



ARKANSAS DEPARTMENT OF TRANSPORTATION

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October 18, 2017

Terry Hartwick
Director, North Little Rock Parks and Recreation
2700 Willow Street
North Little Rock, AR 72114

Re: ARDOT Job Number CA0602
30 Crossing
Pulaski County

Dear Mr. Hartwick:

The Arkansas Department of Transportation (ARDOT), in cooperation with the Federal Highway Administration, is proposing a project to improve I-30 and I-40, which would involve replacement of the existing I-30 bridge over the Arkansas River and provision for additional capacity on I-30 and I-40 in the Cities of Little Rock and North Little Rock in Pulaski County.

The proposed I-30 right of way (ROW) passes near the North Shore Riverwalk Park (Riverwalk Park) in North Little Rock. The primary uses of the park area adjacent to I-30 are recreational activities such as walking, running, bicycling and boating.

The determination has been made by the ARDOT that the proposed project will not adversely affect the protected features, attributes or activities qualifying the property for protection under Section 4(f) of the Department of Transportation Act of 1966, thus qualifying for a *de minimis* finding for the Riverwalk Park property (see the attached Section 4(f) *De Minimis* Finding). The ARDOT's proposal includes all possible planning to minimize harm to the recreational use.

The total area of Riverwalk Park is approximately 36 acres. Approximately 1.3 acres of property would be acquired from the facility as additional ROW, along with 1.0 acres for a temporary construction easement. The land conversion affects an area where boating and other riverside recreational activities occur. Impacts as a result of the highway construction would include:

- Prior to construction, the City would relocate a pavilion that is within the footprint of the proposed bridge.
- Parking within ARDOT ROW would not be allowed during construction, but should be allowed under an air space agreement following construction.
- The Locust Street boat ramp would be temporarily closed during construction.
- The section of the Arkansas River Trail that passes through the construction zone may have to be temporarily closed during certain phases of construction.
- A portion of the park west of I-30 may be used during construction for access to the project site and for laydown on construction equipment. This area would be fenced and not open to the public for the duration of construction.

Recreational uses after construction of the highway will be unchanged from the present conditions. Several measures have been incorporated into the project to assure that the proposed project does not jeopardize the recreational value of the facility. These measures included as part of the proposed project are:

- Following construction, the pavilion may be allowed within ARDOT under an air space agreement.
- Following construction, parking should be allowed within ARDOT ROW under an air space agreement.
- Temporary re-routing of the Arkansas River Trail would be coordinated through ARDOT with the City of North Little Rock Parks and Recreation Department to provide the park personnel ample time to schedule park activities, including cycling events. A safe detour route would be provided.
- Access to the area of the Park west of Olive Street would be maintained by making the existing entrance-only opening in the flood wall to the west of Olive Street a two-way roadway. The area of the Park east of the Locust Street entrance would not be affected, as the Locust Street entrance would remain open.
- Temporary closure of the boat ramp would be coordinated with the activities of the Sheriff, US Army Corps of Engineers (USACE), and with fishing tournaments. Alternate access to the River is available at the existing boat ramps at either Burns Park, approximately 4 miles upstream in North Little Rock, or Murray Park, approximately 5 miles upstream in Little Rock.
- A plan would be created by the construction contractor and submitted to ARDOT containing a schedule of temporary closure times for the boat ramp and the Arkansas River Trail in the construction zone. A safe detour


route for the Arkansas River Trail, as specified by the City of North Little Rock Parks and Recreation Department, would be established and maintained by the construction contractor. The ARDOT would coordinate with the City of North Little Rock to ensure that temporary closure of the boat ramp or re-routing of the Trail does not occur until alternate access is provided.

A requirement of the Section 4(f) process for a *de minimis* finding is an opportunity for the public to comment on the Section 4(f) Evaluation. The draft Section 4(f) Evaluation will be made available for review and comment by the public, and any comments that are received will be addressed in the final Section 4(f) Evaluation.

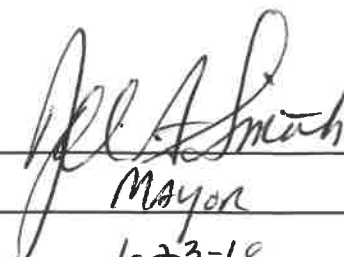
If you have any questions, comments or wish to discuss the impacts to the park further, please contact Randal Looney at (501) 324-6430 or John Fleming at (501) 569-2281.

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

Sincerely,


for John Fleming
Division Head
Environmental Division

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

 Signature
Mayor Title
1-23-18 Date



Evaluation and Documentation of a
De Minimis Finding to Section 4(f) Property
for Public Parks, Recreation Lands, and
Wildlife and Waterfowl Refuges
ArDOT Job No. CA0602
North Shore Riverwalk 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
June 2018



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



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ATTACHMENTS

- Attachment A: Determination of Applicability for Northshore Riverfront Park
- Attachment B: Meeting Notes from Coordination Meetings with City of North Little Rock Parks and Recreation (2/9/16 and 6/27/16)
- Attachment C: Phone Conversation Notes with City of North Little Rock (2/29/16), North Little Rock Downtown Recreational Vehicle Park (4/13/16), and City of North Little Rock (5/19/16)
- Attachment D: City of North Little Rock Concurrence

1.0 WHAT IS SECTION 4(F)?

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

2.0 DOES SECTION 4(F) APPLY TO NORTH SHORE RIVERWALK PARK?

The Federal Highway Administration (FHWA) signed a Determination of Applicability (DOA) for North Shore Riverwalk Park (Riverwalk Park) on October 14, 2015 (**Attachment A**). In the DOA, FHWA determined that Section 4(f) applies to North Shore Riverwalk Park. The determination was made based on the facts that the property is publicly-owned, the property is open to the public, and the major use of the property is for a park with recreational activities.

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

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

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

3.0 WHAT IS THE PROPOSED PROJECT?

Approved by Arkansas voters, the Arkansas Department of Transportation (ArDOT) is implementing an accelerated State Highway Construction and Improvement Program named the Connecting Arkansas Program (CAP).

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

3.1 Existing Facility

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

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

- I-30 with I-530 and I-440
- I-30 with I-630
- I-30 with I-40
- I-40 with Highways 67/167

3.2 Proposed Alternatives

3.2.1 No-Action Alternative

The No-Action Alternative represents the case in which the proposed project is not constructed, but could include future projects identified through the long-range planning process for maintaining a state of good repair as funding becomes available.

3.2.2 Action Alternatives

Two different main lane configurations are under consideration. Both would include the replacement of the Arkansas River Bridge.

- Eight-Lane General Purpose (GP) Alternative would provide four main lanes in each direction with no Collector Distributor (C/D) lanes.

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

The current Hwy. 10 (Cantrell Rd.) interchange provides direct access to the downtown business district of Little Rock. Its proximity to the Arkansas River Bridge and the I-30 interchange with I-630 creates a unique level of complexity. In order to balance various project goals, two interchange concepts are being considered for replacement of this interchange:

- An elevated Single Point Urban Interchange (SPUI) constructed in the same location as the current interchange;
- A Split Diamond Interchange (SDI) constructed south of the existing interchange at 4th and 9th Streets.

Combining the two main lane configurations with the two Hwy. 10 (Cantrell Rd.) interchange concepts results in the four Action Alternatives as follows:

- Alternative 1A: 8-Lane GP with SPUI Alternative
- Alternative 1B: 8-Lane GP with SDI Alternative
- Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative
- Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative

For detailed information on the Action Alternatives, refer to the **30 Crossing Environmental Assessment** (EA) for the proposed project.

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FIGURE 1: PROJECT LOCATION MAP



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4.0 WHY IS RIVERWALK PARK IMPORTANT?

The Riverwalk Park is located between Riverfront Drive and the north shore of the Arkansas River from Smart House Drive to the Clinton Presidential Park Bridge (**Figures 2 and 3**). Within its boundaries lies the North Little Rock Downtown Riverside Recreation Vehicle Park (RV Park), which is separately administered by the City of North Little Rock. The Riverwalk Park is owned and operated by the City of North Little Rock, and is approximately 36 acres in size.

The Arkansas River Trail runs along the length of the park. The Trail supports both pedestrian and bicycle traffic and connects to the Junction and Clinton Pedestrian Bridges. The Trail runs along the historic “Trail of Tears” route. Seven interpretive panels commemorating the Cherokee Trial of Tears can be found along the Trail. The Trail of Tears National Historic Trail specifically addresses the 1838-1839 removal of the Cherokee from their homelands in Georgia, Alabama, and Tennessee Indian Territory. The Cherokee took 17 different routes; four by water and thirteen by land. Both water and land routes passed through central Arkansas in 1830 and 1839 and passed through Little Rock and North Little Rock.

In addition to the Trail, other park amenities include:

- A boat ramp;
- The Arkansas Inland Maritime Museum;
- The Boathouse Club; and
- The North Little Rock Downtown Riverside Recreational Vehicle Park.

5.0 CAN WE AVOID THE PARK?

The existing I-30 Arkansas River Bridge passes through the Park. Under the Action Alternatives, it will be necessary to replace the existing bridge with a wider structure in order to provide additional capacity and correct the structural and functional deficiencies of the Bridge. There would be unavoidable permanent impacts to the park as a result of construction, and also unavoidable temporary impacts which would occur for the duration of construction under the Action Alternatives.

6.0 WHAT PARK FEATURES ARE WITHIN THE PROJECT AREA?

Within the project area, there is a pavilion with picnic tables (**Figure 4**), a boat ramp (**Figure 5**), the Boathouse Club (**Figure 6**), parking under the I-30 Bridge (**Figure 7**), and the Arkansas River Trail (**Figure 8**). The location of these features is depicted on **Figure 9**. There is an air space agreement between ArDOT and the City of North Little Rock that allows the pavilion, parking, and Arkansas River Trail to exist within ArDOT right of way.

1
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FIGURE 3: NORTH SHORE RIVERWALK PARK

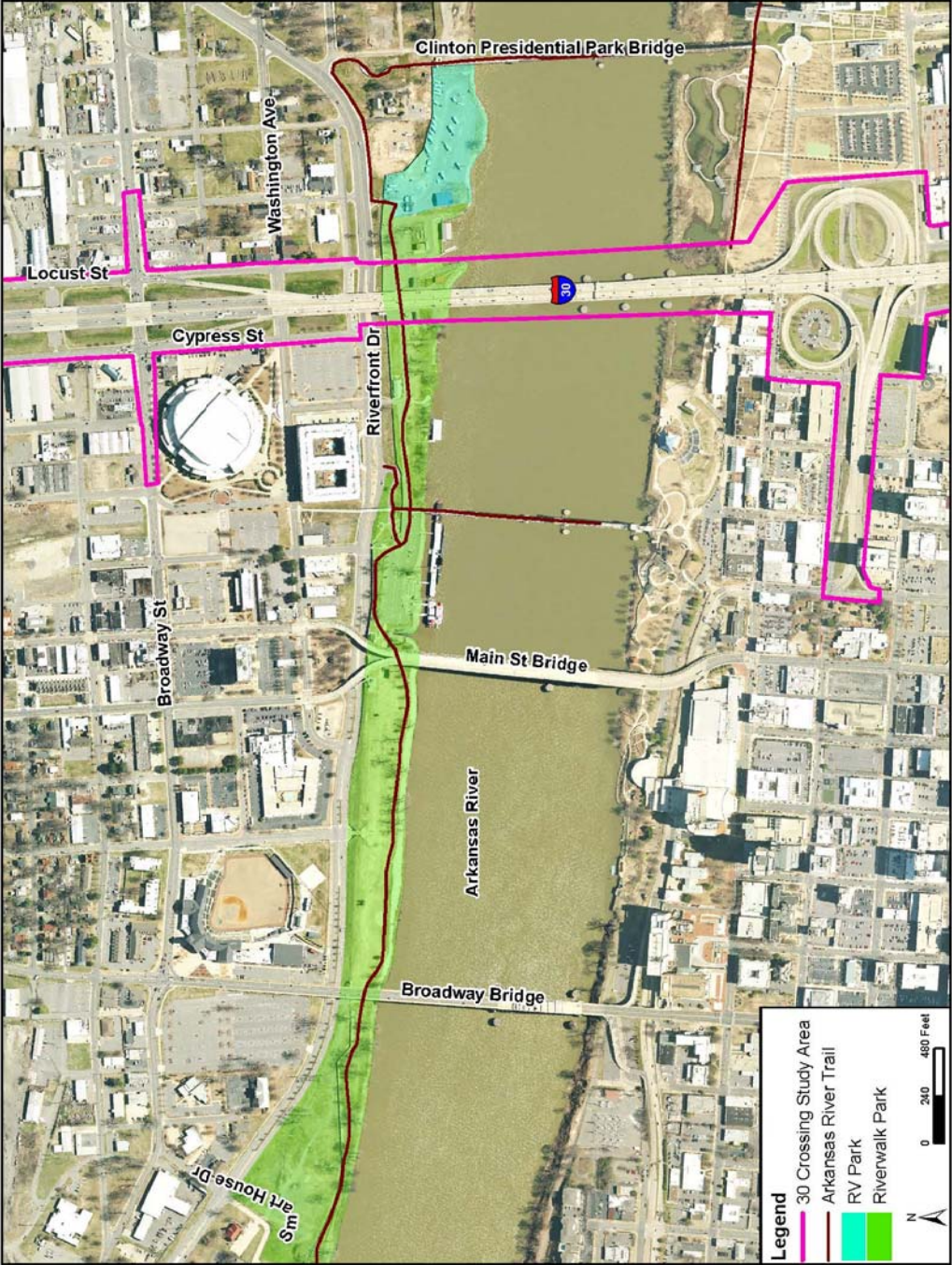


FIGURE 4: PAVILION ON EAST SIDE OF I-30



FIGURE 5: BOAT RAMP ON EAST SIDE OF I-30



FIGURE 6: BOATHOUSE CLUB ON EAST SIDE OF I-30



FIGURE 7: PARKING UNDER I-30 BRIDGE



FIGURE 8: ARKANSAS RIVER TRAIL UNDER I-30 BRIDGE



FIGURE 9: PARK FEATURES IN THE VICINITY OF THE ARKANSAS RIVER BRIDGE



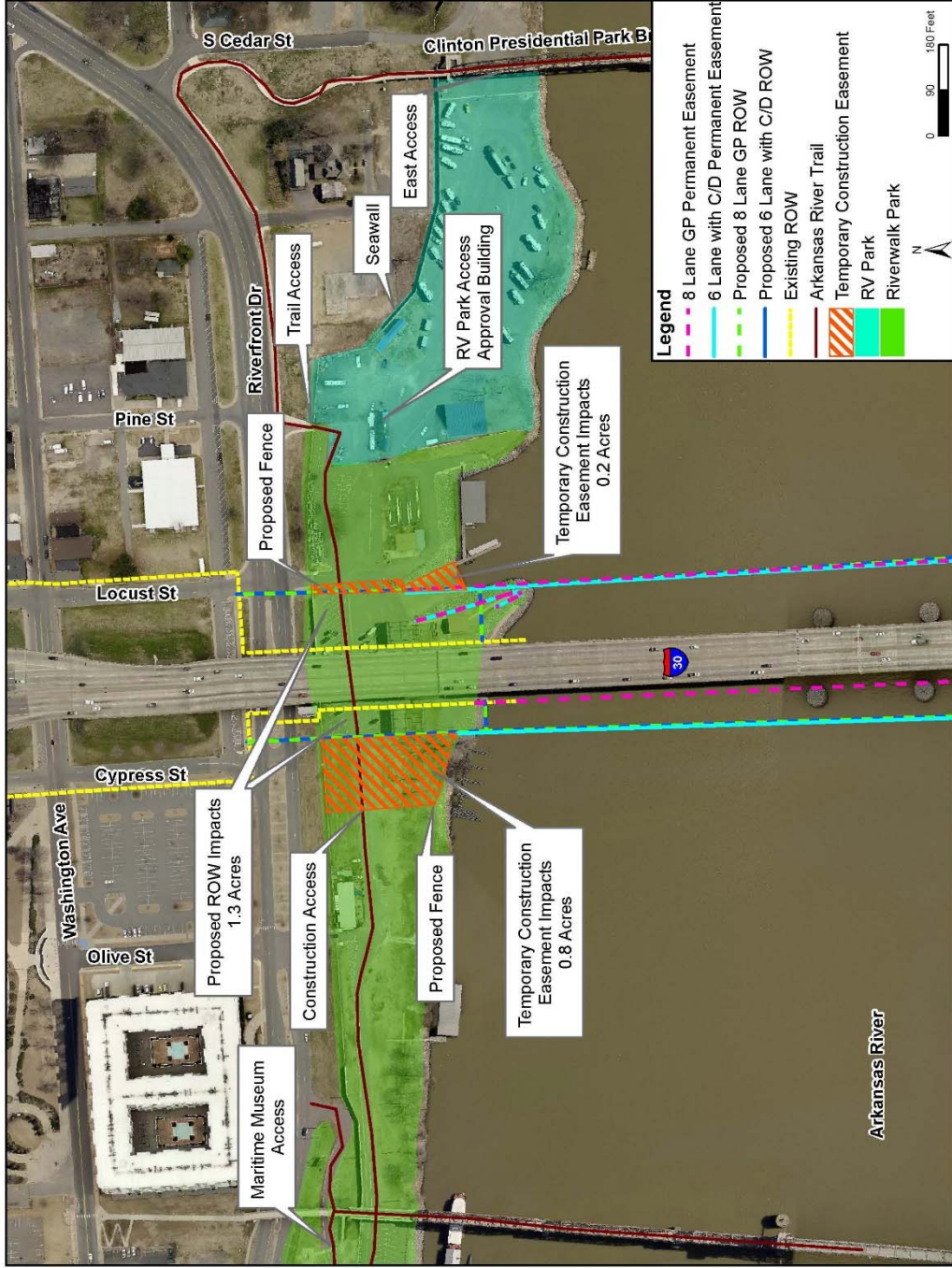
7.0 WHAT WILL THE PROJECT DO TO THE PARK?

The project will be delivered using Design-Build; thus, the exact area of permanent incorporation (e.g., location of bridge piers) is unknown at this phase of project development. It is anticipated that additional right of way would be needed from the parks, resulting in permanent impacts to the pavilion and parking under the I-30 Bridge (**Figure 10**).

Four Action Alternatives are being evaluated, as described in Section 3.2. It is estimated that the Action alternatives would require an additional 1.3 acres of right of way, which is approximately 4% of the total area of Riverwalk Park. Specific impacts to park features contributing to park significance are listed below:

- The pavilion would be allowed within ArDOT right of way via an air space agreement with the City. Prior to construction, the City would relocate the pavilion outside of the construction area.
- There is parking under the I-30 Bridge and adjacent to the bridge that is within the area of park being acquired. Parking should continue to be allowed within ArDOT right of way. There would be no anticipated permanent loss of parking due to the project.
- Future design year noise levels were evaluated for both the No-Action and Action Alternatives. The noise levels resulting from the Action Alternatives do not exceed the 67 dB(A) Noise Abatement Criteria (NAC) for exterior locations for Activity Category C, which includes parks. One location, within ArDOT right of way, was found to equal the Approach NAC of 66 dB(A) for the 6-Lane with C/D SPUI and SDI Alternatives. This location would lie under the widened bridge structure with all Action Alternatives. Noise abatement measures were evaluated and not found to be feasible. Further, it was found that the Action Alternatives 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 Riverwalk Park as a result of the project.

FIGURE 10: IMPACTS TO NORTH SHORE RIVERWALK PARK AND RV PARK



In addition, there would be temporary impacts during construction. Temporary construction easements totaling 1.0 acre would be needed on both sides of the Bridge under all Action Alternatives. In addition, temporary impacts are anticipated to the following features which contribute to the significance of the park as a recreational resource:

- Temporary re-routing of the section of the Arkansas River Trail that passes through the construction zone may be required during certain phases of construction. A safe detour route would be provided.
- Temporary closure of the portion of the park located west of Interstate 30 (**Figure 10**) would be required for the duration of Bridge construction. This area would be used for access to the project site by construction equipment and laydown of construction equipment. The contractor would be permitted to use the Olive Street gate (**Figures 11 and 12**) to access the construction site; however, the gate would remain open to the public.
- Temporary closure of the boat ramp would occur during the duration of Bridge construction.

The Action Alternatives would result in additional covered area under the I-30 Bridge that could be used for park activities under an air space agreement with the City.

FIGURE 11: EXISTING OPENING IN FLOOD WALL AT SOUTH OLIVE STREET FROM PARK



FIGURE 12: EXISTING OPENING IN FLOOD WALL AT SOUTH OLIVE STREET FROM RIVERSIDE DRIVE



8.0 WHAT WILL WE DO TO REDUCE HARM TO THE PARK?

The following measures would be included in the proposed project to reduce harm to Riverwalk Park. These measures have been coordinated with the City of North Little Rock (**Attachment C**).

- The pavilion is currently within ArDOT right of way and the City would need to move it outside the construction zone prior to construction. Following construction, the City may choose to relocate it to another area within the park. If the City desires to relocate it back to ArDOT right of way, this could be possible under an air space agreement.
- The Design-Build contractor would work through ArDOT with the City to identify areas where parking can be provided within ArDOT right of way.
- Re-routing of the Arkansas River Trail would be coordinated through ArDOT, with the City of North Little Rock Parks and Recreation Department, to provide the park personnel ample time to schedule park activities, including cycling events. A safe detour route would be provided.

- Access to the area of the Park west of Olive Street would be maintained by making the existing entrance-only opening in the flood wall to the west of Olive Street a two-way roadway. The area of the Park east of the Locust Street entrance would not be affected, as the Locust Street entrance would remain open.
- Temporary closure of the boat ramp would be coordinated with the activities of the Sherriff, US Army Corps of Engineers (USACE), and with fishing tournaments. Alternate access to the River is available at the existing boat ramps at either Burns Park, approximately 4 miles upstream in North Little Rock, or Murray Park, approximately 5 miles upstream in Little Rock.
- A plan would be created by the construction contractor and submitted to ArDOT containing a schedule of temporary closure times for the boat ramp and the Arkansas River Trail in the construction zone. A safe detour route for the Arkansas River Trail, as specified by the City of North Little Rock Parks and Recreation Department, would be established and maintained by the construction contractor. The ArDOT would coordinate with the City of North Little Rock to ensure that temporary closure of the boat ramp or re-routing of the Trail does not occur until alternate access is provided.

9.0 HOW DID WE INVOLVE THE PUBLIC IN THIS EVALUATION?

A coordination meeting was held with the City of North Little Rock Parks and Recreation on February 9, 2016. An overview of the project was presented, impacts were identified, and means to mitigate them were discussed. Meeting notes are included as **Attachment B**.

The City of North Little Rock and manager of the RV Park were contacted to obtain feedback on temporary access options to the RV Park during construction. A coordination meeting was held onsite on June 27, 2016, to discuss access options. The City of North Little Rock prefers that the existing public access to the RV Park be maintained at Locust Street. The City prefers that the existing public access to North Shore Riverwalk Park at Olive Street remains open, but the contractor would be allowed access to the construction site at Olive Street. Phone conversation notes and meeting notes are included as **Attachment C**.

Concurrence that the project does not adversely affect the parks will be requested from the City of North Little Rock. The public will be afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource before a final *de minimis* determination is made.

10.0 WHAT IS THE DECISION?

The Federal Highway Administration has not yet made a final *de minimis* finding. This evaluation proposes that the project will not harm the contributing features, assets, or activities that qualify the park for protection under Section 4(f), thus qualifying for a *de minimis* finding on the Northshore Riverwalk Park in North Little Rock. The City of North Little Rock has agreed that this project is not likely to have an adverse effect on the Northshore Riverwalk Park. A copy of this agreement is included in **Attachment D**. However, after public hearings for the project have taken place, FHWA will forward any comments about the proposed *de minimis* finding to the Director of North Little Rock Parks and Recreation and the Director will then have the opportunity to indicate if he or she concurs that the proposed project will not adversely affect activities, features or attributes that make the North Shore Riverwalk Park eligible for Section 4(f) protection.

Attachment A: Determination of Applicability

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DRAFT

Section 4(f) Determination of Applicability Checklist**30 Crossing Project**

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	North Shore Riverwalk Park (Riverwalk Park)
Property Location	Located along the north shore of the Arkansas River at the I-30 river crossing in North Little Rock, Arkansas (NLR).
Property Size	14.3 acres
ROW needed for project (acres / percent of park)*	8-lane General Purpose Alternative = 1.3 acres / 9.1% (see Exhibit 1) 10-lane Collector/Distributor Alternative = 1.3 acres / 9.1% (see Exhibit 2)
Park features within project area	Two billboards, boat ramp, sheet metal awning with picnic tables, parking area under the I-30 bridge, storage under the bridge (also used as bridge support structure), utility structure.

*Estimate based on footprint of the build alternatives and exclusive of the airspace agreement.

I. Property Ownership/Significance

Who owns the property?		City of NLR
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 checked="" type="checkbox"/>	<input 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		Airspace agreement executed between the Highway Department and City of NLR.

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?

Section 4(f) Determination of Applicability Checklist**30 Crossing Project**

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? **
<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>		

V. Signatory

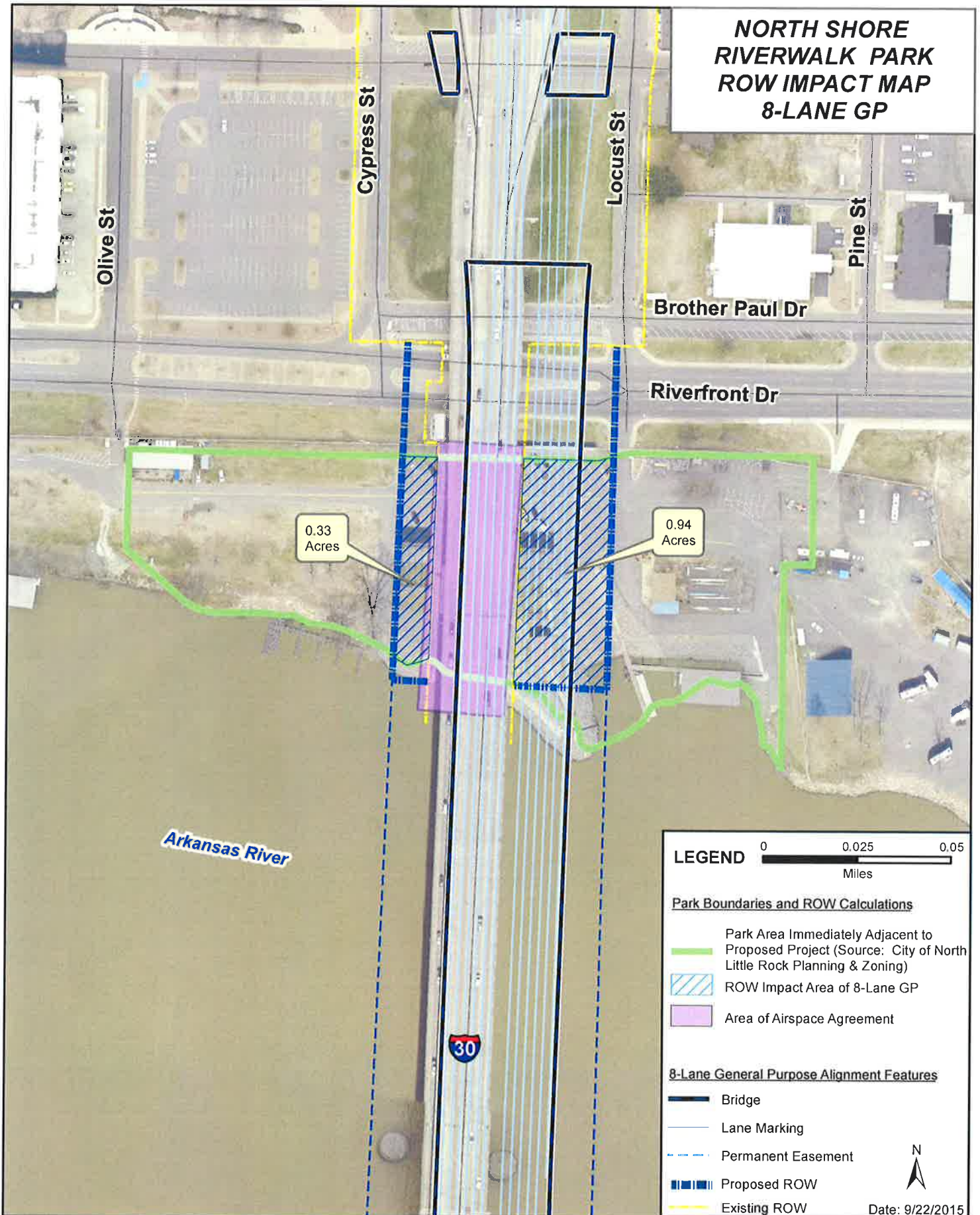


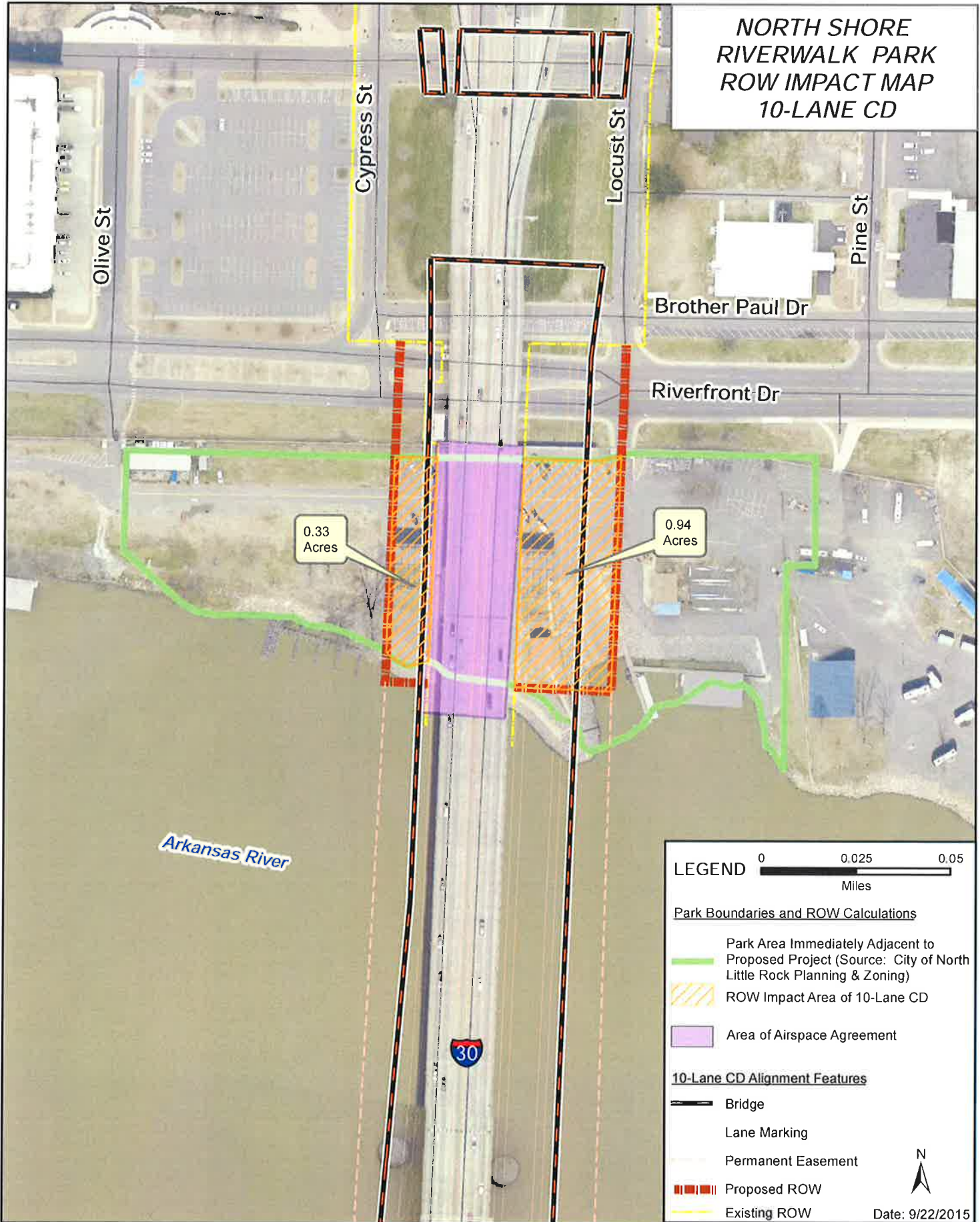
Randal Looney
FHWA
Environmental Coordinator Specialist

10-14-2015

Date

NORTH SHORE RIVERWALK PARK ROW IMPACT MAP 8-LANE GP





1
2 Attachment B: Meeting Notes from Coordination Meetings with City of North Little Rock
3 Parks and Recreation (2/9/16 and 6/27/16)
4

City of North Little Rock Park Coordination Meeting/ February 9th

ATTENDEES: Keli Wylie, John Fleming, Susan Staffeld, Terry Hartwick, Chris Wilbourn, Mark Callahan, Earl Mott, Bryon Russell

COPY TO: Jennifer Halstead, April English

PREPARED BY: Bryon Russell

DATE: February 9, 2016 11:00 am CST

PROJECT: CA0602

Objectives

Provide City of North Little Rock with information regarding project effects on the North Shore Riverwalk 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 park, 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. Conceptual drawings were presented showing the potential impacts of the 8 and 10 lane Build alternatives.

The pavilion next to the boat ramp will be impacted by a bridge pier and will have to be relocated. The storage cell that supports the existing bridge is no longer needed and will be removed. There will be temporary closures of the boat ramp required during construction; these will have to be coordinated with fishing tournaments, Sheriff's needs and US Army Corps of Engineers (USACE) needs. There is an ongoing siltation issue adjacent to the boat ramp.

The RV park to the east of the boat ramp is owned by the City and generates significant revenue. RV's currently enter the park through the opening in the USACE seawall just east of the I-30 Bridge. This is likely to be effected by construction activities and may have to be closed for some period. There was a discussion of alternate access locations to the RV park. The Clinton Presidential Park Bridge to the east of the RV park may not have sufficient clearance to allow larger RV's to pass under it. This also would involve changing traffic patterns within the RV park. There is a break in the seawall at the west end of the RV park where the trail passes through. CH2M will investigate whether this could be modified to allow RV's to use it. If the seawall has to be modified, the USACE would have to permit it through the Section 408 process.

Action Items

CH2M will investigate alternative access locations to the RV park.

City of North Little Rock Park Coordination Meeting/ June 27th

ATTENDEES: Ben Browning, Earl Mott, Bob Major
COPY TO: Keli Wylie, John Fleming, Jennifer Halstead, April English, Mark Callahan
PREPARED BY: Bryon Russell
DATE: June 27, 2016 11:00 am CST
PROJECT: CA0602

Objectives

Discuss access to North Little Rock Downtown Riverside Recreation Vehicle Park (RV Park) during construction of the project

Summary

Three access options were discussed with Bob Major. In order of preference to the City of North Little Rock, these options are

- Construction vehicles would utilize the Olive Street entrance. The Olive Street entrance would be for contractor access only along with the area between the Olive Street entrance and Arkansas River Bridge. The contractor would need to construct a fence from the west edge of the Locust Street entrance south to the River, and the public would be prohibited from this area during construction. Everything east of the fence would remain open to the public during construction. Additional modifications to the entrance west of the Olive Street entrance would be required to allow for two-way access.
- The existing Arkansas River Trail opening would be expanded to allow RV's and the general public to enter. With this option, the Locust Street entrance would become the construction entrance and would be closed to the public. A fence would extend from the east edge of the Locust Street entrance to the River. This option may require some additional modification to the existing RV park fence to function adequately.
- Similar to the previous option, but the RV's and general public would enter from under the Clinton pedestrian bridge at the east end of the RV Park. This would require the RV Park electric entrance gate and check-in to be moved from the west end to the east end. The public would have to pass through the RV Park to reach the Boathouse and rowing dock. Additional grading will be required at the access road over the levy. This option is not preferred by the City.

Action Items

CH2M and the City will explore the Olive Street construction access option.

Attachment C: Phone Conversation Notes with City of North Little Rock (2/29/16), North
Little Rock Downtown Recreational Vehicle Park (4/13/16), and City of North Little Rock
(5/19/16)

DRAFT

CH2MHILL TELEPHONE CONVERSATION RECORD

Phone No.: (501) 791-8538

Date: 2/29/16

Call To: Terry Hartwick (City of North Little Rock Parks and Recreation)

Message

Taken By: Bryon Russell

Subject: CA0602 North Shore Riverwalk Park

Terry returned my call concerning the access issue raised in our meeting on 2-9-16. Terry stressed again that it was extremely important to keep the RV park open during the construction. The City of North Little Rock supports the project and can work with either of the access options shown in the drawing sent to them on 2-25-16. He asked us to look further into both options, including evaluating the turning radius needed for recreational vehicles.

Terry will need to coordinate with the RV park operator, Bob Major, regarding how the two options would affect the operation of the park. He also will need to coordinate with the private land owner to the east. He asked us to determine who owns that property. He may need someone from CH2M to attend the coordination meetings.

I explained that widening the trail access point would require coordination with the US Army Corps of Engineers, and that the coordination may turn out to be lengthy. In order to not impact the project schedule, we will pursue both access options.

CH2MHILL TELEPHONE CONVERSATION RECORD

Phone No.: (501) 940-2717

Date: 4/13/16

Call To: Bob Major (North Little Rock Downtown Riverside Recreational Vehicle Park)

Message

Taken By: Bryon Russell

Subject: CA0602 Temporary Access to RV Park During Construction

Bob returned my call concerning access alternatives to the RV Park during construction. Bob pointed out that a significant portion of City revenue comes from the RV Park and that it is extremely important to keep the RV Park open during construction.

Bob said he was concerned with widening the Trail opening in the USACE seawall as a way to bring RV traffic into the Park during construction. He pointed out that the turning radius on the south side of the seawall would be very tight. He also indicated that the proximity to the RV park operator's residence may be an issue. Finally, he feels that it is less safe for cyclists and RV's to use the same opening in the seawall.

Bob prefers the option of bringing in RV's at the east end of the park, under the Clinton pedestrian bridge. He is concerned with RV's "bottoming out" as they pass over the seawall at the south end of Cedar Street, but apparently the contractor who is currently using that roadway is not having any problems.

CH2MHILL TELEPHONE CONVERSATION RECORD

Phone No.: (501) 940-2717

Date: 5/19/16

Call To: Terry Hartwick (City of North Little Rock Parks and Recreation) and Bob Major (North Little Rock Downtown Riverside Recreational Vehicle Park)

Message

Taken By: Bryon Russell

Subject: CA0602 North Shore Riverwalk Park Impacts

Terry and Bob called to discuss mitigation for temporary and permanent impacts to the Park.

Concerning the temporary closure of the boat ramp, they indicated we need to coordinate with Arkansas Game and Fish. They stressed that the boat ramp is heavily used during the summer, with weekly tournaments. They do not think that using the boat ramp constructed next to the Broadway Bridge on the north bank is an option, as there is no parking available at that location. They suggested that the existing Burns Park Boat Ramp, approximately 4 miles upstream, could be used during construction.

Regarding the gazebo adjacent to the I-30 bridge on the east side, which we are currently showing to be in conflict with a bridge pier, they would prefer that this be relocated to the west of the proposed bridge, if it turns out to be in conflict.

Regarding the Arkansas River Trail, this can be relocated to Riverfront Park Drive while work on the bridge over the Park is in progress. They would need to stripe out a bike lane on Riverfront Park Drive. In the vicinity of the Broadway project, they have relocated the Trail to Riverfront Park Drive.

Concerning the temporary closure of the Locust Street access into the Park, the City agrees that a temporary easement would be needed to widen the Locust Street floodwall entry point for the purposes of bringing construction equipment through. The City prefers that the replacement temporary access should be at the east end of the Park, under the Clinton Bridge. The Broadway contractor is currently using the area for staging. The contractor obtained authorization from USACE to cut the floodwall at the south end of Cedar Street so that equipment could be brought over the floodwall. The contractor committed to restore the floodwall at the end of the Broadway construction, which is expected to be October 2017. The City suggested that AHTD obtain authorization from USACE to extend the cut in the floodwall until the end of the I-30 construction, and commit to restoring it at that time.

The City also pointed out that the existing gate for the RV Park at the Clinton Bridge is not an automatic gate, and would have to be upgraded to allow it to replace the existing gate at the west end of the Park. Not only RV traffic, but traffic for the boathouse and USCG auxiliary, would also be using the temporary east access under the Clinton Bridge, so having a secure access system is necessary.

Concerning the billboards, the City does not have an issue with them being relocated outside of the proposed AHTD right of way.

Attachment D: City of North Little Rock Concurrence

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