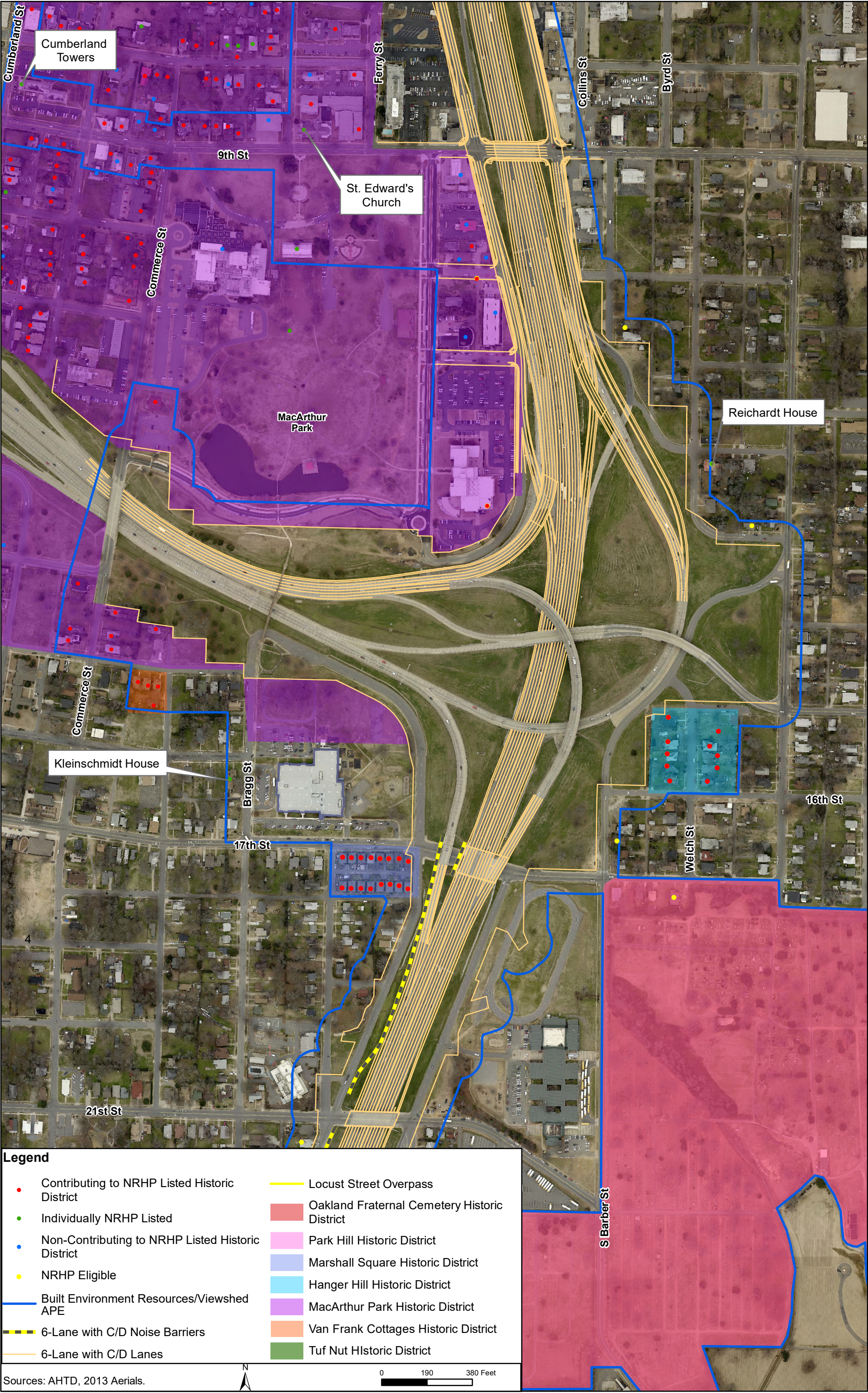
Van Frank Cottages Historic District

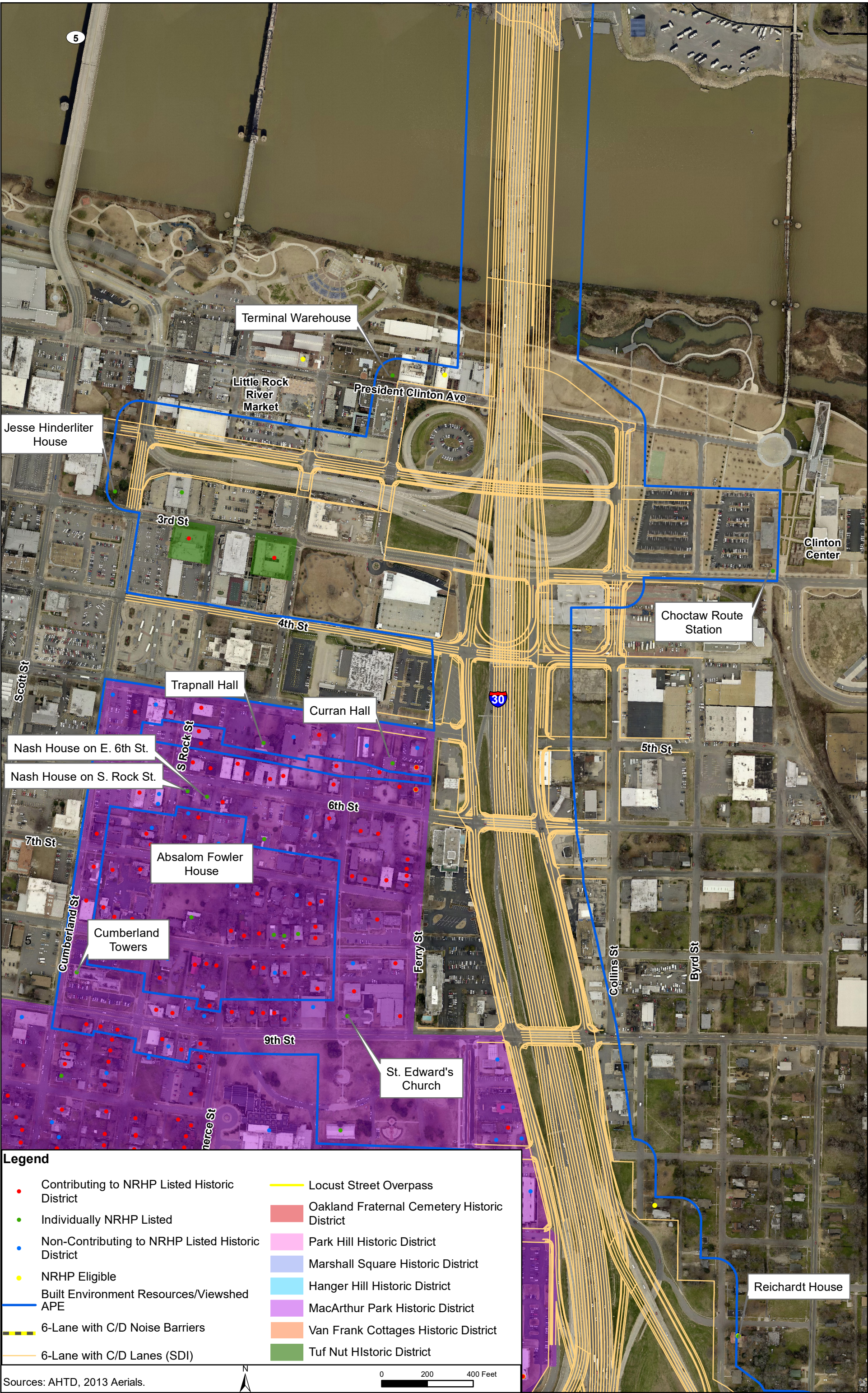
Tuf Nut Historic District

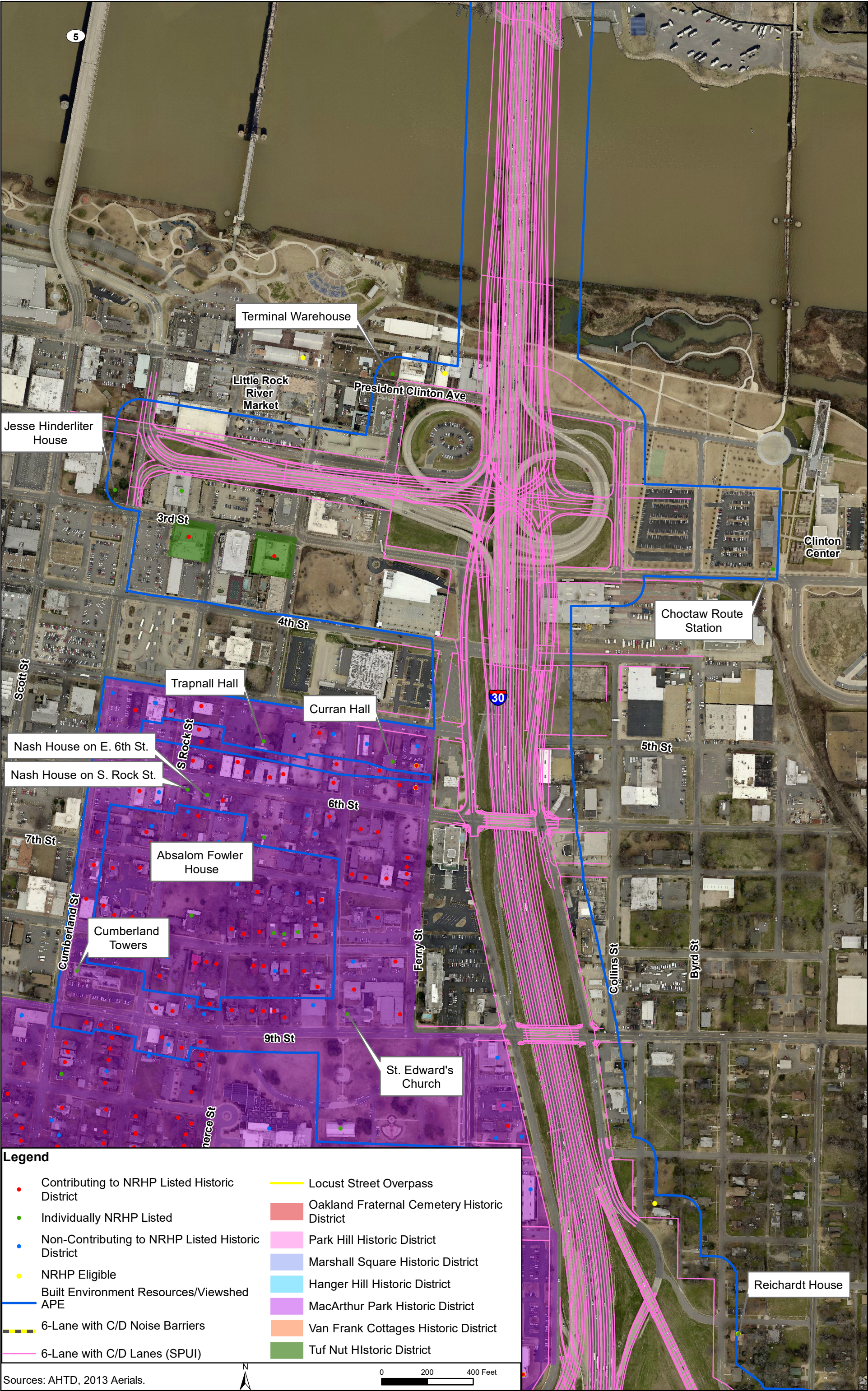
Sources: AHTD, 2013 Aerials.

0160320 Feet

A-16









●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

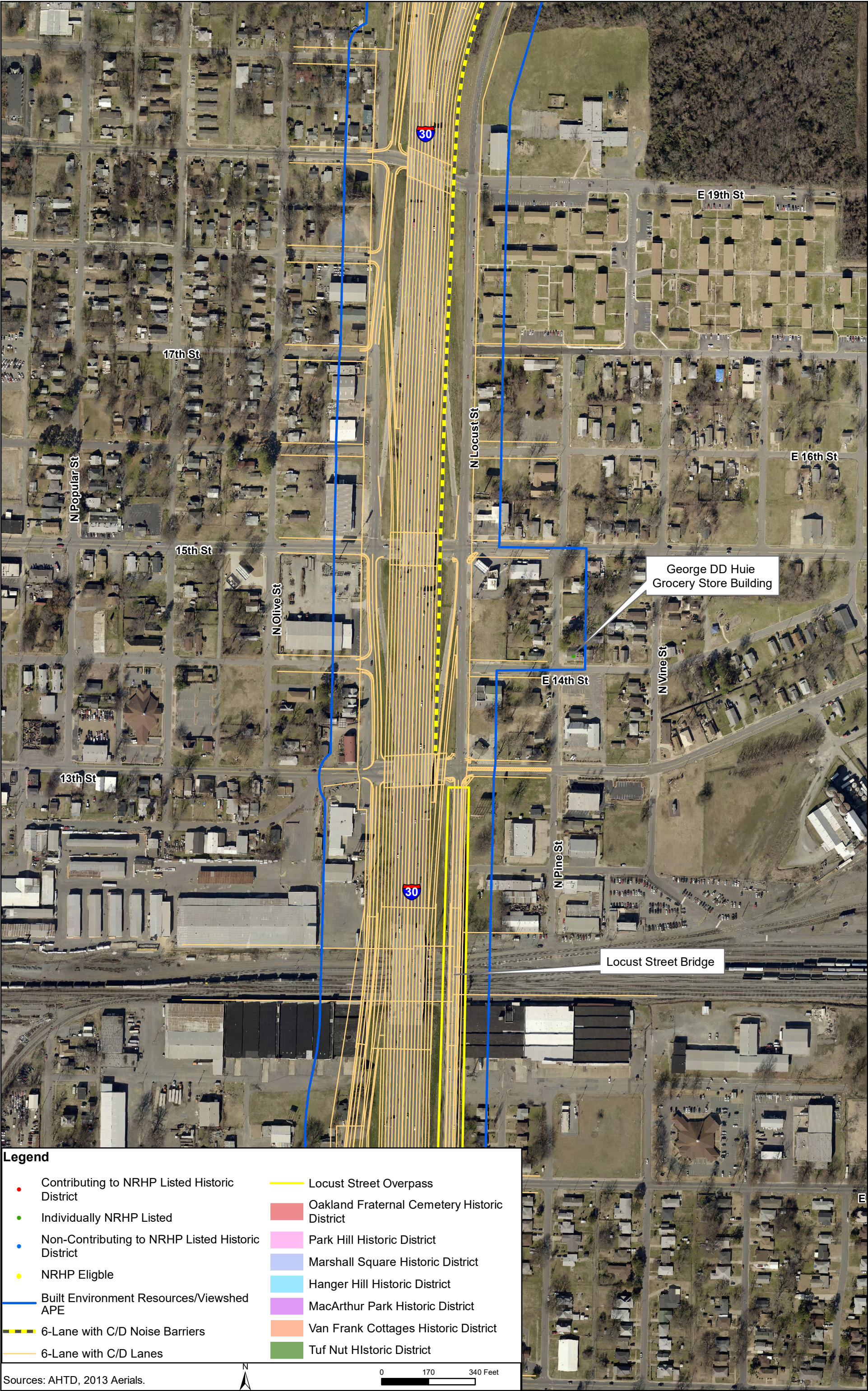
Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.

N

0130260 Feet

A-20



●

Contributing to NRHP Listed Historic District

●

Individually NRHP Listed

●

Non-Contributing to NRHP Listed Historic District

●

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

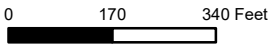
Hanger Hill Historic District

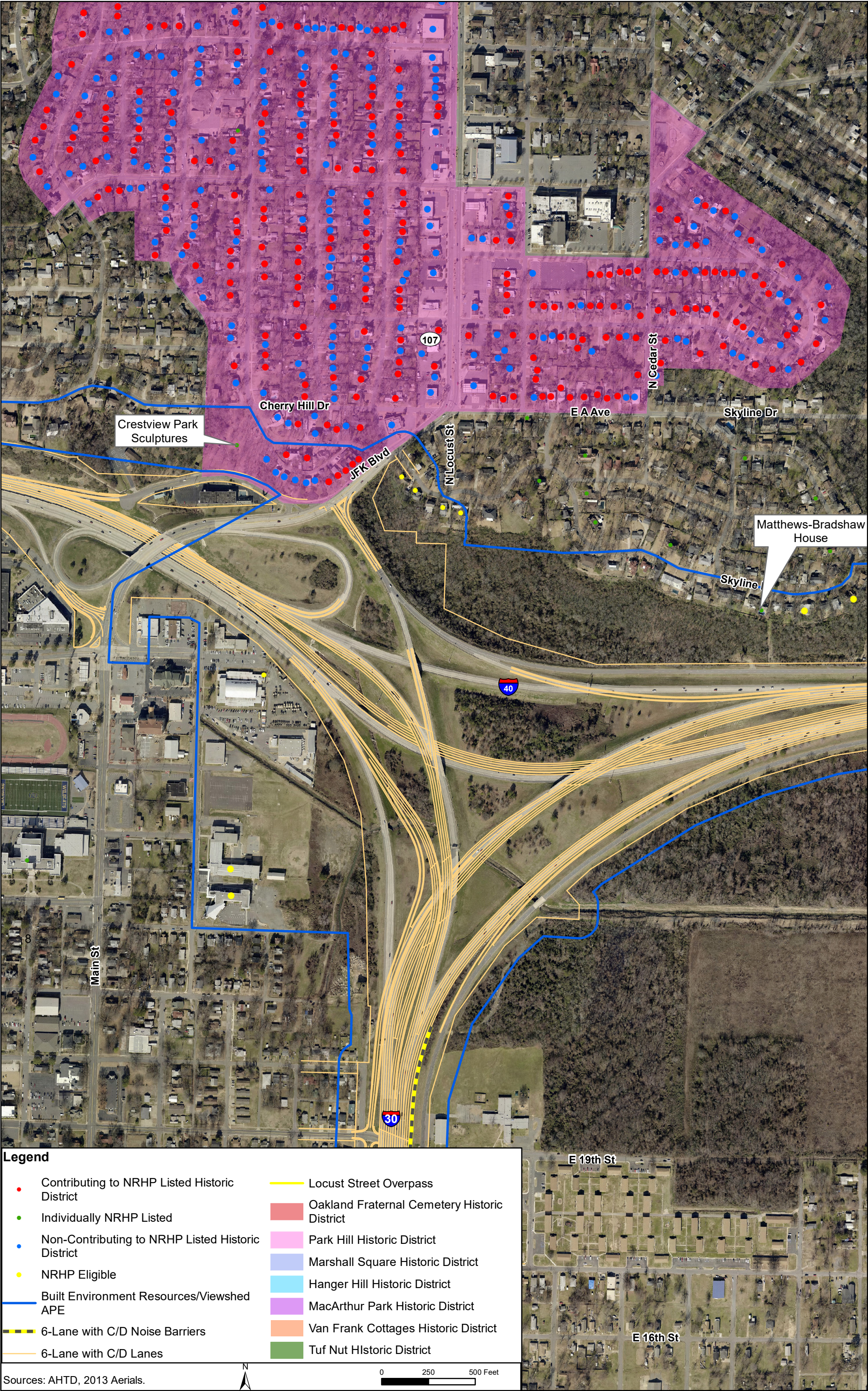
MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.









Contributing to NRHP Listed Historic District

Individually NRHP Listed

Non-Contributing to NRHP Listed Historic District

NRHP Eligible

Built Environment Resources/Viewshed APE

6-Lane with C/D Noise Barriers

6-Lane with C/D Lanes

Locust Street Overpass

Oakland Fraternal Cemetery Historic District

Park Hill Historic District

Marshall Square Historic District

Hanger Hill Historic District

MacArthur Park Historic District

Van Frank Cottages Historic District

Tuf Nut Historic District

Sources: AHTD, 2013 Aerials.

N

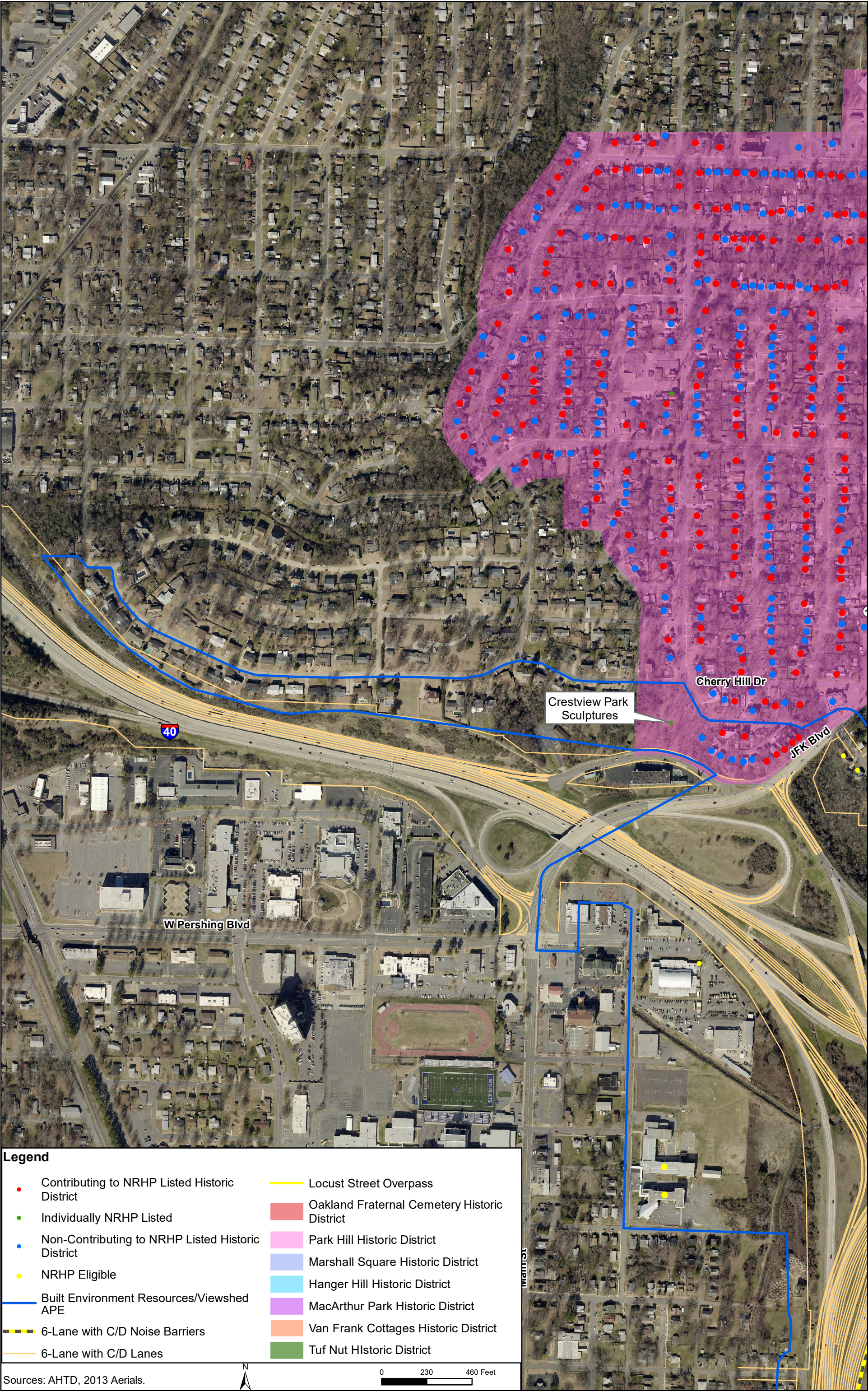
0180360 Feet

A-24



Legend

- Contributing to NRHP Listed Historic District
- Individually NRHP Listed
- Non-Contributing to NRHP Listed Historic District
- NRHP Eligible
- Built Environment Resources/Viewshed APE
- 6-Lane with C/D Noise Barriers
- 6-Lane with C/D Lanes
- Locust Street Overpass
- Oakland Fraternal Cemetery Historic District
- Park Hill Historic District
- Marshall Square Historic District
- Hanger Hill Historic District
- MacArthur Park Historic District
- Van Frank Cottages Historic District
- Tuf Nut Historic District



Appendix B

Traffic Methodology Memorandum



Volume Development Methodology

ARDOT JOB NO. CA0602

I-30 (From I-530/I-440 to I-40) and
I-40 (From Hwy. 365/MacArthur Dr. to Hwy. 67)
Pulaski County, Arkansas
February 2018



U.S. Department
of Transportation
**Federal Highway
Administration**



TABLE OF CONTENTS

1.0	INTRODUCTION	I
1.1	Existing Facility	1
1.2	Proposed Alternatives	4
1.2.1	No-Action Alternative	4
1.2.2	Action Alternatives	4
2.0	PURPOSE FOR VOLUME DEVELOPMENT REPORT	5
3.0	MAIN LANE AND RAMP VOLUME DEVELOPMENT	6
4.0	DOWNTOWN LITTLE ROCK VOLUME DEVELOPMENT	11
4.1	Peak Hour Volume Development	11
4.2	Daily Volume Development	15

FIGURES

Figure 1:	Project Location Map	2
Figure 2:	Area of Influence	3
Figure 3:	Main Lane Traffic Count Locations	7
Figure 4:	2041 Daily Flow of Traffic Entering North Terminal	9

TABLES

Table 1:	2041 Induced Demand	7
Table 2:	Vehicles Diverted to I-30 from Arterials to and from Downtown	8
Table 3:	Average Daily Traffic	10
Table 4:	Modifications to SPUI and SDI Schematics	14
Table 5:	Daily Traffic Volumes in Downtown Little Rock	15

APPENDICES

Appendix A	- Traffic Count Plan, Traffic Projection Plan and Traffic Forecast - 2015
Appendix B	- VISSIM Volumes from the Interstate Justification Report
Appendix C	- Refined Downtown Little Rock Volumes

1.0 INTRODUCTION

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

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

The 30 Crossing project will widen and reconstruct I-30 and I-40, and will include the replacement of the Arkansas River Bridge. Furthermore, the project will consolidate or eliminate many of the access points that contribute to the congestion and safety issues along the corridor.

Figure 1 represents the project limits, however, it does not represent the full extents of the area of influence. The area of influence includes not only the freeway corridor but also the ramps and the ramp terminals as shown in **Figure 2**, and the adjacent interchanges. Additionally, the Little Rock Downtown grid from Scott Street to I-30 was included in the volume development.

1.1 Existing Facility

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

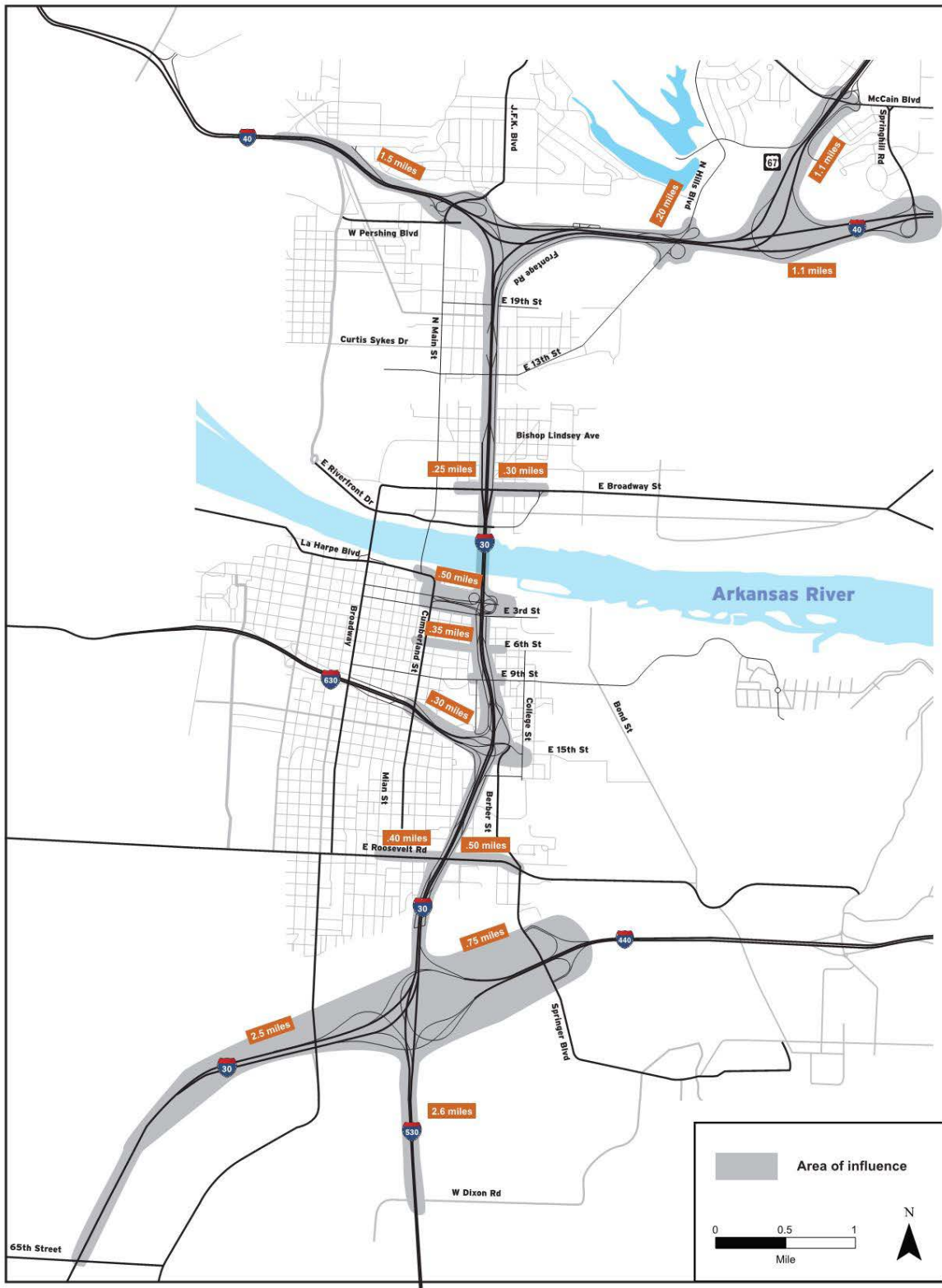
The I-30 corridor generally consists of three main lanes in each direction with parallel one-way discontinuous frontage roads on each side of the interstate. In the northern portion of the project limits, the I-40 corridor consists of three to four main lanes in each direction with parallel one-way frontage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

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

Figure 1: Project Location Map



Figure 2: Area of Influence



1.2 Proposed Alternatives

1.2.1 No-Action Alternative

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

1.2.2 Action Alternatives

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

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

The current Highway 10 (Cantrell Road) interchange provides direct access to the downtown business district of Little Rock. Its location, coupled with the Arkansas River Bridge and the I-30 interchange with I-630, creates a unique level of complexity. To balance various project goals, two interchange concepts are being considered for this interchange:

- An elevated Single Point Urban Interchange (SPUI) constructed in the same location as the current interchange;
- A Split Diamond Interchange (SDI) constructed south of the existing Highway 10 (Cantrell Road) interchange at 4th and 9th Streets.

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

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

2.0 PURPOSE FOR VOLUME DEVELOPMENT REPORT

The purpose of this report is to clarify the process used to develop traffic volumes for the 30 Crossing PEL and NEPA studies. The scope of the project and the required depth of analysis caused the traffic volume development process to be more complex than traditional traffic studies.

As PEL study transitioned into NEPA, the study area was expanded in order to evaluate the impact of each alternative to the Little Rock downtown area, induced demand from new locations was added to the I-30 traffic volumes, and the peak analysis periods were extended to capture the true periods of congestion. In addition, different growth rates were assumed for the interstate, ramps, and downtown streets, which led to data being acquired from disparate traffic models with different analysis periods. Combining data from these models, along with continued refinement of the proposed alternatives, resulted in an iterative process for final volume development.

This document describes the various data sources and analytical processes used to arrive at the final traffic volumes utilized in the study.

3.0 MAIN LANE AND RAMP VOLUME DEVELOPMENT

In 2014, ARDOT collected existing AM and PM peak hour traffic volumes to supplement existing traffic data in the study area. Intersection Turning Movement volumes were collected at 44 study intersections and 62 ramp terminals in the study area. ARDOT also collected 48-hour traffic data at three I-30/I-40 main lane locations, referred to as “A” count locations and described below.

- A1 I-40 between North Hills Boulevard Interchange and Highway 67 Interchange
- A2 I-30 between Broadway Street Interchange and Cantrell Road/Clinton Avenue Interchange (note: this count was performed north of the Arkansas River Bridge)
- A3 I-30 between Roosevelt Road Interchange and I-440 Interchange

The I-30/I-40 Traffic Count and Forecast Plan was developed in coordination with ARDOT. The initial traffic forecast was provided in Appendix F of the PEL Report and is attached to this document as **Appendix A**. The ARDOT Traffic Monitoring System Handbook (November 2013) was the primary resource used to develop the Traffic Count and Forecast Plan. This handbook offers procedures on traffic monitoring practices and techniques used by ARDOT staff and consultants providing traffic information for project design, planning studies, and environmental documentation. This handbook provides instructions for traffic forecasting, turning movement count forecasting, Equivalent Single Axle Load (ESAL) forecasting, testing and certification procedures for equipment, and the development of highway performance monitoring system data.

In addition to using ARDOT's procedures and data, Metroplan was consulted, and their regional travel demand model was used to help forecast traffic in the study corridor. The Metroplan travel demand model produced area-wide growth rates that were used in to develop the 'range' of forecast volumes as described below.

The base 2041 forecast for the study corridor was developed for an 8-lane facility at the beginning of the PEL study. Traffic forecasts were based on the CARTS travel demand model, ARDOT counts, historical trends, and the assumptions outlined in this document. To account for the effects of induced demand, the base 8-lane forecast volumes were adjusted. Interstate induced demand adjustments were derived using the CARTS travel demand model. Arterial cross street traffic was initially held constant in all forecasts, but was later adjusted as will be described later in this document.

In general, the I-30/I-40 main lane and ramp traffic volumes are estimated to increase approximately one percent per year through the 2041 design year. Surface street traffic crossing the interstate corridor is forecasted to grow at less than one percent per year (Source: Traffic Count Plan, Traffic Projection Plan and Traffic Forecast, CA0602 – I-30 / I-40 Widening & Rehabilitation Interstate 530 to Highway 67, December 10, 2014)

Table 1 below shows the induced demand adjustment factors that were used to develop forecasted 2041 traffic during the PEL and during the NEPA phase at each study count location (A1, A2 and A3 as shown **Figure 3**).

For example, and shown in the table below, at location A1 (shown in **Figure 3**), a 6-lane facility would have four percent less traffic demand than an 8-lane facility at that location. A 6-lane with C/D lanes would be expected to have two percent more traffic than the 8-lane facility base forecast, according to the Metroplan CARTS regional travel demand model. A1, A2 and A3 locations along the study corridor are shown in **Figure 3**. Induced demand during the PEL was added as additional through traffic.

Table 1: 2041 Induced Demand Adjustment Factors

Study Location	6-Lanes	8-Lanes	6-Lanes + CD
A1	-4%	Base	2%
A2	-12%	Base	6%
A3	-5%	Base	3%

Based on more detailed Metroplan modeling in the NEPA phase, additional induced demand was added to I-30 due to traffic being diverted from the Broadway and Main Street river crossings into and out of downtown Little Rock as well as additional traffic drawn to the I-30 corridor from the south.

Table 2 on the following page summarizes the additional induced demand on I-30 added to the local ramps and I-30 corridor. The volumes shown in this table were manually added to the main lane and ramp volumes.

Figure 3: Main Lane Traffic Count Locations



Table 2: Vehicles Diverted to I-30 from Arterials to and from Downtown

	AM Peak			
	To/From West of North Terminal		To/From South Terminal or I-630	
Model	Inbound WB	Outbound EB	Inbound EB	Outbound WB
6-Lane with C/D SDI	303	146	198	70
8-Lane GP with SDI	229	115	116	45
6-Lane with C/D SPUI	335	149	90	26
8-Lane GP with SPUI	97	52	54	15
	PM Peak			
	To/From West of North Terminal		To/From South Terminal or I-630	
Model	Inbound WB	Outbound EB	Inbound EB	Outbound WB
6-Lane with C/D SDI	73	192	180	202
8-Lane GP with SDI	73	149	153	136
6-Lane with C/D SPUI	73	135	38	85
8-Lane GP with SPUI	21	38	23	58

Figure 4 shows the estimated traffic flows from Metroplan's regional CARTS model. This represents the type of data used to develop the traffic forecasts used in the study.

9

AM and PM peak hour traffic volumes from the Interstate Justification Report (IJR) that correspond with the VISSIM models are provided in **Appendix B** for the following scenarios.

- 2014 Existing
- 2041 No-Action
- 2041 8-Lane Action Alternatives
 - Action Alternative 1A: 8-Lane GP with SPUI Action Alternative
 - Action Alternative 1B: 8-Lane GP with SDI Action Alternative
- 2041 6-Lane+C/D Action Alternative
 - Action Alternative 2A: 6-Lane with C/D Lanes with SPUI Action Alternative
 - Action Alternative 2B: 6-Lane with C/D Lanes with SDI Action Alternative

Table 3 summarizes the existing and forecasted average daily traffic (ADT) at three locations in the corridor.

Table 3: Average Daily Traffic

	A1 I-40 east of North Hills Blvd. Interchange	A2 Arkansas River Bridge	A3 I-30 south of Roosevelt Interchange
* Existing	124,000	123,000	100,000
2041 No-Action	153,000	153,000	119,000
8-Lane GP with SPUI	155,000	166,000	128,000
8-Lane GP with SDI	157,000	168,000	129,000
6-Lane with C/D Lanes with SPUI	159,000	182,000	131,000
6-Lane with C/D Lanes with SDI	159,000	182,000	133,000

Notes:

* The latest ADT available is 2016

Future ADTs are estimated based on peak hour traffic volumes in the 30 Crossing IJR, Appendix B, Traffic Results, Traffic Volume Attachment 1

4.0 DOWNTOWN LITTLE ROCK VOLUME DEVELOPMENT

Data collected for downtown Little Rock included 24-hour turning movement counts in 15-minute increments. The following information discusses the use of this data to develop the peak hour turning movement volumes at each intersection as well as the daily volumes along the downtown corridors.

4.1 Peak Hour Volume Development

Early in the PEL process, the peak hours for the 30 Crossing study were determined to be 7:15-8:15 AM and 4:30-5:30 PM. All peak hour volume development and analyses maintained these two time periods.

During the PEL process, the modifications developed for the interchange improvements in downtown Little Rock resulted in traffic patterns that closely mimicked the existing traffic patterns. Because of this, the existing turning movement counts compiled for the Traffic Forecast were adequate to evaluate the impact to downtown Little Rock. The locations where turning movement count data was collected are listed below:

- Markham Street/President Clinton Avenue at Cumberland Street/LaHarpe Boulevard (2014)
- 2nd Street at Scott Street (2014)
- 2nd Street at Cumberland Street (2014)
- 2nd Street at SB Frontage Road (2014)
- 2nd Street at Mahlon Martin Street (2014)
- 3rd Street at Cumberland Street (2014)
- 3rd Street at SB Frontage Road (2014)
- 3rd Street at Mahlon Martin Street (2014)
- 6th Street at SB Frontage Road (2014)
- 6th Street at NB Frontage Road (2014)
- 9th Street at SB Frontage Road (2014)
- 9th Street at NB Frontage Road (2014)
- WB Frontage Road at Cumberland Street (2014)
- EB Frontage Road at Cumberland Street (2014)

Once the NEPA phase began, modifications to the PEL diverging diamond interchange were made. As these various options were developed, additional data was compiled.

First, the peak hour traffic data from the City of Little Rock's Synchro models was reviewed. While this data is not current, it was useful in developing balanced traffic volumes by providing information on existing patterns. This information included turning movement count data at the following intersections:

- Capitol Avenue at Cumberland Street (2003)
- 6th Street at Cumberland Street (2003)
- 7th Street at Scott Street (2003)

- 7th Street at Cumberland Street (2003)
- 8th Street at Cumberland Street (2003)

Next, the traffic data from the Broadway Bridge Project was reviewed. The Broadway Bridge project turning movement count data included the following intersections:

- Markham Street at Scott Street (2011)
- 3rd Street at Scott Street (2011)
- 4th Street at Scott Street (2011)
- 4th Street at Cumberland Street (2011)
- Capitol Avenue at Scott Street (2013)
- 6th Street at Scott Street (2013)

Additional turning movement count data was received from ARDOT for intersections within the expanded area of the downtown network. The data included pedestrian volumes for intersections analyzed in the pedestrian safety study. This data included the following intersections:

- President Clinton Avenue at River Market Avenue (2015)
- President Clinton Avenue at Sherman Street (2015)
- President Clinton Avenue at Mahlon Martin Street (2015)
- 2nd Street at River Market Avenue (2015)
- 2nd Street at Sherman Street (2015)
- 3rd Street at River Market Avenue (2015)
- 3rd Street at Sherman Street (2015)
- 3rd Street at NB Frontage Road (2015)
- 4th Street at Rock Street (2016)
- 4th Street at River Market Avenue (2016)
- Capitol Avenue at Rock Street (2016)
- Capitol Avenue at River Market Avenue (2016)
- Capitol Avenue at Sherman Street (2016)
- 6th Street at Rock Street (2016)
- 6th Street at Sherman Street (2016)
- 9th Street at Scott Street (2017)
- 9th Street at Cumberland Street (2017)
- 9th Street at Rock Street (2016)
- 9th Street at Commerce Street (2016)
- 9th Street at Sherman Street (2016)

As noted in the **Main Lane and Ramp Volume Development** section of this document, the regional travel demand model (CARTS model) provided by Metroplan was consulted for development of the downtown Little Rock volumes for the following alternatives:

- 2014 Existing
- 2041 No-Action

- 2041 8-Lane Action Alternatives
 - Action Alternative 1A: 8-Lane GP with SPUI Action Alternative
 - Action Alternative 1B: 8-Lane GP with SDI Action Alternative
- 2041 6-Lane+C/D Action Alternative
 - Action Alternative 2A: 6-Lane with C/D Lanes with SPUI Action Alternative
 - Action Alternative 2B: 6-Lane with C/D Lanes with SDI Action Alternative

It should be noted the CARTS model provides a daily traffic assignment, whereas, this forecasting exercise was focused on peak hour volumes to be used in the Synchro and VISSIM models. As a result, the Action Alternative volume development was an iterative process as outlined below.

- Tabulate the CARTS model daily traffic assignments for each alternative on the ramps into downtown Little Rock and each street segment
- Determine the daily volume change (by percent) between the No-Action and Action Alternatives
- Apply the percent change in daily volumes to the peak hour volumes along the ramps and street grid
- Determine the traffic volume attracted to or diverted from the Broadway and Main Street Bridges for the Action Alternatives
 - Estimate the volume changes on ramps and the downtown Little Rock street grid
- Evaluate the Action Alternatives using Synchro software
- Redistribute the peak hour volumes based on Synchro results
 - If gridlock occurred, the volumes were adjusted
 - Verify that gridlock no longer occurred (typically accomplished in one iteration)
- Apply the peak hour volume adjustments to the VISSIM origin-destination tables
- Evaluate the Action Alternatives using VISSIM software
- Redistribute the peak hour volumes based on VISSIM results
 - If gridlock occurred, the volumes were adjusted
 - Verify that gridlock no longer occurred (typically accomplished in one iteration)

This methodology resulted in additional traffic added to the ramps to/from downtown Little Rock. The results of the volume changes at the ramps were previously shown in **Table 2** of this document. The system wide changes for the study area are shown in **Appendix B** of this document and were also reported in the IJR.

As refinement has continued for the two interchange options, the modifications shown in **Table 4** have been made to the schematics. These changes resulted in the additional modifications to the downtown Little Rock traffic volumes. Note these changes did not impact the ramp volumes to/from downtown Little Rock.

Table 4: Modifications to SPUI and SDI Schematics

	Original	Revised
SPUI	The southbound ramp touched down to 6 th Street.	The southbound ramp touches down to Capitol Avenue, thus some traffic is diverted away from 6 th Street to Capitol Avenue
SDI	Cumberland Street was modified to allow for two-way movement to 6 th Street.	There are no modifications or improvements to the striping on Cumberland south of 3 rd Street
	Cumberland Street was re-striped to optimize the number lanes in each direction	
	4 th Street was re-striped to provide three 11-ft lanes in the eastbound direction without any two-way traffic	4 th Street is re-striped for two-lanes in the eastbound direction and one-lane in the westbound direction
	Capitol Avenue was re-striped to provide southbound Frontage Road to westbound movement – this included right-in/right-out movements at the Frontage Road and an additional westbound lane at Cumberland Street	There are no modifications or improvements to Capitol Avenue other than a signal at the intersection of the southbound Frontage Road and Capitol Avenue
	6 th Street was re-striped to provide two 11-ft lanes in the westbound direction without any two-way traffic	There are no modifications or improvements to 6 th Street
	2 nd Street between Sherman Street and Mahlon Martin Street was removed	2 nd Street is improved to two-lanes in each direction from Cumberland Street to Mahlon Martin Street
		Mahlon Martin Street is widened to three lanes north of 2 nd Street and four lanes south of 2 nd Street including an extension to 4 th Street

Due to the schematic refinements listed in **Table 4**, the traffic volumes in downtown Little Rock were revised for the 6-Lane with C/D Lanes with SPUI and 6-Lane with C/D Lanes with SDI Action Alternatives. The 8-lane GP models were not re-evaluated since the highest volumes entering the downtown grid from the I-30 ramps are in the 6+CD models (refer to **Table 3**).

For the 6-Lane with C/D Lanes with SPUI Action Alternative, some of the volume that originally used 6th Street will now divert to Capitol Avenue due to the relocation of the southbound ramp. For the 6-Lane with C/D Lanes with SDI Action Alternative, improvements to 2nd Street and 4th Street and the lack of improvements to Cumberland Street, Capitol Avenue, and 6th Street under the revised conditions, will result in traffic diverting from Capitol Avenue and 6th Street to 2nd Street and 4th Street.

The traffic refinements did not affect the main lane and ramp volumes in the study area, therefore, VISSIM models were not updated for these changes. However, the changes in the downtown grid were analyzed using Synchro software. This software is typically used in developing signal timings for corridors, thus it is the appropriate software to use in the downtown grid.

As part of the volume development update, the Existing and 2041 No-Action traffic volume models were expanded to cover the same intersections as the Action Alternatives. The revised downtown Little Rock volumes are included in **Appendix C**.

4.2 Daily Volume Development

After the peak hour volumes were revised, ARDOT requested information on the changes in daily traffic volumes. Using the revised peak hour volumes and the raw data collected, daily volumes along several downtown streets were calculated. The Existing, 2041 No-Action, 6-Lane with C/D Lanes with SPUI, and 6-Lane with C/D Lanes with SDI daily traffic volumes in downtown Little Rock are shown in **Table 5**.

Table 5: Daily Traffic Volumes in Downtown Little Rock

Location	Existing	No-Action	6+CD SPUI	6+CD SDI
2nd Street - b/t River Market & Sherman Street	3,000	4,000	2,900	14,000
3rd Street - b/t River Market & Sherman Street	4,200	5,800	4,000	11,000
4th Street - b/t River Market & Sherman Street	2,100	2,100	3,600	12,000
Capitol Avenue - b/t River Market & Sherman Street	2,900	3,100	5,100	5,000
6th Street - b/t Rock & Sherman Street	3,600	4,800	4,800	4,800
9th Street - b/t Commerce & Sherman Street	8,100	9,900	9,700	9,500
Cumberland Street - b/t President Clinton & 2nd Street	18,500	24,500	26,000	19,000
Cumberland Street - b/t 2nd Street & 3rd Street	8,300	8,900	3,600	16,500
Cumberland Street - b/t 3rd Street & 4th Street	5,100	5,100	2,700	13,500
Cumberland Street - b/t 4th Street & Capitol Avenue	3,600	4,000	2,000	4,100
Cumberland Street - b/t Capitol Avenue & 6th Street	2,400	2,700	2,300	2,300
Cumberland Street - b/t 6th Street & 7th Street	2,100	2,600	2,600	2,600
Cumberland Street - b/t 7th Street & 8th Street	1,900	2,300	2,300	2,300
Cumberland Street - b/t 8th Street & 9th Street	1,700	2,000	2,000	2,000

The methodology for converting the peak hour volumes to daily volumes was as follows:

- Determine the proportion of daily traffic occurring in an hour (K factor) using the pre-balanced (raw) traffic counts

- Convert the peak hour volumes (7:15-8:15 AM and 4:30-5:30 PM) volumes to even hour volumes (7:00-8:00 AM and 4:00-5:00 PM) by dividing the peak hour volume by the raw volume for the same time period and multiplying by the full hour raw volume
- Ratio the remaining hourly volumes based on the K factor per hour and the calculated 7:00-8:00 AM and 4:00-5:00 PM volumes.
 - Midnight-7:00 AM volumes utilized only the 7:00-8:00 AM calculated volumes
 - 8:00 AM-4:00 PM volumes utilized a proportionate amount of the 7:00-8:00 AM and 4:00-5:00 PM calculated volumes
 - 6:00 AM-Midnight volumes utilized only the 4:00-5:00 PM calculated volumes

The exception to the above methodology was 2nd Street in the 6-Lane with C/D Lanes with SDI Action Alternative. The current volumes on 2nd Street are relatively low and are fairly consistent throughout the day. Using the existing K factors for each hour of the day for this alternative resulted in very high non-peak hour volumes and thus skewed daily volumes. Thus, to develop the daily volumes for 2nd Street, the existing I-30 Ramp to Cumberland K factors were used.

Appendix C

Effects Analysis Table

Table C-1. Effects Analysis

AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
Little Rock			
PU3118 (E)	Reichardt House 1201 Welch Street	No Adverse Effect	No Adverse Effect
PU3164 (O)	Terminal Warehouse Building 500 President Clinton Avenue	No Adverse Effect	No Adverse Effect
PU3135 (O)	Jesse Hinderliter House 214 East 3rd Street, Historic Arkansas Museum	No Adverse Effect	No Adverse Effect
10 (O)	2401 Vance Street	No Adverse Effect	No Adverse Effect
13 (O)	2315 Vance Street	No Adverse Effect	No Adverse Effect
15 (O)	815 East 23rd Street	No Adverse Effect	No Adverse Effect
17 (O)	2221 Bragg Street	No Adverse Effect	No Adverse Effect
24 (O)	2104 Vance Street	No Adverse Effect	No Adverse Effect
40 (O)	1613 Barber Street	No Adverse Effect	No Adverse Effect
42 (O)	1118 East 13th Street	No Adverse Effect	No Effect
46 (E)	1015 Barber Street	No Adverse Effect	No Adverse Effect
198 (E)	1123 East 17th Street	No Adverse Effect	No Adverse Effect
PU3139	Choctaw Route Station 1010 East 3rd Street	No Adverse Effect	No Adverse Effect
PU3465 (O)	Clinton Foundation 610 President Clinton Avenue	No Effect	No Adverse Effect
PU5892	Oakland Fraternal Cemetery Historic District 2101 Barber Avenue	No Adverse Effect	No Adverse Effect
PU10023	Kleinschmidt House 621 East 16th Street	No Adverse Effect	No Adverse Effect
MacArthur Park Historic District PU9768 (O)		No Adverse Effect	No Adverse Effect
PU2777 (E)	Curran Hall 615 East Capitol Avenue	No Adverse Effect	No Adverse Effect
PU2781 (E)	Rainwater Building 519 East Capitol Avenue	No Adverse Effect	No Adverse Effect
PU2782 (E)	Trapnall Hall 423 East Capitol Avenue	No Adverse Effect	No Adverse Effect
PU2783 (E)	Voss Apartment Building 401 East Capitol Avenue	No Adverse Effect	No Adverse Effect

Table C-1. Effects Analysis

AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
PU2784 (E)	Whitlow Apartments 500 South Rock Street	No Adverse Effect	No Adverse Effect
PU2787 (E)	Bracy-Manning House 620 East 6th Street	No Adverse Effect	No Adverse Effect
PU2788 (E)	Cherry-Hall House 610 East 6th Street	No Adverse Effect	No Adverse Effect
PU2791 (E)	Florentine Apartments 524 East 6th Street	No Adverse Effect	No Adverse Effect
PU2792 (E)	Caroline Apartments 504 East 6th Street	No Adverse Effect	No Adverse Effect
PU2793 (E)	St. Clair Apartments 500 East 6th Street	No Adverse Effect	No Adverse Effect
PU2794 (E)	Shraders Studio 424 East 6th Street	No Adverse Effect	No Adverse Effect
PU2795 (E)	Warren Apartments/ Trapnall Place Apartments 414/418 East 6th Street	No Adverse Effect	No Adverse Effect
PU2796 (E)	Eclipse Apartments 410 East 6th Street	No Adverse Effect	No Adverse Effect
PU2797 (E)	Kempner House 521 South Rock Street	No Adverse Effect	No Adverse Effect
PU2799 (E)	Peachtree Apartments 315 East 6th Street	No Adverse Effect	No Adverse Effect
PU2801 (E)	Nash House 601 South Rock Street	No Adverse Effect	No Adverse Effect
PU2802 (E)	Nash House 409 East 6th Street	No Adverse Effect	No Adverse Effect
PU2803 (E)	Seimer House 411 East 6th Street	No Adverse Effect	No Adverse Effect
PU2808 (E)	Mills House 523 East 6th Street	No Adverse Effect	No Adverse Effect
PU2809 (E)	Cook-Rhein House 605 East 6th Street	No Adverse Effect	No Adverse Effect
PU2810 (E)	607 East 6th Street	No Adverse Effect	No Adverse Effect
PU2812 and PU2813 (E)	Hill Apartments 621 South Cumberland Street and 308 East 7th Street	No Adverse Effect	No Adverse Effect
PU2818	Penzel Place Apartments 623 Sherman Street	No Adverse Effect	No Adverse Effect
PU2820	Columbia Apartments 616 East 7th Street	No Adverse Effect	No Adverse Effect
PU2821	624 South Ferry Street	No Adverse Effect	No Adverse Effect

Table C-1. Effects Analysis

AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
PU2822	Fred Kramer School 715 Sherman Street	No Adverse Effect	No Adverse Effect
PU2832 (E)	Lincoln House 301 East 7th Street	No Adverse Effect	No Adverse Effect
PU2833 (E)	723 South Cumberland Street	No Adverse Effect	No Adverse Effect
PU2843 (E)	Cumberland Towers 311 East 8th Street	No Adverse Effect	No Adverse Effect
PU2855	St. Edward's Kindergarten 800 South Ferry Street	No Adverse Effect	No Adverse Effect
PU2857 (E)	Baker's Liquor 400-406 East 9th Street	No Adverse Effect	No Adverse Effect
PU2858 (E)	408-410 East 9th Street	No Adverse Effect	No Adverse Effect
PU2861 (E)	Holtzman-Vinsonhaler House 500 East 9th Street	No Adverse Effect	No Adverse Effect
PU2862 (E)	508 East 9th Street	No Adverse Effect	No Adverse Effect
PU2863 (E)	Holtzman-Vinsonhaler-Vogler House 512 East 9th Street	No Adverse Effect	No Adverse Effect
PU2864 (E)	Holtzman House #2 514 East 9th Street	No Adverse Effect	No Adverse Effect
PU2865 (E)	William F. Holtzman House 516/518 East 9th Street	No Adverse Effect	No Adverse Effect
PU2867 (E)	St. Edward's Catholic Church 600 East 9th Street	No Adverse Effect	No Adverse Effect
PU2868 (E)	St. Edward's Catholic School 600 East 9th Street	No Adverse Effect	No Adverse Effect
PU2869 (E)	307 East 9th Street	No Adverse Effect	No Adverse Effect
PU2870 (E)	311 East 9th Street	No Adverse Effect	No Adverse Effect
PU2871 (E)	900 South Rock Street	No Adverse Effect	No Adverse Effect
PU2873 (E)	Kindervater Building 407 East 9th Street	No Adverse Effect	No Adverse Effect
PU2875 (E)	415 East 9th Street	No Adverse Effect	No Adverse Effect
PU2876 (E)	900 South Commerce Street	No Adverse Effect	No Adverse Effect
PU2932	1423 South Commerce Street	No Adverse Effect	No Adverse Effect
PU2933	418-422 East 15th Street	No Adverse Effect	No Adverse Effect
PU2944 (O)	923 McMath Avenue	No Adverse Effect	No Adverse Effect
PU2947 (O)	UALR Medical Department 1215 McMath Avenue	No Adverse Effect	No Adverse Effect

Table C-1. Effects Analysis

AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
PU2921 (O)	Powers House 1402 South Commerce Street	No Adverse Effect	No Adverse Effect
PU2953 (O)	506 South Ferry Street	No Adverse Effect	No Adverse Effect
PU2963 (O)	1409 South Commerce Street	No Adverse Effect	No Adverse Effect
PU2957 (O)	1007 McMath Avenue	No Adverse Effect	No Adverse Effect
PU2950	620 South Ferry Street	No Adverse Effect	No Adverse Effect
PU2951	618 South Ferry Street	No Adverse Effect	No Adverse Effect
PU2952	616 South Ferry Street	No Adverse Effect	No Adverse Effect
PU2965	1419 South Commerce Street	No Adverse Effect	No Adverse Effect
PU2966	1420 South Commerce Street	No Adverse Effect	No Adverse Effect
PU3035	Fire Station 1201 South Commerce Street	No Adverse Effect	No Adverse Effect
PU3142	Absalom Fowler House 502 East 7th Street	No Adverse Effect	No Adverse Effect
PU3150	U.S. Arsenal Building 503 East 9th Street	No Adverse Effect	No Adverse Effect
PU3499 (E)	Paragon Printing Company Building 311 East Capitol Avenue	No Adverse Effect	No Adverse Effect
PU9756 (E)	Schmelzer House 1414 South Park Lane	No Adverse Effect	No Adverse Effect
Van Frank Cottages Historic District		No Adverse Effect	No Adverse Effect
PU3567	515 East 15th Street	No Adverse Effect	No Adverse Effect
PU10159	517 East 17th Street	No Adverse Effect	No Adverse Effect
PU10160	519 East 15th Street	No Adverse Effect	No Adverse Effect
PU3568	1510 South Park Lane	No Adverse Effect	No Adverse Effect
Hanger Hill Historic District PU5655 (O)		No Adverse Effect	No Adverse Effect
PU5603 (O)	Ford-Smith House 1500 Welch Street	No Adverse Effect	No Adverse Effect
PU3116 (E)	Carriage House 1505 Welch Street	No Adverse Effect	No Adverse Effect
PU5604 (O)	1508 Welch Street	No Adverse Effect	No Adverse Effect
PU5605	1509 Welch Street	No Adverse Effect	No Adverse Effect
PU5606 (O)	1510 Welch Street	No Adverse Effect	No Adverse Effect
PU5607	Brown-Jackson House 1511 Welch Street	No Adverse Effect	No Adverse Effect

Table C-1. Effects Analysis

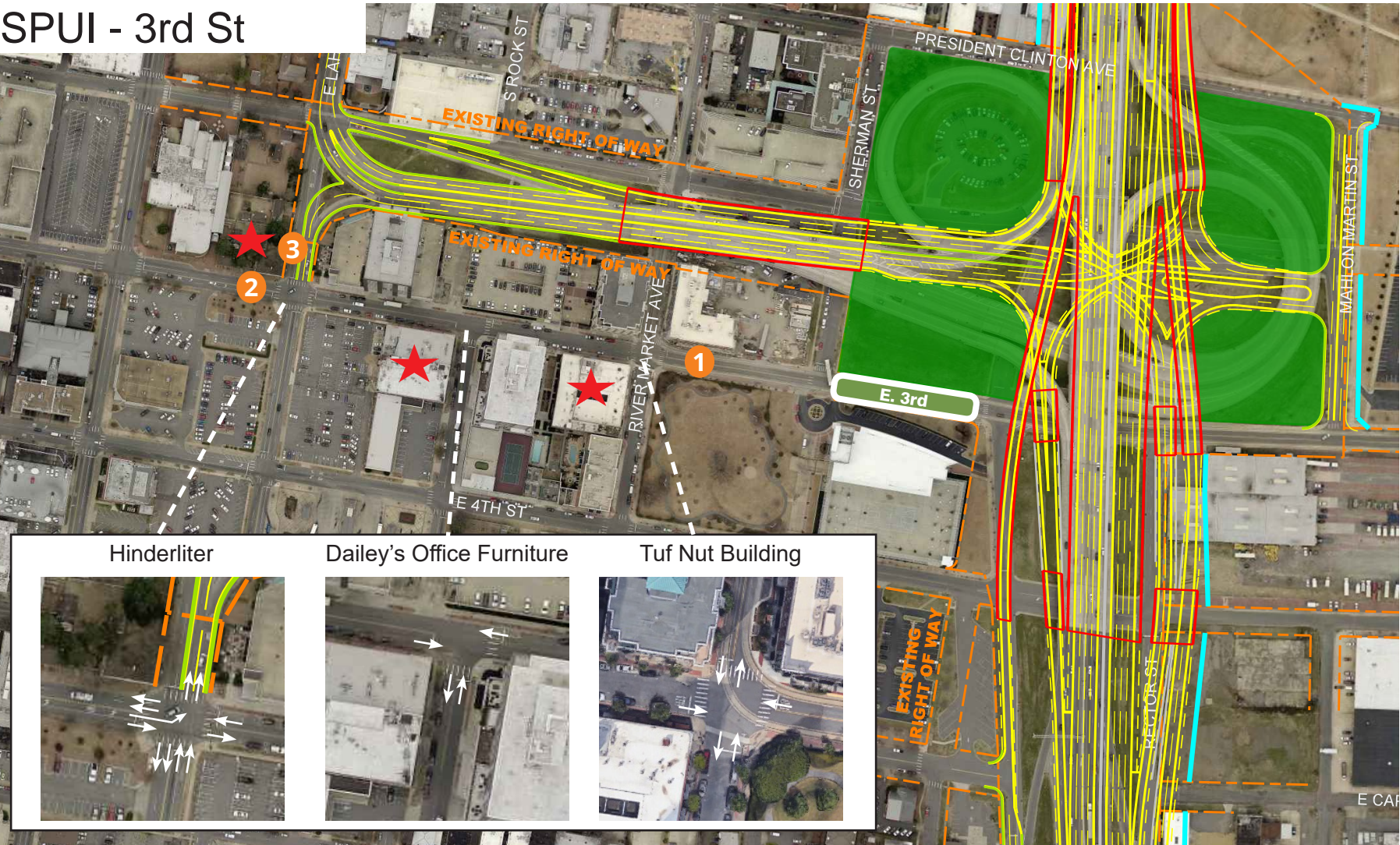
AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
PU5609 (O)	Prince-Griffiths House 1518 Welch Street	No Adverse Effect	No Adverse Effect
PU5610	1523 Welch Street	No Adverse Effect	No Adverse Effect
PU5612	1519 Welch Street	No Adverse Effect	No Adverse Effect
Marshall Square Historic District PU3242 (O)		No Adverse Effect	No Adverse Effect
PU9068 (E)	801 East 17th Street	No Adverse Effect	No Adverse Effect
PU9069 (E)	803 East 17th Street	No Adverse Effect	No Adverse Effect
PU9070 (E)	805 East 17th Street	No Adverse Effect	No Adverse Effect
PU9071 (E)	809 East 17th Street	No Adverse Effect	No Adverse Effect
PU9072 (O)	813 East 17th Street	No Adverse Effect	No Adverse Effect
PU9073 (O)	817 East 17th Street	No Adverse Effect	No Adverse Effect
PU9074 (O)	821 East 17th Street	No Adverse Effect	No Adverse Effect
PU9075 (O)	825 East 17th Street	No Adverse Effect	No Adverse Effect
PU9076 (E)	800 East 18th Street	No Adverse Effect	No Adverse Effect
PU9077 (E)	802 East 18th Street	No Adverse Effect	No Adverse Effect
PU9078 (E)	804 East 18th Street	No Adverse Effect	No Adverse Effect
PU9079	808 East 18th Street	No Adverse Effect	No Adverse Effect
PU9080 (O)	812 East 18th Street	No Adverse Effect	No Adverse Effect
PU9081 (O)	816 East 18th Street	No Adverse Effect	No Adverse Effect
PU9082 (O)	820 East 18th Street	No Adverse Effect	No Adverse Effect
PU9083 (O)	824 East 18th Street	No Adverse Effect	No Adverse Effect
Tuf Nut Historic District PU3891 (E)		No Adverse Effect	No Adverse Effect
PU3489 (E)	Tuf Nut Building 423 East 3rd Street	No Adverse Effect	No Adverse Effect
PU3495 (E)	Dailey's Office Furniture Building 300-312 South Rock Street	No Adverse Effect	No Adverse Effect
North Little Rock			
53 (E)	602 East Washington Avenue	No Adverse Effect	No Adverse Effect
57 (O)	417 East 5th Street	No Adverse Effect	No Adverse Effect
58 (O)	501 North Cypress Street	No Effect	No Effect
81 (O)	Locust Street Overpass	Adverse Effect	Adverse Effect
PU8168	George D. Huie Grocery Store 1400 North Pine Street	No Adverse Effect	No Adverse Effect

Table C-1. Effects Analysis

AHPP Resource # or ARDOT Field #	Historic Property Name	Alternative 2A (6-Lane C/D with SPUI)	Alternative 2B (6-Lane C/D with SDI)
PU8825	First Methodist Church/NLR School District Admin. Annex 2300 North Poplar Street	No Effect	No Effect
220 (E)	North Little Rock High School 2300 North Poplar Street	No Adverse Effect	No Adverse Effect
106 (O)	National Guard Armory 2700 North Poplar Street	No Adverse Effect	No Adverse Effect
109 (O)	100 Skyline Drive	No Effect	No Effect
111 (O)	200 Skyline Drive	No Effect	No Effect
114 (O)	415 East 9th Street	No Adverse Effect	No Adverse Effect
127 (E)	1326 Starfield Road	No Adverse Effect	No Adverse Effect
PU0078 (O)	118 Skyline Drive	No Effect	No Effect
PU0079 (O)	128 Skyline Drive	No Adverse Effect	No Adverse Effect
PU0086 (E)	Matthews-Bradshaw House 524 Skyline Drive	No Adverse Effect	No Adverse Effect
PU0088 (E)	Justin Matthews House #9 564 Skyline Drive	No Adverse Effect	No Adverse Effect
PU0109 (E)	604 East Washington Avenue	No Adverse Effect	No Adverse Effect
PU9771 (E)	Crestview Park Sculptures by Dionicio Rodriguez	No Adverse Effect	No Adverse Effect
PU9981 (E)	1506 Skyline Drive	No Adverse Effect	No Adverse Effect
109 (E)	530 Skyline Drive	No Effect	No Effect
111 (E)	532 Skyline Drive	No Effect	No Effect
Park Hill Historic District PU9753 (O)		No Adverse Effect	No Adverse Effect
PU0071 (O)	Carher House 2923 JFK Boulevard	No Adverse Effect	No Adverse Effect
PU0072 (O)	August C. Luker House 2925 JFK Boulevard	No Adverse Effect	No Adverse Effect
PU5345(O)	2917 JFK Boulevard	No Adverse Effect	No Adverse Effect
PU5346 (O)	Knight-Armstrong House 2913 JFK Boulevard	No Adverse Effect	No Adverse Effect
PU5347 (O)	2909 JFK Boulevard	No Adverse Effect	No Adverse Effect

Appendix D
Traffic Volume and Noise Level
Graphics

SPUI - 3rd St



Hinderliter

Dailey's Office Furniture

Tuf Nut Building

3rd Street Historic Buildings

		Peak Hour AM # of Vehicles (7:15-8:15)				Peak Hour PM # of Vehicles (4:30-5:30)				Traffic Volume (ADT)				Noise Level*			
3rd Street																	
	Historic Property	Existing Peak AM	No Build Modeled Peak AM	6+ C/D SPUI Alt. 2A Modeled Peak AM	6+ C/D SDI Alt. 2B Modeled Peak AM	Existing Peak PM	No Build Modeled Peak PM	6+ C/D SPUI Alt. 2A Modeled Peak PM	6+ C/D SDI Alt. 2B Modeled Peak PM	Existing Traffic ADT	No Build Modeled ADT	6+ C/D SPUI Alt. 2A Modeled ADT	6+ C/D SDI Alt. 2B Modeled ADT	Existing DB(A)	Predicted No Build dB(A)	Predicted 6+ C/D SPUI Alt. 2A dB(A)	Predicted 6+ C/D SDI Alt. 2B dB(A)
1	Tuf Nut Historic District 300-312 S Rock Street and 423 East 3rd Street	270	418	266	950	533	687	503	841	2,900	5,800	4,000	11,000	62	61	63	64
2	Jesse Hinderliter House and Tavern 214 East 3rd Street (Historic Arkansas Museum)	391	411	473	949	691	727	648	976	5,600	5,900	5,700	9,400	60	62	59	61
Cumberland Street - Between 2nd Street and 3rd Street																	
3	Jesse Hinderliter House and Tavern 214 East 3rd Street (Historic Arkansas Museum)	536	566	60	1,318	1051	1160	655	1,449	8,300	8,900	3,600	16,500	60	62	59	61
* Predicted noise levels are based on modeled peak hour or design hour traffic volumes from February 2018. ** Predicted noise levels were previously modeled outside of the fence at Cumberland Street and have been updated in February 2018 to reflect the use area inside the fence as part of the Historic Arkansas Museum.																	

Split Diamond - 3rd St



Hinderliter

Dailey's Office Furniture

Tuf Nut Building

SPUI - Capitol



	Peak Hour AM # of Vehicles (7:15-8:15)				Peak Hour PM # of Vehicles (4:30-5:30)				Traffic Volume (ADT)				Noise Level*			
	Existing Peak AM	No Build Modeled Peak AM	6+ C/D SPUI Alt. 2A Modeled Peak AM	6+ C/D SDI Alt. 2B Modeled Peak AM	Existing Peak PM	No Build Modeled Peak PM	6+ C/D SPUI Alt. 2A Modeled Peak PM	6+ C/D SDI Alt. 2B Modeled Peak PM	Existing Traffic ADT	No Build Modeled ADT	6+ C/D SPUI Alt. 2A Modeled ADT	6+ C/D SDI Alt. 2B Modeled ADT	Existing DB(A)	Predicted No Build dB(A)	Predicted 2A dB(A)	Predicted 2B dB(A)
Historic Property	Capitol Avenue															
1 Paragon Printing Co. Building 311 E Capitol Ave	197	209	465	352	327	359	332	574	2,900	3,100	5,100	5,000	58	58	58	61
2 Whitlow Apartments 500 S Rock St													57	57	58	60
3 Voss Apartments 401 E Capitol Ave													56	56	58	60
4 Trapnall Hall 423 E Capitol Ave													47	47	50	52
5 Rainwater Building 519 E Capitol Ave													55	53	57	58
6 Curran Hall 615 E Capitol Ave													55	52	57	59

Split Diamond - Capitol



SPUI - 6th St



	Peak Hour AM # of Vehicles (7:15-8:15)				Peak Hour PM # of Vehicles (4:30-5:30)				Traffic Volume (ADT)				Noise Level*			
Historic Property	Existing Peak AM	No Build Modeled Peak AM	6+ C/D SPUI Alt. 2A Modeled Peak AM	6+ C/D SDI Alt. 2B Modeled Peak AM	Existing Peak PM	No Build Modeled Peak PM	6+ C/D SPUI Alt. 2A Modeled Peak PM	6+ C/D SDI Alt. 2B Modeled Peak PM	Existing Traffic ADT	No Build Modeled ADT	6+ C/D SPUI Alt. 2A Modeled ADT	6+ C/D SDI Alt. 2B Modeled ADT	Existing DB(A)	Predicted No Build dB(A)	Predicted 2A dB(A)	Predicted 2B dB(A)
6th Street																
Peachtree Apartments 315 E 6th St	591	788	788	788	185	252	292	252	3,600	4,800	4,800	4,800	54	55	56	56
Kempner House 521 S Rock St													54	57	58	58
Nash House 601 S Rock St													53	56	56	56
Nash House 409 E 6th St													53	56	56	56
Eclipse Apartments 410 E 6th St													54	57	58	58
Seimer House 411 E 6th St													52	55	55	55
Warren /Trapnall Place Apartments 414/418 E 6th St													55	58	58	59
Sharders Studio 424 E 6th St													55	58	58	59
St. Clair Apartments 500 E 6th St													55	58	58	59
Caroline Apartments 504 E 6th St													55	58	58	59
Mills House 523 E 6th St													54	55	57	56
Florentine Apartments 524 E 6th St													55	58	58	59
Cook-Rhein House 605 E 6th St													55	55	57	57
House at 607 E 6th St													55	55	57	57
Cherry-Hall House 610 E 6th St	55	55	56	56												
Bracy-Manning House 620 E 6th St	62	58	65	64												
* Predicted noise levels are based on modeled peak hour or design hour traffic volumes from February 2018.																

Split Diamond - 6th St



SPUI - 9th St



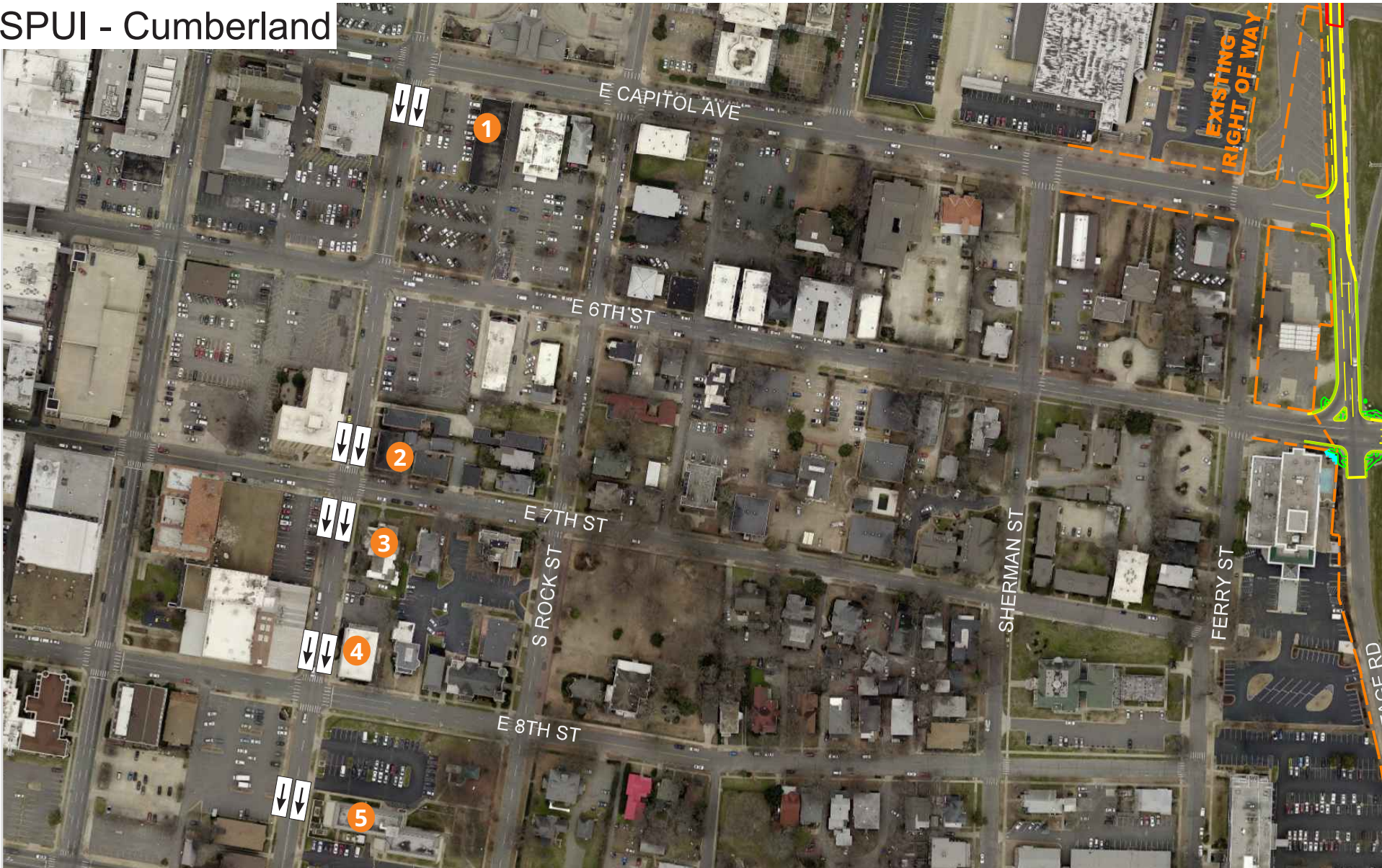
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16

	Peak Hour AM # of Vehicles (7:15-8:15)				Peak Hour PM # of Vehicles (4:30-5:30)				Traffic Volume (ADT)				Noise Level*			
Historic Property	Existing Peak AM	No Build Modeled Peak AM	6+ C/D SPUI Alt. 2A Modeled Peak AM	6+ C/D SDI Alt. 2B Modeled Peak AM	Existing Peak PM	No Build Modeled Peak PM	6+ C/D SPUI Alt. 2A Modeled Peak PM	6+ C/D SDI Alt. 2B Modeled Peak PM	Existing Traffic ADT	No Build Modeled ADT	6+ C/D SPUI Alt. 2A Modeled ADT	6+ C/D SDI Alt. 2B Modeled ADT	Existing DB(A)	Predicted No Build dB(A)	Predicted 2A dB(A)	Predicted 2B dB(A)
9th Street																
House at 307 E 9th St	650	848	893	893	1,059	1,260	1,131	1,093	8,100	9,900	9,700	9,500	62	61	61	62
House at 311 E 9th St													62	61	61	62
House at 900 S Rock St													62	61	61	62
Baker's Liquor 400/404 E 9th St													62	61	61	63
Kindervater Building 407 E 9th St													62	62	62	63
Building at 408/410 E 9th St													62	61	61	63
House at 415 E 9th St													58	58	58	58
House at 900 S Commerce													61	60	60	62
Holtzman-Vinsonhaler House 500 E 9th St													59	58	59	59
House at 508 E 9th St													61	61	61	62
Holtzman-Vinsonhaler-Vogler House 512 E 9th St													61	61	61	62
Holtzman House #2 514 E 9th St													61	61	61	62
William D Holtzman House 516/518 E 9th St													61	61	61	62
St. Edward's Church 600 E 9th St													61	60	61	61
St. Edward's Catholic School 600 E 9th St													55	55	56	57
U.S Arsenal Building	55	53	57	58												
* Predicted noise levels are based on modeled peak hour or design hour traffic volumes from February 2018.																

Split Diamond - 9th St



SPUI - Cumberland



	Peak Hour AM # of Vehicles (7:15-8:15)				Peak Hour PM # of Vehicles (4:30-5:30)				Traffic Volume (ADT)				Noise Level*			
Historic Property	Existing Peak AM	No Build Modeled Peak AM	6+ C/D SPUI Alt. 2A Modeled Peak AM	6+ C/D SDI Alt. 2B Modeled Peak AM	Existing Peak PM	No Build Modeled Peak PM	6+ C/D SPUI Alt. 2A Modeled Peak PM	6+ C/D SDI Alt. 2B Modeled Peak PM	Existing Traffic ADT	No Build Modeled ADT	6+ C/D SPUI Alt. 2A Modeled ADT	6+ C/D SDI Alt. 2B Modeled ADT	Existing DB(A)	Predicted No Build dB(A)	Predicted 2A dB(A)	Predicted 2B dB(A)
Cumberland Street - Between Capitol Avenue and 6th Street																
Paragon Printing Building 311 E. Capitol	236	248	168	168	140	177	177	177	2,400	2,700	2,300	2,300	58	58	58	61
Cumberland Street - Between 6th Street and 7th Street																
Hill Apartments 621 S Cumberland St / 308 E 7th St	183	202	202	202	148	193	193	193	2,100	2,600	2,600	2,600	53	54	52	54
Cumberland Street - Between 7th Street and 8th Street																
Lincoln House 301 E 7th St	147	155	155	155	159	200	200	200	1,900	2,300	2,300	2,300	52	53	52	54
Building at 723 S Cumberland St													53	54	52	54
Cumberland Street - Between 8th Street and 9th Street																
Cumberland Towers 311 E 8th St	114	123	123	123	137	175	175	175	1,700	2,000	2,000	2,000	50	50	50	51
* Predicted noise levels are based on modeled peak hour or design hour traffic volumes from February 2018.																

Split Diamond - Cumberland

