October 17, 2019

TO: Master Files

FROM: John Fleming, Division Head, Environmental Division

SUBJECT: Job Number 020630
FAP Number NHPP-0135(2)
Wabbaseka – Stuttgart (Passing Lanes) (S)
Route 79, Sections 10 & 11
Jefferson & Arkansas Counties
Tier 2 Categorical Exclusion

The Environmental Division reviewed the referenced project and has determined it falls within the definition of a Tier 2 Categorical Exclusion under 23 Code of Federal Regulations, Section 771.117, and the ArDOT/FHWA Memorandum of Agreement on the processing of Categorical Exclusions. A public hearing will not be offered for this project.

The purpose of this project is to improve the capacity along four sections of Highway 79 between Wabbaseka and Stuttgart in Jefferson and Arkansas Counties by constructing passing lanes and improving the highway cross section. The project would have four 1-mile long alternating northbound and southbound passing lanes. A project location map is attached.

The existing cross section consists of two 11’ wide travel lanes with 6’ paved shoulders. The proposed cross section would consist of three 12’ wide travel lanes with 6’ paved shoulders on the passing lane side and 8’ paved shoulders on the non-passing lane side. The existing average right of way width varies between 120’-310’. Most of the improvements will be constructed within existing right of way, but where right of way acquisition would be required, the proposed average right of way width would vary between 140’-310’. A total of 5.5 acres of new right of way and 0.1 acre of temporary construction easements will be needed for the project.
Design data for this project is as follows:

<table>
<thead>
<tr>
<th>Design Year</th>
<th>Average Daily Traffic</th>
<th>Percent Trucks</th>
<th>Design Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>3,900 vpd</td>
<td>19</td>
<td>55 mph</td>
</tr>
<tr>
<td>2040</td>
<td>4,700 vpd</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The proposed project would not involve relocations, underground storage tanks, hazardous materials, environmental justice issues, streams, or cultural resources. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic concerns. Approximately 2.9 acres of prime farmland would be converted to highway right of way. The Farmland Conversion Impact Rating form and State Historic Preservation Officer clearance are attached.

Construction of the proposed project would impact approximately 10.1 acres of scrub/shrub wetlands. The wetlands are primarily located in the man-made borrow ditches adjacent to the existing roadway. Approximately 78.78 wetland mitigation credits debited from the ARDOT Ink Bayou Mitigation Bank located in Pulaski County will be required to mitigate for the wetland impacts. Construction of this project should be covered under the terms of a Nationwide Permit 23 for Approved Categorical Exclusions.

The U.S. Fish and Wildlife Service Information for Planning and Consultation official species list for the proposed project lists the Eastern Black Rail (*Laterallus jamaicensis*), the Ivory-billed Woodpecker (*Campephilus principalis*), and the Piping Plover (*Charadrius melodus*) as species that may occur within the project area. Based on the lack of habitat in the project area, it has been determined that the proposed project will have “no effect” on all listed species.

Jefferson and Arkansas Counties participate in the National Flood Insurance Program. The project lies within a Zone A, Special Flood Hazard Area. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project. None of the encroachments will constitute a substantial floodplain encroachment or a risk to property or life.
A screening level noise analysis using the FHWA TNM 2.5 software program was completed for the project. Although a minor noise level increase (< 1 dB) was predicted under future build conditions, no noise sensitive receptors were identified. The noise assessment is attached.

A public involvement meeting for the proposed project was held on Thursday, August 8, 2019. The public involvement meeting synopsis is attached.

Attachments:
- Project Location Map
- Farmland Rating Form
- SHPO Clearance
- USFWS Species List
- Noise Assessment
- PI Synopsis
- Environmental Study Checklist
- Design Sheet

Approved:

Kevin Thornton
Assistant Chief Engineer-Planning

JF:SS:am

c: Program Management
  Right of Way
  Roadway Design
  District 2
  FHWA
July 5, 2019

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

RE: Arkansas and Jefferson Counties — General
Section 106 Review — FHWA
Response Letter: Wabbaseka-Stuttgart (Passing Lanes) (S)
Route 79, Sections 10 & 11
ARDOT Job Number: 020630
AHPP Tracking Number: 104135

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form for the above-referenced job. The undertaking entails construction of two northbound and two southbound passing lanes on Arkansas Highway 79 in Arkansas and Jefferson Counties. The total new right-of-way acquisition for the northbound lanes totals 2.2 hectares (5.4 acres). The total length of the project is 7.72 kilometers (4.8 miles).

Based on the provided information and the negative results of the cultural resources investigation, the AHPP concurs with the finding of no historic properties affected pursuant to 36 CFR § 800.4(d)(1) for the proposed undertaking.

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

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Eric Mills of my staff at 501-324-9784 or email eric.mills@arkansas.gov.

Sincerely,

Scott Kaufman
Director, AHPP

cc: Mr. Randall Looney, Federal Highway Administration
Dr. Ann Early, Arkansas Archeological Survey
**FARMLAND CONVERSION IMPACT RATING**
FOR CORRIDOR TYPE PROJECTS

### PART I (To be completed by Federal Agency)
- **Job**: 020630
- **Date of Land Evaluation Request**: 10/4/19
- **Federal Agency Involved**: FHWA

#### 1. Name of Project
- **Wabbaseka - Stuttgart (Passing Lanes) (Hwy. 79)**

#### 2. Type of Project
- **Passing Lanes**

#### 3. County and State
- **Arkansas & Jefferson AR.**

### PART II (To be completed by NRCS)
- **Date Request Received by NRCS**: 
- **Person Completing Form**: 

#### 3. Does the corridor contain prime, unique statewide or local important farmland?
- **YES**
- **NO**

#### 5. Major Crop(s)

#### 6. Farmable Land in Government Jurisdiction
- **Percent**: %

#### 7. Amount of Farmland As Defined in FPPA
- **Acres**: %

### PART III (To be completed by Federal Agency)

### Alternative Corridor For Segment

<table>
<thead>
<tr>
<th>Corridor A</th>
<th>Corridor B</th>
<th>Corridor C</th>
<th>Corridor D</th>
</tr>
</thead>
</table>

### PART IV (To be completed by NRCS) Land Evaluation Information

#### A. Total Acres Prime And Unique Farmland
- **2.90**

#### B. Total Acres Statewide And Local Important Farmland

#### C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted

#### D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value

### PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

### PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))

<table>
<thead>
<tr>
<th>Factor</th>
<th>Maximum Points</th>
<th>Corridor A</th>
<th>Corridor B</th>
<th>Corridor C</th>
<th>Corridor D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Area in Nonurban Use</td>
<td>15</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Perimeter in Nonurban Use</td>
<td>10</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Percent Of Corridor Being Farmed</td>
<td>20</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Protection Provided By State And Local Government</td>
<td>20</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Size of Present Farm Unit Compared To Average</td>
<td>10</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Creation Of Nonfarmable Farmland</td>
<td>25</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Availability Of Farm Support Services</td>
<td>5</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. On-Farm Investments</td>
<td>20</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Effects Of Conversion On Farm Support Services</td>
<td>25</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Compatibility With Existing Agricultural Use</td>
<td>10</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CORRIDOR ASSESSMENT POINTS</strong></td>
<td>160</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PART VII (To be completed by Federal Agency)

#### Relative Value Of Farmland (From Part V)
- **100**

#### Total Corridor Assessment (From Part VI above or a local site assessment)
- **160**

#### TOTAL POINTS (Total of above 2 lines)
- **260**

### 1. Corridor Selected: New Location Adjacent to existing

### 2. Total Acres of Farmlands to be Converted by Project:
- **2.90 acres of Prime Farmland**

### 3. Date Of Selection:

### 4. Was A Local Site Assessment Used?
- **YES**
- **NO**

5. Reason For Selection:

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**Signature of Person Completing this Part:**

**DATE:** 10/4/19

**NOTE:** Complete a form for each segment with more than one Alternate Corridor
In Reply Refer To:  
Consultation Code: 04ER1000-2019-SLI-1550  
Event Code: 04ER1000-2019-E-03171  
Project Name: 020630 Wabbaseka - Stuttgart (Passing Lanes)

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies endangered, threatened, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). This letter only provides an official species list and technical assistance; if you determine that listed species and/or designated critical habitat may be affected in any way by the proposed project, even if the effect is wholly beneficial, consultation with the Service will be necessary.

If you determine that this project will have no effect on listed species and their habitat in any way, then you have completed Section 7 consultation with the Service and may use this letter in your project file or application.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found on our website.

Please visit our website at http://www.fws.gov/arkansas-es/IPaC/home.html for species-specific guidance to avoid and minimize adverse effects to federally endangered.
threatened, proposed, and candidate species. Our web site also contains additional information on species life history and habitat requirements that may be useful in project planning.

If your project involves in-stream construction activities, oil and natural gas infrastructure, road construction, transmission lines, or communication towers, please review our project specific guidance at http://www.fws.gov/arkansas-es/IPaC/ProjSpec.html.

The karst region of Arkansas is a unique region that covers the northern third of Arkansas and we have specific guidance to conserve sensitive cave-obligate and bat species. Please visit http://www.fws.gov/arkansas-es/IPaC/Karst.html to determine if your project occurs in the karst region and to view karst specific-guidance. Proper implementation and maintenance of best management practices specified in these guidance documents is necessary to avoid adverse effects to federally protected species and often avoids the more lengthy formal consultation process.

If your species list includes any mussels, Northern Long-eared Bat, Indiana Bat, Yellowcheek Darter, Red-cockaded Woodpecker, or American Burying Beetle, your project may require a presence/absence and/or habitat survey prior to commencing project activities. Please check the appropriate species-specific guidance on our website to determine if your project requires a survey. We strongly recommend that you contact the appropriate staff species lead biologist (see office directory or species page) prior to conducting presence/absence surveys to ensure the appropriate level of effort and methodology.

Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make “no effect” determinations. If you determine that your proposed action will have “no effect” on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

Through the consultation process, we will analyze information contained in a biological assessment that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a habitat conservation plan) is necessary to harm or harass federally listed threatened or endangered fish or wildlife species. In either case, there is no mechanism for authorizing incidental take “after-the-fact.” For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at www.fws.gov/endangered/esa-library/index.html#consultations.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to
federally proposed, listed, and candidate species and federally designated and proposed critical
habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the
Act, **the accuracy of this species list should be verified after 90 days.** This verification can be
completed formally or informally as desired. The Service recommends that verification be
completed by visiting the ECOS-IPaC website at regular intervals during project planning and
implementation for updates to species lists and information. An updated list may be requested
through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

We appreciate your concern for threatened and endangered species. The Service encourages
Federal agencies to include conservation of threatened and endangered species into their project
planning to further the purposes of the Act. **Please include the Consultation Tracking Number
in the header of this letter with any request for consultation or correspondence about your
project that you submit to our office.**

Attachment(s):

- Official Species List
Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
(501) 513-4470
Project Summary
Consultation Code: 04ER1000-2019-SLI-1550
Event Code: 04ER1000-2019-E-03171
Project Name: 020630 Wabbleka - Stuttgart (Passing Lanes)
Project Type: TRANSPORTATION
Project Description: construct 4 passing lane sections
Project Location:
Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/34.41779792975778N91.73156602596428W

Counties: Arkansas, AR | Jefferson, AR
Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. **NOAA Fisheries**, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Birds

<table>
<thead>
<tr>
<th>NAME</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Black Rail <em>Laterallus jamaicensis</em> ssp. <em>jamaicensis</em></td>
<td>Proposed Threatened</td>
</tr>
<tr>
<td>No critical habitat has been designated for this species.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/10477">https://ecos.fws.gov/ecp/species/10477</a></td>
<td></td>
</tr>
<tr>
<td>Ivory-billed Woodpecker <em>Campephilus principalis</em></td>
<td>Endangered</td>
</tr>
<tr>
<td>No critical habitat has been designated for this species.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/8230">https://ecos.fws.gov/ecp/species/8230</a></td>
<td></td>
</tr>
<tr>
<td>Piping Plover <em>Charadrius melodus</em></td>
<td>Threatened</td>
</tr>
<tr>
<td>Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.</td>
<td></td>
</tr>
<tr>
<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/6039">https://ecos.fws.gov/ecp/species/6039</a></td>
<td></td>
</tr>
</tbody>
</table>

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.
**Fundamentals of Sound and Noise**

Noise is defined as unwanted or undesirable sound. The three basic parameters of how noise affects people are summarized below.

*Intensity* is determined by the level of sound expressed in units of decibels (dB). A 3 dB change in sound level is barely perceptible to most people in a common outdoor setting. However, a 5 dB increase presents a noticeable change and a 10 dB sound level increase is perceived to be twice as loud. Outdoor conversation at normal levels at a distance of 3 feet becomes difficult when the sound level exceeds the mid-60 dBA range.

*Frequency* is related to the tone or pitch of the sound. The amplification or attenuation of different frequencies of sound to correspond to the way the human ear “hears” these frequencies is referred to as “A-weighting.” The A-weighted sound level in decibels is expressed as dBA.

*Variation* with time occurs because most noise fluctuates from moment to moment. A single level called the equivalent sound level (Leq) is used to compensate for this fluctuation. The Leq is a steady sound level containing the same amount of sound energy as the actual time-varying sound evaluated over the same time period. The Leq averages the louder and quieter moments, but gives more weight to the louder moments.

For highway noise assessment purposes, Leq is typically evaluated over the worst 1-hour period and written as Leq(h). The Leq(h) commonly describes sound levels at locations of outdoor human use and activity, and reflects the conditions that will typically produce the worst traffic noise (e.g., the highest traffic volumes traveling at the highest possible speeds).

**Noise Impact and Abatement Criteria**

Traffic noise impacts are determined by comparing design year Leq(h) values to: (1) a set of Noise Abatement Criteria (NAC) for different land use categories; and (2) existing Leq(h) values. A noise impact occurs when design year (future build) levels approach, meet, or exceed the NAC value or when a substantial increase in noise occurs. “Approach” is defined as a level within 1 dBA of the NAC value, and a substantial increase is defined as 10 dBA or greater than existing noise levels. For screening level noise analysis (screening analysis) purposes, the
ARDOT Policy on Highway Traffic Noise Abatement requires determining noise levels within 4 decibels of the NAC.

A noise sensitive receptor (receptor) is defined as a representative location of a noise sensitive area for various land uses. Most receptors associated with highway traffic noise analysis are categorized as NAC Activity Category B (residential) and C (e.g., parks, hospitals, schools, places of worship). Since the NAC for Activity Categories B and C is 67 dBA, noise impacts would occur at the approach level of 66 dBA. The screening analysis threshold would be 63 dBA.

Consideration of noise abatement measures is required when the NAC value is approached or exceeded, or when a substantial increase is predicted. Noise barriers (e.g., walls or berms) are the most common noise abatement measures.

**Screening Level Noise Analysis**

A screening analysis may be performed for projects that are unlikely to cause noise impacts and/or where noise abatement measures are likely to be unfeasible for acoustical or engineering reasons. Factors common to these types of projects include low traffic volumes, slower speeds, the presence of few or no receptors, and the need for roadway access points (e.g., driveways, Main Street scenarios, etc.).

Screening analysis results represent a worst-case scenario with higher sound levels than would be expected in detailed modeling, and may be used to determine the need for detailed analysis if noise impacts are likely and the placement of noise barriers is feasible. It may also be used for projects that lack receptors in order to assess impacts on undeveloped or developing land.

The FHWA Traffic Noise Model Version 2.5 (TNM) software program is used to predict existing and future Leq(h) traffic noise levels. The TNM straight line model uses the existing year and design year traffic and roadway information. Receivers (discrete points modeled in the TNM program) are incrementally placed away from the roadway centerline to determine the distances to which noise impacts and noise levels within 4 dBA of the NAC extend. The model assumes that the roadway and receivers were located at the same elevation with no intervening barriers such as topography or dense vegetation.

**Project Evaluation and Screening Analysis Results**

Few potential receptors exist along the Highway 79 corridor, which has relatively low traffic volumes. Noise barriers would likely not be feasible for engineering reasons because established land uses require driveways and intersecting
roadways. A screening analysis was therefore considered appropriate for this project.

TNM modeling was completed using the existing year 2020 and design year 2040 (future build) traffic and roadway information. Receivers were incrementally extended from the centerline of Highway 79 to a maximum distance of 400 feet. The distances correlating to the 66 dBA noise impact level for existing and future build conditions and the 63 dBA screening analysis threshold for future build conditions were determined. The tenth value was used for rounding the decibel levels (e.g., 65.7 dBA reported as 66 dBA). The model calculation tables and input data are attached. The predicted noise impact and screening analysis distances are summarized below.

No receptors were identified within either the existing noise impact distance (approximately 100 feet from the centerline) or the predicted noise impact distance under future build conditions (approximately 125 feet from the centerline). No receptors were identified within the predicted screening analysis threshold distance under future build conditions (approximately 200 feet from the centerline). No substantial increases (≥10 dBA) were predicted. A detailed noise analysis is therefore not necessary for this project.

**Information for Local Officials**

The ARDOT encourages local communities and developers to practice noise compatibility planning. As presented in Table 1, noise level predictions for future build conditions were made at distances of 125, 250, 300, and 400 feet. Exterior areas of Activity B and C land uses would be impacted within a distance of approximately 125 feet from the centerline of Highway 79. These predictions do not represent noise levels at every location at a particular distance back from the roadway. Noise levels will vary with changes in terrain and other site conditions.

<table>
<thead>
<tr>
<th>Distance (ft)*</th>
<th>Leq(h), dBA**</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
<td>66</td>
</tr>
<tr>
<td>250</td>
<td>60</td>
</tr>
<tr>
<td>300</td>
<td>58</td>
</tr>
<tr>
<td>400</td>
<td>55</td>
</tr>
</tbody>
</table>

* Perpendicular to centerline of Highway 79  
** Rounded to tenth value

Table 2 presents the NAC. This information is included to inform local officials and planners of anticipated noise levels so that future development will be
In compliance with federal guidelines, a copy of this screening analysis will be transmitted to the Southeast Arkansas Regional Planning Commission for land use planning purposes.

Table 2. Noise Abatement Criteria (NAC)

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Leq(h) dBA</th>
<th>Evaluation Location</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>57</td>
<td>Exterior</td>
<td>Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td>
</tr>
<tr>
<td>B*</td>
<td>67</td>
<td>Exterior</td>
<td>Residential properties.</td>
</tr>
<tr>
<td>C*</td>
<td>67</td>
<td>Exterior</td>
<td>Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.</td>
</tr>
<tr>
<td>D</td>
<td>52</td>
<td>Interior</td>
<td>Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.</td>
</tr>
<tr>
<td>E*</td>
<td>72</td>
<td>Exterior</td>
<td>Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.</td>
</tr>
<tr>
<td>F</td>
<td>---</td>
<td>---</td>
<td>Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.</td>
</tr>
<tr>
<td>G</td>
<td>---</td>
<td>---</td>
<td>Undeveloped lands that are not permitted.</td>
</tr>
</tbody>
</table>

* Includes undeveloped lands permitted for this activity category.
RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Job 020630
RUN: Existing 2020
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

<table>
<thead>
<tr>
<th>Name</th>
<th>No.</th>
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<th>Type Impact</th>
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<th>Noise Reduction Calculated</th>
<th>Goal</th>
<th>Calculated minus Goal</th>
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Dwelling Units

<table>
<thead>
<tr>
<th># DUs</th>
<th>Noise Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min</td>
</tr>
<tr>
<td></td>
<td>dB</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>dB</th>
<th>dB</th>
<th>dB</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Selected</td>
<td>15</td>
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<td>0.0</td>
</tr>
<tr>
<td>All Impacted</td>
<td>4</td>
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<td>0.0</td>
</tr>
<tr>
<td>All that meet NR Goal</td>
<td>0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>
## RESULTS: SOUND LEVELS

### PROJECT/CONTRACT:
Job 020630

### RUN:
Proposed 2040

### BARRIER DESIGN:
INPUT HEIGHTS

### ATMOSPHERICS:
68 deg F, 50% RH

---

**Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.**

---

<table>
<thead>
<tr>
<th>Name</th>
<th>No.</th>
<th>#DUs</th>
<th>Existing LAeq1h</th>
<th>No Barrier LAeq1h Calculated</th>
<th>Crit’n</th>
<th>Increase over existing Calculated</th>
<th>With Barrier Calculated LAeq1h</th>
<th>Noise Reduction Calculated</th>
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<th>Calculated minus Goal</th>
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**Dwelling Units**

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<th>Avg</th>
<th>Max</th>
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<td>db</td>
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<td>All impacted</td>
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<tr>
<td>All that meet NR Goal</td>
<td>0</td>
<td>0.0</td>
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</table>
### NOISE DATA WORKSHEET

**Job No:** 020630

**Job Name:** Wabbaseka-Stuttgart

**Roadway Reference:** Hwy. 79

**County:** Arkansas & Jefferson

**Design Year:** 2040

**Year(s) To Be Modeled:** 2020 2040

**Roadway Cross-Sections:** 2 11' lanes; 2 6' shoulders total 34' wide

**2020 EXISTING**

**Operating Speed:** 55

**Kfactor:** 11%

**Traffic Data:**

<table>
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<tr>
<th>YEAR</th>
<th>ADT</th>
<th>%TRUCK</th>
<th>DHV</th>
<th>CARS</th>
<th>MT</th>
<th>HT</th>
<th>CARS/2</th>
<th>MT/2</th>
<th>HT/2</th>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>2020</td>
<td>3,900</td>
<td>19%</td>
<td>429</td>
<td>347</td>
<td>8</td>
<td>73</td>
<td>174</td>
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Note: DHV = (ADT)(K)
DDHV = (ADT)(K)(D)
K - Percent of ADT occurring in design hour
D - Directional Distribution

Existing想对应的年份和交通数据未明确，需补充。
NOISE DATA WORKSHEET

Job No: 020630

Job Name: Wabbaseka-Stuttgart

Roadway Reference: Hwy. 79

County: Arkansas & Jefferson

Design Year: 2040

Year(s) To Be Modeled: 2020

Roadway Cross-Sections: 3 12' lanes; shoulder vary total average 50' wide

Year(s) To Be Modeled: 2040

Operating Speed: 60

Kfactor 11%

Traffic Data:

<table>
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<tr>
<th>YEAR</th>
<th>ADT</th>
<th>% TRUCK</th>
<th>DHV</th>
<th>CARS</th>
<th>MT</th>
<th>HT</th>
<th>CARS/2</th>
<th>MT/2</th>
<th>HT/2</th>
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<td>19%</td>
<td>517</td>
<td>419</td>
<td>10</td>
<td>88</td>
<td>209</td>
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Note:
DHV = (ADT)(K)
DDHV = (ADT)(K)(D)
K - Percent of ADT occurring in design hour
D - Directional Distribution
PUBLIC INVOLVEMENT MEETING SYNOPSIS

Job Number 020630
Wabbaseka – Stuttgart (Passing Lanes) (Hwy. 79) (S)
Arkansas & Jefferson Counties
Thursday, August 8, 2019

An open forum public involvement meeting for the proposed passing lanes on Highway 79 between Wabbaseka and Stuttgart was held at the Stuttgart First Baptist Church from 4:00 – 7:00 p.m. on Thursday, August 8, 2019. Efforts to involve minorities and the public in the meeting included:

- Outreach letters mailed to elected officials, local residents, and citizens
- Display advertisement placed in the Stuttgart Daily Leader on Friday, July 26, and Friday, August 2, 2019.
- Public Service Announcement advertised on Cumulus Media – Power 92.3 FM from Monday, August 5, 2019 through Thursday, August 8, 2019.
- Distribution of flyers in the project area.

The following information was available for inspection and comment. Small-scale copies of the displays are attached.

- Displays of an aerial-based project location map.
- Preliminary project design plans at a scale of 200:1.

Handouts for the public included a comment form and a small-scale project location map. Copies of these are attached.

Table 1 describes the results of the public participation at the meeting.

<table>
<thead>
<tr>
<th>TABLE 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Participation</strong></td>
</tr>
<tr>
<td>Attendance at meeting (including ARDOT staff)</td>
</tr>
<tr>
<td>Comments received</td>
</tr>
<tr>
<td>Letters received</td>
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</tbody>
</table>

ARDOT 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. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

An analysis of the responses received as a result of the public survey is shown in Table 2.
A listing of general comments concerning the proposed project follows:

- Traffic does not historically or currently back up in the project area.
- Money should be spent on repairing roads in Stuttgart, not on the proposed project.
- The project would have adverse property impacts on adjacent landowners, including loss of vegetation in front of residences and vehicle movement at businesses.
- Area property owners should have been notified before the project plans were developed as the project is not needed.
- The project could disrupt farm irrigation and other utilities, impacting area property owners. These impacts should be avoided.
- The project would cause increased traffic and delays during construction, and following construction would increase the speed on Highway 79 which would make the highway more dangerous.
- The whole highway needs to be resurfaced.
- The passing lanes are too short to relieve congestion.
- The existing highway drainage ditch is not adequately maintained, and should be improved as part of the proposed project.

Attachments: Blank comment form
Small-scale display copies
ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
CITIZEN COMMENT FORM

ARDOT JOB NUMBER 020630
WABBASEKA-STUTTGART (HWY. 79)
ARKANSAS AND JEFFERSON COUNTIES

LOCATION:
STUTTGART FIRST BAPTIST CHURCH
(Activity Center)
2115 S PRAIRIE STREET
STUTTGART, AR 72160
THURSDAY, AUGUST 8, 2019
4:00 – 7:00 P.M.

Make your comments on this form and leave it with ARDOT personnel at the meeting or mail it by 4:30 p.m. on August 20, 2019 to: Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little Rock, AR, 72203-2261. Email: environmentalpimeetings@ardot.gov.

Yes ☐ No ☐ Do you feel there is a need for the proposed two Northbound and two Southbound lanes for Highway 79 between Wabbaseka and Stuttgart? Comment (optional) _____________________________________________

__________________________________________

☐ ☐ Do you know of any historical sites, family cemeteries, or archaeological sites in the project area? Please note and discuss with staff. __________
__________________________________________

☐ ☐ Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project? Please note and discuss with ARDOT staff. ____________________________
__________________________________________

☐ ☐ Does your home or property offer any limitations to the project, such as septic systems, that the Department needs to consider in its design? ____________________________
__________________________________________

__________________________________________

(Continue on Back)
Yes  No

☐  ☐ Do you have a suggestion that would make this proposed project better serve the needs of the community?  

____________________________________
____________________________________
____________________________________

Do you feel that the proposed project will have any impacts (☐ Beneficial or ☐ Adverse) on your property and/or community (economic, environmental, social, etc.)? Please explain.  

____________________________________
____________________________________
____________________________________

It is often necessary for the ARDOT to contact property owners along potential routes. If you are a property owner along or adjacent to the route under consideration, please provide information below. Thank you.

Name: ____________________________________________ (Please Print)
Address: __________________________ Phone: (____) _______ --_______
____________________________________
____________________________________
E-mail: __________________________________________

Please make additional comments here.__________________________
____________________________________
____________________________________
____________________________________
____________________________________

For additional information, please visit our website at www.ardot.gov.
### ARDOT ENVIRONMENTAL VERIFICATION CHECKLIST
**FOR CONSIDERATION OF POTENTIAL IMPACTS**

**ARDOT Job Number** 020630  **FAP Number** NHPP-0135(2)

**Job Title** Wabbaseka – Stuttgart (Passing Lanes) (S)

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<th>Environmental Resource</th>
<th>None</th>
<th>Minimal</th>
<th>Major</th>
<th>Comments-required for each item</th>
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<tr>
<td>Air Quality</td>
<td>X</td>
<td></td>
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<td>No impacts anticipated</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>X</td>
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<td>“No historic properties affected”</td>
</tr>
<tr>
<td>Economic</td>
<td>X</td>
<td></td>
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<td>Improved capacity for commercial traffic</td>
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<tr>
<td>Endangered Species</td>
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<td>“No effect” on all listed species</td>
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<td>Environmental Justice/Title VI</td>
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<td>No impacts anticipated</td>
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<td>Fish and Wildlife</td>
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<td>Temporary during construction</td>
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<td>X</td>
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<td>Zone A SFHAs</td>
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<td>Forest Service Property</td>
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<td>Hazardous Materials/Landfills</td>
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<td>Proposed 5.5 acres ROW, 0.1 acre TCE</td>
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<td>Navigation/Coast Guard</td>
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<td>No navigable waterways in project area</td>
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<td>No sensitive noise receptors impacted</td>
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<td>2.9 acres prime farmland to be converted</td>
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<td>X</td>
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<td></td>
<td>No impacts anticipated</td>
</tr>
<tr>
<td>Public Recreation Lands</td>
<td>X</td>
<td></td>
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<td>No impacts anticipated</td>
</tr>
<tr>
<td>Public Water Supply/WHPA</td>
<td>X</td>
<td></td>
<td></td>
<td>Wellhead SP for Offsite Areas in contract</td>
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<tr>
<td>Relocatees</td>
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<td>No relocations</td>
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<tr>
<td>Section 4(f)/6(f)</td>
<td>X</td>
<td></td>
<td></td>
<td>No impacts to 4(f) properties anticipated</td>
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<tr>
<td>Social</td>
<td>X</td>
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<td>No impacts anticipated</td>
</tr>
<tr>
<td>Underground Storage Tanks</td>
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<td>No impacts anticipated</td>
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<td>Visual</td>
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<td>No impacts anticipated</td>
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<tr>
<td>Streams</td>
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<td>No impacts anticipated</td>
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<tr>
<td>Water Quality</td>
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<td>Temporary impacts during construction</td>
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<tr>
<td>Wetlands</td>
<td>X</td>
<td></td>
<td></td>
<td>10.1 acres impacted*</td>
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<tr>
<td>Wildlife Refuges</td>
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<td></td>
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<td>None in project area</td>
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</table>

**Section 401 Water Quality Certification Required?**  No

**Short-term Activity Authorization Required?**  Yes

**Section 404 Permit Required?**  Yes  **Type** Nationwide Permit 23

**Remarks:** *Wetland mitigation credits to be debited from the ARDOT Ink Bayou Mitigation Bank*

**Signature of Evaluator** ___________________________  **Date** October 11, 2019

*Wetland mitigation credits to be debited from the ARDOT Ink Bayou Mitigation Bank*
ROADWAY DESIGN REQUEST

Job Number 020630      FAP No. NHPP-0135(2)      County Arkansas & Jefferson

Job Name Wabbaseka - Stuttgart (Passing Lanes) (S)

Design Engineer Garver      Environmental Staff

Brief Project Description Construct passing lanes at four locations

A. Existing Conditions:
   Roadway Width: 34’      Shoulder Type/Width: 6’ paved
   Number of Lanes and Width: 2-11’      Existing Right-of-Way: 120’-310’
   Sidewalks? N/A      Location:      Width: 
   Bike Lanes? N/A      Location:      Width: 

B. Proposed Conditions:
   Roadway Width: 50’      Shoulder Type/Width: 8’(travel lane)/6’(pass lane)
   Number of Lanes and Width: 3-12’      Proposed Right-of-Way: 140’-310’
   Sidewalks? N/A      Location:      Width: 
   Bike Lanes? N/A      Location:      Width: 

C. Construction Information:
   If detour: Where: N/A      Length: 

D. Design Traffic Data:
   2020 ADT: 3900      2040 ADT: 4700      % Trucks: 19
   Avg. Run Speed: 55 m.p.h.

E. Approximate total length of project: 5.235 mile(s)

F. Justification for proposed improvements: Traffic volume exceeding capacity

G. Total Relocatees: 0      Residences: 0      Businesses: 0

H. Have you coordinated with any outside agencies (e.g., FHWA, City, County, etc.)? N/A

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<thead>
<tr>
<th>Agency/Official</th>
<th>Person Contacted</th>
<th>Date</th>
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