



Evaluation and Documentation of a De
Minimis Finding to a Section 4(f) Property
for Public Parks, Recreation Lands, and
Wildlife and Waterfowl Refuges
ARDOT Job No. CA0602
Julius Breckling Riverfront Park and
William J. Clinton Presidential Center and Park

I-30 (From I-530/I-440 to I-40) and
I-40 (From Hwy. 365/MacArthur Dr. to Hwy. 67)
Pulaski County, Arkansas
March 2020



U.S. Department
of Transportation
**Federal Highway
Administration**





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2 1.0 WHAT IS SECTION 4(F)?
3

4 Section 4(f) is part of a law that was passed in 1966 (Public Law 89-670), 49 U.S.C. 303
5 (formerly 49 U.S.C. 1651(b) (2) and 49 U.S.C. 1653f). Under Section 4(f), the policy of
6 the United States Government is that special effort should be made to preserve the
7 natural beauty of the countryside, public parks, recreation lands, wildlife and waterfowl
8 refuges, and historic sites. The Secretary of Transportation is required to consult and
9 cooperate with the Secretaries of the Interior, Housing and Urban Development,
10 Agriculture, and with the States, in developing transportation plans and programs that
11 include measures to maintain or enhance the natural beauty of lands crossed by
12 transportation activities or facilities. The Secretary may approve a transportation program
13 or project requiring the use of publicly owned land of a public park, recreation area, or
14 wildlife and waterfowl refuge of national, state or local significance only if there is no
15 prudent and feasible alternative to using that land, and the program or project includes all
16 possible planning to minimize harm resulting from the use.
17

18 2.0 DOES SECTION 4(F) APPLY TO THE JULIUS BRECKLING RIVERFRONT PARK
19 OR THE WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK?
20

21 The Federal Highway Administration (FHWA) signed a Determination of Applicability
22 (DOA) for Julius Breckling Riverfront Park (Riverfront Park) on October 14, 2015
23 (**Attachment A**). In the DOA, FHWA determined that Section 4(f) applies to Julius
24 Breckling Riverfront Park.

25 FHWA signed a DOA for William J. Clinton Presidential Center and Park (Clinton Center)
26 on October 14, 2015 (**Attachment A**). In the DOA, FHWA determined that Section 4(f)
27 applies to William J. Clinton Presidential Center and Park.

28 The intent of the analysis presented in this document is to demonstrate that Section 4(f)
29 impacts to Riverfront Park and Clinton Center are relatively minor. A finding that the
30 impacts of the project constitute a *de minimis* effect can be made based on the criteria
31 listed in **Table 1**.
32

33 **Table 1: Criteria to Establish de minimis Impact Determination**
34

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 the Riverfront Park and Clinton Center as much as possible? Did we use mitigation and enhancement where it was suitable?	Yes
Did the official(s) with authority over the Riverfront Park and Clinton Center have a chance to consider this information and agree that the project will not greatly harm the things that make the Riverfront Park and Clinton Center important?	Yes
Did the public have an opportunity to review and comment on the effects of the project on the Riverfront Park and Clinton Center and the things that make the parks important to them?	Yes

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2 3.0 WHAT IS THE PROPOSED PROJECT?
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4 Approved by Arkansas voters, the Arkansas State Highway and Transportation Department
5 (ARDOT) is implementing an accelerated State Highway Construction and Improvement
6 Program named the Connecting Arkansas Program (CAP).

7 A major component of the CAP is to implement a project to improve a portion of
8 Interstate 30 (I-30) from Interstate 530 (I-530) and Interstate 440 (I-440) to Interstate 40 (I-
9 40), including the Arkansas River Bridge, and a portion of I-40 from Highway (Hwy.) 365
10 (MacArthur Drive [Dr.] to Hwy. 67. This project is CA0602: I-530 - Hwy. 67 (Widening &
11 Reconst.) (I-30 & I-40), commonly known as the 30 Crossing project. **Figure 1** illustrates
12 the proposed 7.3-mile project limits.

13 3.1 Existing Facility

14 I-30 is one of the critical links of the Central Arkansas Freeway System. It connects
15 communities within the Central Arkansas Region and serves local, regional and national
16 travelers with varied destinations and trip purposes.

17 The I-30 corridor generally consists of three main lanes in each direction with parallel one-
18 way discontinuous frontage roads on each side of the interstate. In the northern portion
19 of the project limits, the I-40 corridor consists of three to four main lanes in each direction
20 with parallel one-way frontage roads on each side of the interstate between the I-30/I-40
21 interchange and North Hills Boulevard (Blvd.). Within the 7.3-mile corridor, four system
22 interchanges are located:

- 23 • I-30 with I-530 and I-440
- 24 • I-30 with I-630
- 25 • I-30 with I-40
- 26 • I-40 with Highways 67/167

27 3.2 Proposed Alternatives

28 3.2.1 No-Action Alternative

29 The No-Action Alternative represents the case in which the proposed project is not
30 constructed, but could include future projects identified through the long-range planning
31 process for maintaining a state of good repair as funding becomes available. The No-
32 Action Alternative serves as a baseline condition to allow comparison of the effects of the
33 Selected Alternative.

34 3.2.2 Selected Alternative

35 The Selected Alternative (Six-Lane with C/D Lanes Alternative) would reconstruct the
36 existing six-lane (three in each direction) roadway while adding two decision lanes on each
37 side that ultimately feed into a C/D system located at the Arkansas River Bridge. The
38 Selected Alternative would include the replacement of the Arkansas River Bridge.

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FIGURE 1: PROJECT LOCATION MAP



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2 The current Hwy. 10 (Cantrell Rd.) interchange provides direct access to the downtown
3 business district of Little Rock. Its proximity to the Arkansas River Bridge and the I-30
4 interchange with I-630 creates a unique level of complexity. In order to balance various
5 project goals, the Selected Alternative includes a Split Diamond Interchange (SDI)
6 constructed south of the existing interchange at 4th and 9th Streets.

7 For detailed information on the Selected Alternative, refer to the **30 Crossing**
8 **Environmental Assessment/Finding of No Significant Impact** and **30 Crossing Re-**
9 **Evaluation** for the proposed project.

10
11 **4.0 WHY IS THE JULIUS BRECKLING RIVERFRONT PARK IMPORTANT?**

12
13 Riverfront Park is owned and operated by the City of Little Rock and located along the
14 Arkansas River. The park stretches from the Bill Clinton Presidential Library to the
15 Broadway Bridge, consisting of 33 acres (**Figures 2, 3 and 4**).

16 The Arkansas River Trail runs through the park (**Figure 5**), passing through ARDOT right
17 of way under the Arkansas River Bridge by means of an air space agreement. The Trail
18 runs along the historic “Trail of Tears” route. The Trail of Tears National Historic Trail
19 specifically addresses the 1838-1839 removal of the Cherokee from their homelands in
20 Georgia, Alabama, and Tennessee Indian Territory. The Cherokee took 17 different
21 routes; four by water and by land. Both water and land routes passed through central
22 Arkansas in 1830 and 1839 and passed through Little Rock and North Little Rock.

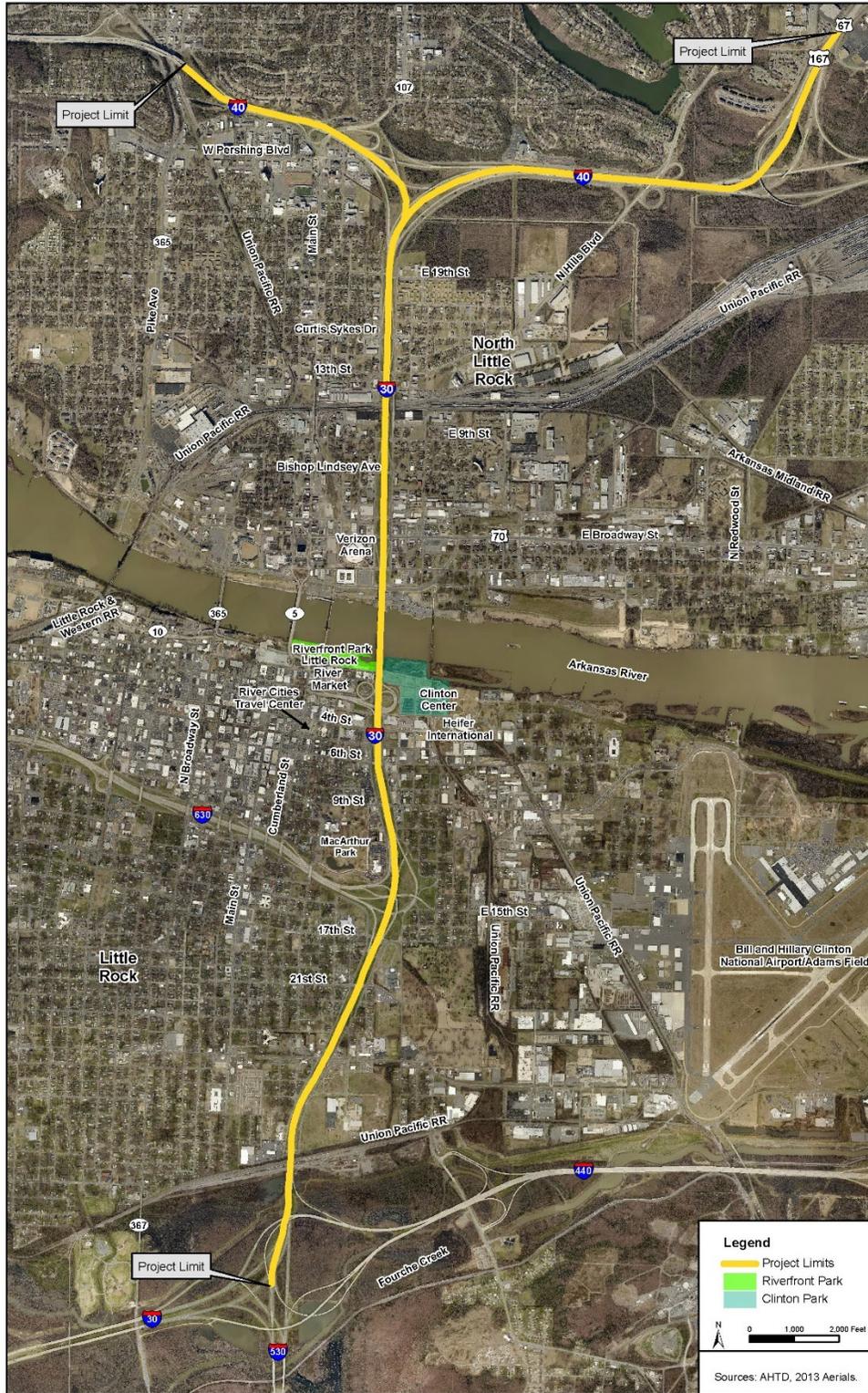
23 In addition to the Trail, Riverfront Park provides residents and visitors a place to enjoy the
24 outdoors and participate in activities, including the following (**Figure 6**):

- 25 • The Junction pedestrian/bicycle bridge over the Arkansas River and display of the
26 “Little Rock” that gave the city its name at La Petite Roche Plaza (**Figure 7**);
- 27 • A History Pavilion;
- 28 • Medical Mile, a 1,300-foot three-dimensional mural wall promoting wellness
29 benefits and a healthy lifestyle;
- 30 • The Belvedere Gazebo (**Figure 8**);
- 31 • The Vogel Schwartz Sculpture Garden (**Figure 9**); and
- 32 • Peabody Park, Witt Stephens Jr. Central Arkansas Nature Center (**Figure 10**), the
33 Science Museum, and the Riverfest Amphitheater (**Figure 11**).

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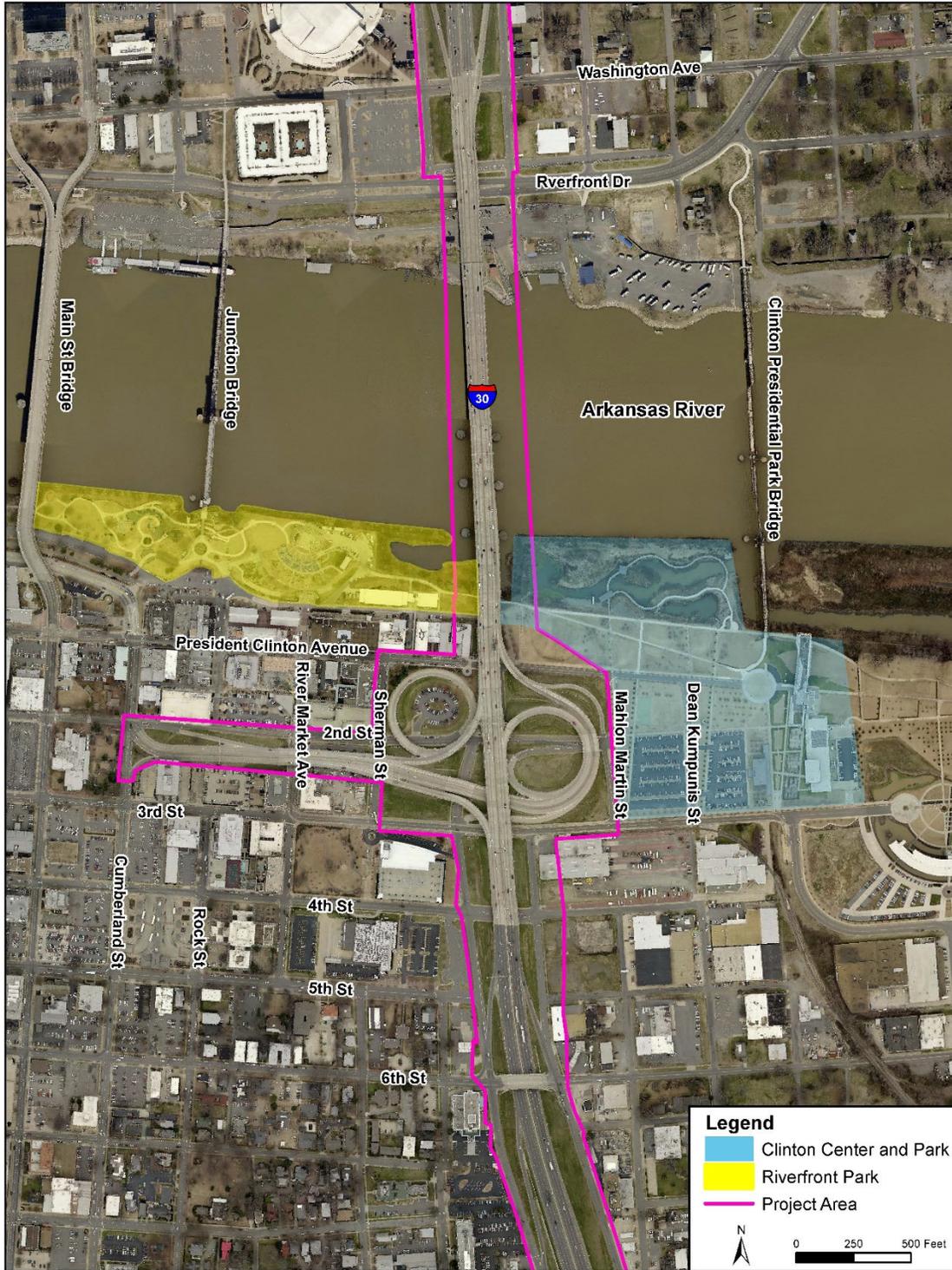
FIGURE 2: RIVERFRONT PARK AND CLINTON CENTER LOCATION MAP



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FIGURE 3: RIVERFRONT PARK AND CLINTON CENTER AND PARK SITE MAP



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FIGURE 4: JULIUS BRECKLING RIVERFRONT PARK



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FIGURE 5: ARKANSAS RIVER TRAIL



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FIGURE 6: IMPORTANT PARK FEATURES



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FIGURE 7: JUNCTION BRIDGE AND "LA PETITE ROCHE"



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FIGURE 8: BELVEDERE GAZEBO



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FIGURE 9: SCULPTURE GARDEN



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FIGURE 10: WITT STEPHENS JR CENTRAL ARKANSAS NATURE CENTER



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FIGURE 11: RIVERFEST AMPHITHEATER



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2 5.0 WHY IS THE WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK
3 IMPORTANT?
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5 The Clinton Center is located between 3rd Street and the south shore of the Arkansas
6 River east of Interstate 30 (**Figure 2**). The Clinton Center opened in 2004 and is the
7 thirteenth presidential library to have been completed in the United States. The Clinton
8 Center occupies almost 30 acres of land. Among the Clinton Center features are the
9 presidential library of Bill Clinton (**Figure 12**), 42nd President of the United States, the
10 offices of the Clinton Foundation, and the University of Arkansas Clinton School of Public
11 Service (**Figure 13**). The William E. (Bill) Clark Presidential Wetlands Park (**Figure 14**) is
12 a natural area along the Arkansas River designed to showcase wildlife and river life in a
13 restored wetlands environment for educational purposes. The Arkansas River Trail runs
14 through the park and crosses the Arkansas River on the Clinton Presidential Park Bridge
15 at the east end of the park. The Arkansas River Trail runs along the historic “Trail of Tears”
16 route. The Trail of Tears National Historic Trail specifically addresses the 1838-1839
17 removal of the Cherokee from their homelands in Georgia, Alabama, and Tennessee
18 Indian Territory. The Cherokee took 17 different routes; four by water and by land. Both
19 water and land routes passed through central Arkansas in 1830 and 1839 and traveled
20 through Little Rock and North Little Rock.

21 On October 2, 2015, the Clinton Foundation and the Sisterhood of Congregation B’nai
22 Israel, and the Anne Frank Center USA, joined together to open a new exhibit, The Anne
23 Frank Tree (**Figure 15**). A permanent glass installation was created to surround the Anne
24 Frank Tree sapling. The Clinton Center was one of 11 entities in the United States
25 awarded a young chestnut tree by the Anne Frank Center USA’s “Sapling Project.” The
26 sapling came from the white horse chestnut tree that stood outside of Anne Frank’s Secret
27 Annex, where she and her family hid during World War II. The center also plays an active
28 role in the Little Rock community, hosting many events, lectures, and conferences
29 throughout the year.
30

31 6.0 CAN WE AVOID THE PARKS?
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33 Riverfront Park on the west and the Clinton Center on the east were developed adjacent
34 to the Interstate 30 Arkansas River Bridge corridor, which was constructed in the early
35 1960’s. Under the Selected Alternative, it will be necessary to replace the existing bridge
36 and bridge piers in order to provide additional capacity and correct the structural and
37 functional deficiencies of the Bridge. To widen the Bridge, right of way and temporary
38 construction easements will be acquired from the parks, and use of ARDOT right of way
39 by the parks will be restricted during construction.
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FIGURE 12: WILLIAM J. CLINTON LIBRARY



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FIGURE 13: CLINTON SCHOOL OF PUBLIC SERVICE



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FIGURE 14: WILLIAM E. "BILL" CLARK PRESIDENTIAL PARK WETLANDS



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FIGURE 15: ANNE FRANK TREE EXHIBIT



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2 7.0 WHAT PARK FEATURES ARE WITHIN THE STUDY AREA?
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4 Within the study area, there are:

- 5 • stairs leading from President Clinton Avenue level to the Arkansas River Trail
6 (**Figure 16**);
- 7 • a portion of the Bill Clark Wetlands;
- 8 • the Promenade, benches and two statues (**Figure 17**);
- 9 • the Harriet Tubman Monument (**Figure 18**);
- 10 • the Touch the Sky Statue (**Figure 19**);
- 11 • and the Arkansas River Trail (**Figure 20**).

12 The Arkansas River Trail passes through Riverfront Park, along the bank of the Arkansas
13 River and under Interstate 30 within ARDOT right of way, and continues into the Clinton
14 Center. Further up the slope of the River, north of the Trail, the Promenade passes
15 through ARDOT right of way under Interstate 30. The Promenade is a local road providing
16 access to Riverfront Park, the Nature Center and riverfront businesses (**Figure 21**). After
17 passing under Interstate 30, the Promenade turns to run along the east side of Interstate
18 30 and ties into President Clinton Avenue, within the Clinton Center. The Promenade is
19 not open to the public, but provides commercial vehicles access to businesses through
20 intersections with President Clinton Avenue, just east of Interstate 30, and North Rock
21 Street.

22 **FIGURE 16: STAIRWAY FROM PRESIDENT CLINTON AVENUE TO ARKANSAS RIVER TRAIL**
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FIGURE 17: THE PROMENADE



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FIGURE 18: HARRIET TUBMAN MONUMENT



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FIGURE 19: TOUCH THE SKY STATUE



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FIGURE 20: ARKANSAS RIVER TRAIL



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FIGURE 21: THE PROMENADE



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8.0 WHAT WILL THE PROJECT DO TO THE PARKS?

The Selected Alternative would greatly reduce the footprint of the existing interchange, creating up to 18 acres of additional open space within ARDOT right of way and enhancing the visibility of the Clinton Center from the west side of Interstate 30. The anticipated right of way acquisition under the Selected Alternative is shown in Table 2. After construction of the project, the ARDOT right of way would remain available for use by the Riverfront Park and Clinton Center through air space agreements with ARDOT.

Table 2: Anticipated Acreage of Acquisition from Parks

Park	Type of Acquisition	No-Action	Selected Alternative
Clinton Center	Right of Way	0	0.74
	Temporary Construction Easement	0	1.81
Riverfront Park	Right of Way	0	None
	Temporary Construction Easement	0	0.39

Specific permanent impacts to the parks are listed below:

- Within the Clinton Center, the westernmost stairway connecting President Clinton Avenue to the Arkansas River Trail in the Clinton Center would be in the proposed right of way and would be removed. The stairway would be reconstructed outside the proposed right of way by ARDOT. The Arkansas River Trail would remain within ARDOT right of way. Along the east of Mahlon Martin Street, 0.74 acres of ROW, is proposed in order to widen the roadway between East 3rd Street and President Clinton Avenue (**Figure 22**). Twenty trees will be removed, and the existing sidewalk will be relocated to the east of the proposed roadway.
- Future design year noise levels were evaluated for both the No-Action and Selected Alternative. The noise levels resulting from the Selected Alternative does not exceed the 67 dB(A) Noise Abatement Criteria (NAC), or 66 dB(A) Approach NAC, for exterior locations for Activity Category C, which includes parks. Further, it was found that the Selected Alternative resulted in a maximum increase of 5 dB(A) over the existing noise levels, which is considered a minor increase, and which is not considered to be detectable in outdoor environments. Therefore, no noise impacts are anticipated to the parks as a result of the No-Action or Selected Alternative.

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FIGURE 22: SELECTED ALTERNATIVE IMPACTS ON LITTLE ROCK PARKS



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2 The Selected Alternative would maintain or improve access to the Clinton Center over the
3 existing conditions and the future No Action Alternative (**Table 3**). Access from the north
4 in the AM Peak and to the north in the PM Peak from the Clinton Center would be greatly
5 improved over the Future No Action Alternative.

6 Temporary impacts during construction are anticipated as follows:
7

- 8 • Within the Clinton Center, temporary construction easements totaling 1.83 acres
9 are proposed for access to the site during construction and temporary storage of
10 construction equipment. The areas include wetlands within the Bill Clark
11 Presidential Wetlands Park, and two small areas (0.01 acres) adjacent to Mahlon
12 Martin Street. Following construction, the areas would be restored to natural
13 contours and stabilized. Natural revegetation is anticipated; therefore, no
14 permanent impacts will occur.
- 15 • During certain phases of construction, temporary re-routing of the Arkansas River
16 Trail would be required. A safe detour route for non-motorized traffic would be
17 provided.
- 18 • A temporary construction easement of 0.39 acres will be needed over an open
19 area lying to the east of the Arkansas Game and Fish Commission building, and
20 extending from the Arkansas River Trail to the Promenade. The temporary
21 construction easement will not restrict access to the Arkansas Game and Fish
22 Commission building from the west, or to the back of the three businesses that
23 front President Clinton Avenue. Temporary closure of the Promenade, the access
24 road to the Nature Center, may be required.
- 25 • Temporary relocation of three benches along the Promenade, and the Harriet
26 Tubman and Touch the Sky statues, would be required. This will be accomplished
27 by the City of Little Rock.



Table 3: Peak Hour and Peak Direction Travel Times (Minutes) to/from the Clinton Center

Destination	Existing 2014	Future No Action		2045 Selected Alternative
		2041 ²	2045 Traffic ³	
To Clinton Presidential Center / Heifer International (AM¹)				
A. From Wildwood Avenue Interchange on Hwy 67	17:46	29:21	34:20 ⁴	10:51
B. From I-40 and I-440 Interchange	15:47	30:43	29:31	11:55
C. From the McArthur Bridge on I-40	10:21	21:56	24:15	6:11
D. From Dr. Martin Luther King Drive on I-630	04:19	7:07	7:46	5:09
E. From the Dixon Interchange on I-530	07:27	19:03 ⁴	15:56	8:24
F. From the 65th Street Interchange on I-30	07:16	12:35	10:50	8:12
G. From the Bankhead Drive Interchange on I-440	06:29	7:51	7:22	8:18
From Clinton Presidential Center / Heifer International (PM¹)				
A. To Wildwood Avenue Interchange on Hwy 67	12:00	30:56	33:55	7:58
B. To I-40 and I-440 Interchange	12:23	31:56	34:56	8:50
C. To the McArthur Bridge on I-40	07:49	28:02	31:04 ⁴	4:47
D. To Dr. Martin Luther King Drive on I-630	04:44	8:30	7:18	6:47
E. To the Dixon Interchange on I-530	08:06	13:34	11:13	9:35
F. To the 65th Street Interchange on I-30	08:11	14:48	12:13	14:50
G. To the Bankhead Drive Interchange on I-440	08:28	13:06	10:57	10:02

Source: Project Team, March 2020.

¹AM Peak = 7:15 AM to 8:15 AM; PM Peak = 4:30 PM to 5:30 PM

²2041 volumes from the EA, with additional capacity on I-30 between 65th Street and South Terminal

³Updated 2045 volumes, with additional capacity on I-30 between 65th Street and South Terminal

⁴Travel time increased by 15% or more from EA

NOTE: Speeds are inbound to downtown to Little Rock in the AM and outbound in the PM

- Travel times between 10:00 minutes and 25:00 minutes are highlighted in light red
- Travel times greater than 25:00 minutes are highlighted in dark red
- Travel times that are unusually low due to a bottleneck upstream are highlighted in blue



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9.0 WHAT WILL WE DO TO REDUCE HARM TO THE PARKS?

The following measures would be included in the proposed project to reduce harm to Riverfront Park and the Clinton Center:

- The City of Little Rock would be responsible for temporary relocation of the statues and benches along the Promenade. Upon completion of the bridge widening, the statues and benches could be placed within ARDOT right of way under the terms of an air space agreement at a location agreed to by ARDOT, the City of Little Rock and the Clinton Center.
- There would be temporary impacts to the Bill Clark wetlands to the east of the Interstate 30 Bridge. Upon completion of the bridge, the area would be restored to its natural contours, stabilized, and allowed to revegetate naturally.
- The Selected Alternative would result in removal of the existing circular ramps at the Hwy. 10 interchange, as well as removal of the storage building under Interstate 30 north of President Clinton Avenue. The Selected Alternative would create additional open space within ARDOT right of way adjacent to the Clinton Center, which would enhance visibility of the Clinton Center.
- Temporary closures of the Promenade would be minimized so as to minimize disruption and avoid any loss of access to Riverfront Park. Access would not be restricted during construction to the Arkansas Game and Fish Commission building from the west, or to the back of the three businesses that front President Clinton Avenue.
- The construction contractor would coordinate activities affecting the Arkansas River Trail with the City of Little Rock Parks and Recreation Department through ARDOT. If temporary re-routing of the trail is necessary, a safe detour route would be established to avoid loss of use of the Trail.
- A plan would be created by the construction contractor and submitted to ARDOT containing a schedule of temporary closure times for the ARDOT right of way containing the Promenade and the Arkansas River Trail. A safe detour route for the Arkansas River Trail, as specified by the City of Little Rock Parks and Recreation Department, would be established and maintained by the construction contractor. The ARDOT would coordinate with the City of Little Rock Parks and Recreation Department to ensure that temporary closure of the Promenade and re-routing of the Arkansas River Trail would not occur until alternate access is provided.

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2 10.0 HOW DID WE INVOLVE THE PUBLIC IN THIS EVALUATION?
3

4 Coordination meetings were held with the City of Little Rock Parks and Recreation. An
5 overview of the project was presented, impacts were identified, and means to mitigate
6 them were discussed. Meeting notes are included as **Attachment C**.

7 The public will be afforded an opportunity to review and comment on the effects of the
8 project on the protected activities, features, and attributes of the Section 4(f) resource.
9 Following review of the public comments, concurrence that the project does not adversely
10 affect the parks will be requested from the City of Little Rock.

11
12 11.0 WHAT IS THE DECISION?
13

14 ***THIS SECTION WILL BE COMPLETED FOLLOWING REVIEW OF PUBLIC***
15 ***COMMENTS***

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Attachment A: Determination of Applicability for Julius Breckling Riverfront Park

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It has been determined that there are potential Section 4(f) properties in the study area of the 30 Crossing project. The following information has been compiled for each property to determine Section 4(f) applicability.

Property Description	Julius Breckling Riverfront Park
Property Location	Located along the south shore of the Arkansas River and immediately adjacent on the west side of the I-30 Bridge in Little Rock, Arkansas (LR).
Property Size	33.0 acres
ROW needed for project (acres / percent of park)*	8-lane General Purpose Alternative = 0.2 acre / 0.6% (see Exhibit 1) 10-lane Collector/Distributor Alternative = 0.2 acre / 0.6% (see Exhibit 2)
Park features within project area	Arkansas River Trail, grassy/wetland area

*Estimate based on footprint of the build alternatives.

I. Property Ownership/Significance

Who owns the property?	City of LR	
Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Is there a lease associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. Is there an easement associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. Is there a covenant associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	D. Is there an airspace agreement associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	E. Are there restrictions associated with the property?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	F. Significance assumed unless otherwise noted by the Officials with Jurisdiction (OWJ).
Additional explanation for any of the above		

II. Section 4(f) Defining Criteria for Parks, Recreation and Refuge Properties

Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	A. Is the property publicly owned?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	B. Is the property open to the public?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	C. Is the property's major purpose for park, recreation or refuge activities?

It has been determined that there are potential Section 4(f) properties in the study area of the 30 Crossing project. The following information has been compiled for each property to determine Section 4(f) applicability.

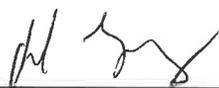
III. Establishing Section 4(f) Use of the Property

Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Does the project require a temporary use (e.g. temporary easement, construction easement, etc.)?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	B. Does the project require permanent incorporation?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. Does the project require a constructive use?
Additional explanation for any of the above		The 30 Crossing project will be delivered using Design-Build; thus the exact area of permanent incorporation (e.g., location of bridge columns) is unknown at this phase of project development.

IV. Section 4(f) Applicability

Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does Section 4(f) apply? **
<p><i>**If FHWA determines that the project will use Section 4(f) property, the approval options include preparing a de minimis impact determination, applying a programmatic evaluation or preparing an individual evaluation. The approval method will be determined following evaluation of alternatives analysis, avoidance, minimization, mitigation and coordination with the OWJ, if significance is determined in conjunction with item I.F.</i></p>		

V. Signatory

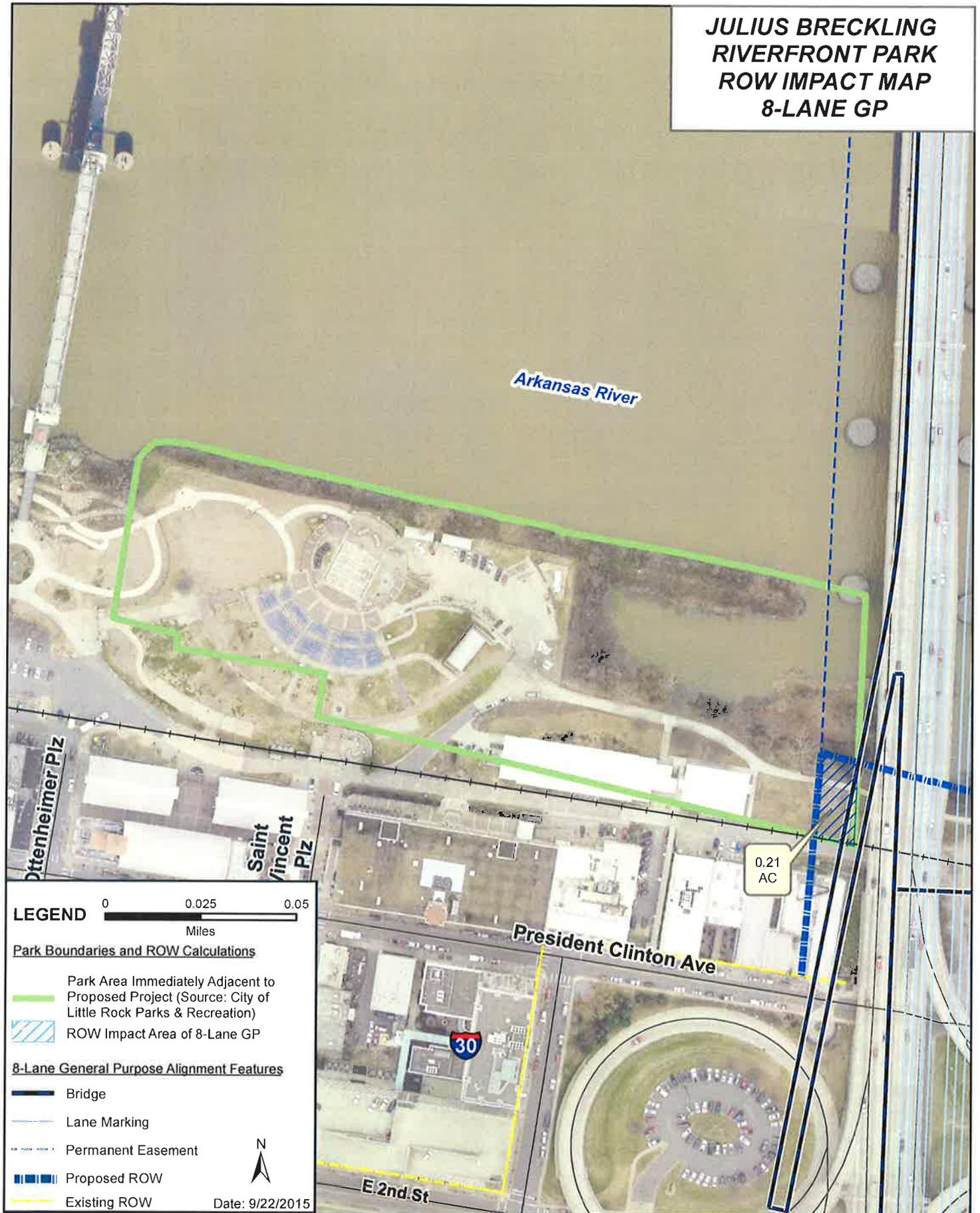


 Randal Looney
 FHWA
 Environmental Coordinator Specialist

10-14-2015

 Date

**JULIUS BRECKLING
RIVERFRONT PARK
ROW IMPACT MAP
8-LANE GP**



LEGEND 0 0.025 0.05
Miles

Park Boundaries and ROW Calculations

- Park Area Immediately Adjacent to Proposed Project (Source: City of Little Rock Parks & Recreation)
- ROW Impact Area of 8-Lane GP

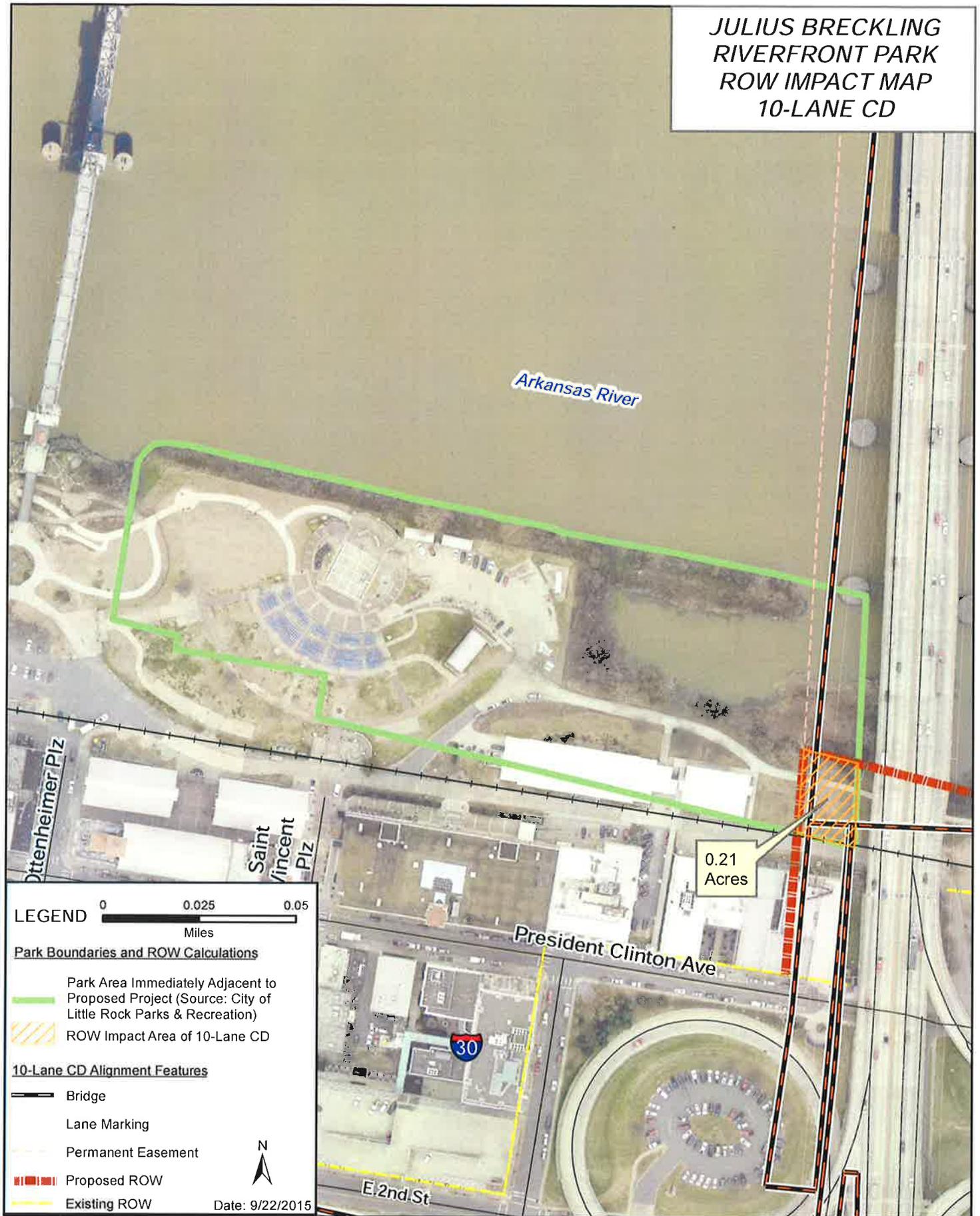
8-Lane General Purpose Alignment Features

- Bridge
- Lane Marking
- Permanent Easement
- Proposed ROW
- Existing ROW

Date: 9/22/2015

0.21
AC

**JULIUS BRECKLING
RIVERFRONT PARK
ROW IMPACT MAP
10-LANE CD**





1
2

Attachment B: Determination of Applicability for William J. Clinton Presidential Center
and Park

DRAFT

It has been determined that there are potential Section 4(f) properties in the study area of the 30 Crossing project. The following information has been compiled for each property to determine Section 4(f) applicability.

Property Description	William J. Clinton Presidential Center and Park
Property Location	Located along the south shore of the Arkansas River and immediately adjacent on the east side of the I-30 Bridge in Little Rock, Arkansas (LR).
Property Size	30.0 acres
ROW needed for project (acres / percent of park)*	8-lane General Purpose Alternative = 0.5 acres / 1.7% (see Exhibit 1) 10-lane Collector/Distributor Alternative = 0.6 acres / 2.0% (see Exhibit 2)
Park features within project area	Arkansas River Trail, approximately 8 stairs of the stairway leading from street level to the Arkansas River Trail, wetland area.

*Estimate based on footprint of the build alternatives.

I. Property Ownership/Significance

Who owns the property?	City of LR	
Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	A. Is there a lease associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. Is there an easement associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. Is there a covenant associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	D. Is there an airspace agreement associated with the property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	E. Are there restrictions associated with the property?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	F. Significance assumed unless otherwise noted by the Officials with Jurisdiction (OWJ).
Additional explanation for any of the above	Clinton Library leases a portion of the park from the City of LR (excludes wetland area with walking trail).	

II. Section 4(f) Defining Criteria for Parks, Recreation and Refuge Properties

Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	A. Is the property publicly owned?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	B. Is the property open to the public?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	C. Is the property's major purpose for park, recreation or refuge activities?

It has been determined that there are potential Section 4(f) properties in the study area of the 30 Crossing project. The following information has been compiled for each property to determine Section 4(f) applicability.

III. Establishing Section 4(f) Use of the Property

Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Does the project require a temporary use (e.g. temporary easement, construction easement, etc.)?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	B. Does the project require permanent incorporation?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. Does the project require a constructive use?
Additional explanation for any of the above		The 30 Crossing project will be delivered using Design-Build; thus the exact area of permanent incorporation (e.g., location of bridge columns) is unknown at this phase of project development.

IV. Section 4(f) Applicability

Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does Section 4(f) apply? **
<p><i>**If FHWA determines that the project will use Section 4(f) property, the approval options include preparing a de minimis impact determination, applying a programmatic evaluation or preparing an individual evaluation. The approval method will be determined following evaluation of alternatives analysis, avoidance, minimization, mitigation and coordination with the OWJ, if significance is determined in conjunction with item I.F.</i></p>		

V. Signatory

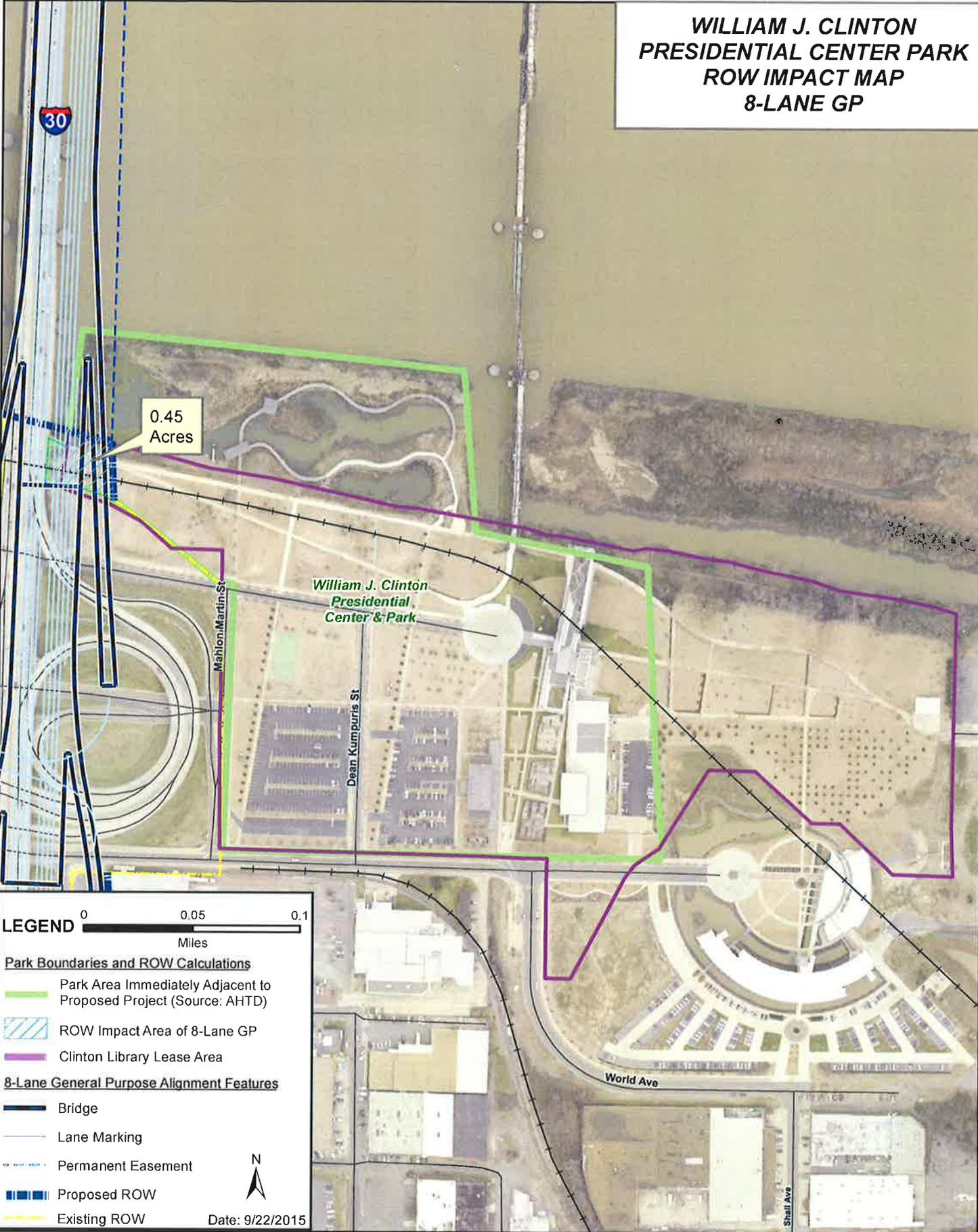


 Randal Looney
 FHWA
 Environmental Coordinator Specialist

10-14-2015

 Date

**WILLIAM J. CLINTON
PRESIDENTIAL CENTER PARK
ROW IMPACT MAP
8-LANE GP**



LEGEND

0 0.05 0.1
Miles

Park Boundaries and ROW Calculations

- Park Area Immediately Adjacent to Proposed Project (Source: AHTD)
- ROW Impact Area of 8-Lane GP
- Clinton Library Lease Area

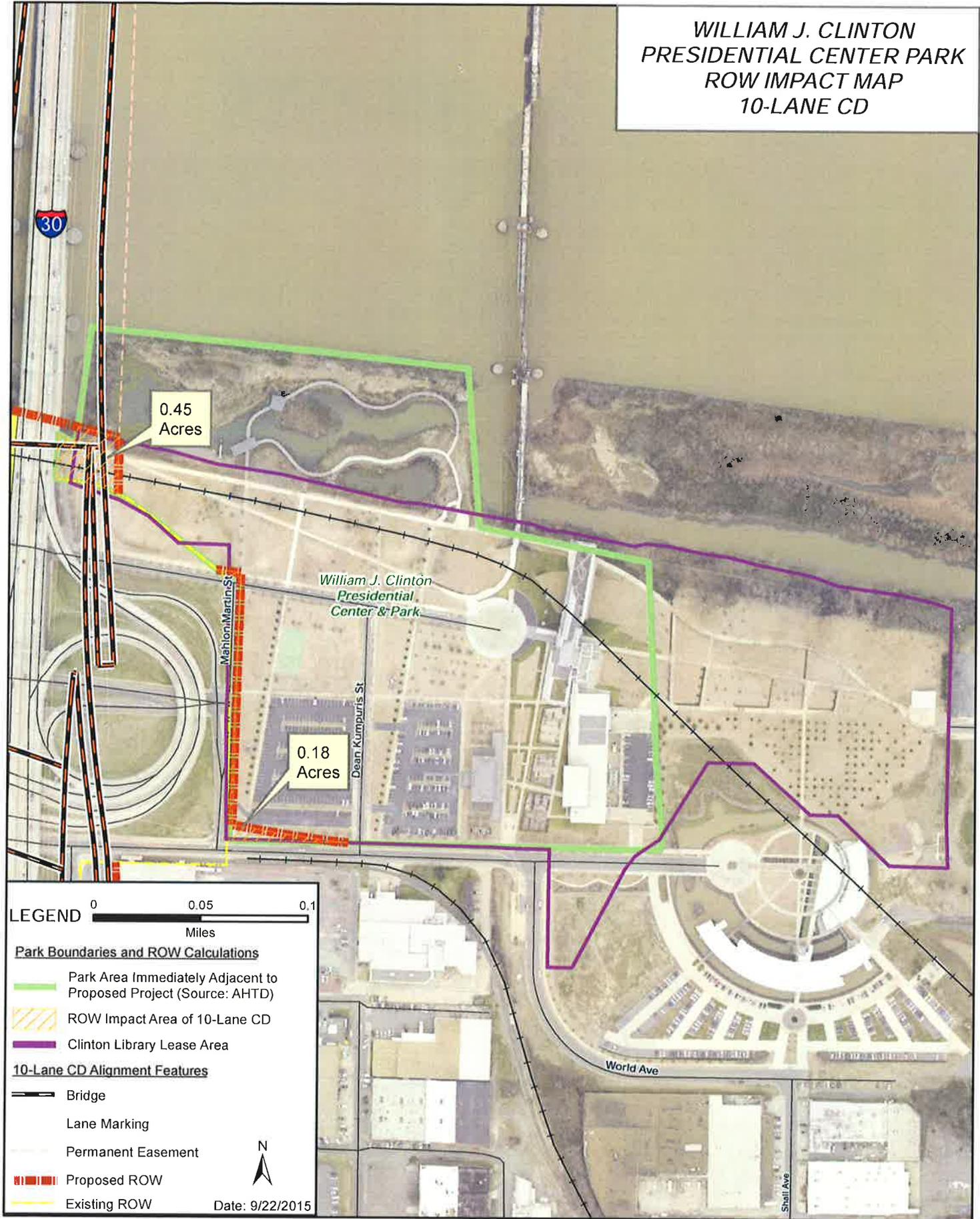
8-Lane General Purpose Alignment Features

- Bridge
- Lane Marking
- Permanent Easement
- Proposed ROW
- Existing ROW

N

Date: 9/22/2015

**WILLIAM J. CLINTON
PRESIDENTIAL CENTER PARK
ROW IMPACT MAP
10-LANE CD**





DRAFT

City of Little Rock Parks Coordination Meeting/ February 9th

ATTENDEES: Keli Wylie, Ben Browning, John Fleming, Susan Staffeld, Randal Looney, Truman Tolefree, Mark Webre, Leland Couch, Steve Moore, Jon Light, Mark Callahan, Earl Mott, Bryon Russell

COPY TO: Jennifer Halstead, April English

PREPARED BY: Bryon Russell

DATE: February 9, 2016 8:30 am CST

PROJECT: CA0602

Objectives

Provide City of Little Rock with information regarding project effects on Julius Breckling Riverfront Park and William J Clinton Presidential Center and Park

Summary

Mark Callahan and John Fleming gave an overview of the current status of the project and explained that AHTD and FHWA would like to arrive at a finding that the project represents a *de minimis* impact on the parks, similar to the Broadway Bridge project. Because I-30 will be on an elevated structure over the parks, the only new right of way required will be an expansion of the air space agreement. During construction, there will be temporary impacts to the parks. Conceptual drawings were presented showing the potential impacts of the 8 and 10 lane Build alternatives. These were discussed in detail.

The tile on the existing pier columns will have to be removed when the existing piers are replaced. The City was invited to participate in the Visioning Process to provide input on aesthetic treatment of the new pier columns. The Harriet Tubman and Fiesta sculptures will be in the construction area and will have to be temporarily relocated. The City will determine the best locations. There will be temporary closures required of the trail/service road during construction; however, these will be restored to their original condition after construction. The trees on the east side of I-30 will have to be removed. The City will work with AHTD on landscaping requirements.

The disposition of the existing parking under the I-30 bridges is being discussed with City officials. At this time, no consensus has been reached on whether to continue to allow parking under the bridges.

The City asked whether there will be additional impacts due to maintenance of traffic. The MOT scheme has not been finalized but the City will be provided with MOT concepts as soon as they are available. Any impacts to the wetlands during construction will be restored after construction. The City asked whether drainage from the bridge would be allowed to fall onto the parks. This has not been addressed yet in design.

The City asked whether the maintenance equipment that was relocated from the Broadway Bridge prior to its construction could be relocated to the I-30 right of way. AHTD does not want maintenance equipment stored at the site.

The team asked the City whether there were any Section 6(f) funds used on either park. The City was not sure if Land and Water Conservation funds had been spent on the Clinton Park. AHTD will follow up on this question.

Action Items

Include Arkansas Game and Fish in future meetings with the parks.

Provide the City with the 8 and 10 lane alternative drawings in DWG format.

Russell, Bryon/JAX

From: Webre, Mark <MWebre@littlerock.org>
Sent: Monday, June 20, 2016 11:01 AM
To: Russell, Bryon/JAX; Tolefree, Truman
Cc: Callahan, Mark/ORL
Subject: RE: I-30 Crossing

In terms of Parks' perspective, Murray Park boat ramp would be acceptable for use by parties referenced below.

Mark
501-371-6851

From: Bryon.Russell@CH2M.com [mailto:Bryon.Russell@CH2M.com]
Sent: Monday, June 20, 2016 9:56 AM
To: Tolefree, Truman <ttolefree@littlerock.org>; Webre, Mark <MWebre@littlerock.org>
Cc: Mark.Callahan@CH2M.com
Subject: I-30 Crossing

Good morning, Mr. Tolefree and Mr. Webre. I am trying to resolve an issue that has come up on the I-30 Crossing project regarding the boat ramp adjacent to Locust Street in North Little Rock. During construction, this boat ramp will need to be closed. Ben Batten of AGFC has suggested that, during the duration of construction, the Murray Park boat ramp could serve as a temporary substitute location for the activities that are normally held at the Locust Street location. I understand that the Locust Street boat ramp is used by the Sheriff's office, US Army Corps of Engineers, and for fishing tournaments held weekly during the summer and periodically at other times of the year. Would the use of the Murray Park boat ramp be acceptable to you? Thanks.

Bryon J. Russell, PE
Bryon.Russell@ch2m.com
CH2M Hill
9428 Baymeadows Road, Suite 300
Jacksonville, FL 32256
904-596-6528
Cell: 904-206-2894

City of Little Rock Parks Coordination Meeting/ August 8th

ATTENDEES: John Eckart, Mark Webre, Leland Couch, John Fleming, Randall Looney, Bryon Russell
COPY TO: Earl Mott, Mark Callahan, Keli Wylie, Ben Browning
PREPARED BY: Bryon Russell
DATE: August 8, 2017 10:00 am CST
PROJECT: CA0602

Objectives

Provide City of Little Rock an update regarding project effects on Julius Breckling Riverfront Park and William J Clinton Presidential Center and Park

Summary

The City was given an overview of the current status of the project. Figures showing the four project alternatives were reviewed.

There was a discussion of the art/sculptures that currently are located within ArDOT right of way (ROW). These will have to be moved outside ArDOT ROW for the duration of construction, and should be moved and stored offsite by the City. As these are in ArDOT ROW, the cost of relocation is not reimbursable. The Fiesta statue has already been moved, but the Tubman and Eagle statues will have to be relocated. The Rabbit statue may be able to stay. It will not be possible to know for sure until the Design-Build Contractor submits plans for construction. At that point, ArDOT will prepare an air space agreement to the City for the activities that may occur within existing and proposed ArDOT ROW.

Some of the elements of the air space agreement were discussed. The City may request a particular ground cover/treatment under the I-30 Bridge, which the City would maintain. The City may want to change the location of the Promenade and Arkansas River Trail within ArDOT ROW. The City will refer to renderings on the 30 Crossing website to help them visualize the area.

The stairway east of I-30 within the Clinton Center will have to be closed. The City had previously indicated that it was not needed and did not need to be replaced, but John Eckart will make sure.

There will be temporary detours of the Promenade and Arkansas River Trail required during construction. The Design Build contractor will determine where and when these detours will occur once their MOT scheme is complete. The City asked that we coordinate with Arkansas Game and Fish and Clinton Center to make sure they are not impacted by these temporary detours. The team has coordinated with both entities.

The disposition of the existing parking under the I-30 bridges has not been decided by the City. If the City desires to allow parking, it would be up to the City to create it under a new airspace agreement.

The area of the Bill Clark wetlands impacted during construction will be restored to pre-construction contours and allowed to revegetate after construction. The City would like to restore circulation between the Arkansas River and the open water portion of the wetlands and may want a change in the contours to facilitate this. The City will provide proposed contours. On the west side of I-30, the City would not have a problem with granting a temporary construction easement (TCE) if the contractor

would agree to create a revetment across the open water area along the Arkansas River to facilitate a relocation of the Arkansas River Trail. The revetment would extend from the northwest spur embankment to the southeast and connect with the Trail under the I-30 Bridge. The City will consider this further and propose something to ArDOT within two weeks (August 22). Drainage of this area is a concern.

The large storage cell under I-30 will be removed, but ArDOT is willing to allow the City to store maintenance equipment in I-30 ROW as part of the air space agreement. The exact location will have to be determined after the Design Build contractor submits plans.

The City did not have any issues with the proposed TCE shown to them for the Clinton Center, although they did point out that the area depicted is very steep. The area may have to be regraded but would be restored to pre-construction contours following construction.

Action Items

The City will decide whether the stairway east of I-30 within the Clinton Center is needed in the future.

The City will come up with a plan for grading along the River to restore flow to the Bill Clark wetlands and will consider allowing a TCE west of I-30 in exchange for the construction of the revetment as discussed above.

Russell, Bryon/JAX

From: Webre, Mark <MWebre@littlerock.gov>
Sent: Thursday, August 24, 2017 9:52 AM
To: Russell, Bryon/JAX
Cc: Fleming, John; Looney, Randal; Mott, W. Earl; Callahan, Mark/ORL; Eckart, John; Couch, Leland; Allmond, Rena
Subject: RE: I-30 Crossing Meeting Notes from August 8 Coordination Meeting [EXTERNAL]

Little Rock Parks appreciated your last visit and catching us up to your progress for I-30 Crossing. As a follow up to items you all were seeking answers, please see the following:

- Stairs to the east side in Clinton Park and Library will be needed and are to be placed back to original condition prior to construction
- Ground identified as construction easement to east side of I-30 is acceptable
- Revetments in Arkansas River to east and west sides of I-30 utilized as staging for demolition and construction of I-30 are on hold for now. While Parks is supportive of this proposal, we and Game and Fish need to discuss the use of these further. We recognized an answer on these will be needed soon, and we will work towards delivering an answer as such. Could you please provide another date that allows this discussion and still assists you in a timely delivery?

I have copied John and Leland to see if there are any additional notes or clarifications required to our answers to your questions.

Mark Webre / Deputy Director Operations

Little Rock Parks and Recreation
500 West Markham, Room 108
Little Rock, AR 72201
Phone: 501-371-6851 / Fax: 501-371-6832
www.lrpr.org



From: Russell, Bryon/JAX [mailto:Bryon.Russell@CH2M.com]
Sent: Tuesday, August 15, 2017 3:22 PM
To: Eckart, John <jeckart@littlerock.gov>; Webre, Mark <MWebre@littlerock.gov>; Couch, Leland <lcouch@littlerock.gov>
Cc: Fleming, John <John.Fleming@ardot.gov>; Looney, Randal <Randal.Looney@dot.gov>; Mott, W. Earl <WEMott@GarverUSA.com>; Callahan, Mark/ORL <Mark.Callahan@CH2M.com>
Subject: I-30 Crossing Meeting Notes from August 8 Coordination Meeting

John, Mark, and Leland, thank you very much for meeting with us last week. I have attached meeting notes from our meeting. If you see anything you feel is inaccurate, would you please let me know?

We are looking forward to your decision on the temporary construction easement west of I-30. Thanks.

Russell, Bryon/JAX

From: Debbie Shock <dshock@clintonfoundation.org>
Sent: Monday, September 11, 2017 1:43 PM
To: Webre, Mark
Subject: RE: I - 30 Crossing

Mark,

We are aware of the construction easement and that it will be replaced as before. Of course we have a ton of other questions regarding I-30 Crossings.

Thanks and have a marvelous Monday,

From: Webre, Mark [mailto:MWebre@littlerock.gov]
Sent: Friday, September 01, 2017 10:30 AM
To: Debbie Shock <dshock@clintonfoundation.org>
Subject: I - 30 Crossing

Is Clinton Foundation okay with construction easement for subject?

Mark Webre / Deputy Director Operations

Little Rock Parks and Recreation

500 West Markham, Room 108

Little Rock, AR 72201

Phone: 501-371-6851 / Fax: 501-371-6832

www.lrpr.org



Russell, Bryon/JAX

From: Sheehan, Jennifer <jennifer.sheehan@agfc.ar.gov>
Sent: Wednesday, October 04, 2017 10:29 AM
To: Webre, Mark
Subject: RE: I-30 Crossing

Hi Mark,

Staff members of the Arkansas Game & Fish Commission (AGFC) have reviewed the proposal from Little Rock Parks & Recreation (LRPR). Due to safety concerns, the potential removal of a vegetated riparian buffer, and maintenance requirements AGFC would prefer to keep the area in its current condition. If LRPR would like to continue this discussion with AGFC, please let me know.

Thanks,
jen

From: Webre, Mark [mailto:MWebre@littlerock.gov]
Sent: Monday, August 28, 2017 8:43 AM
To: Sheehan, Jennifer <jennifer.sheehan@agfc.ar.gov>
Cc: Eckart, John <jeckart@littlerock.gov>; Curry, Neil <Neil.Curry@agfc.ar.gov>
Subject: RE: I-30 Crossing

We look forward to y'all's reply, thank you.

From: Sheehan, Jennifer [mailto:jennifer.sheehan@agfc.ar.gov]
Sent: Monday, August 28, 2017 7:55 AM
To: Webre, Mark <MWebre@littlerock.gov>
Cc: Eckart, John <jeckart@littlerock.gov>; Curry, Neil <Neil.Curry@agfc.ar.gov>
Subject: RE: I-30 Crossing

Thanks, Mark. I will forward your proposal to the appropriate staff here at Game & Fish for their review and comment. We will get back to you as soon as we have discussed internally. Please let me know if you need anything in the meantime.

Sincerely,
jen sheehan

Jennifer Elise Sheehan
Chief, Environmental Coordination Division
P: 501-223-6356 | M: 501-680-0319
E: Jennifer.sheehan@agfc.ar.gov

Arkansas Game & Fish Commission
2 Natural Resources Dr. | Little Rock, AR 72205
P: 800-364-4263
www.agfc.com

From: Webre, Mark [<mailto:MWebre@littlerock.gov>]
Sent: Wednesday, August 23, 2017 5:04 PM
To: Sheehan, Jennifer <jennifer.sheehan@agfc.ar.gov>
Cc: Eckart, John <jeckart@littlerock.gov>; Curry, Neil <Neil.Curry@agfc.ar.gov>
Subject: I-30 Crossing

To recap our phone conversation today, Federal Highway Transportation and Arkansas DOT with their consultant shared their plans and progress for staging the I-30 Crossing project. They were particularly interested to find opportunities for contractor to tear down and construct this crossing.

It occurred to Parks that we could realize some opportunities to improve our park while they were doing this. Namely, Parks could open up revetment on west end of Bill Clark Wetland to increase river flow through this area. This would eliminate or at least minimize significant dredging cost to maintain channel through this area. Another opportunity, shown in attachments, is realizing access to the normal pool of Arkansas River and providing an array of leisure opportunities that currently are not possible (i.e. fishing, viewing unique environments, staging interpretive programs and connecting Arkansas River Trail closer to river).

Please note that attached sketches were prepared in July 2004. I am sharing date of preparation, because in these sketches at this time you will see other considerations surrounding the esplanade and fishing pier proposal that have been tabled.

The thought is, if we are supportive of these opportunities, together we could show Federal and State authorities our intentions. They would in turn write up construction easements, work through the Corps requirements and specify to contractor what will be required in order to stage demolition and construction of bridge along with our proposals.

I did have a phone conversation with Julia Smethurst with U.S. Corps of Engineers about the Section 408 and 10 processes. Outcomes to these studies could not be predicted. She did say since Federal Transportation Department is involved, that they could do the NEPA studies, and Corps could review these for approval.

Due to the quick pace of this project, we are communicating to Federal and State authorities tomorrow of our support for construction easements on east side of crossing (Clinton Park and Library). As to our suggested proposals to you on wetland and esplanade, we will note to these authorities that these are pending upon further discussion with Game and Fish.

If you need additional information or wish to meet with us to discuss further, please let me know. We look forward to hearing back from you soon.

Mark Webre / Deputy Director Operations

Little Rock Parks and Recreation
500 West Markham, Room 108
Little Rock, AR 72201
Phone: 501-371-6851 / Fax: 501-371-6832
www.lrpr.org





Meeting Notes

Subject Meeting with Clinton Center on Construction Impacts

Location: Clinton Library, Little Rock

Date and Time: May 23, 2019, 10:30 AM

ATTENDEES

Debbie Shock, Clinton Center

Ben Browning, ARDOT

Keli Wylie, ARDOT

Earl Mott, Garver

Bill McAbee, Garver

Kyhl Cooper, Kiewit Massman Construction (DB team)

MEETING NOTES

The purpose of the meeting was to update the Clinton Center on changes to temporary construction impacts and changes to temporary construction easements proposed by the Design Build (DB) team.

The team reviewed proposed plans and described the changes in impacts proposed to the Clinton Center. The team is proposing to recontour the area between President Clinton Avenue (East Markham Street) and the Arkansas River Trail within the boundaries of the proposed temporary construction easement. The purpose of the recontouring is to facilitate access to the proposed I-30 bridge. Ms. Shock asked that following construction, the area not be restored to its current contours, but left permanently as the DB team has proposed.

The team also discussed the increases in proposed temporary construction easements to the east of Mahlon Martin Street, to the north of the Arkansas River Trail, and along the west side of the Bill Clark wetlands. Ms. Shock did not have any issues with these changes to the temporary impacts to the park.

ACTION ITEMS

The team agreed to update the Clinton Center if any changes to the proposed design occurs that would impact the Clinton Center.



Meeting Notes

Subject Meeting with US Army Corps of Engineers and Arkansas Game and Fish Commission on Construction Impacts

Location: Garver Pinnacle Board Room, North Little Rock

Date and Time: June 11, 2019, 10:00 AM

ATTENDEES

Johnny McLean, USACE

Jennifer Sheehan, AGFC

Keli Wylie, ARDOT

Earl Mott, Garver

Bill McAbee, Garver

MEETING NOTES

The purpose of the meeting was to update the US Army Corps of Engineers (USACE) and Arkansas Game and Fish Commission (AGFC) on changes to temporary construction impacts and an addition to the temporary construction easements proposed by the Design Build (DB) team within the boundaries of Riverfront Park.

The team reviewed proposed plans and described the changes in impacts proposed to Riverfront Park. The team is proposing to recontour the area along the Arkansas River, which includes a USACE revetment. The purpose of the recontouring is to facilitate barge access to the proposed I-30 bridge. Mr. McLean asked that following construction, the revetment should be replaced and the area restored to its current contours. He also reminded the team that the Section 404 permit would have to include the change, and that the proposed work would have to be approved through the Section 408 process.

The team also discussed the addition of a proposed temporary construction easement along the south of the Promenade, and to the east of the AGFC building. The area is currently a vacant grassed area, but also includes a section of the Arkansas River Trail and extends to the Arkansas River. The purpose of the proposed easement is to facilitate access to the proposed bridge during construction. The temporary construction easement would not affect access from the west to the AGFC building, or to the businesses along the Promenade. Temporary closure of the Promenade to the east of this area was previously proposed and is necessary for safety during construction operations. Ms. Sheehan did not have any issues with this additional temporary construction easement, or to the changes in impacts to the USACE revetment.

ACTION ITEMS

The team agreed to update the USACE and AGFC if any changes to the proposed design occurs that would impact Riverfront Park.



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Attachment D: City of Little Rock Concurrence Letter

DRAFT