

26TH ST. – HWY. 67
(PINE ST.) (ARKADELPHIA) (S)
PINE STREET WIDENING PROJECT
ARDOT Job 070439

Environmental Assessment



26th St. – Hwy. 67 (Pine St.) (Arkadelphia) (S)

Pine Street Widening Project

ARDOT Job 070439

F.A.P. Number STPC-9013(9)

Environmental Assessment



Randal Looney
Environmental Coordinator
Federal Highway Administration

Submitted pursuant to:

The National Environmental Policy Act
42 U.S.C. §4322(2)(c) and 23 C.F.R. §771



Date of Approval

Submitted by:

FEDERAL HIGHWAY ADMINISTRATION



and

ARKANSAS DEPARTMENT OF TRANSPORTATION

The following people may be contacted for additional information concerning this document:

Randal Looney

FHWA
700 W. Capitol, Room 3130
Little Rock, AR 72201-3298
(501)324-6430

John Fleming

ARDOT
P.O. Box 2261
Little Rock, AR 72203-2261
(501)569-2281

In compliance with the National Environmental Policy Act, this Environmental Assessment describes the proposed project to provide improvements to Highway 51/Pine Street in the City of Arkadelphia. The analysis did not identify any significant adverse environmental impacts and identifies Alternative 1 as the Preferred Alternative.

Comments should be directed to:

Mail: Environmental - Public Involvement
ARDOT
P.O. Box 2261
Little Rock, AR 72203-2261

Email: info@ardot.gov

This Environmental Assessment is also available for review online at: <http://www.arkansashighways.com/>



Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, or audiotape for people with disabilities by contacting ARDOT's EEO/DBE Section Head (ADA/504/Title VI Coordinator) at (501) 569-2298 (Voice/TTY 711), or at the following email address: [EEO DBE Section Head@ardot.gov](mailto:EEO_DBE_Section_Head@ardot.gov). Persons who are deaf or hard of hearing may contact the ARDOT through the Arkansas Relay Service at 7-1-1.

Title VI

The Arkansas Department of Transportation (ARDOT) ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. The ARDOT public involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability. For questions regarding the ARDOT's Title VI Program, you may contact the Department's EEO/DBE Section Head (ADA/504/Title VI Coordinator) at (501) 569-2298 (Voice/TTY 711), or at the following email address: [EEO DBE Section Head@ardot.gov](mailto:EEO_DBE_Section_Head@ardot.gov)

A federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.

TABLE OF CONTENTS

CHAPTERS

Chapter 1 – Purpose and Need.....	1
1.1 What is the Pine Street Widening project?.....	1
1.2 What are the existing road conditions?.....	1
1.3 Why are Pine Street improvements needed?.....	1
1.4 How is the project related to other transportation plans and goals?	5
1.5 What are the project purposes?.....	5
1.6 Who is leading the proposed project?.....	6
1.7 How and why was this Environmental Assessment prepared?.....	6
Chapter 2 – Alternatives	7
2.1 What are the project limits?.....	7
2.2 How has the public been involved?	7
2.3 How have tribal governments been involved?	7
2.4 How would the alternatives evaluated in this EA improve safety and mobility?.....	8
Chapter 3 – Project Impacts.....	10
3.1 How were potential impacts evaluated?.....	10
3.2 How much would the project cost?.....	10
3.3 How would the project affect land uses in the project area?	10
3.4 Would any properties or utilities be relocated?	12
3.5 What characterizes the community and how would the project affect residents, services, and businesses?	13
3.6 How would the project area’s visual quality be affected?.....	14
3.7 Would the project increase noise for surrounding properties?	15
3.8 Are there any hazardous material, waste, or contaminated sites in the project area?	16
3.9 Would the project affect any cultural resources?.....	18
3.10 How would water resources and floodplains be affected?.....	19

3.11	What resources are either not present or not affected?.....	20
Chapter 4 – Results and Recommendations.....		23
4.1	What are the results of this EA?.....	23
4.2	Is the NEPA process finished?.....	25

APPENDICES

Appendix A:	Transportation Planning Analysis
Appendix B:	Public Involvement Synopsis, Environmental Justice, and Socio-Economic Information
Appendix C:	Cultural Resources
Appendix D:	Conceptual Stage Relocation Study and Right of Way Estimations
Appendix E:	Visual Impact Assessment Memorandum
Appendix F:	Noise Assessment Report
Appendix G:	USFWS Correspondence

FIGURES

1	Project Location.....	2
2	Project Area.....	3
3	Typical Cross Section.....	9
4	Land Use.....	11
5	UST Locations.....	17
6	Water Resources and Floodplain.....	20

TABLES

1	Study Area Crash Rates.....	4
2	Alternative Impact Comparison.....	23

Chapter 1 – Purpose and Need

Chapter 1 describes current transportation problems, explains how the proposed project could resolve these problems, and outlines the project’s lead agency roles.

1.1 What is the Pine Street Widening project?

The Arkansas Department of Transportation (ARDOT) is proposing to widen Highway (Hwy.) 51 between 26th Street and Hwy. 67 in the City of Arkadelphia (Arkadelphia). The project would include adding a two-way left turn lane (TWLTL), curb and gutter, and sidewalks on both sides of the roadway. **Figure 1** shows the general project location and **Figure 2** shows the project area.

1.2 What are the existing road conditions?

Hwy. 51, designated as Pine Street in Arkadelphia, is a principal east-west arterial near the center of the city. Pine Street has two 14-foot wide travel lanes with 2-foot wide shoulders within the project area. Discontinuous sidewalk segments on both sides of the roadway range up to 5 feet in width. The speed limit is 30 miles per hour and includes school zones for Peake Elementary School and Central Primary School.

1.3 Why are Pine Street improvements needed?

The Pine Street safety and operational deficiencies are described below.

Safety

The roadway’s safety performance was evaluated by reviewing crash rates, as shown in **Table 1**. The total crash rate was over twice the statewide average for similar facilities. The access point density is very high on Pine Street, resulting in a large number of turning maneuvers from the travel lanes into these access points. The majority of the crashes involved property damage, with a high percentage of rear end or angle crashes.

Access points include driveways, streets, and signalized intersections. Higher access point density increases crash rates and travel times.

Figure 1 Project Location

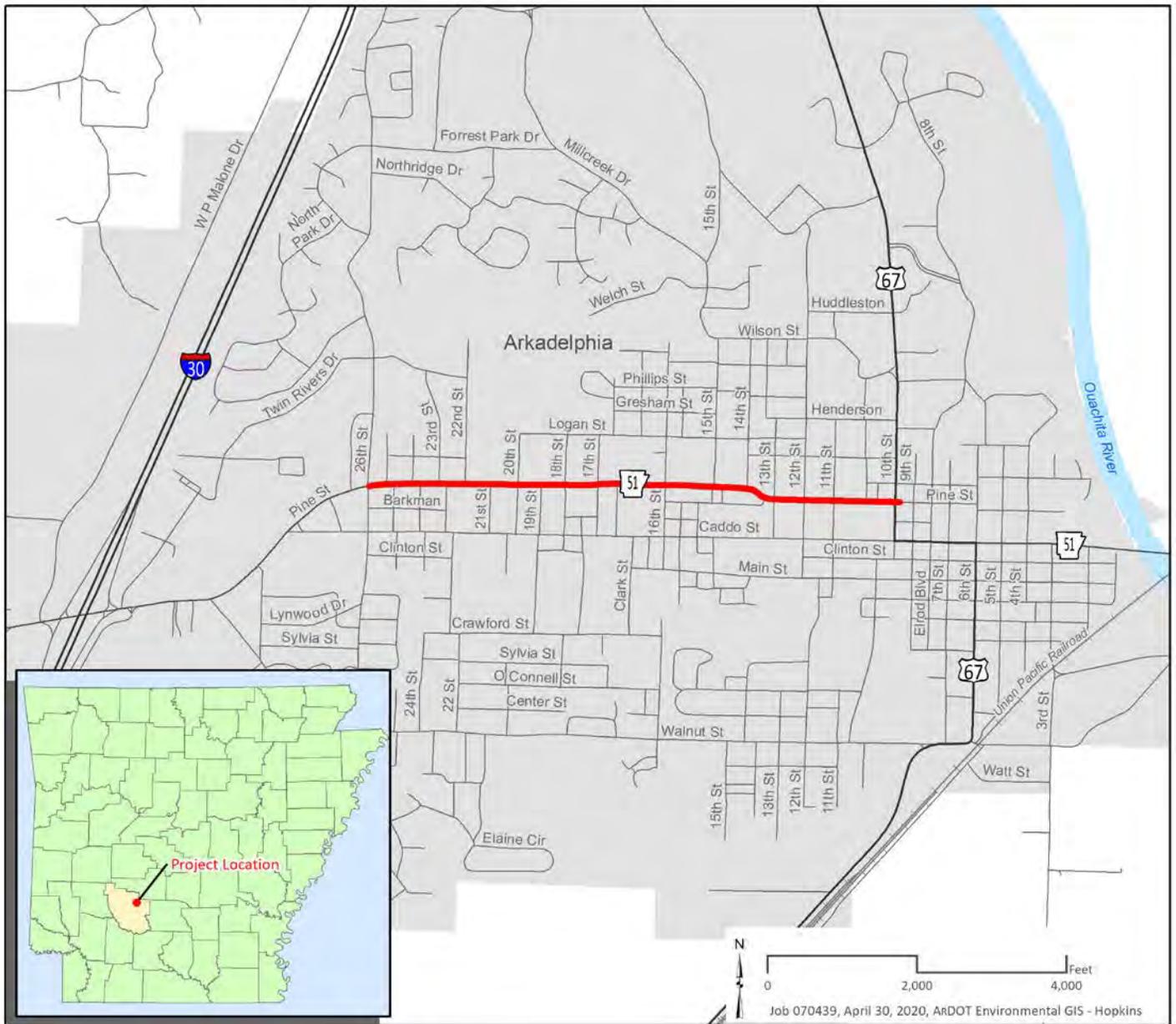
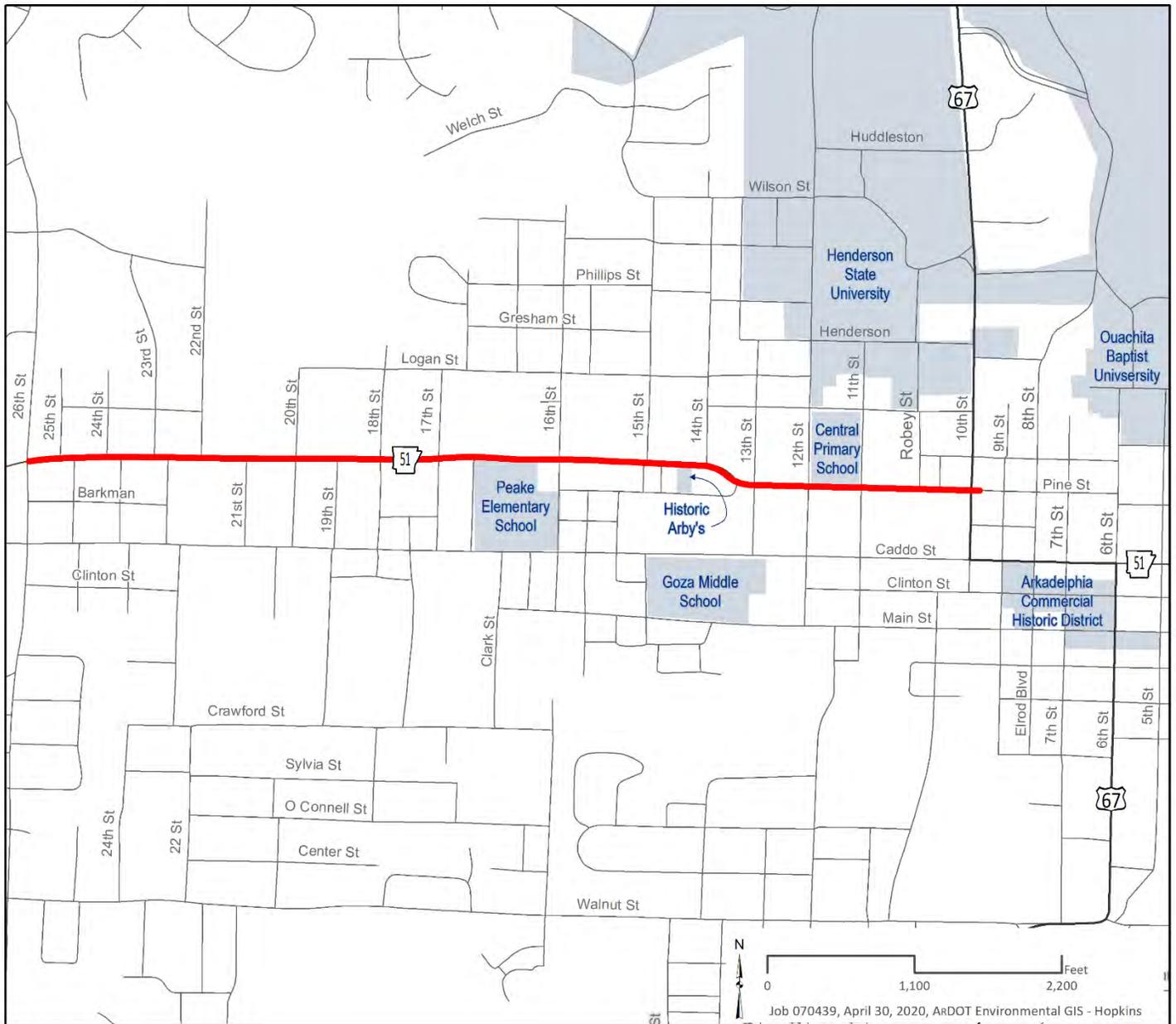


Figure 2 Project Area



Additionally, the discontinuous sidewalks create unsafe conditions for pedestrians and impede mobility.

Table 1. Study Area Crash Rates (2013 – 2017)

Weighted ADT	Total Crashes			KA Crashes		
	Number of crashes	Crash Rate (per MVM) ¹	Statewide Average (per MVM) ^{1,3}	Number of crashes	Crash Rate (per 100 MVM) ²	Statewide Average (per 100 MVM) ^{2,3}
9,300	126	5.52*	2.56	1	4.38	11.35
¹ - Crash rates reported in crashes per million vehicle miles (MVM) ² - KA crash rates reported in crashes per 100 million vehicle miles (MVM) ³ - Statewide average crash rate for urban, two-lane, undivided highways (no access control) * Crash rates exceed statewide averages						

Mobility and System Reliability

Although Pine Street performs at an acceptable level of service, motorists are subject to frequent travel delays due to left turning traffic. Leading vehicles waiting in travel lanes for gaps in oncoming traffic result in delays for following vehicles. Left turn complications are particularly prevalent near the two schools. To prevent left turning traffic from completely blocking the roadway during school pick up and drop off periods, left turns are prohibited at 12th Street, a condition that results in traffic indirection. In addition, the high number of driveways (approximately 50 per mile) in the project area contribute to left turn complications. The frequent travel delays caused by these conditions reduce mobility in the area.

Mobility is the easy movement of people and goods through an area. Mobility improvements increase traffic flow and roadway capacity.

Multimodal Transportation System

Arkadelphia planning and economic development officials consider roads as transportation corridors for pedestrians and bicyclists as well as vehicles. The provision for safe use for all transportation methods along a roadway is a priority, and of

particular importance given the city’s high percentage of pedestrians and walking commuters. Segments of the discontinuous Pine Street sidewalks are in poor condition. Where sidewalks are absent, pedestrians must walk on the grass or in the roadway. Sidewalks are notably absent in front of the elementary school.

Appendix A provides detailed transportation planning information.

1.4 How is the project related to other transportation plans and goals?

The Arkansas Long Range Intermodal Transportation Plan (LRITP) is the state’s performance-based long range plan detailing goals, objectives, policies, and investment strategies. The ARDOT evaluated the Pine Street Widening project in the context of core LRITP goals. The project also meets transportation and land use development goals outlined in Arkadelphia’s Comprehensive Development Plan.

ARDOT Job 070442 – Hwy. 67-Hwy. 51 (Arkadelphia Bypass) is programmed to provide a Highway 51 (Pine Street) bypass around Arkadelphia. Upon completion, this route will divert some through traffic from Pine Street within the project area. Although traffic impacts of the bypass project on Pine Street traffic is not available at this time, it is assumed that some traffic diversion from Pine Street will result. However, the diversion will not reduce the need for mobility and safety improvements on Pine Street.

1.5 What are the project purposes?

Given the transportation needs, goals, and objectives described above, the purposes of the Pine Street Widening project are as follows:

- Improve traffic operations and safety by decreasing travel delays and crash rates.

The Arkadelphia Comprehensive Development Plan was prepared by the city’s Planning Commission and serves an official policy statement for directing growth and development.

- Improve pedestrian mobility and safety by providing sidewalks.

1.6 Who is leading the proposed project?

The FHWA is the federal lead agency and the ARDOT is the state lead agency for the proposed project. The FHWA is involved because it would fund a portion of the project. The project would also require state funds allocated to the ARDOT. The ARDOT will own and maintain Hwy. 51/Pine Street after construction.

1.7 How and why was this Environmental Assessment prepared?

This Environmental Assessment (EA) was prepared in compliance with the National Environmental Policy Act of 1969 (NEPA).

This EA serves to:

- Explain the proposed action's purpose and need.
- Describe the alternatives considered for implementing the proposed action.
- Evaluate the social, economic, and environmental effects of the alternatives.
- Inform the public and decision makers about potential impacts of the proposed action.
- Provide sufficient evidence and analysis to determine whether to prepare a more detailed Environmental Impact Statement or a Finding of No Significant Impact (FONSI).

A Finding of No Significant Impact (FONSI) presents the reasons why an action will not have significant environmental effects and therefore does not require preparing an Environmental Impact Statement. Based on analyses and project feedback received to date, the ARDOT anticipates preparing a FONSI for this project.

Chapter 2 – Alternatives

Chapter 2 describes the project alternatives evaluated in this EA and the public involvement process.

2.1 What are the project limits?

The proposed project would start at the intersection of 26th Street and Pine Street and extend east to the intersection of Hwy. 67 and Pine Street.

2.2 How has the public been involved?

A public involvement meeting was held on June 4, 2019 at the First Presbyterian Church located on Pine Street. The meeting was attended by 122 people, with 33 comment forms received. The majority (22) of the comments supported the need for Pine Street to be widened. In September 2019, the ARDOT Public Involvement staff performed additional door to door outreach in the project corridor to identify potential issues and concerns as part of an environmental justice analysis. The public involvement meeting synopsis and the *Social, Environmental Justice, Community Impacts and Economics Study* prepared for the project are included in **Appendix B**.

Environmental Justice at the FHWA means identifying and addressing disproportionately high and adverse effects of programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

2.3 How have tribal governments been involved?

Section 106 of the *National Historic Preservation Act* requires federal agencies to consult with tribes where projects could affect tribal areas with historical or cultural significance. The FHWA initiated coordination with tribes having an active cultural interest in the area. The Tribal Historic Preservation Officers were given the opportunity to comment on the proposed project. These comments are included as tribal correspondence in **Appendix C**.

2.4 How would the alternatives evaluated in this EA improve safety and mobility?

Two alternatives were considered for this project: the No Action Alternative and the build alternative, designated as Alternative 1. These alternatives are described below.

No Action Alternative

The No Action Alternative would not provide changes to the existing roadway, although routine and preventative maintenance treatments would still be needed. The crash rates and travel delays created by the lack of turning lanes would continue. Additionally, the sidewalks would remain incomplete and contribute to unsafe pedestrian conditions and impaired mobility. Operational and safety concerns would not be addressed.

Alternative 1

Alternative 1 would include widening Pine Street from 26th Street for 1.33 miles to Hwy. 67. Two 12-foot wide travel lanes, a 12-foot wide TWLTL, curb and gutter, and 5-foot wide sidewalks on both sides of the roadway would be provided. Extensive culvert work would be required. The TWLTL will eliminate existing left turn conflicts and is expected to reduce crashes and traffic delays. The provision of complete sidewalks would improve pedestrian safety and increase mobility. **Figure 3** shows the typical cross section for Alternative 1. The total overall cost of project construction would be approximately 7.6 million in 2020 dollars.

A **No Action alternative** must be considered under NEPA. Although it is unlikely to meet the project's purpose and need, the "No Action" alternative provides a baseline against which the other alternatives can be compared.

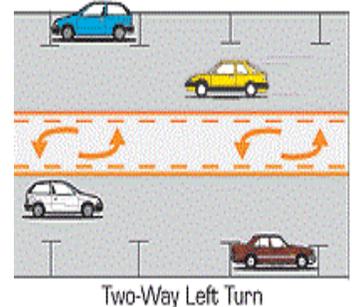
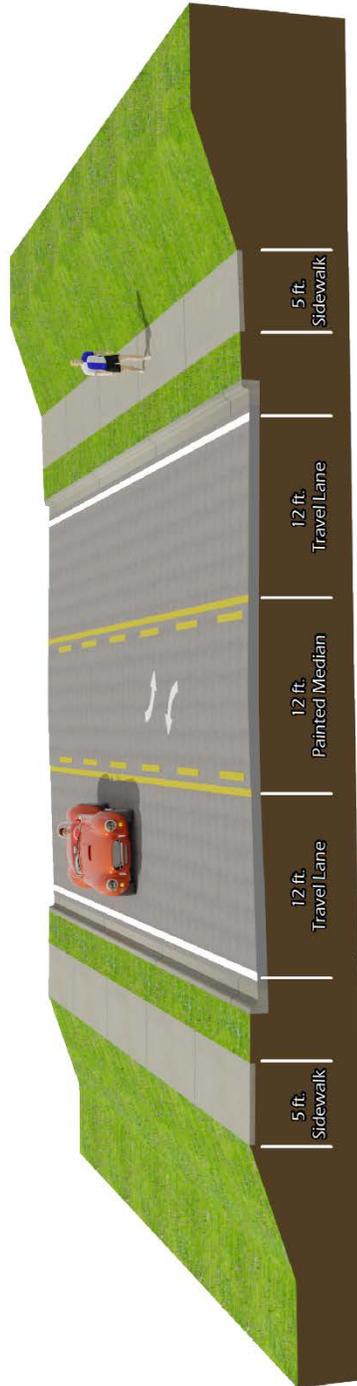


Figure 3 Typical Cross Section



Chapter 3 – Project Impacts

This chapter identifies impacts that are expected as a result of the proposed project. Only elements and resources that would potentially be impacted by the project are discussed. Table 3 at the end of Chapter 4 summarizes the impacts.

3.1 How were potential impacts evaluated?

ARDOT environmental and planning specialists conducted studies to determine how the environmental, social, and economic impacts associated with this project. Both the longevity and intensity of the effects were considered during analyses. Effects are generally described in terms such as beneficial or positive, and adverse or negative. Mitigation measures are sometimes available to minimize or neutralize negative effects, and can enhance positive effects.

Potential impacts are changes or effects that could occur as a result of a proposed action. The impacts may be social or cultural, economic, or ecological. The terms “impact” and “effect” can be used interchangeably.

3.2 How much would the project cost?

In 2020 dollars, total project cost for Alternative 1 is estimated at approximately \$7.6 million. The total project cost breakdown is as follows:

- Utilities = \$2.2 million
- Construction = \$4.0 million
- Right of Way = \$1.4 million

3.3 How would the project affect land uses in the project area?

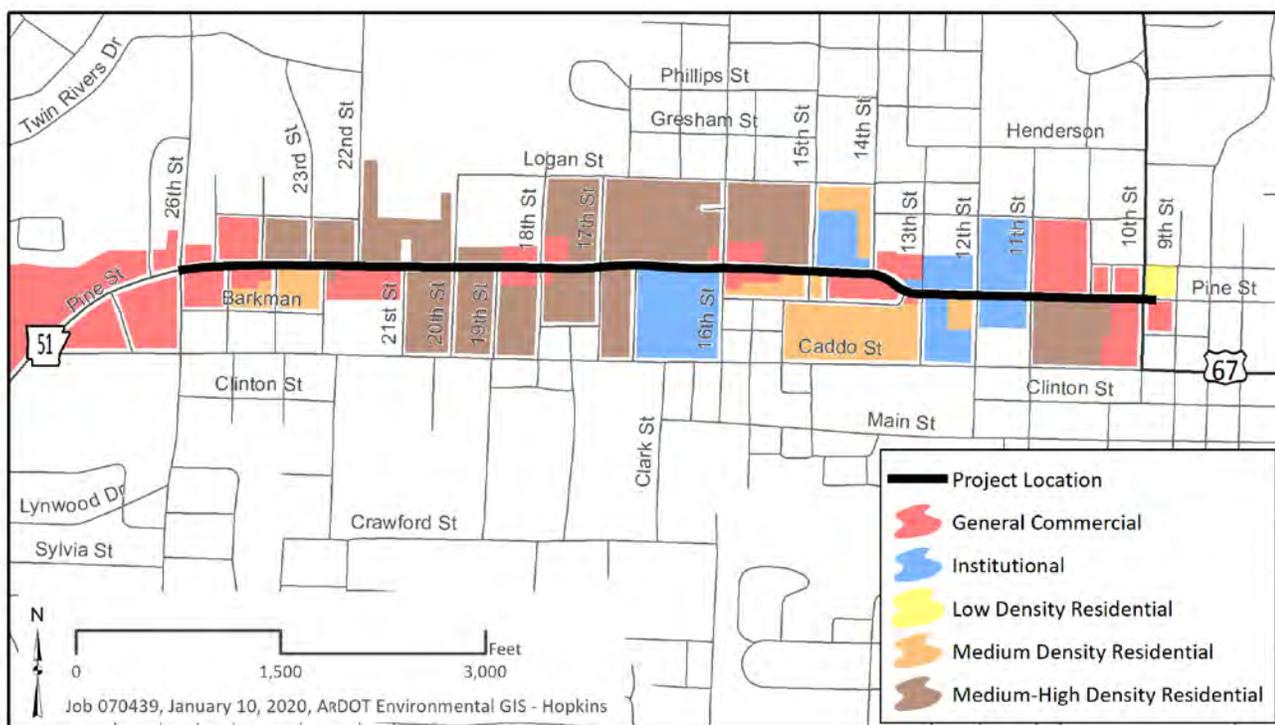
Residences, commercial properties, and institutions such as schools and churches are located along Pine Street. As shown in

Figure 4, the following land uses as designated by Arkadelphia’s Comprehensive Development Plan are in the project area:

- General Commercial
- Medium and Medium-High Density Residential
- Institutional

Approximately 11.0 acres of new right of way would be permanently acquired, and approximately 1.0 acre of temporary construction easement would be needed. This alternative is compatible with Arkadelphia’s Comprehensive Land Use Plan. Land use effects are therefore likely to be beneficial in these zones. Additionally, providing a sidewalk at the elementary school and improving the overall sidewalk system would support Arkadelphia’s multi-modal transportation goals.

Figure 4 Land Use



The No Action Alternative would not directly impact current or future land uses because new right of way would not be acquired.

3.4 Would any properties or utilities be relocated?

Relocation numbers can only be estimated until the final project design has been established. The estimated conceptual stage relocation, utility, and other right of way information provided in **Appendix D** is summarized below.

A total of 19 relocations would occur with Alternative 1. This includes four residential owners/tenants; 10 businesses; four landlord businesses; and one non-profit organization. Alternative 1 has the potential to impact 31 to 68 employees. The following number and type of special category households would be relocated:

- Two disabled
- Two minority
- Five elderly
- Six low income

Relocation activities are governed by the *Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970*, which ensures that appropriate housing is available and offered to displaced residents prior to project construction.

Utilities in the project area include the following: water, sewer, electric power, gas, phone, and cable telecommunications. These utilities are transmitted by both above- and below-ground lines. Although efforts would be made to avoid utilities to the extent feasible, some utility relocations would be necessary.

Relocations occur when a residence, business, or nonprofit organization is impacted to the extent that they cannot continue to live or do business at their current location. **Utility relocations** can cause extra expense and project delays.

The No Build Alternative would not affect existing residences, businesses, or other properties or utilities because new right of way would not be needed.

3.5 What characterizes the community and how would the project affect residents, services, and businesses?

Clark County and Arkadelphia have populations of approximately 22,495 and 10,714 persons, respectively. Manufacturing and education are two of Arkadelphia’s largest industries. Health care and social services, arts, entertainment, and recreation, and lodging and food services also support the economy. Henderson State University and Ouachita Baptist University, located within 0.3 mile of the project area, are important community institutions. Arkadelphia’s long range planning emphasizes the importance of continuing to improve “gateway” areas in the city to help attract students and others interested in a high quality of life in a small town setting.

The Arkadelphia Historic Commercial District, also known as the Main Street District, is located just south of the project area. Main Street revitalization has been providing opportunities for local businesses. This revitalization effort earned Arkadelphia an Arkansas Business City of Distinction for Main Street Preservation. Several similar initiatives demonstrate community cohesion and support Arkadelphia’s long range city planning and economic development goals.

The majority of retail businesses along Pine Street are small and local. Community service facilities in the immediate project area include banks, religious faith-based organizations, an elementary and primary school, hair salons, stores, restaurants, community counseling service, pharmacy, child care center, and laundromat and dry cleaning services.

Appendices A and B contain detailed socio-economic information for the project vicinity and Arkadelphia as a whole. Potential effects are summarized below.

Community cohesion describes the degree to which people have a sense of belonging to their community and have formed strong attachments to neighbors, groups, and institutions.

While this alternative would relocate numerous businesses and some homes located in established, interdependent neighborhoods, it would not sever any subdivisions, nor permanently reduce or eliminate existing community services. Convenient and safe access to community services would provide long-term benefits. Improving vehicular and pedestrian mobility and safety would also provide long-term benefits. Project construction activities would have short-term adverse effects because access to schools, other community services, and businesses would be impeded.

Environmental Justice/Title VI Populations

According to the environmental justice study completed for the project, the level of adverse impacts to environmental justice populations would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23. No further environmental justice analysis was required.

The No Action Alternative would not improve traffic flow and safety or increase access to services and facilities. Sidewalks would remain incomplete and pedestrian mobility and safety would remain unimproved. By doing nothing to address these conditions the No Action Alternative would have an adverse impact on the community and businesses

3.6 How would the project area’s visual quality be affected?

Increased roadway widths would alter the appearance of the existing roadway for travelers along the road and for residents and businesses (referred to as project “neighbors”). Removing residences, businesses, and landscaping would alter visual resources along the project corridor. Remaining residences and commercial buildings would be in closer proximity to the roadway.

Visual quality impacts are determined by predicting viewer responses to changes in the project area’s visual resources.

Project viewers include **travelers** (drivers, bicyclists, and pedestrians) with views *from* the road and **neighbors** with views *to* the road.

The corridor is currently lined with dissimilar visual resources and both buildings and infrastructure are in a state of disrepair in many areas. Project visual resources could improve the area's overall existing visual character by providing a more unified appearance to the corridor, particularly with the provision of uniform sidewalks and grass berms. Local planning and development guidelines would be taken into consideration to ensure compatibility. Urban improvements such as the Pine Street Widening project can be key revitalization actions. For these reasons, overall visual quality impacts are likely to be beneficial, particularly for travelers. Impacts may also be beneficial for business neighbors, which could benefit from increased visibility to travelers. Impacts may be adverse for residential neighbors for whom views of the roadway would become more prominent.

Visual resources include features such as roadway elements like cross sections and construction materials, buildings and other manmade structures, and vegetation.

Adverse impacts to overall visual quality are not expected. A Visual Impact Assessment Scoping Questionnaire and technical memorandum (including visual impact definitions) are provided in **Appendix E**.

The No Action Alternative would have no visual quality impacts.

3.7 Would the project increase noise for surrounding properties?

Noise level predictions using the FHWA Traffic Noise Model 2.5 software indicated that five noise sensitive receptors could experience noise impacts under Alternative 1. In accordance with the ARDOT noise policy, the impacts would be considered minor (e.g., noise levels not exceeding a 1 to 2 dBA increase) and would not warrant the consideration of noise abatement measures. These increases are below the 3 dBA threshold at which most people can easily detect a sound level change. No substantial increases (≥ 10 dBA) were predicted. **Appendix F** provides the noise assessment report prepared for the proposed project.

Noise sensitive receptors include residences and public places that have a special sensitivity to noise, such as schools, churches, and parks.

Project construction operations typically increase noise levels. These increases would be temporary and have minimal to minor

adverse effects on land uses and activities in the project area. Local ordinances may prohibit construction activities or restrict high noise levels between certain time periods (e.g., nighttime and/or weekend work). Temporary construction noise reduction measures such as nighttime and/or weekend work restrictions may also be considered.

3.8 Are there any hazardous material, waste, or contaminated sites in the project area?

A review of Arkansas Department of Environmental Quality (ADEQ) records indicated that three gas stations in the project footprint have a total of six confirmed and three suspected underground storage tanks (USTs) on property. The UST locations potentially impacted by the project are shown on **Figure 5** and described below.

- Wholesale Cars Service Center at 1529 Pine Street – Three USTs.
- Tiger Mart at 203 N 10th Street – Three USTs.
- Cannon Auto at 135 North 10th Street – Three suspected unregistered USTs.

Additionally, four sites that are not currently functioning as gas stations but have characteristics of former gas stations were also identified; however, the presence of USTs and/or areas of petroleum contamination was not confirmed. Although the J-Mart #6 at 104 North 10th Street has registered USTs, it is 450 feet outside of the project limits and is unlikely to be impacted.

The USTs at Wholesale Cars Service center, Tiger Mart, and Cannon Auto within the proposed project limits would be impacted. Additional USTs and/or petroleum contamination could be encountered during construction excavation at former gas station locations.

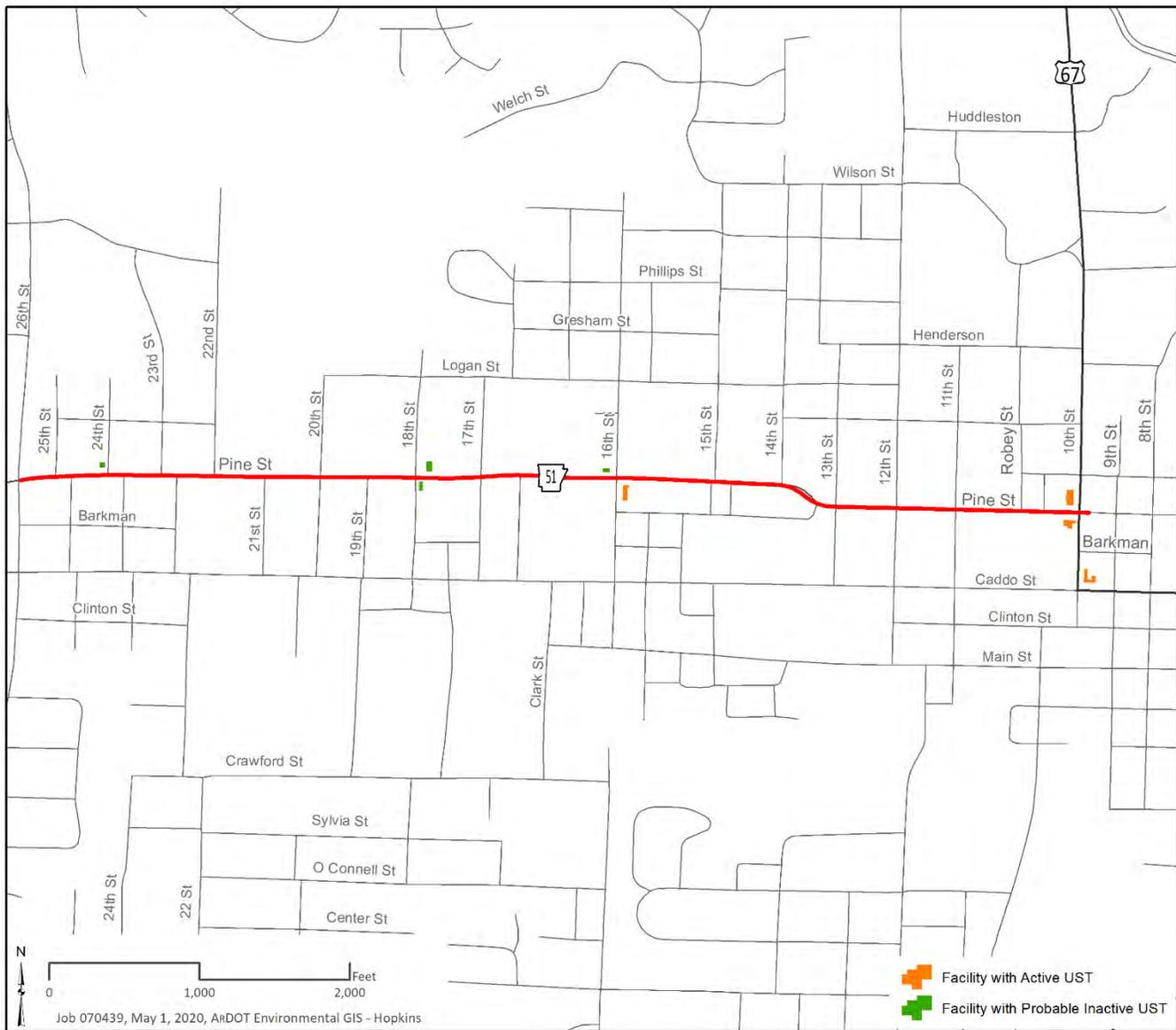
A **decibel** (abbreviated as **dBA** for human hearing perception) is the unit used to measure the loudness of sounds. Some common sounds and their dBA levels include:

- Whisper – 15
- Normal conversation – 60
- Noisy Restaurant – 80
- Chainsaw – 110

The discovery of **contaminated sites** may have an adverse impact on the timely completion of a project. Potential areas of contamination are therefore assessed during the early stages of project development.

If hazardous materials, unknown illegal dumps, or USTs are identified or accidentally uncovered during project construction, the type and extent of contamination would be determined according to the ARDOT response protocol. In cooperation with the ADEQ, appropriate remediation and disposal methods would be determined.

Figure 5 UST Locations



An asbestos survey would be conducted on each building slated for acquisition and demolition. Asbestos-containing materials would be removed prior to demolition in accordance with ADEQ, Environmental Protection Agency (EPA), and Occupational Health and Safety (OSHA) regulations.

The No Action Alternative would not have any effects on hazardous material or waste sites.

3.9 Would the project affect any cultural resources?

The preliminary cultural resources review to identify potentially historic properties that could be affected by the proposed project involved reviewing site, structure, and property records on file at the Arkansas Historic Preservation Program (AHPP) and the Arkansas Archeological Survey (AAS). According to the AAS database, no archeological sites are recorded on or near the project limits.

Of the 65 Architectural Resources Survey-evaluated structures, the AHPP concurred that 15 structures were eligible for inclusion in the National Register of Historic Places (NRHP). The Arby's restaurant and associated commercial sign at 1411 Pine Street are the only NRHP-eligible properties within the project footprint. Likely built in the 1970s, the cowboy hat-shaped Arby's sign is one of only three remaining in Arkansas, and is the only one associated with its original, unaltered building. This property is associated with car culture and fast food chain development, which became popular in the mid- to late-20th century. While Alternative 1 would not directly impact the Arby's restaurant, it would be necessary to relocate the sign away from the roadway and closer to the store. The State Historic Preservation Officer correspondence and detailed information about cultural resource methodologies and findings.

The No Action Alternative would not impact cultural resources because no new right of way would be acquired.



3.10 How would water resources and floodplains be affected?

Water Resources

Approximately 150 linear feet of an unnamed tributary to the Ouachita River would be impacted by culvert replacement associated with Alternative 1. The location of this stream impact is shown on **Figure 6**. A Section 404 permit would be required and construction would be authorized by a Nationwide Permit 14 for Linear Transportation Projects.

Long-term increased urban development can result from this type of project. Urban development is associated with decreases in water quality both temporarily and permanently.

Temporary impacts most commonly result in increased rates of sedimentation from stormwater runoff from disturbed soils during construction. Permanent impacts include increased rates of pollutants such as fertilizer, herbicides, insecticides, and petroleum products in stormwater runoff. Best management practices would be used to minimize any potential water quality impacts.

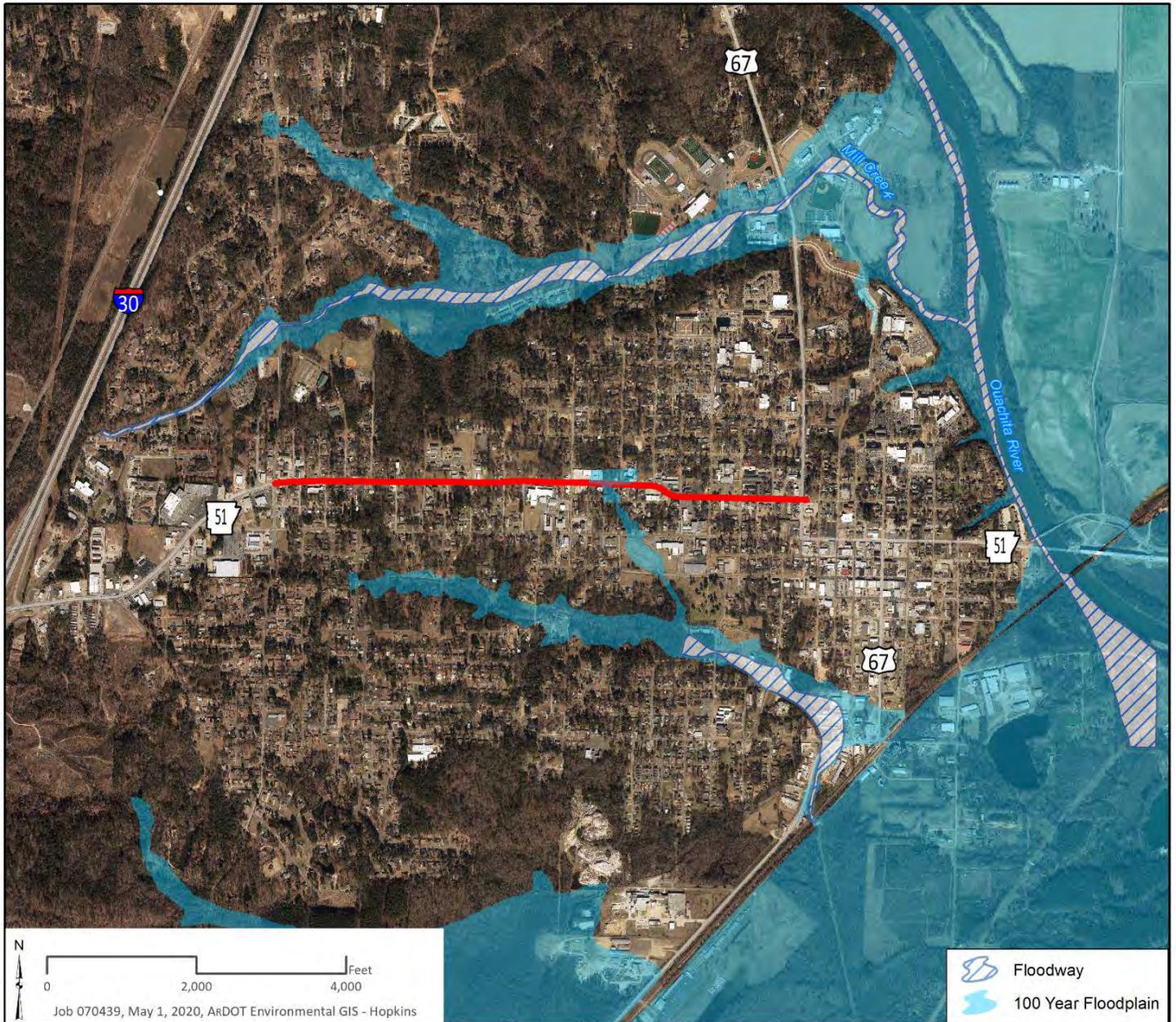
The No Action Alternative would not have any water resource impacts.

Floodplain

Approximately 500 linear feet of the project is within Special Flood Hazard Area Zone A, indicating that no base flood elevation can be provided. The floodplain location is shown on Figure 5. Any floodplain encroachment would be designed to comply with Clark County's local flood damage prevention ordinance. The final project design would be reviewed to confirm that the design is adequate and that the potential risk to life and property would be minimized. Adjacent properties would not be expected to be impacted nor have a greater flood risk than existed before project construction. No adverse impacts to the floodplain that would increase the frequency or severity of flooding are expected to occur.

Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged or fill material into waterways. General permits may be issued on a nationwide basis for minor road activities.

Figure 6 Water Resources and Floodplain



The No Action Alternative would not have any floodplain impacts

3.11 What resources are either not present or not affected?

Air Quality

The proposed project is within an area designated by the U.S. Environmental Protection Agency (EPA) as meeting

transportation pollutant standards. Procedures for conforming with the *Clean Air Act*, as amended, are therefore not applicable. Air quality impacts are not anticipated.

Landforms, Geology, Soils, and Vegetation

Landforms, geological resources, soils, and native vegetation would not be adversely impacted by any of the alternatives.

Prime Farmland

Prime farmlands have the best combination of physical and chemical characteristics for producing crops. Although soils characteristic of prime farmland are present in the project study area, this land is within the Arkadelphia city limits and is not available for farming; therefore, it does not meet the NEPA definitions as available for farming uses and impacts were not analyzed.

Protected Species

The following federally-listed species were identified as potentially occurring in the project area: Eastern Black Rail (*Laterallus jamaicensis*); Piping Plover (*Charadrius melodus*); Red Knot (*Calidris canutus rufa*); Red-cockaded Woodpecker (*Picoides borealis*); Whooping Crane (*Grus americana*); and American burying beetle (*Nicrophorus americanus*). However, ARDOT consultation with the U.S. Fish and Wildlife (USFWS) resulted in the determination that the project would have no effect these species due to the limited scope of the project, lack of suitable habitat in the area, and the distance to known species locations.

The northern long-eared bat (*Myotis septentrionalis*) was also identified as potentially occurring within the project area. A no effect determination was made for this species using the FHWA, Federal Railroad Agency, Federal Transportation Agency Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat Determination Key in the USFWS Information for Planning and Consultation website. **Appendix G** provides USFWS correspondence.



Northern long-eared bat

The No Action Alternative would likewise result in causing no effects to protected species and their habitats.

Public and Private Water Supplies

The Arkansas Department of Health public water supply database was reviewed to determine if any surface water intakes, wellheads, or associated protection areas of either type were present in the project area. The project area is not within a public drinking water system's Wellhead Protection Area.

If any permanent impacts to private drinking water sources resulted from this project, the ARDOT would take action to mitigate these impacts.

Wetlands

Executive Order 11990, Protection of Wetlands, requires federal agencies to avoid adversely impacting wetlands, where possible. However, wetlands do not occur in or near the project study area; therefore, this impact topic was dismissed from further analysis.

Wild and Scenic Rivers

Wild and Scenic Rivers or other federal or state regulated waterbodies do not occur in or near the project area and therefore would not be impacted.

Chapter 4 – Results and Recommendations

This chapter summarizes environmental analysis results and recommendations.

4.1 What are the results of this EA?

Environmental analysis of the proposed project did not identify any significant impacts to the natural and social environment as a result of the proposed project. **Table 2** summarizes quantitative alternative impacts for comparison purposes.

Table 2. Alternative Impact Comparison

Alternative	Total Project Cost (2020 dollars)	Construction Cost (2020 dollars)	Other* (2020 dollars)	Right of Way (acres)	Relocations	Stream Impacts (linear feet)
No Action	0	0	0	0	0	0
Alternative 1	7.6 million	4 million	3.6 million	11	19	150

**Other includes relocation, utility, and right of way acquisition costs*

As described in Chapter 2, Alternative 1 best suits the project’s purpose and need. Additionally, stakeholders, public commenters, and the City of Arkadelphia have expressed a preference for Alternative 1.

For the reasons described above, Alternative 1 was identified as the Preferred Alternative.

Commitments

The ARDOT’s standard commitments regarding relocation procedures, hazardous waste abatement, cultural resources

discovery, and water quality impact controls made for this project are as follows:

- The relocation procedures provided in Appendix D will be followed.
- If hazardous materials, unknown illegal dumps, or USTs are identified or accidentally uncovered by ARDOT personnel or its contractors, the type and extent of the contamination will be determined according to the ARDOT's response protocol. Remediation and disposal methods will be determined in cooperation with the ADEQ.
- An asbestos survey will be conducted by a certified asbestos inspector on each building slated for acquisition and demolition. All detected asbestos-containing materials will be removed prior to demolition in accordance with ADEQ, EPA, and OSHA regulations.
- Project construction will be in compliance with all applicable *Clean Water Act*, as amended, requirements. This includes obtaining the following: Section 401 Water Quality Certification; Section 402 National Pollutant Discharge Elimination Permit; and Section 404 Permit for Dredged or Fill Material.
- A Water Pollution Control Special Provision would be incorporated into the project contract to minimize potential water quality impacts.
- Appropriate action will be taken to mitigate any permanent impacts to private drinking water sources should they result from this project.
- All borrow pits, waste areas and work roads will be surveyed for cultural resources when locations become available.
- The ARDOT Right of Way Division will coordinate with the property owner to relocate the historic Arby's sign.

4.2 Is the NEPA process finished?

After this EA is approved by the FHWA for public dissemination, a Location and Design Public Hearing will be held.

After a review of comments received from citizens, public officials, and public agencies, a FONSI document will be prepared by the ARDOT and submitted to the FHWA. Approval of the FONSI by the FHWA will identify the Selected Alternative and conclude the NEPA process.

Appendix A – Transportation Planning Analysis - Purpose & Need

TRANSPORTATION PLANNING - PURPOSE AND NEED

Job 070439

26th St. – Hwy. 67 (Pine St.) (Arkadelphia) (S)

CLARK COUNTY

What is the 26th St. – Hwy. 67 (Pine St.) project?

Job 070439 consists of widening Highway 51 from 26th Street to Highway 67 in Arkadelphia with added sidewalks. This segment will be widened from two lanes to three twelve-foot lanes, including a center, two-way, left turn lane (TWLTL). See Figure 1 for the study area.

What are the existing conditions in Arkadelphia?

State of Arkansas

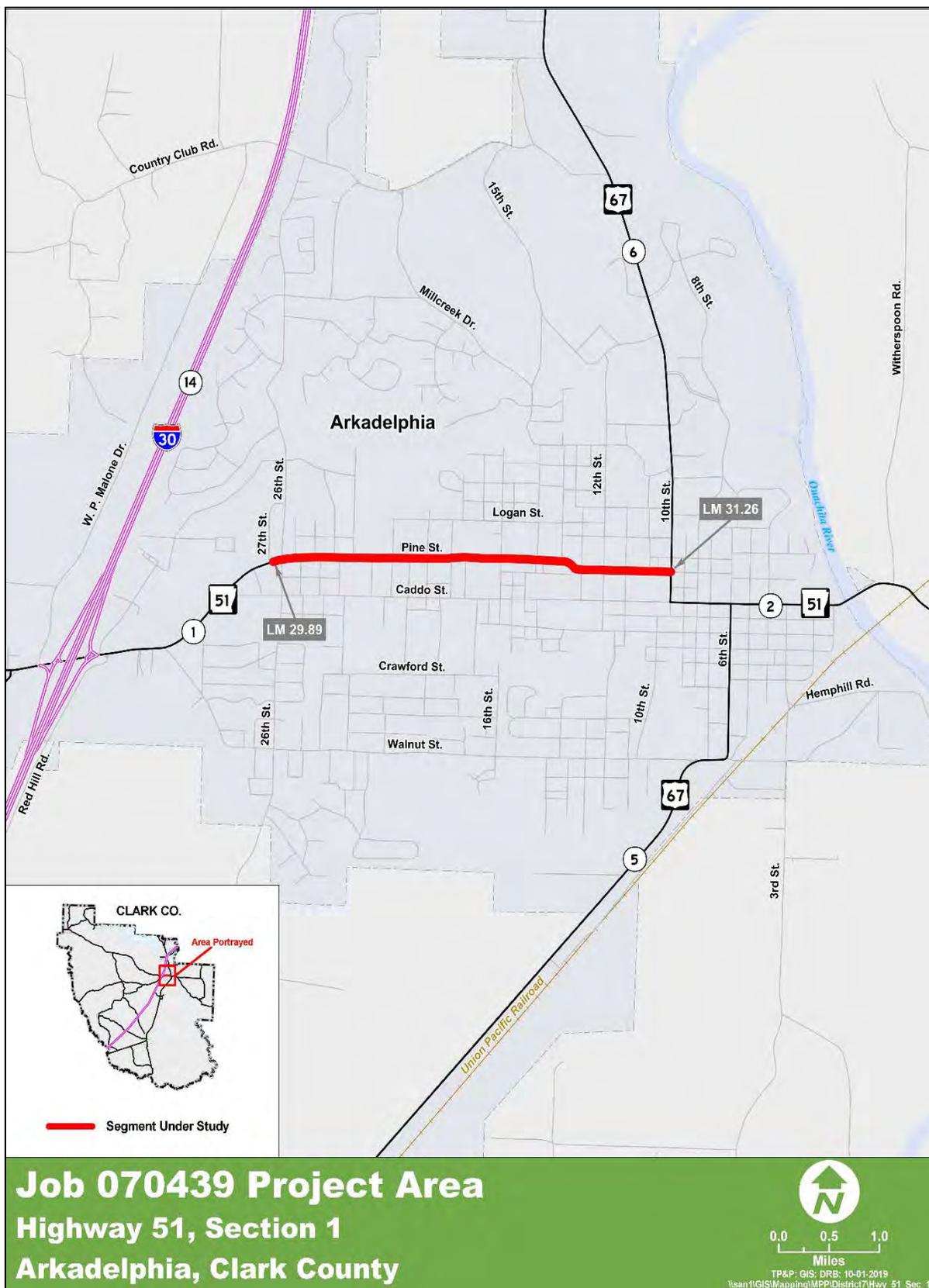
Highway 51 has two north-south designation facilities. The longer route begins near Whelen Springs and ends in Donaldson, the shorter route begins near Rockport and ends east of Price. Highway 67 is also a north-south route that traverses Arkansas from Texarkana to Corning. 26th street is a local north-south route in Arkadelphia.

Project Area

Arkadelphia is located in Clark County approximately 68 miles southwest of Little Rock. Being the largest city in the county, it provides education, medical, and commercial services to the nearby cities. Ouachita Baptist University and Henderson State University are the two campuses that reside in Arkadelphia. In addition, Baptist Health Medical Center is located right off I-30, on the west side of town. These institutes plus manufacturing plants, and various small businesses provide employment in the area.

Job 070442 – Hwy. 67 - Hwy. 51 (Arkadelphia Bypass) (S) is programmed to provide a Highway 51 bypass around Arkadelphia. Upon completion, this route will divert some through traffic from Highway 51 within the Job 070439 project area. Because the completion date, as well as the final alignment are still uncertain, diversion from

Figure 1. Study Area



this project was not considered in the Job 070439 traffic analysis. The projected study area traffic is presented in Figure 2.

Existing Conditions

Highway 51, also known as Pine Street in Arkadelphia, is a principal east-west arterial that crosses the City of Arkadelphia. Within the study area, Highway 51 is a two-lane facility with a 30 mile per hour (mph) speed limit with two school zones. Because Highway 51 currently does not have a TWLTL, trailing vehicles must stop any time a leading vehicle turns left. This results in increased delay as well as more frequent rear end and angle crashes. Furthermore, the existing sidewalk is discontinuous, which inhibits pedestrian travel through Arkadelphia.

What is the purpose of this project?

The purpose of this project is improve the operations and safety of Highway 51 through Arkadelphia, and also to improve pedestrian travel through the corridor.

Why does Pine Street need to be evaluated?

The corridor is evaluated in the context of the goal areas identified in the Arkansas Long Range Intermodal Transportation Plan (LRITP). Highway 51 exhibits operational and safety deficiencies within the project area. In addition, pedestrian mobility is a challenge.

Safety

Highway 51's safety performance was evaluated through a review of crash rates, as shown in Table 1. The total crash rate was over twice the statewide average for similar facilities. The access point density is very high on Highway 51, resulting in a large number of turning maneuvers from the through travel lanes into these access points. The majority of the crashes occurring on the study segment are property damage only with a high percentage of them being rear end or angle crashes. The one severe crash (resulting in a serious injury) was a single vehicle crash negotiating a curve near Hunter Street at high speeds.

Figure 2. No Build Traffic Projections

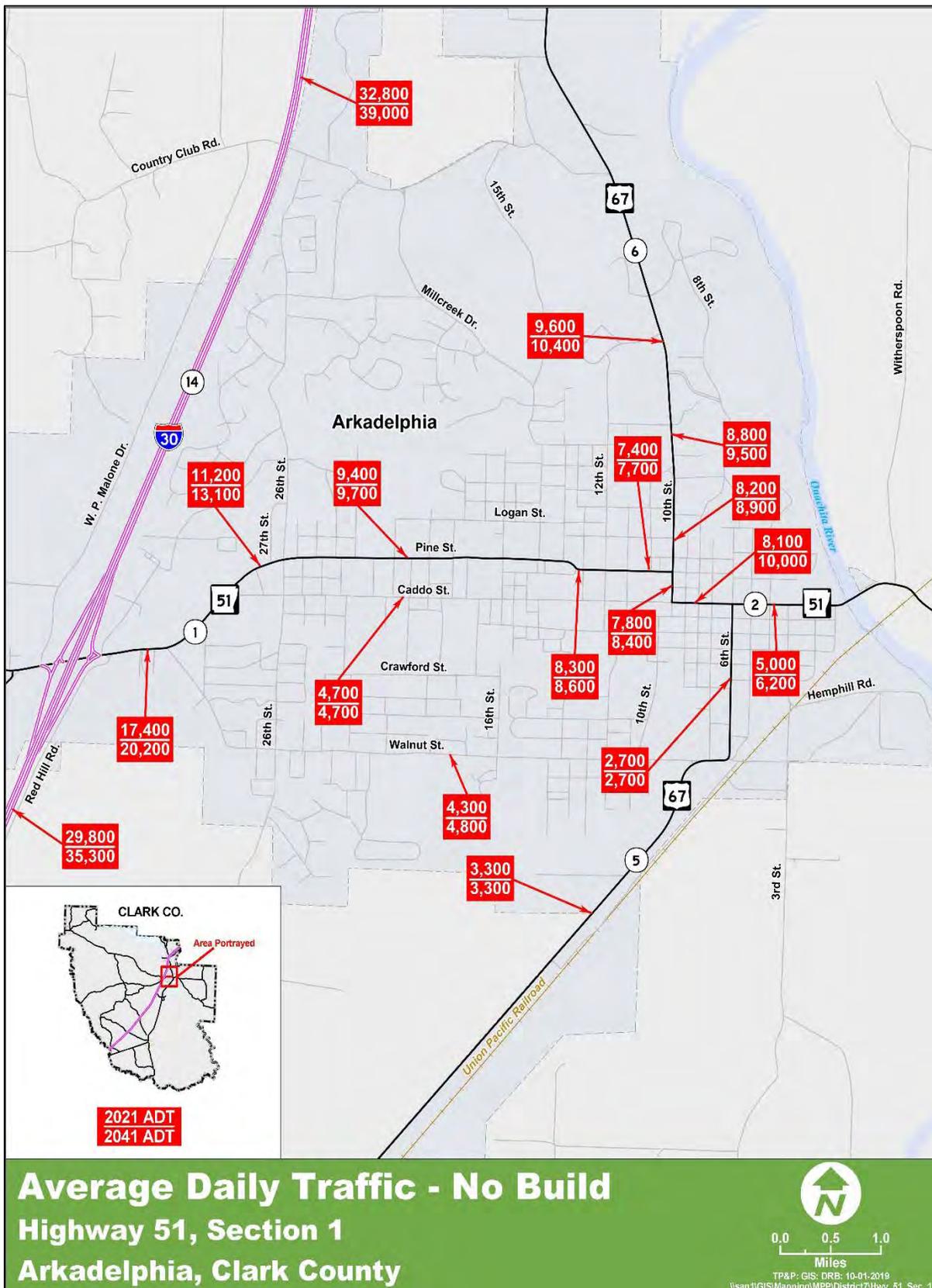


Table 1 – Study Corridor Crash Rates (2013-2017)

Route	Segment	Weighted ADT	Total Crashes			KA Crashes		
			Number of crashes	Crash Rate (per MVM) ¹	Statewide Average (per MVM) ^{1,3}	Number of crashes	Crash Rate (per 100 MVM) ²	Statewide Average (per 100 MVM) ^{2,3}
51	Section 1, LM 29.95-31.31	9,300	126	5.52*	2.56	1	4.38	11.35

¹ - Crash rates reported in crashes per million vehicles miles (MVM)
² - KA crash rates reported in crashes per 100 million vehicles miles (MVM)
³ - Statewide average crash rate for urban, two-lane, undivided highways (no access control)
* Crash rates exceed statewide averages

Mobility and System Reliability

Although Highway 51 performs at an acceptable level of service (LOS), motorists are subject to frequent delays due to left turning traffic. These motorists must wait in the travel lane for a gap in oncoming traffic, resulting in delays for following vehicles. About fifty driveways per mile currently exist, a very high number. Left turn complications are particularly prevalent near the schools. To prevent left turning traffic from totally blocking the roadway, left turns are prohibited at 12th Street, a condition that results in noticeable indirection.

Multimodal Transportation System

The existing sidewalks on Highway 51 are discontinuous, and sometimes of poor quality. Where sidewalks are missing, pedestrians must walk on the grass or in the travel lanes. Sidewalks are notably absent in front of Peake Elementary School.

Economic Competitiveness

Economic data was compiled for Clark County and the City of Arkadelphia. Education, Health Care & Social Services, Arts, Entertainment, Recreation, Accommodation & Food Services, and Manufacturing are the top three industry types in the city of Arkadelphia. The academic and medical institutes, industrial park, and national retail chains all located

in the city support this. According to U.S. Census Bureau 5-year estimates, population in Arkadelphia is decreasing since 2012. Detailed attributes are listed in Table 2.

Table 2: Demographic Data

Attribute	Arkadelphia	Clark County	State of Arkansas
Population 2017	10,644	22,495	2,977,944
Population 2012	10,779	23,050	2,916,372
Percent Change 2012/2017	-1.08%	-2.47%	2.07%
Median Resident Age	23.8	33.8	37.9
Age – 20 to 24 years	2,346	3,205	205,401
Age – 25 to 29 years	501	1,200	196,865
Median Household Income	\$30,823	\$37,144	\$43,813
Median Household Value	\$102,600	\$95,000	\$118,500
White-Non Hispanic	61.10%	69.10%	73.00%
Black	30.10%	23.90%	15.40%
Other Races	2.80%	2.10%	4.80%
Education Attained by Age 25+			
High School Graduates	86.20%	88.20%	85.60%
Bachelor's Degree or Higher	35.00%	26.40%	22.00%
Employment by Industry Type			
Education, Health Care & Social Services	24.20%	29.90%	33.80%
Manufacturing	13.40%	12.10%	6.20%
Arts, Entertainment, Recreation, Accommodation & Food Services	19.30%	12.70%	8.00%
Other services, except public administration	5.20%	4.20%	4.80%
Unemployment Rate	3.70%	4.50%	6.30%
Source: U.S. Census Bureau, 2008-2012, 2013-2017 American Community Survey 5-Year Estimates			

What alternatives were evaluated for this project?

No-Build Alternative

This alternative includes routine maintenance to Highway 51. Capital improvements would not be implemented. Subsequently, routine and preventative maintenance treatments would be performed as needed. Although there are no direct construction costs with this alternative, indirect costs would derive from maintenance costs. No adverse impacts such as land use changes, relocations, and environmental disruptions would be caused, but the identified needs would not be addressed.

Improvement Alternative

This improvement alternative includes widening Highway 51 to three 12-foot lanes, including a TWLTL, with curb, gutter, and sidewalks. The TWLTL will provide a refuge outside the travel lanes for left turning vehicles. The addition of the TWLTL is expected to reduce crashes as well as delays. In addition, sidewalks will be available to aid in pedestrian safety.

Conclusion

Operational and safety concerns resulting from left turns have been identified on Highway 51. Furthermore, the lack of continuous sidewalks inhibits pedestrian travel through Arkadelphia. Job 070439 will rectify these deficiencies through the construction of TWLTL, as well as curb, gutter, and sidewalks.

Appendix B – Public Involvement Synopsis, Environmental Justice, and Socio-Economic Information

PUBLIC INVOLVEMENT SYNOPSIS

Job Number 070439

26th St. - Hwy. 67 (Pine St.) (Arkadelphia) (Hwy. 51)

Clark County

Tuesday, June 4, 2019

An open forum Public Involvement meeting for the proposed Hwy. 51 (Pine Street) widening project was held at the First Presbyterian Church, 1220 Pine Street in Arkadelphia, from 4:00 – 7:00 p.m. on Tuesday, June 4, 2019. Efforts to involve minorities and the public in the meeting included:

- Display advertisement placed in the *Arkansas Democrat-Gazette* on Sunday, May 26, 2019 and Sunday, June 2, 2019.
- Public service announcement ran on *Cumulus Media - Power 92.3 FM* from Saturday, June 1, 2019 through Tuesday, June 4, 2019.
- Public Service Announcement ran on *EZ Spanish Media - La Zeta 106.3 FM* on Saturday, June 1, 2019 through Tuesday, June 4, 2019.
- Letters mailed to public officials.
- Distribution of flyers in the project area.

The following information was available at the meetings for review and comment:

- Displays of an aerial-based project location map (scale: 1 inch = 400 feet).
- Preliminary project design plans (scale: 1 inch = 50 feet).

Public handouts included a Comment Form and a small-scale project location map. Copies of these handouts are attached to this synopsis.

Table 1 summarizes public participation at the meeting.

TABLE 1	
Public Participation	Totals
Attendance at Public Involvement meeting (including ARDOT staff)	122
Comment Forms received	33
Letters received	1

ARDOT staff reviewed all the comments received. The summary below reflects the perception or opinion of the person or organization making the comment(s). The order in which the comments are listed is random and does not reflect the number of times comments were made or their significance. Not all commenters responded to every Comment Form question, and some responses were ambiguous. A few of the comments were combined and/or paraphrased to simplify this synopsis.

Table 2 summarizes responses to Comment Form questions.

TABLE 2	
Survey Results	Totals
Feel proposed project is needed	22
Do not feel proposed widening is needed	9
Beneficial impacts due to the proposed project	9
Adverse impacts due to the proposed project	15
Offered suggestions to better serve the needs of the community	13

Comments regarding why the proposed project is needed included:

- Addition of turn lane is essential.
- Four lanes plus a turn lane may be necessary due to additional future traffic generated by Sun Bio project.
- Existing roadway is too narrow for traffic volumes.
- Semi-trucks passing through the city will be better accommodated.
- Will bring businesses to the area/city.
- Downtown ingress and egress will be greatly enhanced.
- Number and safety of pedestrians will be enhanced.
- Sidewalks will attract families to the area.
- Unsafe shoulders, lack of sidewalks, and drainage problems will be addressed.
- Visual quality in the area will be improved.

Comments regarding why the proposed project is not needed included:

- Turn lane addition will not be useful.
- Insufficient traffic to warrant project expense.

Comments regarding beneficial impacts included:

- Improve access for commercial sites.
- Alleviate traffic congestion at Pine Street and 10th Street.
- Transportation system improvements and the ability to drive through town and safely make left turns will provide economic benefits.
- Increase commercial appeal and visual quality of the area.
- Visual quality improvements will increase university enrollment and retention.

Comments regarding adverse impacts included:

- Elimination of parking spaces and access to front loading docks of family business would make continuing operations unfeasible (1322 Pine Street).
- Length of construction period will affect walk in business (1624 Pine Street).
- Parking problems for commercial property (2400 Pine Street).
- Business and office parking lot will be taken (2503 Pine Street).
- Commercial building and business of over 30 years will be altered or destroyed (9201 Robey Street).
- Apartment sign will be affected.
- Reduction in Southern Bancorp parking lot at corner of Pine Street and 26th Street will severely damage building use and feasibility as a bank branch.
- Church established in 1899 will be adversely impacted by bringing construction up to the front doors (1701 Pine Street).
- Church side door used by elderly and others would become unsafe to use due to roadway proximity (1300 Pine Street).
- Taking additional land from properties with currently very limited frontage along Pine Street will result in front yards being on the street, decreased property values, and increased noise levels.
- Home will be demolished (139 N. 15th Street.).
- Reduction in yard size and increased proximity of roadway will reduce property value (1301 Pine Street).
- Access to home and business will be drastically reduced (1203 Pine Street).
- Roadway will be too close to home (204 N. 11th Street).

Comments regarding how the project could better serve the needs of the community included:

- Add four lanes plus a turn lane.
- Add a traffic light at Pine Street and 16th Street.
- Change the proposed alignment to avoid damaging existing buildings.

- Shift the proposed alignment away from the government housing apartments (intersection of Pine Street and 19th Street) so the residents will not be so close to the roadway.
- Shifting the intersection of Pine Street and 10th Street would avoid property damage and make use of the northeast corner of the intersection, which is slated for a use that will cause the loss of the west side of 10th Street.
- Straighten out the curve between 13th Street and 14th Street by extending the road further south of Pine Street rather than widening on both sides.
- Place utilities underground to improve the area's visual quality, particularly since Pine Street is a key entrance to the city and is travelled by visitors and university students/prospective students.
- Resurface the roadway and ensure drainage ditches and sidewalks are weed-free and well-maintained.
- Ensuring the sidewalk corners are accessible for walking and biking is particularly important due to the proximity of universities.
- Omit the sidewalk berm and/or widen the sidewalk to avoid creating a green space that will become visually unappealing due to lack of maintenance (such as Highway 7 South at Hot Springs).
- Future bypass for log trucks route should include Walnut Street to Hwy. 67 South.
- Address the drainage system, particularly where flooding occurs at Pine Street and 17th Street.

Additional comments included:

- Widening will not eliminate trucks traveling through downtown; current roadway capacity appears sufficient.
- Remove church at Pine Street and 13th Street to straighten out the curve.
- Lack of a drainage system in vicinity of 1700 Pine Street.
- Concerned about loss of business parking (143 N. 16th Street).
- Consider moving right of way to the north to avoid taking business parking lot (2407 Pine Street).
- Consider widening on both sides of the street to avoid some of the impacts on the proposed side.
- Consider shifting alignment to avoid taking business (201 Robey Street).
- Depending on city codes/regulations, business may not be allowed to continue to operate due to insufficient parking space (1624 Pine Street).
- Consider the following actions:
 - Community would like to see the College Inn motel removed and land used for other commercial purposes.
 - Shift the Pine Street and 10th street intersection to the east to avoid interfering with the gas station.

- Install a traffic light at Pine Street and 16th Street to improve safety.
 - Relocate all utilities underground.
- Project is needed.
- Project should address the motel and gas station at Pine Street and 10th Street because these properties constrict available space.
- City officials look forward to good communication and teamwork through the design and construction processes.
- Project should be coordinated with new Peake Elementary School construction.
- Not in favor of project due to expense and extensive impacts to property and lives.
- Zoom image showing property lines and proposed roadway limits is requested (1203 Pine Street).
- Difficulty in determining how property will be impacted necessitates speaking with a representative (1301 Pine Street).
- Living alone at age 90 will make moving from home of over 68 years difficult; a design decision and timeframe are needed soon (139 N. 15th Street).

Comments regarding knowledge of environmental constraints (not otherwise addressed) included:

- City has property designated for the Martin Luther King, Jr. Park on east side of North 15th Street.
- USTs at existing gas station (203 North 10th Street) and potentially at former gas stations at the following locations:
 - Pine Street and Hunter Street
 - Pine Street and 18th Street (1750 Pine Street)

Comments regarding home or property presenting limitations to the project (not otherwise addressed) included:

- Sewer line runs from the front of house to corner of Pine Street and 13th Street.
- Existence of city parking requirements related to the square footage of commercial buildings.
- Sprinkler system(s).

Attachments:

Blank Comment Form

Small-Scale Project Location Map

RJ
DN



MP:tt

**ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
CITIZEN COMMENT FORM**

**ARDOT JOB NUMBER 070439
26TH ST. - HWY. 67 (PINE ST.) (ARKADELPHIA) (HWY. 51)**

**LOCATION:
FIRST PRESBYTERIAN CHURCH
1220 PINE STREET
ARKADELPHIA, AR 71923
4:00 – 7:00 P.M.
JUNE 4, 2019**

Make your comments on this form and leave it with ARDOT personnel at the meeting or mail it by 4:30 p.m. on **Wednesday, June 19, 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 to widen State Highway 51 (Pine Street) between 26th Street and U.S. Hwy. 67 in Arkadelphia? 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.

Social, Environmental Justice, Community Impacts and Economics Study

A socioeconomic, environmental justice and community impacts discipline describes the existing conditions in the project study area and evaluates potential impacts with or without the proposed project.

Social

The geographic area considered for analysis of existing social conditions and impacts consists of Clark County in the City of Arkadelphia. Arkadelphia's estimated population is 10,714. Arkadelphia is host to DeGray Lake, Henderson State University and Ouachita Baptist University. Arkadelphia's two largest industries are manufacturing and education.

The purpose of the project is to improve the operations and safety of Highway 51 through Arkadelphia, and to also improve pedestrian travel through the corridor. The proposed project is situated near Highway 67, which serves as a major thoroughfare for truck traffic. The universities are less than 0.3 miles away from the project area. Comprehensive education in a small town setting, local shops and major industries are all apart of what makes Arkadelphia distinct. Therefore, it is appropriate to consider changes to community character and cohesion in assessing the significance of the proposed project's effects.

What is Environmental Justice and how do we address it?

Environmental Justice refers to social equity in bearing the burden of adverse environmental impacts. In the past, minorities and low-income populations have experienced disproportionate impacts caused by construction of transportation projects. In response to this concern, an Executive Order was issued by President Bill Clinton in 1994. Among other things, it directed that:

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

-Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The environmental justice evaluation determines whether low-income or minority populations would suffer disproportionately high and adverse effects of an action. Low income is defined based on the Department of Health and Human Services (DHHS) 2019 poverty guidelines, which is \$25,750 for a family of four (4). The American Factfinder (2013-2017) found that 29.7 percent of the population of the City of Arkadelphia live below the poverty level. The median household income stands at \$30,823 which is higher than the Poverty guidelines published by the DHHS.

The Federal Highway Administration defines Minority as a person who is:

- Black (having origins in any of the black racial groups of Africa);
- Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);
- Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or
- American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition);

- Native Hawaiian and Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or Pacific Islands).

How would Social, Environmental Justice and Business/Economic Conditions be affected during construction of the proposed project?

The study area encompasses mostly residential and commercial areas, with various community service and faith based establishments.

- The No-Action consists of no improvements being made to the existing Highway 51 with sustaining routine maintenance. Without widening Highway 51 (Pine Street), continued traffic delays and congestion would remain. There would be no impacts to residents, tenants and business owners.
- The proposed widening of existing Highway 51, passes through business, commercial, and primarily residential properties. The proposed project is located within an Environmental Justice community. This project will not sever any subdivisions; however, it is estimated to impact several homes, businesses and personal properties. Improving the existing highway will not disrupt community services and facilities located along Highway 51.

Would the project have unavoidable adverse effects on Environmental Justice/Title VI populations that could not be mitigated?

The 2012-2016 U.S. Census data covers the project area and provides population demographic characteristics. The total population of the project area is approximately 548 residents. Table 1 provides a comparison of population demographics for the project area, City of Arkadelphia, and Clark County.

While some impacts may be borne by those populations, the level of adverse impacts would not be disproportionately high. Based on the above discussion and analysis (U.S. Census Bureau, field observations, and door to door outreach), the proposed project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further EJ analysis is required.

Community character and how community service facilities will be affected during construction?

One purpose of the project is to improve operations on Highway 51. The city of Arkadelphia takes pride in providing local businesses an opportunity to grow and thrive by revitalizing the Main Street district with specialty shops, art galleries and restaurants. This undertaking earned Arkadelphia the 2012 Arkansas Business City of Distinction award for Main Street Preservation. The community's sense of unity and cohesion are evident in the creation of the Racial and Cultural Diversity Committee and the Arkadelphia Promise Scholarship. Both can propel the initiatives for long range economic development.

Arkadelphia host two of Arkansas' large learning institutions, the city advertises that a college degree is a passport to future prosperity for individuals and an educated workforce makes Arkadelphia a more attractive community in which to locate a business.

The study area encompasses mostly commercial and residential areas. The project will create benefits such as improved local accessibility for businesses, increased movement, convenience, and improved safety for motorists. Recreational users and emergency service providers would also benefit from the enhanced circulation and accessibility throughout the project area.

Numerous community service facilities are located within the proposed project area, such as, Community Counseling Services, Inc., Walgreens (Pharmacy), religious faith based organizations, Happyland Child Care Center, J. Ed Peake Elementary School, banks, Central Primary School, Family Dollar, Ozark Cleaners and Laundry, El Mariachi, Mr. Suds Laundry and Barber and Beauty shops.

Construction delays, dust, noise and exhaust fumes from equipment would temporarily affect residences and businesses along the proposed project. Access to homes and businesses would be maintained during construction.

What measures are proposed to minimize or avoid effects to social and economic resources?

The right of way acquisition necessary for the proposed widening of Highway 51 project will be minimized as much as possible. The opportunity for businesses to relocate within the vicinity of the project area is an option. The Department's design engineers will work closely with residents and business owners regarding driveway configurations and other specific property concerns. Property acquisition will be completed in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970.

Public Involvement

Meaningful public engagement of all populations within the project area is a key factor in the transportation decision-making process. Allowing the public early and on-going interaction provides confirmation that their input is included in the final decision. A Public involvement meeting was conducted on June 4, 2019 and was well attended.

On September 11, 2019 the Public Involvement staff performed additional door to door outreach due to Environmental Justice and Title VI concerns. The purpose of the outreach efforts was to identify potential issues and concerns that citizens may have with the proposed project. Our findings indicated that the proposed project is located within an Environmental Justice/Title VI community, there were no minority and low-income households impacted. However, there is one (1) elderly and one (1) disabled person household impacts and three (3) minority businesses.

To date, the proposed project has generated a great deal of excitement within the community and attracted a wide range comments and ideas. A Public Involvement Synopsis is located in Appendix B of the proposed Highway 51 widening Environmental Assessment.

The ARDOT Public Involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability. This proposed project is in compliance with Title VI of the Civil Rights Act of 1964, and Executive Order 12898.

Relocation

Relocations occur when residential, business, or non-profit properties fall within the established right of way limits for a proposed project. Until the final design has been established, relocation quantities are estimates.

Estimated right of way widths were used in determining potential structures to be relocated. A Conceptual Stage Relocation Inventory was completed. It describes the existing residential and commercial locations in the project study area and estimates the ROW acquisition and Utility relocation

costs, as well as, evaluates potential relocation impacts within the proposed project. This study is provided in Appendix D of the Highway 51 widening Environmental Assessment.

Table 1			
Title VI and Environmental Justice Populations (2013-2017)			
	Clark County	Arkadelphia (City)	*Project Area
Total Population	22,495	10,714	548
Minority Population (% of Total)	5,599 (24.9)	3,333 (31.2)	359 (65.5)
Hispanic or Latino Population (% of Total)	1,035 (4.6)	622 (5.8)	0 (0)
65 and Older Population (% of Total)	3,507 (15.6)	1,374 (12.9)	29 (5.3)
Low-Income Population (% of Total)	4,221 (21.5)	2,369 (29.7)	108 (19.7)

*The extent of Job 070439 was overlaid on a statewide layer of the Census Bureau's block group boundaries. This determined that the project is located within Block Group 1 of Census Tract 9536.01. The 2013-2017 American Community Survey 5-Year Estimates dataset, found on the American FactFinder website, was used to gather the values shown in the chart.

Table 2					
Conceptual Stage Relocation Inventory					
Type Relocation	Number	Minority Households	Elderly Households	Low Income Households	Disabled Person Households
Residential Owners	3	0	1	0	1
Residential Tenants	1	0	0	0	0
Businesses	10	3	N/A	N/A	N/A
Land Lord Businesses	4	N/A	N/A	N/A	N/A
Nonprofit Organizations	1	N/A	N/A	N/A	N/A
Totals	19	3	1	0	1

Appendix C – Cultural Resources



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas
HDA-AR

Dr. Andrea Hunter
Tribal Historic Preservation Officer
The Osage Nation
Post Office Box 779
Pawhuska, Oklahoma 74056

Dear Dr. Hunter:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Osage Nation regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Nation.

The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Nation. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas

Ms. Sheila Bird
Tribal Historic Preservation Officer
United Keetoowah Band of
Cherokee Indians in Oklahoma
P. O. Box 746
Tahlequah, OK 74465

Dear Ms. Bird:

This letter is written to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the United Keetoowah Band of Cherokee Indians in Oklahoma regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Band.

The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Band. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas
HDA-AR

Mr. Everett Bandy
Tribal Historic Preservation Officer
Quapaw Nation
Post Office Box 765
Quapaw, Oklahoma 74363

Dear Mr. Bandy:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Quapaw Nation regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Nation.

The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Nation. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas
HDA-AR

Mr. Joey Barbry, Jr.
Tribal Historic Preservation Officer
Tunica-Biloxi Tribe of Louisiana, Inc.
Post Office Box 1589
Marksville, LA 71351

Dear Mr. Barbry:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Tunica-Biloxi Tribe regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Tribe.

The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas
HDA-AR

Dr. Ian Thompson
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702-1210

Dear Dr. Thompson:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Choctaw Nation of Oklahoma regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Nation.

The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Nation. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

November 5, 2018

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

In Reply Refer To:
ARDOT Job 070439
26th St. - Hwy. 67 (Pine St.)
(Arkadelphia) (S)
Clark County, Arkansas
HDA-AR

Mr. Phil Cross
Acting Tribal Historic Preservation Officer
Caddo Nation
Post Office Box 487
Binger, OK 73009

Dear Mr. Cross:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Caddo Nation regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to your Nation.

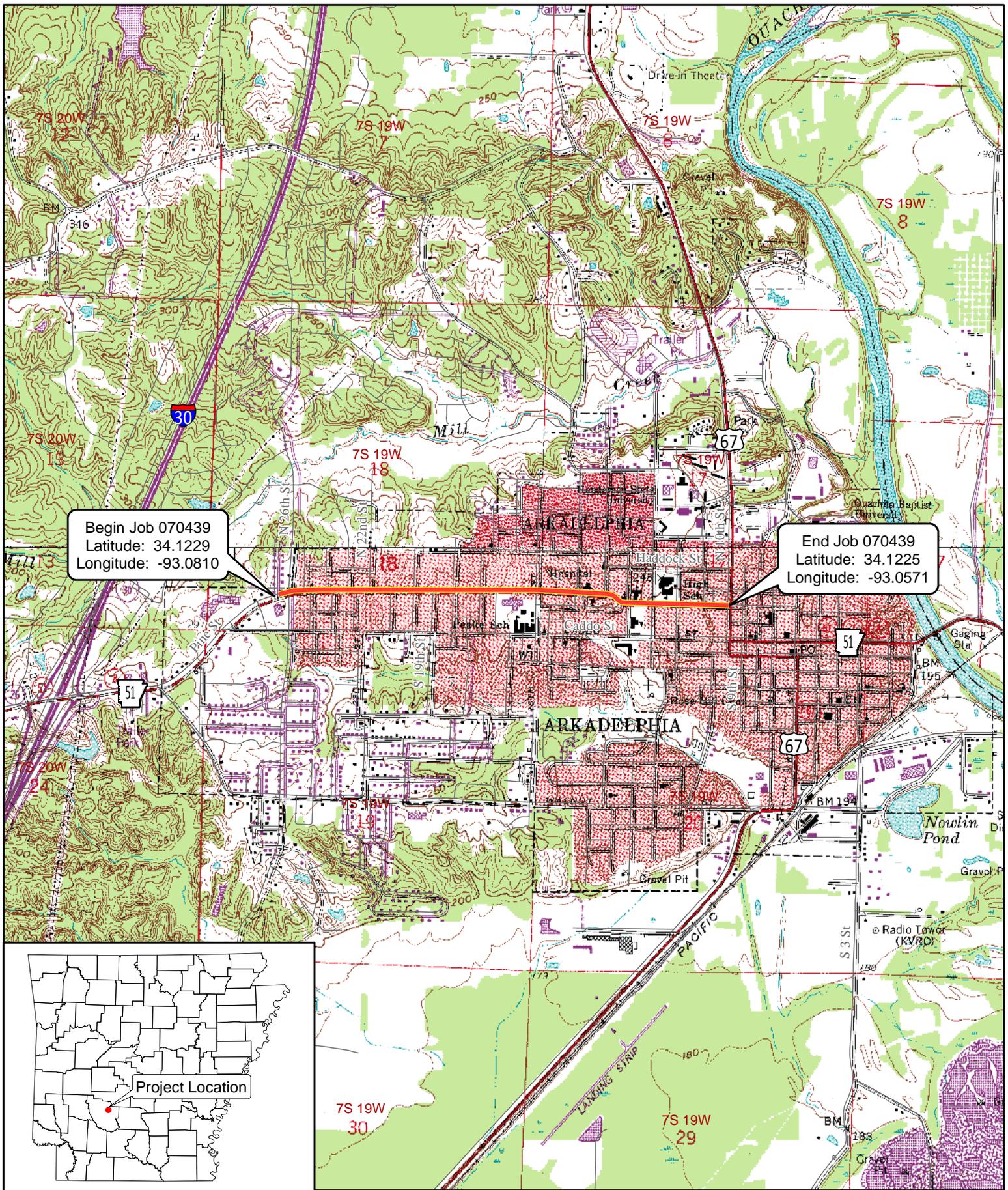
The Arkansas Department of Transportation (ARDOT) plans to reconstruct a portion of Highway 51 in Clark County (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no previously recorded sites have been documented in the area of potential effect. In an effort to identify any archeological sites within the proposed project area, the ARDOT is planning to conduct a cultural resources survey of the project area.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Nation. If you have any questions or need additional information, please contact me at (501) 324-6430.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



Begin Job 070439
 Latitude: 34.1229
 Longitude: -93.0810

End Job 070439
 Latitude: 34.1225
 Longitude: -93.0571



Scale - 1:24,000

Job 070439
 26th St. - Hwy. 67
 (Pine St.) (Arkadelphia) (Hwy. 51)
 Clark County

Project Location

QUAPAW NATION

P.O. Box 765
Quapaw, OK 74363-0765

(918) 542-1853
FAX (918) 542-4694

RECEIVED
ARDOT

DEC 10 2018

ENVIRONMENTAL
DIVISION

December 6, 2018

Arkansas State Highway and
Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203-2261

Re: ArDOT Job 070439 26th St. – Hwy. 67 (Pine St) (Arkadelphia) (S) Clark County, Arkansas

To whom it may concern,

The Quapaw Nation Historic Preservation Office has received and reviewed the information provided for the proposed ArDOT Job 070439 26th St. – Hwy. 67 (Pine St) (Arkadelphia) (S) Clark County, Arkansas and concurs with your recommendations for this project conducting a cultural resource survey.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Quapaw Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, or the Native American Graves Protection and Repatriation Act. If however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and that you contact the Quapaw Nation Historic Preservation Office.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Quapaw Nation on this matter.

Sincerely,



Tribal Historic Preservation Office
Quapaw Nation
P.O. Box 765
Quapaw, OK 74363
(w) 918-238-3100



Osage Nation Historic Preservation Office

ᏍᏚᏚᏚ ᏊᏍᏍᏚ ᏊᏚᏚᏚ

Date: December 12, 2018

File: 1819-2228AR-11

RE: FHWA AHTD ARDOT #070439, Reconstruct Highway 51, Clark County, Arkansas

Arkansas Highway & Transportation Department
Randal Looney
700 West Capitol Ave, Suite 3130
Little Rock, AR 72201

Dear Mr. Looney,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as FHWA AHTD ARDOT #070439, Reconstruct Highway 51, Clark County, Arkansas. There are no known Osage cultural resources within the project area. This office looks forward to future updates and reviewing the final report.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,


James Munkres
Archaeologist

RECEIVED

DEC 14 2018

FHWA
ARKANSAS



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

Arkansas Historic
Preservation Program

Arkansas Natural
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



ARKANSAS HISTORIC
PRESERVATION PROGRAM



1100 North Street
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184

info@arkansaspreservation.org
www.arkansaspreservation.com

An Equal Opportunity Employer

RECEIVED
ARDOT

MAR 29 2019

ENVIRONMENTAL
DIVISION

March 27, 2019

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

RE: Clark County – Arkadelphia
Section 106 Review – FHWA
AHTD Job Number 070439
26th Street – Hwy. 67 (Pine St.) (Arkadelphia) (S)
Route 51, Section 1
AHPP Tracking Number 103305

Dear Mr. Fleming:

This letter is written in response to the addendum for the proposed project. The staff of the Arkansas Historic Preservation Program (AHPP) has reviewed the documents for the 65 structures included in your letter of March 26, 2019.

We concur with the following National Register of Historic Places (NRHP) eligibility determinations:

Not eligible:

1-17, 18/CL0706, 19-25, 27, 28/CL0656, 29-31, 34/CL0477, 35/CL0518, 37, 37a, 38, 42, 44/CL0068, 45/CL0071, 46/CL0067, 47, 48/CL0070, 49, 51/CL0065, 52, 53

Eligible:

26, 26d [26a, 26b, 26d, 26f are contributing while 26c is non-contributing], 32, 32a, 33, 36/CL1018, 39/CL0516, 40/CL0515, 41/CL0077, 43/CL0009, 50, 54/CL0058

Individually Listed:

26e/CL0673 and 43a/CL0010

Tribes that have expressed an interest in the area include the Caddo Nation (Ms. Tamara Francis), the Chickasaw Nation (Ms. Karen Brunso), the Choctaw Nation of Oklahoma (Mr. Daniel Ragle), the Osage Nation (Dr. Andrea Hunter), the Quapaw Nation (Mr. Everett Bandy), and the Shawnee Tribe of Oklahoma (Ms. Tonya Tipton). We recommend that they be consulted in accordance with 36 CFR § 800.2 (c) (2).

Thank you for the opportunity to review this undertaking. If you should have any questions or comments, please do not hesitate to contact Theresa Russell

of my staff at (501)-324-9357. Please refer to the AHPP Tracking Number listed above in all correspondence.

Sincerely,



Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Ann Early, Arkansas Archeological Survey



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

.

Arkansas Historic
Preservation Program

.

Arkansas Natural
Heritage Commission

.

Arkansas State Archives

.

Delta Cultural Center

.

Historic Arkansas Museum

.

Mosaic Templars
Cultural Center

.

Old State House Museum



ARKANSAS HISTORIC
PRESERVATION PROGRAM



1100 North Street
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184

info@arkansaspreservation.org
www.arkansaspreservation.com

An Equal Opportunity Employer

June 20, 2019

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

RE: Clark County – Arkadelphia
Section 106 Review – FHWA
AHTD Job Number 070439
26th Street – Hwy. 67 (Pine St.) (Arkadelphia) (S)
Route 51, Section 1
AHPP Tracking Number 103305.01

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form for the above-referenced job in Sections 19 and 20, Township 7 South, Range 19 West in Clark County. The undertaking entails widening 1.338 miles of Highway 51 from two lanes to three lanes with sidewalks. The existing right-of-way (ROW) is 65 feet. The proposed ROW is 80 feet. The additional ROW will be taken from both sides of the roadway.

The Project Identification Form notes there is one historic property within the proposed ROW expansion, Property 32a, the Arby's Store #701 sign in the form of a large cowboy hat. The AHPP concurs with the proposed relocation of Property 32a closer to the restaurant and outside the expanded ROW. The AHPP recommends ARDOT complete an Arkansas Architectural Resources Form and request a Resource Number for entry in the National Register and Survey Database.

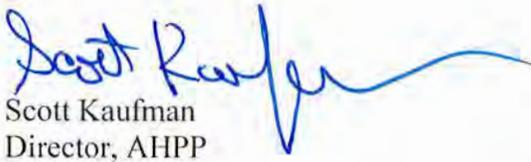
Based on the information presented in the Project identification Form, the AHPP concurs with the finding of **no adverse effect in accordance with 36 CFR § 800.5(b)** for the proposed undertaking.

Tribes that have expressed an interest in the area include the Caddo Nation (Ms. Tamara Francis), the Chickasaw Nation (Ms. Karen Brunso), the Choctaw Nation of Oklahoma (Mr. Daniel Ragle), the Osage Nation (Dr. Andrea 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(c)(2).

Thank you for the opportunity to review this undertaking. If you should have any questions or comments, please do not hesitate to contact Theresa Russell

Thank you for the opportunity to review this undertaking. If you should have any questions or comments, please do not hesitate to contact Theresa Russell of my staff at (501)-324-9357. Please refer to the AHPP Tracking Number listed above in all correspondence.

Sincerely,



Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Ann Early, Arkansas Archeological Survey

Cultural Resources Assessment Summary

A preliminary cultural resources review was conducted for the project. It consisted of a review of site, structure, and property records on file at the Arkansas Historic Preservation Program (AHPP) and the Arkansas Archeological Survey (AAS), FHWA initiation of Native American consultation, a comparison of early maps showing historic settlement in the area, a standing structures survey, and a field visit to all public access points along the alternative. It was conducted to identify any obvious potentially historic properties that might be affected by Alternative 1.

According to the AAS's AMADSA database, no archeological sites are recorded on or near the project limits. The AHPP data set has thirty-nine previously recorded structures on record nearby the project area. Thirty-five of the previously recorded structures were listed as having an unknown determination for inclusion in the National Register of Historic Places (NRHP), and one property was listed as ineligible for inclusion in the NRHP. Two historic properties (CL0673 – Peake High School Building and CL0010 – Domestic Science Building for the Arkadelphia Public School) were listed in the NRHP and one historic property (CL0947 – Peake High School Shop) determined as eligible for inclusion in the NRHP were previously recorded nearby the project area.

During the Architectural Resources Survey (ARS) sixty-five structures of 45 years of age or older were identified. Of the sixty-five structures submitted in the ARS, AHPP determined that fifteen were eligible for the NRHP, CL0673 and CL0010 remained individually listed on the NRHP, and CL0947 remained eligible for the NRHP. Two of the properties identified during the ARS, Arby's Store #701 and associated Arby's sign were determined as eligible for inclusion in the NRHP. The Arby's sign is a 20th century commercial sign likely built in the 1970s, is only one of three such signs remaining in the state of Arkansas, and is the only one associated with its original, unaltered building. This property is associated with car culture and fast food chain development, which became popular in the mid-to-late 20th century; therefore, it is eligible under Criterion A. The sign, in the shape of a larger cowboy hat, is also eligible under Criterion C as indicating an easily identifiable brand. This property will be impacted by the widening, and the sign will need to be moved closer to the restaurant. A Special Provision has been prepared for the relocation of the Arby's sign to protect its historic integrity.

Appendix D – Conceptual Stage Relocation Study and Right of Way Estimations



INTEROFFICE MEMORANDUM

January 15, 2020

RECEIVED
ARDOT

JAN 16 2020

TO: John Fleming, Division Head, Environmental Division

FROM:  Jennifer R. Williams, Division Head, Right of Way Division

ENVIRONMENTAL
DIVISION

SUBJECT: Job 070439
26th Street – Hwy. 67 (Arkadelphia) (S)
Route 51 Section 1
Clark County
CONCEPTUAL STAGE RELOCATION STATEMENT - REVISED

GENERAL STATEMENT OF RELOCATION PROCEDURE

Persons displaced as a direct result of acquisition for the proposed project will be eligible for relocation assistance in accordance with Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended (The Uniform Act). The Relocation Program provides advisory assistance and payments to minimize the adverse impact and hardship of displacement upon such persons. No lawful occupant shall be required to move without receiving a minimum of 90 days advance written notice. All displaced persons; residential, business, farm, nonprofit organization, and personal property relocatees are eligible for reimbursement for actual reasonable moving costs.

It is the Department's Policy that adequate replacement housing will be made available, built if necessary, before any person is required to move from their dwelling. All replacement housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex or national origin. Construction of the project will not begin until decent, safe and sanitary replacement housing is in place and offered to all affected persons.

There are two basic types of residential relocation payments: (1) Replacement Housing payments and (2) Moving Expense payments. Replacement Housing payments are made to qualified owners and tenants. An owner may receive a payment of up to \$31,000.00 for the increased cost of a comparable replacement dwelling. The amount of this payment is determined by a study of the housing market. Owners may also be eligible for payments to compensate them for the increased interest cost for a new mortgage and the incidental expenses incurred in connection with the purchase of a replacement dwelling. A tenant may receive a rental subsidy payment of up to \$7,200.00. Tenants may elect to receive a down payment rather than a rental subsidy to enable them to purchase a replacement dwelling. Replacement housing payments are made in addition to moving expense payments.

Businesses, farms and nonprofit organizations are eligible for reestablishment payments, not to exceed \$25,000.00. Reestablishment expense payments are made in addition to moving expense payments. A business, farm or nonprofit organization may be eligible for a fixed payment in lieu of the moving costs and reestablishment costs if relocation cannot be accomplished without a substantial loss of existing patronage. The fixed payment will be computed in accordance with the Uniform Relocation Act and cannot exceed \$40,000.00.

If the displacee is not satisfied with the amounts offered as relocation payments, they will be provided a form to assist in filing a formal appeal. A hearing will be arranged at a time and place convenient for the displacee, and the facts of the case will be promptly and carefully reviewed.

Relocation services will be provided until all persons are relocated or their relocation eligibility expires. The Relocation Office will have listings of available replacement housing and commercial properties. Information is also maintained concerning other Federal and State Programs offering assistance to displaced persons.

=====

Based on preliminary construction plans, aerial photographs, and an on-site project review, it is estimated that the subject project could cause the following displacements and costs:

Proposed Project:

3	Residential Owners	\$ 120,000.00
1	Residential Tenant	\$ 15,000.00
10	Businesses	\$ 400,000.00
4	Landlord Businesses	\$ 100,000.00
1	Non-Profit Organization	\$ 40,000.00
	Services	\$ 121,500.00
	Total	\$ 796,500.00

The general characteristics of the displacees to be relocated are listed on the Conceptual Stage Inventory Record forms in the back of this report. The general characteristics have been determined by a visual inspection of the potential displacement locations by Relocation Coordinators. The Relocation Coordinators utilize area demographic data, visual inspections, past experiences and knowledge in making this determination.

An available housing inventory has been compiled and it indicates there are at least thirty-two comparable replacement dwellings available for sale and eleven comparable replacement dwellings available for rent within a reasonable proximity of the project area. At least seventeen developed commercial properties and seven vacant land commercial

properties are currently for sale in the project area. There are at least six commercial properties for lease. A breakdown of the available properties is as follows:

	<u>Number Of</u> <u>Units</u>
Residential (For Sale)	
\$ 0.00 - 50,000	3
50,001 - 100,000	13
100,001 - 150,000	10
150,001 - 200,000	2
200,001 - 300,000	3
300,001 and up	1
Total	32
Residential (Monthly Rent)	
\$ 0.00 - 500.00	2
501.00 - 600.00	1
601.00 - 700.00	1
701.00 - 800.00	3
801.00 - 900.00	3
901.00 - 1,000.00	0
1,001.00 and up	1
Total	11
Commercial Properties (For Sale)	
\$ 0 - 100,000	1
100,001 - 200,000	2
200,001 - 300,000	5
300,001 - 400,000	4
400,001 - 500,000	0
500,001 and up	5
Total	17
Commercial Land (For Sale)	
\$ 0 - 100,000	2
100,001 - 200,000	2
200,001 - 300,000	1
300,001 - 400,000	1
400,001 - 500,000	0
500,001 and up	1
Total	7

Commercial Properties

(For Lease)

\$ 0 - 1,000	0
1,001 - 2,000	1
2,001 - 3,000	1
3,001 - 4,000	0
4,001 - 6,000	0
6,001 - 7,000	2
7,001 and up	2
Total	6

This is a widening project that will widen Arkansas Highway 51 between 26th Street and Highway 67 through Arkadelphia, AR. The units contained in the housing inventory are in Clark County. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the families displaced on the project. The housing market should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event housing cannot be found or can be found but not within the displacees' economic means at the time of displacement, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

The replacement property inventory was compiled from data obtained from real estate companies, web sites, and local newspapers for the subject area. The dwellings contained in the inventory have been determined to be comparable and decent, safe and sanitary. The locations of the comparable dwellings are not less desirable in regard to public utilities and public and commercial facilities, are reasonably accessible to the displacees' places of employment, adequate to accommodate the displacees, and in neighborhoods which are not subject to unreasonable adverse environmental factors. It has also been determined that the available housing is within the financial means of the displacees and is fair housing open to all persons regardless of race, color, sex, religion or national origin consistent with the requirements of 49 CFR, Subpart A, Section 24.2 and Title VIII of the Civil Rights Act of 1968.

A commercial property inventory indicates there are at least seventeen developed properties available in the subject area at this time. The businesses displaced on the project may not be able to relocate in the immediate area of their displacement resulting in termination of the operation. However, in order to assist the displaced businesses and nonprofit organizations in relocating, the State will explore all possible sources of funding or other resources that may be available to businesses and nonprofit organizations. Sources that will be considered include: State and Local entities, the Department of Housing and Urban Development, the Economic Development Administration, the Small Business Administration and other Federal Agencies. Emphasis will be given in providing relocation advisory services to the businesses and nonprofit organizations. Appropriate measures will be taken to ensure that each entity displaced is fully aware of their benefits, entitlements, courses of action that are open to it, and any special provisions designed to

encourage businesses and nonprofit organizations to relocate within the same community.

It is estimated that there will be four minorities, zero low-income, one disabled person and one elderly residential person displaced by the project. All displacees will be offered relocation assistance under provisions in the applicable FHWA regulations. At the time of displacement another inventory of available housing in the subject area will be obtained and an analysis of the market made to ensure that there are dwellings adequate to meet the needs of all displacees. Also, special relocation advisory services and assistance will be administered commensurate with displacees' needs, when necessary. Examples of these include, but are not limited to, Housing of Last Resort as previously mentioned and consultation with local officials, social and federal agencies and community groups.

There are no other identified unusual conditions involved with this project.

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONCEPTUAL STAGE RELOCATION INVENTORY

Job No.: 070439 Job Name: 26th Street - Hwy. 67 (Pine St.) (Arkadelphia) (S) Date of Inventory: January 15, 2020

RELO TYPE	Street #	Street Name	IMP. VAL	IMP. RENT	Family Size or # Employees	Occ Length	Eld? Y/N/U	Min? Y/N/U	Low Inc? Y/N/U	DSS? Y/N/U
R/O	2210	Pine St.	\$ 107,688.00		2	21	N	N	N	Y
BUS	2210	Pine St.		\$ 1,077.00	1	21		N		
BUS	2012	Pine St.	\$ 357,563.00		10	10		Y		
Bus	1713	Pine St.	\$ 72,750.00		1	16		N		
NPO	1605	Pine St.	\$ 133,250.00		5	4		N		
BUS	138	14th. St. North	\$ 50,813.00		2	10		Y		
BUS	1402	Pine St.		\$ 1,223.00	3	8		N		
LL BUS	1402	Pine St.	\$ 122,250.00		3	8		N		
BUS	1303	Pine St.		\$ 1,546.00	10	1		Y		
LL BUS	1303	Pine St.	\$ 154,563.00		4	4		N		
BUS	201	Robey St.	\$ 230,000.00		5	6		N		
BUS	1015	Pine St.	\$ 223,250.00		6	8		Y		
BUS	203	10th St. North	\$ 227,313.00		5	8		N		
BUS	135	10th St. North		\$ 985.00	5	6		N		
LL BUS	135	10th St. North	\$ 98,500.00		2	6		N		

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONCEPTUAL STAGE RELOCATION INVENTORY

Job No.: 070439 Job Name: 26th Street - Hwy. 67 (Pine St.) (Arkadelphia) (S) Date of Inventory: January 15, 2020

RELO TYPE	Street #	Street Name	IMP. VAL	IMP. RENT	Family Size or # Employees	Occ Length	Eld? Y/N/U	Min? Y/N/U	Low Inc? Y/N/U	DSS? Y/N/U
R/O	1707	Pine St.	\$ 28,125.00		2	19	N	N	N	Y
R/O	139	15th St. North	\$ 75,625.00		2	9	Y	N	N	Y
R/T	139	15th St. North		\$ 727.00	2	1	N	N	N	Y
LL BUS	139	15th St. North	\$ 72,688.00		3	1		N		

ARKANSAS DEPARTMENT OF TRANSPORTATION
 CONCEPTUAL STAGE RELOCATION INVENTORY

Job No. 070439 Job Name 26th Street - Hwy 67 (Arkadelphia) (S) Date of Inventory 1-15-20

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	3	\$25,000.00 - \$110,000.00	0	1	0	1	0	
Residential Tenants	1	\$700.00 - \$900.00	0	0	0	0	0	
Businesses	10	\$50,000.00 - \$360,000.00			4			25-48
Landlord Businesses	4							5-15
Non-Profit Organization	1	\$134,000.00						1-5
Totals	19	N/A	0	1	4	1	0	31-68



INTEROFFICE MEMORANDUM

April 20, 2020

TO: John Fleming, Division Head, Environmental Division

FROM:  Jennifer R. Williams, Division Head, Right of Way Division

SUBJECT: Job 070439
26th St. – Hwy. 67 (Pine St.)
(Arkadelphia)(S)
Route: 51 Section: 2
Clark County
Acquisition and Utilities Cost Estimates

The conceptual layout on the subject project has been reviewed by the Right of Way Division. The estimated right of way acquisition and utility relocation costs are premised on the following:

- Aerial photography and preliminary plans
- Cursory visual inspection of the proposed project area
- No property owners were contacted
- Limited market analysis
- Right of way plans have not been received
- No right of way staking was in place
- Access to all affected properties remains
- This is not an appraisal
- This is not a determination of relocation benefits

The preliminary acquisition, relocation, and utility costs are as follows:

Reimbursable Utility Costs	\$ 814,000	Non-Reimbursable Utility Costs	\$ 1,778,000
Acquisition Costs	\$ 600,000		
Relocation Costs	\$ 796,500		
Total	\$ 2,210,500		

See attached for additional cost estimates information.

Attachments

c: Administrative Section

March 31, 2020

TO: Barry W. Cruz, Utilities Section Head, Right of Way Division

FROM: Keith Mashburn, Utility Coordinator, Utilities Section, Right of Way Division

RE: Job 070439
26th St. – Hwy. 67 (Pine St.)
(Arkadelphia)(S)
Route 51 Section 2
Clark County

Per the request of Environmental Division, a cursory utility estimate for the subject project has been prepared:

Utility	Reimbursable	Non-Reimbursable	Total
Gas	\$ 0.00	\$ 440,000.00	\$ 440,000.00
CATV	\$ 78,000.00	\$ 54,000.00	\$ 132,000.00
Power	\$ 586,000.00	\$ 405,000.00	\$ 991,000.00
Telecommunications	\$ 0.00	\$ 682,000.00	\$ 682,000.00
Water/Sewer	\$ 150,000.00	\$ 200,000.00	\$ 350,000.00
Total	\$ 814,000.00	\$ 1,778,000.00	\$ 2,595,000.00

This estimate was prepared based on an aerial photo of the corridor requested, onsite inspection by personnel of the Utilities Section and consultation with utilities; therefore, the estimate must be considered very preliminary and subject to change.

BC:km

Williams, Jennifer

From: Davis, Greg L.
Sent: Monday, March 30, 2020 2:59 PM
To: Williams, Jennifer
Subject: FW: Job 070439 26th St. - Hwy. 67 (Pine St.) (Arkadelphia) (S) - Cost Estimates

From: Davis, Greg L.
Sent: Monday, December 17, 2018 1:58 PM
To: Williams, Jennifer; Kendrick, John
Cc: Williams, Nathaniel C.
Subject: RE: Job 070439 26th St. - Hwy. 67 (Pine St.) (Arkadelphia) (S) - Cost Estimates

Roadway Design has provided two alternatives on the above mentioned project.

Alternative 1: (a) Problems could be hitting church sanctuary
(b) Affecting parking from multiple buildings (Tanning business, Pawn shop, off street parking for refrigeration business that technically doesn't have now, and possibly hitting Edward Jones Investments building.

The estimated cost for this alternative is estimated to be including damages and improvements to be:

\$600,000.00
Six Hundred Thousand Dollars

Alternative 2: (a) Misses church building
(b) Affecting parking from multiple buildings (Tanning business, Pawn shop, off street parking for refrigeration business that technically doesn't have now, and possibly hitting Edward Jones Investments building.
(c) Hits Mexican Restaurant

The estimated cost for this alternative is estimated to be including damages and improvements to be:

\$550,000.00
Five Hundred Fifty Thousand Dollars

Suggestion: I approached Nick Dail last week to see if we could hold to the existing R/W on the north side of the road and start shifting the alignment to the south further to the west which would take up more of the shopping center's area that is west of Mexican restaurant but possible to stay out of the delineated parking spaces and continue to hit the Mexican restaurant. This would lessen the impacts immensely on the north side of the road and straighten a curve in the road even more. The estimated cost of this alternative if possible is estimated to be: \$250,000.00.



INTEROFFICE MEMORANDUM

September 10, 2019

TO: Jennifer R. Williams, Division Head, Right of Way Division

FROM: Nathaniel C. Williams, Section Head – Relocation, *ncw*
Right of Way Division

SUBJECT: Job 070439
26th Street – Hwy. 67 (Pine St.) (Arkadelphia) (S)
Route 51 Section 1
Clark County
Relocation Cost Estimate

This estimate is premised on the following:

- Preliminary construction plans, aerial photographs, and an on-site project review
- No right of way plans have been received
- Limited contact with occupants has been made
- This is not a determination of benefits

It is estimated that the subject project could cause the following displacements and costs:

3	Residential Owners	\$ 120,000.00
1	Residential Tenant	\$ 15,000.00
10	Businesses	\$ 400,000.00
4	Landlord Businesses	\$ 100,000.00
1	Non-Profit Organization	\$ 40,000.00
	Services	\$ 121,500.00
	Total	\$ 796,500.00

September 10, 2019

TO: Jennifer Williams, Division Head, Right of Way Division

FROM:  John Fleming, Division Head, Environmental Division 

SUBJECT: Job Number 070439
FAP Number STPC-9013(9)
26th St. - Hwy. 67 (Pine St.) (Arkadelphia) (S)
Route 51, Section 1
Clark County
ROW Information Request

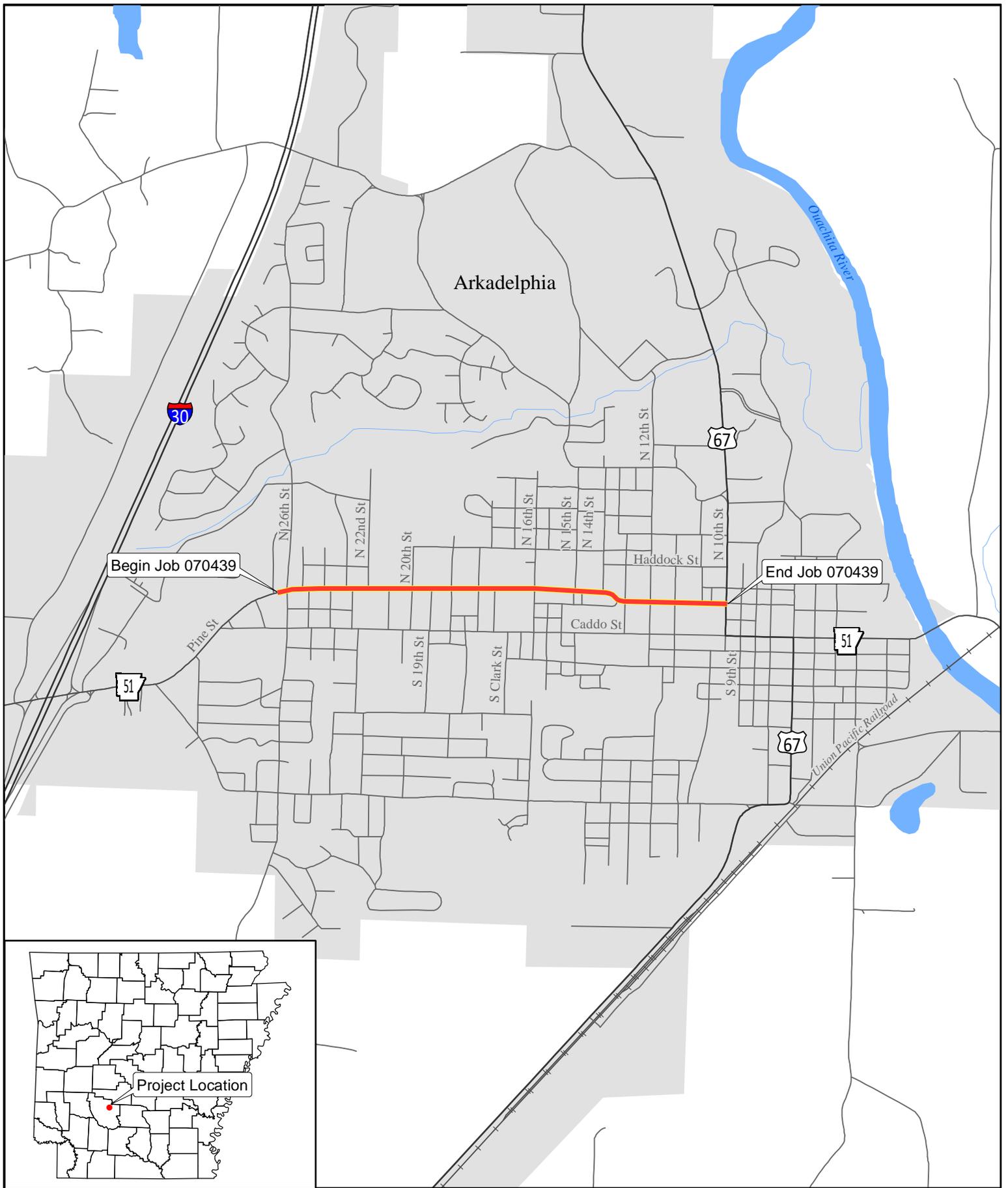
Please provide ROW cost estimates for the subject project. Cost estimates should include acquisition, relocation, and utility costs.

The attached figure shows the alternative under consideration. The proposed ROW width is estimated at 80'.

Please provide this information by October 10, 2019. If you have any questions concerning this project, contact Mary Pearson at extension 2644.

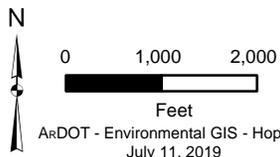
JF:MP:am

Attachment:
Location Map



Job 070439
26th St. - Hwy. 67
(Pine St.) (Arkadelphia) (Hwy. 51)

 Project Location



Appendix E – Visual Impact Assessment Memorandum

April 1, 2020

TO: Project File

FROM: Mary Pearson, Assessments Section, Environmental Division

SUBJECT: Job Number 070439
FAP Number STPC-9013(9)
26th St. – Hwy. 67 (Pine St.) (Arkadelphia) (S)
Route 51, Section 1
Clark County
Visual Impact Assessment Technical Memorandum

Purpose of this Memorandum

The purpose of this Visual Impact Assessment (VIA) Memorandum (memo) is to evaluate potential visual impacts associated with the subject project. The VIA was prepared using guidance outlined in the *Guidelines for the Visual Impact Assessment of Highway Projects* published by the Federal Highway Administration (FHWA) in January 2015.

Visual Impact Assessment

The VIA Scoping Questionnaire was completed. As shown in Attachment 1, the response to each question has a corresponding value of either 1 or 2, resulting in an overall score of 11. Consistent with FHWA guidelines, a score of 10 to 14 recommends the preparation of a brief visual impact assessment in memo format. This memo documents the recommended level of assessment.

Visual resource and VIA definitions for the concepts and terms used in the remainder of this memo are provided in Attachment 2. The visual impacts described are associated with Alternative 1; no impacts are anticipated under the No Action Alternative.

Proposed project viewers are categorized as either neighbors or travelers. Neighbors include residents and business occupants. Travelers include users of the project corridor and adjacent roadways.

Existing Visual Character

Alternative 1's project corridor extends approximately 1.4 miles from 26th Street east to Highway (Hwy.) 67. It would involve widening Pine Street from two to three lanes and adding curb and gutter, grassy berms, and 5-foot wide sidewalks on both sides.

The project study area is relatively flat. Elevations range from approximately 290 above mean sea level (msl) at the west end to 245 feet above msl at the east end. Long distance views are not present due to a combination of elevation uniformity and the screening effect of structures and landscaping.

Sidewalks, curbs, and grass berms are intermittently present throughout the corridor. Many of the streetscape elements are in poor condition and lack uniformity. Several of the residences, commercial buildings, and other structures (e.g., schools, daycares, and churches) feature trees, grassy lawns, and other landscaping elements. Additionally, several neighboring structures afford partial or complete views of the roadway and are in turn visible to travelers.

Permanent Impacts

The increase in roadway width and profile would modify the appearance of the existing roadway. Removing existing structures and clearing trees and vegetation would alter the project corridor's current appearance. Several structures along the existing segments of the route would be in closer proximity to the roadway. However, the proximities of these structures would not exceed zoning codes. Depending on viewer exposure and sensitivity, changes associated with the project could be experienced as either beneficial, neutral, or adverse.

The proposed roadway cross section and materials are typical of transportation improvements in the Arkadelphia area. Visual resources uncommon in the area would not be introduced, and landforms would not be noticeably altered. As applicable, local planning and development guidelines would be taken into consideration during final design to ensure visual compatibility of the proposed project. In addition to meeting the city's goal of promoting a more pedestrian-friendly community, the proposed sidewalks and grass bermed areas would also unify and enhance the corridor's appearance. Based on the factors described above, the visual resources of these facilities are predicted to be

beneficial to the existing overall visual character of the corridor. Overall visual quality is therefore predicted to be enhanced for the majority of project neighbors and for travelers.

Based on predicted viewer exposure and sensitivity, permanent adverse impacts would be minor and localized for residents for whom exposure will increased.

Temporary Impacts

Project construction would result in the short-term presence of construction vehicles and equipment, grading and excavation, and vegetation clearing throughout the project area. The areas where construction and grading would remove existing structures and trees would be viewable by travelers and site-specific neighbors. Grading and excavation activities and the presence of construction vehicles and equipment would result in a temporary change in the visual character of the project corridor. These activities would be short-term. Temporary visual impacts would be minor and not expected to result in an adverse response by typical viewers.

Avoidance, Minimization and/or Mitigation Measures

The proposed project's visual resources (e.g, cross sections and construction materials) would complement the visual character desired by the community as expressed in Arkadelphia's development regulations. Impacts to existing landscaping within the project area would be minimized through re-landscaping efforts.

Attachments

1. VIA Scoping Questionnaire
2. VIA Definitions

Visual Impact Assessment Scoping Questionnaire

Project Name: 26th St.-Hwy. 67 (Pine St.) (Arkadelphia) (S)

Location: Pine St., Arkadelphia, Clark County

Special Conditions/Notes:

Conducted By: M. Pearson

Environmental Compatibility

1. *Will the project result in a noticeable change in the physical characteristics of the existing environment? (Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.)*

- High level of permanent change (3) Moderate level of permanent change (2)
 Low level of permanent or temporary change (1) No Noticeable Change (0)

2. *Will the project complement or contrast with the visual character desired by the community? (Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.)*

- Low Compatibility (3) Moderate Compatibility (2)
 High compatibility (1)

3. *What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed? (Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.)*

- High concern (3) Moderate concern (2)
 Low concern (1) Negligible Project Features (0)

4. *Is it anticipated that to mitigate visual impacts, it may be necessary to develop extensive or novel mitigation strategies to avoid, minimize, or compensate for adverse impacts or will using conventional mitigation strategies, such as landscape or architectural treatment adequately mitigate adverse visual impacts?*

- Extensive Non-Conventional Mitigation Likely (3) Some non-conventional Mitigation Likely (2)
- No Mitigation Likely (0) Some Mitigation Likely (1)

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character? (Identify any projects [both state and local] in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.)

- Cumulative Impacts likely: 0-5 years (3) Cumulative Impacts likely: 6-10 years (2)
- Cumulative Impacts unlikely (1)

Viewer Sensitivity

1. *What is the potential that the project proposal may be controversial within the community, or opposed by any organized group? (This can be researched initially by talking with the state DOT and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.)*

- High Potential (3) Moderate Potential (2)
- Low Potential (1) No Potential (0)

2. *How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project? (Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other DOT staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.)*

- High Sensitivity (3) Moderate Sensitivity (2)
- Low Sensitivity (1)

3. *To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?*

- Low Compatibility (3) Moderate Compatibility (2)
 High compatibility (1)

4. *Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?*
(Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project environmental planner and project engineer. Note: coordinate with the state DOT representative responsible for obtaining the permit prior to communicating directly with any permitting agency. Permits that may benefit from additional analysis include permits that may result in visible built features, such as infiltration basins or devices under a storm water permit or a retaining wall for wetland avoidance or permits for work in sensitive areas such as coastal development permits or on Federal lands, such as impacts to Wild and Scenic Rivers.)

- Yes (3) Maybe (2)
 No (1)

5. *Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?* (Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.)

- Yes (3) Maybe (2)
 No (1)

Total Project Score: 11

Determining the Level of Visual Impact Assessment

Total the scores of the answers to all ten questions on the Visual Impact Assessment Scoping Questionnaire. Use the total score from the questionnaire as an indicator of the appropriate level of VIA to perform for the project. Confirm that the level suggested by the checklist is consistent with the project teams' professional judgments. If there remains doubt about whether a VIA needs to be completed, it may be prudent to conduct an Abbreviated VIA. If there remains doubt about the level of the VIA, begin with the simpler VIA process. If visual impacts emerge as a more substantial concern than anticipated, the level of VIA documentation can always be increased.

The level of the VIA can initially be based on the following ranges of total scores:

Score 25-30

An *Expanded VIA* is probably necessary. It is recommended that it should be preceded by a formal visual scoping study prior to beginning the VIA to alert the project team to potential highly adverse impacts and to develop new project alternatives to avoid those impacts. These technical studies will likely receive state-wide, even national, public review. Extensive use of visual simulations and a comprehensive public involvement program would be typical.

Score 20-24

A *Standard VIA* is recommended. This technical study will likely receive extensive local, perhaps state-wide, public review. It would typically include several visual simulations. It would also include a thorough examination of public planning and policy documents supplemented with a direct public engagement processes to determine visual preferences.

Score 15-19

An *Abbreviated VIA* would briefly describe project features, impacts and mitigation requirements. Visual simulations would be optional. An Abbreviated VIA would receive little direct public interest beyond a summary of its findings in the project's environmental documents. Visual preferences would be based on observation and review of planning and policy documents by local jurisdictions.

Score 10-14

A *VIA Memorandum* addressing minor visual issues that indicates the nature of the limited impacts and any necessary mitigation strategies that should be implemented would likely be sufficient along with an explanation of why no formal analysis is required.

Score 6-9

No noticeable physical changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file to document that there is no effect. A *VIA Memorandum* may be used to document that there is no effect and to explain the approach used for the determination.

Visual Impact Assessment Definitions

The FHWA guidelines recognize three types of visual resources:

- **Natural visual resources** include landforms and land cover such as trees, vegetation, and water.
- **Cultural visual resources** include manmade elements such as roadways, embankments, bridges, and buildings
- **Project visual resources** include the existing highway's geometrics, structures, and fixtures and those that will be placed in the environment as part of the proposed project.

The overall composition of visual resources helps determine the **visual character** of a scene or landscape. For highway project assessment purposes, visual resources and character are considered from two perspectives:

1. The view of the project to the surrounding community (neighbors).
2. The view from the project to motorists (travelers).

Neighbors who can see a highway project and travelers who use it are defined as **viewers**. Visual resource changes are assessed by considering the compatibility and/or contrast of the proposed projects with the visual character of existing environments. Viewer responses to these changes are predicted by considering both exposure and sensitivity.

Viewer exposure considers the physical limits of the views and the number and type of viewers. **Viewer sensitivity** considers the expectations of viewers based on existing environments and the extent to which various visual resources may be important to them.

The predicted viewer response to changes in the existing landscape are used to determine **visual quality** impacts. Potential impacts may be identified as neutral, adverse, or beneficial and described in the following terms:

- **Extent** – Are the effects site-specific, local, or even regional?
- **Duration** – Are the effects temporary or permanent, or short-term or long-term?
- **Scale** – Are the effects negligible, minor, moderate, or major?

Potential impact durations are defined below.

- Short-term – during construction.
- Short/medium-term – 1 to 5 years while new vegetation becomes established after construction.
- Medium/long-term – 5 to 15 years after construction when new vegetation would be effective mitigation.
- Long-term – Over 15 years.

Potential impact scales are defined below.

Negligible: Changes would be non-detectable or, if detected, effects would be slight and local. Impacts would not require mitigation.

Minor: Changes would be noticeable, although the changes would be small and localized. Conventional mitigation measures may be necessary to reduce potential effects.

Moderate: Changes would be noticeable and have localized and potentially regional scale impacts; historical conditions would be altered. Conventional mitigation measures may be necessary to reduce potential effects.

Major: Changes would be noticeable and would have substantial consequences on a local and/or regional level. Mitigation measures to offset the effects would be required to reduce impacts, although long-term changes to the resource would be possible.

Appendix F – Noise Assessment Report

**NOISE ASSESSMENT REPORT
SCREENING LEVEL ANALYSIS
ARDOT JOB NO. 070439
PINE STREET WIDENING PROJECT**

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 or exceed the NAC value or a substantial increase in noise occurs. An approach is considered to be 1 dBA less than the NAC value. A substantial increase is defined as 10 dBA or greater than existing noise levels.

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 value for Activity Categories B and C is 67 dBA, noise impacts would occur at 66 dBA or greater.

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 level noise analysis (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, roadway intersections, etc.). For screening analysis purposes, the ARDOT noise policy requires determining noise levels within 4 dBA of the NAC value. The screening analysis threshold would therefore be 63 dBA for Activity Categories B and C.

Screening analysis results represent a worst-case scenario with higher sound levels than would be expected in detailed modeling. The results 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 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 distance to which impacts 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

Activity Category B and C receptors were identified in the Pine Street (St.) project corridor. However, noise abatement measures were determined to not be feasible because driveways are required to access the roadway, and due to the

presence of street intersections. A screening analysis was therefore considered an appropriate level of noise assessment for this project.

TNM modeling was completed using the existing year 2021 and design year 2041 (future build) traffic and roadway information. Receivers were extended from the centerline of Pine St. to distances correlating to approximately 66 dBA for existing and future build conditions, and 63 dBA for future build conditions. The tenth value was used for rounding the decibel levels (e.g., 62.9 dBA reported as 63 dBA). For most of the Activity Category B and C structures, the locations of outdoor human use and activity representing a receptor was estimated at approximately 5 feet from the structure's entrance. The model calculation tables, input data, and figures showing the predicted noise impact contours (distance buffers) and receptors are attached.

Five receptors were predicted to experience noise impacts within a distance of 35 feet under future build conditions. Twenty-two receptors were predicted to experience noise levels within the 63 dBA screening analysis threshold at a distance of 60 feet under future build conditions.

No substantial increases (≥ 10 dBA) were predicted. Because noise levels in the project area are already dominated by traffic noise from the existing roadway, the impacts caused by the proposed project would be minor (e.g., noise levels not exceeding a 1 to 2 dBA increase).

As previously noted, access points such as driveways and intersections are needed along the project corridor. For engineering reasons, it would not be possible to construct an effective noise barrier accommodating these access points. A detailed noise analysis is therefore not recommended for this project.

Project construction operations typically increase noise levels. These increases would be temporary and have minimal to minor adverse effects on land uses and activities in the project area. Local ordinances may prohibit construction activities or restrict noise levels or high noise levels between certain time periods (e.g., nighttime and/or weekend work). Temporary construction noise reduction measures such as nighttime and/or weekend work restrictions may also be considered.

Planning 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 incremental distances. As previously described, Activity Category B and C exterior areas would be impacted within a distance of

approximately 35 feet from the centerline of Pine St, and meet the screen analysis threshold at a distance 60 feet. 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 1. Noise Levels for Compatibility Planning

Distance (ft)*	Leq(h), dBA**
35	66
60	63
125	59
200	56
300	52

* Perpendicular to centerline of Pine St.

** 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 compatible. In compliance with federal guidelines, a copy of this screening analysis will be transmitted to the City of Arkadelphia and the Tri-Lakes Metropolitan Planning Organization for land use planning purposes.

Table 2. Noise Abatement Criteria (NAC)

Activity Category	L_{eq(h)} dBA	Evaluation Location	Activity Description
A	57	Exterior	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.
B*	67	Exterior	Residential properties.
C*	67	Exterior	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.
D	52	Interior	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.
E*	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	---	---	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.
G	---	---	Undeveloped lands that are not permitted.

* Includes undeveloped lands permitted for this activity category.

NOISE DATA WORKSHEET

Job No:

Job Name:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

Note: DHV = (ADT)(K)
 DDHV = (ADT)(K)(D)
 K - Percent of ADT occurring in design hour
 D - Directional Distribution

Operating Speed:

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
					10%	90%			
				0	0	0	0	0	0
2021	11,000	3%	880	854	3	24	427	1	12

NOISE DATA WORKSHEET

Job No:

Job Name:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

Note: DHV = (ADT)(K)
 DDHV = (ADT)(K)(D)
 K - Percent of ADT occurring in design hour
 D - Directional Distribution

Operating Speed:

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
				0	10%	90%	0	0	0
2041	14,000	3%	1120	1086	3	30	543	2	15

RESULTS: SOUND LEVELS

Job 070439

ARDOT
M.Pearson

22 January 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Job 070439

RUN:

Existing 2021 (revised)

BARRIER DESIGN:

INPUT HEIGHTS

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

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier			
			L _{Aeq1h}	L _{Aeq1h}	Crit'n	Calculated	Crit'n		Calculated	Noise Reduction	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
27	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
35	2	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
50	3	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
75	4	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
100	5	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
125	6	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
150	7	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
175	9	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
200	10	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
300	11	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
400	12	1	0.0	47.3	66	47.3	10	----	47.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	11	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

F-8 App. F: Noise Assessment Report

RESULTS: SOUND LEVELS

Job 070439

ARDOT
M.Pearson

22 January 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Job 070439

RUN:

Proposed 2041 (revised)

BARRIER DESIGN:

INPUT HEIGHTS

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

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier			With Barrier					
				LAeq1h	Increase over existing	Type	Calculated	Noise Reduction		Calculated		
								Calculated	Crit'n		Calculated	Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
25	1	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
35	2	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
50	3	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
60	4	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
75	5	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
125	6	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
150	7	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
175	9	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
200	10	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
300	11	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
400	12	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	11	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix G – USFWS Correspondence



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>

IPaC Record Locator: 578-19569631

December 20, 2019

Subject: Consistency letter for the '070439 - 26th St. - Hwy. 67 (Pine Street) (Arkadelphia) (S)' project (TAILS 04ER1000-2020-R-0353) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **070439 - 26th St. - Hwy. 67 (Pine Street) (Arkadelphia) (S)** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- American Burying Beetle, *Nicrophorus americanus* (Endangered)
- Eastern Black Rail, *Laterallus jamaicensis ssp. jamaicensis* (Proposed Threatened)
- Piping Plover, *Charadrius melodus* (Threatened)
- Red Knot, *Calidris canutus rufa* (Threatened)
- Red-cockaded Woodpecker, *Picoides borealis* (Endangered)
- Whooping Crane, *Grus americana* (Experimental Population, Non-Essential)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

070439 - 26th St. - Hwy. 67 (Pine Street) (Arkadelphia) (S)

Description

Widening Pine Street to four lanes and a turning lane.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

10. Does the project include slash pile burning?

No

11. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

12. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

13. Will the project involve the use of **temporary** lighting *during* the active season?

No

14. Will the project install new or replace existing **permanent** lighting?

Yes

15. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

No

16. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

17. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

18. Will the project raise the road profile **above the tree canopy**?

No

19. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

20. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



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:

December 19, 2019

Consultation Code: 04ER1000-2020-SLI-0353

Event Code: 04ER1000-2020-E-00741

Project Name: 070439 - 26th St. - Hwy. 67 (Pine Street) (Arkadelphia) (S)

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: 04ER1000-2020-SLI-0353

Event Code: 04ER1000-2020-E-00741

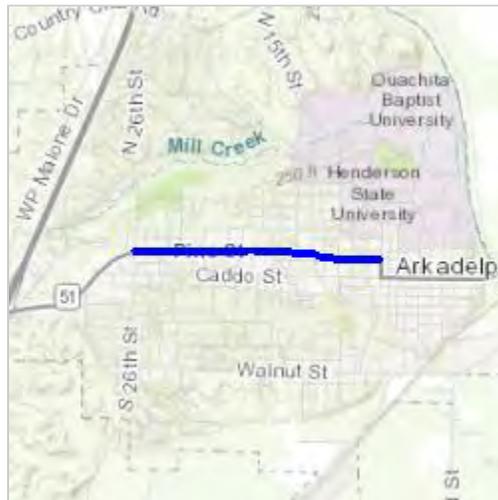
Project Name: 070439 - 26th St. - Hwy. 67 (Pine Street) (Arkadelphia) (S)

Project Type: TRANSPORTATION

Project Description: Widening Pine Street to four lanes and a turning lane.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/34.12280087156883N93.06307908247331W>



Counties: Clark, AR

Endangered Species Act Species

There is a total of 7 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 Fisheries¹, 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.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Proposed Threatened
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Red-cockaded Woodpecker <i>Picoides borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

Insects

NAME	STATUS
American Burying Beetle <i>Nicrophorus americanus</i> Population: Wherever found, except where listed as an experimental population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/66	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.