PROGRAM GUIDE



Public Meeting #5

AHTD JOB NUMBER CA0602 30 CROSSING PROJECT I-530 – HWY. 67 (I-30 & I-40)

Thursday, October 22, 2015, 4 p.m. - 7 p.m. Friendly Chapel Church of the Nazarene (Gym) 116 South Pine Street, North Little Rock, AR

Welcome!

- Sign In
- · Review handouts
- · Visit each station
- · Ask questions
- · Provide comments

Written comments must be postmarked by Friday, November 6, 2015.

Mail: Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118

Email: info@30Crossing.com

Thank you for attending today's public meeting. The Arkansas State Highway and Transportation Department (AHTD) welcomes you.

The public meeting will provide an update since the Planning and Environmental Linkages (PEL) study was completed and approved in July.

During this time, the study team has further evaluated roadway, bridge and interchange concepts to widen I-30 to 10 lanes with a downtown collector/distributor system, as well as evaluated an additional alternative to widen I-30 to 8 lanes. Additional work has included initiating environmental evaluations required under the National Environmental Policy Act and identifying and analyzing ways to minimize impacts.

No formal presentation will be given.

Station 1 - Sign-in Table

Station 2 - PEL Study & Project History

Station 3 - 8-Lane GP Alternative

Station 4 - 10-Lane with Downtown C/D
Station 5 - Comments & How to Get Involved

Materials presented tonight will be available for review at www.30Crossing.com.



PURPOSE & NEED



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

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

CA0602 Interstate 530 – Highway 67



STUDY GOALS



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

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

CA0602 Interstate 530 – Highway 67



FACT SHEET



30 CROSSING BACKGROUND

In 2014, the Arkansas State Highway and Transportation Department (AHTD) initiated a Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements to Interstate 30, determine possible long-term solutions, and recommend alternative(s) that could be carried forward into further refinement during the National Environmental Policy Act (NEPA) study. The PEL Study is consistent with current federal regulations.

The PEL study area consisted of preliminary environmental and engineering analysis along the I-30 corridor, which extends approximately 6.7 miles through portions of Little Rock and North Little Rock, Arkansas.

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

HOW MANY LANES WILL 1-30 BE WIDENED TO?

The PEL study was completed in July 2015, and the study's recommended alternative is the 10-lane downtown CD alternative, also called the PEL Recommendation. The PEL Recommendation includes five lanes in each direction, with two of the main lanes serving as Collector/Distributor (CD) lanes from just south of Broadway Street in North Little Rock to the Highway 10 interchange just north of 3rd Street in Little Rock. (See the map on the back of this sheet.)

CD lanes are separated from mainlanes by a barrier and connect interstate mainlanes with entrance/exit ramps. These lanes operate at lower speeds than mainlanes and provide safe access to and from the corridor.

The I-30 PEL study determined that widening to 10 lanes will best relieve traffic congestion, improve roadway safety, and address structural and functional roadway and bridge deficiencies.

AN 8-LANE WIDENING ALTERNATIVE

An additional alternative is being evaluated during the NEPA study to widen I-30 to 8 lanes. This analysis will be shown at the October 22 public meeting at Friendly Chapel Church of the Nazarene in North Little Rock. Feedback on this additional alternative is encouraged.

RECOMMENDED 30 CROSSING IMPROVEMENTS

- Interstate widening Increasing I-30 to 8 or 10 lanes between I-530 (south terminal) and I-40 (north terminal) to handle existing and future capacity.
- Interchange redesign Modifying existing interchanges to improve safety and reduce congestion. This includes improvements to I-30's connection to Cantrell Road, I-630, and I-40.
- River Bridge replacement Constructing a new
 I-30 bridge to meet current design standards and address navigational traffic on the Arkansas River.
- Access and ramp location changes Modifying entrance and exit points along I-30 to meet current ramp design length requirements for safe acceleration and deceleration.

WHERE ARE WE NOW?

Project-specific determinations, such as interchange designs and the locations of ramps and interchanges, along with a more detailed analysis of potential impacts, is being analyzed now through the NEPA process. A public meeting and public hearing will be held throughout this process, and the public is encouraged to participate and provide input.

DESIGN-BUILD PROJECT

The 30 Crossing project will be developed using the design-build method, which is a project delivery system utilizing a contract between AHTD and a design-build construction contractor to complete the final design and construct the project. Using the design-build method rather than a traditional design-bid-build method is estimated to reduce the project's design and construction schedule by 18 months.





FACT SHEET





