



ARKANSAS DEPARTMENT OF TRANSPORTATION

[ArDOT.gov](http://ArDOT.gov) | [IDriveArkansas.com](http://IDriveArkansas.com) | Scott E. Bennett, P.E., Director

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October 18, 2017

John Eckart  
Director, Little Rock Parks and Recreation  
500 West Markham, Room 108  
Little Rock, AR 72201

Re: ARDOT Job Number CA0602  
30 Crossing  
Pulaski County

Dear Mr. Eckart:

The Arkansas Department of Transportation (ARDOT), in cooperation with the Federal Highway Administration (FHWA) 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 William J. Clinton Presidential Center and Park (Clinton Center) and Julius Breckling Riverfront Park (Riverfront Park) in Little Rock. The primary uses of the park areas adjacent to I-30 are recreational activities such as walking, running, and bicycling. Additionally, the proposed highway ROW passes near several works of public art.

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 two parks, as well as nearby public art (see the enclosed 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 the Clinton Center is approximately 30 acres. The total area of ROW that may be acquired to construct the project varies from 0.7 to 1.1 acres, depending on which project alternative is considered. In addition, a temporary construction easement between 1.3 and 1.6 acres, depending on the project alternative, would be needed to construct the project. The total area of the

Riverfront Park is approximately 33 acres. The total area of Riverfront Park that may be acquired to construct the project varies between zero and 0.2 acres, depending on the project alternative. The land conversion affects an area where walking, running, and cycling occur. Impacts as a result of the highway construction would include:

- The westernmost stairway connecting President Clinton Avenue to the Arkansas River Trail in the Clinton Center would be in the proposed ROW and would be removed.
- Temporary construction impacts to 0.3 acres wetlands within the Bill Clark Presidential Wetlands Park would occur.
- During certain phases of construction, temporary re-routing of the Arkansas River Trail would be required.
- Temporary closure of the Promenade, the access road to the Nature Center, may be required.
- Temporary relocation of three benches along the Promenade, and the Harriet Tubman and Touch the Sky statues, would be required.
- Temporary use of land from the Clinton Center for purposes of access to the site during construction and temporary storage of construction equipment may be required.

Recreational uses in both parks after construction of the highway would 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:

- The stairway within the Clinton Center which would be impacted by construction would be reconstructed outside the proposed ROW by ARDOT.
- Upon completion of the bridge, the area within the Bill Clark wetlands disturbed by construction would be restored to its natural contours, stabilized, and allowed to revegetate naturally.
- 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.
- Temporary closures of the Promenade would be minimized so as to minimize disruption and avoid any loss of access to Riverfront Park.
- 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.

- 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.
- Both the SPUI and Split Diamond interchanges 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. Both interchange concepts for the Hwy 10 interchange would create additional open space within ARDOT right of way adjacent to the Clinton Center, which would enhance visibility of the Clinton Center.


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 William J. Clinton Presidential Center and Park and Julius Breckling Riverfront Park, please sign the attached statement below and return it to us. Thank you for your cooperation.

Sincerely,



 John Fleming  
Division Head  
Environmental Division

Attachment

I concur with the assessment and the proposed minimization and mitigation of impacts to William J. Clinton Presidential Center and Park and Julius Breckling Riverfront Park as detailed in the enclosed 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

City Manager Title

4/21/17 Date



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

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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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Attachment A: Determination of Applicability for Julius Breckling Riverfront Park	
Attachment B: Determination of Applicability for William J. Clinton Presidential Center and Park	
Attachment C: City of Little Rock Coordination Meeting Notes	
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## 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 THE JULIUS BRECKLING RIVERFRONT PARK OR THE WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK?

The Federal Highway Administration (FHWA) signed a Determination of Applicability (DOA) for Julius Breckling Riverfront Park (Riverfront Park) on October 14, 2015 (**Attachment A**). In the DOA, FHWA determined that Section 4(f) applies to Julius Breckling Riverfront Park. FHWA signed a DOA for William J. Clinton Presidential Center and Park (Clinton Center) on October 14, 2015 (**Attachment B**). In the DOA, FHWA determined that Section 4(f) applies to William J. Clinton Presidential Center and Park. Both determinations were made based on the facts that the properties are publicly-owned, the properties are open to the public, and the major use of the properties are for parks with recreational activities.

The intent of the analysis presented in this document is to demonstrate that Section 4(f) impacts to Riverfront Park and Clinton Center 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 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

### 3.0 WHAT IS THE PROPOSED PROJECT?

Approved by Arkansas voters, the Arkansas State Highway and Transportation Department (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:

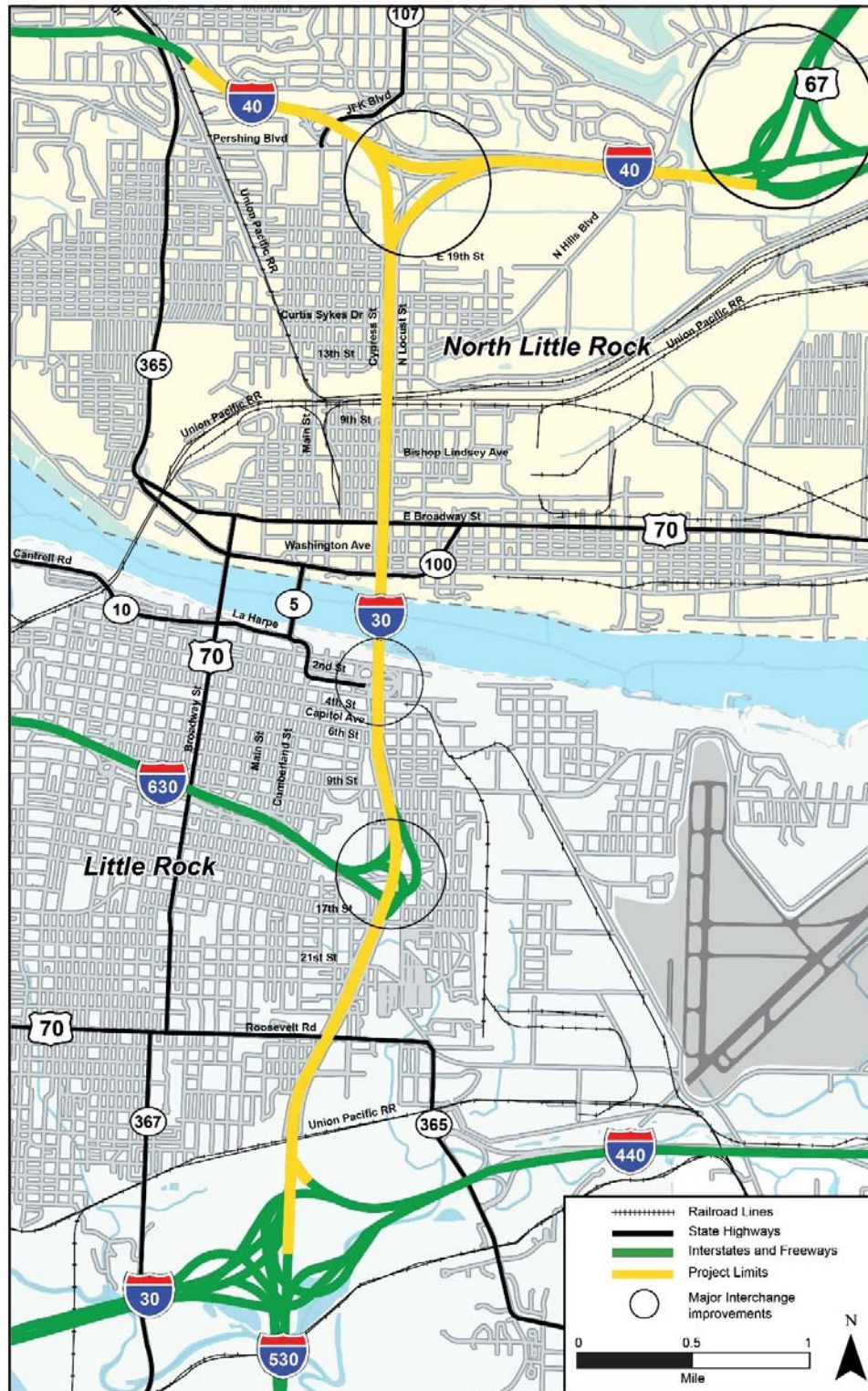
- An elevated Single Point Urban Interchange (SPUI) constructed in the same location as the current interchange;
- A Split Diamond Interchange (SDI) constructed south of the existing interchange at 4<sup>th</sup> and 9<sup>th</sup> Streets.

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.

FIGURE 1: PROJECT LOCATION MAP





#### 4.0 WHY IS THE JULIUS BRECKLING RIVERFRONT PARK IMPORTANT?

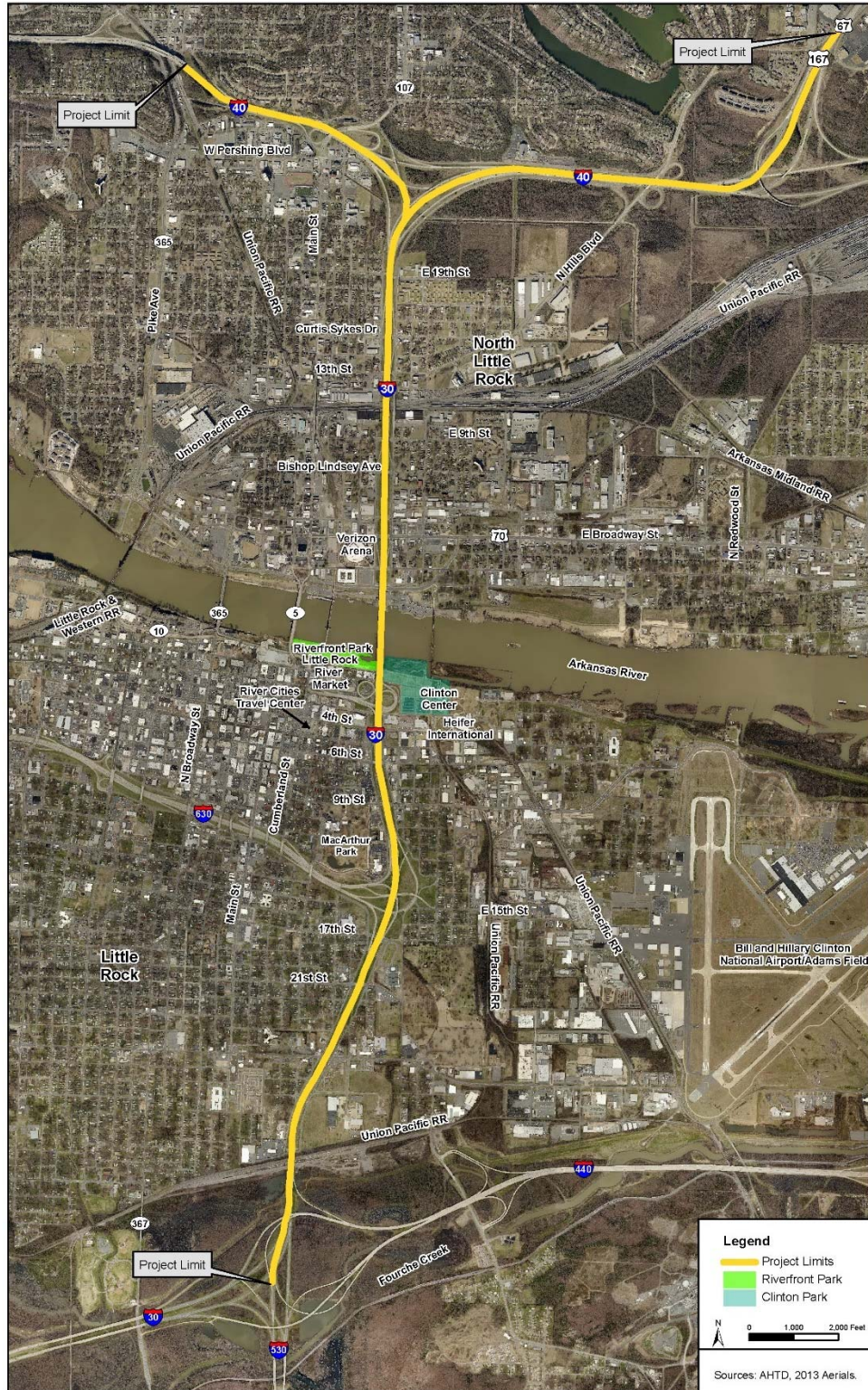
Riverfront Park is owned and operated by the City of Little Rock and located along the Arkansas River. The park stretches from the Bill Clinton Presidential Library to the Broadway Bridge, consisting of 33 acres (**Figures 2, 3 and 4**).

The Arkansas River Trail runs through the park (**Figure 5**), passing through ArDOT right of way under the Arkansas River Bridge by means of an air space agreement. The Trail runs along the historic “Trail of Tears” route. 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 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, Riverfront Park provides residents and visitors a place to enjoy the outdoors and participate in activities, including the following (**Figure 6**):

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

FIGURE 2: RIVERFRONT PARK AND CLINTON CENTER LOCATION MAP



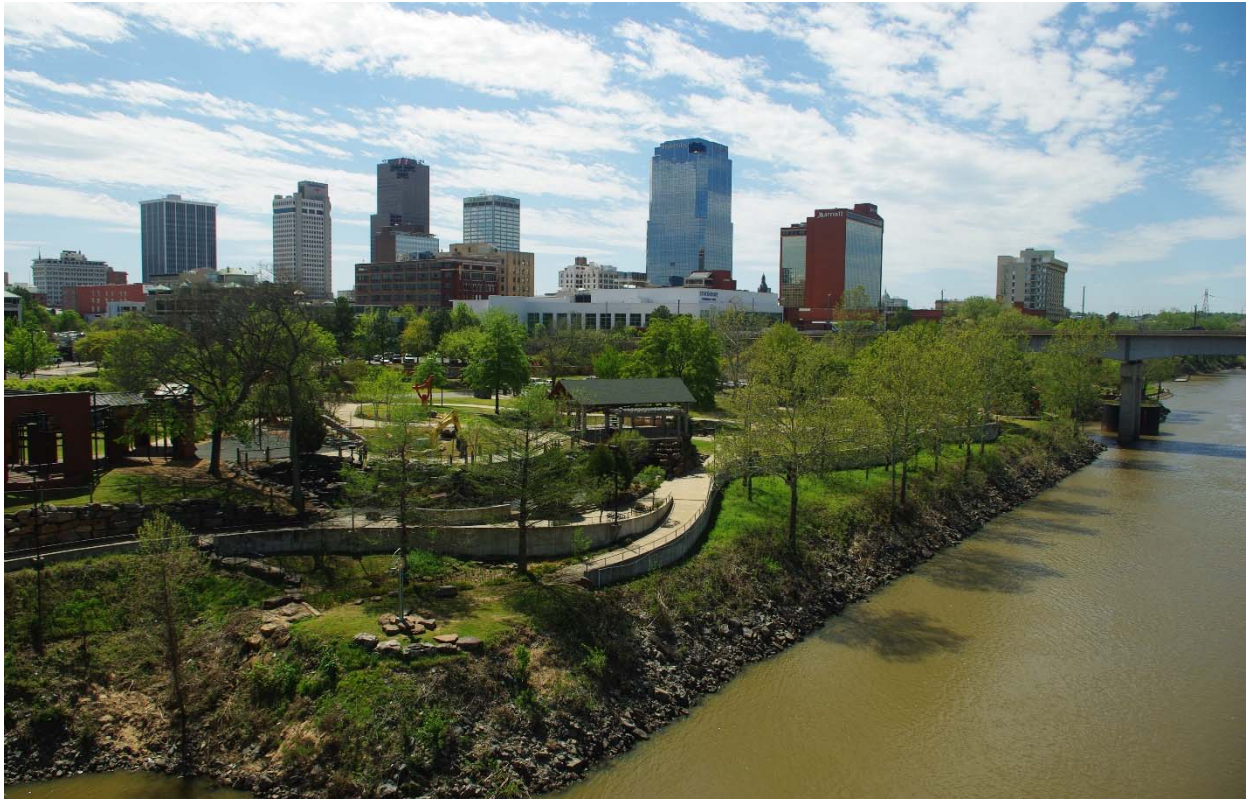


**FIGURE 3: RIVERFRONT PARK AND CLINTON CENTER AND PARK SITE MAP**





**FIGURE 4: JULIUS BRECKLING RIVERFRONT PARK**



**FIGURE 5: ARKANSAS RIVER TRAIL**





**FIGURE 6: IMPORTANT PARK FEATURES**





**FIGURE 7: JUNCTION BRIDGE AND "LA PETITE ROCHE"**



**FIGURE 8: BELVEDERE GAZEBO**





**FIGURE 9: SCULPTURE GARDEN**



**FIGURE 10: WITT STEPHENS JR CENTRAL ARKANSAS NATURE CENTER**





**FIGURE 11: RIVERFEST AMPHITHEATER**



## 5.0 WHY IS THE WILLIAM J. CLINTON PRESIDENTIAL CENTER AND PARK IMPORTANT?

The Clinton Center is located between 3<sup>rd</sup> Street and the south shore of the Arkansas River east of Interstate 30 (**Figure 2**). The Clinton Center opened in 2004 and is the thirteenth presidential library to have been completed in the United States. The Clinton Center occupies almost 30 acres of land. Among the Clinton Center features are the presidential library of Bill Clinton (**Figure 12**), 42<sup>nd</sup> President of the United States, the offices of the Clinton Foundation, and the University of Arkansas Clinton School of Public Service (**Figure 13**). The William E. (Bill) Clark Presidential Wetlands Park (**Figure 14**) is a natural area along the Arkansas River designed to showcase wildlife and river life in a restored wetlands environment for educational purposes. The Arkansas River Trail runs through the park and crosses the Arkansas River on the Clinton Presidential Park Bridge at the east end of the park. The Arkansas River Trail runs along the historic "Trail of Tears" route. 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 by land. Both water and land routes passed through central Arkansas in 1830 and 1839 and traveled through Little Rock and North Little Rock.

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

## 6.0 CAN WE AVOID THE PARKS?

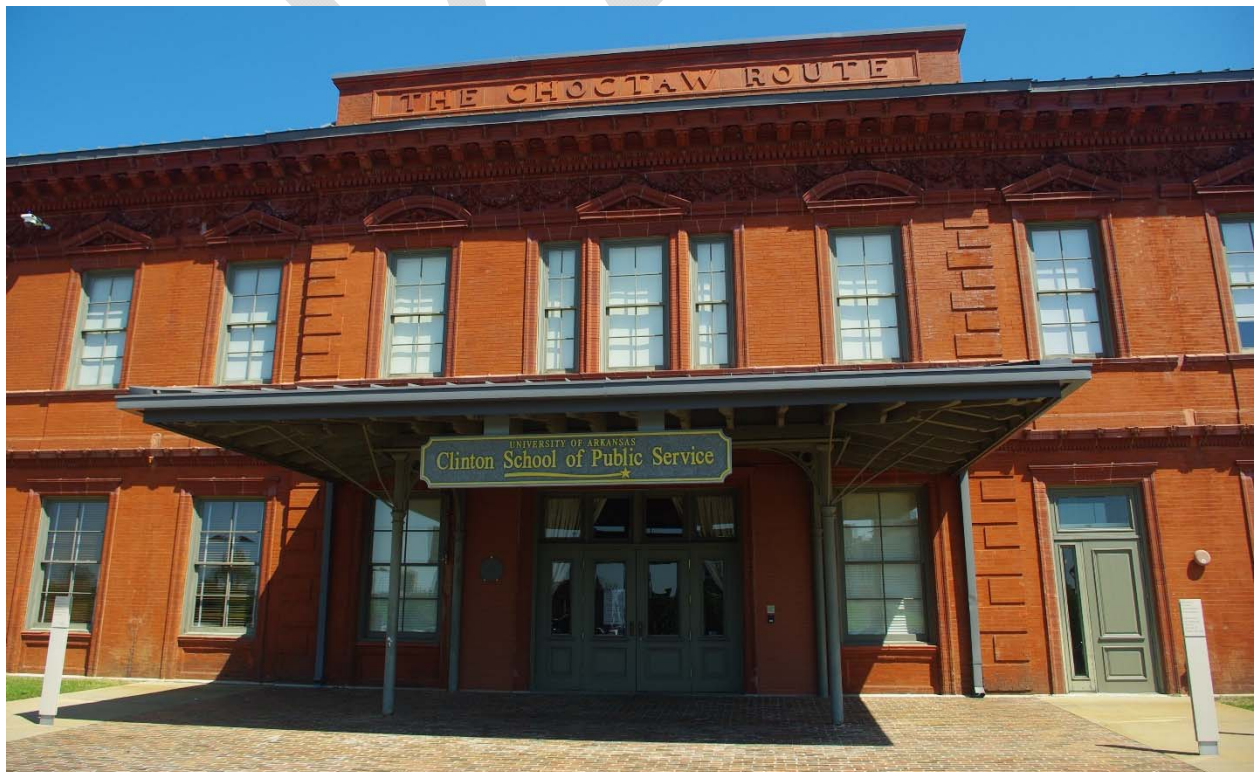
Riverfront Park on the west and the Clinton Center on the east were developed adjacent to the Interstate 30 Arkansas River Bridge corridor, which was constructed in the early 1960's. Under the Action Alternatives, it will be necessary to replace the existing bridge and bridge piers in order to provide additional capacity and correct the structural and functional deficiencies of the Bridge. To widen the Bridge, right of way and temporary construction easements will be acquired from the parks, and use of ArDOT right of way by the parks will be restricted during construction.



**FIGURE 12: WILLIAM J. CLINTON LIBRARY**



**FIGURE 13: CLINTON SCHOOL OF PUBLIC SERVICE**





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



**FIGURE 15: ANNE FRANK TREE EXHIBIT**





## 7.0 WHAT PARK FEATURES ARE WITHIN THE STUDY AREA?

Within the study area, there are:

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

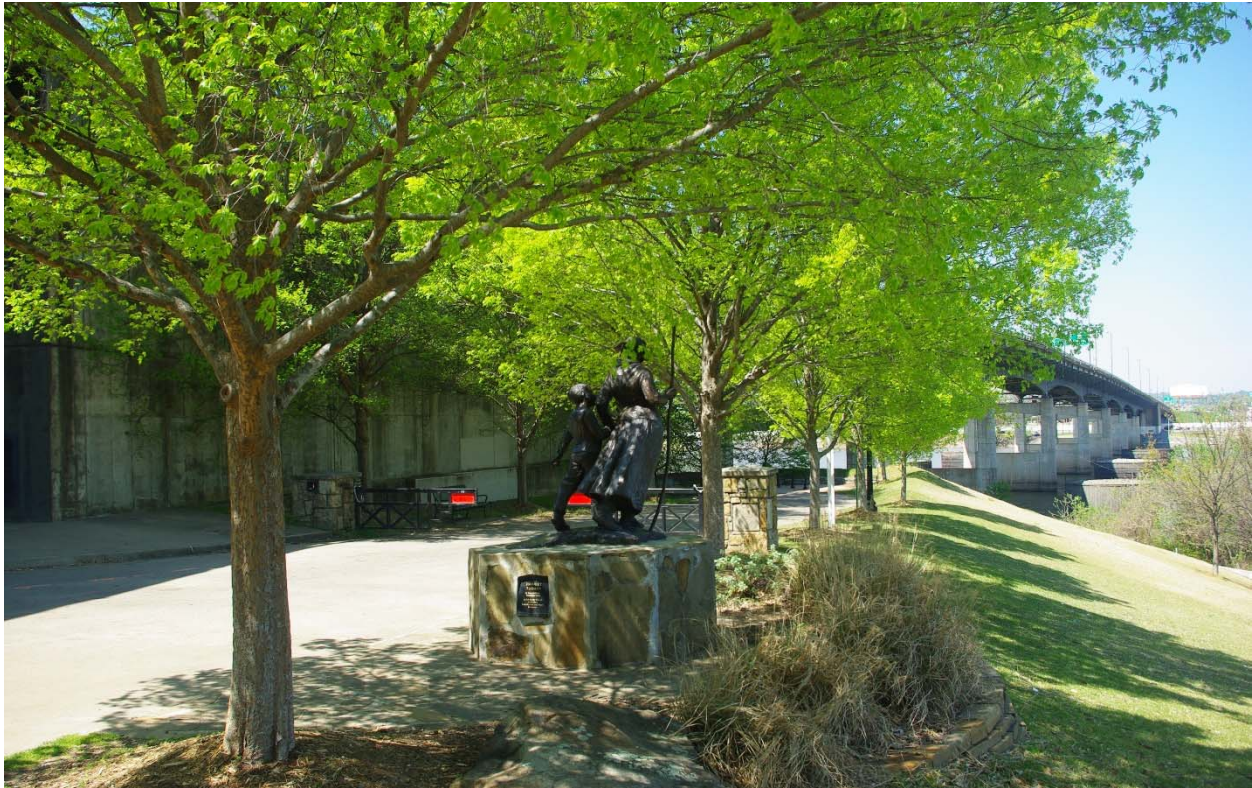
The Arkansas River Trail passes through Riverfront Park, along the bank of the Arkansas River and under Interstate 30 within ArDOT right of way, and continues into the Clinton Center. Further up the slope of the River, north of the Trail, the Promenade passes through ArDOT right of way under Interstate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

**FIGURE 16: STAIRWAY FROM PRESIDENT CLINTON AVENUE TO ARKANSAS RIVER TRAIL**





**FIGURE 17: THE PROMENADE**



**FIGURE 18: HARRIET TUBMAN MONUMENT**





**FIGURE 19: TOUCH THE SKY STATUE**



**FIGURE 20: ARKANSAS RIVER TRAIL**



**FIGURE 21: THE PROMENADE**





## 8.0 WHAT WILL THE PROJECT DO TO THE PARKS?

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.

As described in Section 3.2, four Action Alternatives are being evaluated, which have differing effects on the parks, as depicted in (**Figures 22-25**). All Action Alternatives would greatly reduce the footprint of the existing interchange, creating up to 15.7 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 Action Alternatives are 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	6-Lane C/D SPUI	6-Lane C/D Split Diamond	8-Lane SPUI	8-Lane Split Diamond
<b>Clinton Center</b>	Right of Way	0	0.9	0.7	1.1	0.8
	Temporary Construction Easement	0	1.5	1.6	1.3	1.6
<b>Riverfront Park</b>	Right of Way	0	0.2	0.1	0.1	0
	Temporary Construction Easement	0	0	0	0	0

Specific impacts to park features contributing to park significance are listed below:

- 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.
- 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), or 66 dB(A) Approach NAC, for exterior locations for Activity Category C, which includes parks. 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 the parks as a result of the No-Action or Action Alternatives.

FIGURE 22: 6-LANE C/D SPUI PROJECT IMPACTS ON LITTLE ROCK PARKS

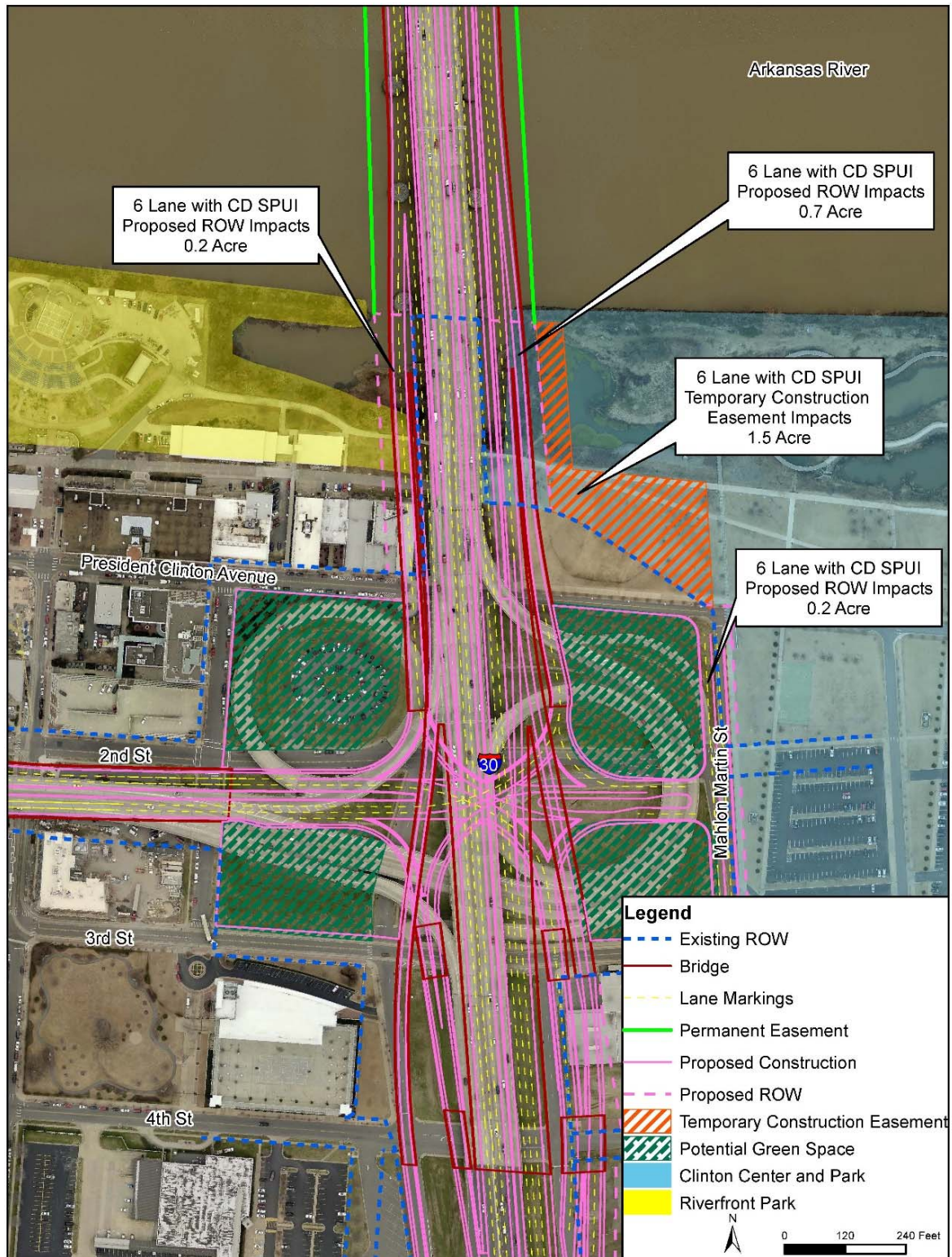
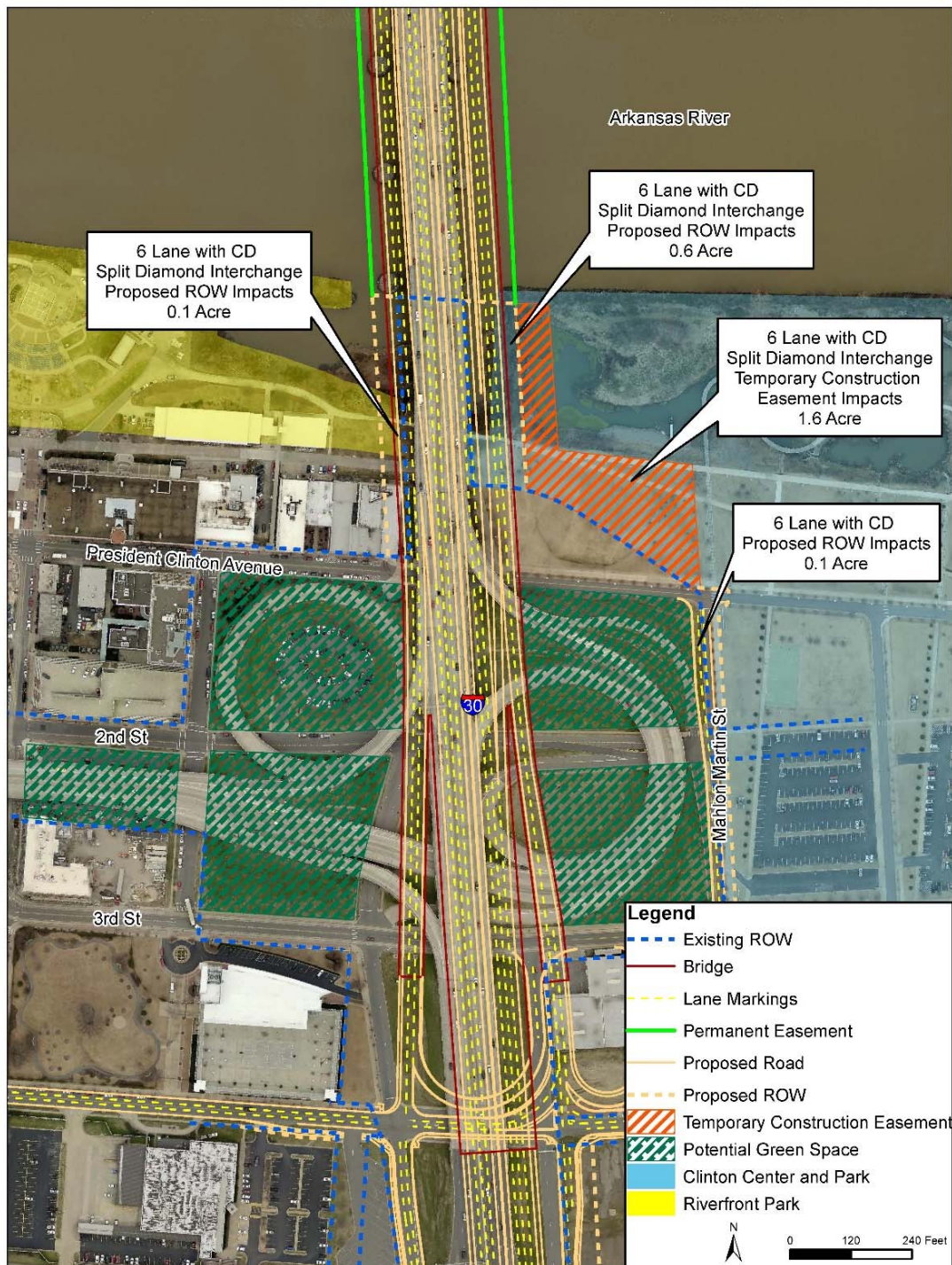


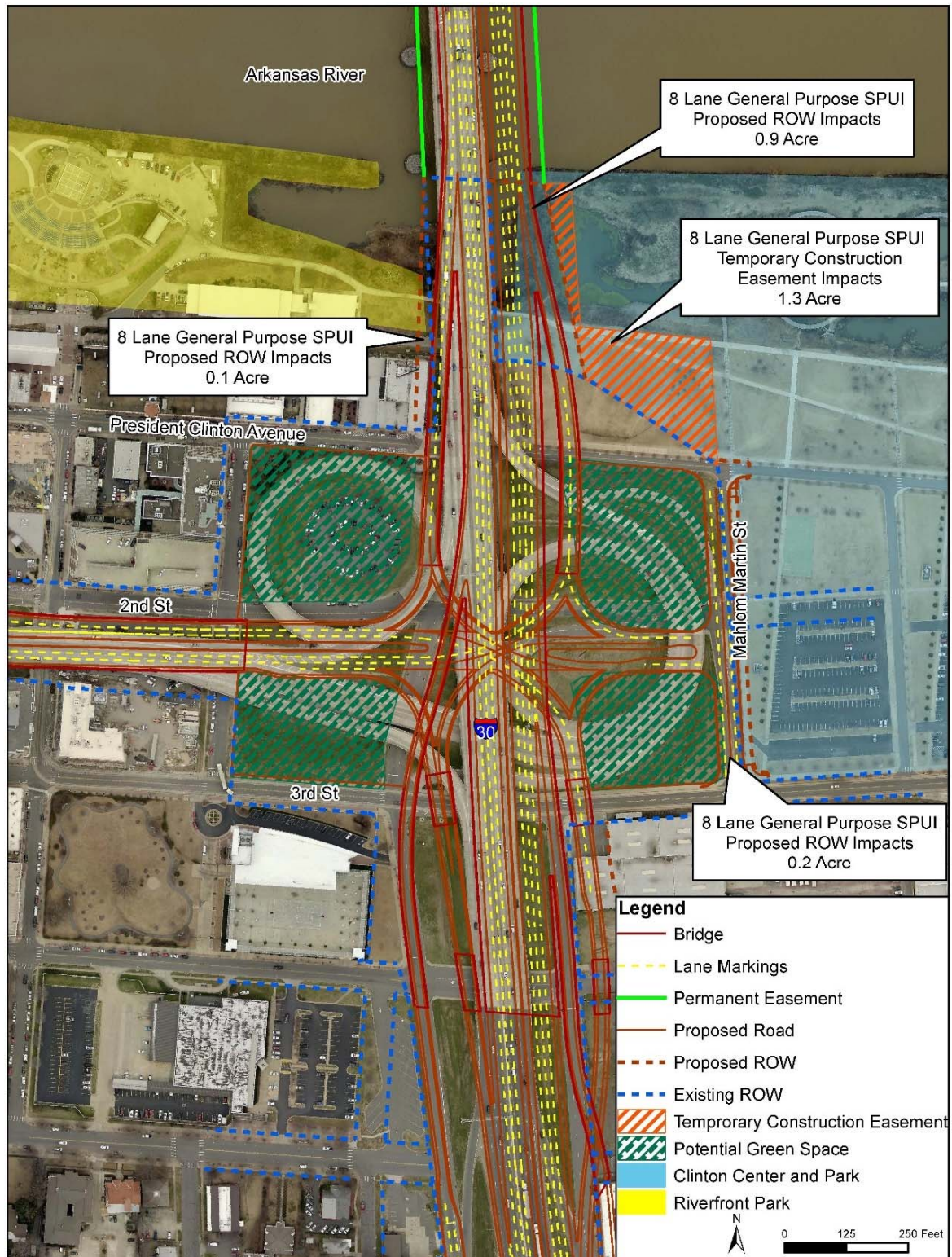


FIGURE 23: 6-LANE C/D SPLIT DIAMOND PROJECT IMPACTS ON LITTLE ROCK PARKS



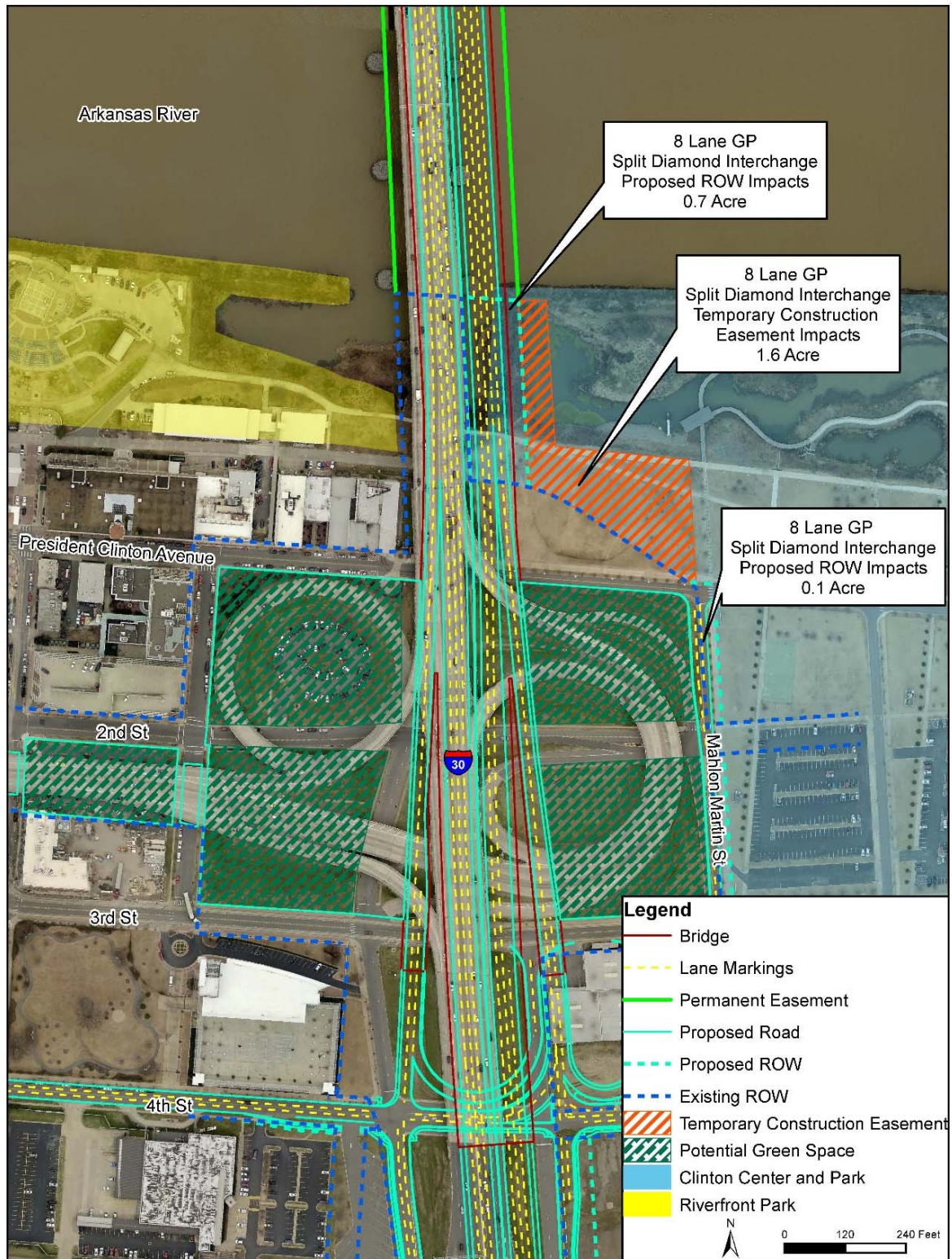


**FIGURE 24: 8-LANE GP SPUI PROJECT IMPACTS ON LITTLE ROCK PARKS**





**FIGURE 25: 8-LANE GP SPLIT DIAMOND PROJECT IMPACTS ON LITTLE ROCK PARKS**





The 6-Lane with C/D Action Alternatives (Alternatives 2A and 2B) would maintain or improve access to the Clinton Center over the existing conditions and the future No Action Alternative (**Table 3**). Access from the north in the AM Peak and to the north in the PM Peak from the Clinton Center would be greatly improved over the Future No Action Alternative. The 8-Lane General Purpose Action Alternatives (Alternatives 1A and 1B) would not improve access to the Clinton Center in the AM peak from the north over the existing and future No Action Alternatives; however, access to the north in the PM peak would be improved.

With the SPUI Action Alternatives (Alternatives 1A and 2A), movements to and from Interstate 30 would occur near the existing location, with ramps providing direct access to Interstate 30 through a single point interchange at Hwy. 10 (Cantrell Road) (**Figures 22 and 24**). With the SDI Action Alternatives (Alternatives 1B and 2B), access to and from Interstate 30 would be more circuitous than the existing access from the south. With this concept, the only interchange between Interstate 630 and the Arkansas River would be at 4<sup>th</sup> Street (**Figures 23 and 25**), and traffic would access Interstate 30 using the frontage roads.

The change in access to the Clinton Center under the SDI Action Alternatives is not expected to result in great differences in travel time compared to the SPUI Action Alternatives. The only substantial difference in travel time would occur in the AM Peak under the 8-Lane General Purpose Action Alternatives. Travel times from the north to the Clinton Center would be longer under the 8-Lane General Purpose SDI Action Alternative (Alternative 1A) than the SPUI Action Alternative (Alternative 1B), and in fact would be longer than Future No-Action travel times in the AM peak as well.

Temporary impacts during construction are anticipated to the following features which contribute to the significance of the parks as recreational resources:

- Temporary construction impacts to 0.3 acres wetlands within the Bill Clark Presidential Wetlands Park would occur. Following construction, the area would be restored to natural contours and stabilized. Natural revegetation is anticipated; therefore, no permanent impacts will occur.
- During certain phases of construction, temporary re-routing of the Arkansas River Trail would be required. A safe detour route for non-motorized traffic would be provided.
- Temporary closure of the Promenade, the access road to the Nature Center, may be required.
- Temporary relocation of three benches along the Promenade, and the Harriet Tubman and Touch the Sky statues, would be required. This will be accomplished by the City of Little Rock.
- Temporary use of land from the Clinton Center for purposes of access to the site during construction and temporary storage of construction equipment may be required. The area would be restored to natural contours and stabilized prior to completion of construction activities.

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

Destination	Existing (No Traffic)	Existing	Future No Action	8-Lane General Purpose		6-Lane with C/D	
				SPUI (1A)	SDI (1B)	SPUI (2A)	SDI (2B)
From Wildwood Avenue Interchange on Hwy. 67	07:44	17:46	29:07	20:30	36:00	13:39	13:36
From I-40/I-440 Interchange	08:34	15:47	30:44	26:31	43:00	15:53	16:01
From MacArthur Bridge on I-40	04:30	10:21	22:06	04:45	10:41	08:54	08:15
From Dr. Martin Luther King Drive on I-630	03:58	04:19	07:11	04:14	04:54	04:01	04:51
From the Dixon Road Bridge on I-530	06:01	07:27	16:19	11:30	11:01	07:38	08:37
From the 65 <sup>th</sup> Street Interchange on I-30	06:12	07:16	11:34	9:54	09:30	07:25	08:01
From the Bankhead Drive Interchange on I-440	05:39	06:29	07:38	09:37	09:55	07:55	09:15
To Wildwood Avenue Interchange on Hwy. 67	07:16	12:00	29:52	09:18	09:16	08:44	07:57
To I-40/I-440 Interchange	07:58	12:23	30:53	10:07	10:06	09:29	08:44
To MacArthur Bridge on I-40	04:14	07:49	26:55	06:06	06:04	05:36	04:59
To Dr. Martin Luther King Drive on I-630	04:30	04:44	07:37	04:22	05:27	04:46	06:49
To the Dixon Road Bridge on I-530	06:45	08:06	13:04	08:55	08:13	11:34	11:49
To the 65 <sup>th</sup> Street Interchange on I-30	06:58	08:11	14:29	15:46	13:42	18:09	18:40
To the Bankhead Drive Interchange on I-440	07:06	08:28	12:13	09:10	10:27	12:14	12:27

Source: Project Team, September 2017.

Notes: <sup>1</sup> AM Peak = 7:15 AM to 8:15 AM; PM Peak = 4:30 PM to 5:30 PM

Speeds are inbound to downtown 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.

## 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.
- Both the SPUI and Split Diamond interchanges 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. Both interchange concepts for the Hwy. 10 interchange 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.
- 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.

## 10.0 HOW DID WE INVOLVE THE PUBLIC IN THIS EVALUATION?

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

Concurrence that the project does not adversely affect the parks will be requested from the City of 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.

## 11.0 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 Julius Breckling Riverfront Park and the William J. Clinton Presidential Center and Park. The City of Little Rock has agreed that this project is not likely to have an adverse effect on the Julius Breckling Riverfront Park and the William J. Clinton Presidential Center and 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 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 Julius Breckling Riverfront Park and the William J. Clinton Presidential Center and Park eligible for Section 4(f) protection.

Attachment A: Determination of Applicability for Julius Breckling Riverfront Park

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.

<b>Property Description</b>	Julius Breckling Riverfront Park
<b>Property Location</b>	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).
<b>Property Size</b>	33.0 acres
<b>ROW needed for project (acres / percent of park)*</b>	8-lane General Purpose Alternative = 0.2 acre / 0.6% (see <b>Exhibit 1</b> ) 10-lane Collector/Distributor Alternative = 0.2 acre / 0.6% (see <b>Exhibit 2</b> )
<b>Park features within project area</b>	Arkansas River Trail, grassy/wetland area

\*Estimate based on footprint of the build alternatives.

**I. Property Ownership/Significance**

<b>Who owns the property?</b>		City of LR
<b>Yes</b>	<b>No</b>	
<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).
<b>Additional explanation for any of the above</b>		

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

<b>Yes</b>	<b>No</b>	
<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.

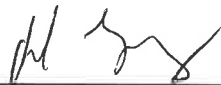
**III. Establishing Section 4(f) Use of the Property**

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?
<b>Additional explanation for any of the above</b>		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>		

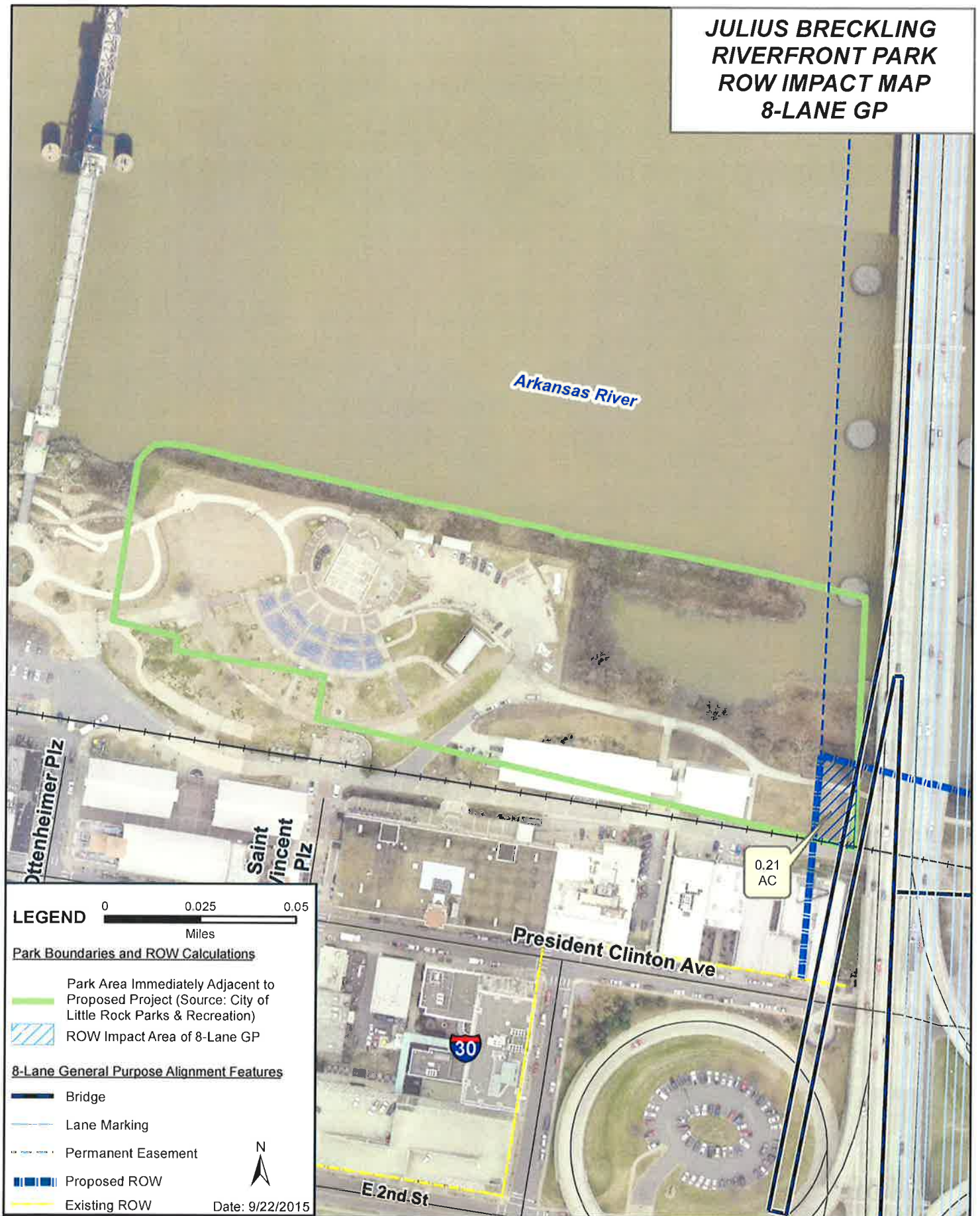
**V. Signatory**

  
\_\_\_\_\_  
Randal Looney  
FHWA  
Environmental Coordinator Specialist

10-14-2015  
Date



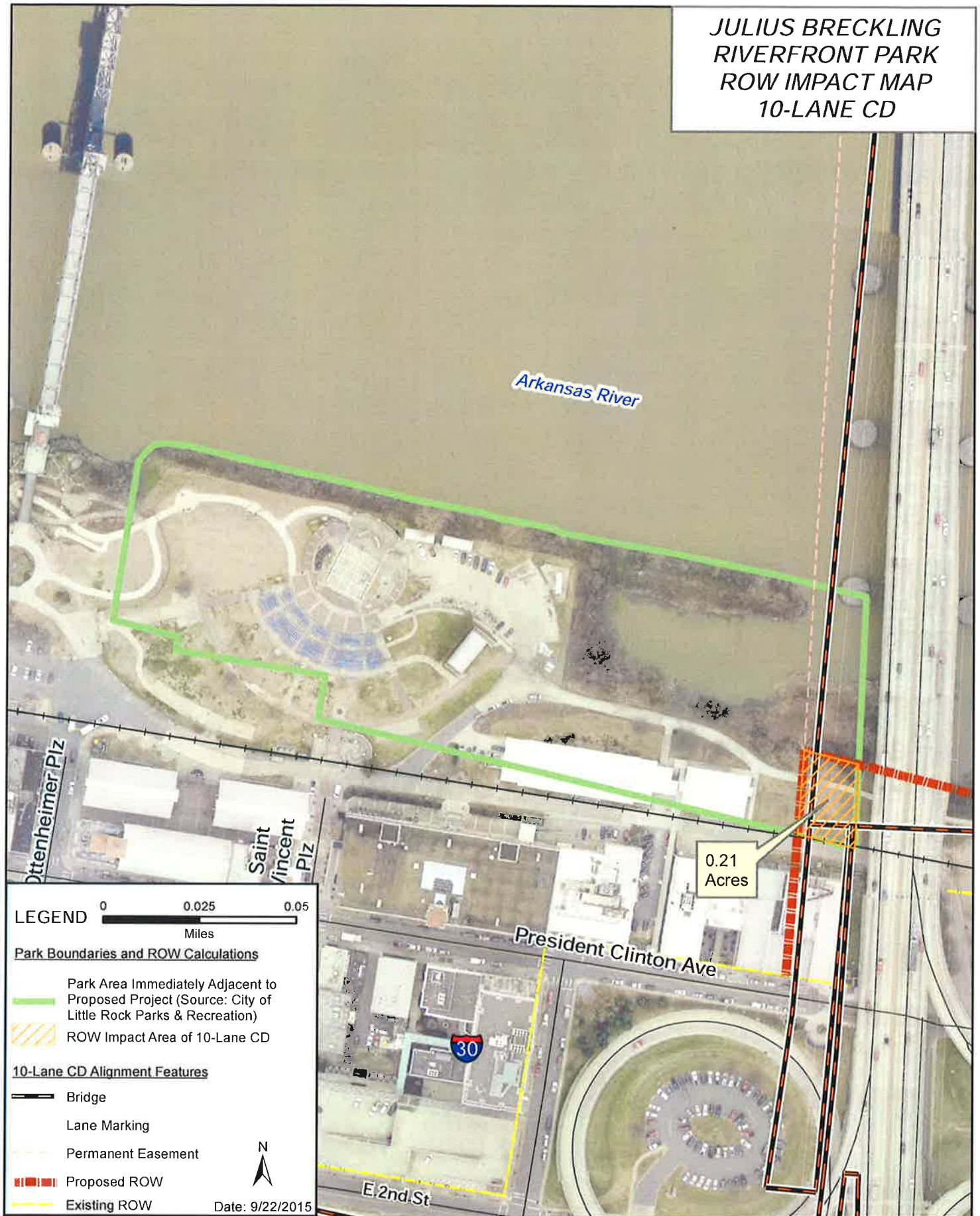
**JULIUS BRECKLING  
RIVERFRONT PARK  
ROW IMPACT MAP  
8-LANE GP**







**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





**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.

<b>Property Description</b>	William J. Clinton Presidential Center and Park
<b>Property Location</b>	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).
<b>Property Size</b>	30.0 acres
<b>ROW needed for project (acres / percent of park)*</b>	8-lane General Purpose Alternative = 0.5 acres / 1.7% (see <b>Exhibit 1</b> ) 10-lane Collector/Distributor Alternative = 0.6 acres / 2.0% (see <b>Exhibit 2</b> )
<b>Park features within project area</b>	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**

<b>Who owns the property?</b>		City of LR
<b>Yes</b>	<b>No</b>	
<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).
<b>Additional explanation for any of the above</b>		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**

<b>Yes</b>	<b>No</b>	
<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?
<b>Additional explanation for any of the above</b>		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>		

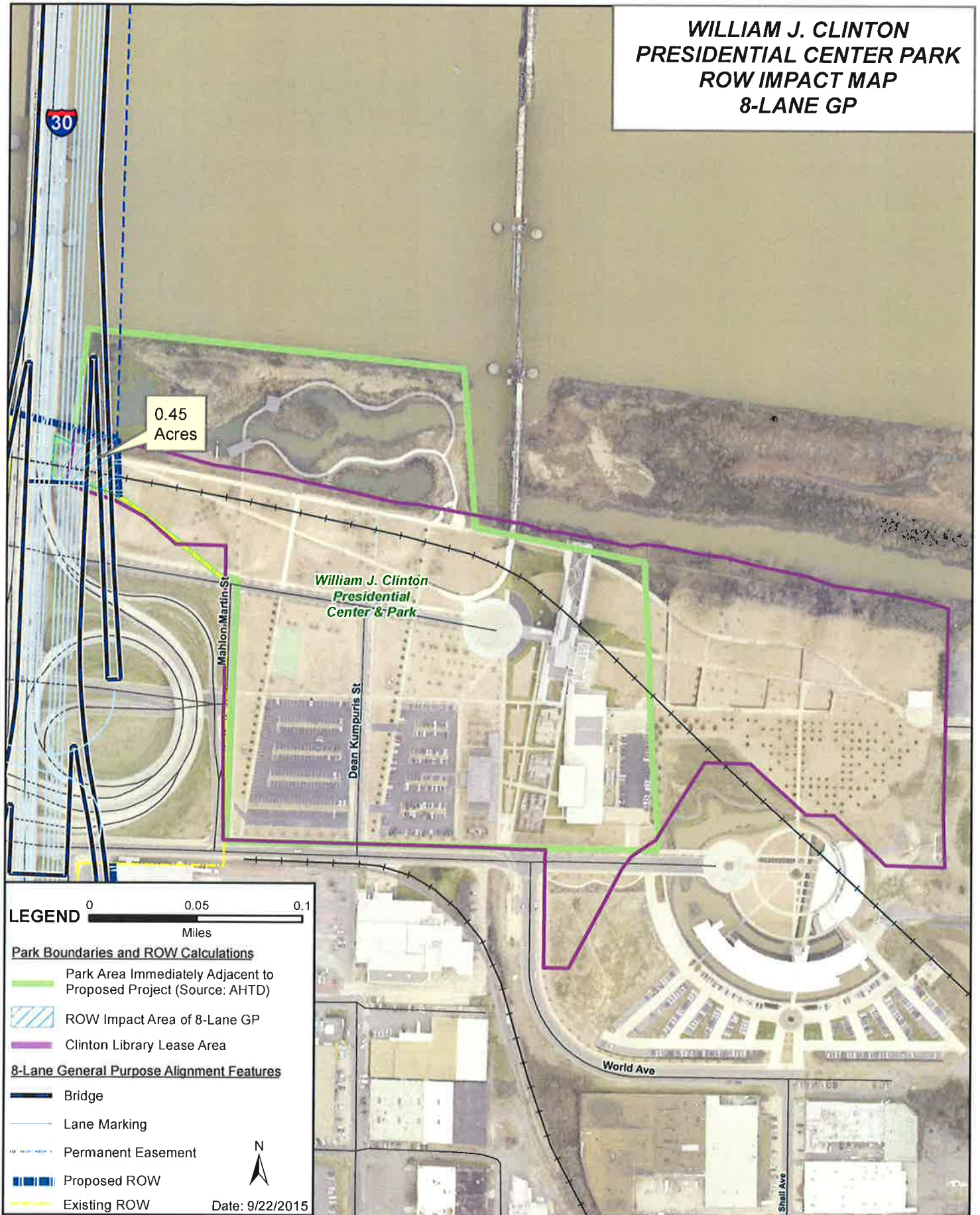
**V. Signatory**

  
\_\_\_\_\_  
Randal Looney  
FHWA  
Environmental Coordinator Specialist

10-14-2015  
\_\_\_\_\_  
Date



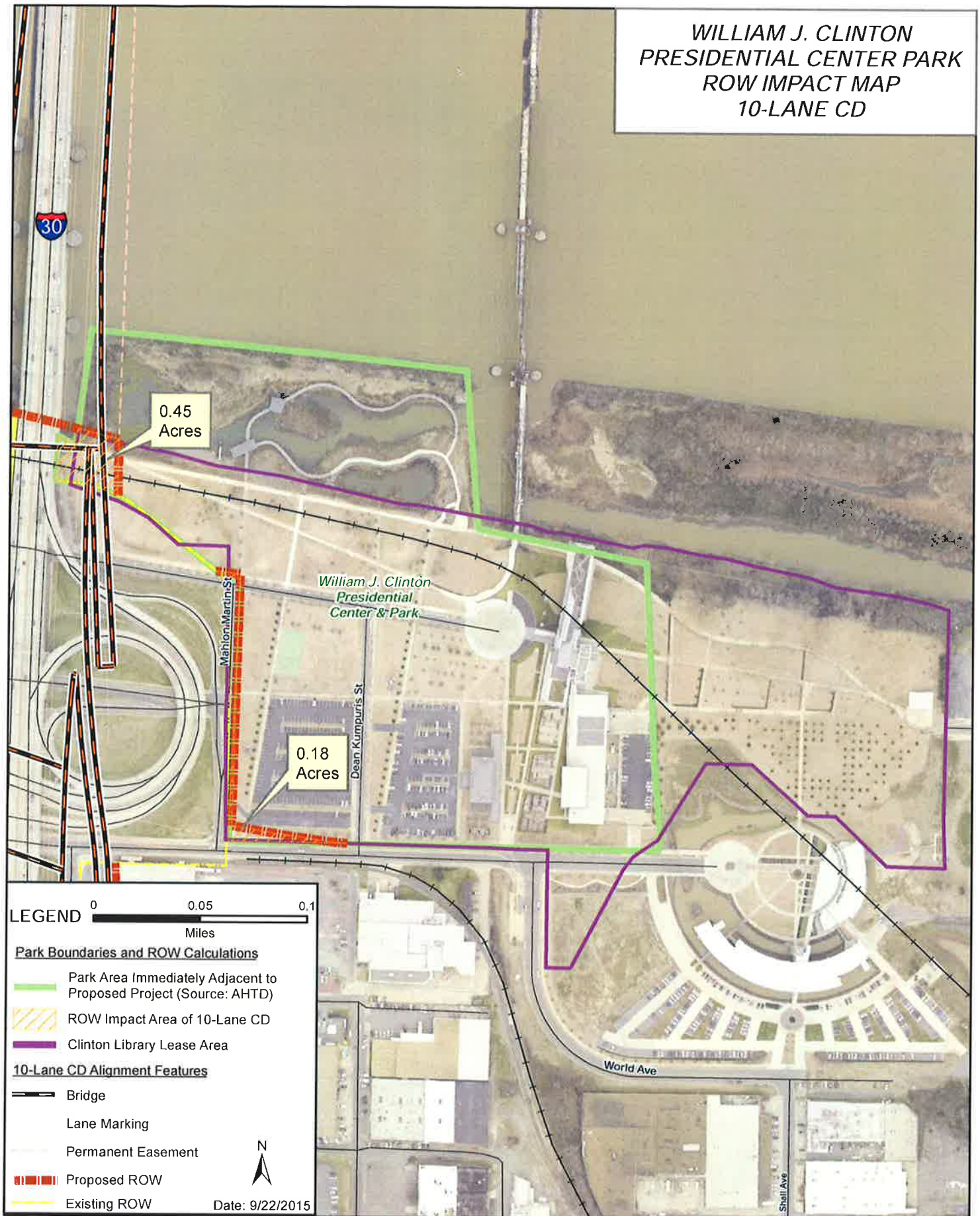
**WILLIAM J. CLINTON  
PRESIDENTIAL CENTER PARK  
ROW IMPACT MAP  
8-LANE GP**







**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

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**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](mailto: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

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**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
- Retenements 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](http://www.lrpr.org)



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**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

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**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,

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**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](http://www.lrpr.org)



## Russell, Bryon/JAX

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**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

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**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](mailto:Jennifer.sheehan@agfc.ar.gov)

**Arkansas Game & Fish Commission**  
2 Natural Resources Dr. | Little Rock, AR 72205  
P: 800-364-4263  
[www.agfc.com](http://www.agfc.com)

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**From:** Webre, Mark [<mailto:MWebre@littlerock.gov>]  
**Sent:** Wednesday, August 23, 2017 5:04 PM  
**To:** Sheehan, Jennifer <[jennifer.sheehan@agfc.ar.gov](mailto:jennifer.sheehan@agfc.ar.gov)>  
**Cc:** Eckart, John <[jeckart@littlerock.gov](mailto:jeckart@littlerock.gov)>; Curry, Neil <[Neil.Curry@agfc.ar.gov](mailto: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](http://www.lrpr.org)





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**From:** Ross, Ron  
**Sent:** Wednesday, August 23, 2017 4:13 PM  
**To:** Webre, Mark <[MWebre@littlerock.gov](mailto:MWebre@littlerock.gov)>  
**Subject:** River Espande - Pavilion

Mark – See the attached files.

Ron Ross

Attachment D: City of Little Rock Concurrence Letter

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DRAFT