

**IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF ARKANSAS**

**GEORGE WISE, MATTHEW PEKAR,
UTA MEYER, DAVID MARTINDALE
AND ROBERT WALKER**

PLAINTIFFS

Vs.

**UNITED STATES DEPARTMENT OF
TRANSPORTATION, FEDERAL HIGHWAY
ADMINISTRATION; and ARKANSAS STATE
DEPARTMENT OF TRANSPORTATION**

DEFENDANTS

FILED
U.S. DISTRICT COURT
EASTERN DISTRICT OF ARKANSAS
JUL 19 2018
By: JAMES W. MCCORMACK, CLERK
CLERK

4:18cv466-BRW

**PLAINTIFFS' MOTION FOR
TEMPORARY RESTRAINING ORDER**

Come the Plaintiffs, George Wise, Matthew Pekar, Uta Meyer, David Martindale and Robert Walker, by and through their attorneys, Richard H. Mays and Heather Zachery of Williams & Anderson PLC, Little Rock, Arkansas, and for their Motion for Temporary Restraining Order, state:

1. On October 4, 2016, the Defendant Federal Highway Administration (FHWA) issued a document entitled "Tier 3 Categorical Exemption" authorizing the construction of certain significant additions, modifications and expansion more particularly described herein on that portion of Interstate 630 between University Avenue on the east, and the Baptist Medical Center entrance/exit ramps on the west, all in the City of Little Rock, Arkansas. A "Project Location Map" showing the location of the proposed Interstate expansion is attached hereto as **Exhibit No. 1**. A copy of the "Tier 3 Categorical Exemption" issued by the FHWA is attached hereto as **Exhibit No. 2**.

2. The Tier 3 Categorical Exemption was apparently executed pursuant to a Memorandum of Agreement between the FHWA and the Arkansas Department of Transportation (ArDOT) dated November, 2009, providing for the determination by ArDOT of the applicability of categorical exclusions on Federally-funded highway construction projects undertaken in Arkansas. Such Memorandum of Agreement expired in November, 2014 by operation of 23 C.F.R. §771.117(g)(2), and was not effective at the time of the signing of the Tier 3 Categorical Exemption. A copy of the Memorandum of Agreement is attached hereto as **Exhibit No. 3**.

3. On July 18, 2018, the Plaintiffs herein filed suit in the above entitled and numbered cause to have the said Tier 3 Categorical Exclusion declared ineffective as a basis for the decision by the FHWA and ArDOT to perform the additions, modifications and expansion of I-630 by reason of the inapplicability of such categorical exemption to such significant additions, modifications and expansion, and the failure of the Defendants, Federal Highway Administration (FHWA) and Arkansas Department of Transportation (ArDOT) to otherwise comply with the requirements of the National Environmental Policy Act (“NEPA”), 42 USC §4321- 70, and its implementing regulations issued by the White House Council on Environmental Quality (“CEQ”) 40 C.F.R. §§1500-08, including without limitation 40 CFR §1508.4; and the regulations of the Federal Highway Administration at 23 C.F.R. §771.115(b), and 23 C.F.R. §771.117(a), (b) and (c).

4. The FHWA’s Tier 3 Categorical Exclusion is final agency action authorizing the Defendant, ArDOT, to commence construction on the above-described portion of I-630, which will include the following expansions, modifications and additions:

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. ... 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.

(Tier 3 Categorical Exclusion, October 4, 2016, p. 1, **Exhibit No. 2** attached hereto)

5. A temporary restraining order is necessary in this case because the ArDOT has announced that in an Information Release that it commenced work on the I-630 Project on Monday, July 16, 2018, and that it will demolish the I-630 overpass over its intersection with Hughes Street on Friday, July 20, 2018, and detour traffic from I-630 to Markham Street and other streets of the City of Little Rock. ArDOT has announced that it will also demolish and replace two other bridges/overpasses on I-630 at its intersections with other Little Rock streets during the course of the Project. The demolition of any of those bridges/overpasses will cause permanent and irrevocable harm and frustrate any meaningful environmental review of the decision of FHWA and ArDOT to perform the project work. A copy of the ArDOT Information Release dated July 13, 2018 attached hereto as **Exhibit No. 4**.

6. The actions of the FHWA and ArDOT in failing to comply with the requirements of NEPA and NEPA and FHWA regulations for preparation of an environmental assessment or environmental impact statement, and in approving the Tier 3 Categorical Exclusion as a basis for determining that the I-630 Project would likely cause no

significant environmental impacts were unreasonable, arbitrary, capricious, an abuse of discretion and not in accordance with law as more fully described in the Brief that accompanies this Motion.

7. The actions of the Defendants as described above, and the continued construction of the I-630 Project will cause immediate, substantial and irreparable harm to the environment and to plaintiffs unless such activities are enjoined and construction of the Project ordered by the Court to be stayed pending determination of this matter on the merits. Plaintiff can show a substantial likelihood of prevailing on the merits on final hearing. The Defendants will suffer no harm by delay pending review of this matter on the merits. The public interest will be served in the issuance of a temporary restraining order and/or preliminary injunction to stop all activity in construction of the Project pending a final hearing in this matter.

8. Pursuant to 28 USC §1657 and 5 USC §705, Plaintiffs request that the Court expedite the consideration of this Motion by scheduling a hearing as soon as possible, and that a hearing on the merits be scheduled as expeditiously as possible thereafter.

9. Attached to this Motion are the sworn declarations of the Plaintiffs George Wise, Matthew Pekar, Uta Meyer, David Martindale and Robert Walker verifying the factual allegations of the Complaint and this Motion. Such declarations are attached hereto as Exhibits numbered 5-9, respectively.

10. A Brief in Support of this Motion is submitted simultaneously herewith.

WHEREFORE, Plaintiffs pray:

- A. For a Temporary Restraining Order restraining and enjoining the Defendants, and each of them and their contractors from any activities regarding any additional

construction on or implementation of the I-630 Project, or in acting pursuant to the Categorical Exemption issued by the FHWA, pending hearing on the merits of the Complaint.

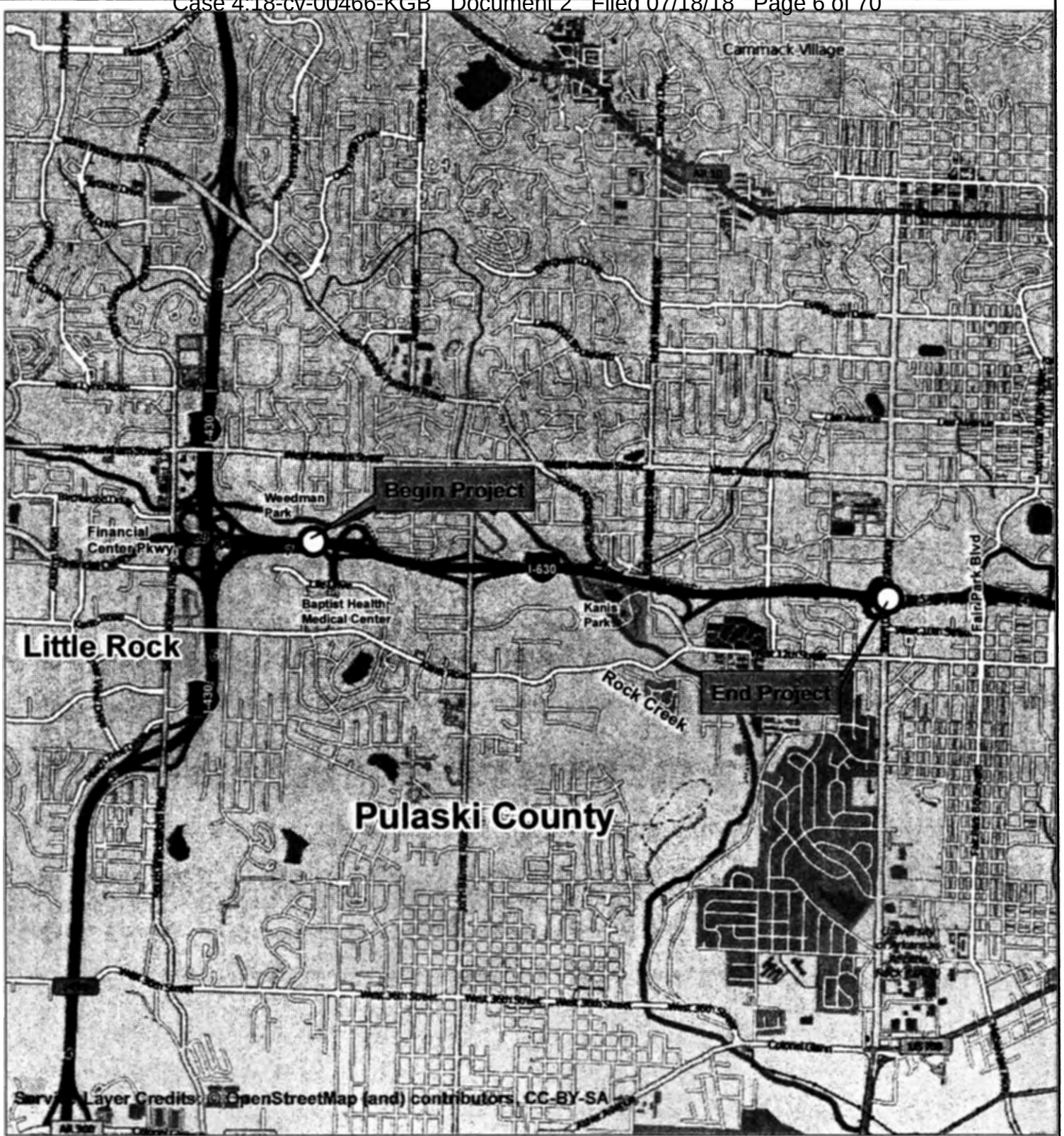
- B. That the Court expedite consideration of this Motion and set a date and time upon notice to the Defendants for a hearing on this Motion for Temporary Restraining Order or Preliminary Injunction.
- C. That the Court issue any and all other necessary and appropriate process to require the Defendants to cease and desist from implementation of the Project, or in acting pursuant to the Categorical Exemption issued by the FHWA, pending conclusion of these review proceedings, as provided by 5 USC §705.
- D. That plaintiff be awarded its costs and attorney fees, and for all other legal and proper relief.

Respectfully submitted,

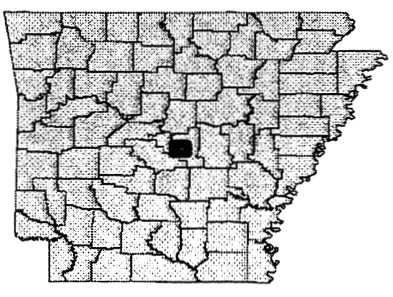
WILLIAMS & ANDERSON PLC

By: 

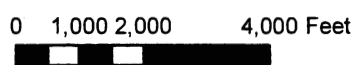
Richard H. Mays (AR Bar #61043)
Heather Zachary (AR Bar #2004216)
Stephens Building - 22nd Floor
111 Center Street
Little Rock, AR 72201
(501) 372-0800
rmays@williamsanderson.com
hzachary@williamsanderson.com



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



AHTD Job CA0608 Project Location



Legend

 Project Corridor

EXHIBIT

tabbles 1

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

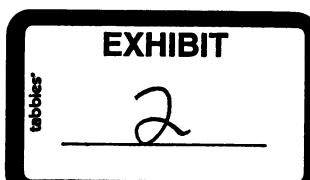
October 4, 2016

10/7/2016

Date of Approval



Randal Looney
Environmental Specialist
Federal Highway Administration



AHTD Job Number CA0608
Tier 3 Categorical Exclusion
Page 1 of 4

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.

AHTD Job Number CA0608
 Tier 3 Categorical Exclusion
 Page 2 of 4

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

AHTD Job Number CA0608
Tier 3 Categorical Exclusion
Page 3 of 4

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.

AHTD Job Number CA0608
Tier 3 Categorical Exclusion
Page 4 of 4

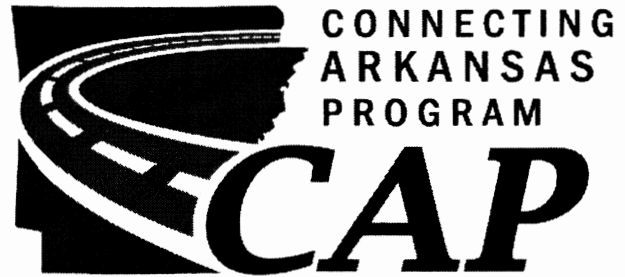
A bicycle/pedestrian path that runs through Kanis Park will be temporarily closed during construction for safety concerns. Approximately 0.2 acre of the park near the path will be temporarily impacted. This impact to the Park has been determined to be a *de minimis* impact. The *de minimis* Section 4(f)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

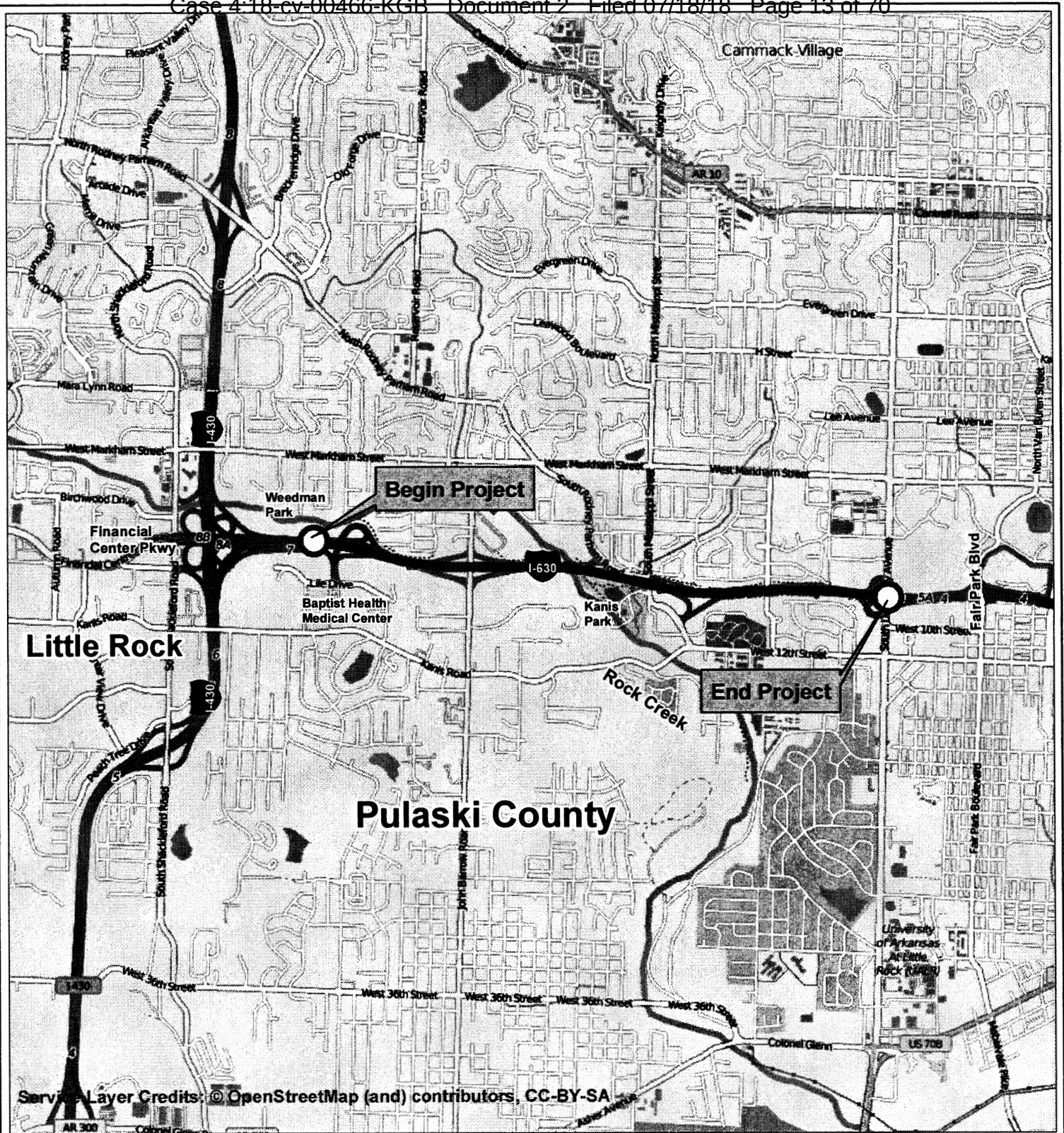
- Special Provision for Nesting Sites of Migratory Birds
- USACE Section 404 Nationwide Permit #23
- Floodplain Development Permit
- ADEQ Short Term Activity Authorization
- Storm Water Pollution Prevention Plan and a local NPDES permit



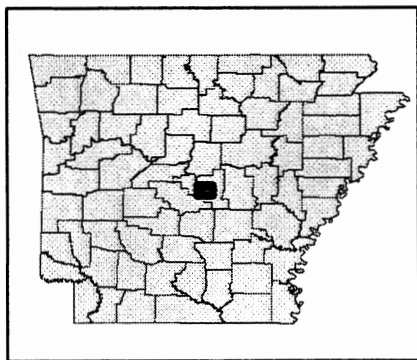
CA0608 I-630
Baptist Hospital-University Ave. (Widening)

Attachment A

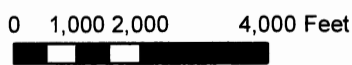
Project Location Map



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

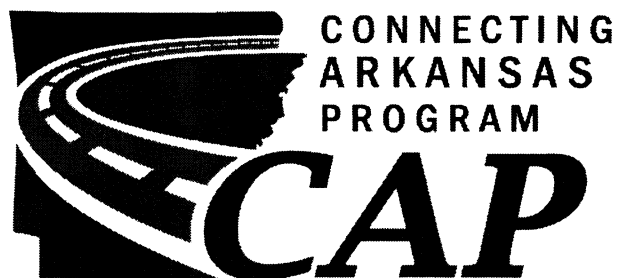


**AHTD Job CA0608
Project Location**



Legend

 Project Corridor



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

Attachment B

Environmental Impacts Assessment Form

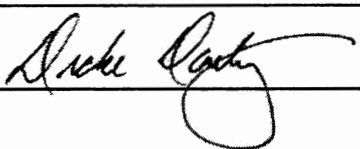
AHTD ENVIRONMENTAL IMPACTS ASSESSMENT FORMAHTD Job Number CA0608 FAP Number ACNHPP-640-1(1)4Job Title Baptist Hospital-University Ave. (Widening) (S)

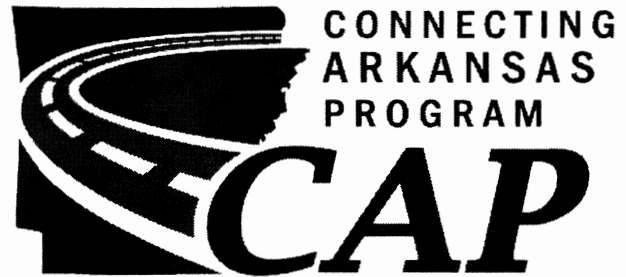
Environmental Impacts	None	Minor	Significant	Comments
Air Quality	X			
Construction Impacts		X		<i>Temporary and minor during construction</i>
Cultural Resources	X			
Economic	X			
Endangered Species	X			
Energy Resources	X			
Environmental Justice/Title VI	X			
Fish and Wildlife	X			
Floodplains		X		<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:
- | | |
|--|-------------------------------------|
| <input type="checkbox"/> Improvement on New Location | <input type="checkbox"/> Borrow Pit |
| <input type="checkbox"/> Bridge Replacement | <input type="checkbox"/> Haul Road |
| <input checked="" type="checkbox"/> Road Widening | <input type="checkbox"/> Waste Site |
| <input type="checkbox"/> Storage Site | <input type="checkbox"/> 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:
- | | |
|---|--|
| <input checked="" type="checkbox"/> AAS Site Files | <input checked="" type="checkbox"/> AHPP Site Files |
| <input checked="" type="checkbox"/> GLO Surveys | <input checked="" type="checkbox"/> Early USGS Quad Maps |
| <input checked="" type="checkbox"/> AHTD 1936 County Maps | <input type="checkbox"/> Other _____ |

- Survey Methods:
- | | |
|---|---|
| <input checked="" type="checkbox"/> Visual Inspection | <input type="checkbox"/> Shovel Tests |
| <input type="checkbox"/> Test Pits | <input type="checkbox"/> Machine Excavation |
| <input type="checkbox"/> Other _____ | |

- Ground Conditions:
- | | |
|-------------------------------------|--|
| <input type="checkbox"/> Cultivated | <input type="checkbox"/> Cleared and Grubbed |
| <input type="checkbox"/> Woods | <input type="checkbox"/> Lawn |
| <input type="checkbox"/> Pasture | <input checked="" type="checkbox"/> Other <u>urban</u> |

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 Date: _____

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.

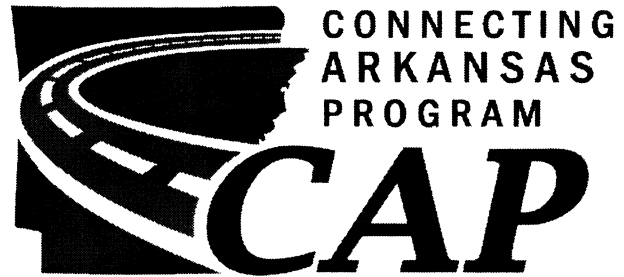
Thanks.

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

DATE SUBMITTED _____

DESIGN INFORMATION

Job Number CA0608 FAP Number 9991 County Pulaski

Job Name I-630 Widening from Baptist Hospital to University Avenue

Design 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" width

Average 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" inside

Number of Lanes and Width: Varies, 4-5 lanes each way, 12'-0" width

Average 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 mph

Approximate 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

DATE SUBMITTED _____

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

DATE SUBMITTED _____

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'-8⅞" 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 UnitpansSpan 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

DATE SUBMITTED _____

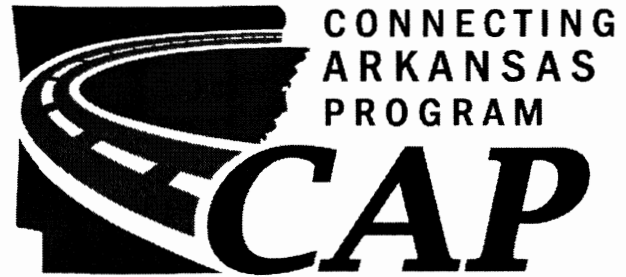
BRIDGE DESIGN INFORMATIONJob Number CA0608 FAP Number 9991 County PulaskiJob Name I-630 Widening from Baptist Hospital to University AvenueDesign Engineer Shahriar Azad, PE (Bridgefarmer and Associates, Inc.)**Description of Existing Bridge:**Bridge Number A&B5583 over Rodney ParhamBridge Location: Rte: 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

DATE SUBMITTED _____

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'-17/8" 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.

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.

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.

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.

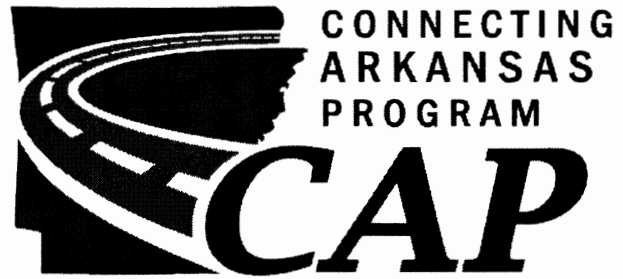
Improvements to Mississippi Street are outside the scope of this project.

- 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

SECTION 4(F) EVALUATION**AHTD JOB NUMBER CA0608****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.

SECTION 4(F) EVALUATION

AHTD JOB NUMBER CA0608

- 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.

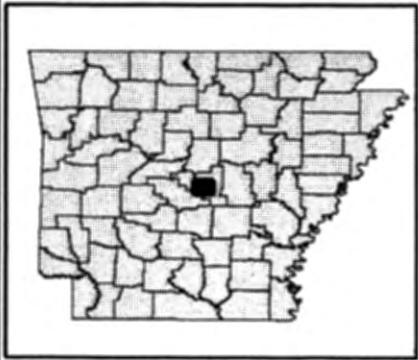
The City of Little Rock has agreed that this project will not have a harmful effect on Kanis Park. A copy of this agreement is included in Appendix A.

What is the Decision?

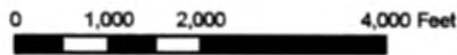
This evaluation has determined that the proposed roadway improvement will not harm the protected features, qualities, or activities that make the park important for recreation under Section 4(f), thus qualifying for a *de minimis* finding on Kanis Park.



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



**AHTD Job CA0608
Project Location**



Legend

 Project Corridor

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND THE
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
FOR PROCESSING AND DOCUMENTATION OF CATEGORICAL
EXCLUSIONS**

WHEREAS, Section 771.107(b) of 23 Code of Federal Regulations (CFR) describes an action;

WHEREAS, Section 771.115 of 23 CFR describes classes of actions;

WHEREAS, Section 771.115(b) describes categorical exclusions as actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirements of having to prepare an environmental impact statement or environmental assessment;

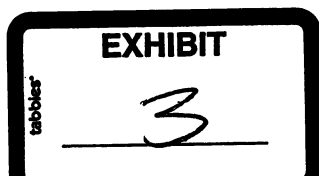
WHEREAS; Section 771.117(c) lists actions that meet the criteria for categorical exclusions outlined in Section 771.117(a) and that normally do not require any further National Environmental Policy Act (NEPA) approvals by the Federal Highway Administration (FHWA);

WHEREAS; Section 771.117(d) lists other actions that may meet the criteria for a categorical exclusion after Federal Highway approval; and

WHEREAS; Arkansas State Highway and Transportation Department (AHTD) and FHWA desire to concur in advance with the classification of those types of categorical exclusions in Section 771.117(d) which have no adverse environmental impacts;

THEREFORE, AHTD and FHWA mutually agree that an action that meets the following conditions is a categorical exclusion. If one or more of the conditions is not satisfied, a separate environmental document will be prepared for submittal to FHWA for review and approval.

- 1) The action does not have significant environmental impacts as described in 23 CFR 771.117(a);
- 2) The action does not involve unusual circumstances as described in 23 CFR 771.117(b);
- 3) The action meets the following criteria:



- a) Does not involve the acquisition of more than minor amounts of temporary or permanent right-of-way (less than or equal to 10 acres). Acquisition of right-of-way in excess of 10 acres will be considered on a case-by-case basis. Such acquisitions will not require substantial commercial or residential displacements.
- b) Does not involve the use of properties protected by Section 6(f), Land and Water Conservation Fund Act (16 United States Code 460L-4 to L-11). Case-by-case evaluation will be made of projects where Section 6(f) impacts are the **only** environmental concern. These type projects may be supported with Tier 3 Categorical Exclusions accompanied by a Section 4(f) Evaluation.
- c) Does not involve work in farmlands where the Farmland Conversion Impact Rating form (Form AD-1600) indicates a total score of 160 or higher.
- d) Does not involve projects that are entirely on new location where new location is defined as a substantial portion of the project corridor requiring right of way not immediately adjacent to the existing highway facility.
- e) Does not involve the use of properties protected by Section 4(f) of the Department of Transportation act (49 United States Code 303). Case-by-case evaluation will be made of projects where Section 4(f) impacts are the **only** environmental concern. These type projects may be supported with Tier 3 Categorical Exclusions, accompanied by a Section 4(f) Evaluation.
- f) Does not involve a determination of adverse effect by the State Historic Preservation Officer (SHPO), when the adverse effect cannot be satisfactorily mitigated per SHPO approval.
- g) Does not involve any work encroaching on a regulatory floodway (other than by bridge over the floodway) or any work adversely affecting the base floodplain (100 year flood) elevations of a watercourse or lake.
- h) Does not involve improvements requiring additional right of way within the boundaries of the Buffalo National River.

- i) Does not involve new location highway facilities crossing or adversely affecting any river designated as a component in the National System of Wild and Scenic Rivers published by the U. S. Department of the Interior/U. S. Department of Agriculture.
- j) Does not involve any new or additional break in access for a fully-controlled highway facility.
- k) Does not involve any known regulated or potentially regulated hazardous waste sites or previous land uses with potential for hazardous wastes remaining within the project right-of-way that require more than minor remediation.
- l) Does not involve any work that may adversely affect federally listed endangered or threatened species or critical habitat.
- m) Does not involve any work in a non-attainment area that may increase the traffic carrying capacity of a facility and cause additional air quality concerns.

WHEREAS, the environmental analysis and review for all projects determined to be a Tier One or Tier Two Categorical Exclusion by AHTD under this Memorandum of Agreement will be documented by AHTD and provided to FHWA in digital format upon completion.

WHEREAS, the environmental analysis and review for all projects determined to be a Tier Three Categorical Exclusion by FHWA under this Memorandum of Agreement will be documented by AHTD and submitted to FHWA for review and approval.

NOW, THEREFORE, the signatories agree that the environmental documentation process shall proceed in accordance with the following stipulations.

AHTD/FHWA CATEGORICAL EXCLUSION DOCUMENTATION AND PROCESSING STIPULATIONS

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771, AHTD and FHWA have divided categorical exclusions into three tiers for documentation purposes.

TIER 1: This level of categorical exclusion requires no documentation other than memo approval by the Division Head of the AHTD Environmental Division and includes the following project types:

- a) Highway safety or traffic operations improvement projects including the installation of ramp metering control devices, lighting, and Safe Routes to School facilities.
- b) Transportation corridor fringe parking facilities.
- c) Approval for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant impacts.
- d) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
- e) Construction of bus shelter facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements) when located in a commercial or other high activity center in which there is adequate street capacity for project bus traffic.
- f) Construction of 3R type projects that require only minor amounts of additional right-of-way.
- g) Transportation enhancements as defined in Section 133 of 23 United States Code (USC), National Recreational Trail Program projects as defined in Section 106, Title 23 USC, and National Scenic Byways Program projects, as defined in Section 162, Title 23 USC.
- h) Intelligent Transportation System projects that do not require additional right of way.

- i) Funding external environmental mitigation site construction or purchase of environmental mitigation credits from a Corps of Engineers or other regulatory agency approved site.
- j) Acquisition of transportation-related equipment that does not require additional right of way.

TIER 2: This level of categorical exclusion requires documentation prepared by Environmental Division and approved by the Assistant Chief Engineer - Planning and includes the following:

- a) Modernization of a highway by reconstruction, adding shoulders, or adding auxiliary lanes (e.g. parking, weaving, turning, climbing).
- b) Bridge rehabilitation, reconstruction or replacement, or the construction of grade separations to replace existing at-grade railroad crossings.
- c) Bridge maintenance, rehabilitation, reconstruction or replacement that requires removal, containment, and disposal of lead or zinc paint waste.
- d) Construction of new truck weigh stations or rest areas.
- e) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support traffic.
- f) Construction of new rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and where there is no significant noise impact on the surrounding community.
- g) Acquisition of land for hardship or protective purposes; advance land acquisition loans under Section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify as a categorical exclusion only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the transportation decision-making process. No project development on such land may proceed until the transportation decision-making process is complete.

TIER 3: This level of categorical exclusion requires documentation prepared by Environmental Division of AHTD and submitted to FHWA for review and approval and includes any project that would otherwise be a Tier 1 or Tier 2 project, but does not satisfy one or more of the conditions listed in the body of this MOA. Additional actions that would qualify as Tier 3 Categorical Exclusions include (but are not limited to):

- a) Change in control of access for a partially-controlled highway facility or design modifications that result in a change of access control at existing interchanges.
- b) Widening on or along the existing alignment with minor environmental impacts, safety improvements on new location.
- c) Projects where less than five (5) property owners (businesses and/or residential) are displaced, and there are no other significant environmental impacts.
- d) Property acquisition for wetland mitigation.
- e) Endangered species involvement where a determination has been made that the action will not adversely affect federally listed endangered or threatened species or critical habitat.
- f) Projects involving rivers listed on the Nationwide Rivers Inventory or the Arkansas Natural and Scenic Rivers System.
- g) Projects involving property enrolled in the Wetlands Reserve Program administered by the U. S. Department of Agriculture, Natural Resources Conservation Service.
- h) Projects requiring a Standard (Individual) Section 404 Permit.
- i) Projects with minor environmental impact but requiring approval of design exceptions on the NHS or Interstate System, regardless of funding type.

Environmental Division will submit to FHWA (in digital format) all approved Tier 1 and Tier 2 Categorical Exclusions.

All projects proposed for NEPA documentation by Tier 3 Categorical Exclusions will be evaluated by FHWA on a case-by-case basis to ensure that they fit the criteria of Tier 3 Categorical Exclusions.



Arkansas State Highway and Transportation Department

11/3/2009
Date



Federal Highway Administration

11/4/2009
Date



ARKANSAS DEPARTMENT OF TRANSPORTATION

ArDOT.gov | IDriveArkansas.com | Twitter: @myArDOT

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261 | Phone: 501.569.2227

INFORMATION RELEASE

Contact:
Danny Straessle/Krista Sides

NR 18-213
July 13, 2018

Construction Begins on Interstate 630 in Little Rock

PULASKI COUNTY (7-13) – Construction and overnight lane closures are set to begin to widen 2.2 miles of Interstate 630 to four lanes in each direction in Little Rock, according to Arkansas Department of Transportation (ARDOT) officials.

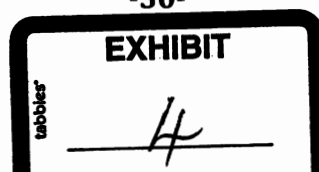
Weather permitting, construction contractor Manhattan Road & Bridge will begin work **Monday, July 16** to widen I-630 between the Big Rock Interchange and University Avenue. Eastbound and westbound center and outside lanes within the work zone will be closed **between 8:00 p.m. and 6:00 a.m. Monday through Friday** to allow the contractor to set temporary barrier walls, place pavement markings, erect safety platforms at the Hughes Street overpass and remove pavement corrugations along the shoulders. One lane of traffic in each direction will remain open, and interstate ramps will remain accessible except the westbound on-ramp from the old Sears parking lot. During the daytime travel peak hours, all six lanes on I-630 will be open to traffic. Neighborhoods adjacent to the interstate will experience noise impacts during nighttime hours.

Beginning **Friday night, July 20**, the Hughes Street overpass will be temporarily closed for approximately three months as crews perform bridge demolition and reconstruct the overpass. Detours will direct Hughes Street traffic to Mississippi Avenue to bypass the closure. A detour map is attached.

Within the construction zone, the posted speed limit will be 50 mph. Nightly lane closures will occur throughout the life of the construction project from Sunday night through Saturday morning, 8:00 p.m. to 6:00 a.m. and Saturday night from 8:00 p.m. to midnight. Also, traffic cameras have been installed along the project and can be viewed at IDriveArkansas.com. A project website on ConnectingArkansasProgram.com will include lane closure information, project schedules, upcoming work, and additional project information.

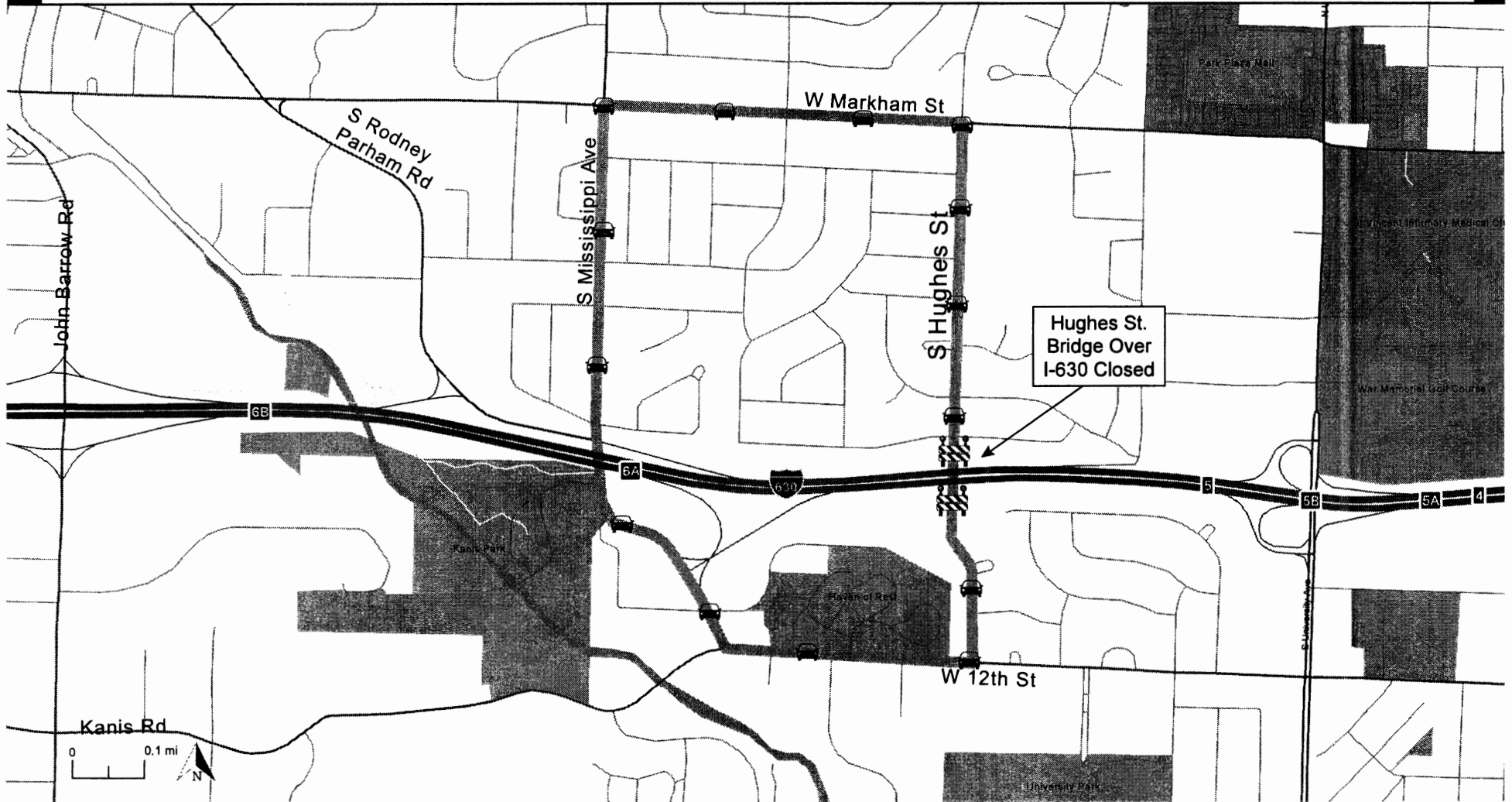
This project (Job CA0608) is part of ARDOT's Connecting Arkansas Program, which is funded through a 10-year, half-cent sales tax. The widening is estimated to be complete in early 2020. More information on this \$87.4 million project is available at ConnectingArkansasProgram.com.

-30-





Detour Plan for Hughes St. Bridge Construction



those agencies are commencing a project to, among other things, widen I-630 between its intersection with University Avenue and the Baptist Medical Center complex. (“the Project area”) from six lanes (three in each direction) to eight lanes; to add auxiliary lanes between entrance and exit ramps in some areas; to demolish and replace all three of the bridges in the Project area; to provide for storage and turning lanes, and other modifications.

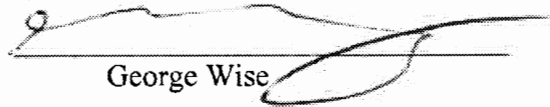
4. This work would, according to ArDOT’s communications regarding the Project, cause the closing of a number of lanes at various times of the day and night; would limit speeds, and, perhaps more important, would result in the complete closure of some portions of I-630 throughout most, if not all, of the duration of construction as a result of the demolition of the bridges and overpasses of I-630 in the Project area, resulting in detours around the construction areas by routing I-630 traffic through Little Rock streets. Those streets are already crowded during prime traffic times, and the added congestion would make commuting very difficult and frustrating.
5. My daily commute and that of thousands of other persons who customarily use I-630 to commute between their residences and work will be dramatically altered, inconvenienced and extended by the alterations to I-430 proposed by the Defendants. The necessity of leaving the Interstate and detouring through city streets will result in driver frustration and, with the more narrow streets and increased traffic, will also result in greater potential for accidents and endangerment to the safety of vehicle occupants.
6. I am also concerned about the increases in noise and air pollution as a result of the temporary detours, which are likely to cause traffic delays and backups, resulting in

greater air pollution in the short-term, and in the long-term, an increase in air contamination from a greater volume of traffic on I-630 that will be encouraged by the widening of the highway. It appears that the potential for increase in such air contamination has not been analyzed by ArDOT or FHWA.

7. I am also concerned about the proliferation of multilane highways through the center of cities, and the negative effect that widening of I-630 will have on the social and economic environment of Little Rock. I have been a long-time resident of the area south of I-630, and am acutely aware of the impact I-630 has historically had in dividing the City; divisions that exist to this day. The addition of more lanes to I-630 will only reaffirm and add to that divisiveness. The socio-economic impacts of the proposed major alterations of I-630 have not been analyzed or addressed by ArDOT or FHWA.
8. I also understand that this Project is being financed in part by a bond issue of the State of Arkansas financed by a sales tax. To my knowledge there has been no consideration of alternatives to the addition of more lanes of traffic to I-630 that will result in more noise and more air pollution. With the development of new technology related to highways and automobiles, serious consideration should be given to utilizing such technological developments in ways to reduce, rather than increase, highway traffic, and thereby reduce the cost of replacing or adding to old highways.
9. Finally, I understand that ArDOT and FHWA utilized a concept called a “categorical exclusion” as a substitute for a complete and thorough environmental study of the potential impacts of the I-630 Project. I also understand that categorical exclusions are used and intended for routine minor projects from which there is almost certainly

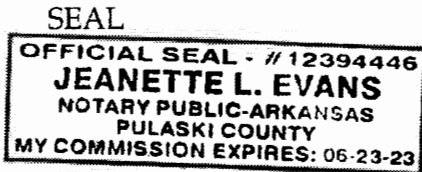
little, if any, environmental impact. The I-630 Project is estimated to cost approximately \$90 million, and require two or more years to complete. It will expand the highway by two additional lanes, not counting auxiliary lanes, which will increase the highway's footprint by at least a third. This is not a routine minor project.

FURTHER AFFIANT SAYETH NOT.


George Wise

SUBSCRIBED AND SWORN TO BEFORE ME, a Notary Public in and for the State and County aforesaid, on this 17th day of July, 2018.


Notary Public



those agencies are commencing a project to, among other things, widen I-630 between its intersection with University Avenue and the Baptist Medical Center complex. (“the Project area”) from six lanes (three in each direction) to eight lanes; to add auxiliary lanes between entrance and exit ramps in some areas; to demolish and replace all three of the bridges in the Project area; to provide for storage and turning lanes, and other modifications.

4. This work would, according to ArDOT’s communications regarding the Project, cause the closing of a number of lanes at various times of the day and night; would limit speeds, and, perhaps more important, would result in the complete closure of some portions of I-630 throughout most, if not all, of the duration of construction as a result of the demolition of the bridges and overpasses of I-630 in the Project area, resulting in detours around the construction areas by routing I-630 traffic through Little Rock streets. Those streets are already crowded during prime traffic times, and the added congestion would make commuting very difficult and frustrating.
5. My daily commute and that of thousands of other persons who customarily use I-630 to commute between their residences and work will be dramatically altered, inconvenienced and extended by the alterations to I-630 proposed by the Defendants. The necessity of leaving the Interstate and detouring through city streets will result in driver frustration and, with the more narrow streets and increased traffic, will also result in greater potential for accidents and endangerment to the safety of vehicle occupants.
6. I am also concerned about the increases in noise and air pollution as a result of the temporary detours, which are likely to cause traffic delays and backups, resulting in

greater air pollution in the short-term, and in the long-term, an increase in air contamination from a greater volume of traffic on I-630 that will be encouraged by the widening of the highway. It appears that the potential for increase in such air contamination has not been analyzed by ArDOT or FHWA.

7. I am also concerned about the proliferation of multilane highways through the center of cities, and the negative effect that widening of I-630 will have on the social and economic environment of Little Rock. The impact on such environment that I-630 has historically had in dividing the City are obvious to this day. The addition of more lanes to I-630 will only reaffirm and add to that divisiveness. I do not believe that the socio-economic impacts of the proposed major alterations of I-630 have been analyzed or addressed by ArDOT or FHWA.
8. I also understand that this Project is being financed in part by a bond issue of the State of Arkansas financed by a sales tax. To my knowledge there has been no consideration of alternatives to the addition of more lanes of traffic to I-630 that will result in more noise and more air pollution. I am a computer programmer, and believe that with the development of new technology related to highways and automobiles, serious consideration should be given to utilizing such technological developments in ways to reduce, rather than increase, highway traffic, and thereby reduce the cost of replacing or adding to old highways.
9. Finally, I understand that ArDOT and FHWA utilized a concept called a “categorical exclusion” as a substitute for a complete and thorough environmental study of the potential impacts of the I-630 Project. I also understand that categorical exclusions are used and intended for routine minor projects from which there is almost certainly

little, if any, environmental impact. The I-630 Project is estimated to cost approximately \$90 million, and require two or more years to complete. It will expand the highway by two additional lanes, not counting auxiliary lanes, which will increase the highway's footprint by at least a third. This is not a routine minor project.

FURTHER AFFIANT SAYETH NOT.



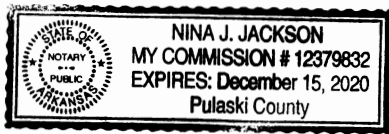
Matthew Pekar

SUBSCRIBED AND SWORN TO BEFORE ME, a Notary Public in and for the State and County aforesaid, on this 17th day of July, 2018.



Notary Public

SEAL



those agencies are commencing a project to, among other things, widen I-630 between its intersection with University Avenue and the Baptist Medical Center complex. (“the Project area”) from six lanes (three in each direction) to eight lanes; to add auxiliary lanes between entrance and exit ramps in some areas; to demolish and replace all three of the bridges in the Project area; to provide for storage and turning lanes, and other modifications.

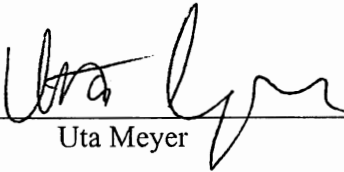
4. This work would, according to ArDOT’s communications regarding the Project, cause the closing of a number of lanes at various times of the day and night; would limit speeds, and, perhaps more important, would result in the complete closure of some portions of I-630 throughout most, if not all, of the duration of construction as a result of the demolition of the bridges and overpasses of I-630 in the Project area, resulting in detours around the construction areas by routing I-630 traffic through Little Rock streets. Those streets are already crowded during prime traffic times, and the added congestion would make commuting very difficult and frustrating.
5. My daily commute and that of thousands of other persons who customarily use I-630 to commute between their residences and work will be dramatically altered, inconvenienced and extended by the alterations to I-430 proposed by the Defendants. The necessity of leaving the Interstate and detouring through city streets will result in driver frustration and, with the more narrow streets and increased traffic, will also result in greater potential for accidents and endangerment to the safety of vehicle occupants. In addition, I also use I-630 for driving to shopping, social and recreational activities, and other functions on a daily basis.
6. I am also concerned about the increases in noise and air pollution as a result of the

construction activities and temporary detours, which are likely to cause traffic delays and backups, resulting in greater air pollution in the short-term, and in the long-term, an increase in air contamination from a greater volume of traffic on I-630 that will be encouraged by the widening of the highway. It appears that the potential for increase in such air contamination has not been analyzed by ArDOT or FHWA.

7. I am also concerned about the proliferation of multilane highways through the center of cities, and the negative effect that widening of I-630 will have on the social and economic environment of Little Rock. I am aware of the impact I-630 has historically had in dividing the City; divisions that exist to this day. The addition of more lanes to I-630 will only reaffirm and add to that divisiveness. The socio-economic impacts of the proposed major alterations of I-630 have not been analyzed or addressed by ArDOT or FHWA.
8. I also understand that this Project is being financed in part by a bond issue of the State of Arkansas financed by a sales tax. To my knowledge there has been no consideration of alternatives to the addition of more lanes of traffic to I-630 that will result in more noise and more air pollution. With the development of new technology related to highways and automobiles, serious consideration should be given to utilizing such technological developments in ways to reduce, rather than increase, highway traffic, and thereby reduce the cost of replacing or adding to old highways.
9. Finally, I understand that ArDOT and FHWA utilized a concept called a “categorical exclusion” as a substitute for a complete and thorough environmental study of the potential impacts of the I-630 Project. I also understand that categorical exclusions are used and intended for routine minor projects from which there is almost certainly

little, if any, environmental impact. The I-630 Project is estimated to cost approximately \$90 million, and require two or more years to complete. It will expand the highway by two additional lanes, not counting auxiliary lanes, which will increase the highway's footprint by at least a third. This is not a routine minor project.

FURTHER AFFIANT SAYETH NOT.



Uta Meyer

SUBSCRIBED AND SWORN TO BEFORE ME, a Notary Public in and for the State and County aforesaid, on this 17th day of July, 2018.



Notary Public

SEAL



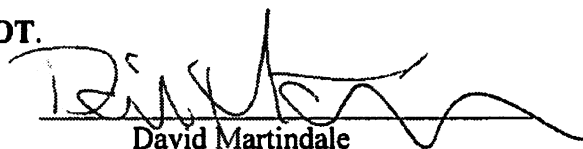
other business, social, recreational and other activities.

3. It is my understanding from documents issued by the Arkansas Department of Transportation (ArDOT) and the Federal Highway Administration (FHWA) that those agencies are commencing a project to, among other things, widen I-630 between its intersection with University Avenue and the Baptist Medical Center complex. (“the Project area”) from six lanes (three in each direction) to eight lanes; to add auxiliary lanes between entrance and exit ramps in some areas; to demolish and replace all three of the bridges in the Project area; to provide for storage and turning lanes, and other modifications.
4. This work would, according to ArDOT’s communications regarding the Project, cause the closing of a number of lanes at various times of the day and night; would limit speeds, and, perhaps more important, would result in the complete closure of some portions of I-630 throughout most, if not all, of the duration of construction as a result of the demolition of the bridges and overpasses of I-630 in the Project area, resulting in detours around the construction areas by routing I-630 traffic through Little Rock streets. Those streets are already crowded during prime traffic times, and the added congestion would make commuting very difficult and frustrating.
5. My daily commute and that of thousands of other persons who customarily use I-630 to commute between their residences and work will be dramatically altered, inconvenienced and extended by the alterations to I-430 proposed by the Defendants. The necessity of leaving the Interstate and detouring through city streets will result in driver frustration and, with the more narrow streets and increased traffic, will also result in greater potential for accidents and endangerment to the safety of vehicle

- occupants.
6. I am also concerned about the increases in noise and air pollution as a result of the construction and temporary detours, which are likely to cause traffic delays and backups, resulting in greater air pollution in the short-term. In the long-term, I am also concerned about an increase in air contamination from a greater volume of traffic on I-630 that will be encouraged by the widening of the highway. It appears that the potential for increase in such air contamination has not been analyzed by ArDOT or FHWA.
 7. I am also concerned about the proliferation of multilane highways through the center of cities, and the negative effect that widening of I-630 will have on the social and economic environment of Little Rock. I am aware of the impact I-630 has historically had in dividing the City; divisions that exist to this day. The addition of more lanes to I-630 will only reaffirm and add to that divisiveness. The socio-economic impacts of the proposed major alterations of I-630 have not been analyzed or addressed by ArDOT or FHWA.
 8. I also understand that this Project is being financed in part by a bond issue of the State of Arkansas financed by a sales tax. To my knowledge there has been no consideration of alternatives to the addition of more lanes of traffic to I-630 that will result in more noise and more air pollution. With the development of new technology related to highways and automobiles, serious consideration should be given to utilizing such technological developments in ways to reduce, rather than increase, highway traffic, and thereby reduce the cost of replacing or adding to old highways.

9. Finally, I understand that ArDOT and FHWA utilized a concept called “categorical exclusion” as a substitute for a complete and thorough environmental study of the potential impacts of the I-630 Project. I also understand that categorical exclusions are used and intended for routine minor projects from which there is almost certainly little, if any, environmental impact. The I-630 Project is estimated to cost approximately \$90 million, and require two or more years to complete. It will expand the highway by two additional lanes, not counting auxiliary lanes, which will increase the highway’s footprint by at least a third. This is not a routine minor project.

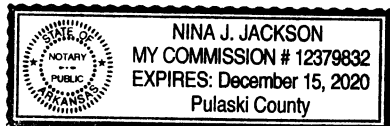
FURTHER AFFIANT SAYETH NOT.


David Martindale

SUBSCRIBED AND SWORN TO BEFORE ME, a Notary Public in and for the State and County aforesaid, on this 17th day of July, 2018.


Notary Public

SEAL



3. It is my understanding from documents issued by the Arkansas Department of Transportation (ArDOT) and the Federal Highway Administration (FHWA) that those agencies are commencing a project to, among other things, widen I-630 between its intersection with University Avenue and the Baptist Medical Center complex. (“the Project area”) from six lanes (three in each direction) to eight lanes; to add auxiliary lanes between entrance and exit ramps in some areas; to demolish and replace all three of the bridges in the Project area; to provide for storage and turning lanes, and other modifications.
4. This work would, according to ArDOT’s communications regarding the Project, cause the closing of a number of lanes at various times of the day and night; would limit speeds, and, perhaps more important, would result in the complete closure of some portions of I-630 throughout most, if not all, of the duration of construction as a result of the demolition of the bridges and overpasses of I-630 in the Project area, resulting in detours around the construction areas by routing I-630 traffic through Little Rock streets. Those streets are already crowded during prime traffic times, and the added congestion would make commuting very difficult and frustrating. From my perspective, closure of I-630 would dramatically interfere with my ability to quickly, safely and conveniently attend to the basic chores of my life.
5. My daily use of I-630 will be dramatically altered, inconvenienced and extended by the alterations to I-430 proposed by the Defendants. The necessity of leaving the Interstate and detouring through city streets will result in confusion, driver frustration and, with the more narrow streets and increased traffic, will also result in greater potential for accidents and endangerment to the safety of vehicle occupants.

6. I am also concerned about the increases in noise and air pollution as a result of the temporary detours, which are likely to cause traffic delays and backups, resulting in greater air pollution in the short-term, and in the long-term, an increase in air contamination from a greater volume of traffic on I-630 that will be encouraged by the widening of the highway.
7. There is a grade school across the street from my home only a few hundred feet from I-630, and children play in the school yard every day, weather permitting. Medical and scientific studies show that elderly people, such as me, and school children are particularly vulnerable to respiratory diseases. It appears that the potential for increase in such air contamination and the consequences of such increases has not been analyzed by ArDOT or FHWA.
8. I am also concerned about the proliferation of multilane highways through the center of cities, and the negative effect that widening of I-630 will have on the social and economic environment of Little Rock. I am aware of the impact I-630 has historically had in dividing the City; divisions that exist to this day. The addition of more lanes to I-630 will only reaffirm and add to that divisiveness. The socio-economic impacts of the proposed major alterations of I-630 have not been analyzed or addressed by ArDOT or FHWA.
9. I also understand that this Project is being financed in part by a bond issue of the State of Arkansas financed by a sales tax. To my knowledge there has been no consideration of alternatives to the addition of more lanes of traffic to I-630 that will result in more noise and more air pollution. With the development of new technology related to highways and automobiles, serious consideration should be given to

utilizing such technological developments in ways to reduce, rather than increase, highway traffic, and thereby reduce the cost of replacing or adding to old highways.

10. Finally, I understand that ArDOT and FHWA utilized a concept called a “categorical exclusion” as a substitute for a complete and thorough environmental study of the potential impacts of the I-630 Project. I also understand that categorical exclusions are used and intended for routine minor projects from which there is almost certainly little, if any, environmental impact. The I-630 Project is estimated to cost approximately \$90 million, and require two or more years to complete. It will expand the highway by two additional lanes, not counting auxiliary lanes, which will increase the highway’s footprint by at least a third. This is not a routine minor project.

FURTHER AFFIANT SAYETH NOT.


Robert Walker

SUBSCRIBED AND SWORN TO BEFORE ME, a Notary Public in and for the State and County aforesaid, on this 17 day of July, 2018.


Notary Public

SEAL

