



Programmatic Section 4(f) Evaluation and
Approval for FHWA Projects
That Necessitate the Use of Historic
Bridges

AHTD Job No. CA0602

Locust Street Overpass

(AHTD Bridge No. 02001)

I-530-Hwy. 67 (Widening & Reconst.) (I-30 & I-40)

City of North Little Rock, Pulaski County, Arkansas

June 2017



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1.0 INTRODUCTION

Approved by Arkansas voters, the Arkansas State Highway and Transportation Department (AHTD) 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 CA0602: I-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40), commonly known as the 30 Crossing project. **Figure 1** illustrates the proposed 7.3-mile 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.

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.). Within the 7.3-mile corridor, four system interchanges are located:

- 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 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.

- 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.

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FIGURE 1: PROJECT LOCATION MAP



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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 design challenges. In order to balance various project goals, two interchange concepts are being considered for replacement of 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 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:

Alternative 1A: 8-Lane GP with SPUI Alternative

Alternative 1B: 8-Lane GP with SDI Alternative

Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative

Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative

For detailed information on the Action Alternatives, refer to the **30 Crossing Environmental Assessment** (EA) for the proposed project.

2.0 PROJECT DESCRIPTION

Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303, and Section 18(a) of the Federal-Aid Highway Act of 1968 23 U.S.C. 138 allow for certain historic bridge structures to be replaced or rehabilitated with Federal funds using a Programmatic Section 4(f) approval process. This process covers bridge structures that are on or eligible for the National Register of Historic Places, function as an integral part of a transportation system, are no longer able to perform that function due to structural or functional failure, and must be rehabilitated or replaced in order to restore the required function. This action will impair the historic integrity of the resource and is therefore considered a use of the resource. The intent of this Programmatic Section 4(f) Evaluation is to document that no feasible and prudent alternative exists to the use of a historic bridge and that all possible measures have been undertaken to minimize harm to the bridge. The FHWA, in consultation with the Arkansas State Historic Preservation Officer (SHPO), determined that the Locust Street Overpass (Bridge No. 02001) lies within the Area of Potential Effect (APE) for historic structures.

As part of this project, AHTD proposes to improve community cohesion in North Little Rock by completing the missing segment of Cypress Street from East 9th Street to East 13th Street by constructing a bridge over the Union Pacific Railroad (UPRR). This would allow Cypress Street to become a one-way southbound frontage road (**Figure 2**), and North Locust Street to be converted to a one-way northbound frontage road. The existing structurally deficient two-way Locust Street Overpass (Bridge No. 02001) over the UPRR will be replaced. This Programmatic Section 4(f) Evaluation will discuss the replacement options for Bridge No. 02001, which is eligible for the National Register of Historic Places. This proposed action could impair the historic integrity of the bridge as determined eligible under the National Historic Preservation Act of 1966, making it subject to a Section 4(f).

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FIGURE 2: BRIDGE No. 02001 SITE MAP



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2.1 Existing Facility

AHTD Bridge No. 02001 (Locust Street Overpass) is composed of four continuous steel I-beam main spans and sixteen reinforced concrete deck girder approach spans. The total length of the bridge is 1,018 feet, overpassing eight UPRR lines between East 9th Street and East 13th Street in North Little Rock. In 1937, Fred Luttjohann Construction Company of Topeka, Kansas completed construction of the bridge over the Missouri Pacific railroad lines, which UPRR later purchased in 1982. N.B. Garver acted as the Arkansas Highway Department bridge engineer over design of the project. The bridge is shown in **Figures 3-6**.

The bridge accommodates two 10-foot wide travel lanes in each direction, along with 4-foot wide sidewalks, and 27-inch wide railings, for a total width of 52.5 feet. The vertical crest is 33.5 feet. The bridge superstructure is composed of continuous steel I-beam spans and reinforced concrete deck girders (RCDG). The substructure consists of 19 concrete bents on concrete piles with concrete abutments and slabs. Twenty spans are supported by the 19 bents. The bridge contains two stairways: one on the east side and one on the west side. The west stairway is a top overrun design with three flights and two intermediate landings. Each successive flight turns 180 degrees at the landing, giving the stairway an "S" shape configuration. The flights have dual concrete handrails. The east stairway is a two flight straight run with a single intermediate landing. There are 32 recessed galvanized metal electric lighting units that line the east and west courses of the roadway. Large concrete posts incorporated into the balustrade accommodate the units. There are no functioning lighting units.

FIGURE 3: BRIDGE No. 02001 VIEW TO THE EAST



FIGURE 4: BRIDGE No. 02001 VIEW TO THE SOUTH SHOWING STAIRWAY AND BALUSTRADE



FIGURE 5: BRIDGE No. 02001 SHOWING BALUSTRADE AND LIGHT FIXTURE



FIGURE 6: BRIDGE No. 02001 STAIRCASE.



2.2 Proposed Facility

The AHTD proposes to construct a new concrete bridge on the same alignment as the current bridge. The bridge will have two 12-foot wide travel lanes, two 6-foot, 6-inch wide sidewalks, two 1-foot wide curbs, and two 17-inch wide railings, for a total width of 42.2 feet. The length will be shorter than the existing bridge. The approaches will be lengthened, with fill and a retaining wall along the east side. This action will require the removal of Bridge No. 02001.

3.0 PURPOSE AND NEED OF PROJECT

The purpose and need of this project is to improve mobility and local access through the Interstate 30 corridor in Little Rock and North Little Rock. In order to improve access to Interstate 30 from North Little Rock, the existing discontinuous Cypress Street is being converted to a southbound one-way frontage road by constructing a new bridge over the UPRR between East 9th Street and East 13th Street. This will allow the existing structurally deficient two-way frontage road bridge on North Locust Street to be replaced and North Locust Street to be converted to a two-lane one-way frontage road between East 9th Street and East 13th Street. This bridge was rated poor for the deck and superstructure and fair for the substructure on the April 2, 2015, inspection. The sufficiency rating per the AHTD Structure Inventory and Appraisal Sheet (SIAS) is 35.0. Pedestrians access the bridge by means of stairways that are not compliant with the Americans with Disabilities Act (ADA). The existing sidewalks do not have sufficient width to comply with ADA requirements.

4.0 DESCRIPTION AND SIGNIFICANCE OF SECTION 4(F) PROPERTIES

There has not been a formal National Register evaluation of Bridge No. 02001. The FHWA, AHTD, and Arkansas Historic Preservation Program (AHPP) have all concurred that the structure is NRHP-eligible and will treat it as such. The Locust Street Overpass is considered a historic property as defined in 36 CFR § 800.16. Under the National Register Criteria for Evaluation set forth by the Department of Interior, National Park Service, this site is eligible under Criterion C; sites that embody the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction. The structure exhibits elements of the Art Deco style, including the smooth wall surfaces and repetition of a geometric motif in the railings, light fixtures, stairways, and balustrades.

The Locust Street Overpass is also eligible under Criteria A and B; properties significant for their association or linkage to a pattern of events or historic trend (Criterion A) or persons (Criterion B) important to the past. The United States Department of Agriculture, Bureau of Public Roads, administered the U.S. Works Program Grade Crossing Project under which the Locust Street Overpass was constructed. In the 1920s, railroads constructed grade separations and crossing active traffic control devices. The Great Depression affected these expenditures and fatalities increased. The United States government initiated special programs in 1935 to improve crossing safety and eliminate the hazards to life. Federal funds financed the Locust Street Overpass construction with funds apportioned to Arkansas under the Provision of the Emergency Relief Appropriation Act of 1935 as part of that initiative to alleviate the dangers at railroad grade crossings. The U.S. Works Program Grade Crossing Project created over twenty bridges in Arkansas. As previously mentioned, Fred Luttjohann served as the construction contractor, and N.B. Garver was the bridge engineer. These two men made substantial contributions to bridge design and construction in Arkansas in the early to mid-twentieth century.

5.0 APPLICABILITY OF THE PROGRAMMATIC

This Programmatic Section 4(f) Evaluation may be applied by the FHWA to projects that meet the criteria shown in **Table 1**.

Table 1. Criteria to use Programmatic Section 4(f) Evaluation for Federally-aided Highway Projects that Necessitate the Use of Historic Bridges

| Criteria | |
|--|---|
| The bridge is to be replaced or rehabilitated with Federal funds. | √ |
| The project will require the use of a historic bridge structure that is on or is eligible for listing on the NHRP. | √ |
| The bridge is not a National Historic Landmark. | √ |
| The FHWA Division Administration determines that the facts of the project match those set forth in the FHWA Section 4(f) Policy Paper issued March 1, 2005. | √ |
| Agreement has been reached among the FHWA, SHPO, and the Advisory Council through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA). | √ |

6.0 AVOIDANCE ALTERNATIVES AND OTHER FINDINGS

In order for a Programmatic Section 4(f) Evaluation That Necessitate the Use of Historic Bridges to be applied to a project, each of the following findings; 1) No-Action, 2) Build on New Location and Retain the Existing Structure, and 3) Rehabilitation of the Existing Structure, must be supported by the circumstances, studies, and consultations on the project. To this effect, AHTD has established a Historic Bridge Analysis Committee to evaluate viable alternatives for the preservation of historically significant bridges through retention or rehabilitation, or to justify their removal, if required. The following alternatives were evaluated to determine if there was a feasible and prudent alternative to the use of the historic bridge. The term “feasible” refers to an alternative that can be constructed using sound engineering. The term “prudent” refers to an alternative that meets the test in 23 CFR 774.17, which includes factors assessing safety or operational problems; how well project purpose and need are met; the severity of social, economic, or environmental impacts; and the severity of impacts to environmental resources protected under other Federal statutes.

6.1 No-Action

This alternative consists of no improvements and only routine maintenance to the existing structure. This bridge was found to be structurally deficient with a condition rating of poor for the deck and superstructure. With the anticipated increase in traffic volumes and no improvements to this structure, the condition of this structure will continue to deteriorate and will continue to represent a hazard to public safety. Consequently, while this is a feasible alternative, it is not prudent.

6.2 Build on New Location and Retain the Existing Structure at the Existing Location

This approach would require the construction of a new bridge along a parallel alignment in order to allow the existing historic bridge to remain at its current location.

There are geometric issues with constructing a parallel structure and allowing the existing structure to remain at its current location. The existing structure is at the edge of the eastern right of way. Constructing a parallel structure to the east would require acquisition of right of way and relocation of five homes and one business. In view of these constraints, building a new structure on a new location to the east and retaining the existing structure at its existing location, while feasible, is not prudent. All Action Alternatives would prohibit constructing a new Locust Street Overpass to the west of the existing bridge. In view of these constraints, building a new structure on a new location to the west, while retaining the existing structure at its existing location, is not feasible or prudent.

6.3 Build a New Structure and Move the Existing Structure to a New Location

It is the policy of the Arkansas Highway Commission to not retain bridges that are no longer in use, due to the liability concerns associated with unsafe and deteriorating structures. Therefore, this approach would require finding an entity to assume legal responsibility for the historic structure and moving the structure outside of AHTD right of way. The Surface Transportation and Uniform Relocation Assistance Act of 1987, Historic Bridges Section 123, requires states to market a historic bridge before its replacement.

In accordance with The Moving Ahead For Progress in the 21st Century (MAP-21) Act, 23 USC § 144(g)(5), AHTD has made the Locust Street Overpass, Bridge No. 02001, available for donation to the state, locality, or private entity. AHTD offered the bridge for donation to any government or entity that demonstrated a willingness to move the bridge and accept title for; preserve the historic integrity of; and assume future financial responsibility. Copies of the mailed letters are provided in **Attachment A**. No entity willing to accept title for the bridge responded. In view of these constraints, building a new structure and moving the existing structure to a new location, while feasible, is not prudent.

6.4 Rehabilitation of the Existing Structure

The rehabilitation of this bridge to correct structural deficiencies would involve replacement of the superstructure and deck and repairs to the substructure. In addition, the stairways would need to be replaced with ADA compliant facilities and the existing sidewalks are not wide enough to meet ADA requirements. The existing balustrades do not meet safety requirements for bridge railings. The stairways and railings are among the architectural elements that contribute to the Art Deco style and NRHP eligibility; however, they are unsafe and would have to be replaced with features that meet current criteria. These replicated features would take away from the architectural scheme of the design, which is a factor in the determination of eligibility of the bridge to the NRHP. Any attempt to rehabilitate the bridge would influence the features that give the bridge its historic integrity. Therefore, this alternative, while feasible, is not prudent.

6.5 Summary

Table 2 contains a summary of the analysis and decision-making information included in this evaluation.

Table 2. Section 4(f) Evaluation Summary

| Alternative | Feasible | Prudent | Uses Section 4(f) Property | Harm to Section 4(f) Property |
|---------------------------------|----------|---------|----------------------------|-------------------------------|
| No-Action | Yes | No | No | None |
| Build New Structure to the East | Yes | No | No | None |
| Build New Structure to the West | No | No | No | None |
| Move Existing Structure | Yes | No | Yes | Adverse Effect* |
| Rehabilitation | Yes | No | Yes | Adverse Effect |

* No entity was found willing to take title for the bridge.

6.6 Measures to Minimize Harm

Agreement between FHWA and SHPO has been reached through the Section 106 process (36 CRF 800) of NHPA (16 U.S.C. 470) on measures to minimize harm, and these measures have been incorporated into this project. It is recommended that the bridge be documented to AHPP architectural documentation standards and demolished as agreed to under the Memorandum of Agreement (MOA) found in **Attachment B** and summarized below.

1 The FHWA will ensure documentation of the bridge in agreement with the Arkansas
2 Historic Preservation Program Survey Procedures Manual: Guidelines for Historic and
3 Architectural Surveys in Arkansas (2012), the Secretary of the Interior's *Standards and*
4 *Guidelines for Archaeology and Historic Preservation* set forth in 48 CR 44716, and the
5 National Park Service's *Historic American Engineering Record Guidelines for Historic*
6 *Reports 2008, Updated 2010*. Documentation for the bridge will include color digital
7 photography and completion of an Arkansas Architectural Resource Form. In accordance
8 with the request of the Arkansas SHPO, documentation will also include creation of a
9 digital three-dimensional model for the bridge, which will be housed in the Historic Bridge
10 Program Section of the AHTD website. No demolition will be undertaken on the historic
11 property until all the fieldwork portions of the required mitigation have been completed.
12 The FHWA will ensure that adequate time and funding are provided in order to carry out
13 all aspects of the required mitigation.

14 6.7 Conclusion

15 It is the recommendation of the AHTD that the Locust Street Overpass be documented
16 to AHPP architectural documentation standards and demolished as agreed to under the
17 MOA (**Attachment B**).

18 The above documentation illustrates that the proposed project complies with all
19 requirements of the Programmatic Section 4(f) Evaluation for Federally-aided highway
20 projects, which require the use of a historic bridge.
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Attachment A: Locust Street Overpass Marketing Letters

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Mayor Joe Smith
City of North Little Rock
City Hall
300 Main
P.O. Box 5757
North Little Rock, AR 72119

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mayor Smith:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

The Moving Ahead For Progress in the 21st Century (MAP-21) Act, 23 USC § 144 (g)(5) states: "Any State that proposes to demolish a historic bridge for a replacement project shall first make the historic bridge available for donation to a State, locality, or responsible private entity." As part of the mitigation process, the AHTD is offering Bridge Number 02001 for donation to any government or entity that demonstrates a willingness to move the bridge and accept title for; preserve the historic integrity of; and assume the financial responsibility for the continued maintenance on the structure.

Normally the AHTD through the Federal Highway Administration can reimburse costs associated with preservation. However, the cost reimbursement funds allocated to this bridge will be exhausted when the bridge is dismantled.

If you are interested in acquiring this bridge, please respond with a letter of interest within 45 days of receipt of this letter. For further information contact Nikki Senn at (501) 569-2979.

Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
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P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Mayor Mark Stodola
City of Little Rock
Office of the Mayor
500 West Markham Street, Room 203
Little Rock, AR 72201

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mayor Stodola:

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
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January 7, 2016

President Terry C. Hartwick
North Little Rock Chamber of Commerce
100 Main Street
North Little Rock, AR 72114

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Hartwick:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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January 7, 2016

President Jay Chesshir
Little Rock Regional Chamber of Commerce
200 E. Markham Street
Little Rock, AR 72201

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Chesshir:

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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Little Rock, Arkansas 72203-2261
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January 7, 2016

The Honorable Barry Hyde
Pulaski County
201 S. Broadway, Suite 400
Little Rock, AR 72201

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Judge Hyde:

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January 7, 2016

President Rachel Silva
Pulaski County Historical Society
P.O. Box 251903
Little Rock, AR 72225

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
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Dear Ms. Silva:

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The Moving Ahead For Progress in the 21st Century (MAP-21) Act, 23 USC § 144 (g)(5) states: "Any State that proposes to demolish a historic bridge for a replacement project shall first make the historic bridge available for donation to a State, locality, or responsible private entity." As part of the mitigation process, the AHTD is offering Bridge Number 02001 for donation to any government or entity that demonstrates a willingness to move the bridge and accept title for; preserve the historic integrity of; and assume the financial responsibility for the continued maintenance on the structure.

Normally the AHTD through the Federal Highway Administration can reimburse costs associated with preservation. However, the cost reimbursement funds allocated to this bridge will be exhausted when the bridge is dismantled.

If you are interested in acquiring this bridge, please respond with a letter of interest within 45 days of receipt of this letter. For further information contact Nikki Senn at (501) 569-2979.

Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

President Timothy G. Nutt
Arkansas Historical Association
Department of History, University of Arkansas
Main 416
Fayetteville, AR 72701

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Nutt:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
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January 7, 2016

Executive Director Vanessa Norton McKuin
Preserve Arkansas
P.O. Box 305
Little Rock, AR 72203-0305

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Ms. McKuin:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
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Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Executive Director Kane Webb
Arkansas Department of Parks and Tourism
One Capitol Mall 4A-900
Little Rock, AR 72201

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Webb:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Director Mr. Mike Knoedl
Arkansas Game and Fish Commission
2 Natural Resources Drive
Little Rock, AR 72205

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Knoedl:

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
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Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Commander and District Engineer Colonel Courtney W. Paul
U.S. Army Corps of Engineers
Little Rock District
P.O. Box 867
Little Rock, AR 72203-0867

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Colonel Paul:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Executive Director Jim McKenzie
Metroplan
501 W. Markham St., Suite B
Little Rock, AR 72201

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. McKenzie:

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

January 7, 2016

Director Shawn Spencer
North Little Rock Planning Department
120 Main Street
North Little Rock, AR 72114

Re: AHTD Job Number CA0602
Historic Bridge 02001
I-530-Hwy 67 (Widening & Recons)
(I-30 & I-40)
Pulaski County

Dear Mr. Spencer:

The Arkansas State Highway and Transportation Department (AHTD) is planning to replace Bridge Number 02001 (Locust Street Overpass) located on Locust Street in North Little Rock, Pulaski County, Arkansas. This bridge was determined eligible to the National Register of Historic Places (NRHP) in a Request for Technical Assistance dated April 10, 2014.

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Sincerely,



John Fleming
Division Head
Environmental Division

JF:DW:NS

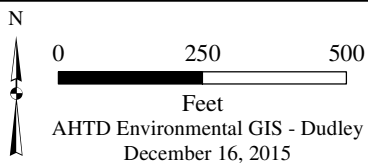
c: Assistant Chief Engineer for Planning
Arkansas Historic Preservation Program
Bridge Division Head
District Six Engineer
FHWA

AHTD Job Number CA0602
Historic Bridge Marketing Letter Attachment



The existing bridge on Locust Street over the Union Pacific Railroad lines, AHTD Bridge No. 02001 (Locust Street Overpass), was determined eligible to the National Register of Historic Places in a Request for Technical Assistance to the Arkansas Historic Preservation Program dated April 10, 2014.

Fred Luttjohann of Topeka, Kansas, was contracted to construct the Locust Street Overpass, a Continuous Steel Multi-Beam bridge, over the Missouri Pacific Railroad. The bridge was completed in 1936 and has a total length of 1018 feet and a width of 40 feet. The Locust Street Overpass plans indicate it had painted steel beams originally. A gunite coating was added to the steel later on an unknown date.



AHTD Bridge Number 02001
(Locust Street Overpass)
Pulaski County

Historic Bridge

| Greeting | Name | Title | Agency | Address 1 | Address 2 | City |
|---------------|--------------------------|---------------------------------|--|-----------------------------------|-----------------------------------|-----------------------------|
| Mayor Smith | Mayor Joe Smith | | City of North Little Rock | City Hall | | North Little Rock, AR 72119 |
| Mayor Stodola | Mayor Mark Stodola | | City of Little Rock | 300 Main | P.O. Box 5757 | Little Rock, AR 72201 |
| Mr. Hartwick | Terry C. Hartwick | President | North Little Rock Chamber of Commerce | Office of the Mayor | 500 West Markham Street, Room 203 | North Little Rock, AR 72114 |
| Mr. Chesshir | Jay Chesshir | President | Little Rock Regional Chamber of Commerce | 100 Main Street | | Little Rock, AR 72201 |
| Judge Hyde | The Honorable Barry Hyde | | Pulaski County | 200 E. Markham Street | | Little Rock, AR 72201 |
| Ms. Silva | Rachel Silva | President | Pulaski County Historical Society | 201 S. Broadway, Suite 400 | | Little Rock, AR 72225 |
| Mr. Nutt | Timothy G. Nutt | President | Arkansas Historical Association | P.O. Box 251903 | | Fayetteville, AR 72701 |
| Ms. McQuin | Vanessa Norton McQuin | Executive Director | Preserve Arkansas | Department of History, I Main 416 | | Little Rock, AR 72203-0305 |
| Mr. Webb | Kane Webb | Executive Director | Arkansas Department of Parks and Tourism | P.O. Box 305 | | Little Rock, AR 72201 |
| Mr. Knoedl | Mr. Mike Knoedl | Director | Arkansas Game and Fish Commission | One Capitol Mall 4A-900 | | Little Rock, AR 72205 |
| Colonel Paul | Colonel Courtney W. Paul | Commander and District Engineer | U.S. Army Corps of Engineers | | 2 Natural Resources Drive | Little Rock, AR 72205 |
| Mr. McKenzie | Jim McKenzie | Executive Director | Metroplan | Little Rock District | P.O. Box 867 | Little Rock, AR 72203-0867 |
| Mr. Spencer | Shawn Spencer | Director | North Little Rock Planning Department | 501 W. Markham St., Suite B | | Little Rock, AR 72201 |
| | | | | 120 Main Street | | North Little Rock, AR 72114 |

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Attachment B: Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG THE
FEDERAL HIGHWAY ADMINISTRATION,
ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT, AND
ARKANSAS STATE HISTORIC PRESERVATION OFFICER

Pursuant to 36 CFR § 800.6(a)
regarding the
Arkansas State Highway and Transportation Department
Job Number CA0602
Interstate 530 - Highway 67 Widening and Reconstruction
North Locust Street Bridge (AHTD Bridge Number 2001) Mitigation
North Little Rock, Pulaski County, Arkansas

WHEREAS, the Federal Highway Administration (FHWA) has determined that Arkansas State Highway and Transportation Department (AHTD) Job Number CA0602, the proposed I-530 – Highway 67 Widening and Reconstruction in Pulaski County, Arkansas, is necessary to serve the transportation needs of Central Arkansas to relieve traffic congestion, improve safety, address structural and functional roadway and bridge deficiencies; and improve navigational safety in the project area; and

WHEREAS, the FHWA, in consultation with the Arkansas State Historic Preservation Officer (SHPO), defined the Area of Potential Effect (APE) for historic structures as the area within 100 feet of the edge of the right-of-way; and

WHEREAS, Bridge Number 2001 is within the APE for AHTD Job Number CA0602, and is owned by the City of North Little Rock, Pulaski County, Arkansas; and

WHEREAS, Bridge Number 2001 is determined eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion C; and

WHEREAS, the FHWA determined that AHTD Job Number CA0602 will include the replacement of Bridge Number 2001 because the bridge has been determined to be structurally deficient and unsafe for continued use; and

WHEREAS, the FHWA determined it will not market Bridge Number 2001 as it is not feasible to move due its large size and concrete construction. Additionally, the structurally deficient condition of the bridge prohibits leaving the bridge in place as does the expansion of the Interstate 30; and

WHEREAS, the FHWA has determined that this undertaking will have an adverse effect on a property eligible for listing in the NRHP and in accordance with 36 Code of Federal Regulations (CFR) Part 800, regulations implementing Section 106 of the National

Historic Preservation Act of 1966, as amended (54 U.S.C. 306108), must address this effect; and

WHEREAS, the FHWA, in consultation with the SHPO, has invited the AHTD and the City of North Little Rock to participate in the consultation and become signatories to this Memorandum of Agreement (MOA); and

WHEREAS, the definitions set forth in 36 CFR Part 800 are applicable throughout this MOA; and

NOW, THEREFORE, the FHWA and the SHPO, agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the adverse effect of this undertaking on this historic property.

STIPULATIONS

The FHWA, through the AHTD, will ensure the implementation of the following stipulations:

I. MITIGATION OF ADVERSE EFFECT TO HISTORIC PROPERTY:

- A. The FHWA will ensure documentation of the bridge in accordance with the Arkansas Historic Preservation Program (AHPP) Survey Procedures Manual: Guidelines for Historic and Architectural Surveys in Arkansas (2012), the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* set forth in 48 CR 44716., and the National Park Service's *Historic American Engineering Record Guidelines for Historic Reports 2008, updated 2010*.
- B. Documentation for the bridge will include color digital photography and completion of an Arkansas Architectural Resource Form. Documentation will also include copies of the original plans for Bridge Number 2001. Documentation will be curated at the AHPP, the AHTD, the Arkansas Historic Commission, and the Torreyson Library at the University of Central Arkansas.
- C. A 3-dimensional model of the bridge will be created and housed in the Historic Bridge Program Section of the AHTD website.
- D. No demolition will be undertaken on the historic property until all the fieldwork portions of the required mitigation have been completed. The FHWA will ensure that adequate time and funding are provided in order to carry out all aspects of the required mitigation.

II. HUMAN REMAINS

Human remains are not expected to be discovered on this undertaking; however, if they are encountered during implementation of the project, all activity in the vicinity of the discovery shall cease. The treatment of human remains shall follow the guidelines developed for the *Arkansas Burial Law* (Act 753 of 1991, as amended) and the Advisory Council on Historic Preservation's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* published February 23, 2007.

III. DURATION

This MOA will remain in effect for a period not to exceed ten years from the date of ratification, or until the proposed construction is complete. It may be extended by agreement of all the signatories.

IV. PROFESSIONAL QUALIFICATIONS STANDARDS

The FHWA shall ensure that all archeological investigations and other historic preservation activities to this MOA are carried out by, or under the direct supervision of, a person or persons meeting the appropriate qualifications set forth in the Secretary of the Interior's (SOI) professional qualification standards (48 CFR 44739).

V. POST-REVIEW DISCOVERY

Pursuant to 36 CFR Part 800.13, if cultural material is discovered during implementation of the project, the FHWA shall ensure that all construction activities cease in the area of the discovery and the consulting parties are notified. The FHWA, in consultation with SHPO, shall determine if the discovery is eligible for inclusion in the NRHP. If so, the FHWA and the AHTD will develop a treatment plan for historic properties which shall be reviewed by SHPO. Disputes arising from such review shall be resolved in accordance with Stipulation VI.

VI. DISPUTE RESOLUTION

Should any consulting party object within thirty (30) calendar days to any findings, proposed actions, or determinations made pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, it shall request further comments from the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800.7. Any Council comment provided in response to such a request shall be taken into account by the FHWA in accordance with 36 CFR 800.7 with reference only to the subject of the dispute. The FHWA responsibility to carry out all actions under this MOA that are not subject to dispute shall remain unchanged.

VII. MONITORING

The consulting parties or one or more parties in cooperation may monitor the undertaking and stipulations carried out pursuant to this MOA.

VIII. AMENDING THE MEMORANDUM OF AGREEMENT

Should any of the signatories to this MOA believe that the terms of this MOA are not being met or cannot be met, that party shall immediately notify the other signatories and request consultation to amend this MOA in accordance with 36 CFR Part 800. The process to amend this MOA shall be conducted in a manner similar to that leading to the execution of this MOA.

IX. TERMINATING THE MEMORANDUM OF AGREEMENT

Any signatory to this MOA may terminate it by providing thirty (30) calendar days written notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 CFR Part 800.4 through 800.6 with regard to the undertaking covered by this MOA.

X. FAILURE TO CARRY OUT THE MEMORANDUM OF AGREEMENT

In the event the FHWA does not carry out the terms of the MOA, the FHWA shall comply with 36 CFR Part 800.4 through Part 800.6 with regard to the undertaking covered by this MOA.

XI. FULFILLMENT OF SECTION 106 RESPONSIBILITIES

Execution and implementation of this MOA evidences that the FHWA has afforded the Council a reasonable opportunity to comment pursuant to 36 CFR Part 800 on the proposed replacement of Bridge Number 2001 in Pulaski County, Arkansas and the effects on this historic property, and the FHWA has taken into account the effect of the undertaking on the historic property.

SIGNATORY

FEDERAL HIGHWAY ADMINISTRATION

Angel L. Correa
Arkansas Division Administrator

Date

DRAFT

SIGNATORY

ARKANSAS STATE HISTORIC PRESERVATION OFFICER

Stacy Hurst
Arkansas State Historic Preservation Officer

Date

DRAFT

SIGNATORY

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director of Highways and Transportation

Date

DRAFT

SIGNATORY

CITY OF NORTH LITTLE ROCK

Joe Smith
Mayor

Date

DRAFT