



ARKANSAS DEPARTMENT OF TRANSPORTATION

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October 22, 2020

Ms. Vivian N. Hoang, P.E.
Division Administrator
Federal Highway Administration
700 West Capitol, Room 3130
Little Rock, Arkansas 72201-3298

RE: Job Number 061562
FAP STPU-TAPU-0076(181)
Southwest Trail Design
Pulaski, Saline, & Garland Counties
FONSI Request


Dear Ms. Hoang:

An Environmental Assessment (EA) for the referenced project was prepared by and submitted for your approval. The document was signed and approved for public dissemination on September 30, 2020. A virtual public hearing on the project website was held from July 12 to August 26, 2020.

A review of the project and its impacts indicates that its construction will have no significant impact on the environment. The Finding of No Significant Impact (FONSI) document for your review and approval, if acceptable, along with the approved EA, public hearing transcript, and disposition of public comments, can be found at the following address: ftp://ftp.arkansashighways.com/outgoing/061562/FONSI_Request

Should you have questions or require additional information, please contact Don Nichols at (501) 580-2053.

Sincerely,


for John Fleming
Division Head
Environmental Division

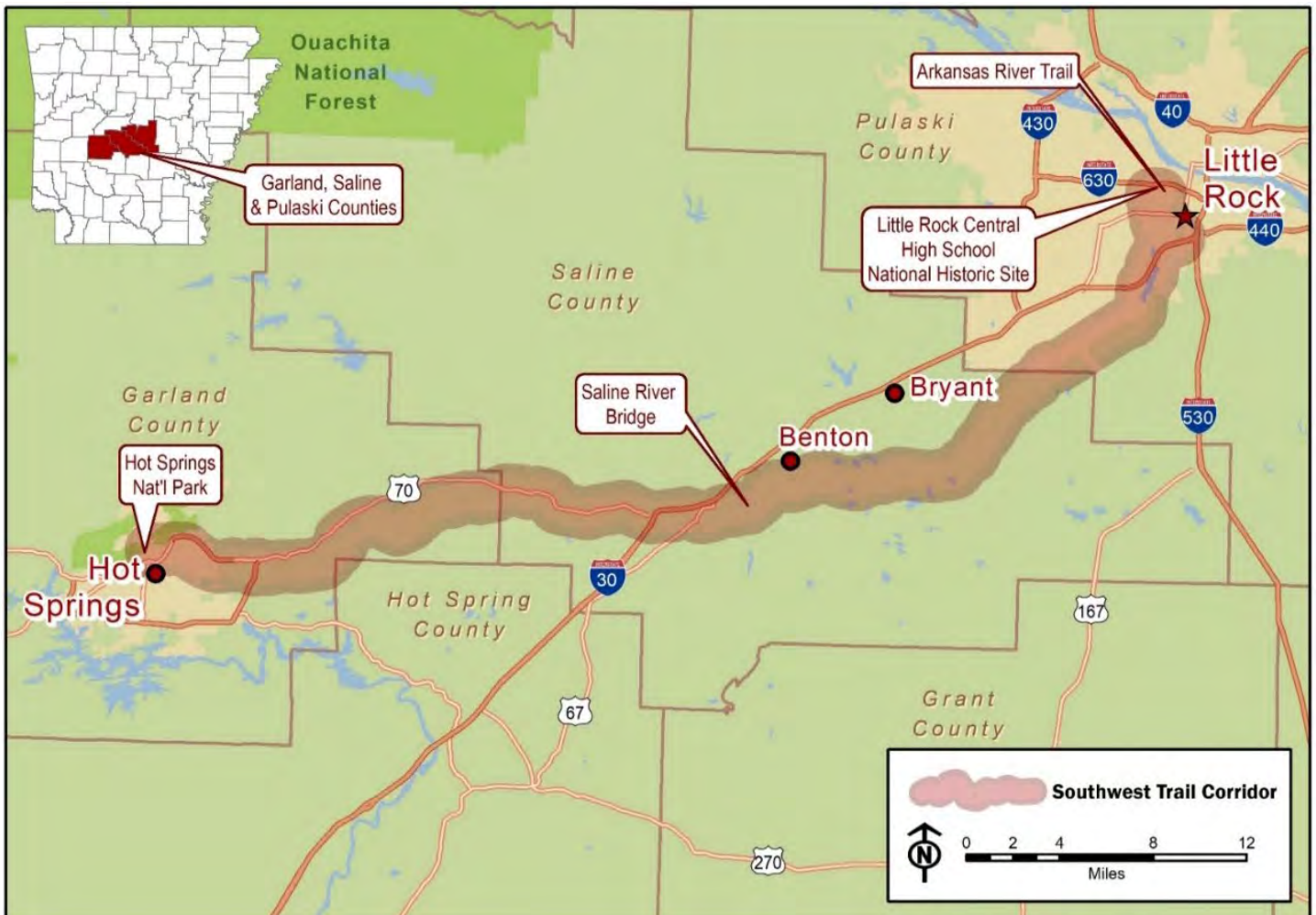
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**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
SOUTHWEST TRAIL DESIGN
FAP NUMBER STPU-TAPU-0076(181)
ARDOT JOB NUMBER 061562
PULASKI, SALINE, & GARLAND COUNTIES, ARKANSAS**

Upon consideration of the approved Environmental Assessment (EA), public comments, and other considerations, the Federal Highway Administration (FHWA) has determined that the Preferred Alternative for the proposed Southwest Trail would have no significant impact on the human or natural environment and hereby issues a Finding of No Significant Impact (FONSI) pursuant to 23 CFR 771.121(a).

Pulaski, Saline, and Garland Counties, in coordination with the Arkansas Department of Transportation (ARDOT) and the FHWA, are proposing to construct a 10'-14' wide paved multi-use, non-motorized recreational trail, known as the Southwest Trail (SWT), from the City of Hot Springs in Garland County to the City of Little Rock in Pulaski County, Arkansas, as seen in **Figure 1**.

Figure 1: Project Location Map



The purpose of the project is to provide a bicycle and pedestrian connection between Hot Springs National Park, the historic Saline River bridge, the Little Rock Central High School National Historic Site (CHSNHS), the Arkansas River Trail, and the cities and communities in between these facilities. The SWT would allow pedestrians and bicyclists to safely enjoy outdoor recreation while fostering healthier communities and healthier individuals to improve their quality of life while also providing a “green” transportation alternative and economic stimulus to the local and regional economies.

An EA was approved by the FHWA on September 30, 2020. The EA found no significant adverse impacts associated with any of the alternatives analyzed and identified the Build Alternative with the Primary Alignment and Alignment Option 19 as the Preferred Alternative. The Preferred Alternative alignment can be found in **Appendix A**.

This FONSI is based on the FHWA’s independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental impacts, and appropriate mitigation measures for the project. The EA provides sufficient evidence and analysis for determining that no identified impacts would cause significant adverse effects to the natural, cultural, or social environments.

Environmental Impacts

The environmental impacts for the Preferred Alternative were described in the EA approved by the FHWA on September 30, 2020. The FHWA finds that the project would not impose significant impacts on the social, cultural, or natural environment. Impacts for the Preferred Alternative are summarized in **Table 1**, then discussed in more detail in the following sections.

Table 1: Impacts Associated with the Preferred Alternative

Resource	Impacts
Construction Cost	\$42 million
Annual Economic Benefit	\$4.8 million
Right of Way Required	66 acres
Environmental Justice Impacts*	21 acres
Parks Connected	8
Stream Impacts	11,523 linear feet
Wetland Impacts	30.4 acres
Floodplain Impacts	89.5 acres
Hazmat Sites Impacted/Remediated	23
Prime Farmland Impacts	70.7 acres
Threatened & Endangered Species	“Not likely to adversely affect”
Cultural Resources	“Unlikely to affect”
Wildlife Habitat	110 acres

* acres of impact within low-income block groups

Public Involvement

Public and local official involvement was an important part of the alternative development process. This collaboration began during the original planning study completed in 2015 and continued throughout the EA process.

At the initiation of the NEPA process, open forum public involvement meetings and public officials meetings were held in each of the three counties where the trail would be located. These meetings were held November 13-15, 2018, in one county each evening in Pulaski, Saline, and Garland Counties. Meeting content presented in each county was identical. Total attendance at the three public meetings was 243 people, with 183 comment forms received either during the meetings or in the two-week comment period following the meetings.

In addition to the public meetings, additional communication with the public included:

- A project website (SWTrail.TransportationPlanRoom.com) published in April 2019 to provide study information and updates. The website includes a project overview, frequently asked questions, information presented at the November 2018 public meetings, and project contact information.
- A project update newsletter published in June 2019. Information included the status of the project, schedule information, and instructions on how to be notified of future public meetings and hearings. This newsletter was published on the project website, emailed to 300 addresses on the contact list, and submitted to more than 30 individuals with social media sites relevant to the SWT.
- Ongoing communication with the public through a designated project email address.

In May 2018, input from local, state and federal agencies was solicited regarding the proposed SWT. Agencies were asked to review the proposed study area and provide any information or identify concerns they may have regarding resources within their jurisdiction or expertise. Additional meetings with local officials and important stakeholders occurred throughout the alignment development process, helping define alignments that would best fit within the context of each community. A total of 34 project development meetings were held with various stakeholders, local officials, and agencies.

Following the release of the EA for public comment by FHWA, three public officials meetings, one for each county in which the project would be located, were held via video conference on Tuesday, July 7, 2020. Attendees of these meetings included 22 representatives from Pulaski County, 20 from Saline County, and 17 from Garland County.

A virtual public hearing was held online at the project website from July 12 to August 26, 2020. A total of 2,179 unique IP addresses attended the meeting, 184 officially signed in, and 138 comments were received. In summary, 41% of comments were in support of the SWT primarily commenting on connecting communities, health benefits, tourism, recreation, and quality of life improvements; 21% were neutral asking questions about design or making suggestions

about access or points of interest; and 38% opposed various sections of the trail primarily due to direct impacts to their property, as well as safety and privacy concerns.

A public hearing synopsis with the disposition of comments is provided in **Appendix B**.

Right of Way / Relocations / Land Use

Approximately 66 acres of new right of way would be required. Right of way acquisition of developed and undeveloped land was minimized by locating the SWT in or adjacent to existing roadways, parks, utility corridors, and property already owned by the participating cities and counties. No residential or commercial displacements would occur. Land use changes would primarily be the conversion of existing transportation right of way and property already immediately adjacent to an existing roadway to non-motorized transportation use. Some areas would be converted from natural vegetated areas to a paved trail or boardwalk.

The FHWA finds that there are no significant impacts to private property or land use anticipated with the Preferred Alternative.

Environmental Justice

An environmental justice (EJ) analysis was performed in accordance with Executive Order 12898. The objective of the EJ analysis is to identify and address any disproportionately high and adverse impacts to minority and low-income populations within the project study area.

U.S. Census Tract data were obtained to determine the presence of minority and low-income populations within the study area. Of the 22 census tracts within the project study area, five have median incomes below the poverty guideline and nine have a minority population greater than 50% of the total population. Of the estimated 98,855 people living within those 22 census tracts, approximately 38% are minorities. Six of the 22 census tracts indicate the presence of Limited English Proficiency (LEP) populations, primarily Spanish-speaking. Public involvement through the NEPA process included accommodations for non-English speaking attendees.

While some temporary negative construction impacts may be borne by EJ/Title VI populations, these impacts would equally affect all populations near the final trail alignment. EJ/Title VI populations would also receive all the benefits the SWT would offer.

The FHWA finds that there are no significant or disproportionate impacts to environmental justice populations anticipated with the Preferred Alternative.

Section 4(f) / 6(f): Parks, Recreation, and Wildlife Refuges

There are eight parks and recreational areas that would connect to the proposed SWT and are subject to Section 4(f) protection. Interstate Park and Lonsdale City Park used Land and Water Conservation Funds (LWCF) for at least part of the park acquisition or development. The LWCF is a federal program that supports the protection of federal public lands and waters (including national parks, forests, wildlife refuges, and recreation areas) and voluntary conservation on

private land. Parks receiving LWCF are referred to as Section 6(f) resources. Interstate Park and Lonsdale City Park are Section 6(f) Resources.

While each of the parks are eligible for Section 4(f) protection, the proposed undertaking of the SWT does not constitute a Section 4(f) “use.” FHWA has determined that the project would enhance the protected features, assets, or activities that are important for recreation within these parks under Section 4(f), thus qualifying the SWT for the exemption described in 23 CFR 774.13(g). Close coordination with the official with jurisdiction for each park has occurred in order to identify the trail alignment that best fits their plans and optimizes the SWT’s enhancement of each park’s activities and attributes. The officials with jurisdiction have agreed, in writing, that the SWT would be a benefit and enhancement to their parks. Documentation of coordination with each park is provided in **Appendix C**.

The Arkansas Department of Parks, Heritage and Tourism (ADPHT) stated that the SWT does not conflict with the provisions of Section 6(f)(3) of the LWCF Act and no replacement land would be required. This coordination can be found in **Appendix C**.

The FHWA finds that there are no significant impacts to parks, recreation areas, and wildlife refuges, eligible for Section 4(f) protection, anticipated with the Preferred Alternative.

Cultural Resources

All cultural resources work was done in accordance with Section 106 of the National Historic Preservation Act. The archeological site files kept by the Arkansas Archeological Survey (ARAS) and the historic structure database kept by the Arkansas Historic Preservation Program (AHPP) were checked to determine if previously-documented cultural resources were known in the project area.

The western terminus of the SWT in Hot Springs is within the Bathhouse Row Historic District and a portion of the Preferred Alternative near the eastern terminus would pass through the Central High School Historic District in Little Rock. Except for the easternmost 0.6 mile, the seven-mile long section of the Preferred Alternative along Highway 70 from Highway 88 to Interstate 30 has been cleared during the previous NEPA effort involved with the Highway 70 expansion.

The Preferred Alternative is located within 300 feet of a total of 30 previously-identified archeological sites, none of which are eligible for the National Register of Historic Places (NRHP). The Preferred Alternative of the SWT would connect to, but not impact, the Old River Bridge on the Saline River (a NRHP-listed structure) and the Little Rock CHSNHS (a National Historic Landmark). Additionally, the Preferred Alternative would come into close proximity to, but not impact, nine historic properties and the Morning Star Cemetery in Hot Springs and six ARDOT-owned bridges that are eligible for or listed on the NRHP.

The CRS lists conditions associated with several of the historic properties. The Preferred Alternative would meet each of these conditions, resulting in no impacts to those identified structures.

If prehistoric sites are impacted, FHWA-led consultation with the appropriate Native American Tribe will continue and the site(s) evaluated to determine if Phase II testing is necessary. Should any of the sites be determined as eligible or potentially eligible for NRHP nomination and avoidance is not possible, site-specific treatment plans will be prepared and data recovery conducted at the earliest practicable time. All borrow pits, waste areas, and work roads will be surveyed for cultural resources during the construction phase of the proposed project. Final SHPO clearance will be obtained prior to construction.

A survey for cultural resources within the footprint of the Preferred Alternative was conducted and a report documenting the results of the survey, impacts to historic properties, and further recommendations was approved by the SHPO. Due to changes in alignment since the original report was submitted, an addendum to that report was submitted and was approved by the SHPO. The SHPO determined that the project is “unlikely to adversely impact historic properties.” SHPO coordination can be found in **Appendix D**.

The FHWA finds that there are no significant impacts to cultural resources anticipated with the Preferred Alternative.

Public Water Supplies

The Arkansas Department of Health (ADH) identified 11 public water supply systems within the vicinity of the project. Each of the system owners were notified of the proposed SWT project.

ADH concurred with the project with the condition that construction activity around the Saline River crossing shall be conducted as to not adversely impact the drinking water or water quality for a nearby water intake. Additionally, ADH commented that any plans and specifications for any water/sewer utility relocations shall be submitted to and approved by the Engineering Section prior to beginning utility work. There are no impacts anticipated to any public drinking water supplies as a result of this project and the project will comply with all ADH requirements.

The FHWA finds that there are no significant impacts to public drinking water supplies anticipated with the Preferred Alternative.

Streams

The Arkansas Department of Environmental Quality (ADEQ) has listed Tenmile Creek as an Ecologically Sensitive Waterbody. Fourche Creek is listed as impaired for dissolved oxygen, temperature, and silt turbidity. The Saline River is listed by ADEQ as an Extraordinary Resource Waterbody, Ecologically Sensitive Waterbody, is on the Nationwide Rivers Inventory, and is a state Natural and Scenic River.

A total of 11,523 linear feet of streams could be impacted by the project. The potential impacts include crossings for 13 perennial, 45 intermittent, and 57 ephemeral streams. The most common impact is the extension of existing culverts or installation of new culverts.

When funding is available for final design and construction, a detailed stream delineation will be conducted and submitted to the USACE as part of the Section 404 permitting process. Unavoidable impacts to streams will be mitigated with credits from an approved stream mitigation bank.

The project will comply with all requirements of the United States Army Corps of Engineers (USACE) Section 404 permit program, ADEQ Water Quality Certification (Section 401), and the National Pollutant Discharge Elimination System (NPDES; Section 402). Avoidance and minimization efforts would be employed throughout the design and construction process.

The FHWA finds that there are no significant impacts to streams anticipated with the Preferred Alternative.

Wetlands

A total of 30.4 acres of wetlands could be impacted by the SWT project. This includes 4.0 acres of herbaceous wetlands, 1.4 acres of scrub shrub wetlands, and 25.0 acres of forested wetlands.

When funding is available for final design and construction, a detailed wetland delineation will be conducted and submitted to the USACE as part of the Section 404 permitting process. Unavoidable impacts to wetlands will be mitigated with credits from an approved wetland mitigation bank.

It should be noted that SWT passes through Fourche Bottoms, a large and very important forested wetland complex south and west of Interstate Park. Of the total project impacts to wetlands, the impacts associated with the Fourche Bottoms consists of 6.8 acres of forested wetlands and 1.4 acres of herbaceous wetlands. The alignment was intentionally positioned within Fourche Bottoms for the benefit of providing aesthetic and educational opportunities to trail users. This alignment is strongly supported by City of Little Rock as they are working with the Audubon Society to further develop Fourche Bottoms Park with canoeing, biking, and walking trails.

The FHWA finds that there are no significant impacts to wetlands anticipated with the Preferred Alternative.

Floodplains

A total of 89.5 acres of floodplains could be impacted. The counties and cities within the project area would ensure that the project causes “no net rise” to water surface elevations due to impacts to floodplains or floodways under their jurisdiction. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project and no adverse impacts to the floodplain that would increase the frequency or severity of flooding is anticipated.

The Preferred Alternative would cross the Fourche Creek Bottoms portion of the USACE Fourche Flood Control Project. 33 USC 408 authorizes the Secretary of the Army to permit the alteration, modification, permanent occupation, or use of completed USACE projects if approval of the request will not be injurious to the public interest and will not impair the usefulness of those projects. Further coordination with the USACE regarding Fourche Creek Bottoms will occur as project development progresses.

The FHWA finds that there are no significant impacts to floodplains and floodways anticipated with the Preferred Alternative.

Wildlife and Habitat

According to the 2016 National Land Cover Database, 70% of the SWT footprint is through developed areas. An estimated 110 acres (the remaining 30% of the SWT footprint) of potential wildlife habitat would be removed by the SWT, comprised of approximately 94 acres of woodland, 10 acres of hay/pasture, and 2 acres of open or scrub-shrub natural areas. These areas provide habitat to numerous bird, reptile, amphibian, and mammal species. Conversion of these habitat types to paved trail would only result in minor impacts to wildlife as the trail is relatively narrow, would have no motorized vehicles, and would not result in wildlife deaths due to vehicle collisions. Most wildlife species are expected to be able to easily cross the SWT.

The FHWA finds that there are no significant impacts to wildlife and wildlife habitat anticipated with the Preferred Alternative.

Protected Species

A total of ten threatened or endangered species (TES) are on the U.S. Fish & Wildlife Service (USFWS) official species list for the proposed project. The four protected mussel species are found in the Saline River. Although work is proposed in the vicinity of the Saline River to connect to the Old River Bridge, no work would take place within the banks of the Saline River. The Old River Bridge is being rehabilitated under a separate project funded through the ARDOT Transportation Alternatives Program. A list of the protected species and the habitat and effects determinations can be found in **Table 2**. USFWS consultation can be found in **Appendix E**.

Due to the proximity to the Saline River, its tributaries, and habitat within the project area, it is likely that the Bald Eagle (*Haliaeetus leucocephalus*) inhabits the general project area. Bald Eagles are protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Suitable nesting habitat is present within the proposed action area for other migratory birds as well. If active migratory bird or Bald Eagle nests are observed prior to or during construction, appropriate measures will be taken to ensure that the project remains compliant with all federal legislation.

The FHWA finds that there are no significant impacts to threatened and endangered species or other protected species anticipated with the Preferred Alternative.

Table 2: TES Impacts Associated with the Preferred Alternative

Species/Critical Habitat	Habitat Determination	USFWS Effects Determination
Northern Long-eared Bat (<i>Myotis septentrionalis</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Eastern Black Rail (<i>Laterallus jamaicensis ssp. jamaicensis</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Piping Plover (<i>Charadrius melodus</i>)	No Suitable Habitat	May affect, not likely to adversely affect
Red Knot (<i>Calidris canutus rufa</i>)	No Suitable Habitat	May affect, not likely to adversely affect
Arkansas Fatmucket (<i>Lampsilis powellii</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Pink Mucket (<i>Lampsilis abrupta</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Rabbitsfoot (<i>Quadrula cylindrica cylindrica</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Winged Mapleleaf (<i>Quadrula fragosa</i>)	Potential Suitable Habitat Present	May affect, not likely to adversely affect
Missouri Bladderpod (<i>Physaria filiformis</i>)	No Suitable Habitat	May affect, not likely to adversely affect
Running Buffalo Clover (<i>Trifolium stoloniferum</i>)	Considered by USFWS to be extirpated in Arkansas.	May affect, not likely to adversely affect

Hazardous Materials

There are 23 potentially-hazardous sites within the project limits. These sites are primarily inactive dump sites and typically consist of discarded household items, household appliances, construction debris, automotive items, and discarded electronics. The SWT also comes into close proximity to one Resource Conservation and Recovery Act site. Any sites impacted by the project would be remediated prior to construction and the opening of the trail to users.

If hazardous materials are identified, observed, or accidentally uncovered by any ARDOT personnel, contracting company(s), or state regulating agency, work will be halted, and the appropriate entities would be notified. Prior to resuming construction, the type of contaminant and extent of contamination would be identified. If necessary, a remediation and disposal plan will be developed. All remediation work would be conducted in conformance with the ADEQ, EPA, and Occupational Safety and Health Administration regulations.

The FHWA finds that there are no significant hazardous materials-related impacts anticipated with the Preferred Alternative.

Important Farmland

The SWT would impact approximately 71 acres of prime farmland or farmland of statewide importance. The project received a total site assessment score of less than 160 points from the Natural Resource Conservation Service; therefore, the Farmland Protection Policy Act does not apply.

The FHWA finds that there are no significant impacts to important farmland anticipated with the Preferred Alternative.

Indirect Impacts

Impacts to surface water streams may temporarily cause decreased water quality downstream of the project from ground disturbance during construction. These temporary construction impacts could include increased rates of sedimentation in some areas or petroleum or other pollutants from construction vehicles. BMP measures will be implemented as part of the design and construction of the SWT to minimize indirect impacts to surrounding resources resulting from sediment-laden stormwater runoff. No long-term indirect effects to wetlands and streams are anticipated.

Additionally, indirect impacts to land use and other effects related to induced changes in the pattern of land use, population density, or growth rate may occur. Development of the SWT may impact future land use by inspiring other trails to be developed that connect to the SWT. It could spur development of facilities such as parking areas, walking trails, or even businesses purposely locating near or adjacent to the trail. Overall, the Preferred Alternative may stimulate economic growth (which is a component of the project's purpose and need) and make the areas adjacent to the SWT corridor more desirable for development. Induced growth impacts are not expected to impact sensitive resources or wildlife habitat (including federally-protected species) as foreseeable projects are occurring within already-urbanized areas and further habitat fragmentation is unlikely.

The FHWA finds that there are no significant indirect impacts anticipated to be associated with the Preferred Alternative.

Cumulative Impacts

Cumulative impacts were only analyzed for water resources and wildlife habitat, as direct impacts to other resources were not considered substantial enough to warrant analysis. Additionally, although indirect and direct land use impacts are anticipated, undeveloped areas represent a large portion of the study area, land resources are not considered a declining resource, and the narrow trail width results in minor land use changes.

The impacts to water resources and wildlife habitat are considered minor compared to the amount of each resource that remains. For more details on this analysis, please see Section 3.17 of the EA. Additionally, due to the narrow footprint of the SWT and the use of construction

BMPs, impacts to water resources and wildlife habitat as a result of the SWT project are not anticipated to contribute to a cumulative significant adverse effect.

The FHWA finds that there are no significant cumulative impacts anticipated to be associated with the Preferred Alternative.

Council on Environmental Quality Regulations

The Council on Environmental Quality regulations require consideration of a project's context and intensity of impacts in determining whether the project will have a significant impact (40 CFR 1508.27).

"Context means that the significant of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short-term and long-term effects are relevant."

Regarding intensity, the regulations identify issues that should be considered in determining if the intensity of a project's impacts are substantial enough to warrant the preparation of an Environmental Impact Statement [40 CFR 1508.27(b)(1-10)]. The following issues are considered in the determination of whether there are significant impacts:

1. Impacts that may be both beneficial and adverse.

In addition to the adverse impacts described above, the Preferred Alternative is also anticipated to increase recreational and alternative transportation opportunities, improve health and quality of life for citizens in central Arkansas, and create economic growth for the region.

2. The degree to which the project affects public health or safety.

A component of the proposed project's purpose and need was to improve public health by providing a safer alternative transportation corridor for bicyclists and pedestrians. The project is not anticipated to have any adverse public health or safety impacts.

3. Unique characteristics of the geographical area such as proximity to historic or cultural resources, parks, prime farmland, wetlands, wild and scenic rivers, or ecologically critical areas.

The project would benefit the parks and recreation areas that it connects to or passes through by enhancing existing recreational opportunities and providing an alternative transportation corridor to access these areas. Prime farmlands and wetlands are anticipated to be impacted, but less than 1% of the prime farmland acreage impacted is in active use as farmland, and wetland impacts will be mitigated through the purchase of credits at an approved wetland mitigation bank. There are no adverse impacts expected to any historic properties, but the project would increase access to the public of the Old

River Bridge, a NRHP-listed structure, and the Little Rock Central High School National Historic Site, a National Landmark.

4. The degree to which the effects on the environmental are expected to be highly controversial.

The term “controversial” refers to cases where substantial dispute exists as to the size, nature, or effect of the action rather than to the existence of opposition to a use, the effect of which is relatively undisputed. Multiple public meetings and public hearings were conducted throughout the NEPA process for the proposed project. Many comments were received in favor of the proposed project and its benefits, and most negative comments referenced specific properties potentially impacted by property acquisition or of safety risks to private property as a result of trail development. Property impacts were avoided and minimized as much as practicable during the development of the Preferred Alternative alignment, and countermeasures for illegal activity will be implemented by counties to reduce the risk to adjacent landowners.

5. The degree to which the effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.

The impacts to the human environment are well-documented in the EA for the proposed project in the right of way and relocations, environmental justice, viewshed, and parks and recreational areas sections. No significant adverse effects to the human environment are anticipated as a result of the proposed project.

6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The FHWA’s regulations at 23 CFR 771.115(a) list the types of actions normally requiring the preparation of an Environmental Impact Statement. Trail construction, even at the regional level as is proposed in this action, is not included on the list. The project has logical termini and independent utility and represents a reasonable expenditure; it does not force additional improvements to be made to the transportation system. This action will not set a precedent for future actions with significant effects or represent a decision in principle about a future consideration.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.

As outlined in the EA and this FONSI document, the minor cumulative impacts on resources such as wetlands, streams, and wildlife habitat, would be minor compared to the resources that would remain. No significant cumulative effects have been identified for the proposed project.

8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss of significant scientific, cultural, or historic resources.

Pursuant to the to Section 106 of the National Historic Preservation Act, cultural resources have been identified in the project area, but the State Historic Preservation Officer has determined that the Preferred Alternative is unlikely to result in adverse impacts to historic properties.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act.

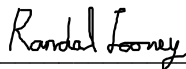
Although there is potential habitat in the project area for six of the ten threatened or endangered species that may be found in the project area, the USFWS has determined that the project “may affect, but is unlikely to adversely affect” all ten species.

10. Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

The proposed action does not knowingly threaten a violation of any federal, state, or local law for the protection of the environment. All applicable permits will be acquired prior to construction.

Conclusion

Based upon the EA, comments received as a result of the public involvement meeting and public hearing, and the foregoing information and other supporting information, the FHWA concludes that the Preferred Alternative would not have a significant impact on the environment; therefore, no additional NEPA document is required for this project. If changes in laws or regulations that apply to the project during design or construction, or there are major design changes that result in significantly greater impacts than those described in this document, a re-evaluation of the EA will be performed. The ARDOT has completed the assessment of the proposed project and the FHWA issues a finding of no significant impact for the Southwest Trail project in Pulaski, Saline, and Garland Counties, Arkansas.



Randal Looney
Environmental Coordinator

November 19, 2020

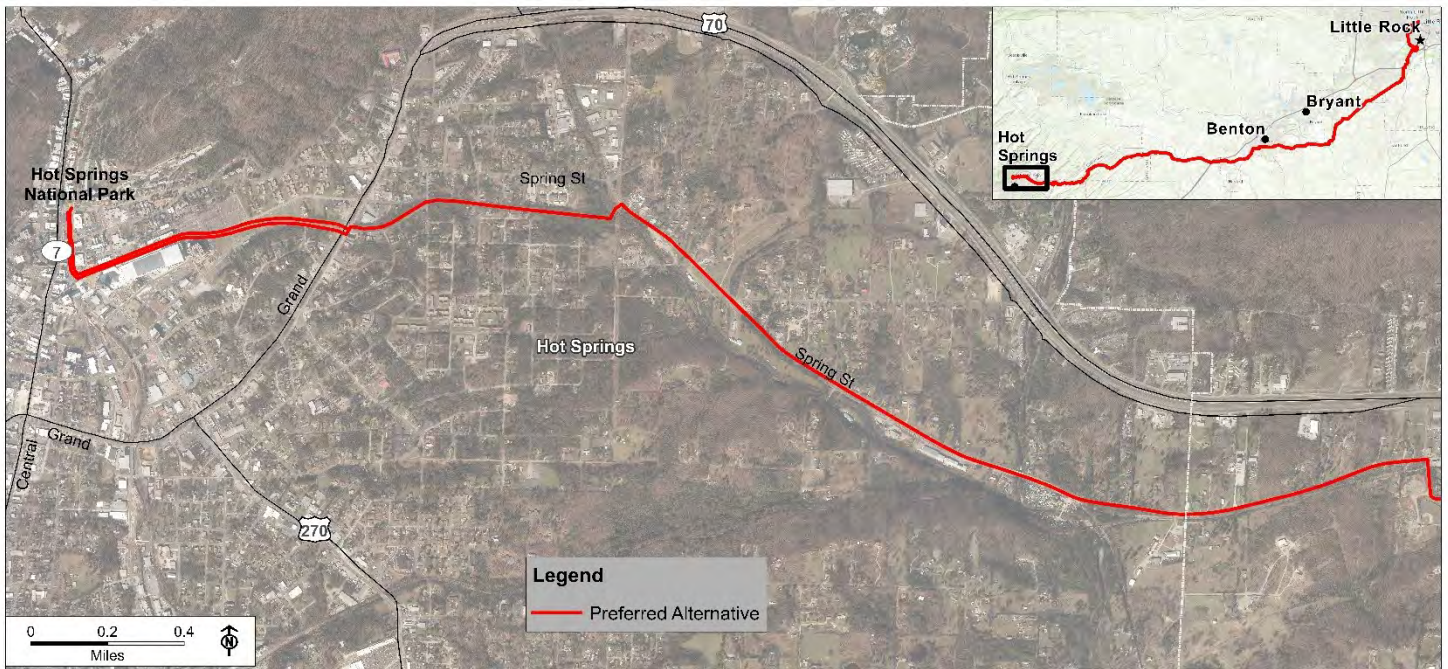
Date of Approval



U.S. Department of Transportation
Federal Highway Administration, Arkansas Office

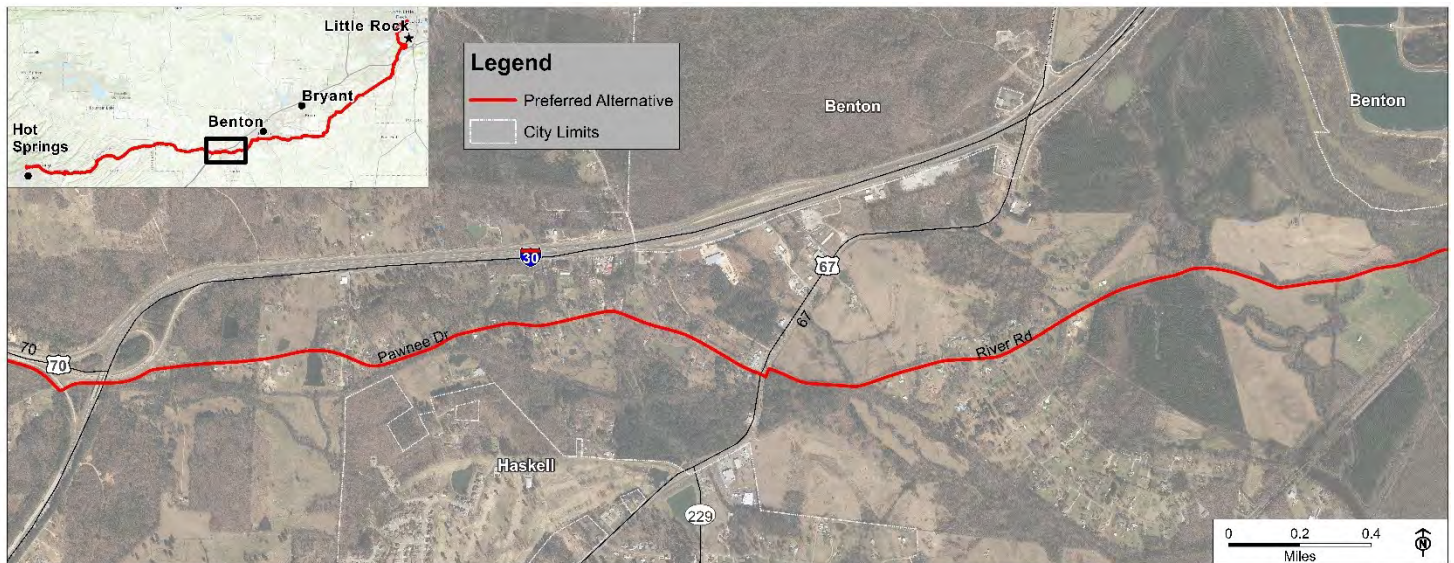
Appendix A – PREFERRED ALTERNATIVE ALIGNMENT

Preferred Alternative (1 of 11)



Preferred Alternative (2 of 11)

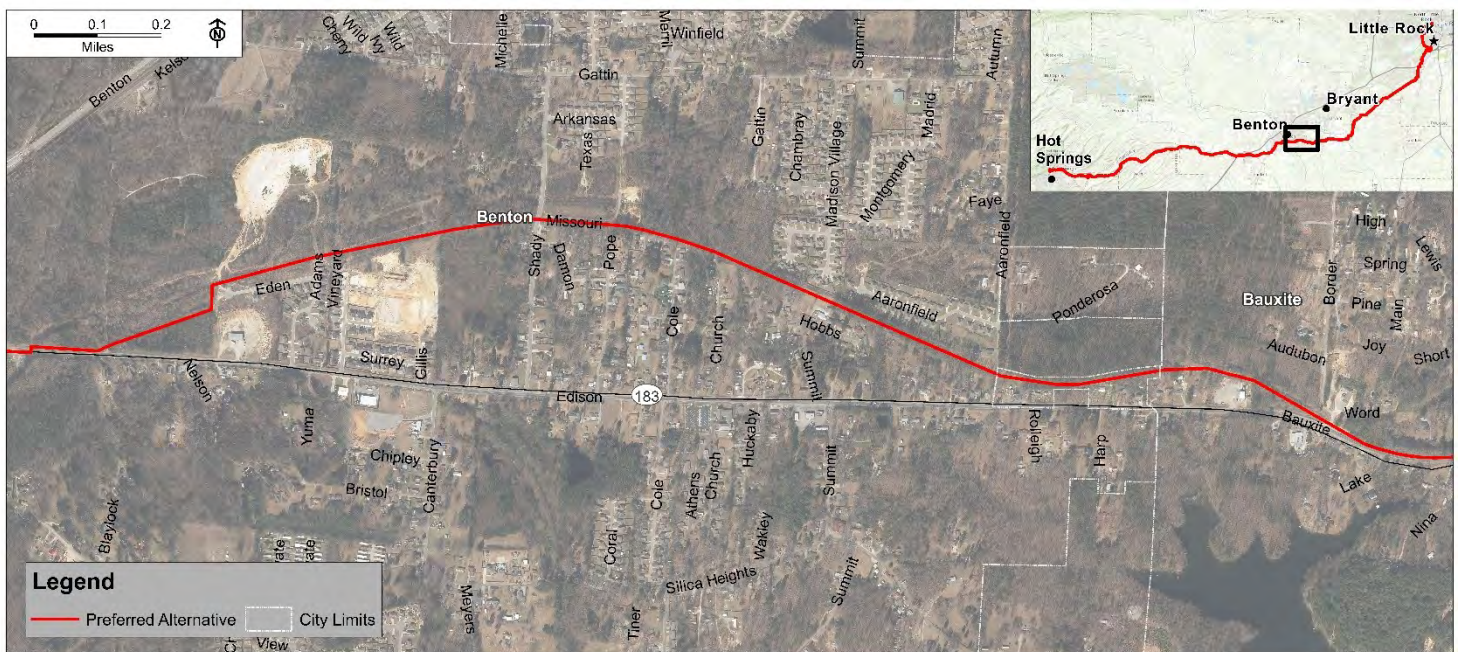


Preferred Alternative (3 of 11)**Preferred Alternative (4 of 11)**

Preferred Alternative (5 of 11)



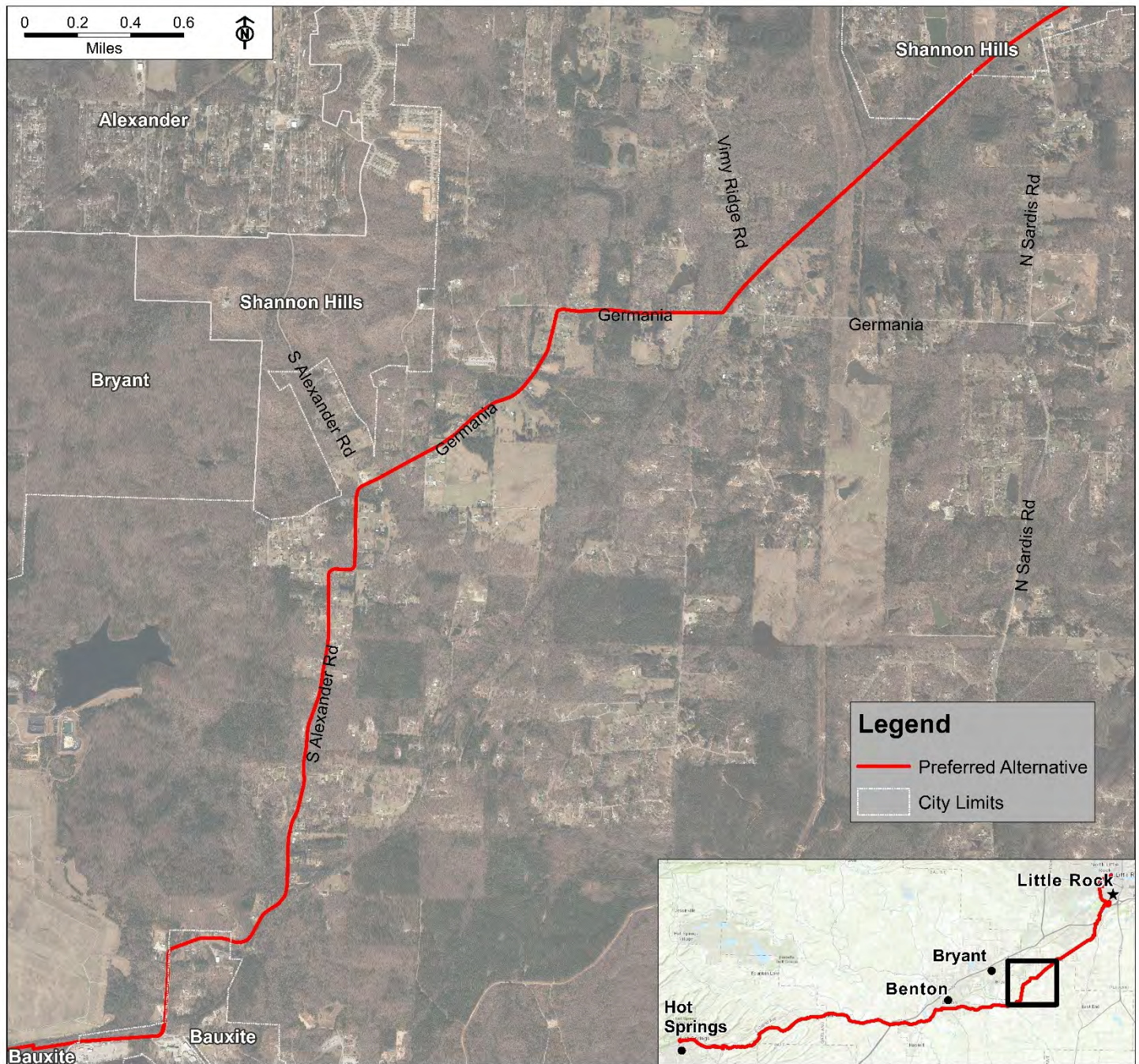
Preferred Alternative (6 of 11)



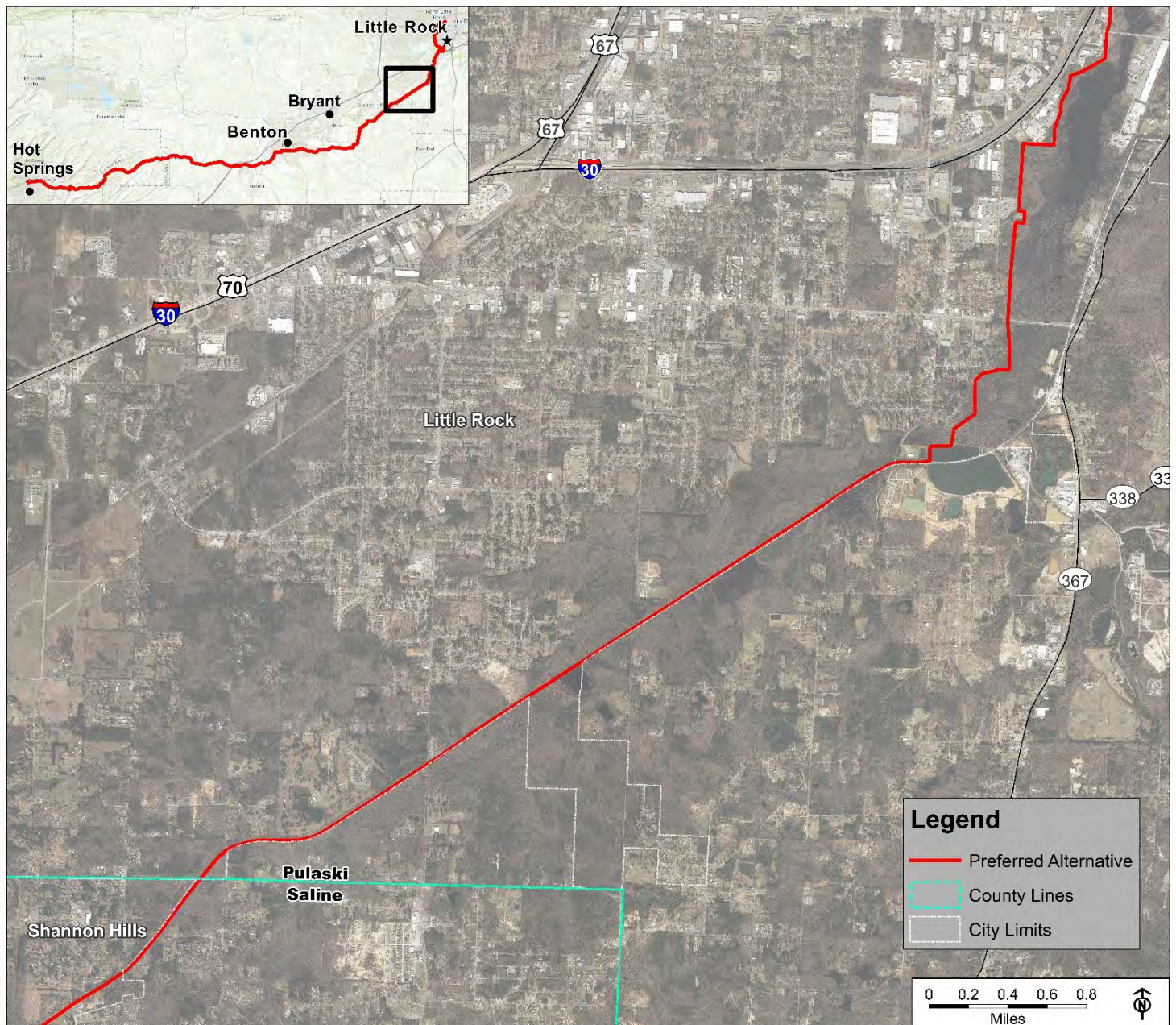
Preferred Alternative (7 of 11)



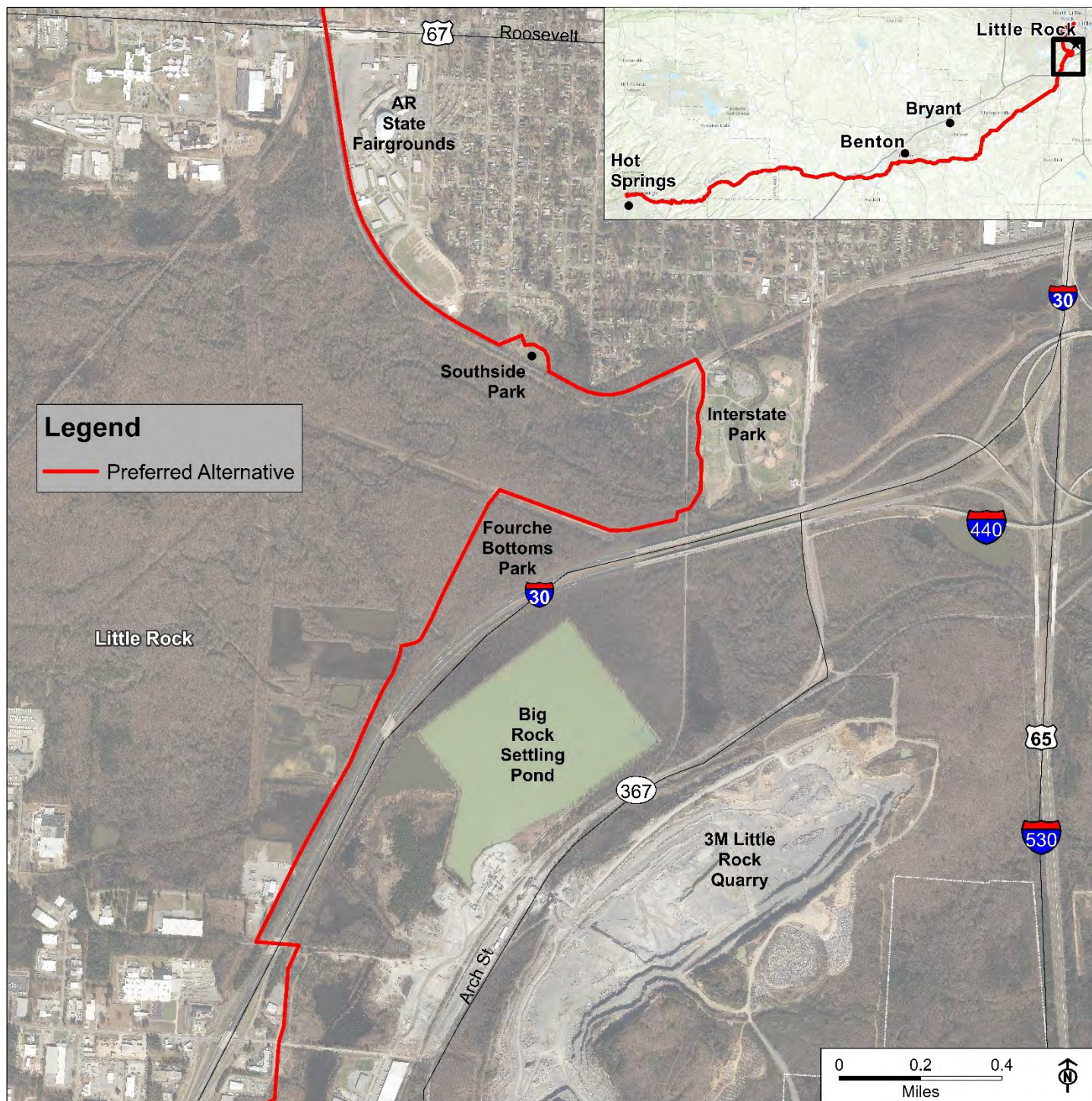
Preferred Alternative (8 of 11)



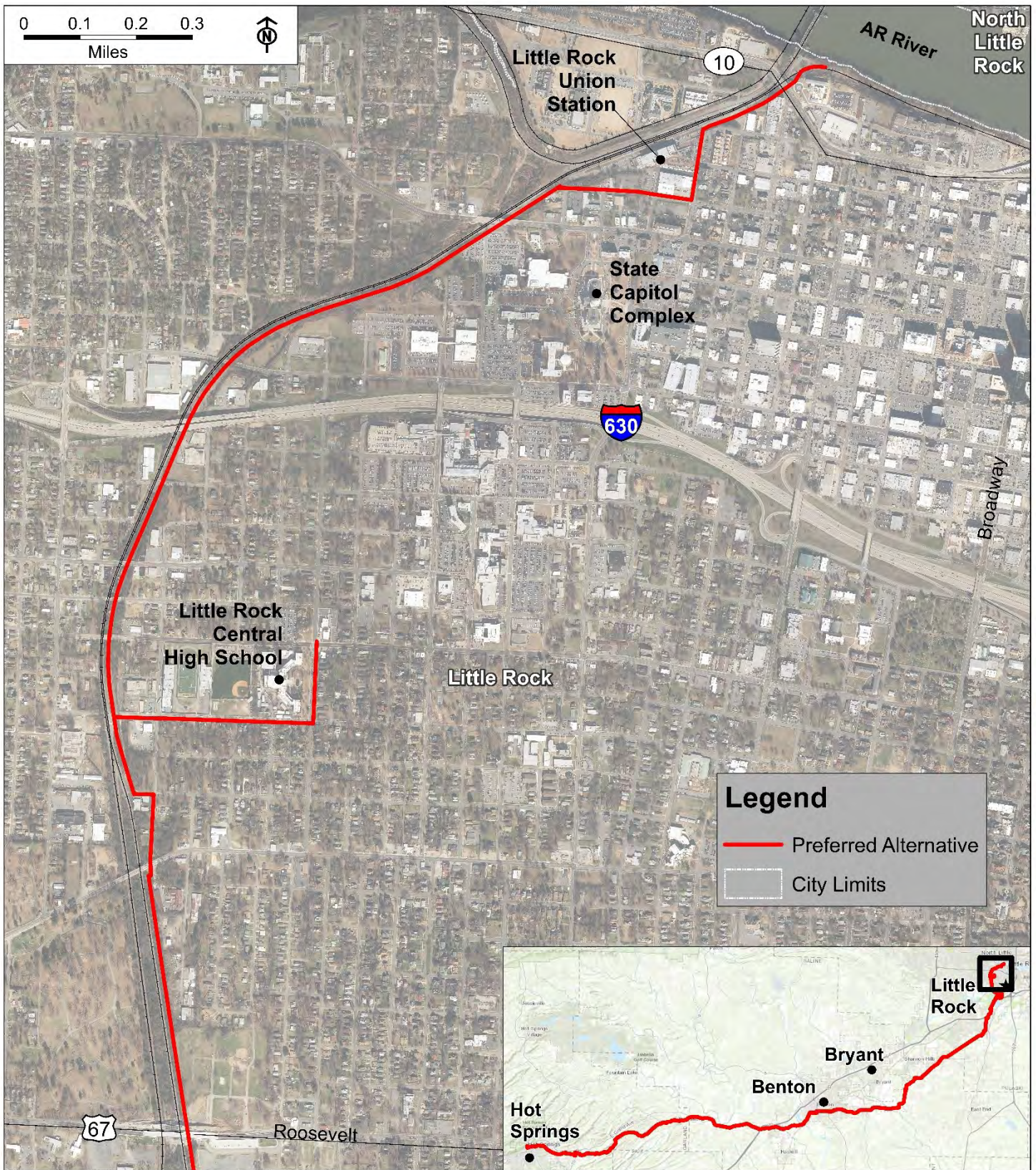
Preferred Alternative (9 of 11)



Preferred Alternative (10 of 11)



Preferred Alternative (11 of 11)



Appendix B – PUBLIC HEARING SYNOPSIS & DISPOSITION OF COMMENTS

Public Involvement Synopsis

Virtual Public Hearing

Public Involvement Synopsis

ARDOT Job Number 17019260
Southwest Trail
Pulaski, Saline, and Garland Counties, Arkansas
July 12 – August 26, 2020

A Virtual Location Public Hearing was held to present the preferred alternative for the Southwest Trail (bicycle and pedestrian path) connecting the City of Hot Springs with the City of Little Rock, Arkansas.

The virtual meeting was held at SWTrail.TransportationPlanRoom.com from Sunday, July 12 through Wednesday, August 26, 2020. In addition, three public officials meeting, one for each county, were held via video conference on Tuesday, July 7, 2020. Special efforts to involve minorities and the local community in the virtual public meeting included the following:

Table 1	
Outreach Method	Details
Public Officials	<ul style="list-style-type: none">- Letters mailed June 26- Emails sent June 26
Newspaper Ads	<ul style="list-style-type: none">- Legal Advertisement published in the Arkansas Democrat Gazette on July 12- Display Advertisement #1 published in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record on July 12- Display Advertisement #2 published in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record on August 2
Websites	<ul style="list-style-type: none">- Information begins to post on various websites beginning July 12, including the Arkansas Department of Transportation, Pulaski County, Saline County, and Garland County
Property Owners	<ul style="list-style-type: none">- Postcards mailed (approx. 1,337) July 10
Previous attendees, stakeholders, others	<ul style="list-style-type: none">- Postcards mailed July 10- Emails sent July 13
News Release	<ul style="list-style-type: none">- News release #1 sent to media contacts in Pulaski, Saline, and Garland counties July 12- News release #2 sent to media contacts in Pulaski, Saline, and Garland counties August 18
Social Media	<ul style="list-style-type: none">- Campaign began July 12. In addition to posts from personal accounts, information posted by We Bike Malvern; April Reisma for JP 4 in Saline County; Metroplan; Southwest Trail; Friends of the Southwest

Public Involvement Synopsis

Virtual Public Hearing

	Trail; Bryant Arkansas; Visit Hot Springs; BikePed Little Rock; Northwoods Trails Hot Springs; Little Rock Central High School National Historic Site; House Rep Julie Mayberry; Pulaski County Government; Benton Parks and Recreation; City of Hot Springs Government; Central Arkansas Library System; Spa Pacers; Little Rock Parks & Recreation; SWLR Community & Business; Arkansas Outside; Saline Courier; Saline County; Hot Springs Bulletin Board; ARDOT; City of Hot Springs; Cutter Morning Star Community
Public Service Announcements (PSAs)	- Thirty-second Public Service Announcements aired on Power 92.3 FM and La Zeta 106.3 FM from July 12 to July 15
Media Articles	- Articles published or aired by ArkansasOutside.com; MySaline.com; Saline Courier; Sentinel Record; thv11; UALR Radio;

Table 2 describes the results of the public participation at the virtual meeting.

Table 2	
Public Officials Meetings (July 12)	Totals
Pulaski County attendees, including staff	22
Saline County attendees, including staff	20
Garland County attendees, including staff	17

Virtual Public Involvement Meeting (July 10 – August 26)	
Unique Visitors (New Users)	2,179
Visits to the Website (Sessions)	2,863
Number of Website Pages Viewed (Pageviews)	8,048
Percent of Total Users Interacting with Mobile Devices/Tablets	57%
Comment Forms or Letters Received	98
Comments on Interactive Map	40
Attendees who Signed Electronic Sign-in Sheet	184

Public Involvement Synopsis

Virtual Public Hearing

Table 3 identifies the information available on the virtual public meeting website and each page's number of views.

Table 3		
Website Page	Pageviews (8,048)	Excluding Homepage (4,185)
Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, a study description, and guidance for special accommodations 	48% (3,863)	
Sign In & Handouts <ul style="list-style-type: none"> Electronic sign-in sheet Handouts: Public Hearing Packet; Hearing Summary Sheet 	7% (561)	13%
Welcome Video by Judge Hyde <ul style="list-style-type: none"> Video: Introduction to the project and public hearing by Pulaski County Judge Barry Hyde 	5% (400)	10%
Preferred Alternative Map <ul style="list-style-type: none"> Link: ArcGIS map on Aerial View showing the preferred alignment with the ability to leave comments on the map Text: Instructions to use the interactive map 	22% (1,757)	42%
Exhibits & Materials <ul style="list-style-type: none"> Exhibits: Preferred Trail Alignment; Draft Environmental Assessment; Associated Impacts; Impacts Comparison; Typical Trail Sections; Safety & Security 	10% (828)	20%
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form Instructions for submitting an oral comment 	3% (273)	7%
Frequent Questions <ul style="list-style-type: none"> Text: Eleven questions about the public hearing, trail alignment, and trail information 	4% (345)	8%

Public Involvement Synopsis

Virtual Public Hearing

Garver staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement.

A disposition of comments is included on the following pages.

Summarized Comments

- 41% of comments identified in support of the trail or trail alignment
 - Comments of support included limited impact to private property owners, support for pedestrians and bicyclists, tourism, connecting and building communities, health benefits, economic benefits, recreation, quality of life, and suggestions for other connections to the alignment, access points, and trail improvements
- 21% of comments identified as neutral toward the trail alignment
 - Neutral comments focused on questions or comments about trail design, asking questions about the proposed alignment, and suggesting changes to the alignment regarding access points, steep grades, and points of interest.
- 38% of comments identified as opposed to a section of the trail alignment
 - Comments expressing opposition to a trail alignment section came from property owners concerned about impacts to their property, privacy, and safety.

Attachments:

- Screenshots of virtual public meeting site
- Small-scale copies of exhibits and handouts
- Website analytics report
- Copies of sign-in sheets and submitted comment forms
- Outreach documents

Disposition of Comments

Comment No.	Comments	Response
1	I certainly support this project and after reviewing the exhibits; it appears most if not all the trail has very little impact on private landowners which would be my only concern and might be stated more prominently in the exhibits. Good luck and it looks very promising.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
2	I would be very concerned about the driveway at the Humane Society of Saline County, 7600 Bauxite Hwy, in Bauxite. Cars come around the large curve very fast and our driveway isn't really deep enough for a bike lane and our customers to park in. Can someone look at this location and maybe give me more information because we are trying to decide about redesigning our parking lot.	As part of final design, we will obtain survey and right-of-way data that will allow us to design the trail safely for existing conditions. Trail crossings at driveways and roadways will be designed to provide visibility to cyclists, pedestrians, and drivers to minimize turning movement conflicts. Possible design elements could include dashed trail markings across driveways where conditions warrant. Advisory signage will also be added on the trail in areas where there is a high concentration of driveways to alert trail users to those crossings.
3	I am very excited to hear about this new trail especially about the acquisition of the old railroad. Sounds so amazing and am very glad that there will be safer routes for cyclists and foot traffic!	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
4	I am thankful for the opportunity to embrace pedestrian travel. Coming from a town that has so many vehicles, a means to 'hoof it' would allow a good number of individuals the ability to get to a destination without undue impact on the environment. Safety being our first concern, we must anticipate the types of problems that could occur with the various means of travel used on the trail, as well as the goals of those using it. Because it will be shared by bicycles and those on foot, great care must be used by everyone involved in making sure that all aspects of awareness can be maintained. The thought of people getting into collisions because they are traveling at different speeds and by different means is enough to ensure that contingency plans need to be made in these cases of trauma. Those that use the trail on bicycles for time-trials will be moving much faster than those that are walking. The attention paid by these two groups are also different. The cyclist is to be more aware of what lies directly in front of them, while the slower pedestrian is more concerned with soaking in the	Safety of all users of the proposed trail, adjacent landowners, and other motorists is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met. As the alignment section are developed additional services for access, safety and conveniences for the trail will be provided as warranted.

	<p>environment around the trail. These two groups are bound to cross paths many times in the course of a day, and it is inevitable that there are going to be collisions. These unfortunate events are nearly impossible to prevent, but the response by those that oversee the trail system can be planned. This planning is what can assure the public that everything has been done to provide safety and appropriate response to everyone that uses the trail. Triage buildings are one way to make this happen. These small buildings could house the equipment needed for the treatment of trauma caused by collisions.</p>	
5	<p>It was a nice idea when proposed. It's a shame the old grade wasn't used more. The whole attraction to the Katy Trail is that it is almost entirely on the old right of way. It has gentle grades and is mostly separated from traffic or noise. I know I will not be riding the segment between I-30 and Hwy 88 due to traffic noise and the steeper grades.</p> <p>Another attraction of the old grade in this stretch is that it is mostly in the trees and shaded. Likewise, between Lonsdale and the Hot Springs bypass, Spring Street is not a pleasant bicycle grade. Between Little Rock and Benton most of the grade is being used. I'm not sure why Germania and Alexander are being used instead of staying with the original grade. The River Trail is popular as well because most of it is separate from traffic. I hope some of the steep grades can be reduced to less than 2 percent.</p>	<p>The likelihood of Right-of-Way (ROW) acquisition is one of the biggest factors driving the horizontal alignment selection. In areas we deem we may not be able to obtain ROW, we are looking to utilize existing roadway ROW.</p> <p>Regarding grades, we will make every attempt to design for accessibility utilizing ADA, PROWAG, and AASHTO guidance. However, those standards do allow for a pathway to follow longitudinal slopes that are greater than permitted within rights-of-way, so long as the trail slope does not exceed that of the adjacent roadway. Per Federal guidance, regardless of site conditions, cross-slopes cannot exceed 2%, and longitudinal slope at all street crossings cannot exceed 5%</p>
6	<p>Will I get to see the other comments and questions about this project during the comment. This looks like a terrible way to avoid a public discussion of the project.</p>	<p>Comments and questions that are received during the virtual public hearing for the Southwest Trail will be compiled and included in a public hearing report as part of the NEPA process. This is the same process that is used when location public hearings are held in person. The Environmental Assessment and public hearing comments and responses will be posted on the Southwest Trail website after FHWA's review.</p>
7	<p>Why are all the affected land owners not being notified? They should have the right to know that this will be taking land from them. It certainly appears that you do not want our input on this. It needs to stay on HWY 70 not Spring St.</p>	<p>The project team confirmed a postcard was mailed to the property owner. In addition to more than 1,300 postcards mailed to property owners within a 60-foot buffer zone of the trail's evaluated alternatives, the public was notified about the 45-day virtual public hearing through a variety of methods, including: Email and mail notifications sent to previous public meeting attendees along with those who have requested</p>

		<p>inclusion on the contact list; two rounds of newspaper ads in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record; a legal ad in the Arkansas Democrat Gazette; news releases sent to media in Pulaski, Saline, and Garland counties; social media posts made through various accounts on Facebook, Twitter, and other platforms; websites posting information, such as the Arkansas Department of Transportation and the county websites for Pulaski, Saline, and Garland; and paid service announcements on several local radio stations.</p> <p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p>
8	<p>Why were the property owners that are effected not notified by mail so that they could have had a voice in the public meetings? Social Media and Newspaper notices are not efficient sources to landowners who will be directly impacted. Extremely unprofessional and unfair. I bought this land for Privacy for my Family, NOT to have people in my front yard everyday.</p>	<p>The project team confirmed a postcard was mailed to the property owner. In addition to more than 1,300 postcards mailed to property owners within a 60-foot buffer zone of the trail's evaluated alternatives, the public was notified about the 45-day virtual public hearing through a variety of methods, including: Email and mail notifications sent to previous public meeting attendees along with those who have requested inclusion on the contact list; two rounds of newspaper ads in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record; a legal ad in the Arkansas Democrat Gazette; news releases sent to media in Pulaski, Saline, and Garland counties; social media posts made through various accounts on Facebook, Twitter, and other platforms; websites posting information, such as the Arkansas Department of Transportation and the county websites for Pulaski, Saline, and Garland; and paid service announcements on several local radio stations</p>
9	<p>We have Highway 70 in front of us and Springs Street behind us. We've been in direct communication with several Southwest Trail employees this past year and no one has given us a direct answer on the specific location of the proposed trail.</p>	<p>The map being referred to is a high-level overview map. There is an interactive map on the project website that allows a user from their computer or device to zoom in and out, pan around, and identify features on an aerial project map that shows the preferred alternative.</p>

	<p>The map provided on your site is very obscure and does not include street names except a large, thick red line. We can not clearly see how it relates in comparison to our property and are requesting clarification, as well as a clearer satellite map.</p> <p>We have been told numerous times that any property that would feel the slightest impact would be notified, is this correct?</p>	
10	<p>We have Highway 70 in front of us and Springs Street behind us. We've been in direct communication with several Southwest Trail employees this past year and no one has given us a direct answer on the specific location of the proposed trail.</p> <p>The map provided on your site is very obscure and does not include street names except a large, thick red line. We can not clearly see how it relates in comparison to our property and are requesting clarification, as well as a clearer satellite map.</p> <p>We have been told numerous times that any property that would feel the slightest impact would be notified, is this correct?</p>	<p>The map being referred to is a high-level overview map. There is an interactive map on the project website that allows a user from their computer or device to zoom in and out, pan around, and identify features on an aerial project map that shows the preferred alternative.</p>
11	<p>You promised that we would be notified if our property would be impacted and we NEVER received anything. This is a complete breach of trust. Our property is PRIVATE PROPERTY! You do not have our permission to touch or access our land.</p>	<p>The project team confirmed a postcard was mailed to the property owner. In addition to more than 1,300 postcards mailed to property owners within a 60-foot buffer zone of the trail's evaluated alternatives, the public was notified about the 45-day virtual public hearing through a variety of methods, including: Email and mail notifications sent to previous public meeting attendees along with those who have requested inclusion on the contact list; two rounds of newspaper ads in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record; a legal ad in the Arkansas Democrat Gazette; news releases sent to media in Pulaski, Saline, and Garland counties; social media posts made through various accounts on Facebook, Twitter, and other platforms; websites posting information, such as the Arkansas Department of Transportation and the county websites for Pulaski, Saline, and Garland; and paid service announcements on several local radio stations</p>
12	<p>This trail would be a great benefit to the communities that it ties together. It would rival the Razorback trail in northwest Arkansas and compliment the popular Northwoods trail in Hot</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

	Springs. Tourists will continue to pour into the local communities. Win-Win scenario.	
13	Thank you very much for seeing the value in this and making it happen. This initiative is a great way to recruit young, active people to Central Arkansas and make those of us already here love it even more.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
14	This is only for information purposes, and possibly an unknown historic feature on the proposed trail. There is an unmarked cemetery adjacent to this proposed trail. I believe it to be in or next to Parcel ID 300-05990-000 or the parcel just east of it. This cemetery is separate and apart from the George Family Cemetery that is fenced and documented, also in that parcel. Two distinct cemeteries, but very near each other. The 2nd cemetery is unnamed and associated with the smallpox epidemic of 1895, possibly what was the original "pest house" and burial ground of those who died at the pest house. There are few tombstones, but those there are dated as the spring of 1895. This cemetery is referenced in the Garland County Melting Pot genealogy society writings as the "smallpox cemetery", though it is not listed on maps. Mention of the cemetery is also included in a National Register Nomination related to the 1895 epidemic for another cemetery, that nomination, though complete and submitted, has not yet been presented. related to delays caused by Covid-19. Possibly a historic feature on the trail?	Thank you for your comment. The parcel mentioned is located on the north side of Spring Street so the unmarked cemetery would not be impacted by the trail as the trail is proposed to be located on the south side of Spring Street at this location. It is likely that minor adjustments to the roadway will be necessary, such as 4 to 6-feet of minor widening within existing right-of-way, to accommodate a two-way bike lane on the south side of the street, abutting the eastbound travel lane. It is not anticipated that any encroachment onto the subject parcel is necessary. Regardless, the environmental and design team will review the information you have provided as design progresses to ensure all potential negative impacts or beneficial trail features are thoroughly considered.
15	I see where you are talking about bicycle groups maintaining the trail. Why is the county not taking care of this. It's behind my backyard and i have nothing but woods right now. I have concerns about people not riding congregating there. Security, littering and upkeep are my concerns.	Each jurisdiction in which the Southwest Trail passes through will be responsible for the security and maintenance of the trail.
16	We have never been officially contact or informed about this project. We are 100% opposed to this pubic project being along the back of our property. We would like to know more about the preferred alternate plan. Also, why not put this section along the I-30 service road where property owners expect higher traffic and increased risk exposure? We would truly appreciate someone reaching out to us so	The project team confirmed a postcard was mailed to the property owner. A member of the project team follow-up with a phone call and it is the intent to stay within the established Right-of-Way on Pawnee Drive and avoid impacts to your property.

	we can gain further understanding of this project and it's impact.	
17	<p>Sorry, but I'm disappointed. It looks like the majority of the trail through Saline and Garland counties will be on the shoulders of existing pot-hole filled roads. I can already ride on the shoulder of the road. I was hoping for some trails to get away from automobile traffic. Bicycle lanes on the road shoulder just fill with debris and glass, and they are not maintained in Saline County or the city of Benton.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. The limiting factors in both Saline and Garland Counties is the availability of right-of-way. However, where possible, we will create separation between the roadway and the SWT surface. Overall, more than half of the 62-mile long SWT will go through natural areas as opposed to being located on a roadway.</p> <p>Each jurisdiction in which the SW Trail passes through will be responsible for the security and maintenance of the trail.</p>
18	<p>The major concern that we consider is how this project will impact our daily life and our living area! We gave up an easement for utility poles, and a water line. I don't believe we will be inclined to give up more of our property for any purpose.</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
19	<p>This is my property and I do not agree to this proposed tract. How will we be compensated? I will be getting with all property owners in Lonsdale to oppose this.</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p> <p>If the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p>
20	<p>We were NOT notified about our property being impacted and are AGAINST this. Why hasn't anyone contacted us?.</p>	<p>The project team confirmed a postcard was mailed to the property owner.</p> <p>In addition to more than 1,300 postcards mailed to property owners within a 60-foot buffer zone of the trail's evaluated alternatives, the public was notified about the 45-day virtual public hearing through a variety of methods, including: Email and mail notifications sent to previous public meeting attendees along with those who have requested inclusion on the contact list; two rounds of newspaper ads in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record; a legal ad in the Arkansas Democrat Gazette; news releases sent to media in Pulaski, Saline, and Garland counties; social media posts made through various accounts on Facebook, Twitter, and other platforms; websites posting information, such as the Arkansas Department of Transportation and the county websites for Pulaski, Saline, and Garland; and paid service announcements on several local radio stations</p>

21	<p>As full-time residents of Hot Springs, and as the owners of a motel near Hot Springs National Park, we are in full support of this project. From an economic perspective, we have observed an increase in visitors bringing their bikes to enjoy the Northwoods Trails and growing network in Hot Springs, and we believe this would be a great enhancement to many people's experience in Central Arkansas. Personally, we cannot wait to take advantage of this trail, and get to know our region more intimately. We are excited to see plans for so much of the trail to be protected or off-street. As former bike commuters when we lived in Houston, we have seen first-hand the level of comfort that comes with a physical barrier of space or bollards between your body and vehicle traffic. This project is well in line with the recently released master plan for Hot Springs, and exemplifies the spirit of the Natural State.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
22	<p>I can't wait! but, I doubt at 59 years old it will be finished for me to use. bummer.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
23	<p>Safety rail must be MASH compliant and meet AASHTO requirements.</p> <p>Does the narrowing comply with AASHTO requirements?</p>	<p>Any railing built as part of the project will be MASH compliant. The trail will be built to AASHTO standards, which includes guidance on situations where narrowing of a trail is necessary.</p>
24	<p>As an effected property owner we received notice of this today 7/14/20?? How many meetings has there been about this? Its a sad day if Garland county spends one dime on this. Weekly shooting/murders, people walking around town tweaking, foaming at the mouth and overdosing. Homeless everywhere, jails at capacity, but lets spend several million on a bike trail... Makes perfect sense</p>	<p>Three public involvement meetings were held in Garland, Saline, and Pulaski counties in October 2018. This is the second public meeting, and this location public hearing is being held in a virtual format.</p>
25	<p>I would like to know the results of the estimated cost and environmental impact for the trail route that was studied going down 70 instead of Spring St.? I can't imagine that Spring St. would have less economic and environmental impact, but y'all did the study and I would like to to see the results. I, as well as much of Spring St., have enormous tree's that are irreplaceable, not to mention the bats which habitat in them. What will be done to protect them? I watch them every evening come to feed at my pond. And all</p>	<p>The option between Lonsdale and Bartee on Highway 70 was dismissed before detailed environmental studies began. In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the</p>

	the other wildlife... deers, turkeys, bears, birds????	<p>intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p> <p>Aesthetics is an important attribute to the trail and whenever possible trees and other vegetation will not be disturbed. Before any construction is undertaken compliance with all environmental permits and approvals will be fully addressed.</p>
26	<p>I own a large section of the railroad bed just North of W .Sardis Road. I am very concerned with this trail running along my property. I did not see any information on how security would be provided, I assume by local law enforcement??? Security is my biggest issue. I know that people using the trail for recreational purpose would probably not pose a risk, but other people can access the trails and be at my back door very easily. With the recent events of protestors and rioters my concerns have increased. There were some of these protesters claiming that they will be coming to the suburbs next. I oppose having to lose my property to accommodate someone's recreational activities.</p>	<p>Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met.</p> <p>Each jurisdiction in which the SW Trail passes through will be responsible for the security and maintenance of the trail.</p>
27	Great project. Wonderful for economic development in all three counties	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
28	<p>This looks like a wonderful addition to our pedestrian infrastructure. It seems well thought out and considered. While this indeed provides recreational facilities amongst cycling and outdoor enthusiast I can see connections to neighborhoods for pedestrian/commuter use in certain areas. I am concerned with certain trail surfaces surviving the some of the terrible soils in parts of this route; while not under vehicular load many of these marshy areas (i.e. SW Little Rock) do not lend themselves to stable base course for supporting an asphalt surface for very long without a lot of stabilization. (My \$0.02) Whatever can be done to have a very stable very low maintenance traveling surface will help sell this to the general public.</p>	<p>As part of the design process, geotechnical investigations will be performed to determine the appropriate trail material and cross section that would be appropriate for any specific area.</p>
29	This is going to be great, we need something like this! So great for the community!	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
30	Will the trail be lighted? With the crime statistics increasing in Hot Springs, how will crime be controlled on the trail? As far as trail	<p>Each jurisdiction in which the Southwest Trail passes through will be responsible for the security and</p>

	<p>maintenance and keeping the trail clean, you stated some bicycle clubs MAY volunteer their time.... and if they don't? Who will be responsible??</p>	<p>maintenance of the trail. There is currently no plan to light the trail for nighttime use.</p>
31	<p>What happens to the trail when Highway 70 is widen in future years? Or any of the other major roads along the route?</p>	<p>As with all projects, whether they are trails or roads, impacts from future reasonably foreseeable developments is considered. If the adjacent roadway to the trail is improved and it impacts the trail realignment of the trail will be determined as part of that transportation project.</p>
32	<p>Why are you proposing to go down Spring St when Highway 70 is much more scenic and accessible? You will be disrupting the quiet, peaceful existence of many people living in homes on Spring Street. This proposal just does not make any sense.</p>	<p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p> <p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
33	<p>There quite a bit if terrain in this area, I would recommend the trail climb up out of Southside Park to the point at High Drive, and then slope back down to Interstate Park. A neighborhood access connection somewhere al High Drive would be nice as well.</p>	<p>Thanks for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
34	<p>It would be fun if small motor scooters were allowed on it.</p>	<p>Motorized vehicles will not be allowed on the trail, except for those allowed under the Americans with Disabilities Act.</p>
35	<p>I own some land that's proposed for the Arkansas Southwest Trail. My comment is, I don't want the trail going across our property.</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
36	<p>I have just received notice that the Southwest Trail is proposing to run directly through my property on Spring Street as well as through my neighborhood property in Eagle Rock. I would describe myself as an avid outdoorsman and wildlife conservationist. I purchased my property a few years ago strictly as a recreational area for my family and I to spend time enjoying the</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p> <p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway</p>

outdoors and hunting deer and turkey. This area is obviously off the beaten path and provides an escape for us to go and be together and enjoy nature. I love riding my mountain bike and thoroughly enjoy The North Woods here in Hot Springs as well as riding along the Arkansas River in Little Rock / North Little Rock. As mentioned above, I live in the Eagle Rock community just down the road from my private property and over the last 10 years have become friends with a few of the families that live along Spring Street, between my neighborhood and property. I have lived here long enough to remember the old highway 70 and have seen the construction of the new 5 lane highway. After receiving the postcard in the mail and seeing the proposed route of this trail, I have many concerns. First of all, a public trail through the middle of my property will devastate the deer and turkey hunting. I am assuming that there will be some sort of proposed compensation for the property that is being taken from me. But, is there compensation for the quality time lost with my family and the game that we will no longer be able to harvest because of the public traffic? Is there a price for that? I don't think so. This defeats the entire purpose of why I purchased the property in the first place. Rendering my entire property, not just the tract that is being taken from me, useless. Second. I am trying to digest the amount of forest that will be cut down to build this trail. The amount of wildlife habitat that will be destroyed. I'm sure that there is a survey that can tell me the total area destroyed and I believe that should be discussed. How many trees have to come down if you run this trail along Hwy 70? How much dirt work needs to be added to the shoulder versus what it will take to run it on Spring Street? Third. There are many, many people that have spent their life savings to move to the country in order to get away. This proposition has a public trail running directly through peoples front yards!!! Again, I am assuming there will be compensation for property being taken from the home owners. But is there compensation lawns must be violated if this were to run down Hwy 70? Maybe a few, but mostly just moving some mailboxes. Please consider the functionality and the purpose of the property that you are trying to take away from people. If you run this trail through the middle of my property, you destroy its function. If you run the trail through the front

70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.

If the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.

	<p>yard of someone that moved to the country to get away from it all, you have destroyed the purpose. If you destroy acres and acres of natural habitat, you have placed a permanent scar on what is suppose to be nature....someone else's nature. I would hope that whoever reads this will take my thoughts seriously. I want you to know that there is not a price on the experiences I am going to lose with my family if this trail is run through my property. I believe that you will find the same feelings from the families that live along Spring Street. I have contacted my state representative and intend to do all I can do to defend my property and the property of the residents along Spring Street, including my neighborhood.</p>	
37	<p>I don't want a bicycle and trail through my front yard I have 1 acre of land. Last thing I want to see is a bunch of bicycle ride through my yard. I moved to the country so I would not have the time of thing go on. I have chickens and dogs in my yard as well it's not right to take their land away to for some bicycles people. You can put your bicycle trail down Highway 70 and keep it away from us in the country.</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p> <p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p>
38	<p>I am a member of the Ouachita Mountain Hiker and a past president. I strongly encourage the development of this trail</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
39	<p>Members of the Technical Review Committee have reviewed the above Environmental Assessment report for the proposed Southwest trail in Pulaski, Saline, and Garland Counties. The proposed trail will extend approximately sixty miles from the city of Hot Springs to the city of Little Rock. The bike/pedestrian trail will generally follow and commemorate the early path of Native Americans (Natchitoches Trace) and pioneers and settlers (Military Road) and provide access to communities and special interest areas along the trail corridor. The city of Little Rock received a Federal Lands Access Program award for the design of this trail system</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

	<p>that will join Hot Springs National Park and the Central High School National Historic Monument in Little Rock. Environmental impacts of the proposed project are being minimized by using existing and abandoned railroad right of way for as much of the trail alignment as possible.</p> <p>The committee supports this project as outlined and recommended in the Environmental Assessment report.</p> <p>Member Comments Attached:</p> <ol style="list-style-type: none"> 1) This project has been coordinated with [indecipherable] 2) No apparent or immediate conflict with public outdoor recreation at this time. Potential to enhance use and enjoyment of existing public outdoor recreation sites. 	
40	<p>I think you've taken biker safety into consideration along the various types of typography and roads the trail will be adjacent to. One small component that does not make sense to me is towards the very end of the current conceived trail in Little Rock. Why would the trail veer from the railroad tracks and continue to victory street, just to meet back up with the railroad? The owners of union station (my family) has given support to a board member to begin the process of an appeasement or some other type of official document granting the space for the trail behind Union Station. Can someone please reach out to me on behalf of the owners of Union Station to begin addressing this concern?</p>	<p>The trail alignment in the area you have suggested would require further coordination with the City of Little Rock and Union Pacific Railroad.</p> <p>The Preferred Alignment is located where it is in relation to Union Station because topographical and right-of-way concerns.</p>
41	<p>I do not want this trail running through my property. I am against my tax dollars being used to build this trail, but would rather have it used to properly maintain Spring Street, bring city water, and high speed broadband internet.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
42	<p>I don't want this bike trail on my land. I believe it should be built on hwy 70.</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p> <p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include</p>

		additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
43	This trail should be built on hwy 70, not on individual lands in front of people's homes. I moved here in 1998 for peace and quiet.	In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
44	42 million not including property negotiations? This is a huge waste of taxpayer money and something the majority of Arkansas citizens will not use or will it end up like the unfinished I-49 in West Arkansas. This money would be much better used to finish I-49 which would be much more useful to the Arkansas taxpayer. If you insist on wasting this money then keep the trail along HWY 70 where it will be less intrusive to citizens who just want to enjoy their peace and quiet.	In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
45	As owner of a property adjoining the highway 70 frontage, I perceive the preferred alternative route shown on this map provided to be the least invasive/troublesome compared to previously proposed routes. I strongly appose reclaiming the old railroad right of way route which would involve unreasonable hardship for a greater number of landowners.	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.
46	As a 3rd generation land owner adjacent to the old railroad near the Saline, Garland county line, I feel that the preferred alternative route in the map provided for this hearing causes much less hardship and interference for landowners of	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

	that area than other routes previously considered.	
47	I wonder why the trail has to have all the 90 degree turns (here and just 7 parcel down) and cannot softly curve left and right through this area !	Final trail design will follow applicable AASHTO design standards, including appropriate curves at turns or bends in the alignment.
48	<p>Healthy Active Arkansas (HAA) emphatically supports the proposed Southwest Trail connecting the cities of Hot Springs and Little Rock. Our overarching mission at HAA is to improve the quality of life of all Arkansans by creating a culture that encourages physical activity and healthy eating.</p> <p>Your proposal to create a 65-mile recreational trail as a safe and alternative way to encourage children, adults, and families to get active directly aligns with our mission. We are confident the Southwest Trail will not only promote physical activity among individuals, but will build a sense of community by providing healthier options for social engagement and community activities.</p> <p>We applaud your hard work and commitment to this project and offer our support in your effort to keep Arkansans healthy.</p> <p>#KeepMovingAR</p>	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
49	Spring Street is not a good path for biking/walking. Use of highway 70 would be safer and much less intrusive to people that live on Spring Street. I am apposed to the use of Spring Street for this unnecessary path.	In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
50	Please make this trail happen. That said, the route from Little Rock to Saline County is the only route to access Little Rock when not taking the interstate. This means there is a lot of high-speed, back road traffic on narrow roads. Trail safety and separation from vehicle traffic is key in these areas, especially on Sardis Road. This is a cutthrough for many people. There are many	Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met.

	dump trucks going to the landfill and old quarry lagoons that are too close to the road.	
51	I'm concerned about truck traffic here. The many many trucks speed through here to the dump as well as to local quarries. This road is narrow. Is this "trail" really a plan to widen county roads?	It is absolutely the intent of this project to create a recreational trail for walkers, bicyclists, joggers, etc. and not to wide existing county roads. Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met.
52	These pools of open water/swamps are concerning. How will the trail safely go through here on a narrow road and swamps? Will there be a protected bridge?	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Where the trail will pass through low-lying areas, such as Fourche Bottoms, the trail will be constructed on elevated boardwalk so that the trail is usable during high water events. Safety of all users of the proposed trail, adjacent landowners, and other motorists is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met.
53	I would like to see an alternative connection other than the railroad tracks. I would also like to know how you plan to convince the railroad to allow you to put a bike/ped trail on their right-of-way. Please find another solution that goes through the neighborhoods of the city of Little Rock.	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Any trail alignment that touches railroad property will necessitate coordination and mutual agreement with the railroad.
54	I fell that Alternate 19 to follow the existing roadway of Germania Rd. is a better choice than the original pathway of the old rail road bed. Due to safety factors and the need to maybe also help our road system in the area.	Alternative Option 19 was chosen over the Primary Alignment at this location. The Preferred Alternative consists of the Primary Alignment with Alignment Option 19.
55	Just curious why the route is off the railroad in this area?	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.
56	I think this is an amazing idea that will generate increases in central Ark tourism and drive new business for Saline, Garland and Pulaski Counties. I hope this project will win the approval of all Arkansans and construction will begin ASAP!	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
57	I am the executor of the Trust for property of Roland and Hazel Gentry in the town of Lonsdale- My husband and I have an active cattle farm on this property which will be mine when my mother passes. This parcel of land no longer has a rail road tram across it; the old tram was removed some 50 years ago. You have	Your concern was reviewed, and the alignment is still best for the community where it is currently located. The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.

	placed the bike path across the middle of my pasture and we want it moved out to old Hwy 88. We do not want this coming across this parcel of land. You have not followed the railroad tram across any other land owners property except ours. Please make adjustments to come up Marshall street in the town of Lonsdale out to Cockrill street, that runs into Spring street, that runs directly into Hot Springs. I have spoken with my mother about this issue and this is her wishes also.	
58	I live here on Spring Street. And we do not need a Bicycle trail coming down Spring Street. You can put your bicycle and trail out there on Highway 70 instead of messing with the citizens that live in the country here. That's one reason I move to the country so I wouldn't have this problem. So my chickens could roam free in my dog could be roam free. All this money that you guys are wasting on this bicycle trail could be use to rebuild some of these roads around here instead of throwing millions of dollars away at nothing. spend it down there bathhouse row and pick some most buildings up with it. The waste of good tax dollars that can be spent somewhere else.	In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
59	Looking forward to completion.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
60	I own property in Little Rock between arch street and allied way there is an old rail line At one time this old rail line was were the tail was going I see that it has changed. This rail line used to have one train with maybe 3 cars travel on it once a week. Now starting in March 2020 there are several trains a week moving only one car very slow. It seems to me that his rail line would be the best place for the trail. I was wandering if they are not trying to inflate the amount of use this rail gets to steer this project away The slow moving trains cross two major streets (Baseline /65 th) with no crossing guard gates and create traffic issues I would support moving this trail to this old rail line.	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Because the rail line in question is still active, locating the trail within rail right-of-way east of Hilario Springs Road was not deemed feasible.
61	My family would be ok with the bike trail going down the actual road on Pawnee instead of the old railroad bed. To us and many of our neighbors that is much more safe for our families.	Thank you for your comment. The Preferred Alignment does place the SWT on Pawnee Drive as opposed to the old railroad bed. There was an original concept from years ago that proposed to utilize the old railroad bed for the trail location before it was discovered that the

		associated right-of-way had either been purchased or reverted to adjacent property owners. Once this was understood, it made more economic sense to traverse the Pawnee Road alignment/right-of-way.
62	<p>1st reason r taxes went up with the new school we did not get a vote on so taxes will go up this bike rt. We did not need a new school we do not have a lot of kids to in ply a new 1. We move out away from city for peace and quiet we have big dogs for a reason to keep people away from taking r things we have wolfs and coyotes that will take down bikers they have took down cows and horses We do not want trash throwed down they will leave we don't want r dogs barking all the time while go by. We do not want them coming on r land because they need water or hurt. Or using the bathroom. We do not want r trees cut down they will cut for this bike rt and we have up for pt of r land. They will take down r fence we have up for r animals They will not stop at just a rt they will want a rest area Which will bring more people. The deer will stop coming up. There r so many reason not to have a bike rt in r area take it back out on the hyw where they have rest areas and room for them they want have to build extra. Why take r land to build this rt.</p> <p>I pray to r heavenly Father God u don't take r love for the country away.</p> <p>I want to know why we were not ask we live here not the bikes.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.</p> <p>If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p>
63	FANTASTIC!! Let's get it going!!!	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
64	<p>I own property between this rail line and arch street. At one time this old rail line was were the tail was going I see that it has changed. This rail line used to have one train with maybe 3 cars travel on it once a week. Now starting in March 2020 there are several trains a week moving only one car very slow. It seems to me that his rail line would be the best place for the trail. I was wandering if they are not trying to inflate the amount of use this rail gets to steer this project away The slow moving trains cross to major streets (Baseline / 65th) with no crossing guard gates and create traffic issues I would support moving this trail to this old rail line.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Because the rail line in question is still active, locating the trail within rail right-of-way east of Hilaro Springs Road was not deemed feasible.</p>

65	I love how the Southwest Trail project will connect Hot Springs Natl Park to Little Rock Central High.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
66	I always thought the trail through Bauxite/Benton would go along the Bauxite Highway along the old Rock Island line path, then along Depot Creek by my parent's house on Hwy 35. I wanted to talk my family into giving that property for a park beside the trail. Edison Avenue carries lots of traffic each day, and is not very pretty, is there not a more inviting option? But once you get to East Street, the path to the old river bridge is the only way to go, although it would be nice if there were a jog in there somewhere thru downtown Benton. We live in Bryant now-what kind of connections will Bryant have to the Trail? I am not familiar with how Bryant Parkway / other plans might connect.	<p>Thank you for your comment and generosity. The Preferred Alignment does go along the Bauxite Highway from Reynolds Road to Lake Street.</p> <p>The original concept was to utilize the old railroad bed for the trail location. However, once it was discovered that the associated right-of-way had either been purchased or reverted to adjacent property owners, it made more economic sense to traverse existing roadways/right-of-way in those locations. Additionally, Alcoa is not amenable to crossing their land for this trail for various engineering related reasons.</p> <p>Cities and counties will develop various connections to the trail based on local needs and funds. The City of Bryant is very attuned to the status of the SWT project and plans are in the works for connector trail projects along Reynolds Road. Bryant is an example of a municipality seeing the SWT as an economic engine to benefit their community.</p>
67	What is the plan for crossing Cantrell? One of the previous alternatives went under Cantrell by the railroad.	The section of Southwest Trail from Little Rock Central High School to the Arkansas River Trail will be designed and built by the City of Little Rock. However, during discussions with the city, the crossing at Cantrell Road is intended to be grade-separated.
68	Will this crossing include opportunities to explore Fourche Creek (off-ramps, bike rack etc)? Has the planning team connected with Audubon or Friends of the Fourche and their efforts to revitalize and restore this area?	Preliminary design considerations through the Fourche Bottoms south of Interstate Park include segments of both elevated boardwalk and at-grade trail. Given the unique qualities of this area, opportunities for small seating areas with interpretive signage will be considered. Audubon Arkansas has been contacted about the project and further discussion will occur when design begins.
69	As a resident of River St in Benton, AR, I see that the trail is now going directly in front of my house. How is this project going to affect the already narrow River St? With one of the main Saline access points closed due to the I-30 expansion in Saline Co, we've noticed much more traffic on our road. Adding construction and the recreational traffic is going to make this much worse. I see they are surveying River St now for this project. How much wider are they looking at making the road for this? This new trail will likely increase the issue of 4-wheelers and ATVs on the road way to and from the river.	<p>The alignment will primarily use existing ROW adjust to the roadway to minimize impacts to landowners and motorized traffic.</p> <p>Once topographic and right-of-way surveys are complete, we will be able to assess the trail and street widths. Final trail width and features will be designed using AASHTO bike design guidance. The aim is to have a minimum impact on landowners while providing as much recreational trail as possible.</p> <p>All Terrain Vehicles (ATVs) will be strictly prohibited from riding along the SWT. There will also be a speed limit for the SWT for any other form of non-motorized</p>

		conveyance. It will be up to each jurisdiction on how best to enforce this.
70	Put it on hwy. 70.	In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.
71	Thanks so much for all of the planning that has gone into this project! I wish it was already completed so I could ride the trail! I do have two concerns/comments based on my experience riding other similar trails in Arkansas. 1. I am concerned that the "Shared-Use Path Along Rural, 2-Lane Roadway" will not provide adequate width for two way traffic, and that there will not be adequate separation between cyclist and the high speed traffic that tends to drive on these roads. My second question/comments is on the width of the trail, the material from which it will be constructed, and the depth of the roadbed that it will be paved over, as I did not see (or missed) these details in the material provided. As I am sure this trail will be used by groups of riders, the width is an important consideration. Also the quality/depth or the road grade that it is laid upon will affect its durability and therefore its long term usability. What is a minor bump in the road for a car, can be a jarring and uncomfortable ride for a bike.	Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike design guidance. Multiuse trail segments will be either concrete or asphalt. Where bike lanes will be located on existing roadways, pavement conditions will be evaluated and design of repairs included with trail plans.
72	The primary alignment looks favorable to trail users, the community, and the environment alike! I am concerned about how the trail will be constructed to provide a safe crossing on Cantrell Road in Little Rock as there will be lots of vehicle and pedestrian traffic at that intersection.	The section of Southwest Trail from Little Rock Central High School to the Arkansas River Trail will be designed and built by the City of Little Rock. However, during discussions with the city, the crossing at Cantrell Road is intended to be grade-separated. Safety of all users of the proposed trail, adjacent landowners, and other motorists is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met. As the alignment section are developed additional services

		for access, safety, and conveniences for the trail will be provided as warranted.
73	I am very excited about this project! I think it's a wonderful investment on many different levels. After reviewing the maps, the primary alignment looks like a good plan. Thank you for getting the public's input.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
74	This will be a great addition to the community. We'd love for it to come by the Central High Historic Site.	The SWT will have a direct connection to the Central High School National Historic Site.
74-1	I have lots of questions and concerns about this trail regarding the safety of pedestrians/bikers and potential impact for property owners, local traffic, security and privacy. This is just the beginning: -Do you plan to take part of our property through Eminent Domain for the trail lane? How is that fair to homeowners, because a trail isn't necessarily important to the majority of Arkansans? -How do you plan to keep pedestrians/bikers safe 24/7? There are curves, blind spots, isolated areas, dark areas, etc. that are genuine safety concerns for people on the streets. -How do you plan to keep homeowners and their property safe 24/7? What about our privacy and enjoyment of our yards and homes without worrying about strangers traveling through our neighborhoods? -How do you intend to control noise and trash and maintain the trail? I think it's reasonable to expect large groups of bicyclists and/or pedestrians to come through the area for special events; how will you guarantee they will not interrupt life in our neighborhoods and our rights to quiet enjoyment of our property? Or block or impede traffic? Or trespass on our property? Or intimidate our residents?	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p> <p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p> <p>Local jurisdictions will be responsible for maintenance and security of trail segments within their boundaries.</p>
75	I am excited about this project. I live in Grant county and hoping to have a good access point from that direction.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
76	We think this is a great idea!! We support it completely.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
77	I am retired and live in Malvern. My comment concerns access points along the trail. Access points between the 270 bypass east of Hot springs and the town of Haskell as well as between Haskell and Interstate 30 would allow	Final design of the trail, including trailheads with parking, will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO, ADA, and PROWAG guidance for design and safety.

	<p>local access without having to deal with city traffic. Access points could include a parking spot. There are very few safe bike riding spots in or around Malvern. Access to the trail would provide a valuable recreational and exercise opportunity to many. Thank you for what you are doing and for providing me with an opportunity to comment.</p>	<p>Southwest Trail will be designed in such a manner that local jurisdictions can design local connections to the trail in the future, or that the trail can be accessible via existing local roads.</p>
78	<p>I just submitted a comment concerning trail access. In that comment I referred to access between Hot Springs and Haskell as well as Haskell to Interstate 30. That was in error. I intended to comment about access between Hot Springs and Lonsdale and between Lonsdale and Interstate 30. Sorry for the mistake.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
79	<p>Anyway to make a off shoot connection from 12th to SW trail? As 12th street connect many street level bike paths around downtown LR.</p> <p>Anyway to add an official entrance into Barton Park?</p> <p>Is this easier to negotiate than staying along the union pacific rail ?</p> <p>Awesome! Can't wait to ride!</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p> <p>Southwest Trail will be designed in such a manner that local jurisdictions can design local connections to the trail in the future.</p>
80	<p>Why not put this trail on the other side of the road? Already an easement on that side of the highway with the power lines. I have a wooded buffer between my home and the highway for privacy and would like to keep it this way.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p>
81	<p>Why not have the trail occupy areas where Utility easements are already in place as far as Entergy poles ? I currently have a tree line buffer that was left in place for privacy from the highway (hwy 111) , how will this be put back? Will land that is being taken be bought ? Will land be rezoned? I currently live in the county and site guns in in my owned yard and will continue to do so which is why I purchased out here where I did. Will you relocate underground utilities like water and gas meters that are in the way ? Will gates at driveway entrances be relocated at your cost ?</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p> <p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety. Utility or driveway adjustment costs would be borne by the project.</p>
82	<p>I just want to comment that I completely support building the SWT trail.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

83	<p>What we need in this state is a high speed rail system connecting the major cities in our state!! Its time to abolish the Highway commission & elect it's officials!! It's also time to take special interest groups out of the picture in such cases as this!! In no way will I agree to any bike trail down south Alexander until the road itself is fit to drive on!! Shannon Hills can't even keep their part potholed less alone do culvert replacement & asphalt leveling!!</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
84	<p>Please do this! We need another safe bike trail. The AR River Trail is too busy! We also hike the Ouachita and Ozark Highland Trails and greatly need something closer and more accessible. My only concern is the tubular barriers when the path runs contiguous, alongside the road. That feels only slightly safer than painted bike lanes. Drivers are too often inattentive. Would something more substantial be available?</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p>
85	<p>Looks like a fantastic project... just a couple of random thoughts and questions... - the opportunity will present itself for entrepreneurs to develop bike shops, coffee shops, restaurants, etc along the route and it will have a big economic impact for the area - will the entire route be ADA compliant? - will there be self service bike repair stations along the way? - will pedal assist (battery) be allowed? - will there be mileage markers posted along the way so joggers / bikers will know how far they might have gone before turning around? - will there be any security / emergency call boxes along the way with specific locations noted so law enforcement knows exactly where you are in the event of emergency I am VERY excited for this project to hopefully begin... I think it's a winner!!!</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features, such as trailheads and wayfinding signage, will be designed using AASHTO, ADA, and PROWAG guidance for design and safety.</p> <p>Pedal assisted bicycles are currently planned to be allowed.</p>
86	<p>According to this map the path will go through my property. My home is on about 40 off the road. If you put this trail as shown this will basically be at my front door.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Along Hazel, the trail is intended to be located within existing right-of-way. However, if a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.</p>
87	<p>I'm glad to see the SWT use this abandoned rail bed. I would like to see it extended beyond the Hazel & S. East Street bend.</p>	<p>We won't be able to determine if we are on E. Hazel Street, or in the Hazel Street right-of-way, or expanded right-of-way, until topographic and right-of-way surveys</p>

	<p>are we using the old rail bed or is this route actually on Hazel Street? I run there all the time and have always wondered if it would be possible to use the rail bed to make a safe lane for pedestrian/bike travel.</p> <p>is this on the old rail bed or is it on shoulder of Hazel Street? I assume it is on the rail bed since parts of Hazel are not wide enough to safely have a separate lane for pedestrian/bike traffic.</p> <p>I'm not a fan of running along Edison Avenue it Bento. it is a high traffic area with several street crossings. It may be the only alternative. On the bright side, Jimmy's Diner on Edison and Neeley Street has an awesome bacon cheese burger for SWT'ers.</p>	<p>are completed. It may be that the trail can be on/along the tracks south of E. Hazel Street.</p> <p>Regarding safety, final trail width and features will be designed using AASHTO, ADA, and PROWAG guidance for design and safety.</p>
88	<p>I moved to Arkansas from Arizona over 7 years ago to retire. I purposely moved to the country to avoid traffic & congestion. Since hwy 70 was the preferred route and will have minimal impact on people, property & homes, would the path be switched.</p>	<p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p>
89	<p>So, if I am reading the Typical Trail Sections, Shared-Use Path Along Rural, 2-Lane Roadway it is possible I can lose up to 44 ft. of my property line. I have 19 acres of land and the trail will run on the hypotenuse portion of my property. I will lose approximately 12,936 sqft, a 1/3 of an acre. This is unacceptable. I will also lose at least five oak trees that surround my front drive. The largest is 150 years old. I will also lose many trees at the roadside. The beauty and peace of this route compared to Hwy 70 seems to be one factor in choosing Hwy 88. This route will destroy the beauty and peace that I enjoy now on my property! I will also incur costs to put up a new fence and move my driveway gate. Hwy 70 seems to me to be the better route. Less people in our community will be impacted by choosing Hwy 70.</p>	<p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p> <p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
90	<p>I have just received notice that the Southwest Trail is proposing to run directly through my</p>	<p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your</p>

property on Spring Street as well as through my neighborhood property in Eagle Rock.

I would describe myself as an avid outdoorsman and wildlife conservationist. I purchased my property a few years ago strictly as a recreational area for my family and I to spend time enjoying the outdoors and hunting deer and turkey. This area is obviously off the beaten path and provides an escape for us to go and be together and enjoy nature. I love riding my mountain bike and thoroughly enjoy The North Woods here in Hot Springs as well as riding along the Arkansas River in Little Rock / North Little Rock. As mentioned above, I live in the Eagle Rock community just down the road from my private property and over the last 10 years have become friends with a few of the families that live along Spring Street, between my neighborhood and property. I have lived here long enough to remember the old highway 70 and have seen the construction of the new 5 lane highway.

After receiving the postcard in the mail and seeing the proposed route of this trail, I have many concerns.

First of all, a public trail through the middle of my property will devastate the deer and turkey hunting. I am assuming that there will be some sort of proposed compensation for the property that is being taken from me. But, is there compensation for the quality time lost with my family and the game that we will no longer be able to harvest because of the public traffic? Is there a price for that? I don't think so. This defeats the entire purpose of why I purchased the property in the first place. Rendering my entire property, not just the tract that is being taken from me, useless.

Second. I am trying to digest the amount of forest that will be cut down to build this trail. The amount of wildlife habitat that will be destroyed. I'm sure that there is a survey that can tell me the total area destroyed and I believe that should be discussed. How many trees have to come down if you run this trail along Hwy 70? How much dirt work needs to be added to the shoulder versus what it will take to run it on Spring Street?

Third. There are many, many people that have spent their life savings to move to the country in order to get away. This proposition has a public

property. However, if a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner.

In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.

Based on the 2016 (most recent available) National Land Cover Database, 70% of the SWT footprint is through developed areas. The remaining 30% is comprised of an estimated 110 acres of habitat that would be removed by the Preferred Alternative. Of these 110 acres, approximately 94 acres of woodland, 10 acres of hay/pasture, and 2 acres of open or scrub-shrub natural areas would be impacted. Conversion of these habitat types to paved trail and/or maintained ROW would result in minor impacts to wildlife as the trail is relatively narrow, would have no motorized vehicles, and would not result in wildlife deaths due to vehicle collisions. All wildlife species are expected to be able to easily cross the SWT. These anticipated wildlife habitat impacts include the approximately 7-mile long section of the SWT running along Hwy. 70. No tree clearing would be required for the 7-mile long section of the trail along Hwy. 70.

	<p>trail running directly through people's front yards!!! Again, I am assuming there will be compensation for property being taken from the home owners. But is there compensation for the type / quality of life that these people are trying to achieve and are losing because of this? Is there a price for this? Of the few home owners I have spoken to, I don't believe so. How many front lawns must be violated if this were to run down Hwy 70? Maybe a few, but mostly just moving some mailboxes.</p> <p>Please consider the functionality and the purpose of the property that you are trying to take away from people. If you run this trail through the middle of my property, you destroy its function. If you run the trail through the front yard of someone that moved to the country to get away from it all, you have destroyed the purpose. If you destroy acres and acres of natural habitat, you have placed a permanent scar on what is suppose to be nature....someone else's nature.</p> <p>I would hope that whoever reads this will take my thoughts seriously. I want you to know that there is not a price on the experiences I am going to lose with my family if this trail is run through my property. I believe that you will find the same feelings from the families that live along Spring Street.</p> <p>I have contacted my state representative and intend to do all I can do to defend my property and the property of the residents along Spring Street, including my neighborhood.</p>	
91	Future Gulpha Gorge connection.	The SWT does not directly connect with the Gulpha Gorge Trail. However, the west terminal end of the SWT is at Hot Springs National Park, which is in very close (less than a ½ mile) proximity to the Gulpha Gorge Trail. Cities and counties will develop varies connections to the SWT based on local needs and funds.
92	Will the big dam bridge be included? There is some railroad trackage in the area that I would like to see turned into trails. Could North Little Rock be included in the trail as well? I think the trail is awesome.	The SWT will connect to the River Trail and therefore to the Big Dam Bridge.
93	Since I already ride in this area, I would avoid the noise and unattractiveness of the Hwy 70 trail as much as possible. For example: From	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

	<p>Lonsdale I would take Pleasant Run Rd over to FairPlay Rd and then back to 70.</p> <p>I would probably get off the Hwy 70 trail here and ride the back roads over to connect to Alignment Option 7</p>	
94	<p>We left our big city life in Arizona to purposely live a self sustaining lifestyle 7.5 years ago. Our entire life is wrapped up in our 18 acres which most of that runs directly along Spring Street. This is going to impact my life SIGNIFICANTLY!!! You cannot do this to me!! I will not allow this!</p>	<p>A member of the project team followed-up with a phone call and it is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
95	<p>I am vehemently opposed to having this Trail/Path literally taking over a massive swath of my property!! You are destroying my life. My husband and I planned for 15 years to live self sufficient for our later years in life. We are in our late 50's and we have lived and worked our butts off for the last 7.5 years to make our property and our lifestyle what it is.</p> <p>We specifically chose our location for our purposes and now you're going to take a HUGE part of our property AND you're going to ruin our way of life?</p> <p>We don't want to give up any part of our land. When you see our property line you must understand just how significantly this directly impacts us!</p> <p>Our privacy will be taken away. We have dogs trained to protect our property, and you are going to be plowing directly through our property. strangers will be walking and riding through our front yard. We will not be responsible for any person who is harmed.</p>	<p>A member of the project team followed-up with a phone call and it is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to your property.</p>
96	<p>You are going to have two irate homeowners on your hands if this goes through.</p> <p>We insist that you use the alternate route of HWY 70 and NOT Spring Street.</p>	<p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p>

97	<p>The proposed trail runs right next to the abandoned coultter lake golf course. The river trail has multiple golf courses surrounding it, this course could make a great edition as well as access point to the trail. Has the basefor18holecourse,pool&tennis</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
98	<p>I'm disappointed that the trail does not follow the old railroad alignment. I had hoped the right of way could be secured to use the old railroad bead, specifically from just east of the creek</p> <p>2: I'm disappointed that the Garland county segment does not follow the old railroad alignment, esp East of Lonsdale and also going over the summit pass west of Lonsdale.</p> <p>3: I had hoped the trail would follow the old railroad grade. There is a cool bridge at Beukah road that could be incorporated, plus it would go near the existing rest stop.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.</p>
99	<p>I'm very excited about this trail. I look forward to spending time getting outside with my family and enjoying the Natural State. I expect it will attract and be a great way to show off the beauty of Arkansas to visitors from out of state.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
100	<p>I own this property (40A) that you propose to assess for a bike trail. This property at Lonsdale is used for a cattle farm by my son-in-law and daughter & probably will for another 15 years. Please don't mess up a farm for a bike trail. Keep it out on the Hwy right-of-way.</p> <p>I live on Hwy 70, it has a 300' right-of-way & has extra space already cleared all the way from Exit 111, from I30 to Hot Springs, AR.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. A member of the project team followed-up with a phone call. The project team will coordinate efforts with municipal leadership as well as local property owners to optimize the trail alignment.</p> <p>In Garland County along the Highway 70 corridor, there are significant design issues, which include multiple crossings of Highway 70 and difficulty in areas providing bicyclists and pedestrians with safe crossings and distances from main lanes. During the recent Highway 70 widening project between Hot Springs and Benton, Garland County officials decided not to include additional grading work for a potential trail, in part due to the safety/design issues and extent of additional work required. In Saline County, officials included trail grading from I-30 to Highway 88 with the intention of fully developing that section for the Southwest Trail, and that portion is included in the preferred alternative for this trail project.</p>
101	<p>Thankful to see the bike trail staying along main roadways as much as possible. My family has land that would be impacted otherwise. From a</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

	<p>safety standpoint, I like the path being as close to roadways as possible - given there are secure railings/barriers in place to protect pedestrians. For ease of access in case of emergencies and for more lighting to be on the paths, I feel it best to keep the path as close to roadways as possible.</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p>
102	<p>I am FOR this purposed trail. My family are avid bikers, runners and outdoor enthusiasts. We have traveled to other states to enjoy their long trails. I believe this trail could bring so much tourism and revenue into our community.</p> <p>Having a trail like this is a phenomenal way for people to safely explore the outdoors. I live on Pawnee Dr. in Benton and I would be extremely honored to have this trail behind our property. This route would be such a fantastic addition to our community.</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
103	<p>The City of Little Rock got \$1.6M FLAP funding in 2017 to stabilize the slope and create a ramp to the bridge over the UP tracks AND \$1.3M FLAP funding to create a ramp down to this proposed alignment. We need to work with Union Pacific to secure this ROW</p>	<p>Union Pacific Railroad and the City of Little Rock have an open dialogue about this exact location and what will be allowed or not allowed in this right-of-way. This process is still ongoing at this time.</p>
104	<p>The Baileys (owners of Union Station) would like the trail to go in between the tracks and Union Station. That would be a better alignment for them and for the trail.</p>	<p>The trail alignment in the area you have suggested would require further coordination with the City of Little Rock and Union Pacific Railroad. These two entities have an open dialogue about this exact location and what will be allowed or not allowed in this right-of-way. This process is still ongoing at this time.</p>
105	<p>The trail appears to be inside my fence line on the north side of my property if it were on the outside of my fence it wouldn't have to be replaced. Who do I discuss this with?</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p> <p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner, including discussion of impacts.</p>
106	<p>People do not want this running through their property. We live outside city limits for a reason and for the privacy. We do not want people cutting across our yards and giving excuses for thieves to steal</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Each jurisdiction in which the Southwest Trail passes through will be responsible for the security and maintenance of the trail.</p>

107	I am excited for this project to get underway and I think the route will be good for it's intended purpose. I wish I could volunteer to help in any way. I do own a construction company and I have been involved in building and maintaining the mountain bike trail that currently connects saline crossing park to sunset lake along the river.(it's a great trail!)	Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
108	I love that this project is happening. The separate bike paths will make me feel safe and protected from cars. Please create more projects like this so that people will feel it is more safe to ride their bikes more places and use them more for transportation. This will bring more tourism dollars into the area. I'm excited to spend the weekend in Hot Springs and Little Rock to take advantage of this new route!	Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
109	Just follow the old Rock Island line. Simple Who wants to ride these highways with all the crazy drivers, you can already do that. Thought it was for seeing nature and the county side. Put it back like originally planned . Rock Island line and build a simple bridge for bikes and pedestrians over the Saline River in Benton instead of waiting on Millions to rebuild redo the old dismantled bridge .	<p>The Rock Island Line is a beautiful location. There are portions of the trail that are in fact located on this old railroad bed. The reason more of the trail is not on the Rock Island line is that the right-of-way was either purchases or reverted to adjacent property owners or others. This creates a situation where we would literally have to overcome a likely overwhelming legal challenge to have the trail exclusively here.</p> <p>With regards to the Old River Bridge, the funds required for the rehabilitation of the Old River Bridge are 100% secured and that project is now awaiting bids. It is possible that this project could be complete by the end of 2021.</p>
110	Please do not pave it! The natural ground, dirt is easier on feet, ankles, joints, knees, etc. Or if you feel you must pave it, please leave an unpaved path. My feet hurt walking on concrete but I love walking on trails around the state.	The current plan is to pave the trail to better accommodate strollers, bicycles, etc. There seems to be a majority of trail enthusiasts who want the trail to be paved. Additionally, paving the trail will increase the durability of path and improve safety of users.
111	The route going through Benton is really bad. River Street is not a greenway, but industrial area that is not nice. And Edison Avenue is one of the worst parts of Benton. It is dirty, properties are nasty and totally unkept, and it is not a very safe area. The traffic is also pretty brisk through that area. It is the last place that I would walk or bicycle. Why is it not being ran through the downtown area? It is much nicer, and people could see our beautiful Courthouse. Please rethink this selection of Edison Avenue.	The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners, and included consultation with local jurisdictions like the City of Benton.

112	<p>I believe this trail would create a impact on people getting active. There will be many organized races and event surrounding this trail on multiple communities. Just speaking for Benton there are not great places to bike or run. Many of the roadways don't have room for these activities to be completed safely. If you look at the work that has been done the Benton Parkway/ Alcoa road there has been an influx of use because it offers a safe route. I believe this trail would get more of the younger audience involved in physical activity as well. I would like to see a plan about how to maintain the trail and keep it clean. Adopt a section program or something should be in place before it is opened.</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Each jurisdiction in which the Southwest Trail passes through will be responsible for the security and maintenance of the trail.</p>
113	<p>This is awful. Who wants to hike along Edison Avenue? I thought this was supposed to be scenic and a nature hike over the old Rock Island line. This is horrid and I don't think you will have many takers for this route.</p>	<p>The Preferred Alternative for the SWT will occur along a portion of Edison Avenue west of SH-35 (Benton Pkwy.) but will be located on new alignment to the north of Edison Ave. east of SH-35 (Benton Pkwy.).</p> <p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
114	<p>I like the idea of the trail as long as it is on the original railroad bed. I think that if the trail is immediately adjacent to Hwy 88(Spring Street) it will be dangerous and take away from the beauty of the existing road, pastures, forest and creek valley. Locals will have people in front of their houses invading their privacy which is the whole reason most of them live where they do. It is highly probable that out of many groups of riders, at least some of the riders will be riding on the road instead of the trail if the trail is adjacent to the road. With the dark shadows and numerous turns it will Be extremely dangerous for both riders and drivers. The project should be put on hold until enough money is available to buy the easements on the old railroad bed or paths around which will be in the forest or fields away from Spring Street. Thank you for considering my opinion.</p>	<p>Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met. As the alignment section are developed additional services for access, safety and conveniences for the trail will be provided as warranted.</p>
115	<p>I bought 14 acres on Spring St. almost two years ago. I'm in the process of building a house to live in. I've spent my life savings on this property I love. I didn't buy this for someone to try to take from me. My property is posted as private property! Not a public access! By putting a trail on people's property will only lower the value of</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner, including discussion of impacts.</p>

	<p>their property. They can keep their trail on Hwy 70. Someone said they plan on putting the trail on the right of way on Spring St.? Correct me if I'm wrong but the road right of way is there to maintain an existing road! My property is full of different wildlife species including a federally protected bird species which lays their eggs and hatches their young every year on my property. I don't hunt any more but I do enjoy photography which is why I bought this property and to have my privacy and get away from everything and people. There is plenty of places for people to enjoy riding their bikes without stealing peoples property or defacing it. Who plans on policing this trail of it's trash and crime? Do not want my property taken from me period!</p>	<p>Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety.</p> <p>It is the intent to stay within the established Right-of-Way on Highway 88 and avoid impacts to properties.</p>
116	<p>SW Trail should begin at the River Market pavilion. I understand that it currently probably ties into here, but you want it to be an obvious and easy connection between here (the heart of Little Rock) and Hot Springs. Basically, provide lots of 'wayfinding'</p> <p>People generally don't want to walk right beside a Highway (or the Interstate). If we could work with landowners to push this path back a bit, and maybe go through some more interesting landscapes like forests and creeks, we would have way use of this trail</p>	<p>The SWT directly connects with the Arkansas River Trail (ART), which has a direct connection with the River Market pavilion. Cities and counties will develop various additional connections to the SWT based on local needs and funds.</p> <p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. However, over half of the SWT, which is approximately 62 miles long, does go through natural areas as opposed to alongside a roadway.</p>
117	<p>The route that runs through my back yard is not acceptable. This map is old there is a subdivision called Richland hills that has been built since these plans were created. 300 Kings Ranch Drive Benton, as well as 303,305,309 and several others.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Final design of the trail will occur once topographic and right-of-way surveys are complete, at which time final trail width and features will be designed using AASHTO bike guidance for design and safety. If a portion of the final alignment is on your property, you will be contacted and negotiations will take place with you as the property owner, including discussion of impacts.</p>
118	<p>I'm a Native Arkansan, born in Hot Springs, and I am excited to learn about this proposed trail system. As a Senior Citizen, I would encourage the expansion of the trail concept to include electric bicycles, and perhaps Low Speed Vehicles like Golf Carts. As a person ages, mobility is treasured. Before retiring, I explored a few cities around the US that allowed Golf Carts and Low Speed Vehicles to be driven on city streets and dedicated pedestrian paths. (My</p>	<p>Motorized vehicles will not be allowed on the trail, except for those allowed under the Americans with Disabilities Act. However, pedal assisted bicycles are currently planned to be allowed.</p> <p>As the alignment section are developed additional services for access, safety, and conveniences for the trail will be provided as warranted.</p>

	<p>only disappointment with Hot Sprigs Village is the lack of wide Golf Cart and bike paths.) When I lived in Irvine California in the 1970's, we traveled throughout the villages on extra wide "Paseos" that allowed for foot traffic, bikes, and skateboards. (The paths were wide enough for Golf Carts, if they had been allowed.) It was a great way to get around and actually meet one's neighbors in the process. These "Paseos" eased traffic congestion and reduced the need for massive asphalt parking lots around businesses. One could make a trip to the post office, or the supermarket easily by walking ,or riding a bike or a scooter. Additionally, I hope that emergency phones, and restrooms will be available along the route of the path, as well as access to drinking water for people and pets. Perhaps the trail could include art works along the route from local artists depicting any historic landmarks/events from our past?</p>	
119	<p>The proposed trail through saline county that runs along the old railroad line is about 72 feet from my backyard. I do not support this path as I do not want any more trouble with run off Water in my back yard than I already have. Not to mention that a path seems to invite unwanted issues literally in my backyard. Can this money not be spent in a more productive way? Has anyone turned on the news lately? We have people starving and we are trying to spend money on this project that will take 11 years just to break even? If we are lucky? Give me a break!</p>	<p>While the SWT design team cannot anticipate existing or future runoff on your personal property, each county or city within the SWT project area will ensure that the SWT design meets the requirements of "no net rise" certification for all floodplains and floodways under their jurisdiction impacted by the project.</p> <p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.</p>
120	<p>Love the SW Trail and can't wait to see it come to fruition. For years, my husband and I have traveled to Missouri like thousands of other visitors to ride our bikes on the KATY Trail. The KATY has resulted in business opportunities along the trail including Bed and Breakfasts, restaurants, bars and bike shops. The SW Trail will offer similar welcomed economic development for our state. A spur from the from the SW Trail to Malvern would be a welcomed addition to the plan. Malvern has the advantage of having an Amtrak Station which would provide cyclists an opportunity to return to Little Rock by train. I wholeheartedly support this plan.</p>	<p>Thank you for your comments. A spur from the SWT to Malvern is an exciting idea. Cities and counties will develop varies additional connections to the SWT based on local needs and funds.</p>
121	<p>I love the plans. It will be a good way for economical growth in Arkansas. I think the</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

	health benefits will be felt for generations to come.	
122	Love the trail idea. Hope to see it built soon.	Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
123	I love this idea for the. I am anticipating using the trail almost daily.	Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
124	My property adjoins the preferred alignment trail, should I have received a postcard by mail?	The project team confirmed a postcard was mailed to the property owner.
125	I don't know how far off S. Alexander Rd. the route would be but I just want you to know that this road is heavily used. Vehicles go very fast along this road. If this gets approved you may want to consider putting up some sort of barrier. I know most trails are open.	Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met. Any railing or barrier built as part of the project will also be built to AASHTO standards.
126	<p>I do not want the Primary Alignment shown in Figure 8.</p> <p>I want to be sure Alignment Option 18-Edison Avenue is chosen instead for the final route.</p> <p>I have attached the Citizen Comment Form.</p> <p>I live in the Figure 8 portion of the proposed Trail, near Edison Avenue in Bnton.</p> <p>I want to voice my opinion that I am vehemently opposed to the "Primary Alignment" shown in Figure 8 that runs along the old railroad path. I choose "Alignment Option 18" instead that runs along Edison Avenue and sincerely hope it's the final decision made for that section of the trail. My property line backs up to that railroad path and forest; it was a deciding factor when purchasing my home. Destroying nature to build a path to enjoy what's left of the nature is counterproductive. Additionally, increased foot traffic would almost certainly add to the vandalism issues we're already experiencing in our neighborhood as well. Thank you.</p>	<p>Thank you for your comment. Your concern was reviewed. However, the Preferred Alignment (which utilizes the Primary Alignment rather than Alignment Option 18) is still best for the community where it is currently located. The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.</p> <p>Local jurisdictions will be responsible for maintenance and security of trail segments within their boundaries.</p>
127	Please do not make this go through River Road. My house is right off river rd and there is a lot of crime in downtown Benton. I fear it may cause crime in our quiet neighborhood Also since the saline river is down this street we already have a lot of car traffic who speed through river road so it also may be a dangerous path for anyone to use	Thank you for your comment. Your concern was reviewed. However, the Preferred Alignment (which utilizes a portion of River Road) is still best for the community where it is currently located. The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.

		<p>Local jurisdictions will be responsible for maintenance and security of trail segments within their boundaries.</p> <p>Safety of all users of the proposed trail, adjacent landowners, and other motorist is of paramount concern and at the minimum, ADA, PROWAG, and AASHTO standards for design and safety will be met.</p>
128	<p>I feel having a path throw a private neighborhood is a good thing. And having a path to Downtown Benton (which has high crime) into our neighborhood (River Road) is a bad idea. Find another path.</p>	<p>Thank you for your comment. Your concern was reviewed. However, the Preferred Alignment (which utilizes a portion of River Road) is still best for the community where it is currently located. The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners.</p> <p>Local jurisdictions will be responsible for maintenance and security of trail segments within their boundaries.</p>
129	<p>Really excited for this.</p>	<p>Thank you for your comment.</p>
130	<p>This is right behind our property and we do not want this trail behind us. This is a flood area and any disturbance will cause more flooding to our property. There needs to be another route found.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Final design of the trail will occur once topographic and right-of-way surveys are complete. This process will also include hydraulic analysis of areas in flood plain to ensure that trail construction does not exacerbate flood conditions.</p>
131	<p>I can't wait to have the trail in my own back yard! I've been an avid user of the river trail for years.</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
132	<p>We lived in Saline County about 20 years, raised 3 boys there and one son lives there now and I am so happy to see this project moving forward. I am familiar with other rails to trails type projects and am anxious to use it with my family. Arkansas is so beautiful and it will draw many visitors to our state. Thanks</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
133	<p>The route of this trail shows to run directly behind our property. We are against this trail being built behind us. We moved out of town 30 years ago and we do not want the public hearing access to our property. We have animals that would be constantly disturbed. This is also a flood zone and floods frequently due to Hurricane Creek. Any construction would cause more flooding and damage to our property & the adjacent properties. I do hope that you will find another route.</p>	<p>The alignment was selected to utilize existing right-of-way wherever possible and minimize impacts to landowners. Final design of the trail will occur once topographic and right-of-way surveys are complete. This process will also include hydraulic analysis of areas in flood plain to ensure that trail construction does not exacerbate flood conditions.</p>

134	<p>ACHI is pleased to submit the attached comments on the Southwest Bike Trail.</p> <p>Re: Southwest Trail (Bicycle & Pedestrian Path) ARDOT Job No: 061562</p> <p>The Arkansas Center for Health Improvement Health Policy Board respectfully submits these comments in support of the creation of the Southwest Trail.</p> <p>As a founding member of the Healthy Active Arkansas initiative (HAA), ACHI is committed to improving the health of Arkansans. Arkansas has the third-highest adult obesity rate in the nation, according to the State of Obesity: Better Policies for a Healthier America report released in August 2019.i Our state's adult obesity rate is currently 37.1 %, up from 35.7% in 2017, 21.9% in 2000, and 17% in 1995. In response to this disturbing trend, 14 organizations, agencies, and health care providers and Gov. Asa Hutchinson's office formed Healthy Active Arkansas. HAA identified nine priority areas to lower obesity rates in the state. Many of these priority areas center around helping people get more physical activity and improved eating habits. Construction of the Southwest Trail aligns perfectly with HAA's first priority area, targeting the physical and built environment by encouraging all stakeholders to create livable places that improve mobility, availability, and access within the communities where they live, work, and play. Under this priority area, HAA specifically identifies building bike and pedestrian infrastructure that is safe from automobile traffic and includes clear signage as a benchmark goal.</p> <p>In 2018, the Walton Family Foundation, in collaboration with PeopleForBikes and BikeNWA, commissioned BBC Research & Consulting to study the economic and health benefits of the Razorback Greenway in Northwest Arkansas.</p> <p>The Razorback Greenway is a 36-mile trail connecting Bentonville to Fayetteville. In addition to the trail's impact on economic growth and real estate values, the study estimated that net avoided healthcare costs because of cycling total \$6.8 million annually. Using the Health Economic Assessment Tool of the World Health Organization, the study estimated that cycling in Northwest Arkansas</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
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prevents 10 deaths per year caused by sedentary living. In comparison, the Southwest Trail will connect populations of almost 100,000 more people than the Razorback Greenway. More than 9,000 people live within a quarter-mile of the proposed trail route, and many of them are expected to be active users. From April 2012 to December 2013, nearly a million people walked or biked the Arkansas River Trail and the Big Dam Bridge between Little Rock and North Little Rock. The Southwest Trail will expand the reach of Central Arkansas's trails to include a significant uninterrupted trail system.

The Southwest Trail plan includes a link to the Arkansas River Trail, which would join more than 150 miles of bike- and pedestrian-friendly travel. Perhaps most impactful, the Southwest Trail would directly link Little Rock's neighborhoods most at risk for poor health outcomes to the city's trail system. According to the City Health Dashboard, the trail will traverse the neighborhoods in Little Rock with the highest incidence of high blood pressure, diabetes, and obesity.

The Southwest Trail will provide an access point for those neighborhoods not only to the Southwest Trail but also to Little Rock's larger trail and park system. Additionally, the proposed trail route will improve access to Fourche Creek and Fourche Bottoms, an underutilized nature area within the Little Rock city limits. A 2016 study done by students at the Clinton School of Public Service for Audubon Arkansas found most participants in the study were "particularly interested in the possibility of having more options for hiking, biking, and fishing in an area close to home."

The Southwest Trail will also reach parts of rural Saline and Garland counties where the built environment and exercise opportunities are more limited. Improved access to walking paths in rural areas promotes increased physical activity for those communities.

Reducing the average body mass index of Arkansans by just 5% could lead to healthcare savings of more than \$2 billion in 10 years and \$6 billion in 20 years, while also preventing thousands of cases of stroke, coronary heart disease, type 2 diabetes, hypertension, and cancer.

	<p>The Southwest Trail has the potential to more than pay for itself through improved health outcomes for Arkansas citizens. Economic impacts studies for the trail estimate it could produce more than 6,000 new regular exercisers and millions in health cost reductions.</p> <p>The completion of the Southwest Trail is a worthwhile investment in the collective health of Arkansans. It will expand the built environment for walking and cycling while boosting interest in cycling and outdoor recreation. We support the construction of the trail and look forward to its completion.</p> <p>Sincerely,</p> <p>Ray Montgomery Chair ACHI Health Policy Board</p>	
135	<p>Opposed to the Southwest trail coming through my neighborhood</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
136	<p>I can't wait to have this wonderful trail in my own backyard! I think it will be great for our little community and the small businesses nearby too.</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
137	<p>Do not want this trail to enter or cross my property or in front of it.</p>	<p>Thank you for your comments. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

Appendix C – SECTION 4(F) / 6(F) PARK COORDINATION

Schmidt, Cassie P.

From: doug@asfg.net
Sent: Wednesday, August 28, 2019 8:36 AM
To: Schmidt, Cassie P.
Subject: Trail ProjectC

Categories: Filed by Newforma

Cassie,

As we have discussed, the Arkansas State Livestock Show Association is a supporter of the proposed trail. We have no problem with the proposed route as it relates to north of Roosevelt St and through Barton Park.

Thank you,

Doug



Douglas White
President and General Manager
Arkansas State Livestock Association
501.372.8341 (O)
501.765.8746 (C)

Schmidt, Cassie P.

From: Schmidt, Cassie P.
Sent: Monday, August 26, 2019 2:27 PM
To: doug@asfg.net
Subject: Proposed Southwest Trail Project
Attachments: 2019-08-1 KMZ for AR State Fairgrounds & Barton Park Correspondence.kmz

Categories: Filed by Newforma

Dear Mr. White,

We are all excited about the Southwest Trail coming to Barton Park, which is understood to be owned/operated by the AR State Fairgrounds. It should be a great addition to your recreational activities and hopefully stimulate more park use. We have enjoyed working to ensure this trail will not negatively impact the park, but rather bring a positive enhancement to the park and the community as a whole. As part of our NEPA process, we need to confirm that you, Doug White, as the official with jurisdiction, agree that the Southwest Trail will enhance the park amenities at Barton Park. We have attached the currently identified preferred alignment for your review.

Please respond to this email confirming that you agree that the Southwest Trail will enhance the recreation-promoting features of Barton Park. And, of course, if you have any questions, please feel free to send me an email or give me a call.

Sincerely,



Cassie Schmidt

Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-287-4673

CELEBRATING ONE HUNDRED YEARS | 1919 to 2019



Schmidt, Cassie P.

From: Steven Snellback <mayoroflonsdale@yahoo.com>
Sent: Friday, August 2, 2019 11:22 AM
To: Schmidt, Cassie P.
Subject: Re: Proposed Southwest Trail Project

Categories: Filed by Newforma

Ms Schmidt,

As Mayor of Lonsdale I can attest to the facts that,

1. The town is very much in favor of the trail coming through Lonsdale. We support this effort.
2. We strongly agree that the Southwest Trail will enhance the park amenities at Lonsdale City Park.

Thank you for your efforts,

Mayor Snellback
501-304-5888
mayoroflonsdale@yahoo.com

On Thursday, August 1, 2019, 12:35:43 PM CDT, Schmidt, Cassie P. <CPSchmidt@GarverUSA.com> wrote:

Dear Mayor Snellback,

We are all excited about the Southwest Trail coming to your park. It should be a great addition to your recreational activities and hopefully stimulate more park use. It has been a pleasure working with you to make sure this trail will not negatively impact the park, but rather bring a positive enhancement to the park and the community as a whole. As part of our NEPA process, we need to confirm that you, Steven Snellback, as the official with jurisdiction, agree that the Southwest Trail will enhance the park amenities at Lonsdale City Park. We have attached the currently identified preferred alignment for your review.

Please respond to this email confirming that you agree that the Southwest Trail will enhance the recreation-promoting features of Lonsdale City Park. And, of course, if you have any questions, please feel free to send me an email or give me a call.

Sincerely,

Schmidt, Cassie P.

From: Webre, Mark <MWebre@littlerock.gov>
Sent: Thursday, August 15, 2019 2:03 PM
To: Schmidt, Cassie P.
Cc: Hood, Mike
Subject: RE: Proposed Southwest Trail Project

Categories: Filed by Newforma

Yes, Parks does agree alignment of Southwest Trail through Fourche Creek, Interstate and Southside Parks as well as Arkansas River Trail will enhance the recreation-promoting features in these facilities.

Mark Webre / Deputy Director Operations

Little Rock Parks and Recreation

500 West Markham, Room 108

Little Rock, AR 72201

Phone: 501-371-6851 / Cell: 501-350-6933

Fax: 501-371-6832

www.lrpr.org



From: Schmidt, Cassie P. [mailto:CPSchmidt@GarverUSA.com]
Sent: Thursday, August 15, 2019 12:06 PM
To: Webre, Mark <MWebre@littlerock.gov>
Cc: Hood, Mike <Mhood@littlerock.gov>
Subject: FW: Proposed Southwest Trail Project

Hi Mark,

I just wanted to follow up with you after our talk yesterday. As we verbally discussed, please respond to this email confirming that the City is in favor of the project and that you agree that the Southwest Trail will enhance the recreation-promoting features of Interstate Park, Fourche Bottoms Park, Southside Park, and the Arkansas River Trail.

Additionally, attached is the layout through Interstate Park with the changes you requested. If you would please reply today that would be wonderful as I would like to send all this to AR Dept. of Parks today.

Sincerely,

Cassie Schmidt

Garver

479-287-4673

From: Schmidt, Cassie P.**Sent:** Thursday, August 1, 2019 1:01 PM**To:** Webre, Mark <MWebre@littlerock.gov>; Hood, Mike <Mhood@littlerock.gov>**Subject:** Proposed Southwest Trail Project

Good Afternoon Gentlemen,

We are all excited about the Southwest Trail coming to the City of Little Rock parks. It should be a great addition to your recreational activities and hopefully stimulate more use of your parks. It has been a pleasure working with you to make sure this trail will not negatively impact the parks, but rather bring a positive enhancement to the parks and the community as a whole. As part of our NEPA process, we need to confirm that you, Mark Webre and/or Mike Hood, as the official with jurisdiction, agree that the Southwest Trail will enhance the park amenities at Interstate Park, Fourche Bottoms Park, Southside Park, and the Arkansas River Trail. We have attached the currently identified preferred alignment for your review in the format of a Google Earth KMZ. Additionally, I have attached a PDF showing three different options that the SWT could take through Interstate Park in order to best accommodate the future canoe launch area that we previously discussed. Please let me know as soon as possible if you have a preference between the three.

Please respond to this email confirming that you agree that the Southwest Trail will enhance the recreation-promoting features of Interstate Park, Fourche Bottoms Park, Southside Park, and the Arkansas River Trail. And, of course, if you have any questions, please feel free to send me an email or give me a call.

Sincerely,

**Cassie Schmidt**Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-287-4673

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Schmidt, Cassie P.

From: Lynn A. Moore <lamoore40@att.net>
Sent: Friday, August 2, 2019 1:51 PM
To: Schmidt, Cassie P.
Subject: Re: Proposed Southwest Trail Project
Attachments: Scan_20190712.png

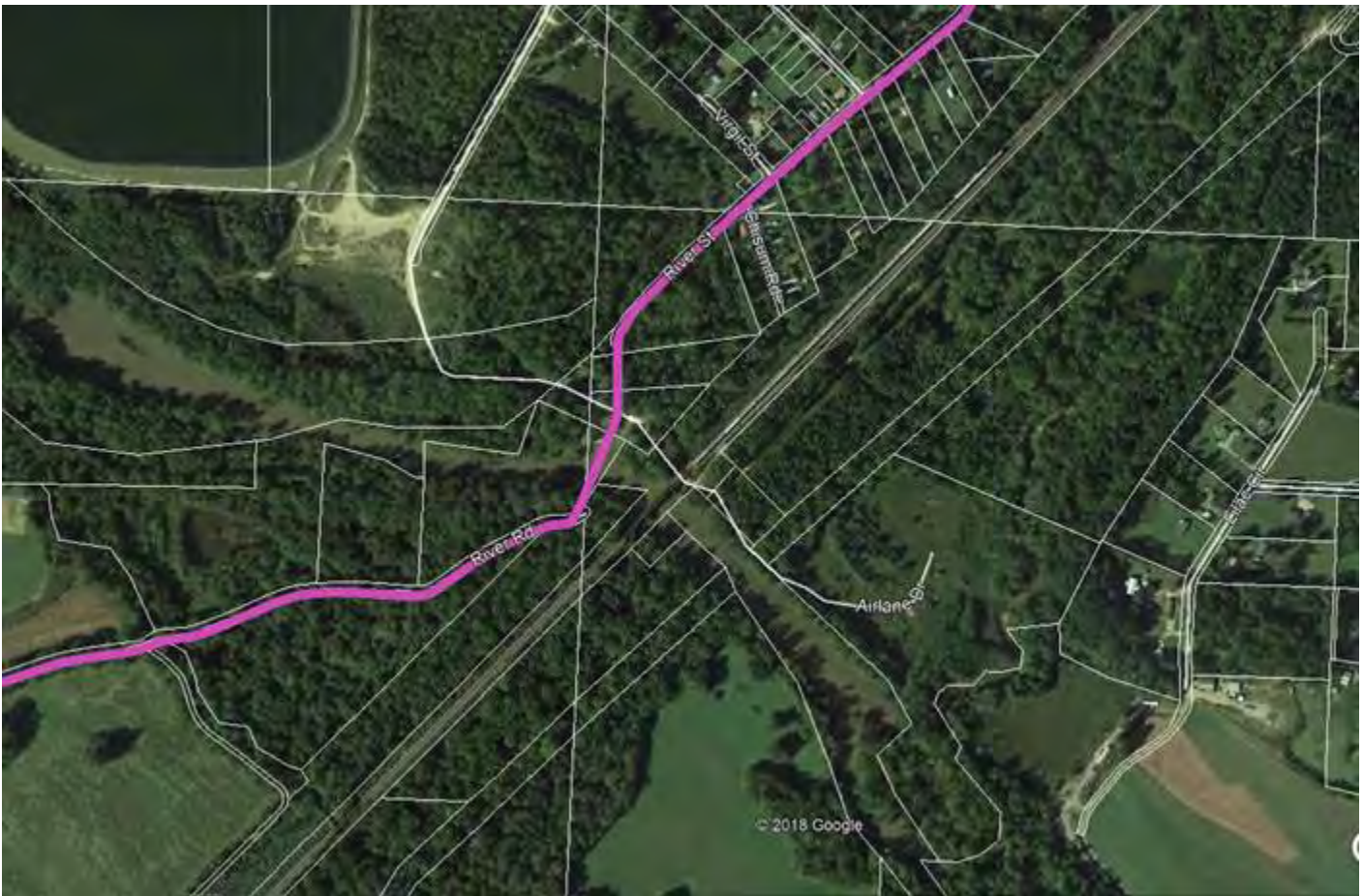
Cassie, attached is the letter that I sent earlier. Hope it's what you need. Feel free to call/email w/other concerns.

Lynn A. Moore

On Friday, August 2, 2019, 01:42:59 PM CDT, Schmidt, Cassie P. <CPSchmidt@GarverUSA.com> wrote:

Dear Mr. Moore,

We are all excited about the Southwest Trail coming to your park. It should be a great addition to your recreational activities and hopefully stimulate more park use. We have enjoyed working to ensure this trail will not negatively impact the park, but rather bring a positive enhancement to the park and the community as a whole. As part of our NEPA process, we need to confirm that you, Lynn Moore, as the official with jurisdiction, agree that the Southwest Trail will enhance the park amenities at the Saline River Regional Park & Recreation Area. We have copied below the currently identified preferred alignment for your review.



Please respond to this email confirming that you agree that the Southwest Trail will enhance the recreation-promoting features of the Saline River Regional Park & Recreation Area. And, of course, if you have any questions, please feel free to send me an email or give me a call.

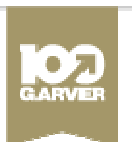
Sincerely,



Cassie Schmidt
Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-287-4673

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Bridge to the Southwest

July 10, 2019

Daniel Lamberger
Project Engineer
Garver Engineering

RE: Southwest Trail

Saline Crossing Regional Park & Recreation Area, Inc. is a not-for-profit 501(c)3 organization whose mission "is to restore and preserve the Old River Bridge, circa 1891 at the historic *Saline Crossing* site on the Southwest Trail." We function as the cheer leader for the bridge refurbishing project currently in progress.

We own and/or have management authority of approximately 13 acres including the *Saline Crossing* village site and the Old River Bridge location. Our vision is to develop the area into a family-friendly recreation area.

As an advocate of preserving history and securing public access to natural resources such as the Saline River we energetically, and whole heartedly support the development of the Southwest Trail project that is now underway.

Because of the obvious positive future impact of the Southwest Trail on our community, as well as central Arkansas, we urge and support any effort to move the project forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lynn A. Moore", with a long, sweeping horizontal line extending to the right.

Lynn A. Moore, President
Saline Crossing Regional Park & Recreation Area, Inc.
501-778-8661



January 29, 2020

Ms. Cassie Schmidt
Environmental Scientist/Environmental Specialist
Transportation Team
Garver
2049 E. Joyce Boulevard
Fayetteville, AR 72703

Southwest Bike/Pedestrian Trail, Little Rock, Arkansas

Dear Ms. Schmidt:

Thank you for your recent letter regarding the above-referenced undertaking. The QQA, founded in 1968, is dedicated to preserving greater Little Rock's historic places. We serve as a consulting party in accordance with, Section 106 of the National Historic Preservation Act, as amended and detailed in 36 CFR 800.

The QQA Board Advocacy Committee reviewed the materials last night at our monthly meeting. We were excited that this undertaking is moving forward and that the trail will connect with Central High School National Historic Site. Central High School is one of our most significant historic resources, and the Central High School Neighborhood Historic District is filled with wonderful buildings.

It is our understanding that the trail will fall within the existing right-of-way, no ground disturbance will be necessary and no structures will be modified, moved, or destroyed. Based upon the documentation provided, we concur that the undertaking should pose no adverse effect on historic properties.

If you have any questions please do not hesitate to contact me at 501-371-0075 ext. 4 or at patricia.blick@quapaw.com.

Sincerely,

Patricia M. Blick
Executive Director

C: Bobby Matthews, CHINI

Quapaw Quarter Association
Curran Hall
615 E. Capitol Avenue
P.O. Box 165023
Little Rock, Arkansas 72216
501-371-0075

Schmidt, Cassie P.

From: Matt McNair <matt.mcnaair@arkansas.gov>
Sent: Thursday, August 29, 2019 1:21 PM
To: Schmidt, Cassie P.
Subject: RE: Affected 6f Parks - SW Trail

Howdy, Cassie. Yes, I've received the email and reviewed the proposed routes, and I can confirm that the Arkansas Department of Parks, Heritage, and Tourism supports the Southwest Trail Project and has no objections to the proposed routes. Furthermore, the construction of public-use trails in these parks for pedestrian and bicycle use do not conflict with the provisions of Section 6(f)3 of the LWCF Act.

Please contact me if you need any further assistance, and have a great holiday weekend!

Cheers,
Matt McNair
Project Officer / Environmental Review Coordinator
Ark. Dept. of Parks, Heritage and Tourism
1 Capitol Mall, Little Rock, Arkansas 72201
501-682-1227

From: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>
Sent: Friday, August 23, 2019 3:58 PM
To: Matt McNair <matt.mcnaair@arkansas.gov>
Cc: McAbee, William C. <WCMcAbee@GarverUSA.com>
Subject: RE: Affected 6f Parks - SW Trail

Hi Matt,

I'm so sorry for my great delay in getting this to you. Please find attached the preliminary plans for the SWT through the City of Lonsdale Park and Interstate Park, both of which are under your/6(f) jurisdiction. Funding is not known at this time and due to a lack of funding information, no construction schedule is known yet.

We have obtained written responses from both of the local sponsors for these affected parks confirming they are in favor of the SWT's alignment through the parks.

Please reply (email or written) to confirm you've received this and please let me know if you need anything else to finalize 6f coordination at this point.

Sincerely,

Cassie Schmidt
Garver
479-287-4673

From: Matt McNair <matt.mcnaair@arkansas.gov>
Sent: Thursday, December 13, 2018 3:12 PM
To: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>
Subject: RE: Affected Parks - SW Trail

Howdy, Cassie. I am indeed ready for the holiday season, and hope you've laid suitable plans as well.

Per our conversation today (12/13/2018), it's my opinion that no action regarding 6(f)(3) compliance is required at this time. With regard to 6(f)(3)-encumbered parks, the project under consideration will enhance public outdoor recreation within the boundaries of affected sites, and are therefore allowable under 6(f)(3) guidelines. Construction within these parks (staging, construction, site rehabilitation, etc.) should be completed as quickly as possible, and such activities might need to be documented with the National Park Service; those documents, if necessary, will be submitted by our office. Local sponsors of affected parks, of course, must be willing participants in any such enhancements.

As for 4(f) requirements, I'm under the impression that is more properly addressed by the Arkansas Department of Transportation. Regardless, as we discussed, submitting this proposal to the Arkansas State Clearinghouse (<https://www.dfa.arkansas.gov/intergovernmental-services/state-clearinghouse-project-notification-review-system/>) should provide all relevant stakeholders ample time to voice any concerns.

In addition to submitting this project to the Clearinghouse, it will be helpful for you to contact me any time the project reaches a phase that might affect one of the 6(f)(3) parks we have already discussed, as any unforeseen issues are easier handled before dirt is turned. And, again, our agency is in support of the Southwest Trail, and this project is one very much in keeping with the goals of the LWCF and related provisions, so notwithstanding rejection by stakeholders, any conflicts should be easily resolved.

Okay, hope this helps. Please don't hesitate to contact me if you need any assistance, and do have a bang-up Yuletide.

Cheers,

Matt McNair
Project Officer / Environmental Review Coordinator
Arkansas Dept. of Parks & Tourism, Outdoor Recreation Grants Program
1 Capitol Mall, Little Rock, AR 72201
501.682.1227
matt.mcnaair@arkansas.gov

From: Schmidt, Cassie P. [<mailto:CPSchmidt@GarverUSA.com>]
Sent: Thursday, December 13, 2018 1:00 PM
To: Matt McNair <matt.mcnaair@arkansas.gov>
Subject: RE: Affected Parks - SW Trail

Hi Matt,

I hope this email finds you well and getting ready for the holiday season ☺

We'd like to start "formal" coordination (is that a thing?) on 4(f) and 6(f) parks. Attached is a Google Earth KMZ that shows the trail's alignment (with some alternative options) and the 5 parks within the project's footprint. Only 2 of the parks you listed below (in your August email) will be impacted by the project. Additionally, there are 4 other areas/parks (I'm not sure their names) that appear to be parks due to their on-site features (such as baseball fields & pavilions) and/or they are owned by the City and parcel data suggested they may be set aside for public use.

Anyway, so how do we start official 4f & 6f coordination? Feel free to call if you want to discuss.

Oh, and I got to meet Mike Sprague at the Southwest Trail public meeting! ☺ It was nice to put a face to the name.

Sincerely,

Cassie Schmidt

Garver

479-287-4673

From: Matt McNair <matt.mcnair@arkansas.gov>

Sent: Thursday, August 9, 2018 2:42 PM

To: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>

Subject: Affected Parks - SW Trail

Howdy, Cassie. There are five parks in the SW Trail footprint; three of them are LWCF. I made some rough slides for illustration, and attached them here. They go from east (Little Rock) to west (Hot Springs).

1. Interstate Park. This is an LWCF-funded park near the I-30/630/530 interchange.
2. Bauxite FUN Park. FUN Parks are state-funded, but we'd of course rather them not get plowed under. That being said, we're in favor of the trail.
3. Ralph Bunche Park (Benton). LWCF-funded.
4. Holland Park (Benton) As you can see, only the southwest corner of this park is in the footprint.
5. Lonsdale FUN Park. Another little FUN Park; the trail will likely go through this one, as it's between the Lonsdale community and the creek and RR bed.

Okay, hope this helps. If any of these parks are disturbed by construction activity, I'll need to comment, but again, the ADPT is in favor of this trail, so I don't anticipate a problem. Ditto the NPS; as long as existing, used facilities within the LWCF boundary are not being demolished, installing a public trail will not be an issue. As to that, though, the one place where that might occur is Ralph Bunche Park. It's pretty busy, development-wise, and so might present a construction problem. That being said, I'm not overly familiar with it, so there might well be more room than I'm remembering.

Okay, hope this helps. Let me know if you need anything else.

Cheers,

Matt McNair

Project Officer / Environmental Review Coordinator

Arkansas Dept. of Parks & Tourism, Outdoor Recreation Grants Program

1 Capitol Mall, Little Rock, AR 72201

501.682.1227

matt.mcnair@arkansas.gov

GARVER

Garver, LLC

CONSULTING ENGINEERS, ARCHITECTS, AND PLANNERS

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REV.	DATE	DESCRIPTION	BY

SOUTHWEST TRAIL
ALIGNMENT AT
LONSDALE PARK

JOB NO.: 17019260
DATE: APRIL 2019
DESIGNED BY: BDT
DRAWN BY: BDT

BAR IS ONE INCH ON
ORIGINAL DRAWING

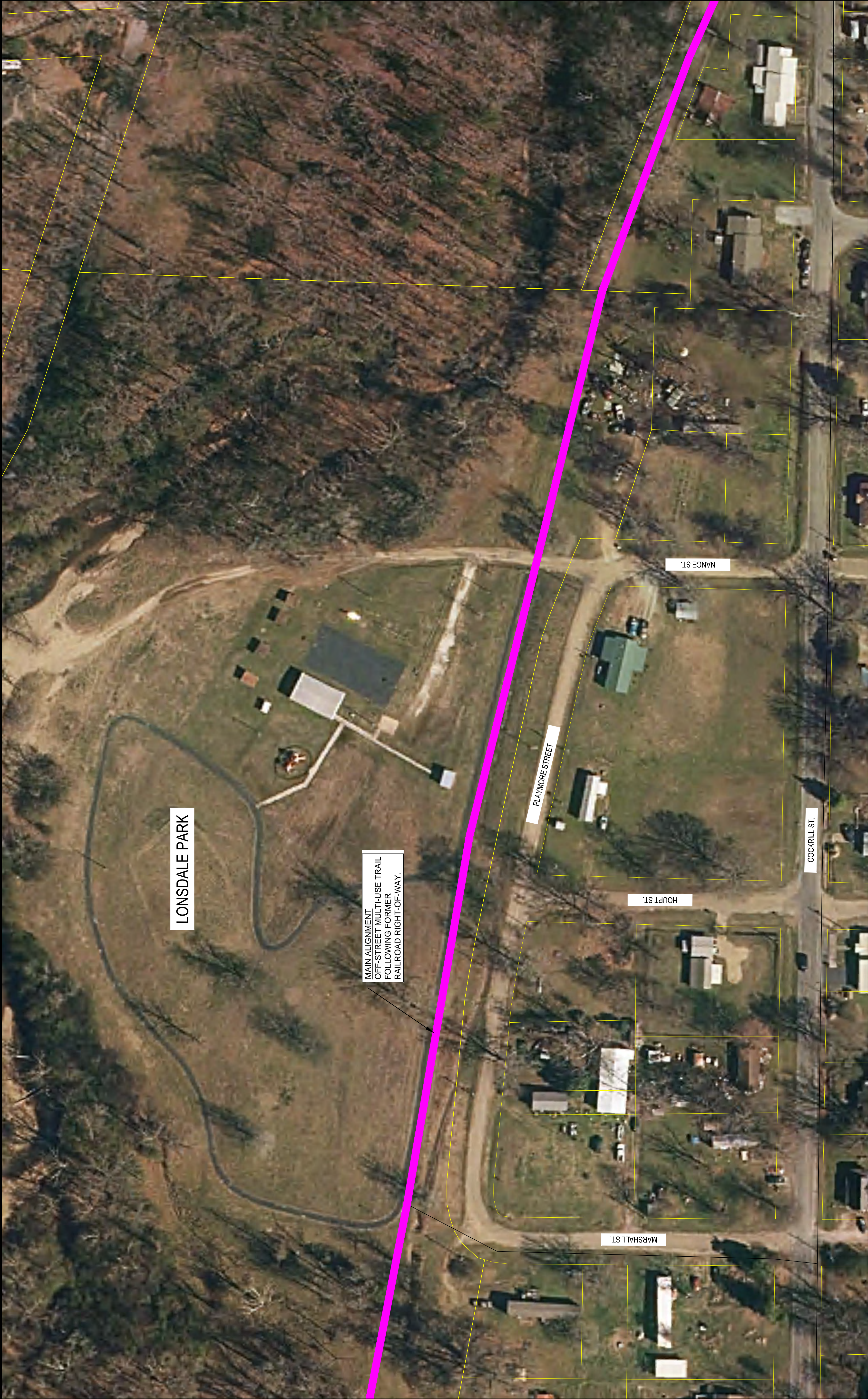
0'50'100'150'

1"=50'

IF PRINTED ON A 24" X 36" SHEET,
ALL DIMENSIONS SHALL BE
ADJUSTED ACCORDINGLY

DRAWING NUMBER
C-101

SHEET
NUMBER **2**



N

0'25'50'100'150'

SCALE: 1" = 50'

A1

PRELIMINARY ALIGNMENT PLAN

SCALE: 1" = 50'



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REV.	DATE	DESCRIPTION	BY

SOUTHWEST TRAIL ALIGNMENT AT INTERSTATE PARK
JOB NO.: 17019260 DATE: APRIL 2019 DESIGNED BY: BDT DRAWN BY: BDT
BAR IS ONE INCH ON ORIGINAL DRAWING IF PRINTED ON A 24" X 36" SHEET, ADJUST SCALES ACCORDINGLY
DRAWING NUMBER C-100
SHEET NUMBER 1

A1

PRELIMINARY ALIGNMENT PLAN

SCALE: 1" = 100'

N

0

50'

100'

200'

300'

SCALE: 1" = 100'



Schmidt, Cassie P.

From: Matt McNair <matt.mcnair@arkansas.gov>
Sent: Thursday, August 9, 2018 2:42 PM
To: Schmidt, Cassie P.
Subject: Affected Parks - SW Trail
Attachments: Parks - SW Trail footprint.pdf

Howdy, Cassie. There are five parks in the SW Trail footprint; three of them are LWCF. I made some rough slides for illustration, and attached them here. They go from east (Little Rock) to west (Hot Springs).

1. Interstate Park. This is an LWCF-funded park near the I-30/630/530 interchange.
2. Bauxite FUN Park. FUN Parks are state-funded, but we'd of course rather them not get plowed under. That being said, we're in favor of the trail.
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Okay, hope this helps. Let me know if you need anything else.

Cheers,

Matt McNair
Project Officer / Environmental Review Coordinator
Arkansas Dept. of Parks & Tourism, Outdoor Recreation Grants Program
1 Capitol Mall, Little Rock, AR 72201
501.682.1227
matt.mcnair@arkansas.gov

Interstate Park



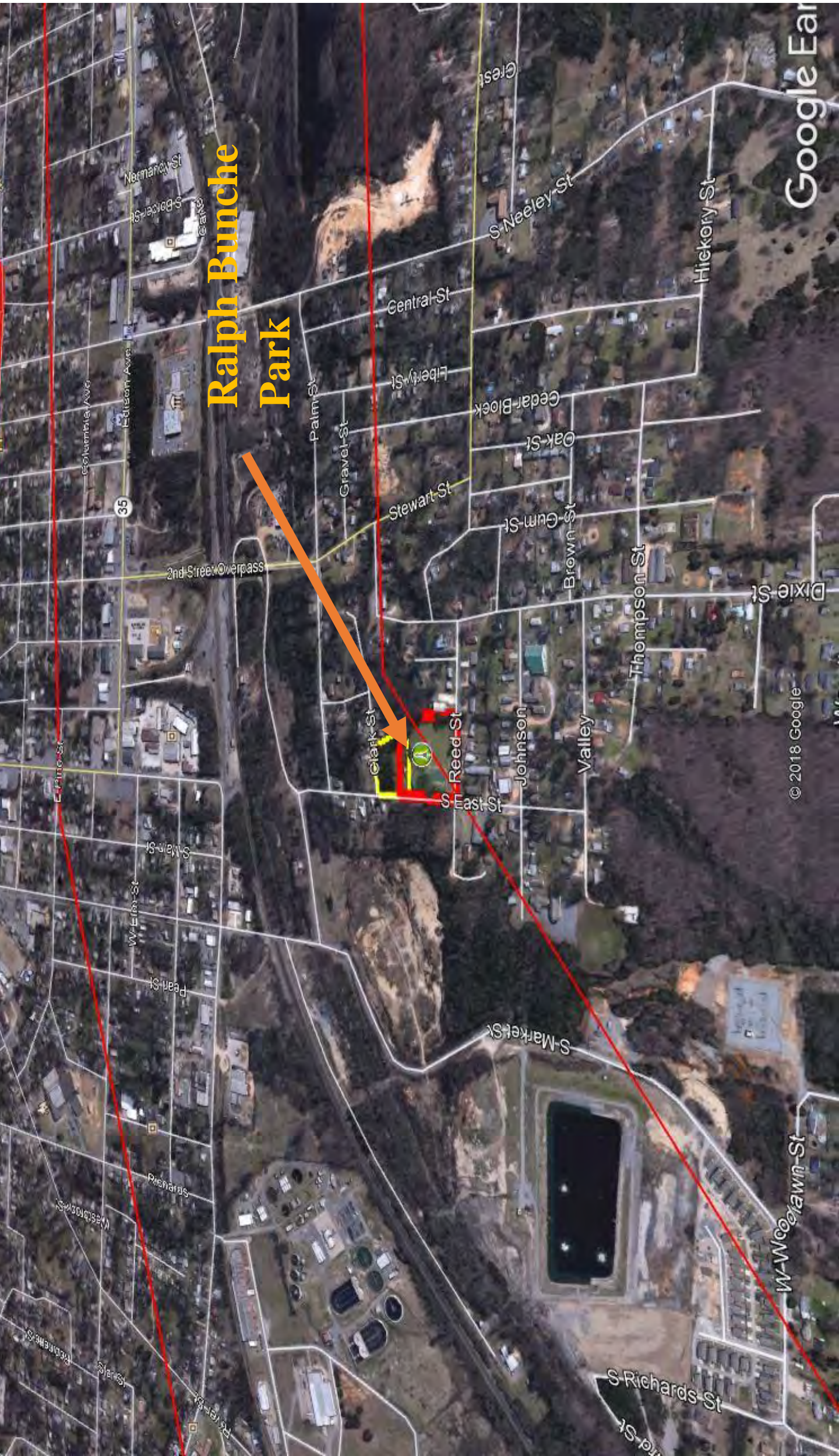
Lake

Big Rock Setting Pond

© 2018 Google

Bauxite FUN Park

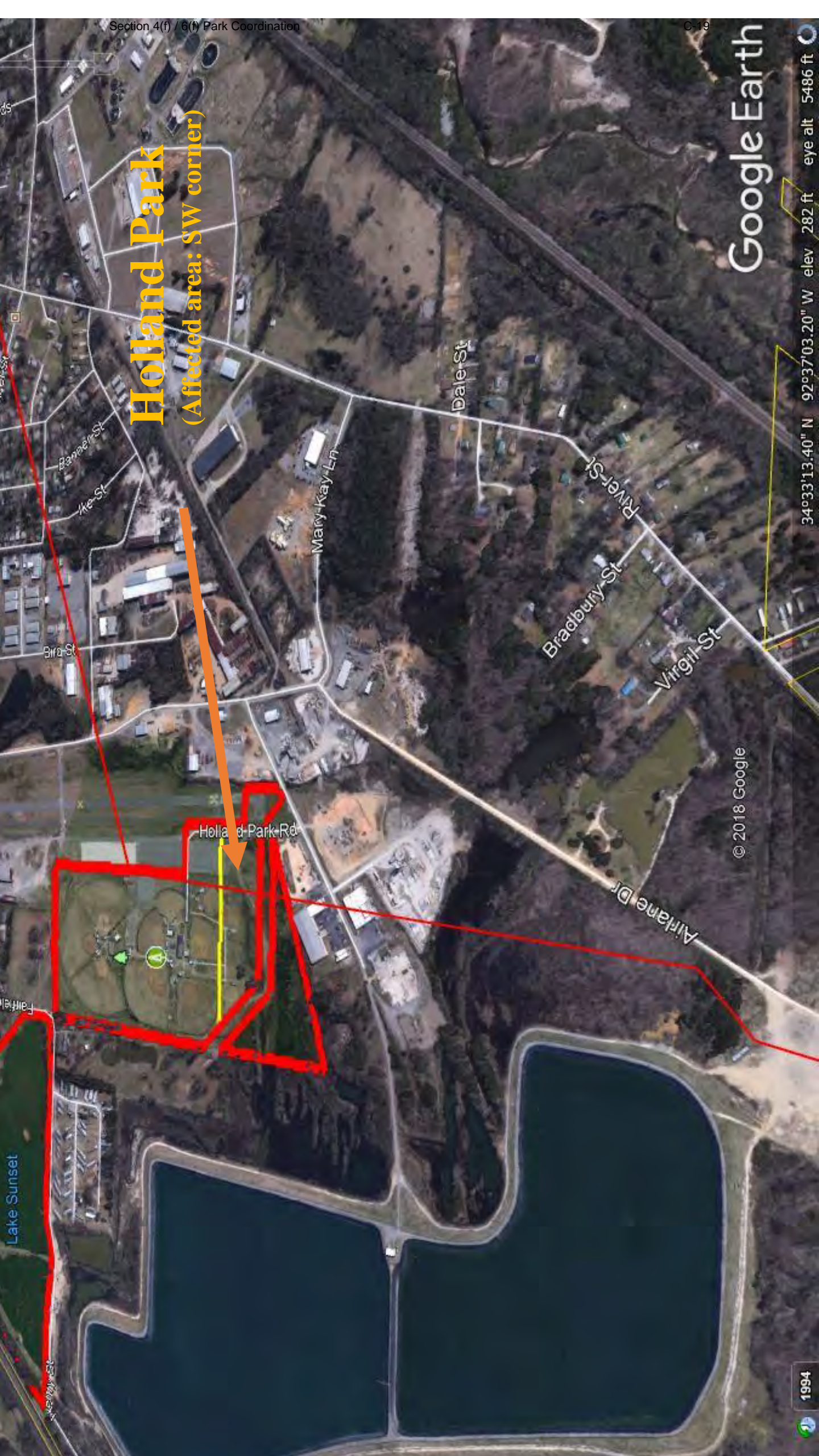




**Ralph Bunche
Park**

Holland Park

(Affected area: SW corner)

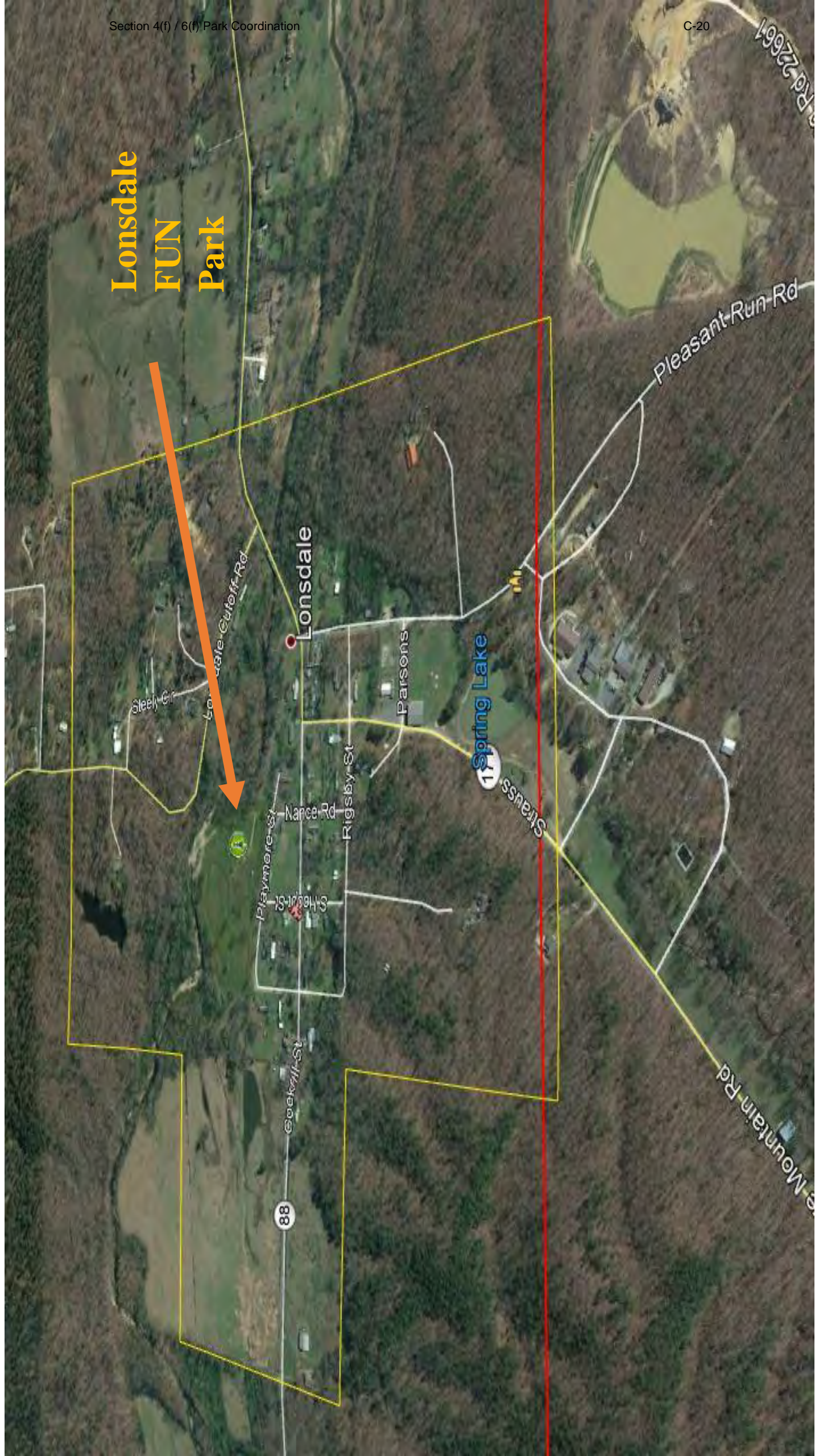


Google Earth

34°33'13.40" N 92°37'03.20" W elev 282 ft eye alt 5486 ft

© 2018 Google

Lonsdale
FUN
Park





4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

Arkansas Dept. of Parks & Tourism

→ SUPPORT ←

RECEIVED

on the date of

No apparent or immediate conflict with public outdoor recreation at this time.

Date:

August 2018

JUL 26 2018

Signature:

[Handwritten Signature]

Outdoor Recreation Grants

Kennard Williams, District Conservationist (Pulaski Co.)

Natural Resources Conservation Service, North Little Rock Service Center

4004 McCain Blvd., Suite 201

North Little Rock, AR 72116

Matt McNair

Environmental Review Coordinator

One Capitol Mall, Little Rock, Arkansas 72201

501-682-1227

matt.mcnaair@arkansas.gov

Re: Southwest Trail Between Hot Springs and Little Rock, Arkansas—East Extension
Garland, Saline, and Pulaski Counties, Arkansas
ARDOT Job No. 061562, Federal Aid Project ("FAP") No. FLAP-FLAP (16) – Southwest Trail
Request for Information – Additional Study Area

Dear Mr. Williams:

Garver is preparing a National Environmental Policy Act (NEPA) document for the Arkansas Department of Transportation (ARDOT) for the referenced project. The purpose of the project is to develop a 63-mile long recreational and alternative transportation resource trail, centrally located and spanning the area between Hot Springs National Park in Garland County and the Arkansas River Trail and the Little Rock Central High School National Historic Site in Pulaski County. We are in the process of evaluating alternatives for analysis in the NEPA document.

On May 25, 2018, we sent a letter requesting information for the project's original footprint. An approximately 1.7-mile long extension to the east end of the alignment has been added to this project; therefore, we are requesting your review of the proposed additional study area (see enclosed exhibits) and ask that you notify us of any constraints or concerns you may have regarding the proposed project. A shapefile or KMZ of the study area can be provided upon request. We are seeking comments regarding resources such as unique environmental features or environmentally sensitive areas, socio-economic concerns, proposed urban developments, and permits or approvals that should be obtained prior to construction of the project. Additionally, please provide information regarding prime or unique farmlands, farmlands of statewide importance, wetland banks, conservation easements/areas, farmed wetlands, and prior converted wetlands. Formal, written replies should be emailed to WCMcAbee@GarverUSA.com or mailed to:

Bill McAbee
Garver, LLC
4701 Northshore Drive
North Little Rock, Arkansas 72118

We would appreciate your response within 30 days to help us maintain the schedule. If you have any questions regarding this request, please contact me at 501-537-3259 or WCMcAbee@GarverUSA.com.

Sincerely,

[Handwritten Signature]

Bill McAbee

Environmental Manager

Enclosures



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

May 25, 2018

Matt McNair
Environmental Review Coordinator
Outdoor Recreation Grants Program
Arkansas Department of Parks & Tourism
1 Capitol Mall
Little Rock, Arkansas 72201

Arkansas Dept. of Parks & Tourism

→ SUPPORT ←

No apparent or immediate conflict with public outdoor recreation at this time.

Date:

25 June 2018

Signature:

Matt McNair

Matt McNair
Environmental Review Coordinator
One Capitol Mall, Little Rock, Arkansas 72201
501-682-1227
matt.mcnaire@arkansas.gov

Re: Southwest Trail Between Hot Springs and Little Rock, Arkansas
Garland, Saline, and Pulaski Counties, Arkansas
ARDOT Job No. 061562, Federal Aid Project ("FAP") No. FLAP-FLAP (16) – Southwest Trail
Request for Information

Dear Mr. McNair:

Garver is preparing a National Environmental Policy Act (NEPA) document for the Arkansas Department of Transportation (ARDOT) for the referenced project. The purpose of the project is to develop a 63-mile long recreational and alternative transportation resource trail, centrally located and spanning the area between Hot Springs National Park in Garland County and the Arkansas River Trail and the Little Rock Central High School National Historic Site in Pulaski County.

We are in the process of developing alternatives for analysis in the NEPA document. We are requesting your review the proposed study area (see enclosed exhibits) and ask that you notify us of any constraints or concerns you may have regarding the proposed project. A shapefile or KMZ of the study area can be provided upon request. We are seeking comments regarding resources such as unique environmental features or environmentally sensitive areas, species of concern, and permits or approvals that should be obtained prior to construction of the project. Formal, written replies should be emailed to WCMcAbee@GarverUSA.com or mailed to:

Bill McAbee
Garver, LLC
4701 Northshore Drive
North Little Rock, Arkansas 72118

We would appreciate your response within 30 days to help us maintain the schedule. If you have any questions regarding this request, please contact me at 501-537-3259 or WCMcAbee@GarverUSA.com.

Sincerely,

Bill McAbee

Bill McAbee
Environmental Manager

Enclosures
cc: Don Nichols-ARDOT

RECEIVED
on the date of

MAY 31 2018

Outdoor Recreation Grants

Appendix D – STATE HISTORIC PRESERVATION OFFICER CLEARANCE



ARKANSAS HERITAGE



April 19, 2020

Ms. Cassie Schmidt
Environmental Scientist
Garver, LLC
4701 Northshore Drive
North Little Rock, AR 72118

Re: Pulaski, Saline, and Garland Counties – General
Section 106 Review – FHWA
ARDOT Job Number 061562
Cultural Resources Survey Report – *A Cultural Resources Survey for the Proposed Recreational Trail Project (Southwest Trail) in Pulaski, Saline, and Garland Counties, Arkansas*
F.E.A. Project Report 2019-23
AHPP Tracking Number 101214.04

Dear Ms. Schmidt:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the referenced cultural resources survey report associated with Arkansas Department of Transportation (ARDOT) Job Number 061562 in Pulaski, Saline, and Garland Counties, Arkansas. As described in the report, the proposed undertaking entails construction of a 58.5-mile recreational trail. Proposed trail types include paved street, paved greenway within existing right-of-way (ROW), paved railroad and utility corridors, and boardwalks. Flat Earth Archeology established a 15.2-meter (50 foot) wide survey corridor and a 30.5-meter (100-foot) buffer zone extending from the perimeter of the survey corridor. The contractor limited subsurface investigation to the survey corridor and identified all previously documented cultural resources within the buffer zone.

The AHPP concurs with the methods and recommendations presented in the report. Our concurrence regarding recommendations is limited those for no further work, limiting construction to existing ROW and former/existing rail beds, and rerouting. Not included, are National Register determinations or any effect finding. The AHPP looks forward to reviewing the proposed undertaking when the information is available from the Arkansas Department of Transportation and Federal Highway Administration. The submission from the federal agency should include a thorough description, determinations regarding National Register eligibility for all the resources addressed in this report, and a finding of effect for the undertaking.

101214.04

Tribes that have expressed an interest in the area include the Caddo Nation (Ms. Tamara Francis), the Cherokee Nation (Ms. Elizabeth Toombs), the Choctaw Nation of Oklahoma (Ms. Madison Currie), the Jena Band of Choctaw Indians (Ms. Alina J. Shively), the Muscogee (Creek) Nation (Ms. Corain Lowe-Zepeda), the Osage Nation (Dr. Andrea Hunter), the Quapaw Nation (Mr. Everett Bandy), and the Shawnee Tribe (Ms. Tonya Tipton). We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this thorough and well-written report. If you have any questions, please contact Eric Mills of my staff at (501) 324-9784 or eric.mills@arkansas.gov. Please refer to the AHPP Tracking Number above in any correspondence.

Sincerely,



Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Mr. John Fleming, Arkansas Department of Transportation
Mr. Chris Branam, Flat Earth Archeology, LLC
Dr. Ann Early, Arkansas Archeological Survey



ARKANSAS HERITAGE

Asa Hutchinson
Governor
Stacy Hurst
Secretary

August 10, 2020

Mr. John Fleming
Division Head
Environmental Division
Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

Re: Pulaski and Saline Counties – General
Section 106 Review – FHWA
Southwest Trail Design
Cultural Resources Survey Addendum Report – *An Additional Cultural Resources Survey for the Proposed Recreational Trail Project (Southwest Trail) in Pulaski and Saline Counties, Arkansas – Revised Locations*
Addendum to: *Cultural Resources Survey for the Proposed Recreational Trail Project (Southwest Trail) in Pulaski, Saline, and Garland Counties, Arkansas* (FEA Project Report 2019-23)
FEA Project Report 2020-29
ARDOT Job Number 061562
AHPP Tracking Number 101214.05

Dear Mr. Fleming:


The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the above-referenced addendum cultural resources survey report. The AHPP concurs with the methods presented in the report. As described, the present investigation included an additional 9.13 miles of trail corridor. Based on the information provided in the reports, the AHPP agrees that the undertaking is unlikely to affect historic properties.

The AHPP concurs that Sites 3PU0734, 3PU0997, 3PU1078, 3PU1079, 3PU1080, 3PU1081, 3SA0001, and 3SA0307 are undetermined for National Register of Historic Places (NRHP) eligibility. We recommend archeological monitoring of ground disturbing work within the boundaries of any of these sites that correspond with the APE.

Tribes that have expressed an interest in the area include the Caddo Nation, the Cherokee Nation, the Choctaw Nation of Oklahoma, the Jena Band of Choctaw Indians, the Muscogee (Creek) Nation, the Osage Nation, the Quapaw Nation, and the Shawnee Tribe. We recommend consultation in accordance with 36 CFR § 800.2 (c) (2).

Thank you for the opportunity to review this report. If you have any questions, please contact Eric Mills at (501) 324-9784 or eric.mills@arkansas.gov.

Sincerely,


For
Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. George Sabo III, Arkansas Archeological Survey

Appendix E – U.S. FISH AND WILDLIFE SERVICE CONSULTATION

Schmidt, Cassie P.

From: Lewis, Lindsey <lindsey_lewis@fws.gov>
Sent: Tuesday, September 22, 2020 1:11 PM
To: Schmidt, Cassie P.
Subject: Re: [EXTERNAL] Section 7 Consultation for the Southwest Trail (ARDOT Job No. 061562)
Categories: Filed by Newforma

Ms. Schmidt,

The Service has reviewed the determination key results and consistency letters you have provided and concurs with the NLAA determinations for the species identified as "may affect" for this action. Your agency has met consultation requirements by informing the Service of the "No Effect" determinations. No further consultation for this project is required for these species. This letter confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the Northern Long-eared Bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the Northern Long-eared Bat.

The Service recommends that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this key in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Arkansas Ecological Services Field Office should take place before project changes are final or resources committed.

The Service has no additional comments or concerns and agrees with the determinations made through the Arkansas Dkey and NLEB Dkey. This concludes your consultation requirements for the Southwest Trail project (ARDOT Job No. 061562).

Thank you,

Lindsey Lewis
Biologist

US Fish & Wildlife Service
Arkansas Field Office
110 South Amity Rd., Suite 300
Conway, Arkansas 72032

(501) 513-4489 - voice

(501) 513-4480 - fax
Lindsey_Lewis@fws.gov
<http://www.fws.gov/arkansas-es/>

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>
Sent: Monday, September 21, 2020 11:27 AM
To: Lewis, Lindsey <lindsey_lewis@fws.gov>
Cc: Ewing, Anne (Kayti) <Kayti.Ewing@ardot.gov>; McAbee, William C. <WCMcAbee@GarverUSA.com>
Subject: [EXTERNAL] Section 7 Consultation for the Southwest Trail (ARDOT Job No. 061562)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hi Lindsey,

Please find the attached request to finalize consultation for the Southwest Trail project (ARDOT Job No. 061562). ARDOT has reviewed and approved the attached document. Please let me know if you need any additional information.

Thank you in advance for your time and attention to this project!

Sincerely,



Cassie Schmidt
Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-287-4673



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Arkansas Ecological Services Field Office
 110 South Amity Suite 300
 Conway, AR 72032-8975
 Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>



In Reply Refer To:

September 18, 2020

Consultation Code: 04ER1000-2020-TA-1478

Event Code: 04ER1000-2020-E-03827

Project Name: Southwest Trail (ARDOT Job Number 061562)

Subject: Verification letter for 'Southwest Trail (ARDOT Job Number 061562)' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Arkansas Determination Key for project review and guidance for federally listed species (Arkansas Dkey).

Dear Garver, LLC:

The U.S. Fish and Wildlife Service (Service) received on **September 18, 2020** your effect determination(s) for the 'Southwest Trail (ARDOT Job Number 061562)' (the Action) using the Arkansas DKey within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance in the Service's Arkansas DKey, you made the following effect determination(s) for the proposed action.

Species	Determination
Proposed Threatened Eastern Black Rail (<i>Laterallus jamaicensis</i> spp. <i>jamaicensis</i>)	NLAA
Threatened Red Knot (<i>Calidris canutus rufa</i>)	NLAA
Threatened Piping Plover (<i>Charadrius melodus</i>)	NLAA
Threatened Northern Long-eared Bat (<i>Myotis septentrionalis</i>)	May Affect
Threatened Missouri bladderpod (<i>Physaria filiformis</i>)	NLAA
Endangered Running Buffalo Clover (<i>Trifolium stoloniferum</i>)	NLAA
Threatened Rabbitsfoot (<i>Quadrula cylindrica cylindrica</i>)	NLAA
Endangered Pink Mucket (<i>Lampsilis abrupta</i>)	NLAA
Threatened Arkansas Fatmucket (<i>Lampsilis powellii</i>)	NLAA
Endangered Winged Mapleleaf (<i>Quadrula fragosa</i>)	NLAA

Status

The Service concurs with the NLAA determination(s) for the species listed above. Your agency has met consultation requirements by informing the Service of the “No Effect” determinations. No further consultation for this project is required for these species. This letter confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

The Service recommends that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this key in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Arkansas Ecological Services Field Office should take place before project changes are final or resources committed.

FHWA projects should not use this key for Northern Long-eared Bat determinations. Please complete the FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat Release date: December 2, 2019

The key is intended for projects funded or authorized by FHWA, FRA, or FTA, that may affect the endangered Indiana bat and/or the threatened northern long-eared bat, which requires consultation with the USFWS under Section 7 of the ESA.

Bald and Golden Eagle Protection Act: The following resources are provided to project proponents and consulting agencies as additional information. Bald and golden eagles are not included in this section 7(a)(2) consultation and this information does not constitute a determination of effects by the Service.

The Service developed the National Bald Eagle Management Guidelines to advise landowners, land managers, and others who share public and private lands with Bald Eagles when and under what circumstances the protective provisions of the BGEPA may apply to their activities. The guidelines should be consulted prior to conducting new or intermittent activity near an eagle nest. This document may be downloaded from the following site: <https://www.fws.gov/southeast/our-services/permits/eagles/>

To determine if your proposed activity is likely to take or disturb Bald Eagles, complete our step-by-step online self-certification process, which is located at <https://www.fws.gov/southeast/our-services/eagle-technical-assistance/>.

If the recommendations detailed in the National Bald Eagle Management Guidelines cannot be followed, you may apply for a permit to authorize removal or relocation of an eagle nest in certain instances. The application form is located at <http://www.fws.gov/forms/3-200-72.pdf>.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

Southwest Trail (ARDOT Job Number 061562)

2. Description

The following description was provided for the project 'Southwest Trail (ARDOT Job Number 061562)':

Pulaski, Saline, and Garland Counties, in coordination with the Arkansas Department of Transportation (ARDOT) and the Federal Highway Administration (FHWA) are proposing to construct a multi-use, non-motorized recreational trail, known as the Southwest Trail (SWT), from the City of Hot Springs in Garland County to the City of Little Rock in Pulaski County, Arkansas.

The purpose of the project is to provide a multi-use trail connecting Hot Springs National Park, the historic Saline River bridge, the Little Rock Central High School National Historic Site (CHSNHS), and the Arkansas River Trail. The SWT will allow pedestrians and bicyclists to safely enjoy outdoor recreation while fostering healthier communities and healthier individuals to enjoy a better quality of life while also providing a “green” transportation alternative and an economic stimulus to the local and regional economies.

The Preferred Alternative is approximately 62 miles long and approximately 15 feet wide depending on the location and design requirements. Various trail typical sections were developed to fit within the communities and natural areas that the trail would directly affect. These trail types include on-street facilities, off-street facilities, new locations, and boardwalks.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/34.65694317643286N92.32299169523655W>



Species Protection Measures

Bridges and Culverts

<https://www.fws.gov/southeast/pdf/species-protective-measures/bridge-and-culvert-projects.pdf>

Pipeline and Linear Projects

<https://www.fws.gov/southeast/pdf/species-protective-measures/pipeline-and-linear-projects.pdf>

Qualification Interview

1. Have you made an effects determination of "no effect" for all species in the area of the project? A "no effect" determination means the project will have no beneficial effect, no short-term adverse effects, and no long-term adverse effects on any of the species on the IPaC-generated species list for the proposed project or those species habitat. A project with effects that cannot be meaningfully measured, detected or evaluated, effects that are extremely unlikely to occur, or entirely beneficial effects should not have a "no effect" determination. (If unsure, select "No").

No

2. Is the action authorized, funded, or being carried out by a Federal agency?

Yes

3. Choose the Federal agency you represent in this consultation with the U.S. Fish and Wildlife Service:

d. Federal Highway Administration

4. Will project proponents follow [Special Provisions for avoidance and minimization](#) measures for listed species in Arkansas?

Yes

5. [Semantic] Does the project intersect designated critical habitat for the Leopard Darter?

Automatically answered

No

6. [Semantic] Does the project intersect designated critical habitat for the Neosho Mucket?

Automatically answered

No

7. [Semantic] Does the project intersect designated critical habitat for Yellowcheek Darter?

Automatically answered

No

8. [Semantic] Does the project intersect designated critical habitat for Rabbitsfoot?

Automatically answered

No

9. [Semantic] Does the project intersect the American burying beetle consultation area ?

Automatically answered

No

10. [Semantic] Does the project intersect the red-cockaded woodpecker AOI?

Automatically answered

No

11. [Semantic] Does the project intersect the Eastern black rail AOI?

Automatically answered

Yes

12. Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

No

13. Does the project take place in marshy or flooded open field habitat?

Yes

14. Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Yes

15. Has Eastern Black Rail been detected at the site?

No

16. [Semantic] Does the project intersect the red knot AOI?

Automatically answered

Yes

17. [Semantic (same answer as "8.1.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

18. [Semantic (same answer as "8.2")] Does the project take place in marshy or flooded open field habitat?

Automatically answered

Yes

19. [Semantic (same answer as "8.3")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

20. Are red knots present on the site during the proposed action?

No

21. [Semantic] Does the project intersect the Piping Plover AOI?

Automatically answered

Yes

22. [Semantic (same answer as "8.1.3 or 9.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

23. [Semantic (same answer as "8.3" or "9.9")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

24. [Semantic] Does the project intersect the Whooping Crane AOI?

Automatically answered

No

25. [Semantic] Does the project intersect the interior least tern AOI?

Automatically answered

No

26. [Semantic] Does the project intersect the Gray Bat AOI?

Automatically answered

No

27. [Semantic] Does the project intersect the Ozark Big-eared Bat AOI?

Automatically answered

No

28. [Semantic] Does the project intersect the Indiana bat AOI?

Automatically answered

No

29. [Semantic] Does the project intersect the Northern Long-eared bat AOI?

Automatically answered

Yes

30. [Semantic] Does the project intersect the Benton County Cave Crayfish AOI?

Automatically answered

No

31. [Semantic] Does the project intersect the Hell Creek Cave Crayfish AOI?

Automatically answered

No

32. [Semantic] Does the project intersect the Ozark cavefish AOI?

Automatically answered

No

33. [Semantic] Does the project intersect the Missouri bladderpod AOI?

Automatically answered

Yes

34. [Semantic] Does the project intersect the Geocarpon AOI?

Automatically answered

No

35. [Semantic] Does the project intersect the running buffalo clover AOI?

Automatically answered

Yes

36. [Semantic] Does the project intersect the Pondberry AOI?

Automatically answered

No

37. [Semantic] Does the project occur within the survey coordination area?

Automatically answered

Yes

38. This project intersects a waterbody where listed aquatic species may occur. Have you contacted the Arkansas Ecological Services Office to determine if a fish, mussel, or amphibian species survey or suitable habitat survey is recommended for this project?

Yes

39. Was a species survey recommended by the Arkansas ES Field Office?

No

40. Does the project contain any of the following activity types:

Boat Ramps,
Bridges,
Culverts,
Development,
Dams or Impoundments (including berms and levees),
Streambank Stabilization (or other streambank work),
Pipeline and linear projects,
Water intakes/withdrawals, or
Stream or ditch relocation?

Yes

41. Does the project include Streambank Stabilization (or other streambank work)?

No

42. Does the project include Boat Ramps?

No

43. Does the project include Bridges and Culverts?

Yes

44. Does the project include the Bridges and Culverts species [protective measures](#), as applicable to the project and site characteristics?

Yes

45. Does the project include Dams and Impoundments (including berms or levees)?

No

46. Does the project include Development?

No

47. Is the project a Pipeline or Linear Project?

Yes

48. Does the project include the Pipeline and Linear Projects species [protective measures](#), as applicable to the project and site characteristics?

Yes

49. Does the project include Water Intakes/Withdrawals?

No

50. Does the project include Stream or Ditch Relocation?

No

51. [Semantic] Does the project intersect the rabbitsfoot AOI?

Automatically answered

Yes

52. [Semantic] Does the project intersect the neosho mucket AOI?

Automatically answered

No

53. [Semantic] Does the project intersect the Spectaclecase AOI?

Automatically answered

No

54. [Semantic] Does the project intersect the snuffbox AOI?

Automatically answered

No

55. [Semantic] Does the project intersect the speckled pocketbook AOI?

Automatically answered

No

56. [Semantic] Does the project intersect the ouachita rock pocketbook AOI?

Automatically answered

No

57. [Semantic] Does the project intersect the fat pocketbook AOI?

Automatically answered

No

58. [Semantic] Does the project intersect the Curtis pearlymussel AOI?

Automatically answered

No

59. [Semantic] Does the project intersect the scaleshell AOI?

Automatically answered

No

60. [Semantic] Does the project intersect the pink mucket AOI?

Automatically answered

Yes

61. [Semantic] Does the project intersect the Arkansas fatmucket AOI?

Automatically answered

Yes

62. [Semantic] Does the project intersect the winged mapleleaf AOI?

Automatically answered

Yes

63. [Semantic] Does the project intersect the leopard darter AOI?

Automatically answered

No

64. [Semantic] Does the project intersect the Yellowcheek darter AOI?

Automatically answered

No

65. [Semantic] Does the project intersect the Ozark hellbender AOI?

Automatically answered

No

66. [Semantic] Does the project intersect the harperella AOI?

Automatically answered

No

67. [Semantic] Does the project intersect the pallid sturgeon AOI?

Automatically answered

No

Project Questionnaire

1. **If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.**

1. Estimated total acres of forest conversion:

37

2. 2. If known, estimated acres of forest conversion from April 1 to October 31

37

3. 3. If known, estimated acres of forest conversion from June 1 to July 31

37

4. **If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.**

4. Estimated total acres of timber harvest

0

5. 5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. 6. If known, estimated acres of timber harvest from June 1 to July 31

0

7. **If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.**

7. Estimated total acres of prescribed fire

0

8. 8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. 9. If known, estimated acres of prescribed fire from June 1 to July 31

0

10. **If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.**

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0