

TIER 3 CATEGORICAL EXCLUSION

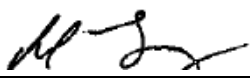
**AHTD JOB NUMBER CA0608
FAP NUMBER ACNHPP-630-1(1)4
Baptist Hospital-University Ave. (Widening)
Pulaski County, Arkansas**

Submitted Pursuant to 42 U.S.C. 4332(2)
By the
U.S. Department of Transportation
Federal Highway Administration
and the
Arkansas State Highway and Transportation Department

Prepared by
Kimley-Horn and Associates, Inc.
Memphis, TN

October 4, 2016

10/7/2016
Date of Approval



Randal Looney
Environmental Specialist
Federal Highway Administration

The AHTD Environmental Division has reviewed the referenced project and it falls within the definition of the Tier 3 Categorical Exclusion as defined by the AHTD and Federal Highway Administration (FHWA) Memorandum of Agreement on the processing of Categorical Exclusions.

The Interstate 630 corridor in Little Rock, Arkansas has currently exceeded its capacity, resulting in safety issues, congested driving conditions and failing levels-of-service. The purpose of this project is to improve the overall safety, level-of-service and address future growth by widening Interstate 630 from Baptist Hospital to University Avenue. Total length of the project is approximately 2.5 miles. A project location map is included in Attachment A.

The existing roadway consists of six 12-foot wide paved travel lanes with 10-foot wide paved shoulders. A diamond interchange is present at John Barrow Road, a semi-direct interchange is present at Rodney Parham Road, and a partial cloverleaf interchange is present at University Avenue. All ramps consist of a single lane. There are existing traffic signals at the intersections of John Barrow and the westbound Interstate 630 ramps, at Rodney Parham Road and Mississippi Street, and at Rodney Parham Road and the eastbound Interstate 630 ramps. Existing right of way width varies, ranging from 220 to 400 feet.

Proposed improvements include eight 12-foot wide paved travel lanes (four in each direction) with 10-foot wide shoulders. A fifth auxiliary lane will be added in several locations between successive entrance and exit ramps. All existing bridges within the project limits (Bridge Numbers A5582/B5582, A5583/B5583, and 5584) will be replaced. A new 14-foot wide bicycle and pedestrian bridge will be installed north of bridge A5582. All proposed structures have a concrete deck on steel beams with multiple spans on multi-column bents. Information about the existing bridge structures to be replaced is provided in Table 1 (Attachment D). Information regarding the proposed structures is provided in Table 2 (Attachment D). Storage and turning lanes will be added to the westbound I-630 exit ramps at John Barrow and Rodney Parham Road. Traffic signals will be improved at John Barrow and the westbound Interstate 630 ramps, at Rodney Parham Road and Mississippi Street, and at Rodney Parham Road and the eastbound Interstate 630 ramps. The westbound entrance ramp between University Avenue and Hughes Street will be removed. An Interchange Justification Report outlining these proposed changes was approved by FHWA on March 2, 2015.

No additional permanent right of way will be required for this project. Approximately 0.2 acre temporary construction easement (TCE) will be required in Kanis Park at the Rodney Parham Road interchange and approximately 0.1 acre TCE will be required where the westbound entrance ramp will be removed.

Design data for this project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2019	119,000	2	60 mph
2039	141,000	2	60 mph

Noise predictions have been made for this project utilizing the FHWA's Traffic Noise Model 2.5 (TNM 2.5) procedures. The model results indicate that five of the study areas will experience an increase in noise levels beyond the threshold required for noise abatement. Noise barriers were found to be warranted in four of the study areas.

A Noise Neighborhood Meeting was held on November 3, 2015 in the project area and was attended by 41 people, including AHTD staff. The meeting consisted of display boards, video presentations, and a PowerPoint presentation outlining the noise study process and results. Attendees were provided an opportunity to ask questions and were given comment cards to provide written feedback. A total of 13 comments were received.

The noise study was revised to address the issues raised in the initial meeting. Additional traffic counts were obtained to verify the existing counts at several locations. Traffic lane distributions in the model were adjusted to better reflect current and proposed conditions, and the model was further adjusted to use the higher of the AM or PM traffic counts at each individual Noise Study Area, rather than using the AM volume for the entire corridor.

A second Noise Neighborhood Meeting was held on July 26, 2016 and was attended by 65 people, including AHTD staff. The meeting consisted of display boards, video presentations, and a PowerPoint presentation outlining the noise study process, results, and a discussion of differences from the original meeting. Attendees were provided an opportunity to ask questions and were given comment cards to provide written feedback.

During both Neighborhood Noise Meetings, residents who were benefitted by the proposed noise barriers were provided an opportunity to vote on the addition of the barriers to the project. Votes were also accepted after the meeting for residents who were unable to attend. Multiple barrier options for Noise Study Areas 4, 5 and 6, including walls and berms, were approved by the public vote with more than 50% voting "affirmative" in each case. The wall options provide benefits to a greater number of residents, minimize the impact to existing walking trails and trees, provide aesthetic consistency for the corridor, and allow continued use of the existing right-of-way by the public. For these reasons, noise walls were selected over berms for these study areas. There will be a minor impact to the viewshed from the roadway and from residential and

business locations. The barrier options for Noise Study Area 8 were not approved by the public and will not be constructed.

There are no relocatees, prime farmland, wetlands, cultural resources, or endangered species impacts associated with this project. USFWS coordination is included in the appendices. Field inspections found no evidence of existing underground storage tanks or hazardous waste deposits. There are no Executive Order 12898 Environmental Justice issues involved with this project. Cultural resources clearance is included in Attachment C.

There are five streams located within the project corridor: Rock Creek and four unnamed tributaries to Rock Creek. Rock Creek will be temporarily impacted for approximately 215 linear feet during construction of the new roadway structure and pedestrian bridge. The temporary impacts are due to the construction of work roads, removal of existing piers, and installation of new bridge piers in the creek. A 30-foot wide temporary work road will be constructed on the north side of the proposed bridges and a 20-foot wide temporary work road will be constructed on the south side. Two of the tributaries will experience no impacts, and the other two will have a combined permanent impact of approximately 1,130 linear feet. The permanent impacts to the tributaries are due to the extension of existing box culverts in the channels.

Coordination with the U.S. Army Corps of Engineers (USACE) is ongoing, but it is expected that a Section 404 permit for Approved Categorical Exclusions as defined in Federal Register 77 (34) 10183 – 10290 will be required. A Short Term Activity Authorization issued by ADEQ will be obtained prior to the commencement of construction.

Pulaski County participates in the National Flood Insurance Program. All of the floodplain encroachments within this highway construction project will be designed to comply with the county's local flood damage prevention ordinance. The project lies within both Zone A and Zone AE Special Flood Hazard Areas, and a permit will be required from Pulaski County. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project. None of the encroachments will constitute a significant floodplain encroachment or a significant risk to property or life.

There are six resources within the project corridor that are eligible for protection under Section 4(f) guidelines: Weedman Park, Henderson Middle School Athletic Field, Kanis Park, War Memorial Golf Course, the Little Rock Zoo, and Fair Park/War Memorial Park. Of these, only Kanis Park is physically impacted by the proposed construction.

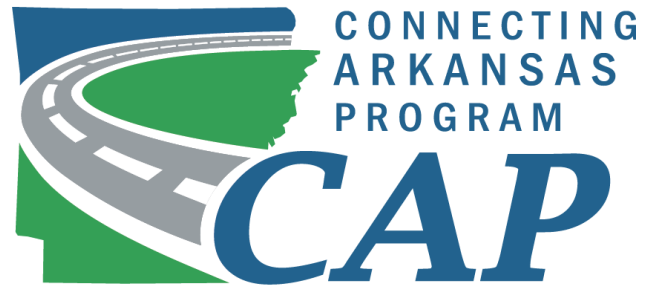
A bicycle/pedestrian path that runs through Kanis Park will be temporarily closed during construction for safety concerns. Approximately 0.2 acre of the park near the path will be temporarily impacted. This impact to the Park has been determined to be a *de minimis* impact. The *de minimis* Section 4(f) documentation is included in Attachment F.

The basketball court under Interstate 630 and adjacent to Kanis Park will be removed and relocated at the expense of the City of Little Rock per a previous agreement with AHTD. This facility is not a protected Section 4(f) resource.

A Public Involvement Meeting was held on February 3, 2015. A total of 50 comments were received at the meeting. A synopsis of the meeting and a summary of comments and responses is included in the attachments.

The following commitments have been made in respect to the project:

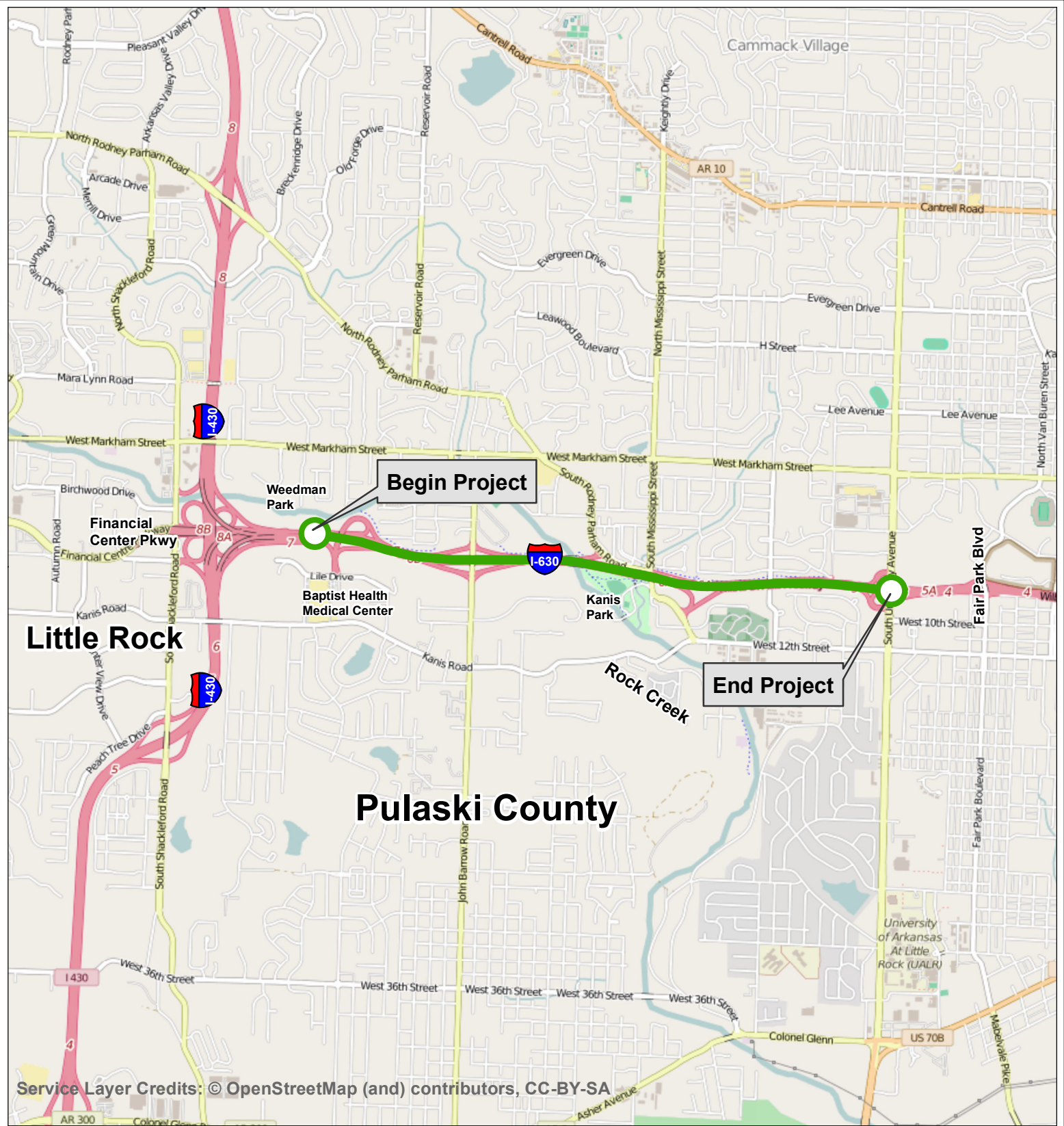
- Special Provision for Nesting Sites of Migratory Birds
- USACE Section 404 Nationwide Permit #23
- Floodplain Development Permit
- ADEQ Short Term Activity Authorization
- Storm Water Pollution Prevention Plan and a local NPDES permit



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment A

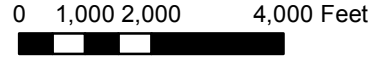
Project Location Map



Service Layer Credits: © OpenStreetMap (and) contributors, CC-BY-SA



AHTD Job CA0608 Project Location



Legend

 Project Corridor



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment B

Environmental Impacts Assessment Form

AHTD ENVIRONMENTAL IMPACTS ASSESSMENT FORM

AHTD Job Number CA0608 FAP Number ACNHPP-640-1(1)4

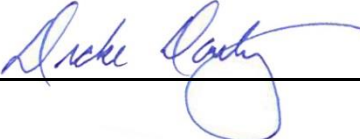
Job Title Baptist Hospital-University Ave. (Widening) (S)

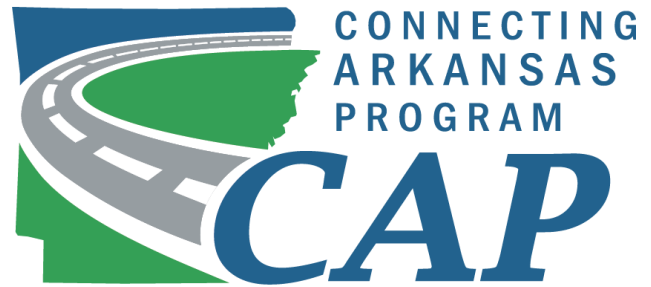
Environmental Impacts	None	Minor	Significant	Comments
Air Quality	X			
Construction Impacts		X		<i>Temporary and minor during construction</i>
Cultural Resources	X			
Economic	X			
Endangered Species	X			
Energy Resources	X			
Environmental Justice/Title VI	X			
Fish and Wildlife	X			
Floodplains		X		<i>Floodplain development permit required</i>
Forest Service Property	X			
Hazardous Materials/Landfills	X			
Land Use Impacts		X		<i>0.2 acre temporary construction easements required</i>
Migratory Birds		X		<i>Migratory Bird Special Provision enclosed.</i>
Navigation/Coast Guard	X			
Noise Levels			X	<i>5 impacted areas, noise barriers planned for 3 areas</i>
Prime Farmland	X			
Protected Waters	X			
Public Recreation Lands		X		<i>Temporary de minimis impacts to Kanis Park and multi-use trail during construction. 0.2 acre TCE required in Kanis Park</i>
Public Water Supply/WHPA	X			
Relocatees	X			
Section 4(f)/6(f)		X		<i>Temporary de minimis impacts to Kanis Park and multi-use trail during construction. 0.2 acre TCE required in Kanis Park</i>
Social	X			
Underground Storage Tanks	X			
Visual Impacts		X		<i>Noise walls will have a minor impact on the viewshed from roadway and from residential and business locations.</i>
Stream Impacts		X		<i>1,345 linear feet</i>
Water Quality		X		<i>Temporary during construction</i>
Wetlands	X			
Wildlife Refuges	X			

AHTD ENVIRONMENTAL IMPACTS ASSESSMENT FORM

Section 401 Water Quality Certification Required? No
Short-term Activity Authorization Required? Yes
Section 404 Permit Required? Yes Type Nationwide 23

Remarks: 4(f) de minimis impacts evaluation form enclosed for Kanis Park.

Signature of Evaluator  Date 09/27/2016



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment C

SHPO Clearance and Agency Responses

RECEIVED
AHTD

OCT 17 2014

**CULTURAL RESOURCE
PROJECT IDENTIFICATION FORM**

91596
FHWA
NE

**ENVIRONMENTAL
DIVISION**

AHTD Job Number: CA0608 AHTD District: Six

Job Name: Baptist Hospital-University Ave. (Widening) (S) County: Pulaski

Associated Highway/Road: Interstate 630 Funding: Federal State

USGS Quad: Alexander and Little Rock 7.5"

Job Type: Improvement on New Location Borrow Pit
 Bridge Replacement Haul Road
 Road Widening Waste Site
 Storage Site Other-

AHPP
OCT 14 2014

Job Description: The project proposes to widen Interstate 630 from six to eight lanes from Baptist Hospital to the University Avenue interchange in Little Rock. No new archeological sites were identified within proposed right of way of way of the project. No further work is recommended.

Records Checked: AAS Site Files AHPP Site Files
 GLO Surveys Early USGS Quad Maps
 AHTD 1936 County Maps Other _____

Survey Methods: Visual Inspection Shovel Tests
 Test Pits Machine Excavation
 Other _____

Ground Conditions: Cultivated Cleared and Grubbed
 Woods Lawn
 Pasture Other urban

Presence of Cultural Resources: Yes No

If yes, see Supplemental Site Information.
If no, this project will not affect cultural resources, no further work is recommended.

AHTD Archeologist: Robert W. Scoggin Date: October 14, 2014

SHPO: _____ Date: 10/15/2014

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to light.
Frances McSwain
Frances McSwain, Deputy State
Historic Preservation Officer

From: [Lewis, Lindsey](#)
To: [Seagraves, Josh](#)
Subject: Re: CA0608
Date: Tuesday, December 01, 2015 9:20:33 AM

Josh,

First I've seen of it, but no big deal.

The Service does not have any information indicating that there are any federally listed species in the directly affected area of this action due to the habitat type, urban environment, and distance to any known species locations. Additionally, the project location, design, and BMPs should minimize the potential for any direct or indirect effects to listed species. Therefore, the Service concurs with AHTD's assessment and determination that this project is "not likely to adversely affect any listed species."

Thanks,

Lindsey Lewis
Biologist

US Fish & Wildlife Service
Arkansas Field Office
110 South Amity Rd., Suite 300
Conway, Arkansas 72032

(501) 513-4489 - voice
(501) 513-4480 - fax
Lindsey_Lewis@fws.gov
<http://www.fws.gov/arkansas-es/>

On Mon, Nov 30, 2015 at 5:12 PM, Seagraves, Josh <Josh.Seagraves@ahtd.ar.gov> wrote:

Lindsey,

Was this submitted to you previously? If so I cannot find the response. Could you please resend? If it wasn't previously submitted, please review.

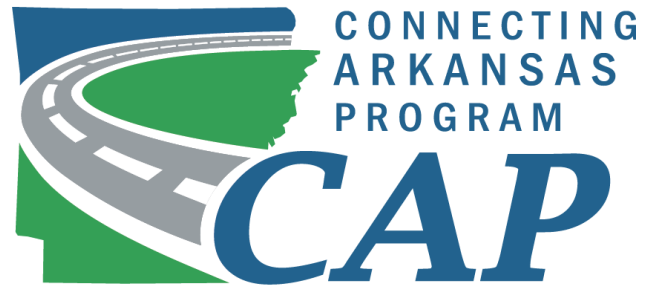
Thanks.

Josh Seagraves

Section Head – Special Studies

Arkansas Highway and Transportation Dept.

PO Box 2261, Little Rock, AR 72203



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment D

Roadway and Bridge Design Sheets

DESIGN INFORMATIONJob Number CA0608 FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)Brief Project Description Widening of existing I-630 and replacement of bridge structures, from Baptist Hospital to University Avenue**EXISTING CONDITIONS:**Roadway Width: 36'-0" each way Shoulder Width: 10'-0"Number of Lanes and Width: 3 lanes each way, 12'-0" widthAverage Existing ROW Width Varies, 220' to 400'**PROPOSED CONDITIONS:**Roadway Width: 48'-0" to 60'-0", each way Shoulder Width: 10'-0" outside, 8'-9" insideNumber of Lanes and Width: Varies, 4-5 lanes each way, 12'-0" widthAverage Existing ROW Width Varies, 220' to 400'**CONSTRUCTION INFORMATION:**If detour: Where N/A Length _____**DESIGN DATA:**2017 ADT 116,000 2037 ADT 138,000 %Trucks 3% Design Speed 60 mphApproximate total length of project: 2.344 mile(s)Justification for improvements: Improve the overall level of service and address future growth in the heavily traveled urban corridor

Table 1: Existing Structures

Bridge Number	Roadway/Watercourse	Existing Structure
05584	I-630	47' x 175' structure comprised of 2-span concrete deck with steel beams on spread footings. The structure is not deficient and has a sufficiency rating of 95.8.
A5582	Rock Creek	120' x 258' structure comprised of 4-span concrete deck with steel beams on spread footings.
B5582	Rock Creek	70' x 503' structure comprised of 4-span concrete deck with steel beams on spread footings.
A5583	Rodney Parham	111' x 445' structure comprised of 4-span concrete deck with box girder on spread footings. The structure is structurally deficient.
B5583	Rodney Parham	111' x 445' structure comprised of 4-span concrete deck with box girder on spread footings. The structure is structurally deficient.
Sta. 96+13	Tributary to Rock Creek	Quintuple 6' x 5' x 88.5' structure comprised of RCBC
Sta. 1175+74	Tributary to Rock Creek	Triple 7' x 5' x 344' structure comprised of RCBC

Table 2: Proposed Structures

Roadway/ Watercourse	Proposed Structure	Type
I-630	2-span Continuous Composite W-Beam Unit on Concrete Columns on spread footings. Total length 185'-1 7/8"	Replacement Structure (Hughes Street)
Rock Creek	4-span Continuous Composite W-Beam Unit on Concrete Columns on spread footings. Total length 258'-6 1/2"	Replacement Structure (I-630 WB)
Rock Creek	4-span Continuous Composite W-Beam Unit on Concrete Columns on spread footings. Total length 258'-6 1/2"	Replacement Structure (I-630 EB)
Rock Creek	4-span Continuous Composite W-Beam Unit on Concrete Columns on spread footings. Total length 257'-2"	New Structure (Pedestrian Bridge North of I-630 EB)
Rodney Parham	4-span Continuous Composite Plate Girder on Concrete Columns on drilled shaft foundations. Total length 430'-3 3/16"	Replacement Structure (I-630 WB)
Rodney Parham	4-span Continuous Composite Plate Girder on Concrete Columns on drilled shaft foundations. Total length 430'-3 3/16"	Replacement Structure (I-630 EB)
Tributary to Rock Creek Sta 96+13	Add Barrels to Existing Double 6' x 5' x 88.5' RCBC to existing Quintuple 6' x 5' x 88.5' RCBC	Culvert Widening
Tributary to Rock Creek Sta 1124+69	Quadruple 12' x 8' x 151.2' RCBC	New Structure

BRIDGE DESIGN INFORMATIONJob Number CA0608 FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)**Description of Existing Bridge:**Bridge Number N/A (New Structure) over _____

Bridge Location: Rte: _____ Section: _____ Log Mile: _____

Length: _____ Br. Rdwy. width: _____ Deck width (Out-to-Out): _____

Type Construction: _____

Deficiencies _____

HBRRP Eligibility: _____ Qualifying Code: _____ Sufficiency Rating: _____

Proposed Improvements:Length: 257'-2" Br. Rdwy. Width: 14'-0" (SUP) Deck Width (Out-to-out) 16'-0"Travel Lanes: N/A (Pedestrian Bridge) Shoulder Width: N/ASidewalks: None Location: N/A Width: N/A**Construction Information**Location in relation to existing bridge: No existing bridge, north of A5582Superstructure Type: Continuous Composite W-Beam UnitSpan Lengths: 68'-61'-61'-65'Substructure Type: Concrete columns on spread footingsOrdinary High Water Elev. 306 No. of Bents inside OHW Contours: 1Concrete Volume below OHW: 28 yd³ Vol. Bent Excavation: 40 yd³ Is backfill req'd? YesIs Channel excavation req'd? No Surface Area: 0 ft² Volume: 0 yd³Is fill below OHW req'd? No Surface Area: 0 ft² Volume: 0 yd³Is riprap req'd? Yes**Work Road Information:**Is work road(s) required? Yes Location: See Attached Top width: 20-30 ftIs fill below OHW req'd? Yes Surface Area: 1,845 ft² Volume: 126 yd³Are pipes required to meet backwater criteria? No**Detour Information:**Is a detour bridge required? No Location in relation to existing bridge: N/ALength: N/A ft Br. Rdwy. Width: N/A ft Deck Elevation: N/AVolume of fill below OHW: N/A yd³ Surface area: N/A ft²

BRIDGE DESIGN INFORMATIONJob Number CA0608FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)**Description of Existing Bridge:**Bridge Number A&B5582 over Rock CreekBridge Location: Rte: 630 Section: 21 Log Mile: 5.80Length: 258'-6½" Br. Rdwy. width: 120'-6¾"—138'-11¾" Deck width (Out-to-Out): 137'-4"—154'0"Type Construction: Composite W-Beam Unit

Deficiencies _____

HBRRP Eligibility: _____ Qualifying Code: _____ Sufficiency Rating: _____

Proposed Improvements:Length: 258'-6½" Br. Rdwy. Width: 148'-11⅝"—150'-8⅛" Deck Width (Out-to-out): 154'-9⅝"—156'-7⅞"Travel Lanes: 8 Lanes @ 12' Each & 1 Ramp Lane @ 12'—15' Shoulder Width: 6'—10'Sidewalks: None Location: N/A Width: N/A**Construction Information**Location in relation to existing bridge: Same LocationSuperstructure Type: Continuous Composite W-Beam UnitSpan Lengths: 64'-64'-64'-64'Substructure Type: Concrete columns on spread footingsOrdinary High Water Elev. 306 ft. No. of Bents inside OHW Contours: 2Concrete Volume below OHW: 16 yd³ Vol. Bent Excavation: 33 yd³ Is backfill req'd? YesIs Channel excavation req'd? No Surface Area: 0 ft² Volume: 0 yd³Is fill below OHW req'd? No Surface Area: 0 ft² Volume: 0 yd³Is riprap req'd? Yes**Work Road Information:**Is work road(s) required? Yes Location: See Attached Top width: 20-30 ftIs fill below OHW req'd? Yes Surface Area: 1854 ft² Volume: 126 yd³

Are pipes required to meet backwater criteria?

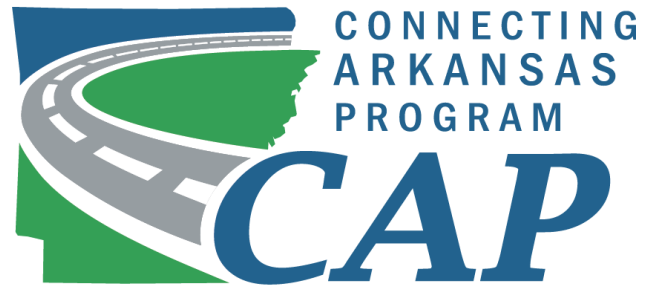
Detour Information:Is a detour bridge required? No Location in relation to existing bridge: N/ALength: N/A ft Br. Rdwy. Width: N/A ft Deck Elevation: N/AVolume of fill below OHW: 0 yd³ Surface area: N/A ft²

BRIDGE DESIGN INFORMATIONJob Number CA0608 FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)**Description of Existing Bridge:**Bridge Number A&B5583 over Rodney ParhamBridge Location: Rte: 630 Section: 21 Log Mile: 5.53Length: 444'-3/8" Br. Rdwy. width: 111'-4" Deck width (Out-to-Out) 114'-0"Type Construction: Continuous Composite Welded Box Girder

Deficiencies _____

HBRRP Eligibility: _____ Qualifying Code: SD Sufficiency Rating: _____**Proposed Improvements:**Length: 430'-3³/₁₆" Br. Rdwy. Width: 68'-0" (x2) Deck Width (Out-to-out) 142'-8"Travel Lanes: 8 Lanes @ 12'-0" Min. Each Shoulder Width: 10'-0"Sidewalks: None Location: N/A Width: N/A**Construction Information**Location in relation to existing bridge: Same PlaceSuperstructure Type: Continuous Composite Plate GirderSpan Lengths: 119'-97'-100'-112'Substructure Type: Concrete columns on drilled shaft foundationsOrdinary High Water Elev. 311 No. of Bents inside OHW Contours: 0Concrete Volume below OHW: 0 yd³ Vol. Bent Excavation: 0 yd³ Is backfill req'd? NoIs Channel excavation req'd? No Surface Area: N/A ft² Volume: N/A yd³Is fill below OHW req'd? No Surface Area: N/A ft² Volume: N/A yd³Is riprap req'd? No**Work Road Information:**Is work road(s) required? No Location: N/A Top width: N/A ftIs fill below OHW req'd? No Surface Area: N/A ft² Volume: N/A yd³Are pipes required to meet backwater criteria? No**Detour Information:**Is a detour bridge required? No Location in relation to existing bridge: N/ALength: N/A ft Br. Rdwy. Width: N/A ft Deck Elevation: N/AVolume of fill below OHW: N/A yd³ Surface area: N/A ft²

BRIDGE DESIGN INFORMATIONJob Number CA0608 FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)**Description of Existing Bridge:**Bridge Number 05584 over I-630Bridge Location: Rte: Hughes Street Section: Log Mile: Length: 174'-1 5/8" Br. Rdwy. width: 36'-0" Deck width (Out-to-Out) 47'-0"Type Construction: Composite I-BeamDeficiencies HBRRP Eligibility: Qualifying Code: ND Sufficiency Rating: 95.8**Proposed Improvements:**Length: 185'-1 7/8" Br. Rdwy. Width: 36'-0" Deck Width (Out-to-out) 52'-2"Travel Lanes: 2 Lanes @ 18'-0" Each Shoulder Width: N/ASidewalks: 2 Location: Both Sides Width: 6'-6" (x2)**Construction Information**Location in relation to existing bridge: Same locationSuperstructure Type: Continuous Composite W-BeamSpan Lengths: 92'-91'Substructure Type: Concrete columns on spread footingsOrdinary High Water Elev. N/A No. of Bents inside OHW Contours: N/AConcrete Volume below OHW: N/A Vol. Bent Excavation: N/A Is backfill req'd? N/AIs Channel excavation req'd? N/A Surface Area: N/A Volume: N/AIs fill below OHW req'd? N/A Surface Area: N/A Volume: N/AIs riprap req'd? No**Work Road Information:**Is work road(s) required? No Location: N/A Top width: N/A ftIs fill below OHW req'd? No Surface Area: 0 ft² Volume: 0 yd³Are pipes required to meet backwater criteria? No**Detour Information:**Is a detour bridge required? No Location in relation to existing bridge: N/ALength: N/A ft Br. Rdwy. Width: N/A ft Deck Elevation: N/AVolume of fill below OHW: N/A yd³ Surface area: N/A ft²



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment E

Public Involvement Synopsis



Public Meeting Synopsis

Job CA0608

Baptist Hospital-University Ave. (Widening) (S)

Pulaski County

February 3, 2015

An open-forum public involvement meeting for the proposed Baptist Hospital-University Ave. (Widening) was held at Christ Lutheran Church Little Rock (Fellowship Hall) in Little Rock, Arkansas from 4:00 – 7:00 p.m. on February 3, 2015. A public officials meeting was held at 2:00 p.m. on the same day. Efforts to involve minorities and local property owners in the meeting(s) included:

- Display ad placed in the Arkansas Democrat Gazette January 18 and February 1, 2015.
- Radio Public Service Announcement (PSA) was run twice a day from January 31 through February 3, 2015 on Heartbeat 106.7 and La Pantera 1440.
- Letters to public officials were mailed and emailed on January 20, 2015, and fliers were mailed on January 27, 2015.
- Letters to ministers were mailed on January 21, 2015 and emailed on January 22, 2015.
- Fliers to adjacent property owners were mailed January 21, 2015.
- Fliers to stakeholders and people interested in the project were mailed and emailed January 21, 2015.
- Meeting notice fliers were delivered door-to-door along project route January 27 and January 28, 2015.
- Every Door Direct Mail from the U.S. Postal Service was used to mail fliers to residents near the project location in zip code 72205 and 72204 the week of January 26, 2015.
- A news release was distributed to the media on January 28, 2015.
- A meeting announcement was listed on ConnectingArkansasProgram.com on January 16, 2015 and ArkansasHighways.com on January 22, 2015.



Public Meeting Synopsis

The following information was available for inspection and comment. Small-scale copies of the displays are attached to this synopsis.

- Two aerial photograph roll plots at a scale of 1" = 100', illustrating the entire length of the proposed project
- Two 24" x 52" aerial photographs on mounted boards at a scale of 1" = 400', illustrating the entire length of the proposed project
- Three CAP informational boards

Handouts for the public included a comment sheet and a small-scale map illustrating the project location, which was identical to the aerial photograph display. Copies of these are attached to this synopsis.

Table 1 describes the results of public officials participation at the 2 p.m. meeting.

Table 1	
Public Participation	Total
Attendance at meeting (including AHTD and CAP staff)	23
Comments received	0

No written comments were received during the public officials meeting.



Public Meeting Synopsis

Table 2 describes the results of public participation at the 4-7 p.m. meeting.

Table 2	
Public Participation	Total
Attendance at meeting (including AHTD and CAP staff)	150
Comments received	50

Bridgefarmer & Associates reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments are combined and/or paraphrased to simplify the synopsis process.

An analysis of the responses received from the public survey is shown in Table 3.

Table 3	
Survey Results	Totals
Supports improvements to Interstate 630	23
Does not support improvements to Interstate 630	21
Knowledge of historical, archeological or cemetery sites	6
Knowledge of area environmental constraints	20
Home or property offers limitations to the project that need to be considered during the design	4
Suggestions to better serve the needs of the community	33
Believes the project would have beneficial impacts	5
Believes the project would have adverse impacts	33



Public Meeting Synopsis

Total Comments Received	50
--------------------------------	-----------

The following is a listing of comments concerning issues associated with this project. Responses to comments are *provided in blue italics*.

- Twenty-eight comments were made regarding existing noise and/or increased noise resulting from the project. Eighteen comments expressed the desire for noise abatement to be included in the project.
A separate noise study is being conducted as a part of the environmental process and noise barriers will be included in the project if they are found to be feasible and reasonable.
- Nineteen comments were made about Kanis Park and the basketball courts below the I-630 bridge stating their importance to the community. Fifteen of these comments listed Kanis Park and/or the basketball courts as an environmental constraint. Five comments were made calling for the courts to be improved, replaced or reconstructed nearby.
The basketball courts will be removed from their current location inside the roadway right-of-way based on an existing agreement between AHTD and the City of Little Rock. The City is exploring options for relocating the facilities.
- Eight comments were made concerned that the project would lower property values.
- Seven comments were made about concerns during the construction phase; including noise, dust, damage from heavy vehicles along residential streets, and the proximity of potential staging areas to homes.
Efforts will be made to minimize the impact of construction on the neighboring communities. Dust control and other erosion control measures will be utilized. Heavy vehicles and equipment will not regularly use residential streets.
- Six comments expressed the desire for the bikeway to be maintained along with the fence separating the bikeway from the highway.
The Kanis Park trail be temporarily closed during construction, but will be reopened when the project is complete.
- Four comments stated the current traffic did not warrant the project.
The purpose of the project is to improve the overall safety of the facility and to address the expected future growth in traffic along the corridor.
- Four comments were made concerned that the project would increase congestion on other roads in the community.
Adjacent roadways may experience additional traffic during construction, but no long-term impacts to these roadways are anticipated.



Public Meeting Synopsis

- Four comments were made noting the Haven of Rest Cemetery along W. 12th Street.
Potential impacts to the cemetery have been considered in all of the environmental technical studies performed for the project.
- Three comments made concerning drainage along Ouachita Drive and the inlet at the corner of the off ramp and Mississippi Street.
The proposed improvements will not adversely impact storm drainage anywhere along the project corridor.
- Three comments were made about a Bald Eagle nest located along Marguerite Lane, two homes over from Blue Bird Lane.
Project impacts to threatened and endangered species are being coordinated with the US Fish and Wildlife Service. No impacts are anticipated.
- Four comments were made expressing concerns about access along Mississippi Street near Ouachita Drive; two comments about blocking of the intersection of Mississippi Street and Ouachita and driveways along Mississippi, two comments about the movement from I-630 exit ramp to Eastbound Ouachita Drive.
Access to Ouachita drive will not be modified through this project.
- Three comments were made supporting future meetings and on-going updates regarding the project.
- Three comments were made supporting the widening of I-630 beyond University Ave.
- Two comments were made about mass transit; specifically that the money used for this project would be better spent or more effectively used in support of mass transit.
- Two comments were made concerning drainage issues along the creek between John Barrow Road and Deerbrook Road and increased runoff resulting from this project.
The proposed improvements will not adversely impact storm drainage anywhere along the project corridor.
- Two comments were made that removing the Blue Bird Drive on-ramp would reduce access to the highway and result in lower property values.
- Two comments were made supporting improved lighting along I-630; one comment specifically requested LED be used.
The existing roadway lighting system will be replaced by an LED system.
- Two comments were made about the murals painted on the existing Rodney Parham Bridge substructure; one noting the location, the other hoping they would be preserved.
The existing bridge will be replaced by a new bridge. The murals cannot be preserved due to demolition of the existing bridge.
- One comment was made that collector-distributor lanes would improve operations between John Barrow Road and Baptist Hospital.
- One comment made noted that an old ordinance field is located south of the



Public Meeting Synopsis

interstate at John Barrow Road.

- One comment was made that the project would be beneficial to the community by improving emergency vehicle access.
- One comment was made that widening I-630 beyond the limits of this project would be destructive to existing residential areas and businesses.
- One comment was made expressing a desire for speed bumps to be installed along Mississippi Street.

Improvements to Mississippi Street are outside the scope of this project.

- One comment was made about the condition of Mississippi Street and the presence of pot holes.

Improvements to Mississippi Street are outside the scope of this project.

- One comment was made that all pavement along I-630 should be replaced.

Attendees were also given the opportunity to provide their names and contact information to be notified of the results for the I-630 Noise Analysis Study. Fifty-four people provided their contact information.

Attachments:

- Small-scale copy of the display board
- Blank comment form
- Blank I-630 Noise Analysis Study sign-in sheet
- 11x17 map handout



CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment F

4(f) *de minimis* Evaluation

**EVALUATION AND DOCUMENTATION OF A
DE MINIMIS FINDING TO SECTION 4(F) PROPERTY
FOR PUBLIC PARKS, RECREATION LANDS, AND
WILDLIFE AND WATERFOWL REFUGES**

AHTD Job Number CA0608

Baptist Hospital-University Ave. (Widening)

Pulaski County

Kanis Park

City of Little Rock

February 29, 2016

Federal Highway Administration

Arkansas State Highway and Transportation Department

What is Section 4(f)?

Section 4(f) is part of a law that was passed to protect public parks, recreation areas, wildlife/waterfowl refuges, and important historic sites from being harmfully affected by transportation projects.

Does Section 4(f) Apply to Kanis Park?

Kanis Park, in the City of Little Rock, is an important park for the metropolitan area. Because it is a significant park and owned by a public entity, it qualifies for Section 4(f) protection.

After an evaluation such as this is completed, some Section 4(f) impacts can be recognized as “*de minimis*,” which means relatively minor. Information will be presented to prove that there are only minor impacts to Kanis Park. A *de minimis* finding is allowed on projects that meet the conditions shown in Table 1.

Table 1	
When Can We Use A <i>De Minimis</i> Finding on Section 4(f) Properties?	Does It Apply To This Project?
Did we specially design the project to protect Kanis Park as much as possible? Did we use mitigation and enhancement where it was suitable?	Yes
Did the official(s) with authority over Kanis Park have a chance to consider this information and agree that the project will not greatly harm the things that make Kanis Park important?	Yes
Did the public have an opportunity to review and comment on the effects of the project on Kanis Park and the things that make it important to them?	Yes

What is the proposed road project?

The Arkansas State Highway and Transportation Department (AHTD) and Federal Highway Administration are proposing a project to widen Interstate 630 from six to eight lanes from Baptist Hospital to University Avenue in Pulaski County within the City of Little Rock as seen in Figure 1.

Why is Kanis Park Important?

Kanis Park is located in and owned and operated by the City of Little Rock. The park property includes approximately 46 acres. The main purpose of the park is recreation including the following facilities:

- Basketball courts
- Baseball/softball field
- Playgrounds
- Tennis courts
- Picnic tables
- Bicycle and pedestrian paths

Can We Avoid the Park?

The need for the proposed temporary construction easement could be avoided if only roadway improvements were considered. In order to improve bicycle and pedestrian facilities for safety and usability, the geometrics of the facilities need to be corrected. A temporary construction easement will be acquired from Kanis Park to transition the existing paths to the new bicycle and pedestrian facilities.

What Will the Project Do To the Park?

The proposed temporary construction easement within Kanis Park is approximately 0.2 acre, as seen in Figure 2. No permanent right of way will be required from Kanis Park. Impacts as a result of the interstate construction will be temporary loss of use for portions of the bike and pedestrian path to reconstruct the paths and ensure user safety. Recreational uses after construction of the interstate will be unchanged from the present conditions.

What Did We Do to Reduce Harm to the Park?

The following measures were included in the proposed project to reduce harm to Kanis Park:

- 1) Permanent impacts to Kanis Park were avoided. Land acquisition and interruptions to bicycle and pedestrian facilities will be temporary during construction.
- 2) The improvements requiring the property from Kanis Park will result in overall improvements to the recreational values of Kanis Park by improving the geometrics of the bicycle and pedestrian facilities. These improvements will increase bicycle and pedestrian safety and usability of the facilities.

How Did We Involve the Public In This Evaluation?

An open-forum public involvement meeting and public officials meeting for the proposed widening project were held at Christ Lutheran Church Little Rock (Fellowship Hall) in Little Rock on February 3, 2015. Efforts to involve minorities and local property owners in the meeting(s) included:

- Display ad placed in the Arkansas Democrat Gazette January 18 and February 1, 2015.
- Radio Public Service Announcement (PSA) was run twice a day from January 31 through February 3, 2015 on Heartbeat 106.7 and La Pantera 1440.
- Letters to public officials were mailed and emailed on January 20, 2015, and fliers were mailed on January 27, 2015.
- Letters to ministers were mailed on January 21, 2015 and emailed on January 22, 2015.
- Fliers to adjacent property owners were mailed January 21, 2015.
- Fliers to stakeholders and people interested in the project were mailed and emailed January 21, 2015.
- Meeting notice fliers were delivered door-to-door along project route January 27 and January 28, 2015.
- Every Door Direct Mail from the U.S. Postal Service was used to mail fliers to residents near the project location in zip code 72205 and 72204 the week of January 26, 2015.
- A news release was distributed to the media on January 28, 2015.
- A meeting announcement was listed on ConnectingArkansasProgram.com on January 16, 2015 and ArkansasHighways.com on January 22, 2015.
- The Draft 4(f) Evaluation was provided on the CAP website for public review and comment.

The public meetings had a total of 173 attendees. A total of 51 comment forms were received, with the following comments regarding Kanis Park:

- Nineteen comments were made about Kanis Park and the basketball courts below the I-630 bridge stating their importance to the community.

- Fifteen of these comments listed Kanis Park and/or the basketball courts as an environmental constraint.
- Five of these comments called for the courts to be improved, replaced or reconstructed nearby.
- Six comments expressed the desire for the bikeway to be maintained along with a fence separating the bikeway from the interstate.

The City of Little Rock has agreed that this project will not have a harmful effect on Kanis Park. A copy of this agreement is included in Appendix A.

What is the Decision?

This evaluation has determined that the proposed roadway improvement will not harm the protected features, qualities, or activities that make the park important for recreation under Section 4(f), thus qualifying for a *de minimis* finding on Kanis Park.

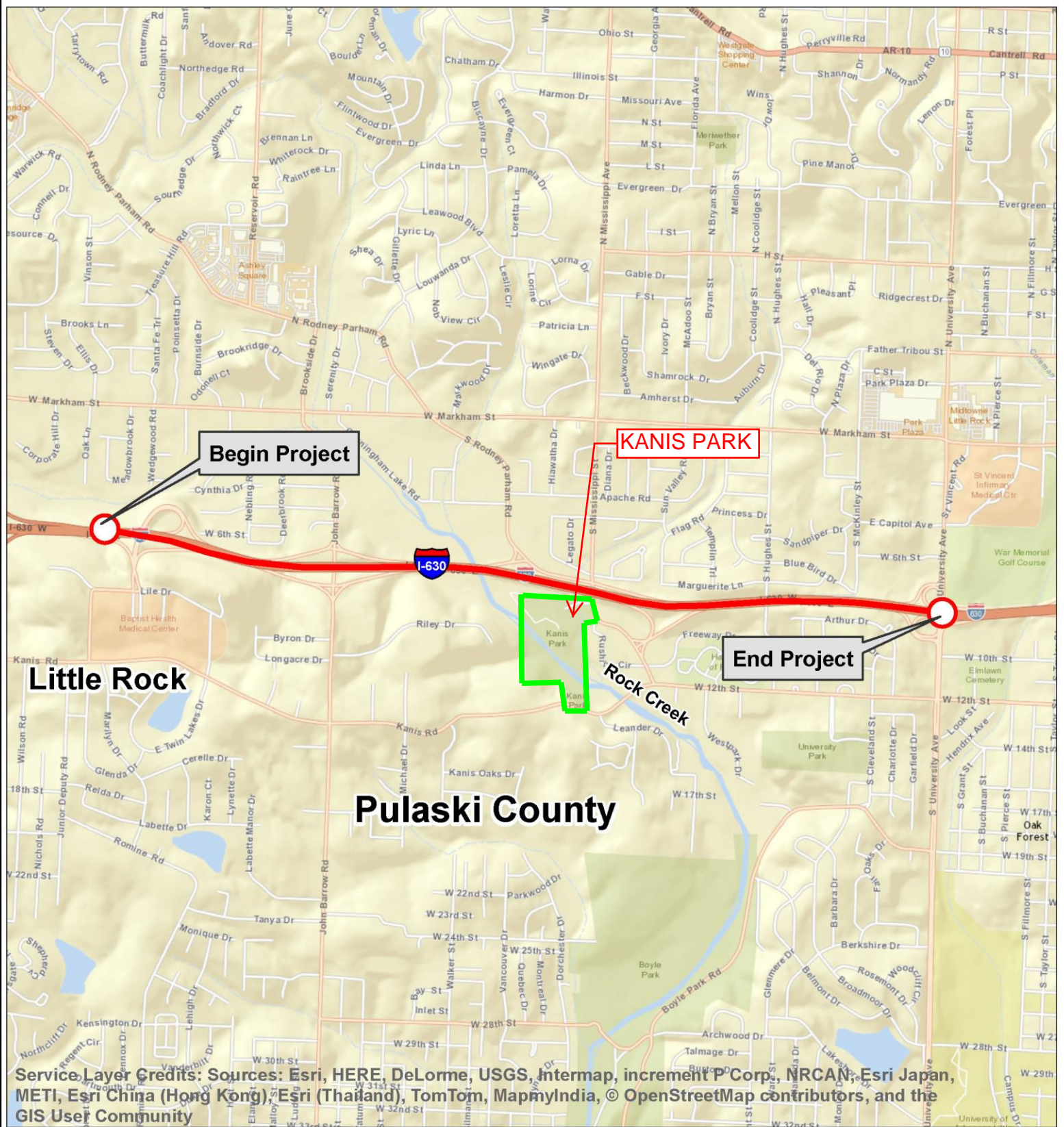


FIGURE 1

Legend

 Project Corridor

**AHTD Job CA0608
Project Location**



0 1,000 2,000 4,000 Feet




DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.						CA0608		XXXX

KANIS PARK TCE LOCATION

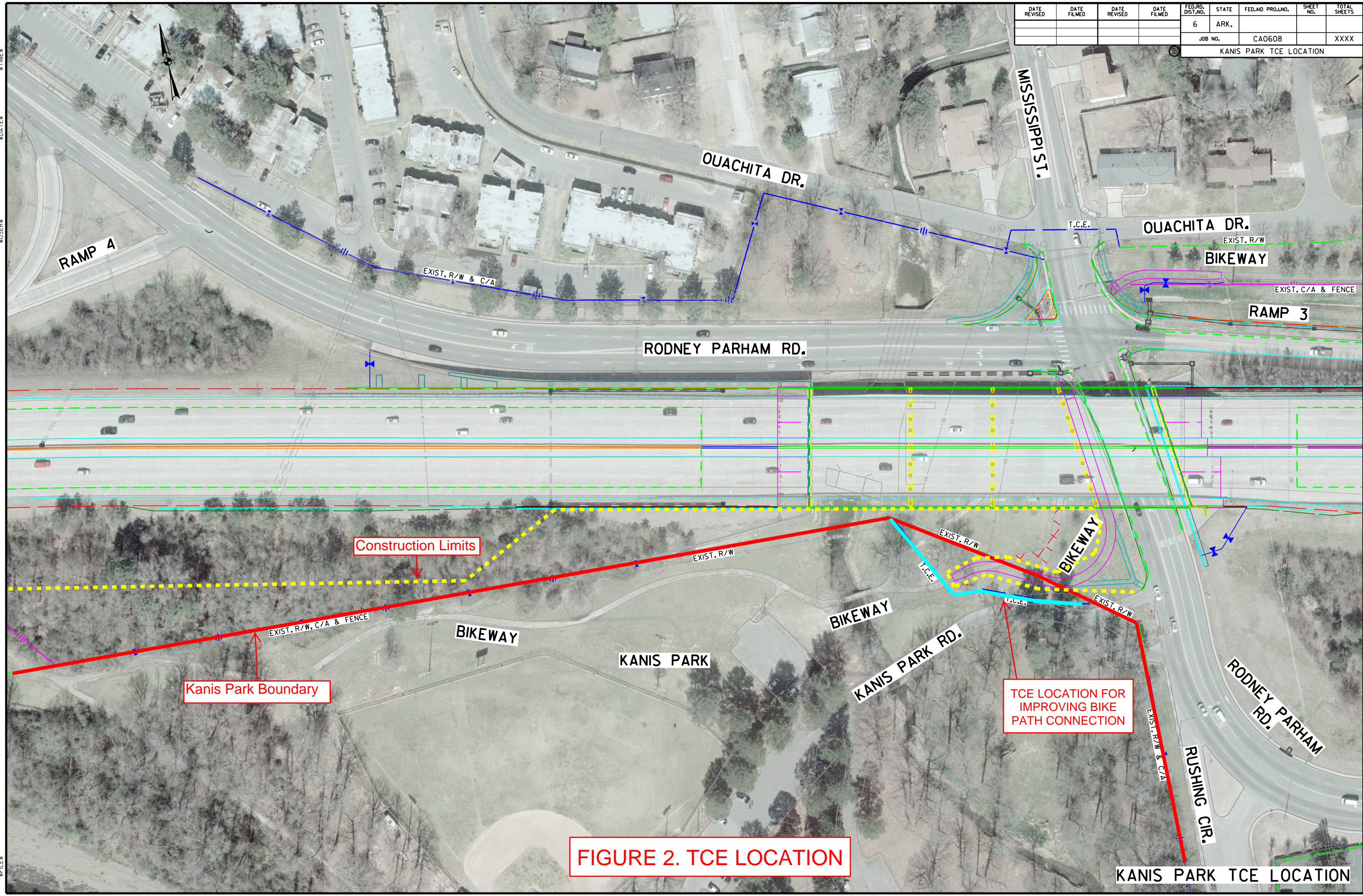


FIGURE 2. TCE LOCATION

KANIS PARK TCE LOCATION

\$TIME\$
\$DATE\$
\$USER\$

\$FILE\$

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

March 1, 2016

Mark Webre
Deputy Director of Operations
City of Little Rock Parks and Recreation
500 West Markham Street, Room 108
Little Rock, AR 72201

Re: AHTD Job Number CA0608
Baptist Hospital- University Ave.
(Widening)
Pulaski County
Section 4(f) *De Minimis* Evaluation –
Kanis Park

Dear Mr. Webre:

The Arkansas State Highway and Transportation Department (AHTD) is proposing a project to widen Interstate 630 from six to eight lanes from Baptist Hospital to University Avenue in Pulaski County within the City of Little Rock.

In order to make geometric improvements to an existing bike and pedestrian path within Kanis Park, part of the City of Little Rock park system, the AHTD will need to acquire a temporary construction easement within the park boundary. Kanis Park qualifies for Section 4(f) protection as a significant public park. The primary uses of the park are recreational activities on such facilities as bicycle and pedestrian trails, ball fields, basketball and tennis courts, picnic tables, and playgrounds.

The determination has been made by the Federal Highway Administration that the proposed project will not adversely affect the protected features, attributes or activities qualifying the property for protection under Section 4(f), thus qualifying for a *de minimis* finding on the impacts to Kanis Park. The AHTD's proposal includes all possible planning to avoid the park property and minimize harm to the recreational uses of Kanis Park. A draft of the Section 4(f) *De Minimis* Evaluation for Kanis Park is enclosed.

The proposed temporary construction easement within Kanis Park is approximately 0.2 acre. No permanent right of way will be required from Kanis Park. Impacts as a result of the highway construction will be temporary loss of use for portions of the bike and pedestrian path to reconstruct the paths and ensure user safety. Recreational uses after construction of the highway will be unchanged from the present conditions.

The path reconstruction will also improve user safety by improving the geometrics of the facility. The bicycle bridge just east of Rock Creek will also be reconstructed with better geometry for bicyclists.

A requirement for a Section 4(f) *de minimis* finding is an opportunity for the public to comment on the Section 4(f) Evaluation. The draft Section 4(f) *De Minimis* evaluation will be posted on the Connecting Arkansas Program (CAP) website and made available for review and comment by the public. Any comments received will be addressed in the final Section 4(f) *De Minimis* Evaluation.

If you have any questions, comments, or wish to discuss the impacts to the park further, please contact Bill McAbee of Garver at (501) 537-3259.

If you agree with the assessment of the impacts of this project and the proposed minimization and mitigation for the impacts on Kanis Park, please sign the statement below and return it to us. Thank you for your cooperation.

Sincerely,



John Fleming
Environmental Division Head

cc: FHWA
AHTD CAP Manager
Garver CAP Environmental Manager
Azad Shahriar

Enclosure

I concur with the assessment and the proposed minimization and mitigation of impacts to Kanis Park as detailed in the enclosed Evaluation and Documentation of *De Minimis* Findings to Section 4(f) Property for Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges.

Mark Will Signature

Deputy Director Operations Title

March 10, 2016 Date