25,000 Vehicles Daily
- Deteriorating Rapidly
- Deficient & Obsolete
Superstructure Facts
- Double Basket Handle Network Tied Arch
- Pulaski Co. contributes $20 million for addition of Double Arch
- 2 – 448 Foot Spans
- Arches Rise 100 Feet Above Roadway Surface
Navigational Clearance
- Vertical Clearance: 62.4 Feet
- Horizontal Clearance: 396 Feet
- Substructure Designed for Barge Collision
- **Travel Area**
  - 4 – 11 Ft. Lanes, 4 Ft. Shoulders, 52 Ft. Clear Roadway
  - 16 Ft. Shared Use Path
  - Out-to-Out Width = 73 Feet
Dickey Stephens Ballpark Access

Broadway Bridge
- Construction
  - Bid Letting Late Summer 2014
  - Construction Begins Early 2015
  - Bridge Closed for 2 Years
Construction: 1
Miles: 6
Amount: $53 million
2014: 2
Miles: 10
Amount: $155 million
2015: 6
Miles: 38
Amount: $180 million
2016: 9
Miles: 35
Amount: $287 million
2017-2019: 13 Miles: 92 Amount: $805 million
Highway 64 Widening
Turner Rd. – Co. Rd. 5
Scheduled: 2015
$10 million

Highway 67 Widening
Main St. – Vandenburg
Scheduled: 2016
$60 million

Highway 67 Widening
Vandenburg – Hwy 5
Scheduled: 2019
$70 million

Interstate 40 Widening
Highway 365 – I-430
Scheduled: Mid 2014
$35 million

Interstate 30 Widening
Hwy 70 – Sevier St.
Scheduled: 2015
$90 million

Interstate 270 Widening
Hwy 227 – Ouachita River
Scheduled: 2016
$15 million

Interstate 630 Widening
Baptist Hosp. – University
Scheduled: 2017
$31 million

Interstate 30 Widening
I-530 – Hwy 67
Scheduled: 2018
$323 million
I-30 Corridor Project Review

Proposed Study Area

It is approximately 6.7 miles in length and extends through portions of Little Rock and North Little Rock in central Arkansas.

The proposed study area extends:

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

Overview

- Established by Federal Highway Administration
- Efficient process of identifying, evaluating, and selecting recommended/preferred transportation improvements
- Informs and expedites the NEPA process
- Opportunity for early coordination
The PEL Process

• Represents a collaborative and integrated approach to transportation decision-making

• Considers environmental, community, and economic goals early in the transportation planning process

• Uses the information, analysis, and products developed during planning to inform the environmental review process.

• Needs approval of FHWA, all local and tribal governments in the project area, and Metroplan
Public/Agency Involvement Plan

Estimated timeline schedule subject to change
Elected/Local Official Briefings

Meetings

• Introductory letter will be mailed to explain the PEL study and process

• Briefings can be held on a one-on-one basis

• Additional meetings may be scheduled as requested

• Meeting notes or other documentation will be included in the study record
Consensus meetings are likely to be held with business owners, political representatives, community groups and senior staff of local agencies who are impacted by improvements within the study area.

Example groups:

- Verizon Arena
- Clinton Presidential Center
- Clinton National Airport
- River Market
- Home Owners Associations
Public Meetings

Meetings

Public meetings will be held at key study milestones during the study. The meetings will be held in an open house format.

<table>
<thead>
<tr>
<th>Meeting #1</th>
<th>Meeting #2</th>
<th>Meeting #3</th>
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</thead>
<tbody>
<tr>
<td>• PEL introduction</td>
<td>• Preliminary alternatives development and evaluation methodology</td>
<td>• Reasonable alternatives development and evaluation methodology</td>
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<tr>
<td>• Previous studies review</td>
<td>• Draft purpose and need</td>
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<tr>
<td>• Draft purpose and need</td>
<td>• Universe of Alternatives development and evaluation methodology</td>
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DB vs. DBB Schedule Comparison

**Design-Build Delivery**

- Concept Planning
- Select Design-Builder
- Preliminary Design
- Final Design and Project Clearance
- Construction

**Design-Bid-Build Delivery**

- Concept Planning
- Preliminary Design
- Select Engineer
- Final Design and Project Clearance
- Construction

Associated Time Savings

More Extensive Contractor Input

Minimal Contractor Input

Extensive Contractor Input
Traffic Management Plan
Live Traffic Conditions
Construction Zones
Alternate Routes
Rest Areas
Welcome Centers
Park-and-Ride Lots
Weight Restricted Roads & Bridges
Weather Radar
Live Traffic Cameras (Coming Soon)