

# **BIG ROCK INTERCHANGE FACT SHEET**

The idea of two Interstates in western Little Rock was first envisioned in the mid-1950s. At that time University Avenue was considered “West” Little Rock.

Interstate 430 was completed in 1975 at a cost of \$67 million, including the bridge over the Arkansas River. The Interchange with I-630 was opened in 1977. At that time, no roadway continued west of Shackelford Road from the Interchange.

In 2004, the Arkansas Highway Commission authorized a study for improvements to the Interchange. In 2006, plans for the modifications were announced.

The first of three contract phases began in January 2009 with a \$17.3 million project with Weaver-Bailey Contractors to construct an additional I-630 west to I-430 north lane, modify Financial Center Parkway just west of Shackelford, and add the traffic signal at Hermitage Drive.

Phase Two began with an \$18.8 million contract that mostly involved modifications to accommodate future work including lengthening the I-430 bridge over I-630.

Phase Three totaled approximately \$90 million as Weaver-Bailey partnered with Manhattan Road and Bridge to complete the modifications that included the flyovers.

Including construction and other related items, the total cost of the modifications to the Big Rock Interchange is approximately \$150 million.

Traffic counts for the Interchange before construction began showed nearly 100,000 vehicles a day on both I-430 and I-630. In 1975 those counts were 14,000 and 21,000.

The name “Big Rock” came about when a rock formation estimated to be five million pounds was uncovered. The design for that section was slightly altered to leave the largest portion of the landmark in place.