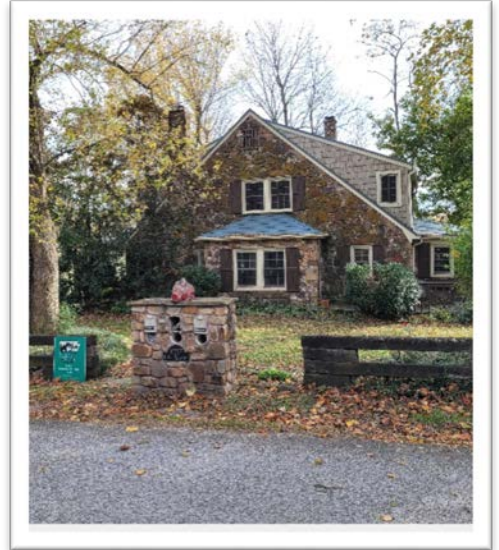


ARDOT Job 040751

***HIGHWAY 112 WIDENING:
HOWARD NICKELL RD. – HWY. 412 P.E.***

Environmental Assessment



September 2022

040751 Howard Nickell Rd. – Hwy. 412 P.E.

040752: Howard Nickell Rd. – Greathouse Springs Rd. (S)

F.A.P STPF-0072(62)

040758: Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)

F.A.P STPF-0072(63)

040860: Don Tyson Pkwy. Extension – Hwy. 412 (S)

F.A.P STPF-0072(64)

Environmental Assessment

Submitted pursuant to:

The National Environmental Policy Act (NEPA)

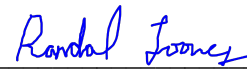
42 U.S.C. §4322(2)(c) and 23 C.F.R. §771

Submitted by:

FEDERAL HIGHWAY ADMINISTRATION

and

ARKANSAS DEPARTMENT OF TRANSPORTATION



Randal Looney
Environmental Coordinator
Federal Highway Administration

September 28, 2022

Date of Approval



U.S. Department of Transportation
Federal Highway
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In compliance with the National Environmental Policy Act, this Environmental Assessment describes the No Action Alternative and one build alternative to widen Highway 112 between Howard Nickell Rd. and Highway 412. The analysis did not identify any significant adverse environmental impacts and identifies the Build Alternative as the Preferred Alternative.

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This Environmental Assessment is also available for review online at:

www.ardot.gov

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Chapter 1: Purpose & Need

What's in Chapter 1?

Chapter 1 explains the highway needs in the project area, the purpose of the project, and who is leading the project.

1.1 What is the Highway 112 Widening Project?

The Arkansas Department of Transportation (ARDOT) is proposing to widen, improve the geometry, and provide access management along an approximately 4.1 mile stretch of Highway 112 (**Figure 1**) between Howard Nickell Road and Highway 412 in northwest Arkansas, Washington County. The job is a combination of three jobs: 040752: Howard Nickell Rd. - Greathouse Springs Rd., 040758: Greathouse Springs Rd. - Don Tyson Pkwy. Extension, and 040860: Don Tyson Pkwy. Extension - Hwy. 412 (**Figure 2**). For the purposes of this document, the impacts will be evaluated together under the job number 040751: Howard Nickell Rd - Hwy. 412 P.E.

Highway 112 North of Greathouse Springs Road looking south



Figure 1

040751 Project Location

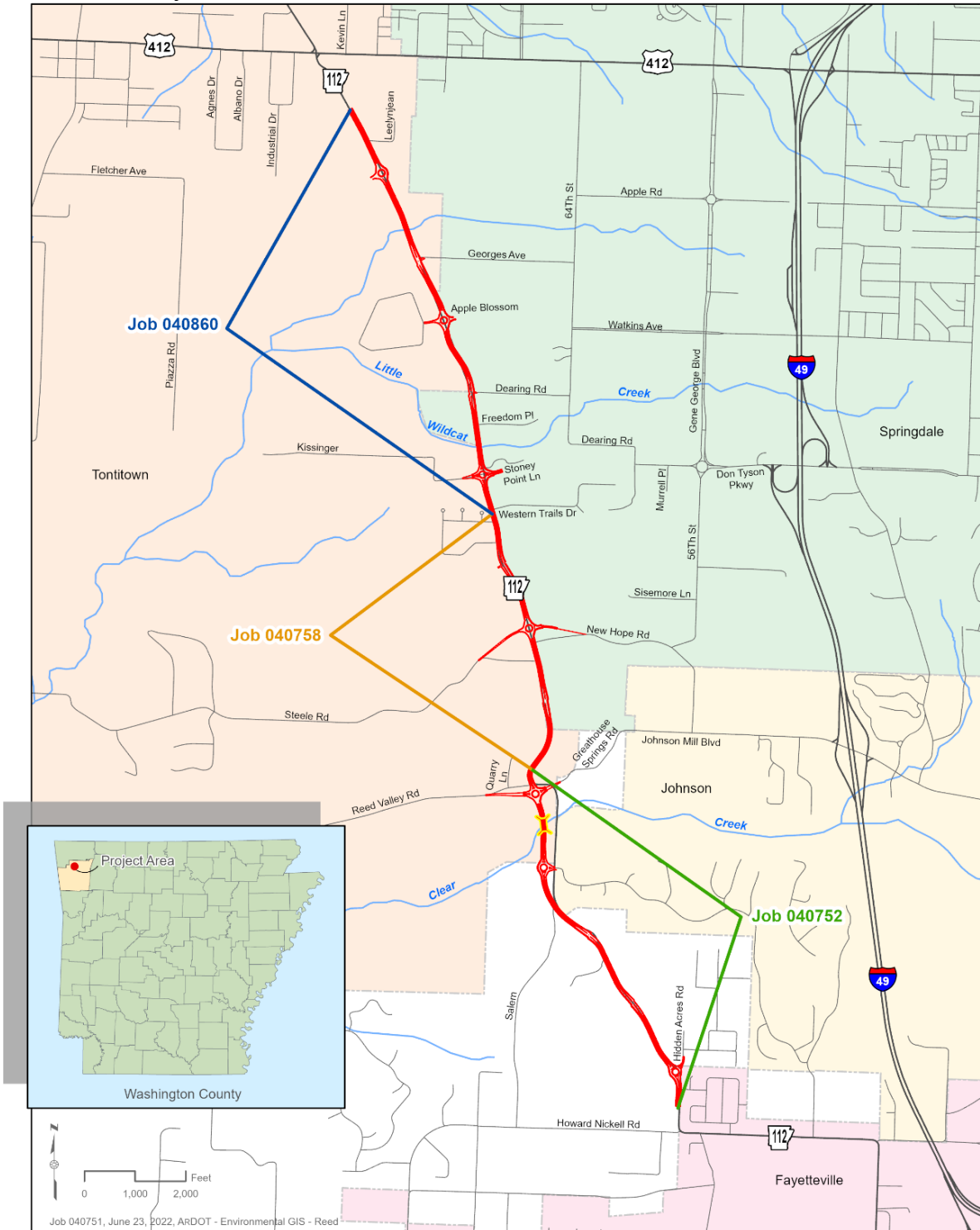


Figure 2

1.2 What are the current conditions in the project area?

Highway 112

Highway 112 is a **minor arterial** that begins on the south side of Fayetteville, AR at the intersection with Interstate 49 (I-49). It travels north on the east side of I-49 through the city of Fayetteville until it crosses back over I-49 and continues north on the west side of I-49 and ends at its intersection with Highway 12 in Bentonville.

Project Area

The portion of Highway 112 to be improved under Job 040751 begins just past the intersection with Howard Nickell Road in Fayetteville and ends just before the intersection with Highway 412 in Tontitown passing through Johnson, Springdale, and unincorporated Washington County. The highway connects several residential areas to businesses in these areas.

Highway 112 currently consists of two 10' wide paved travel lanes with no shoulders, no curb and gutter, and no dedicated bicycle or pedestrian accommodations. The posted speed limit throughout this segment of Highway 112 is between 40 and 45 miles per hour. Sharp curves necessitate slower speeds in some areas.

Safety Analysis

The *Highway 112 Corridor Study*, completed in 2015, analyzed crash data for 2010 through 2012. Segments analyzed that correspond to the project area for this EA were from Truckers Drive to Greathouse Springs Road and Greathouse Springs Road to Highway 412. The segment between Truckers Drive and Greathouse Springs Road had crash rates and KA crash rates (defined as crashes where someone was killed or sustained an incapacitating injury) lower than the statewide average. The section from Greathouse Springs Road to Highway 412, however, had 29 reported crashes resulting in a higher average crash rate for the study period than the Statewide Average Crash Rate (**Table 1**). Two of the reported crashes were KA crashes, but the average was lower than the statewide average.

Crash rates were re-examined to provide more up-to-date data (**Table 2**). The segments were changed to examine the current project area. The segment from Howard Nickell Road to the Don Tyson Parkway extension had a lower crash rate than the statewide average, but a higher average KA crash rate than the statewide average. The

What is a minor arterial?

Minor arterial highways, such as Highway 112, generally serve trips of moderate length and offer connectivity between the higher arterial system. In rural areas, they are generally designed to provide relatively high overall travel speeds. Minor arterials generally link cities, towns, and other destinations.

segment from the Don Tyson Parkway extension to Highway 412 had a higher crash rate than the statewide average, but a lower KA crash rate than the statewide average.

Table 1: Crash Data for Highway 112 from Truckers Dr. to Highway 412

Segment	Year	Weighted ADT (vpd)	Crashes/KA Crashes	Crash Rate ¹	Statewide Average Crash Rate	KA Crash Rate ²	Statewide Average KA Crash Rate
Hwy. 112 from Truckers Dr. to Greathouse Springs Rd.	2010	6,900	7/0	1.07	2.90	0.00	8.39
	2011	6,700	8/0	1.26	2.81	0.00	9.94
	2012	7,000	9/0	1.36	2.78	0.00	11.43
	Avg.	6,867	8.00/0.00	1.23	2.83	0.00	9.92
Hwy. 112 from Greathouse Springs Rd. to Hwy. 412	2010	5,700	10/1	1.63	1.01	16.29	14.84
	2011	5,700	5/1	0.81	0.99	16.29	15.19
	2012	6,200	14/0	2.10	1.02	0.00	15.65
	Avg.	5,867	9.67/0.67	1.51	1.01	10.86	15.23

¹Crash rates are expressed in the number of crashes per million vehicle miles (MVM) traveled

²KA crash rates are expressed in the number of crashes per 100 MVM

Table 2: Crash Data for Highway 112 from 2017 through 2021

Segment	Average Five-Year ADT	Crashes/KA Crashes	Crash Rate ¹	Statewide Average Crash Rate	KA Crash Rate ²	Statewide Average KA Crash Rate
Howard Nickell Rd.– Don Tyson Pkwy. Extension	8,200 vpd	99/6	2.20	2.80	13.32	9.41
Don Tyson Pkwy. Extension – Hwy. 412	7,900 vpd	62/1	3.12	2.80	5.03	9.41

¹Crash rates are expressed in the number of crashes per million vehicle miles (MVM) traveled

²KA crash rates are expressed in the number of crashes per 100 MVM

Traffic Analysis

The *Highway 112 Corridor Study* found that Highway 112 volumes would greatly increase in future years, exceeding the capacity of the existing road configuration. In this traffic analysis, the existing weighted average daily traffic (ADT) was 6,600 vehicles per day and the projected weighted average traffic for 2035 was 18,800 vehicles per day. The congestion level in 2015 from Truckers Drive to Greathouse Springs Road was “fair” and was projected to reach “very poor” conditions by 2035. The congestion level from Greathouse Springs Road to Highway 412 was “fair” in 2015 and projected to reach “poor” conditions by 2035 (**Table 3**).

Because northwest Arkansas has continued to grow rapidly since the 2015 study completion, with populations in Benton and Washington Counties projected to double or nearly double by 2045, future growth was re-examined and the design recommendations from *Highway 112 Corridor Study* were then evaluated using the updated traffic volumes (**Table 4**).

Table 3: 2015 Traffic Analysis Summary from Truckers Dr. to Highway 412

Segment	Facility Type	2015 Weighted ADT	2035 Weighted ADT	2015 Congestion	2035 Congestion
Truckers Dr. to Greathouse Springs Rd.	Two 10' lanes, no shoulders	7,700	25,400	Fair	Very Poor
Greathouse Springs Rd. to Hwy. 412	Two 10' lanes, no shoulders	6,600	18,800	Fair	Poor

*Traffic projects were estimated through an iterative process involving the NARTS TDM, vehicle count trends, and engineering judgement.

Table 4: Updated Traffic Analysis Summary*

Alternative	Segment	AM Peak Congestion		PM Peak Congestion	
		Northbound	Southbound	Northbound	Southbound
2023 No Action [#]	Howard Nickell Rd. – Don Tyson Pkwy. Extension	Good	Good	Good	Very Good
	Don Tyson Pkwy. Extension – Hwy. 412	Good	Good	Good	Good
2043 No Action	Howard Nickell Rd. – Don Tyson Pkwy. Extension	Fair	Fair	Fair	Good
	Don Tyson Pkwy. Extension – Hwy. 412	Very Poor	Very Poor	Very Poor	Fair
2023 Build	Howard Nickell Rd. – Don Tyson Pkwy. Extension	Excellent	Excellent	Excellent	Excellent
	Don Tyson Pkwy. Extension – Hwy. 412	Excellent	Excellent	Excellent	Excellent
2043 Build	Howard Nickell Rd. – Don Tyson Pkwy. Extension	Very Good	Very Good	Very Good	Very Good
	Don Tyson Pkwy Extension – Hwy. 412	Very Good	Good	Very Good	Very Good

*This analysis was conducted using corridor-level planning tools, using assumptions from the MPO’s Highway 112 Regional Access Management Vision. All roundabout/traffic intersections should be individually reviewed for capacity during design.

[#]The 2023 No Action Alternative assumes that new roundabouts/traffic signals are installed where warranted and appropriate.

Bicyclists and Pedestrians

The Northwest Arkansas Regional Bicycle and Pedestrian Plan was adopted by the Northwest Arkansas Regional Planning Commission in 2015, and is considered part of the Metropolitan Transportation Plan. The plan is a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes within 32 communities of northwest Arkansas in Benton and Washington Counties.

Currently, Highway 112 between Howard Nickell Road and Highway 412 has no shoulders, bike lanes, or sidewalks. Highway 112 is in the proposed Heritage Trail Plan for Northwest Arkansas. This is a regional network for proposed bicycle and pedestrian facilities within Washington and Benton Counties. It combines the historic Butterfield Stagecoach Route, the Trail of Tears, and Civil War trails into an automobile, bicycle, and pedestrian facilities that connect northwest Arkansas citizens and visitors to heritage, recreational, and cultural assets, a healthier lifestyle, and to each other (**Figure 3**).

Bike Plan of NWA

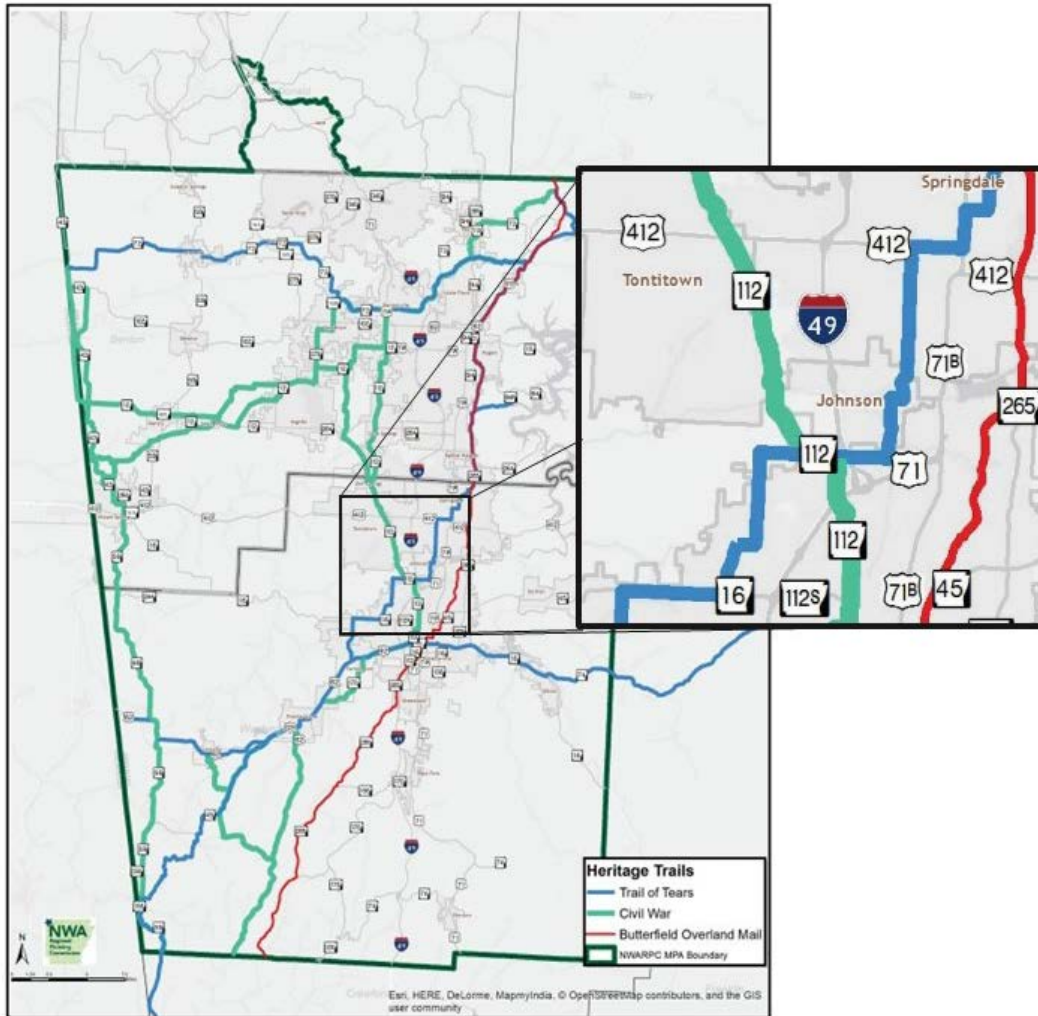


Figure 3

1.3 How is the project area changing?

The cities in the project area have all seen over 100% growth in the last 30 years (Table 5), with the population continuing to increase to nearly 1,000,000 people by 2045, according to the Northwest Arkansas Planning Commission’s 2045 Metropolitan Transportation Plan.

Table 5: Historic and Current Populations

Jurisdiction	1990	2000	2020	% Change
Fayetteville	42,099	57,783	95,949	128%
Johnson	589	2,261	3,727	533%
Springdale	29,941	44,018	84,161	181%
Tontitown	510	921	4,301	743%
Washington County	113,409	157,715	245,871	117%

*Data taken from official census and from population estimates where official data was not available

1.4 Why does Highway 112 need to be widened?

Increased Capacity

With the projected population growth in the project area the traffic levels would reach unacceptable levels by 2043.

Safety

The existing road is narrow with no shoulders winding around blind curves and hills with no signalized intersections. As a result, certain sections have shown a higher than average crash rate. When an accident occurs, there are no shoulders to bypass the incident.

Alternative Transportation

Northwest Arkansas is encouraging bicycle transportation by continuing to add to their extensive greenway trail system. Currently Highway 112 has 10' wide travel lanes with no shoulder, no bike lanes, and no sidewalks. These existing conditions do not fit with the goals of the Northwest Arkansas Regional Planning Commission's adopted goals of becoming one of America's top regions for active transportation and recreation.

1.5 What is the purpose of this project?

The purpose of this project is to address safety aspects, relieve congestion, and accommodate forecasted growth along the Highway 112 corridor. This job would add travel lanes to the roadway and better accommodate bicyclists and pedestrians.

1.6 What is the purpose of this Environmental Assessment?

This Environmental Assessment (EA) is being prepared under the National Environmental Policy Act (NEPA) to:

- Evaluate the environmental effects of the project.
- Inform and receive feedback from the public and decision makers about the environmental effects of the project.
- Determine whether effects are significant and require an Environmental Impact Statement, or if the project effects can be sufficiently documented through an EA and Finding of No Significant Impacts (FONSI).

1.7 Who is leading this project?

This project is led by a partnership between the Federal Highway Administration (FHWA) and ARDOT. The FHWA is involved because it is funding a portion of the project and has the primary responsibility for the content and accuracy of this NEPA document.

The project is also being funded through state funds allocated to ARDOT. ARDOT is responsible for administering and maintaining the state highway system, which includes Highway 112 and associated structures. For these reasons, ARDOT is a co-lead agency with the FHWA.

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to consider the potential environmental consequences of their actions, document the analysis, and provide a public involvement process prior to project implementation.

Federal agencies are subject to NEPA as part of their decision making process as part of their own projects, by providing funding to other organizations or agencies, through regulatory or permitting processes, or through the involvement of their resources or property.

What are significant impacts?

NEPA regulations do not provide specific thresholds to determine if project impacts are considered significant, but they do discuss the process that should be used to evaluate impacts.

Consideration is given both to context, where the significance of impacts varies with the setting of the proposed action, and intensity, the severity of the impacts.

Chapter 2: Alternative Development

What's in Chapter 2?

Chapter 2 identifies the project limits and briefly describes how the alternatives were developed for this EA.

2.1 What are the project limits and how were they chosen?

The *Highway 112 Corridor Study* examined the need to widen Highway 112 from Fayetteville to Bentonville, a total length of approximately 20 miles (**Figure 4**), to address the increased traffic volumes that are resulting from rapid population growth in the region. This study recommended the widening of Highway 112 to accommodate current and future traffic conditions. ARDOT job 040751 was programmed to implement the recommended improvements from Howard Nickell Road to Highway 412. The logical termini of this project are intersections of this job with significant, existing other crossroads and at the termini of other widening jobs along Highway 112.

2.2 What alternatives were initially considered?

Initially, only two alternatives were being considered for this project: the No Action Alternative and the Build Alternative. After the first public involvement meeting in September 2021, a design alternative that would move the roundabout at Greathouse Springs Rd. further to the east to avoid taking the rock home at the proposed intersection was considered, but the north leg would require cutting into a large hill and the southbound through lanes would not be able to deflect enough in order to slow traffic entering the roundabout (**Figure 5**). Due to these design limitations, this consideration was dropped and will not be carried forward in this EA.

Current Highway 112 Jobs

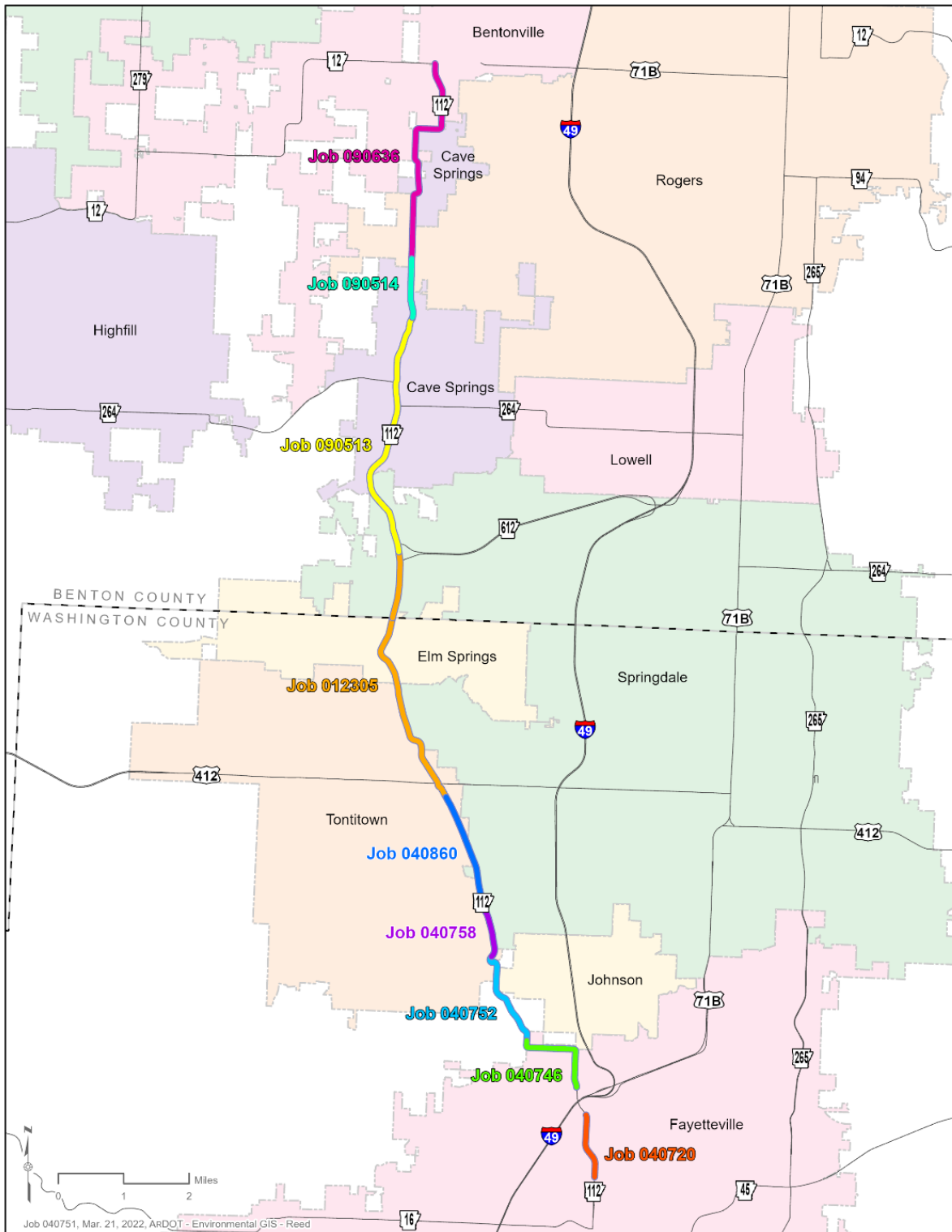


Figure 4

Greathouse Springs Roundabout Alternative Alignment

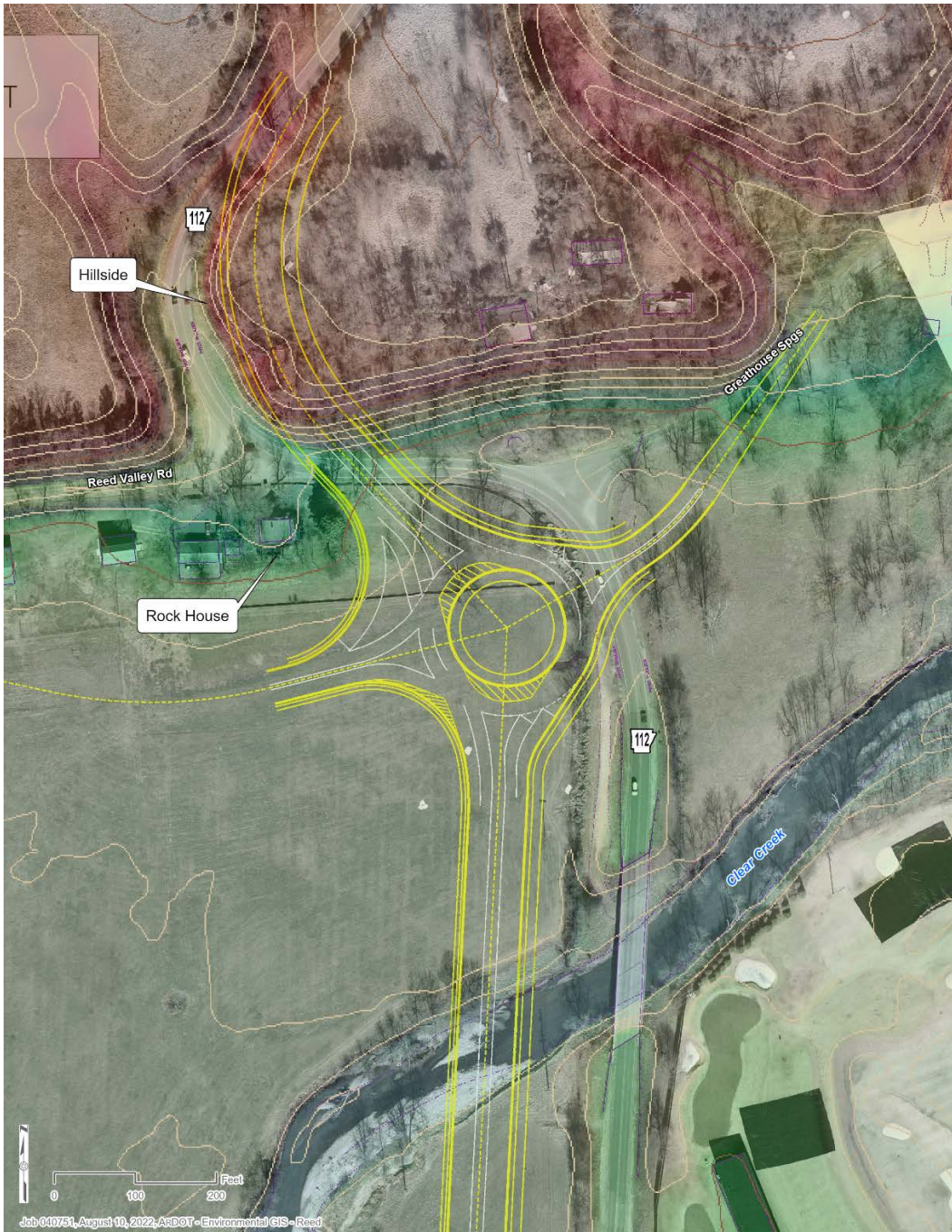


Figure 5

2.3 What alternatives were further developed & evaluated?

Two alternatives were considered for this project: the No Action Alternative and the Build Alternative.

No Action Alternative

The **No Action Alternative** would not provide changes to the existing roadway network and would still require routine maintenance to be completed. The No Action Alternative does not meet the project’s purpose and need of improving current and forecasted traffic flow and correcting safety concerns; however, the No Action Alternative will be considered in this EA as a baseline comparison of impacts against the Build Alternative.

Build Alternative

The Build Alternative would consist of four 11’ wide paved travel lanes separated by an 15’ wide raised median, curb and gutter, a 5’ wide concrete sidewalk separated from the curb by a 3’ wide grass berm, and a 12’ wide shared use pedestrian path separated from the curb by a 6’ wide grass berm (**Figure 6**). A new bridge over Clear Creek would be constructed to the west of the existing bridge (**Figure 2**). Design speed for the job length is 45 mph.

Included in this job are the improvements to the intersections of local roads with Highway 112. Seven roundabouts are proposed that would improve safety along the route. Intersection realignment at several areas is proposed, including at Clear Creek Road, Greathouse Springs/East Reed Valley Road, East Steele/New Hope Road, and Apple Blossom Lane.

The Build Alternative would increase highway capacity, improve safety, and provide a more resilient north-south corridor in the area. This alternative is expected to have approximately \$65.8 million in construction cost.

Why would you consider an alternative that does nothing?
 NEPA requires decision makers to consider a “no action” alternative in all NEPA studies. This alternative usually does not meet the project’s purpose and need but is used to compare the beneficial and adverse impacts of “action” alternatives and determine whether the impacts are significant.

Typical Section

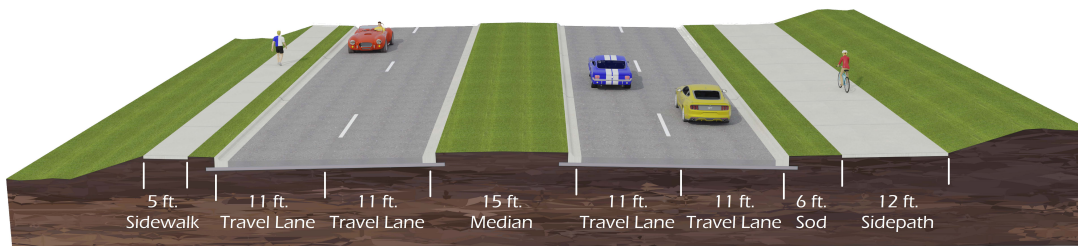


Figure 6

2.4 How has the public been involved in the development of these alternatives?

A Virtual Public Involvement (VPI) meeting and online public officials meeting were conducted on September 14, 2021. A total of 98 citizens and 14 public officials registered their attendance at the online meeting. The website where the displays and an interactive video were hosted had 1,564 views and received 49 comments. The majority of the comments received indicated support for widening Highway 112. A public involvement synopsis is provided in **Appendix B**.

2.5 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 tribal coordination during the scoping process with the tribes that have an active cultural interest in the area.

The Tribal Historic Preservation Officers were given the opportunity to comment on the proposed project. The Caddo Nation was the only tribe to respond, and they had no concerns regarding the proposed project.

What tribal governments were contacted?
The United Keetoowah Band of Cherokee Indians in Oklahoma, Osage Nation, Caddo Nation, and the Shawnee Tribe were contacted on this project.

2.6 Which of these alternatives would be considered?

Both the No Action Alternative and the Build Alternative will be considered in this EA. The No Action Alternative does not meet the project’s purpose and need, but will be considered in the remainder of the EA as a baseline for comparison of project impacts. The Build Alternative meets the project’s purpose and need and its impacts will be analyzed in the remainder of this EA.

Chapter 3: Project Effects

What's in Chapter 3?

Chapter 3 identifies permanent and construction impacts that are expected as a result of the proposed project. Only elements that would be affected by the project are discussed.

3.1 How would the project affect traffic and safety?

How would traffic patterns and volumes on Highway 112 and intersecting roads change with the project?

Permanent traffic patterns would not change with the construction of the Build Alternative. Widening Highway 112 may result in land use changes as development continues along the corridor, but forecasted traffic growth considers future development in the project area.

The No Action Alternative would result in increasingly congested traffic flows and higher crash rates as traffic volumes increase over the study period.

How would the project affect safety?

The Build Alternative would result in improved safety with the addition of roundabouts at seven intersections, the addition of travel lanes, the addition of a raised median to separate oncoming traffic, and improved geometry with the elimination of the curves at Greathouse Springs Road.

The Build Alternative would also address the existing safety concerns caused by the narrow lane and shoulder widths that affect vehicles, bicycles, and pedestrians. The construction of the shared use path and the sidewalks separated from the road by curb and gutter and a grass berm would provide improved safety for bicycles and pedestrians.

The No Action Alternative would not improve safety for travelers, bicyclists, or pedestrians.

How much traffic congestion would be caused by construction?

While Highway 112 would likely experience minor delays during the construction of the Build Alternative, traffic would be maintained in

both directions during construction. Because the Build Alternative involves construction of additional lanes, traffic could be shifted to either side of the highway throughout construction.

The No Action Alternative would only involve periodic highway maintenance and not result in any major traffic delays.

3.2 How would the project impact properties and land use in the area?

How much right of way would be required for the project?

The Highway 112 widening project would require approximately 113.1 acres of new right of way (ROW).

The No Action Alternative would not require any additional ROW.

Will there be relocations as a result of the project?

Based on a conceptual stage relocation study, the project would require the relocation of three residential owners, three residential tenants, two businesses, and one farm (not designated Important Farmland; see **Section 3.4**). Cost estimates, a conceptual stage relocation study, a housing inventory, and a general statement of relocation procedures are provided in **Appendix C**. The study determined that suitable locations could be found for all relocations.

The No Action Alternative would not require any relocations.

How would the project affect utilities in the area?

Utilities in the area include electric, telephone, gas, cable, and water from Washington County and the cities of Springdale, Fayetteville, and Tontitown. The total estimated cost to relocate the utilities would be \$5,584,697. There would be a total of \$930,218 estimated non-reimbursable costs to relocate an AT&T telephone line due to its location within the existing ROW.

The No Action Alternative would not require any utility relocations.

How would the project affect land use in the area?

The project is located mostly within the Springfield Plateau of the Ozark Highlands **Ecoregion**. Land cover in the immediate project area was historically oak-hickory and oak-hickory-pine forests. Savannas and tall grass prairies could also be found and were maintained by fire.

What is a relocation?
Relocations occur when a residence, business, or non-profit is impacted severely enough by a proposed project that they cannot continue to live or do business at their current location. This is usually due to the proposed right of way limits requiring acquisition of a structure (house or business), taking most of a business's parking, or severing access to the property.

What is an ecoregion?
Ecoregions are areas where the type, quality, and quantity of environmental resources are similar. These resources include soils, vegetation, geology, landforms, climate, waterbodies, and land use.

Table 6:
Build Alternative Land
Use Impacts

Land Use Type	Acres
Barren Land	3.4
Pasture/Field	53.3
Residential/ Commercial Property	11.5
Road/Driveway	14
Water	1.3
Wetland	3.5
Wooded	26.1
Total	113.1

Today most of the forest and almost all of the prairie have been replaced by agriculture and expanding residential areas.

The existing land use in the project area was evaluated using satellite imagery, and the acres of new ROW required to construct the Build Alternative were broken down into the different land use types (Table 6). The majority of land that would be converted to highway ROW is open pasture land, approximately 53 acres, followed by wooded land, approximately 26 acres.

The No Action Alternative would not convert any existing land use to highway right of way.

Significant impacts to land use are not anticipated as a result of the Build Alternative.

3.3 Would the project affect noise?

A screening level noise analysis indicated that approximately five noise sensitive receptors would be impacted by the Build Alternative. Noise impacts are identified where noise levels are predicted to reach 66 decibels (dBA) or greater using the FHWA Traffic Noise Model version 2.5. Additionally, approximately 22 noise sensitive receptors were predicted to experience noise levels between 63 and 65 dBA. Identification of both noise sensitive receptors and areas where noise barriers were preliminarily determined to be feasible necessitates a detailed noise study. ARDOT will make determinations regarding potentially providing noise barriers following completion of the detailed noise study.

Highway construction typically increases noise levels. These increases would be temporary and minor, and would not constitute noise impacts as defined by the FHWA noise regulation and ARDOT noise policy. A preliminary noise study can be found in Appendix D.

3.4 Would the project impact NRCS Important Farmland?

Important Farmland, both Prime Farmland and Farmland of Statewide Importance, was identified in the project area. The acres of Important Farmland that would be converted to transportation use under the No Action Alternative and the Build Alternative are provided in Table 7. The No Action Alternative would not require the conversion of any Important Farmland. The Build Alternative would require the conversion of 4.6 acres of Important Farmland.

What is noise?
 Sound is anything we hear, while noise is unwanted or undesirable sound. Traffic noise is a combination of the noises produced by vehicle engines, exhaust, and tires.

What are noise sensitive receptors?
 Include residences and public places that have a special sensitivity to noise, such as schools, churches, and parks.

What is an A-weighted decibel (dBA)?
 An A-weighted decibel is the unit used to measure the relative loudness of sounds as perceived by the human ear. Some common sounds and their dBA levels include:
 Whisper – 15
 Normal Conversation – 60
 Noisy Restaurant – 80
 Chainsaw – 110

The majority of the Important Farmland impacted by the project is either in residential areas, has been previously impacted, or has not been farmed in 10 or more years. No significant impacts to important farmlands are expected as a result of the Build Alternative. The Farmland Conversion Rating Form submitted to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service can be found in **Appendix E**.

Significant impacts to important farmland as a result of the Build Alternative are not anticipated.

Table 7: Important Farmland Impacts

For Alternative	Prime Farmland Impacts	Farmland of Statewide Importance
No Build Alternative	None	None
Build Alternative	4.5 acres	0.1 acre

3.5 Would the project create or impact any hazardous materials sites?

A visual assessment and database search was performed to determine if any hazardous materials were located in the project area. Three underground storage tanks (USTs) were identified at Casey’s General Store, located at the southeast of Highway 412 and Highway 112. Preliminary design plans indicate that the building and canopy would not be impacted under the Build Alternative. Because the pumps, fuel lines, and tanks would not be impacted and these tanks are within UST compliance, no action is warranted.

Two leaking underground storage tank (LUST) facilities were identified near the project area. Both LUST sites are located in Tontitown, Arkansas. Both sites were investigated by the Arkansas Division of Environmental Quality (ADEQ), repairs were made to the tank system, and closure recommendations were made by ADEQ. No further actions were recommended and these sites should pose no problem.

There were two above ground storage tanks (AGTs) used to store diesel fuel located in Tontitown, Arkansas. The AGTs have since been removed and this site poses no problems with the project.

No Action Alternative

The No Action Alternative would not impact any hazardous materials sites.

What is Important Farmland?

Important Farmland consists of Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance.

Prime Farmland, as defined by the USDA, is the land that is the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

Farmland of Statewide Importance, as defined by the USDA, is land that does not meet the criteria for Prime or Unique Farmland, but economically produces high yields of crops when treated and managed according to acceptable farming methods.

What are hazardous materials?

A hazardous material is any item or chemical that can cause harm to people, plants, or animals when released into the environment.

Build Alternative

The Build Alternative would not impact any hazardous materials, but it is possible that the USTs within the newly acquired highway ROW may need to be removed prior to construction. If hazardous materials are identified, observed or accidentally uncovered by any ARDOT personnel, contracting company, or state regulating agency, ARDOT would determine the type, size and extent of contamination, develop a remediation plan, and coordinate disposal methods with the regulatory agencies. All remediation work would be conducted in conformance with ADEQ, Environmental Protection Agency (EPA), and Occupational Safety and Health Administration (OSHA) regulations.

An asbestos survey by a certified asbestos inspector will be conducted on each building identified for demolition. If the survey detects the presence of any asbestos-containing materials, plans would be developed for the safe removal of these materials prior to demolition. All asbestos abatement work would be conducted in accordance with ADEQ, EPA, and OSHA asbestos abatement regulations. No significant impacts due to hazardous waste materials are expected as a result of the Build Alternative.

3.6 How would the project affect cultural resources?

Section 106 of the National Historic Preservation Act requires agencies to consider the effects of federal actions on cultural resources. In compliance with Section 106 requirements, ARDOT cultural resource specialists consult with the State Historic Preservation Officer (SHPO) and Native American tribes.

ARDOT staff archeologists conducted a cultural resources survey of the project area. The survey consisted of a review of all appropriate site records, FHWA consultation with Native American tribes, and a pedestrian survey of the project corridor.

Photographic documentation, detailed descriptions, and history of 18 structures were submitted to the SHPO. The SHPO concurred that all 18 structures evaluated were ineligible for inclusion in the National Register of Historic Places (NRHP).

The boundary of an archeological site is in the project area. The site will be recommended for further testing to determine its eligibility to the NRHP.

What are cultural resources?

Cultural resources include elements of the built environment (buildings, structures, or objects) or evidence of past human activity (archeological sites). Those that are listed on or eligible for inclusion in the National Register of Historic Places (NRHP) are defined as historic properties.

No Action Alternative

The No Action Alternative would not result in any impacts to cultural resources.

Build Alternative

If the archeological site is found to be eligible for nomination to the NRHP, then the proposed undertaking would result in an adverse effect determination under Section 106 of the National Historic Preservation Act due to the road construction taking a majority of the site. A Memorandum of Agreement and a site-specific data recovery plan would be prepared with data recovery carried out at the earliest practicable time. No other historic properties are expected to be affected and no significant impacts are anticipated as a result of the Build Alternative.

3.7 How would views in the project area be affected?

While not designated as a scenic byway, Highway 112 does have scenic qualities. Located in the Ozark Mountain Ecoregion, the project corridor begins at the southern end with views of rural to moderately-developed areas with one subdivision and other scattered homes and pasture land.

Rock House



Figure 8

Greathouse Spring



Figure 7

The project area becomes more forested heading north before the view opens up as the road approaches Clear Creek. After crossing over Clear Creek, the highway features alternating curves with a view of Greathouse Spring (**Figure 7**) and a rock house (**Figure 8**) with a distinct appearance. Although it is not considered eligible for the NRHP, the public identified the rock house as a distinct visual resource they wanted to preserve.

The rock house is a Craftsman and Tudor-influenced residence that was built circa 1934 by an unknown builder. This two-story house has a stone face with vinyl siding. The house is visible at the south end of the alternating curves at the intersection of Highway 112 and Greathouse Springs Road. The yard has several large trees and a sign in front of the house denoting that it is a Century Farm. The Arkansas Century Farm Program recognizes Arkansas’s rich agricultural heritage and honors families who have owned and farmed the same land for at least 100 years.

As Highway 112 continues north past the rock house, the visual landscape becomes mostly a mix of residential areas, isolated houses, and pastureland, with more businesses becoming prominent at the north end of the corridor.

No Action Alternative

The No Action Alternative would not directly impact views in the project area.

Build Alternative

The wider road footprint, roundabouts, and new bridge over Clear Creek would make the road a larger part of the visual landscape. The roundabout at Highway 112 and Greathouse Springs Road would involve the removal of the rock house, a unique visual resource in the area.

After the first public involvement meeting, ARDOT investigated an alternative alignment for the roundabout at Greathouse Springs Road that would avoid the rock house while still avoiding Greathouse Spring. Design limitations kept this from being a feasible alternative, as discussed in **Section 2.2**.

For those traveling on Highway 112, the visual landscape would become more uniform, with the removal of vegetation that currently grows close to the road in some sections, and the addition of a sidewalk and a shared

What is a visual resource??
 A visual resource includes features such as land and vegetation; buildings and other manmade structures; and roadway elements such as cross sections and construction materials.

Why are visual impacts important?
 Impacts to views caused by a highway project are seen both by people traveling on the road and by those using the land adjacent to it, in this case, those using the Mulberry River and surrounding lands for recreation.
 People are concerned with the visual character of highways, especially those with scenic value, such as Highway 112.

use path. The removal of the rock house would be an adverse visual impact, as it was indicated by the public that they would like to see the rock house remain. However, while this impact is considered adverse

Don Tyson Parkway



Figure 9

the impact overall would not be significant since the views would not be considered out of character with other roads in the area, such as Don Tyson Parkway (**Figure 9**).

For those that own or use property adjacent to the highway, views of the road would become more prominent as homes and businesses would be closer to the newly-widened road, and all or some of the vegetation that obscured the view of the road could be removed. This impact could be viewed as adverse for the residential project neighbors, while it could be considered beneficial for the commercial neighbors as their businesses become more visible to passing traffic.

Other temporary impacts associated with the Build Alternative include the presence of heavy equipment and vehicles during construction, temporarily altering the visual character of the area.

Significant impacts to overall visual quality are not expected as a result of the Build Alternative. A visual impact assessment technical

memorandum (including a scoping questionnaire and visual impact definitions) are provided in **Appendix F**.

3.8 How would natural water resources be affected?

Surface Water

The project corridor is located wholly within the Illinois River Watershed. One perennial stream, Clear Creek, one intermittent stream, Little Wildcat Creek, several unnamed intermittent and ephemeral tributaries, and numerous ponds and springs were identified within the project area. The area around Highway 112 and Clear Creek is designated as an Ecologically Sensitive Waterbody by ADEQ. None of the streams flowing into or through the corridor flow into known delineated recharge areas. There are no designated Wild and Scenic Rivers or Nationwide Rivers Inventory waterways within the project area.

No Action Alternative

The No Action Alternative would not impact any wetlands, streams, springs, groundwater resources, or public drinking water supplies.

Build Alternative

Impacts to water resources were calculated within the proposed right of way of the Build Alternative. Impacts to Clear Creek, a perennial stream, are estimated at 481.3 linear feet. Ten intermittent streams are within the project footprint, including Little Wildcat Creek. Total impacts to intermittent streams are estimated at 6,653.4 linear feet, and approximately 400 linear feet of ephemeral streams would be impacted.

All permits and compensatory **mitigation** required under Section 404 of the Clean Water Act would be obtained before construction begins. Stream mitigation credits would likely be purchased from one of the commercial banks servicing the Illinois River Watershed.

Best practices to avoid water quality impacts would be implemented during construction of the Build Alternative, such as filter socks adjacent to stream crossings to trap and filter sediment before stormwater leaves the construction site. Vegetation impacts along streams would be minimized as much as practicable to protect the riparian buffer. Storage of petroleum and other chemical products would not be allowed near any waterway. Significant impacts to natural water resources are not anticipated as a result of the Build Alternative.

Where can I find more information about ARDOT sediment and erosion control best practices?

Any potential sediment-related impacts to Clear Creek are mitigated by Section 110 of the *AHTD Standard Specifications, 2014 Edition: Protection of Water Quality and Wetlands*, the *ARDOT 2016 Erosion and Sediment Control Design and Construction Manual*, and the measures to be outlined in the Stormwater Pollution Prevention Plan required as part of the National Pollutant Discharge Elimination System Permit issued by the ADEQ.

What is mitigation?

Impacts to natural resources, such as streams or wetlands, are often unavoidable during highway construction projects. Restoration, establishment, enhancement, or preservation of wetlands and streams may be legally required under the Clean Water Act, depending on the severity of the impacts.

3.9 Would the project cause flooding in surrounding areas?

The project was reviewed to identify any encroachments into regulatory floodplains or floodways. The Special Flood Hazard Areas, also known as the 100-year floodplain, as shown on Flood Insurance Rate Maps issued by the Federal Emergency Management Agency. A “regulatory floodway” is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The new Clear Creek bridge is located within Zone A and AE Special Flood Hazard Areas and a Zone AE regulatory floodway. There is also a Zone A Special Flood Hazard area at the northern end of the project in Tontitown.

No Action Alternative

The No Action Alternative would not impact any floodplains.

Build Alternative

The Build Alternative would require the construction of a new bridge, but the existing bridge would be removed. The new bridge would be designed to not increase the flood risk to adjacent properties. Significant adverse impacts to floodplains are not anticipated as a result of the Build Alternative.

3.10 Would the wildlife or wildlife habitat be impacted by the project?

The project area has varied topography and contains diverse vegetation types. The dominant vegetation types in the project area include forested upland and riparian areas, as well as pastureland. The project area is primarily located in the Springfield Plateau Ecoregion. This ecoregion is underlain by highly soluble and fractured limestone and dolomite, is partly forested, and is rich in karst features. Karst is associated with soluble rock types, which leads to water erosion causing sinkholes, caves, and springs. According to Woods et al. (2005), potential natural vegetation consists of oak–hickory and some oak–hickory–pine forest; native uplands consist of mixed deciduous forest containing black oak (*Quercus velutina*), white oak (*Q. alba*), blackjack oak (*Q. marilandica*), post oak (*Q. stellata*), and hickories (*Carya* spp.), with some mixed deciduous–shortleaf pine (*Pinus* spp.) forest; and floodplains with low terraces commonly containing willows (*Salix* spp.),

What is a floodplain?

Floodplains are land areas that become covered by water in a flood event. Special flood hazard areas, also known as 100-year floodplains, are areas that would be covered by a 100-year flood event. This is the floodplain commonly used for insurance and regulatory purposes.

maples (*Acer* spp.), hickories, birch (*Betula nigra*), American elm (*Ulmus americana*), and American sycamore (*Platanus occidentalis*). Pastureland in the project area is primarily comprised of nonnative tall fescue (*Schedonorus arundinaceus*) and Bermuda grass (*Cynodon dactylon*). Common edge plant species in the project area include blackberries (*Rubus* spp.), honeysuckles (*Lonicera* spp.) and other vine species, American beauty berry (*Callicarpa americana*), and young trees.

The forested, edge, and open field habitats present provide cover and foraging opportunities for many of the common wildlife species and species of concern. Most wildlife species found in the project area are habitat generalists and are not restricted to a particular habitat type. The species of wildlife expected to use or be present within the proposed project area include white-tailed deer (*Odocoileus virginianus*), fox squirrel (*Sciurus niger*), cottontail rabbit (*Sylvilagus floridanus*), raccoon (*Procyon lotor*), mink (*Mustela vison*), opossum (*Didelphis virginiana*), skunk (*Mephitis mephitis*), muskrat (*Ondatra zibethicus*), and beaver (*Castor canadensis*). Various avian species such as raptors, waterfowl, songbirds (neo-tropical migrants), as well as a variety of reptiles and amphibians including timber rattlesnakes (*Crotalus horridus*), copperheads (*Agkistrodon contortrix*), cottonmouths (*A. piscivorus*), water snakes (*Nerodia* spp.), salamanders, lizards, skinks, tortoises, and turtles live in or migrate through the project area.

Federal Threatened and Endangered Species

In accordance with the Endangered Species Act of 1973, federal projects must determine potential affects to listed species. The official species list obtained through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation website lists a total of 11 threatened, endangered, and candidate species that have the potential to occur in the project area. The listed species include the northern long-eared bat (*Myotis septentrionalis*), Indiana bat (*Myotis sodalis*), gray bat (*Myotis grisescens*), Ozark big-eared bat (*Corynorhinus townsendii ingens*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Eastern Black Rail (*Laterallus jamaicensis ssp. jamaicensis*), Ozark cavefish (*Amblyopsis rosae*), Neosho Mucket (*Lampsilis rafinesqueana*), Benton County cave crayfish (*Cambarus aculabrum*), Missouri bladderpod (*Physaria filiformis*), and monarch butterfly (*Danaus plexippus*).

What is the difference between threatened and endangered species?

An endangered species is one that is in danger of extinction throughout all or a significant portion of its range. Endangered species receive the highest level of protection. A threatened species is one that is likely to become endangered in the near future. Both threatened and endangered species receive federal protection under the Endangered Species Act. Sensitive species are not protected by the Endangered Species Act but have been identified by the U.S. Forest Service Regional Forester as having population viability concerns.

No Action Alternative

The No Action Alternative would not impact any threatened or endangered species.

Build Alternative

The monarch butterfly is a candidate species and as such is not federally protected under the Endangered Species Act. However, the USFWS recommends agencies implement conservation measures for candidate species in action areas as these are species that may warrant future protection under the Endangered Species Act. ARDOT plants native wildflowers after construction as a conservation measure.

The Build Alternative would directly impact approximately 36 acres of potential roosting and foraging habitat for the listed bat species. Avoidance and minimization measures would be implemented through ARDOT special provisions restricting when tree clearing can occur.

Sedimentation entering streams during construction could reduce habitat for the larval phase of the insects that are the primary food resource for the listed bat species. These indirect effects would be minimized by the implementation of best management practices in sediment and erosion control during construction and the inclusion of special provisions to protect water quality.

Direct impacts to known karst recharge areas that provide habitat for the Ozark cavefish and Benton County cave crayfish are unlikely. Although the northern terminus of the Build Alternative is approximately 150 feet away from the delineated Elm Springs recharge area, a known habitat for both the cavefish and crayfish, the impacted streams flow away from this delineated karst recharge area. Indirect effects to karst areas would be minimized by the implementation of best management practices in sediment and erosion control during construction, and the inclusion of special provisions to protect water quality and caves.

The nearest Neosho Mucket population is in the Illinois River approximately 7.6 miles from the project area; therefore, no direct effects will occur. Clear Creek meets the Illinois River approximately 10 miles downstream of the proposed project, and the nearest known Neosho Mucket is an additional two miles downstream on the Illinois River. Sedimentation entering streams during construction could clog mussel feeding siphons, disrupt their reproduction, or even bury them

completely. Indirect effects to the Neosho Mucket would be minimized by the implementation of best management practices in sediment and erosion control during construction and the inclusion of special provisions to protect water quality.

Due to the lack of suitable habitat within the project area, construction activities should not directly or indirectly impact the federally-listed bird species. Missouri bladderpod is only found in glade habitats in Arkansas, and the nearest known occurrence of the species is approximately 11 miles away at Beaver Lake. Construction activities should not directly or indirectly impact Missouri bladderpod. There are no designated or proposed critical habitats present within the proposed project area.

Significant impacts to threatened and endangered species are not anticipated as a result of the Build Alternative.

Migratory Birds

Bald Eagles (*Haliaeetus leucocephalus*) are protected under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act. Both Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*), as well as other migratory bird species, commonly use bridges and culverts for nesting. The ARDOT Nesting Sites of Migratory Birds Special Provision would be included in the construction contract to prevent impacts to migratory birds and their nests.

No impacts to migratory birds are associated with the No Action Alternative.

3.11 Will the project have any Environmental Justice impacts?

Environmental justice refers to social equity in bearing the burden of adverse environmental impacts, especially with regards to low income and minority populations. U.S. Census Bureau Data indicated a low presence of low income and minority populations and populations with limited English proficiency within the project area (**Table 8**).

The alignment of the Build Alternative would not sever any subdivisions and would not disrupt community services; however, the project would impact multiple properties. According to the U.S. Census Bureau data

What is the Migratory Bird Treaty Act (MBTA)?

The MBTA of 1918 incorporated four international conservation treaties that the United States entered into with Canada (1916), Mexico (1936), Japan (1972), and Russia (1976). It is intended to ensure the sustainability of populations of migratory bird species. The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization of the USFWS.

What is EJ/Title VI?

An EJ evaluation determines whether low-income or minority populations would suffer disproportionately high and adverse effects from an action.

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, sex, national origin, religion or disability under any program or activity receiving Federal financial assistance.

Table 8: Title VI and Environmental Justice Populations (2020 Census)

	Washington County	Fayetteville (City)	Tontitown (City)	Springdale (City)
*Total Population	245,871	93,582	4,333	87,441
‡Minority Population (% of Total)	26,742 (10.9)	10,294 (11.0)	216 (5.0)	12,766 (14.6)
Hispanic/Latino Population (% of Total)	43,027 (17.5)	7,580 (8.1)	524 (12.1)	33,489 (38.3)
65 and Older Households (% of Total)	30,242 (12.3)	8,141 (8.7)	1,135 (26.2)	8,481 (9.7)
Low-Income Households (% of Total)	27,291 (11.1)	10,200 (10.9)	524 (12.1)	11,891 (13.6)
% Below Poverty Level	32,424 (13.2)	20,868 (22.3)	242 (5.6)	14,078 (16.1)

*Population estimates from April 1, 2020 Census

‡Minority population does not include Hispanic or Latino Population

and field observations, neither alternative would result in 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. Significant impacts to Title VI and Environmental Justice populations are not expected as a result of the Build Alternative.

3.12 Does the project have any indirect impacts?

Indirect effects are reasonably foreseeable effects that may be caused by the project, but would occur in the future or outside of the project area.

Encroachment-Alteration Effects

Encroachment-alteration effects are physical, chemical, or biological changes in the environment that occur as a result of the project but are removed in time or distance from the direct effects. Impacts to water quality that occur as a result of the project but are then distributed off-site as water moves downstream beyond the project area, are the

primary encroachment-alteration effect for this project. These impacts are discussed in **Section 3.10**.

Induced-Growth Effects

Changes in the pattern of land use, growth patterns, population density, or growth rate due to the construction of a highway project also may occur, and the resulting induced development can impact sensitive resources. This is another type of indirect effect that is categorized as induced-growth effects.

The No Action Alternative would not improve the existing highway, and the traffic would continue to worsen and the alternating curves would continue to be dangerous, but no induced growth effects would occur as a result of not taking action.

The Build Alternative primarily follows the existing Highway 112 alignment and would not open more areas to development than the existing highway; however, the improved capacity could make areas not already developed along the corridor more attractive to developers. Development along the corridor is already occurring at a rapid pace, which will likely continue regardless of the proposed project.

The Build Alternative is not expected to result in significant indirect impacts on any natural, cultural, or social resources.

3.13 Does the project have any cumulative impacts?

Cumulative impacts result from the total effects of a proposed project when added to other past, present, and reasonably foreseeable future projects or actions. Cumulative impacts include the direct and indirect impacts of a project together with the reasonably foreseeable future actions of others: e.g., other federal, state, and local governments, non-governmental organizations, and private entities. The direct impacts that result from an action may be undetectable but can add to other disturbances and eventually lead to a measurable environmental change. Cumulative effects are studied so that the public, decision makers, and project proponents take the time to consider the “big picture” effects a project could have on the community and environment. For any given resource, a cumulative impact would only potentially exist if the resource were also directly or indirectly impacted by the proposed project.

ARDOT jobs in the area include the Highway 112 widening job to the north, 012305: Hwy 412 – Springdale Bypass, and the Highway 112 widening job to the south, 040746: Truckers Dr. – Howard Nickell Rd. (Fayetteville) (**Figure 4**). Other road projects in the area include the Don Tyson Parkway extension, which would connect Don Tyson Parkway to the roundabout proposed on job 040860 at Kissinger Avenue, and the construction of East Fletcher Avenue, which may need to be realigned to tie into the proposed roundabout on job 040860, as it is not feasible to place a roundabout where East Fletcher Avenue is currently located. An extension of Ruppel Road south of the project area between West Tanyard Drive and West Weir road was completed in 2021.

Apartment complexes have recently been constructed where Don Tyson Parkway intersects with Gene George Boulevard, where Watkins Avenue intersects with South 64th Street, at the north end of the project where Highway 112 intersects with Highway 412, and north of the project where Highway 112 intersects with Via Firenze Avenue. A small shopping center was constructed where Highway 112 intersects with Highway 412, and a storage center has recently been constructed north of the project where Highway 112 intersects with Via Firenze Avenue. More homes were recently constructed west of the proposed project along East Fletcher Avenue, north of the project where West Gibbs Road intersects with San Giacomina Avenue, and on the south end of the project on Clear Creek Boulevard. There is also a possible new development between Highway 112 and North October View. The Jim D. Rollins School of Innovation was recently constructed west of the project on East Fletcher Avenue, and the Northwest Arkansas Community College campus was also recently constructed on Watkins Avenue near South 64th Street. Another nearby road, South 64th Street, was recently widened, with a roundabout constructed at Apple Road.

There are planned developments for a residential subdivision on North Ruppel Road near the project location and for a second phase of a retirement community north of West Truckers Drive.

No Action Alternative

The No Action Alternative would not result in any cumulative effects.

Build Alternative

Water Resources

The other projects surrounding the Highway 112 widening job are listed above. The other Highway 112 widening jobs to the north and south, combined with the impacts associated with the Build Alternative, could impact up to approximately 9,000 linear feet of perennial, intermittent, and ephemeral streams in the area, dependent upon the alternative chosen for job 012305. Other projects by local governments and private developers could further impact streams in the area.

Threatened and Endangered Species

The continued loss and fracturing of habitats in the project area due to ongoing construction could impact threatened and endangered species. Much of the area that has been developed over the last four years, described above, was undeveloped pastureland.

Any mitigation offered for suitable bat habitat that was and would be converted to highway ROW attributed to the ARDOT projects would help offset the impacts to some endangered species that were likely to be impacted by construction in the area.

Land Use

The Highway 112 projects to the north and the south, as well as the Build Alternative, would require up to 243 acres of new ROW. Other road projects in the area have converted approximately nine acres of undeveloped land to road ROW.

The three apartment and townhouse complexes in the project area have recently converted approximately 56.7 acres of undeveloped land to high density residential areas. Subdivision construction has recently converted approximately 54 acres of undeveloped land to medium density residential areas. Two schools were recently constructed on approximately 195 acres of undeveloped land. The two proposed developments would convert more undeveloped land to medium to high density residential areas.

While the area in Northwest Arkansas is experiencing substantial growth, there is still a substantial amount of undeveloped land in the area. Reasonably foreseeable significant cumulative impacts to land use are not anticipated.

3.14 What other resource areas were examined but not impacted?

Air Quality

This project is located in an area that is designated as **in attainment** for all transportation pollutants. The Build Alternative has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. The Build Alternative would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No Action Alternative.

What is air quality attainment?
 Areas are considered in attainment for air pollutants when measured levels are below the National Ambient Air Quality Standards set by the U.S. Environmental Protection Agency.

Wild and Scenic Rivers

No Wild and Scenic Rivers would be impacted by either alternative.

Section 4(f) and Section 6(f) Resources

No Section 4(f) or Section 6(f) resources have been identified in the proposed project area.

Public Drinking Water

The Arkansas Department of Health database of public water supplies was examined to determine if any surface water intakes, wellheads, or associated protection areas of either type were present in the project area. No known public water supplies are located in or near the project area, and there are no impacts to public water supplies anticipated with either alternative.

What is a wetland?
 Wetlands are areas typically inundated or saturated by surface or groundwater to the extent that they can support vegetation adapted for life in wet soil conditions.

Wetlands

There were no **wetlands** identified within the footprint of the Build Alternative. Neither alternative would impact wetlands.

Chapter 4: Recommendations

What's in Chapter 4?

Chapter 4 contains the results and conclusions of this Environmental Assessment.

4.1 What are the results of this EA?

The environmental analysis of the proposed project did not identify any significant impacts to the natural, cultural, or social environment as a result of either alternative. A summary of the impacts associated with each alternative can be found in **Table 9**.

4.2 Is the NEPA process finished?

After this EA is signed by the FHWA and approved for public dissemination, the Preferred Alternative is officially identified and a public hearing and 30-day comment period will be held.

After a review of comments received from citizens, public officials, and public agencies, if it is concluded that there are no significant impacts a FONSI document would be prepared by the ARDOT and submitted to the FHWA. Approval of the FONSI by the FHWA would conclude the NEPA process.

Table 9: Impact summary

<i>Resource Category</i>	<i>No Action Alternative</i>	<i>Build Alternative</i>
<i>ENGINEERING</i>		
ROW Required	0 acres	113 acres
Construction Cost	\$0	~\$65.8 million
ROW Cost*	\$0	~\$6.1 million
Utility Relocation Cost	\$0	~\$2.35 million
Total Cost	\$0	~\$74.25 million
<i>CULTURAL RESOURCES</i>		
Archeological Site Impacts	0	1
<i>NATURAL RESOURCES</i>		
Streams	0 linear feet	6,653 linear feet
Suitable Bat Habitat Impacts	0 acres	36 acres
<i>RELOCATIONS</i>		
Residential Owners	0	3
Residential Tenants	0	3
Businesses	0	2
Farms	0	1
<i>OTHER RESOURCES</i>		
Noise Impacts	0	5 sensitive receptors
Important Farmland	0	4.1 acres
Visual Quality Impacts	None	Minor

*ROW cost includes land and property acquisition

Reference Page: Acronyms

ADEQ	Arkansas Division of Environmental Quality
ADT	Average Daily Traffic
AGT	Above Ground Storage Tank
ARDOT	Arkansas Department of Transportation
dBA	Decibel
EA	Environmental Assessment
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impacts
KA	Fatal or Serious Injury
LUSY	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MSAT	Mobile Source Air Toxics
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
ROW	Right of Way
SHPO	State Historic Preservation Officer
TCE	Temporary Construction Easements
USFWS	U.S. Fish & Wildlife Service
UST	Underground Storage Tank
vpd	Vehicles Per Day

Appendix A: 2015 Highway 112 Corridor Study

Appendix A is referenced in:

- Section 1.1

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

Districts: Four and Nine

Page 1 of 1 Page

Counties: Washington and Benton

Category: Miscellaneous

WHEREAS, IN WASHINGTON AND BENTON COUNTIES, Minute Order 2012-027 authorized a study to determine the need for and feasibility of improvements to Highway 112 between Fayetteville and Bentonville; and

WHEREAS, the Highway 112 Corridor Study has been prepared and has identified a feasible improvement alternative to enhance safety and traffic flow.

NOW THEREFORE, this study is adopted for use as a planning guide for scheduling future improvements in the area.

Approved: [Signature] Chairman

Chairman

Vice-Chairman

[Signature] Member

Member

[Signature] Member

Member

[Signature] Member

Member

TPP-MPP:ASB-DPB.sag:04/06/2015

Form 19-456
Rev. 3/2/2015

Submitted By: [Signature]
Assistant Chief Engineer - Planning

Approved: [Signature]
Director

Minute Order No. 2015 075

nes
lht

Date Passed JUL 22 2015

Highway 112 Corridor Study Benton and Washington Counties



DRAFT

Executive Summary

June 2015





ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

July 31, 2015

TO: See Distribution List

FROM:  Jessie Jones, Division Engineer – Transportation Planning and Policy 

SUBJECT: Highway 112 Corridor Study
Washington and Benton Counties

Attached for your information and use is a copy of the Executive Summary of the subject study that was adopted by Minute Order 2015-075, which is also attached.

Attachments

Distribution List

- Assistant Chief Engineer – Planning (memo only)
- Assistant Chief Engineer – Design
- Assistant Chief Engineer – Operations
- Bridge
- Construction
- Environmental
- Program Management
- Maintenance
- Right of Way
- Roadway Design
- System Information and Research
- State Aid
- Surveys
- District 4
- District 9
- FHWA

Highway 112 Corridor Study Benton and Washington Counties



Executive Summary

June 2015



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Prepared by Transportation Planning and Policy Division
Arkansas State Highway and Transportation Department
In Cooperation with Federal Highway Administration

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Introduction

Highway 112, part of the Arkansas Primary Highway Network (APHN), is a two-lane highway that parallels Interstate 49 on the west in the Northwest Arkansas Regional Transportation Study (NARTS) area. It traverses through or near several environmentally sensitive areas, including the Cave Springs Recharge Area. The posted speed limit ranges from 30 to 55 miles per hour, with several areas of reduced advisory speeds located throughout the corridor. It is the only continuous north-south route west of Interstate 49 in the NARTS area, serving local and regional traffic between Fayetteville and Bentonville.

Due to the rapid growth in the northwest Arkansas region, concerns have been raised by local officials that existing Highway 112 may not adequately handle increased traffic volumes. Highway 112 serves as the only major north-south route west of Interstate 49, making it crucial for regional mobility. At the request of the Northwest Arkansas Regional Planning Commission (NWARPC), the Arkansas State Highway Commission passed Minute Order 2012-027, which authorized a study of Highway 112 from Fayetteville to Bentonville, a total length of approximately 20 miles. The study area is shown in Figure ES-1.

Purpose and Need

The purpose of this study is to determine the feasibility of improvements to Highway 112 from Fayetteville to Bentonville to address capacity and safety needs.

Existing Conditions

With the exception of the northernmost portion of Highway 112, the corridor has two 10-foot lanes and no shoulders. Due to the continuing development in the area, much of the route is transitioning from a rural to an urban setting. The southern portion of the study area has the highest traffic volumes with approximately 14,000 vehicles per day (vpd) south of Drake Street and 20,100 vpd at the Interstate 49 interchange. Much of the peak traffic is related to the University of Arkansas, which is located south of the study area. Highway 112 south of Drake Street is also a Razorback Transit bus route.

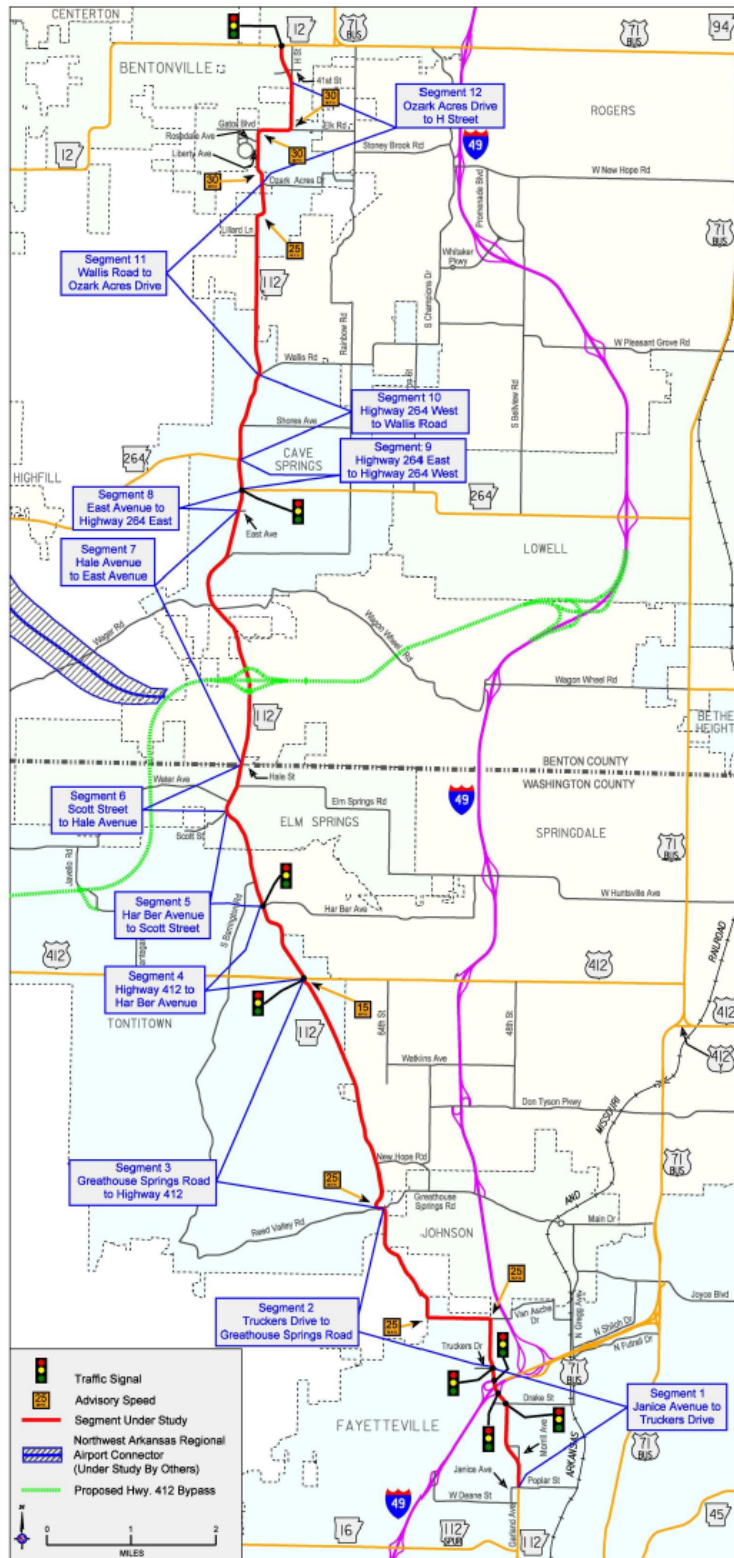


Figure ES-1 – Study Area

Lengthy queues are typical at the Drake Street signal, particularly during the evening peak period. The City of Fayetteville is planning to widen Van Asche to four travel lanes in order to improve east-west travel. As a result, additional traffic growth in the near future is expected on Highway 112 in northern Fayetteville.

The remainder of the study area has traffic volumes ranging from 5,000 to 10,000 vpd. With the completion of a portion of the Springdale Bypass from Interstate 49 to Highway 112, additional traffic is expected in the study area north of Highway 412. In the Cave Springs area, Highway 112 experiences congestion due to heavy volumes turning left onto Highway 264 East during the morning peak period. In the Bentonville area, between Ozark Acres Drive and Elk Road, significant queues are experienced due to school related traffic and the lack of turn lanes.

Traffic Analysis

Growth trends based on historical annual average daily traffic (ADT) as well as the 2035 NARTS Travel Demand Model (TDM) were used to develop traffic projections in the study area. In addition to considering potential road improvements, the TDM incorporates projected demographic and land use changes to aid in traffic forecasting. Existing and projected traffic volumes for the area are shown in Figure ES-2.

The traffic operation performance of a roadway can be described by its level of service (LOS). The 2010 Highway Capacity Manual defines LOS as a quality measure to describe traffic conditions that may include speed, travel time, delay, freedom to maneuver, traffic interruptions, and comfort. Generally, LOS C or better is considered acceptable for rural roadways while LOS D or better is considered acceptable for urban roadways. Because the Highway 112 corridor is located within an urbanized area, LOS D is considered acceptable.

Most of Highway 112 currently operates at LOS D and will worsen to LOS E or F for year 2035 traffic. This indicates that most of Highway 112 operates at an acceptable LOS, but will worsen to an unacceptable LOS for future traffic. Table ES-1 shows the LOS for current and future year traffic volumes.

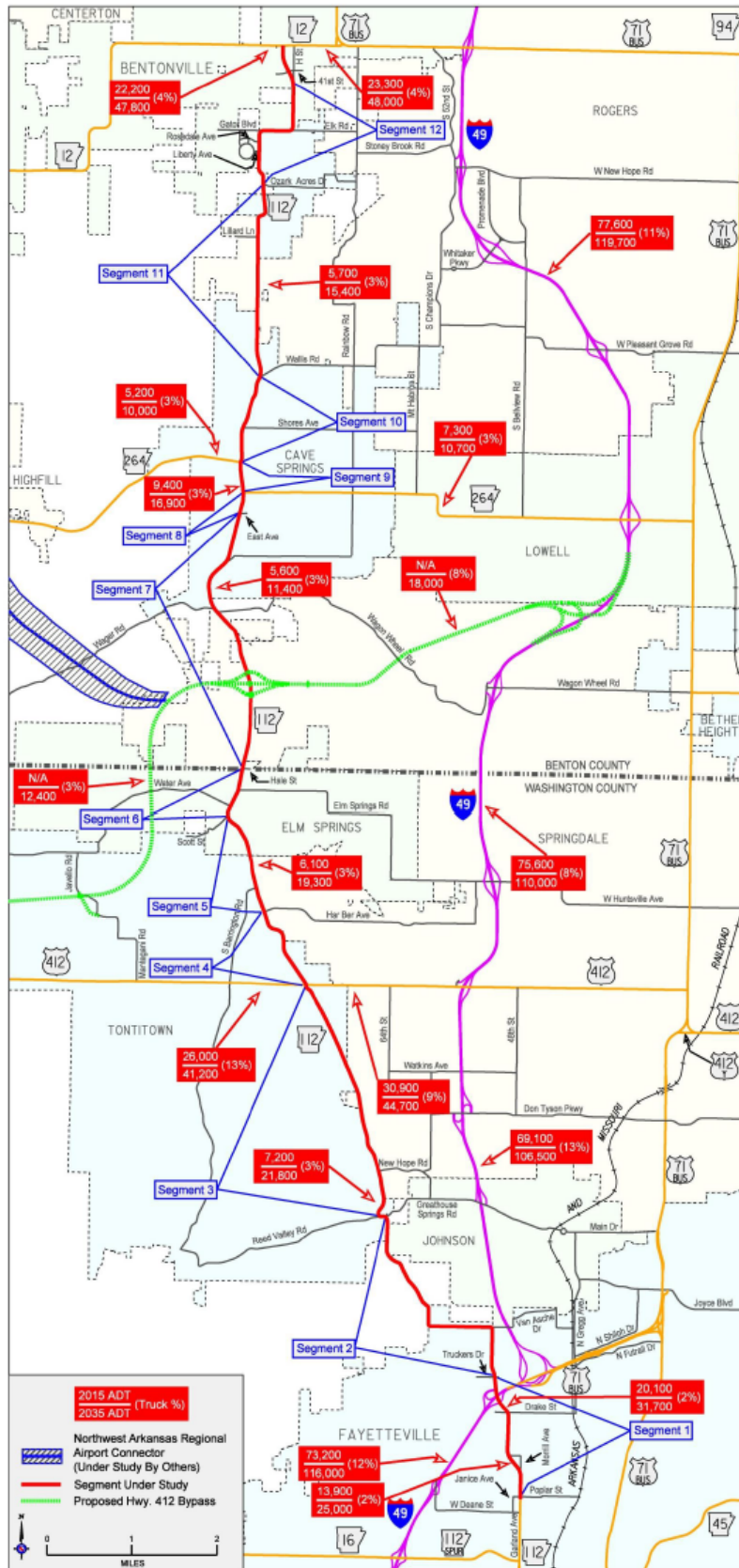


Figure ES-2 – Existing and Projected Traffic

Table ES-1 – Traffic Analysis Summary

Segment	Description	Facility Type	2015 Weighted ADT	2035 Weighted ADT*	2015	2035
1	Janice Ave. to Truckers Dr. (LM 0.71 to LM 2.41)	Two 11-foot lanes, no shoulders	14,600	25,000	F	F
2	Truckers Dr. to Greathouse Springs Rd. (LM 2.41 to LM 5.01)	Two 10-foot lanes, no shoulders	7,700	25,400	D	F
3	Greathouse Springs Rd. to Hwy. 412 (LM 5.01 to LM 7.97)	Two 10-foot lanes, no shoulders	6,600	18,800	D	E
4	Hwy. 412 to Har-Ber Ave. (LM 7.97 to LM 9.11)	Two 10-foot lanes, no shoulders	5,000	15,100	C	E
5	Har-Ber Ave. to Scott St. (LM 9.11 to LM 10.38)	Two 10-foot lanes, no shoulders	6,700	19,400	D	E
6	Scott St. to Hale Ave. (LM 10.38 to LM 10.95)	Two 10-foot lanes, no shoulders	6,900	26,700	E	F
7	Hale Ave. to East Ave. (LM 0.00 to LM 3.26)	Two 10-foot lanes, no shoulders	5,800	14,000	D	E
8	East Ave. to Hwy. 264 East (LM 3.26 to LM 3.50)	Two 10-foot lanes, no shoulders	5,600	11,400	D	E
9	Hwy. 264 East to Hwy. 264 West (LM 3.50 to LM 3.85)	Two 10-foot lanes, two-foot shoulders	9,400	16,900	E	F
10	Hwy. 264 West to Wallis Rd. (LM 3.85 to LM 4.91)	Two 10-foot lanes, no shoulders	5,900	13,600	D	E
11	Wallis Rd. to Ozark Acres Dr. (LM 4.91 to LM 7.22)	Two 10-foot lanes, no shoulders	5,800	15,900	D	F
12	Ozark Acres Dr. to H St. (LM 7.22 to M 8.80)	Two 10-foot lanes, no shoulders	5,500	16,000	D	F

*Traffic projections were estimated through an iterative process involving the NARTS TDM, vehicle count trends, and engineering judgment.

Safety Analysis

A crash analysis in the study area was conducted using 2010, 2011 and 2012 data, the three most recent years for which data is available. Table ES-2 summarizes the crash analysis, and Figure ES-3 shows the crash locations.

Of the 274 crashes that occurred during the three-year period on Highway 112, none were fatal. There were seven serious injury crashes, 30 minor injury crashes, 42 possible injury crashes, and 195 property damage only (PDO) crashes. Of the 274 crashes, there were 105 rear-end crashes, 79 single vehicle crashes, 65 angle crashes, 18 sideswipe crashes, six head-on collisions, and one backing crash. Most of the single vehicle crashes occurred at curves.

Most of the segment crash rates were relatively close to the statewide averages for similar facilities. However, the crash rate and KA crash rate in Segment 1 was noticeably higher than the statewide averages. On all other segments, the KA crash rate was lower than the statewide averages. One-hundred forty-six (53 percent) crashes occurred in Segment 1, which included three of the seven KA crashes. The Drake Street intersection alone had 13 crashes during the study period.

Other Considerations

Metropolitan Transportation Plan

The study area is located in the NARTS planning region. The 2035 Northwest Arkansas Regional Transportation Plan identified various improvement projects along Highway 112 from Fayetteville to Bentonville. The 2014 Northwest Arkansas Regional Bicycle and Pedestrian Master Plan included most of Highway 112 in the study area as a bicycle route.

Land Use and Transportation

Local land use and access management policies have a significant impact on sustainability and reliability of the transportation system. An efficient local roadway network that provides an adequate system of minor arterial and connector streets would relieve traffic demands on the State Highway System. This type of local connectivity mostly benefits the local population by allowing them to avoid congestion as well as accommodating other road users.

Table ES-2 – Crash Rates

Segment	Description	Year	Weighted ADT	Crashes/ KA Crashes	Crash Rate ¹	Statewide Average Crash Rate	KA Crash Rate ²	Statewide Average KA Crash Rate
1	Janice Ave. to Truckers Dr. ³ (LM 0.71 to LM 2.41)	2010	12,700	38/2	4.82	2.90	25.38	8.39
		2011	12,200	45/1	5.94	2.81	13.21	9.94
		2012	12,300	63/0	8.25	2.78	0.00	11.43
		Avg.	12,400	48.67/1.00	6.34	2.83	12.86	9.92
2	Truckers Dr. to Greathouse Springs Rd. ³ (LM 2.42 to LM 5.01)	2010	6,900	7/0	1.07	2.90	0.00	8.39
		2011	6,700	8/0	1.26	2.81	0.00	9.94
		2012	7,000	9/0	1.36	2.78	0.00	11.43
		Avg.	6,867	8.00/0.00	1.23	2.83	0.00	9.92
3	Greathouse Springs Rd. to Hwy. 412 ⁴ (LM 5.02 to LM 7.97)	2010	5,700	10/1	1.63	1.01	16.29	14.84
		2011	5,700	5/1	0.81	0.99	16.29	15.19
		2012	6,200	14/0	2.10	1.02	0.00	15.65
		Avg.	5,867	9.67/0.67	1.51	1.01	10.86	15.23
4-7	Hwy. 412 to East Ave. ⁴ (LM 7.98 to LM 10.95 and LM 0.00 to LM 3.26, Sec. 2)	2010	4,900	11/1	0.99	1.01	8.97	14.84
		2011	5,000	12/1	1.06	0.99	8.80	15.19
		2012	5,700	12/0	0.93	1.02	0.00	15.65
		Avg.	5,200	11.67/0.67	0.99	1.01	5.92	15.23
8-9	East Ave. to Hwy. 264 West ⁴ (LM 3.27 to LM 3.85)	2010	7,900	2/0	1.20	1.01	0.00	14.84
		2011	7,700	0/0	0.00	0.99	0.00	15.19
		2012	7,900	3/0	1.79	1.02	0.00	15.65
		Avg.	7,833	1.67/0.00	1.00	1.01	0.00	15.23
10	Hwy. 264 West to Wallis Rd. ⁴ (LM 3.86 to LM 4.91)	2010	4,300	1/0	0.61	1.01	0.00	14.84
		2011	5,000	1/0	0.52	0.99	0.00	15.19
		2012	5,800	1/0	0.45	1.02	0.00	15.65
		Avg.	5,033	1.00/0.00	0.53	1.01	0.00	15.23
11-12	Wallis to H St. ⁴ (LM 4.92 to LM 8.80)	2010	4,300	12/0	1.97	1.01	0.00	14.84
		2011	4,500	9/0	1.41	0.99	0.00	15.19
		2012	5,200	11/0	1.49	1.02	0.00	15.65
		Avg.	4,667	10.67/0.00	1.62	1.01	0.00	15.23

¹Crash rates are expressed in the number of crashes per million vehicle miles (MVM) traveled.
²KA crash rates are expressed in the number of crashes per 100 MVM.
³Statewide average crash rate or KA crash rate for urban facilities.
⁴Statewide average crash rate or KA crash rate for rural facilities.

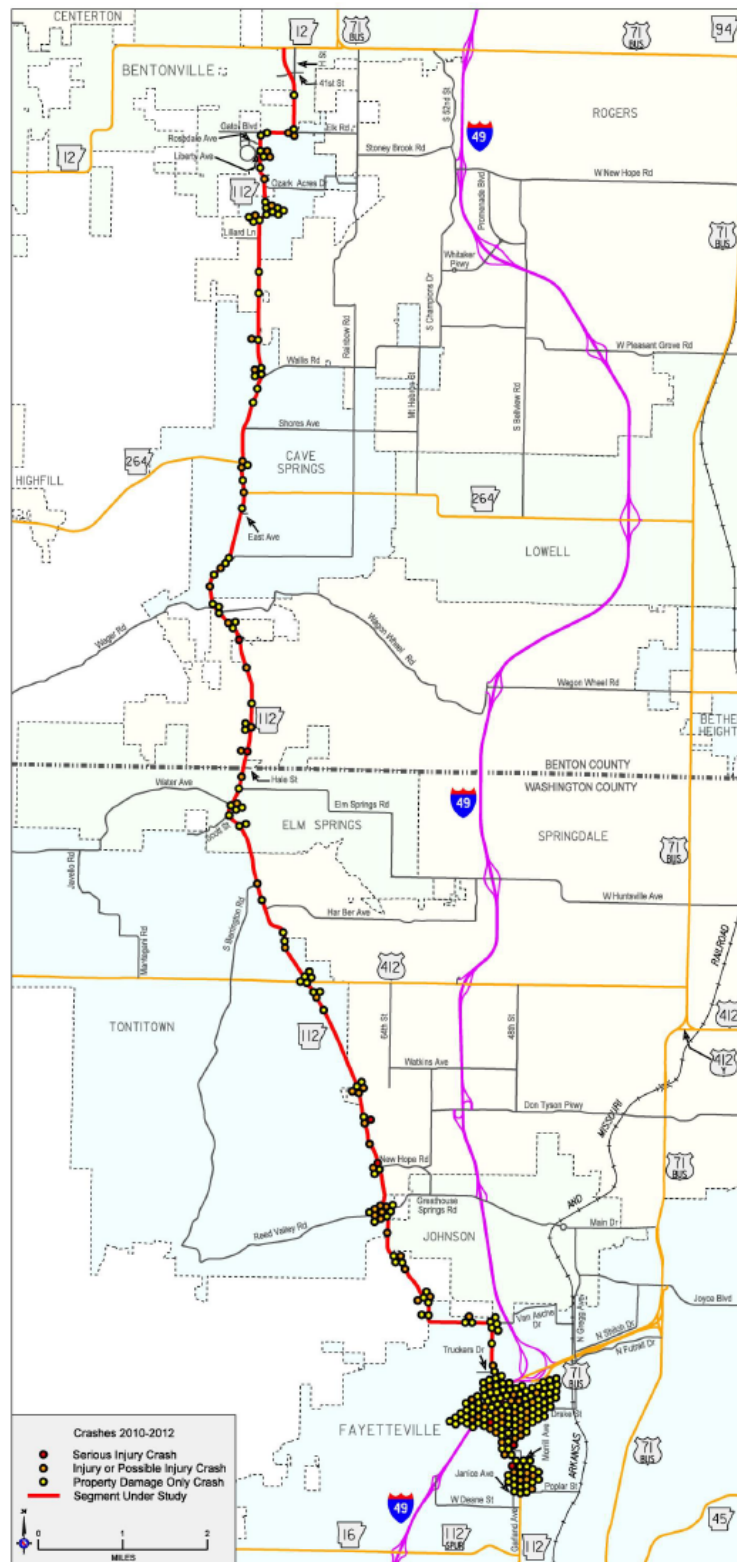


Figure ES-3 – Crash Locations

Description of Alternatives

Based on an evaluation of the existing conditions and traffic and safety analyses, areas of need were identified and an improvement alternative was evaluated. The total estimated costs for the improvement alternative, in 2015 dollars, includes preliminary engineering, right of way acquisition, utility relocation, construction, and construction engineering.

No-Action Alternative

The No-Action Alternative includes no capacity or geometric improvements on the existing highway. Adverse impacts will occur due to increased traffic demand on the system resulting in more congestion, increased travel times, reduced speeds and increased safety concerns.

Improvement Alternative

The Improvement Alternative would widen Highway 112 to four travel lanes, improve geometry, and provide access management. Strategies to manage access such as adequate driveway spacing, a raised median, and deceleration lanes will be necessary to maximize operations and safety through this corridor. Highway 112 currently has four travel lanes with a raised median in the northernmost portion of the study area (from 41st Street to Highway 12). The portion south of the study area from Highway 112 Spur to Deane Street that was recently improved also has four travel lanes with a raised median. This alternative would also realign selected locations of Highway 112 to improve safety and mobility, as shown in Figure ES-4. The total estimated cost for this alternative ranges from \$108.8 million to \$134 million. The estimated construction cost ranges from \$85.7 million to \$107.6 million.

Cave Springs Area Alignment Options

There are three proposed options (see Figure ES-5) for the study area near Cave Springs.

- Option A involves widening Highway 112 to four travel lanes using the existing alignment within the Cave Springs area while realigning the Highway 264 West and Highway 112 intersection at a total estimated cost of \$9.7 million, of which \$7.4 million are construction costs.
- Option B and Option C would construct a bypass with four travel lanes around the Cave Springs area and a connection to existing Highway 264 East (Lowell Avenue).
 - Option B has a total estimated cost of \$16.0 million, of which \$13.2 million are construction costs.
 - Option C has a total estimated cost of \$31.2 million, of which \$25.9 million are construction costs.

Lillard Lane Alignment Options

There are three proposed options (see Figure ES-6) for the Bentonville portion of the study area.

- Option A involves widening existing Highway 112 to four travel lanes, with realignments near Scoggins Road and Windmill Road, at a total estimated cost of \$11.1 million, of which \$8.8 million are construction costs.
- Option B would encompass the same improvements as Option A, but construct a new location route with four travel lanes from Gator Boulevard to just south of the Highway 12 intersection. Option B has a total estimated cost of \$15.0 million, of which \$12.3 million are construction costs.
- Option C would construct a new location route with four travel lanes from Lillard Lane to south of 41st Street. Option C has a total estimated cost of \$14.1 million, of which \$11.7 million are construction costs.

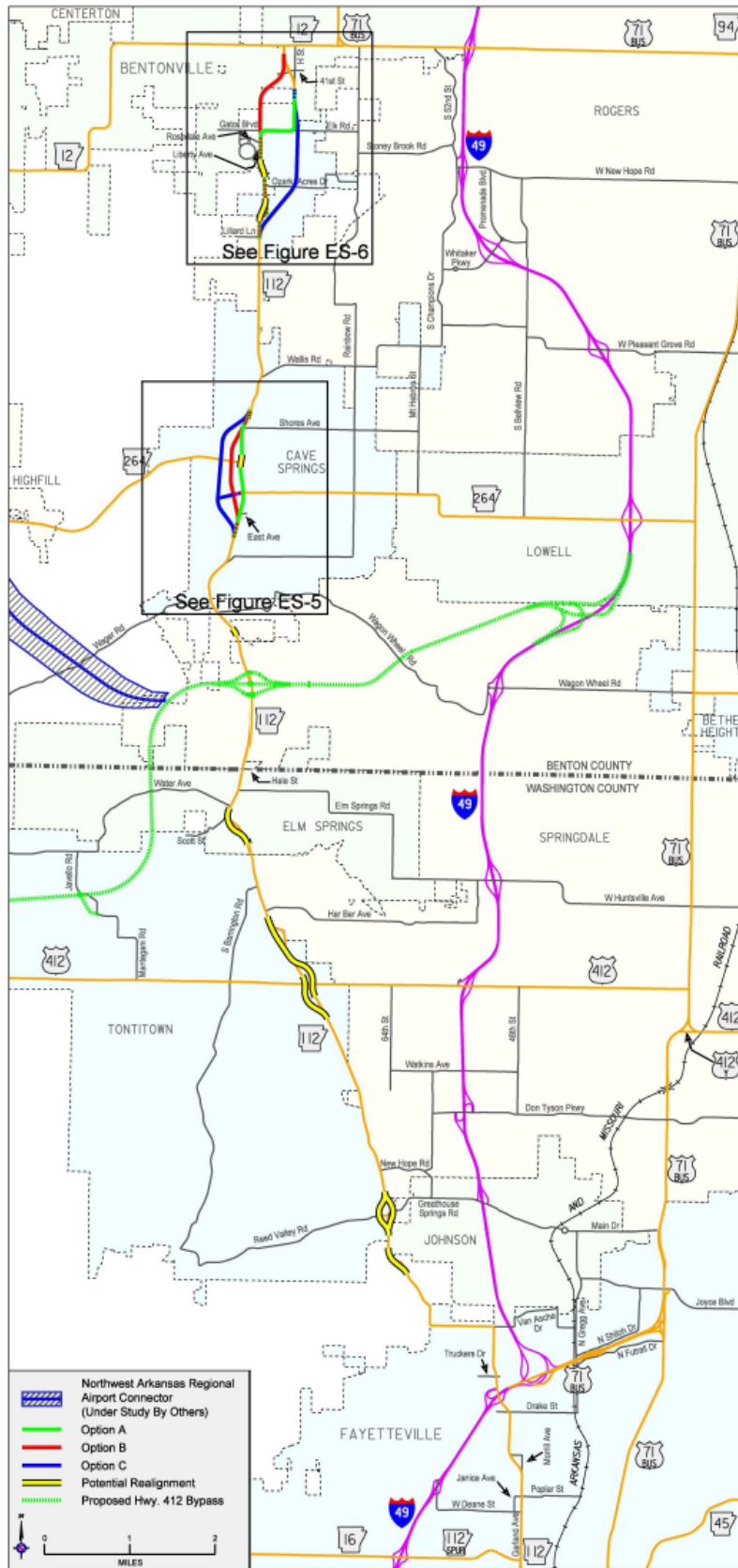


Figure ES-4 – Improvement Alternative

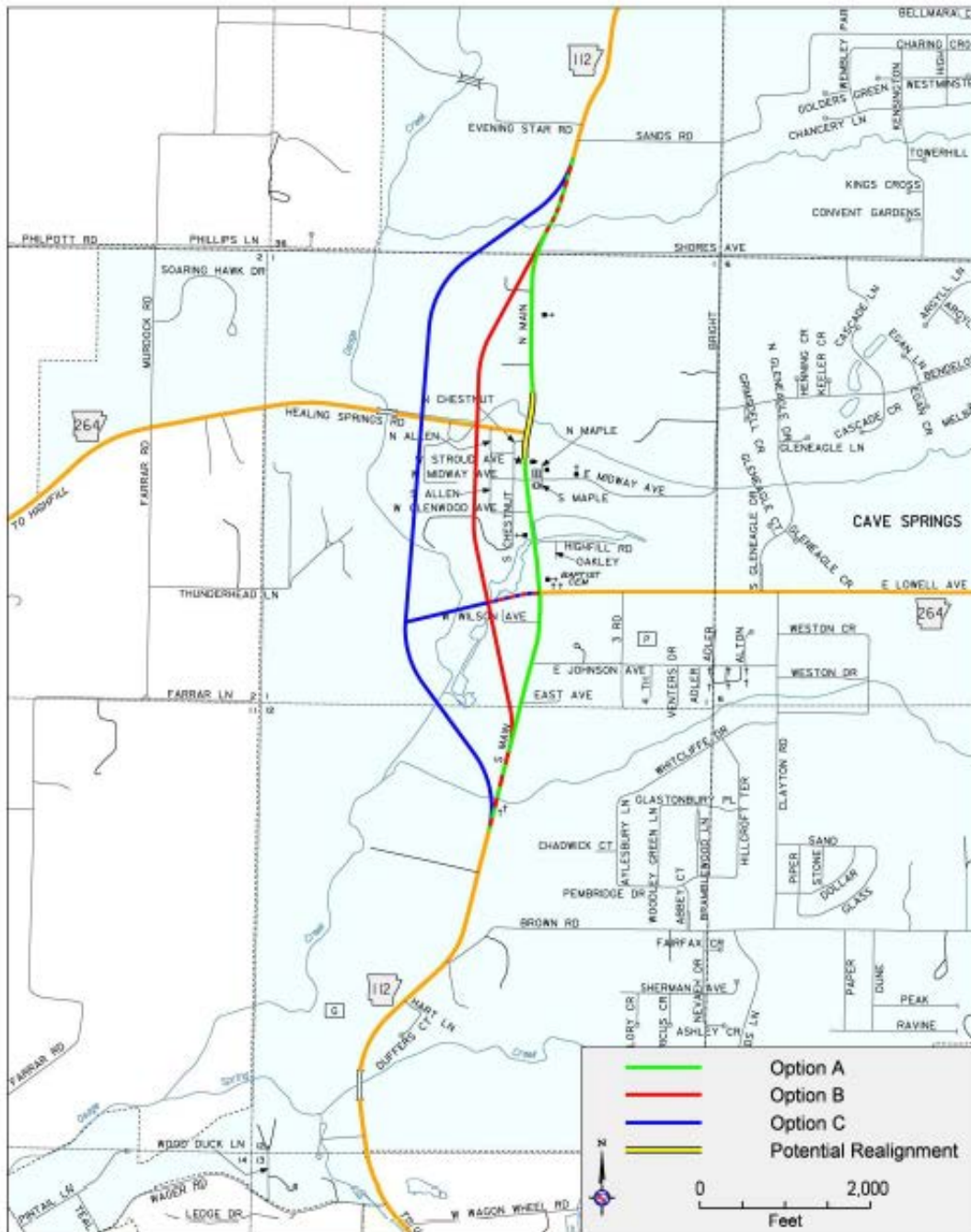


Figure ES-5 – Cave Springs Area Alignment Options

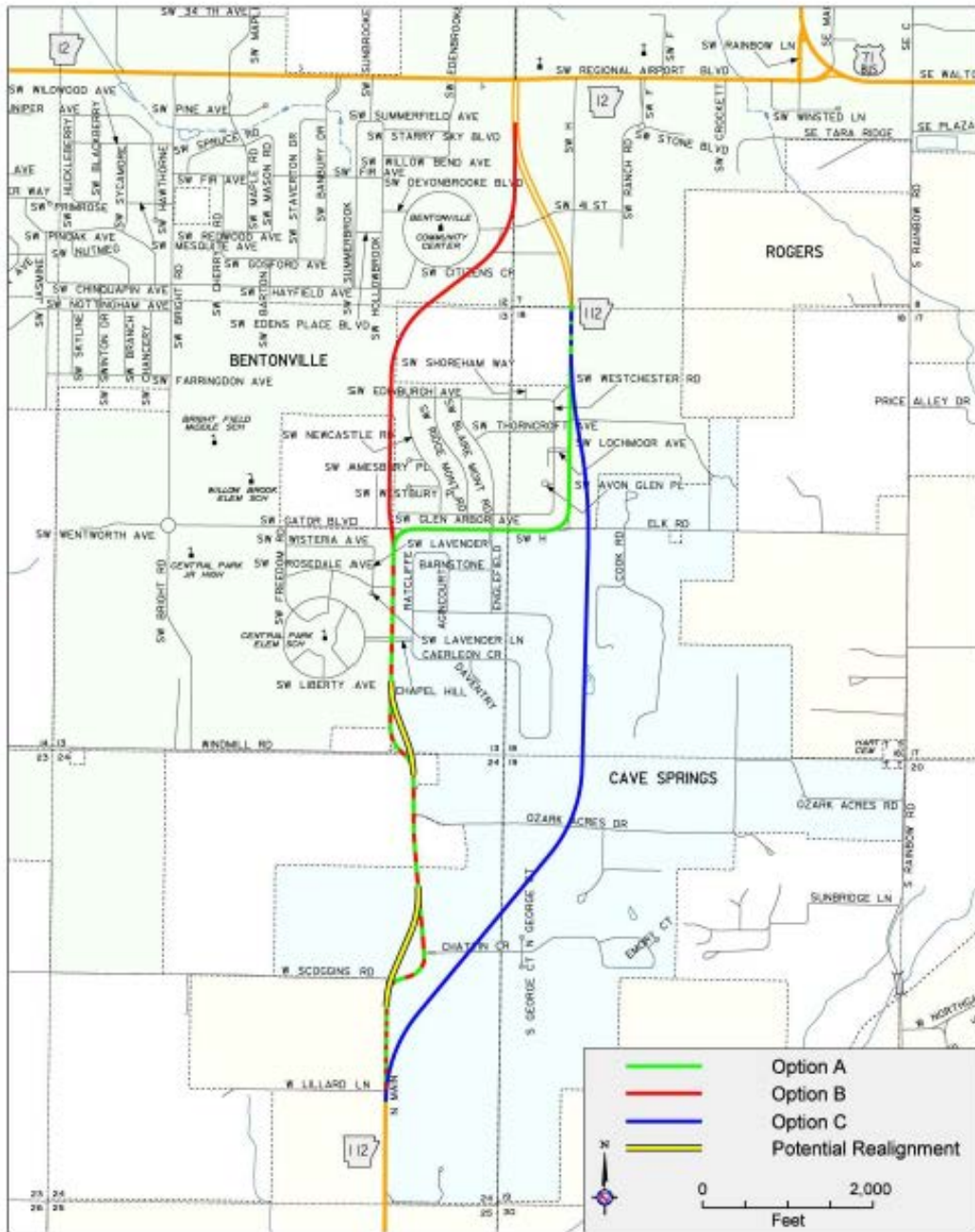


Figure ES-6 – Lillard Lane to Highway 12 Alignment Options

Analysis of Alternatives

Widening Highway 112 to four travel lanes would improve the traffic operations to an acceptable LOS for current and future traffic volumes. Table ES-3 shows the LOS for the No-Action Alternative and Improvement Alternative.

Table ES-3 – Levels of Service (No-Action and Improvement Alternatives)

Segment	Description	No-Action		Improvement Alternative		
		2015	2035	2015	2035	
1	Janice Ave. to Truckers Dr. (LM 0.71 to LM 2.41)	F	F	B	C	
2	Truckers Dr. to Greathouse Springs Rd. (LM 2.41 to LM 5.01)	D	F	B	C	
3	Greathouse Springs Rd. to Hwy. 412 (LM 5.01 to LM 7.97)	D	E	A	B	
4	Hwy. 412 to Har-Ber Ave. (LM 7.97 to LM 9.11)	C	E	B	C	
5	Har-Ber Ave. to Scott St. (LM 9.11 to LM 10.38)	D	E	B	C	
6	Scott St. to Hale Ave. (LM 10.38 to LM 10.95)	E	F	B	D	
7	Hale Ave. to East Ave. (LM 0.00 to LM 3.26)	D	E	A	C	
8	East Ave. to Hwy. 264 East (LM 3.26 to LM 3.50)	D	E	B ^{1,2,3}	D ¹	C ² B ³
9	Hwy. 264 East to Hwy. 264 West (LM 3.50 to LM 3.85)	E	F	B ^{1,2,3}	D ¹	C ² B ³
10	Hwy. 264 West to Wallis Rd. (LM 3.85 to LM 4.91)	D	E	B ^{1,2,3}	D ¹	C ² B ³
11	Wallis Rd. to Ozark Acres Dr. (LM 4.91 to LM 7.22)	D	F	A	B	
12	Ozark Acres Dr. to H St. (LM 7.22 to LM 8.80)	D	F	A	C	

Note: LOS analyses were not performed for individual intersections. Further analyses will be performed if individual improvement projects are identified. This is particularly the case for the current Highway 412 intersection, which may have significant impacts on future traffic operations.
¹LOS for Option A.
²LOS for Option B and C on existing alignment.
³LOS for Option B and C on bypass.

Based on the analysis, Highway 112 would operate at an acceptable LOS for current and future traffic volumes under all build options.

Environmental Constraints

The environmental constraints for this study include historical structures, cemeteries, springs, and habitats for several federally listed endangered species which are shown in Figure ES-7. The study area also crosses nine regulated floodplains. Impacts to these features should be minimized.

One significant environmentally sensitive area near the Highway 112 corridor is the Cave Springs Recharge Area. Due to the karst topography and continued development in the area, the Cave Springs Area Karst Resource Conservation Study (CSAKRC), led by the NWARPC, is underway to determine what conservation efforts are appropriate to protect threatened and endangered species in the area. Any further studies or potential projects to Highway 112 should consider recommendations from the CSAKRC study once it is complete.

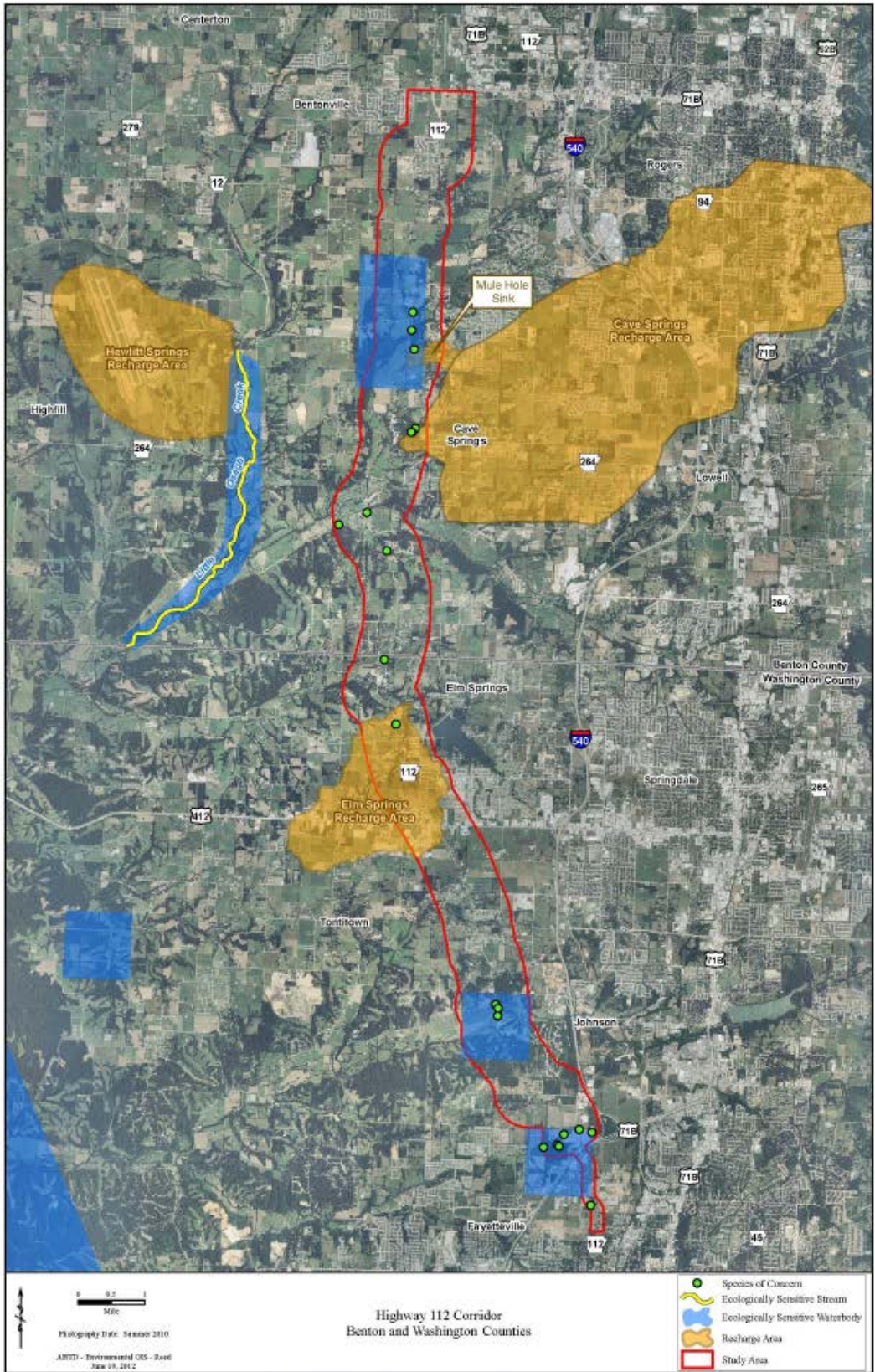


Figure ES-7 – Environmental Constraints

Conclusions

Highway 112 is the only major north-south route in the NARTS area west of Interstate 49. When combined with other major corridors, it is an important part of the regional mobility network. Development in the area is causing congestion at various locations that will continue to increase in future years. Based on the traffic and safety analyses, improvements to Highway 112 are needed to better accommodate anticipated traffic growth and improve safety. This study identified one feasible improvement alternative, which includes various options along the route. The estimated costs for the improvement alternative are shown in Table ES-5.

Table ES-4 – Cost Estimates

Segment	Description ¹	Construction Cost (million dollars)	Total Cost ² (million dollars)
1	Janice Ave. to Truckers Dr. (LM 0.71 to LM 2.41)	\$7.1	\$9.4
2	Truckers Dr. to Greathouse Springs Rd. (LM 2.41 to LM 5.01)	\$17.3	\$21.2
3	Greathouse Springs Rd. to Hwy. 412 (LM 5.01 to LM 7.97)	\$8.5	\$11.1
4-5	Hwy. 412 to Scott St. (LM 7.97 LM 10.38)	\$13.1	\$16.1
6	Scott St. to Hale St. (LM 10.38 to LM 10.95)	\$4.5	\$5.6
7-10	Hale St. to Wallis Rd. (LM 0.00 to LM 4.91)	Option A	\$19.2 (\$7.4) ⁴
		Option B	\$25.0 (\$16.0) ⁴
		Option C	\$37.6 (\$25.9) ⁴
11-12	Wallis Rd. to Hwy. 12 (LM 4.91 to LM 8.80)	Option A	\$16.0 (\$8.8) ⁴
		Option B	\$19.5 (\$12.3) ⁴
		Option C	\$18.9 (\$11.7) ⁴
Notes: ¹ All improvements consist of widening Highway 112 to four travel lanes with either a flush paved or raised median. ² Total Cost includes construction, right-of-way, utility relocation, preliminary and construction engineering (2015 dollars). ³ Total cost will likely be higher due to right-of-way constraints in highly developed area. ⁴ Costs within parentheses represent the Cave Springs area and Lillard Lane to Highway 12 alignment costs.			

Due to the potential impacts to the Cave Springs Recharge Area, any potential improvement projects along Highway 112 should consider recommendations from the CSAKRC study once it is complete. In addition, consideration should be given for implementing access management strategies along Highway 112 in order to preserve corridor capacity and protect transportation investments. Furthermore, due to the high costs associated with improving Highway 112, cost sharing arrangements with local jurisdictions should be explored. At a minimum, possible removal of existing highways from the State Highway System should be considered.



Appendix B: Public Meeting Summaries

Appendix B is referenced in:

- Section 2.5

VIRTUAL PUBLIC INVOLVEMENT SYNOPSIS

Job Number 040752, 040758, & 040860
Howard Nickell Rd. – Greathouse Springs Rd. (S)
Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)
Don Tyson Pkwy. Extension – Hwy. 412 (S)
Washington County
Tuesday, September 14, 2021

A public officials meeting and a Phase II “Live” Virtual Public Involvement (VPI) meeting for the proposed widening of Highway 112 from Howard Nickell Rd. to Highway 412 in Washington County was held on Tuesday, September 14, 2021. Project information was made available on the ARDOT’s website from September 9, 2021 through September 29, 2021. Efforts to involve minorities and the public in the meeting included:

- Display advertisement placed in *Northwest Arkansas Democrat Gazette* on Sunday, September 5, 2020 and September 12, 2021.
- Letters were mailed to Public Officials on August 30, 2021.
- Minority Minister Letters were mailed on August 30, 2021.
- Public Service Announcement (PSA) ran in EZ Spanish Media, LLC-La Zeta 95.7 FM from September 11, 2021 through September 14, 2021.
- Flyers mailed to citizens

The following information and links were available on the ARDOT website:

- Short video presentations about the projects
- Public meeting notice
- Project location maps
- Project design plans
- Online comment form
- Interactive project map
- Frequently asked questions with answers

Copies of the public meeting notice, VPI exhibit, and comment form are attached.

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

TABLE 1	
Public Participation	Totals
Online registration of attendance at Phase II VIP (Citizen/Public Officials)	98/14
Number of website viewers (English/Spanish)	1,421/143
Online/Emailed Comments Received	47/2

Job Number 040752, 040758, & 040860- Virtual Public Involvement Synopsis

September 14, 2021

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ARDOT staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

An analysis of the responses received as a result of the public survey is shown in Table 2.

Survey Results	Totals
Feels there is a need for the proposed widening of Hwy. 112	36
Does not feel there is a need for the proposed widening of Hwy. 112	9
Property limitations to the project	12
Knowledge of cultural resources in the project area	23
Knowledge of environmental constraints in the project area	12
Has a suggestion for the proposed project so it better serves the needs of the community	34
Feels the project will have a beneficial impact	19
Feels the project will have an adverse impact	18

A list of property limits submitted by commenters included:

- Six commenters noted that their septic lines may be impacted, while one commenter noted this will take property needed for a backup septic system.
- Four commenters said they had plans to build on property that will be consumed by the project.
- Two commenters mentioned the mature trees on their property.
- One business said they will lose access to New Hope Rd., would have to route trucks past business to circle back, their trucks will lose the ability to turn south and the turnarounds will be unusable for their trucks that have trailers attached.
- Another business noted that the alignment will significantly impact their outdoor dog runs and asked if alignment could be shifted west to minimize impacts.
- One person noted the alignment showed their home, on the west side of the highway, would have to be removed as well as a large pond and surrounding wetlands.
- Connection at Kissinger Ave. has three separate water utilities at the intersection.

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September 14, 2021
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Seventeen commenters noted the Rock house at 1935 Reed Valley road as a cultural resource that should be avoided.

Environmental concerns that the public had include:

- Two comments mentioned having heard that an endangered species lived in Greathouse Spring, possibly a cavefish. One commenter mentioned the watercress that grows in the spring as a resource.
- Springs along the route were mentioned, include Greathouse Spring and one north of Greathouse Spring, as well as two spring-fed ponds and two spring-fed wells.
- The existence of floodplains/flood zones within the project area
- Five commenters were concerned with the impacts to Clear Creek and the increase in runoff and widening it may experience which could impact neighboring properties. Suggestion to work with IWRP.

Suggestions regarding how the project could better serve community needs included:

- Three commenters want the project to begin further south and add a roundabout at Howard Nickell and Hwy. 112.
- Three commenters wanted the roundabout at New Hope/Steel Road to be moved the south and eastward.
- Include street lights along the entire project.
- Consider making the bike lane/sidewalk crossover an under or overpass at Reed Rd./Greathouse Springs Rd. or at Clear Creek bridge.
- Continue the bike lanes down Reed Valley Rd.
- Wants shoulders added to help eliminate accidents and damage to cars
- Realign the Fletcher Rd. roundabout with the current Fletcher Rd. construction.
- Plant trees in median, provide parks or green areas along the route.
- Improve safety and ability to turn at Steele and Hwy. 112.
- Make the bridge over Clear Creek scenic with room for pedestrians
- Provide in-person meetings that will show the extent of construction in the area on this and other projects
- Follow guidelines outlined in Hwy. 112 Access Management Regional Vision adopted by Resolution #2019-02 January 23, 2019. Includes info on how median breaks need to be spaced.
- Request for a calculation of the cost difference between the proposed job and a five-lane roadway with paved center and two 5' bike lanes.
- Wants the project designed to meet federal-aid requirements to allow ARDOT and NWARPC TAP, and STBGP-A federal funds to pay for costs beyond the 5 lane alternative mentioned above.
- Request ARDOT agree to match ArDOT and NWARPC TAP and STBGP-A federal funds.
- Consider revising ARDOT Bicycle/Pedestrian Accommodation Policy.

Job Number 040752, 040758, & 040860- Virtual Public Involvement Synopsis

September 14, 2021

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A listing of general comments/questions concerning the proposed project follows:

- A property owner gets their water from a spring on the opposite side of Hwy. 112 and wants to know if that will be affected.
- No need for sidewalk, removing them from the plans would require less property acquisition.
- Prefers a two way turn lane to a raised median.
- A few commenters thought there were too many roundabouts on the project and suggested specific roundabouts that could be removed from the project (such as the one at N. Hidden Acres Rd. and those with no roads shown coming out of them), or to consider roundabout alternatives.
- Some thought the project could make the road more dangerous given the wider road may increase speeds and make crossing the road on a bike more dangerous.
- Concerned the road will lead to increased development and cause more of an environmental strain.
- Concern over other areas of Hwy. 112, like between the northern end of this job and Hwy. 412 where there are several businesses and residences, and to the south near Truckers Dr.
- When the utilities are relocated put them underground.
- Disperse the impacts more evenly east and west. Mostly west on current proposal.
- There were concerns with how drainage would be addressed in several places along the project corridor.
- General comments wanting to know how personal property would be affected, how close homes would be to the road, and where driveways would be relocated.
- Wanted city water and sewer to be brought along the project if possible.
- Concern over how long the construction will take in this area.

Comments generally in favor of the project cited safety improvements with the roundabouts and the elimination of the hairpin turn at Greathouse Springs Rd., reduction of traffic congestion, support for the bike lanes, the ability for vehicles to overtake, and increased freight movement.

Comments generally against the project thought that traffic was not currently elevated enough for this project and wanted traffic redirected to I-49

Attachments:

Public Meeting Notice
VPI Exhibit
Blank Comment Form

DN:KR:fc



You're invited!

WEBEX "LIVE" VIRTUAL PUBLIC INVOLVEMENT MEETING

WHAT: "Live" WebEx Virtual Public Involvement Meeting to discuss the proposed widening of Hwy. 112 from Howard Nickell road to Highway 412 in Washington County.

Jobs:

040752 - Howard Nickell Rd. - Greathouse Springs Rd. (Hwy. 112) Fayetteville, AR

040758 - Greathouse Springs Rd. - Don Tyson Pkwy. Extension (Hwy. 112) Springdale, AR

040860 - Don Tyson Pkwy. Extension - Hwy. 412 (Hwy. 112) Springdale, AR and Tontitown, AR

WHEN: Thursday, September 14, 2021 from 5:30 to 6:30 p.m. Citizens will have an opportunity to ask questions and make comments.

PURPOSE:

Project staff will provide a brief presentation regarding the projects. The public is invited to listen, view meeting materials and participate by asking questions and making comments with the appropriate ARDOT staff. The online website will be available for viewing from September 9, 2021 through September 29, 2021. Comments will be accepted until 4:30 p.m. on Friday, September 29, 2021.

Link To Virtual Meetings: <https://www.ardot.gov/publicmeetings>

In order to access the virtual public meetings, visit the link above. At the website location, simply scroll down to view the virtual public meeting of your interest. Once the public meeting is selected, you will be able to view the virtual public meeting website. This website will provide project materials and handouts that would have been shown at the in-person meeting. A separate link will provide a Spanish version of the presentation. There will also be an option to send online comment forms to ARDOT's staff, or you can print the form and mail it to, P.O. Box 2261, Little Rock, AR 72203-2261. If you do not have internet access, please contact Karla Sims at 501-569-2000 to ask questions about the project and how to access project information or email at karla.sims@ardot.gov.

Virtual Web Link:

Visit: <https://www.ardot.gov/publicmeetings>

- At the website location, select the public meeting of your interest.

Special Accommodations: Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Ruby Jordan-Johnson, P.O. Box 2261, Little Rock, AR 72203-2261, call (501)569-2379, fax (501) 569-2009 or email

environmentalplmmeetings@ardot.gov.

Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting.

Notice of Nondiscrimination

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden EEO/DBE Officer (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.



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

ARDOT JOBS
040752 HOWARD NICKELL RD. – GREATHOUSE SPRINGS RD. (HWY. 112)
040758 GREATHOUSE SPRINGS RD. – DON TYSON PKWY. EXTENSION (HWY. 112)
040860 DON TYSON PKWY. EXTENSION – HWY. 412 (HWY. 112)

WASHINGTON COUNTY
LOCATION:
ONLINE “LIVE” WEBEX VIRTUAL PUBLIC INVOLVEMENT MEETING
THURSDAY, SEPTEMBER 9, 2021 @ 5:30 P.M.

Make your comments on this form and mail it by 4:30 p.m. on **Friday, September 24, 2021** to: Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little Rock, AR, 72203-2261. Email: environmentalmeetings@ardot.gov.

Yes No Do you feel there is a need for the proposed widening of Hwy. 112 from Howard Nickell road to Hwy. 412 in Washington County? Comment (optional) _____

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

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

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

(Continued)

Yes No

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. _____

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/publicmeetings



Appendix C: Conceptual Stage Relocation Study

Appendix C is referenced in:

- Section 3.2



ARKANSAS DEPARTMENT OF TRANSPORTATION

AR DOT.gov | IDriveArkansas.com | Lorie H. Tudor, P.E., Director

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261 | Phone: 501.569.2000

INTEROFFICE MEMORANDUM

January 10, 2022

TO: John Fleming, Division Head, Environmental Division

FROM: Kevin T. White, Division Head, Right of Way Division

SUBJECT: ^{KTW} JOB 040751
Hwy. 112 Widening: Howard Nickell Rd. – Hwy. 412 P.E.
Washington County
CONCEPTUAL STAGE RELOCATION STATEMENT

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.

=====

PROJECT SPECIFIC RELOCATION ESTIMATES

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	\$ 150,000.00
3 Residential Tenants	\$ 45,000.00
2 Businesses	\$ 80,000.00
1 Farm	\$ 40,000.00
4 Personal Properties	\$ 30,000.00
Services	\$ 55,000.00
Total	\$ 400,000.00

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, publicly available information, past experiences and knowledge in making this determination.

PROJECT SPECIFIC REPLACEMENT PROPERTY INVENTORY

An available housing inventory has been compiled and it indicates there are at least nineteen comparable replacement dwellings available for sale and eighteen comparable replacement dwellings available for rent within a reasonable proximity of the project area. At least eight developed commercial properties and twenty-two vacant land commercial properties are currently for sale in the project area. There are at least twelve commercial properties for lease. A breakdown of the available properties is as follows:

Residential (For Sale)	<u>Number Of Units</u>
\$ 100,001 – 150,000	2
150,001 – 200,000	3
200,001 – 250,000	6
300,001 – 350,000	7
350,001 – 400,000	7
400,001 – 450,000	3
450,001 – 500,000	5
500,001 and up	7
Total	<hr style="width: 100%; border: 0.5px solid black;"/> 19
Residential (Monthly Rent)	
\$ 0 – 1,000	0
1,000 – 1,500	3
1,501 – 2,000	4
2,001 – 2,500	4
2,501 and up	1
Total	<hr style="width: 100%; border: 0.5px solid black;"/> 18

This project is a highway widening project that will widen Hwy. 112 in Washington County. The units contained in the housing inventory are in Benton County and Washington County. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the families displaced on the project. 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 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.

The business and farm displacements are resultant from partial acquisitions that include only a portion of the improvements. For this reason, it is expected that the businesses and farm will be eligible for relocation assistance, but will not be required to move from their current site. In order to assist the displaced businesses and farm operations in relocating, including the reestablishment of facilities on site, the State will explore all possible sources of funding or other resources that may be available to businesses and farms. Sources that will be considered include: State and Local entities, the Department of Housing and Urban Development, the Economic Development Commission, the Small Business Administration and other Federal Agencies. Emphasis will be given in providing relocation advisory services to the businesses and farm. 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 farms to relocate within the same community.

It is estimated that there will be one minority household, two elderly households, and two low income households 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.

The Residential Single Family Housing Market and Cumulative Impact of Displacements for Highway Projects in Benton and Washington Counties

Concurrent with the production of this Conceptual Stage Study, several major capital improvement projects are in various stages of planning and design in Benton and Washington Counties in Northwest Arkansas. Coincidental with the planning and design of these projects has been a constriction of supply in the residential real estate market. The constriction of the housing supply is a national economic trend and not limited to the Northwest Arkansas real estate market.

Related specifically to Northwest Arkansas, Arvest Bank reported that its Skyline Report on residential real estate for the first half of 2021 "Indicate[s] a red-hot market straining to keep pace with job and population growth trends." Indicating factors are "The vacancy rate for apartments fell in all major cities in the region, with the overall vacancy rate at just 3.4%," "The average sales price of homes in Benton and Washington counties rose 16.2% from the first half of 2020, moving from \$263,461 to

\$306,236. Five years ago, the average sales price for a home was \$212,323, yielding a five-year increase of 44.2%,” and “The number of complete but unoccupied new homes for sale at the end of June was 154, the lowest level since 2012, while the number of homes listed for sale on MLS was 607, the lowest level since 2009.”¹²

Relocation estimates for the following eight projects in Benton and Washington counties, scheduled for bid letting in 2023 and 2024, were considered:

<u>Job Number</u>	<u>Current Estimated Letting Date</u>
090069	July 2023
012326	August 2023
012305	November 2023
040746	May 2024
090621	June 2024
040860	June 2024
040752	June and August 2024
090513	November 2024

Relocation analysis and estimates for some of these projects have not yet been reviewed or finalized. As these projects are in various stages of planning and design, fluctuation of the relocation estimates are expected, and therefore a range is estimated. It is estimated that these projects will result in the cumulative and non-concurrent displacement of between 60 and 80 residential owner occupants.

A current search on Realtor.com for all single family residential homes for sale in Benton and Washington counties, excluding those that are under contract and contingent, yields 551 total listings. It is important to recognize that not all listings are decent, safe, and sanitary, or comparable to those occupied by persons displaced. Excluding properties that fall outside 1.5 standard deviations to approximate for the exclusion of non-DSS and non-comparable homes, and the inclusion of non-MLS available homes and unlisted new construction, that number reduces to 479 listings.

Non-Concurrent Displacements

Were the displacements to occur simultaneously (i.e, if they were to run concurrently), the displacement of 60 – 80 residential owner occupants may demand between 8.5% and 16.7% of all of the available single-family residential dwellings for sale in Benton and Washington counties. However, to work within the letting schedule above, the displacing activities for the projects listed are likely to be dispersed over a two to three year period, resulting in an estimate of between 20 and 40 displacements per year. Adjustments to the letting schedule may compress or decompress the distribution of displacements over time. However, it is believed that the estimate of 20 to 40 displacements per year is likely to remain accurate. The dispersion of these displacements over time drastically reduces the impact on the real estate market.

¹ <https://share.arvest.com/newsroom/skyline-report-first-half-2021/>

² It is noted that the use of “Average” sales prices for a population of home prices is atypical to the industry and tends to skew high. Most industry reporting for residential real estate uses “Median” home prices.

When dispersion is maximally compressed within the range above, the estimated market demand is approximately 2.1%, and when maximally dispersed, the demand falls to approximately 0.7%. Therefore, it is not expected that the cumulative impacts of displacement for these projects will have a substantial impact on the residential housing market.

Housing of Last Resort

As stated above, 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. 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.

=====

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

ARKANSAS DEPARTMENT OF TRANSPORTATION
 CONCEPTUAL STAGE RELOCATION INVENTORY

Job No. 040751

Job Name Howard Nickell Rd. - Hwy. 412 P.E.

Date of Inventory January 5, 2022

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	\$150,000 - \$350,000	0	0	0	1	0	
Residential Tenants	3	\$500.00 - \$2,000.00	0	0	1	1	2	
Businesses	2				0			3 - 7
Farms	1				0			2 - 5
Landlord Businesses	0							
Non-Profit Organization	0							
Totals	9	N/A	0	0	1	2	2	5 - 12

Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$100,000 - \$150,000

Two (2) Listings

12/21/2021

12707 Pleasure Heights Rd, Lowell, AR 72745 | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Manuel Cervantes with Coldwell Banker Harris McHaney Faucette - Rogers



Veterans: How much home can

For Sale

\$125,900 Est. \$529/mo [✎](#)

2 bed 1 bath 1,120 sqft 0.5 acre lot

12707 Pleasure Heights Rd, Lowell, AR 72745

Street View

🏠 **Single Family**
Property Type

📅 **12 Days**
Time on realtor.com

🚗 **Commute Time:** [Add a commute](#)

📊 **\$112**
Price per sqft

🚗 **2 cars**
Garage

🏠 **1970**
Year Built

Contact agent

Share this home

📅 **Open Houses**



🏠 **Property Details**



Prev

Next



12/21/2021

506 N 11th St, Rogers, AR 72756 | realtor.com®

≡ **realtor.com**



< Lowell, AR ×

By Yuliya Colvin with Weichert Realtors - The Griffin Company, Springdale



Veterans: Get Low Rates with a

For Sale

\$139,000 Est. \$578/mo [/](#)

2 bed 1 bath 806 sqft 6,970 sqft lot

506 N 11th St, Rogers, AR 72756

Street View

Single Family
Property Type

49 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$172
Price per sqft

1989
Year Built

Contact agent

Share this home

Prev

en Houses

Next

Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$150,001 - \$200,000

Three (3) Listings

12/21/2021

2663 Lenox Ct, Springdale, AR 72764 | realtor.com®

realtor.com



< Lowell, AR ×

By George Marroquin with Equity Partners Realty



Veterans: How much home can

For Sale

\$170,000 Est. \$672/mo

3 bed 2 bath 1,144 sqft 4,356 sqft lot

2663 Lenox Ct, Springdale, AR 72764

Street View

Single Family Property Type

16 Days Time on realtor.com

Commute Time: Add a commute

\$149 Price per sqft

2 cars Garage

2002 Year Built

Est. Cash Reward \$510 Terms

Get a \$510 cash reward You may be eligible for a realtor.com® cash reward when you buy this home. LEARN MORE

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2377 E Emma Ave, Springdale, AR 72764 | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Jose Esparza with eXp Realty NWA Branch



Veterans: How much home can

For Sale

\$180,000 Est. \$710/mo *✎*

3 bed 1 bath 1,104 sqft 0.35 acre lot

2377 E Emma Ave, Springdale, AR 72764

Street View

Single Family
Property Type

29 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$163
Price per sqft

1960
Year Built

Est. Cash Reward \$540 [Terms](#)

Get a \$540 cash reward

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392 Old Wire Rd, Springdale, AR 72764 | realtor.com®

realtor.com



Lowell, AR

By Manuel Cervantes with Coldwell Banker Harris McHaney Faucette - Rogers



Veterans: How much home can

For Sale

\$184,900 Est. \$765/mo

3 bed 1 bath 1,318 sqft 9,583 sqft lot

392 Old Wire Rd, Springdale, AR 72764

Street View

Single Family Property Type

42 Days Time on realtor.com

Commute Time: Add a commute

\$140 Price per sqft

1 car Garage

1950 Year Built

Est. Cash Reward \$555 Terms

Get a \$555 cash reward

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Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$200,001 - \$250,000

Six (6) Listings

12/21/2021

1103 W Cottonwood St, Rogers, AR 72758 | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Vincent McPherson with Crye-Leike, REALTORS-Springdale



Veterans: Get Low Rates with a

For Sale

\$219,000 ↓\$16K Est. \$934/mo [✎](#)

3 bed 2.5 bath 1,700 sqft 0.32 acre lot

1103 W Cottonwood St, Rogers, AR 72758

Street View

Single Family
Property Type

17 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$129
Price per sqft

2 cars
Garage

1993
Year Built

Est. Cash Reward **\$657** [Terms](#)

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12/21/2021

2908 S B St, Rogers, AR 72758 | realtor.com®

realtor.com



Lowell, AR

By Susana Hurtado with RE/MAX Real Estate Results



Veterans: Get Low Rates with a

For Sale

\$230,000 Est. \$979/mo

3 bed 2 bath 1,371 sqft 7,841 sqft lot

2908 S B St, Rogers, AR 72758

Street View

Single Family Property Type

4 Days Time on realtor.com

Commute Time: Add a commute

\$168 Price per sqft

1 car Garage

2007 Year Built

Est. Cash Reward \$690 Terms

Get a \$690 cash reward

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12/21/2021

3348 Grainger Cir, Springdale, AR 72764 | realtor.com®

realtor.com



Lowell, AR

By Keith Dixon with Smith & Associates Real Estate Services



Veterans: How much home can

For Sale

\$237,500 Est. \$1,013/mo

3 bed 2 bath 1,518 sqft 6,970 sqft lot

3348 Grainger Cir, Springdale, AR 72764

Street View

Single Family Property Type

4 Days Time on realtor.com

Commute Time: Add a commute

\$156 Price per sqft

2 cars Garage

2005 Year Built

Est. Cash Reward \$713 Terms

Get a \$713 cash reward

may be eligible for a
Prev .com® cash reward when

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12/21/2021

424 E Meadow Wood Ln, Rogers, AR 72758 | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Jose Esparza with eXp Realty NWA Branch



Veterans: Get Low Rates with a

For Sale

\$240,000 Est. \$1,032/mo *✎*

3 bed 2 bath 1,537 sqft 7,405 sqft lot

424 E Meadow Wood Ln, Rogers, AR 72758

Street View

Single Family
Property Type

64 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$156
Price per sqft

2 cars
Garage

2009
Year Built

Est. Cash Reward **\$720** [Terms](#)

Get a **\$720 cash reward**

may be eligible for a
Prev [realtor.com](#)® cash reward when

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started?

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12/21/2021

1268 Sunrise Ave, Springdale, AR 72764 | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Vicky Wood with Collier & Associates



Veterans: Get Low Rates with a

For Sale

\$242,500 Est. \$1,009/mo

3 bed 2 bath 1,790 sqft 0.27 acre lot

1268 Sunrise Ave, Springdale, AR 72764

Street View

Single Family
Property Type

64 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$135
Price per sqft

2 cars
Garage

1985
Year Built

Est. Cash Reward \$728 [Terms](#)

Get a \$728 cash reward

May be eligible for a
Prev [realtor.com](#)® cash reward when

Ready to get
started?

[Request info](#)

[Next](#)

12/21/2021

1450 Leesburg Ave, Springdale, AR 72764 | realtor.com®

realtor.com



Lowell, AR

By Ida Fineberg with Steve Fineberg & Associates, Inc.



Veterans: Get Low Rates with a

For Sale

\$250,000 Est. \$1,093/mo

3 bed 2 bath 1,459 sqft 0.23 acre lot

1450 Leesburg Ave, Springdale, AR 72764

Street View

Single Family
Property Type

4 Hours
Time on realtor.com

Commute Time: [Add a commute](#)

\$171
Price per sqft

2 cars
Garage

2007
Year Built

Est. Cash Reward **\$750** Terms

Get a \$750 cash reward

May be eligible for a
Prev.com® cash reward when

Ready to get
started?

Request info

Next

**Job 040751
Conceptual Stage Relocation Statement**

Listings

**Residential – For Sale
\$250,001 - \$300,000**

Seven (7) Listings

12/21/2021

1435 Overo Cir, Springdale, AR 72762 | realtor.com®

realtor.com

Lowell, AR

By Melanie Moreau with FATHOM REALTY



Veterans: How much home can

For Sale

\$260,000 Est. **\$1,157/mo**

3 bed 2 bath 1,659 sqft 0.26 acre lot

1435 Overo Cir, Springdale, AR 72762

Street View

Single Family
Property Type

117 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$157
Price per sqft

2 cars
Garage

1975
Year Built

Est. Cash Reward

\$780 Terms

Get a \$780 cash reward

You may be eligible for a realtor.com® cash reward when you buy this home. [LEARN MORE](#)

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Share this home

Open Houses

Property Details

Property History

Neighborhood Noise, Flood

Sponsored by Allstate

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1001s

Next

12/21/2021

Lowell, AR Real Estate - Lowell Homes for Sale | realtor.com®

☰ **realtor.com**



< Lowell, AR ×

By Brandie Perry with Engel & Volkers Bentonville



Veterans: Get Low Rates with a

For Sale

\$265,000 Est. \$1,124/mo

3 bed 2 bath 1,500 sqft 0.25 acre lot

2101 Dee Ave, Springdale, AR 72762

Street View

🏠 **Single Family**
Property Type

📅 **69 Days**
Time on realtor.com

🚗 **Commute Time:** [Add a commute](#)

📊 **\$177**
Price per sqft

🚗 **2 cars**
Garage

🏠 **1970**
Year Built

Est. Cash Reward ⓘ **\$795** Terms

Contact agent

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📅 **Open Houses**



Prev **Property Details**

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14242 Ar 94 Spur Hwy, Rogers, AR 72756 | realtor.com®

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< Lowell, AR ×

By Howard Group with eXp Realty NWA Branch



Veterans: Get Low Rates with a

For Sale

\$265,000 Est. \$1,075/mo *✎*

5 bed 4.5 bath 3,400 sqft 0.37 acre lot

14242 Ar 94 Spur Hwy, Rogers, AR 72756

Street View

Mfd/Mobile
Property Type

36 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$78
Price per sqft

2002
Year Built

Est. Cash Reward \$795 Terms

Get a \$795 cash reward

You may be eligible for a realtor.com® cash reward when you buy this home.

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1804 Amelia Ln, Springdale, AR 72762 | realtor.com®

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Lowell, AR

By Jared Blackstone with Keller Williams Market Pro Realty - Fayetteville



Veterans: How much home can

For Sale

\$285,000 Est. \$1,199/mo

3 bed 2 bath 1,829 sqft 0.25 acre lot

1804 Amelia Ln, Springdale, AR 72762

Street View

Single Family Property Type

1 Day Time on realtor.com

Commute Time: Add a commute

\$156 Price per sqft

2 cars Garage

1996 Year Built

Est. Cash Reward \$855 Terms

Get a \$855 cash reward You may be eligible for a realtor.com® cash reward when you buy this home. LEARN MORE

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Lowell, AR

By Travis Nichols with Smith & Associates Real Estate Services



Veterans: Get Low Rates with a

For Sale

\$285,000 Est. \$1,172/mo

3 bed 2 bath 1,740 sqft 0.88 acre lot

8418 Spruce Dr, Rogers, AR 72756

Street View

Single Family Property Type

109 Days Time on realtor.com

Commute Time: Add a commute

\$164 Price per sqft

2 cars Garage

1983 Year Built

Est. Cash Reward \$855 Terms

Get a \$855 cash reward

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200 E Dyke Rd, Rogers, AR 72758 | realtor.com®

realtor.com



Lowell, AR

By Roger Lecy, Agent with Welchert Realtors - The Griffin Company, Springdale



Veterans: How much home can

For Sale

\$294,811 Est. \$1,285/mo

4 bed 2.5 bath 2,021 sqft 0.27 acre lot

200 E Dyke Rd, Rogers, AR 72758

Street View

Single Family Property Type

15 Days Time on realtor.com

Commute Time: Add a commute

\$17/mo HOA Fees

\$146 Price per sqft

2 cars Garage

2019 Year Built

Est. Cash Reward \$884 Terms

Get a \$884 cash reward You may be eligible for a realtor.com® cash reward when you buy this home. LEARN MORE

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912 Ravine St, Cave Springs, AR 72718 | realtor.com®

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Lowell, AR

By Aldo Gonzalez with Keller Williams Market Pro Realty - Bentonville



Veterans: How much home can

For Sale

\$299,000 Est. \$1,357/mo

3 bed 2 bath 1,625 sqft 0.25 acre lot

912 Ravine St, Cave Springs, AR 72718

Street View

Single Family Property Type

11 Days Time on realtor.com

Commute Time: Add a commute

\$184 Price per sqft

2 cars Garage

2012 Year Built

Est. Cash Reward \$897 Terms

Get a \$897 cash reward

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**Job 040751
Conceptual Stage Relocation Statement**

Listings

**Residential – For Sale
\$300,001 - \$350,000**

Seven (7) Listings

12/21/2021

1149 Sunrise Ave, Springdale, AR 72764 | realtor.com®

realtor.com



Lowell, AR

By Sally Swick with Lindsey & Assoc Inc Branch



Veterans: Get Low Rates with a

For Sale

\$311,000 Est. \$1,309/mo

3 bed 2 bath 1,981 sqft 0.56 acre lot

1149 Sunrise Ave, Springdale, AR 72764

Street View

Single Family Property Type

18 Days Time on realtor.com

Commute Time: Add a commute

\$157 Price per sqft

2 cars Garage

1982 Year Built

Est. Cash Reward \$933 Terms

Get a \$933 cash reward

may be eligible for a Previews.com® cash reward when

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2811 W Parkwood Dr, Rogers, AR 72756 | realtor.com®

realtor.com



Lowell, AR

By Debra Osborne with Lindsey & Assoc Inc Branch



Veterans: Get Low Rates with a

For Sale

\$325,000 ↓\$25K Est. \$1,422/mo

3 bed 2 bath 1,904 sqft 0.3 acre lot

2811 W Parkwood Dr, Rogers, AR 72756

Street View

Single Family Property Type

13 Days Time on realtor.com

Commute Time: Add a commute

\$4/mo HOA Fees

\$171 Price per sqft

2 cars Garage

1978 Year Built

Est. Cash Reward \$975 Terms

Get a \$975 cash reward

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1535 S Heritage Cir, Rogers, AR 72758 | realtor.com®

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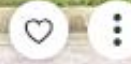


< Lowell, AR ×

By Jose Esparza with eXp Realty NWA Branch



1 / 29



Veterans: Get Low Rates with a

For Sale

\$326,000 Est. \$1,385/mo *✎*

3 bed 2.5 bath 2,294 sqft 0.24 acre lot

1535 S Heritage Cir, Rogers, AR 72758

Street View

Single Family
Property Type

91 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$142
Price per sqft

3 cars
Garage

1980
Year Built

Est. Cash Reward **\$978** [Terms](#)

Get a **\$978 cash reward**
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Prev **realtor.com**® cash reward when

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1410 E Prairie Creek Dr, Rogers, AR 72756 | realtor.com®

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Lowell, AR

By Viridiana Sandi with Southern Tradition Real Estate, Lic



Veterans: Get Low Rates with a

For Sale

\$329,900 Est. \$1,392/mo

3 bed 2 bath 1,994 sqft 0.62 acre lot

1410 E Prairie Creek Dr, Rogers, AR 72756

Street View

Single Family Property Type

169 Days Time on realtor.com

Commute Time: Add a commute

\$165 Price per sqft

4 cars Garage

1985 Year Built

Est. Cash Reward \$990 Terms

Get a \$990 cash reward

Ready to get started?

may be eligible for a \$990 cash reward when you purchase a home with a realtor.com® cash reward when

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904 Mill St, Springdale, AR 72764 | realtor.com®

realtor.com



Lowell, AR

By JD Campbell with Associated Brokers Company



Veterans: How much home can

For Sale

\$339,339 Est. \$1,369/mo

4 bed 2 bath 2,684 sqft 0.44 acre lot

904 Mill St, Springdale, AR 72764

Street View

Single Family Property Type

74 Days Time on realtor.com

Commute Time: Add a commute

\$126 Price per sqft

2 cars Garage

Est. Cash Reward \$1,018 Terms

Get a \$1,018 cash reward You may be eligible for a realtor.com® cash reward when you buy this home. LEARN MORE

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2017 S 17th St, Rogers, AR 72758 | realtor.com®

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Lowell, AR

By Patrick Kuhlman with NextHome NWA Pro Realty



Veterans: Get Low Rates with a

For Sale

\$340,900 ↓\$5K Est. \$1,393/mo

4 bed 2.5 bath 2,320 sqft 0.4 acre lot

2017 S 17th St, Rogers, AR 72758

Street View

Single Family Property Type

42 Days Time on realtor.com

Commute Time: Add a commute

\$147 Price per sqft

2 cars Garage

Est. Cash Reward \$1,023 Terms

Get a \$1,023 cash reward

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22542 Downum Rd, Springdale, AR 72762 | realtor.com®

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< Lowell, AR ×

By Claudia Juarez-Garcia with Crye-Leike, REALTORS-Springdale



Veterans: How much home can

For Sale

\$350,000 Est. \$1,413/mo *✎*

3 bed 3 bath 2,259 sqft 1.78 acre lot

22542 Downum Rd, Springdale, AR 72762

Street View

🏠 **Single Family**
Property Type

📅 **19 Days**
Time on realtor.com

🚗 **Commute Time:** [Add a commute](#)

📈 **\$155**
Price per sqft

🚗 **1 car**
Garage

🔧 **1943**
Year Built

Est. Cash Reward ⓘ **\$1,050** Terms

Get a **\$1,050 cash reward**
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Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$350,001 - \$400,000

Seven (7) Listings

12/21/2021

2006 W Morter Pl, Rogers, AR 72758 | realtor.com®



< Lowell, AR X

By Melanie Hales with Crye-Leike, Realtors-Bella Vista



Veterans: How much home can

For Sale

\$359,000 ↓\$30K Est. \$1,556/mo

4 bed 2 bath 1,924 sqft 8,276 sqft lot

2006 W Morter Pl, Rogers, AR 72758

Street View

Single Family Property Type

22 Days Time on realtor.com

Commute Time: Add a commute

\$4/mo HOA Fees

\$187 Price per sqft

2 cars Garage

2006 Year Built

Est. Cash Reward \$1,077 Terms

Get a \$1,077 cash

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12/21/2021

1008 S 20th St, Rogers, AR 72758 | realtor.com®

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Lowell, AR

By Lilla Gamez with Lg Home Solutions Real Estate



Veterans: Get Low Rates with a

For Sale

\$365,500 Est. \$1,530/mo

5 bed 3 bath 1,950 sqft 0.37 acre lot

1008 S 20th St, Rogers, AR 72758

Street View

Single Family Property Type

109 Days Time on realtor.com

Commute Time: Add a commute

\$187 Price per sqft

2 cars Garage

1973 Year Built

Est. Cash Reward \$1,097 Terms

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By Lamont Marzolf with Equity Partners Realty



Veterans: Get Low Rates with a

For Sale

\$367,900 Est. \$1,616/mo

5 bed 3 bath 2,346 sqft 6,534 sqft lot

3710 W Cherokee Rd, Rogers, AR 72758

Street View

Single Family
Property Type

82 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$29/mo
HOA Fees

\$157
Price per sqft

2 cars
Garage

2007
Year Built

Est. Cash Reward \$1,104 Terms

Get a **\$1,104 cash**

rd
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5574 Amber Dr, Springdale, AR 72764 | realtor.com®

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< Lowell, AR ×

By Sarah Lynn Barton with Leadership Legacy Realty



Veterans: How much home can

For Sale

\$380,000 Est. \$1,626/mo *✎*

3 bed 2 bath 2,274 sqft 0.25 acre lot

5574 Amber Dr, Springdale, AR 72764

Street View

🏠 **Single Family**
Property Type

📅 **38 Days**
Time on realtor.com

🚗 **Commute Time:** [Add a commute](#)

🏠 **\$11/mo**
HOA Fees

📏 **\$167**
Price per sqft

🚗 **2 cars**
Garage

🏠 **2007**
Year Built

Est. Cash Reward ⓘ **\$1,140** Terms

Get a **\$1,140 cash reward**
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Lowell, AR

By Niki Hargrove with Lindsey & Assoc Inc Branch



Veterans: How much home can

For Sale

\$399,000 ↓\$16K Est. \$1,708/mo

3 bed 3 bath 2,268 sqft 0.82 acre lot

17270 E Highway 12, Rogers, AR 72756

Street View

Single Family Property Type

19 Days Time on realtor.com

Commute Time: Add a commute

\$176 Price per sqft

3 cars Garage

2006 Year Built

Est. Cash Reward \$1,197 Terms

Get a \$1,197 cash

rd
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4379 Carriage Crossing Ln, Springdale, AR 72762 | realtor.com®

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Lowell, AR

By Paul Sandhu with Dick Weaver & Associates



Veterans: How much home can

For Sale

\$399,950 Est. \$1,755/mo

4 bed 3 bath 2,669 sqft 0.44 acre lot

4379 Carriage Crossing Ln, Springdale, AR 72762

Street View

Single Family Property Type

63 Days Time on realtor.com

Commute Time: Add a commute

\$150 Price per sqft

3 cars Garage

2005 Year Built

Est. Cash Reward \$1,200 Terms

Get a \$1,200 cash

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Lowell, AR

By Trina Team with Keller Williams Market Pro Realty - Bentonville



Veterans: How much home can

For Sale

\$400,000 Est. \$1,602/mo

3 bed 2 bath 1,595 sqft 0.8 acre lot

2829 W Seminole Dr, Rogers, AR 72758

Street View

Single Family Property Type

7 Days Time on realtor.com

Commute Time: Add a commute

\$251 Price per sqft

2 cars Garage

1970 Year Built

Est. Cash Reward \$1,200 Terms

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Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$400,001 - \$450,000

Three (3) Listings

12/21/2021

1103 Vista Bell Dr, Cave Springs, AR 72718 | realtor.com®

realtor.com



< Lowell, AR ×

By Joseph Hayes & Associates with Keller Williams Market Pro Realty - Bentonville



Veterans: Get Low Rates with a

For Sale

\$410,000 Est. \$1,916/mo

4 bed 2.5 bath 2,424 sqft 8,276 sqft lot

1103 Vista Bell Dr, Cave Springs, AR 72718

Street View

Single Family
Property Type

1 Day
Time on realtor.com

Commute Time: [Add a commute](#)

\$13/mo
HOA Fees

\$169
Price per sqft

2 cars
Garage

2015
Year Built

Est. Cash Reward **\$1,230** Terms

Get a **\$1,230 cash**
rd

Prev **ay** be eligible for a
realtor.com® cash reward when

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12/21/2021

2801 S J St, Rogers, AR 72758 | realtor.com®

realtor.com



< Lowell, AR ×

By Nancy Hatcher with Coldwell Banker Harris McHaney and Faucette



23 / 23



Veterans: How much home can

For Sale

\$425,000 ↓\$30K Est. \$1,696/mo

3 bed 2 bath 1,733 sqft 4.84 acre lot

2801 S J St, Rogers, AR 72758

Street View

Single Family Property Type

94 Days Time on realtor.com

Commute Time: Add a commute

\$245 Price per sqft

2 cars Garage

1975 Year Built

Est. Cash Reward \$1,275 Terms

Get a \$1,275 cash reward

may be eligible for a realtor.com® cash reward when

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12/21/2021

9233 Alicia Dawn Dr, Rogers, AR 72758 | realtor.com®



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By Tammy Waddell with Keller Williams Market Pro Realty - Bentonville



Veterans: Get Low Rates with a

For Sale

\$430,000 Est. \$1,874/mo

3 bed 2.5 bath 2,803 sqft 5.17 acre lot

9233 Alicia Dawn Dr, Rogers, AR 72758

Street View

Single Family
Property Type

14 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$153
Price per sqft

4 cars
Garage

2004
Year Built

Est. Cash Reward \$1,290 Terms

Get a **\$1,290 cash**
rd
Prev ay be eligible for a
realtor.com® cash reward when

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Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale
\$450,001 - \$500,000

Five (5) Listings

12/21/2021

642 Onyx Ave, Springdale, AR 72764 | realtor.com®

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< Lowell, AR ×

By Sarah Lynn Barton with Leadership Legacy Realty



Veterans: Get Low Rates with a

For Sale

\$460,000 Est. \$1,941/mo

4 bed 2 bath 2,623 sqft 0.42 acre lot

642 Onyx Ave, Springdale, AR 72764

Street View

Single Family
Property Type

37 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$175
Price per sqft

2 cars
Garage

2005
Year Built

Est. Cash Reward \$1,380 [Terms](#)

Get a **\$1,380 cash**
rd
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By Adriana Arreola with eXp Realty Rogers



1 / 30



Veterans: Get Low Rates with a

For Sale

\$475,000 Est. **\$1,994/mo**

5 bed 3.5 bath 3,674 sqft 1.8 acre lot

14010 Pleasant Ridge Rd, Rogers, AR 72756

Street View

Single Family
Property Type

41 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$129
Price per sqft

1995
Year Built

Est. Cash Reward ⓘ **\$1,425** Terms

Get a \$1,425 cash reward

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By Eden Mejia-Ashburn with Collier & Associates- Rogers Branch



Veterans: Get Low Rates with a

For Sale

\$479,995 Est. **\$2,067/mo**

3 bed 2 bath 2,308 sqft 2.02 acre lot

11238 W Highway 264, Bentonville, AR 72713

Street View

Single Family
Property Type

111 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$208
Price per sqft

1 car
Garage

1987
Year Built

This property has multiple listings: [Listing 1](#) | [Listing 2](#) |

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6414 S Timber Ridge Dr, Rogers, AR 72758 | realtor.com®

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Lowell, AR

By Scott Fader with Joseph Walter Realty



Veterans: Get Low Rates with a

For Sale

\$484,900 Est. \$2,165/mo

4 bed 4 bath 2,950 sqft 9,583 sqft lot

6414 S Timber Ridge Dr, Rogers, AR 72758

Street View

Single Family Property Type

98 Days Time on realtor.com

Commute Time: Add a commute

\$30/mo HOA Fees

\$164 Price per sqft

3 cars Garage

2007 Year Built

Est. Cash Rewards \$1,455 Terms

Get a \$1,455 cash

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14212 Andover Ln, Rogers, AR 72756 | realtor.com®

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< Lowell, AR ×

By Yuliya Colvin with Weichert Realtors - The Griffin Company, Springdale



Veterans: How much home can

For Sale

\$499,900 Est. \$2,133/mo [✎](#)

4 bed 2.5+ bath 2,787 sqft 0.86 acre lot

14212 Andover Ln, Rogers, AR 72756

Street View

Single Family
Property Type

12 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$179
Price per sqft

2 cars
Garage

2005
Year Built

Est. Cash Reward \$1,500 [Terms](#)

Get a **\$1,500 cash**
reward
Prev [ay be eligible for a](#)
realtor.com® cash reward when

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Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Sale

\$500,001 +

Seven (7) Listings

From \$500,001 to \$815,000

12/21/2021

6608 W Cambridge Ave, Cave Springs, AR 72718 | realtor.com®

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< Lowell, AR ×

By Esther Graves with Collier & Associates



Veterans: How much home can

For Sale

\$520,000 Est. **\$2,298/mo**

4 bed 3.5 bath 3,054 sqft 0.25 acre lot

6608 W Cambridge Ave, Cave Springs, AR 72718

Street View

Single Family
Property Type

5 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$17/mo
HOA Fees

\$170
Price per sqft

3 cars
Garage

2017
Year Built

Est. Cash Reward ⓘ **\$1,560** Terms

Get a \$1,560 cash reward
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Lowell, AR

By Annette Gore with eXp Realty Centerton



Veterans: Get Low Rates with a

For Sale

\$575,000 Est. \$2,502/mo

3 bed 2.5 bath 2,458 sqft 1.51 acre lot

4707 W Pleasant Grove Rd, Rogers, AR 72758

Street View

Single Family Property Type

20 Hours Time on realtor.com

Commute Time: Add a commute

\$234 Price per sqft

4 cars Garage

1997 Year Built

Est. Cash Reward \$1,725 Terms

Get a \$1,725 cash reward... may be eligible for a realtor.com® cash reward when

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12/21/2021

10732 Lakeside Rd, Lowell, AR 72745 | realtor.com®

realtor.com



< Lowell, AR ×

By Chad Smith with Larry Kelly & Associates Realty



Veterans: Get Low Rates with a

For Sale

\$582,000 Est. \$2,519/mo

3 bed 3 bath 3,544 sqft 0.44 acre lot

10732 Lakeside Rd, Lowell, AR 72745

Street View

Single Family Property Type

18 Days Time on realtor.com

Commute Time: Add a commute

\$164 Price per sqft

2 cars Garage

2013 Year Built

Est. Cash Rewards \$1,746 Terms

Get a \$1,746 cash

rd

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< Lowell, AR ×

By Toby Crawford with Crawford Real Estate & Associates



Veterans: Get Low Rates with a

For Sale

\$587,000 Est. **\$2,782/mo**

4 bed 3.5 bath 3,138 sqft 0.46 acre lot

1155 Oak Bend Loop, Springdale, AR 72762

Street View

Single Family
Property Type

155 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$187
Price per sqft

3 cars
Garage

2021
Year Built

Est. Cash Reward [ⓘ] **\$1,761** Terms

Get a \$1,761 cash reward
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Lowell, AR

By Imelda Perez with Keller Williams Market Pro Realty - Fayetteville



Veterans: Get Low Rates with a

For Sale

\$725,000 Est. \$3,064/mo

6 bed 2.5 bath 2,871 sqft 3 acre lot

14591 Frisco Springs Rd, Lowell, AR 72745

Street View

Single Family Property Type

32 Days Time on realtor.com

Commute Time: Add a commute

\$253 Price per sqft

2 cars Garage

2005 Year Built

Est. Cash Reward \$2,175 Terms

Get a \$2,175 cash reward You may be eligible for a realtor.com® cash reward when you buy this home. LEARN MORE

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4205 W Garrett Rd, Rogers, AR 72758 | realtor.com®

realtor.com



< Lowell, AR ×

By Kristin Sumpter, eXpert Agents Team with Bespoke Realty NWA



Veterans: How much home can

For Sale

\$789,500 Est. **\$3,200/mo**

3 bed 2.5 bath 2,599 sqft 6.45 acre lot

4205 W Garrett Rd, Rogers, AR 72758

Street View

Single Family Property Type

46 Days Time on realtor.com

Commute Time: [Add a commute](#)

\$304 Price per sqft

2 cars Garage

1991 Year Built

Est. Cash Reward **\$2,369** Terms

Get a **\$2,369 cash**

rd

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4355 Falcon Rd, Springdale, AR 72762 | realtor.com®

≡ **realtor.com**

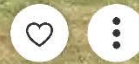


< Lowell, AR ×

By Elisa Gomez with Coldwell Banker Harris McHaney Faucette - Rogers



1 / 23



Veterans: Get Low Rates with a

For Sale

\$815,000 Est. **\$3,305/mo**

4 bed 3.5 bath 4,295 sqft 4.47 acre lot

4355 Falcon Rd, Springdale, AR 72762

Street View

Single Family
Property Type

102 Days
Time on realtor.com

Commute Time: [Add a commute](#)

\$190
Price per sqft

2 cars
Garage

1987
Year Built

Est. Cash Reward \$2,445 Terms

Get a **\$2,445 cash**

rd

Prev **ay** be eligible for a
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Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Rent

\$1,000 - \$1,500

Four (4) Listings

12/22/2021

414 E McCann Rd, Rogers, AR, 72758 - Home for Rent | realtor.com®



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Presented by: Tim Wang with Prestige Management Realty



16



For Rent

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\$1,350 /mo

3 bed 2 bath 1,550 sqft

Street View

414 E McCann Rd

414 E McCann Rd, Rogers, AR 72758

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	5 days ago
Availability	Check availability
Year built	2009

Three bedroom and 2 full bathroom home for rent in Rogers. Stainless steel appliances, tile countertops, hard floors in living areas, open concept living plan, double vanities in master bath, 2 car attached garage and a

Ask a question

Share this rental

< 13 / 17 >

Call

Check availability

12/22/2021

2401 S 11th Pl, Rogers, AR, 72758 - Home for Rent | realtor.com®



< Lowell, AR X



28

For Rent



[Get Moving Quotes](#) | [Veterans: Buying a Home is Easier Than You Think](#)

\$1,500 /mo

3 bed 2 bath 1,378 sqft

Street View

2401 S 11th Pl

2401 S 11th Pl, Rogers, AR 72758

Add a commute

Property Type

Single family

Pets

[Check pet policy](#)

Last updated

Over a month ago

Availability

Nov 16

Beautiful, charming, nice, newer 3 bedroom move in ready house in a quiet neighborhood that is conveniently located to schools and shopping. Hardwood floors, granite counters, and nice appliances in the kitchen. Fully

[READ MORE](#) ▾

Ask a question

Share this rental

< 8 / 17 >

Call

Check availability

12/22/2021

4358 Gibson St, Springdale, AR, 72762 - Home for Rent | realtor.com®



< Lowell, AR ×



13



For Rent

Get Moving Quotes | Veterans: Buying a Home is Easier Than You Think

\$1,500 /mo

4 bed 2 bath 1,759 sqft

Street View

4358 Gibson St

4358 Gibson St, Springdale, AR 72762

Add a commute

Property Type

Single family

Pets

[Check pet policy](#)

Last updated

5 days ago

Availability

[Check availability](#)

- (RLNE7083889) Nice and newer 4 bedroom home - Great location in the heart of NWA. Near schools and I-49/612. Has a clubhouse and pool as well.

Ask a question

Share this rental

< 15 / 17 >

Call

Check availability

Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Rent

\$1,501 - \$2,000

Four (4) Listings

12/22/2021

712 Citrine St, Lowell, AR, 72745 - Home for Rent | realtor.com®



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14

For Rent



[Get Moving Quotes](#) [Veterans: Buying a Home is Easier Than You Think](#)

\$1,650 /mo

3 bed 2 bath 1,463 sqft

Street View

712 Citrine St

712 Citrine St, Lowell, AR 72745

[Add a commute](#)

Property Type	Single family
Pets	Check pet policy
Last updated	3 days ago
Availability	Aug 31

Amazing 3 bedroom, 2 bathroom new house in Lowell. Amenities included: 1, 463 SF, central air, central heat, dishwasher, stainless steel appliance, washer dryer, and yard. Utilities included: cable, electricity, heat, gas,

[READ MORE](#) ▾

[Ask a question](#)

[Share this rental](#)

Call

[Check availability](#)

12/22/2021

2002 Quinlan Ave, Lowell, AR, 72745 - Home for Rent | realtor.com®



Lowell, AR

Presented by: Jennifer Luttrell with Re/Max Associates - Broker



16

For Rent

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\$1,700 /mo

3 bed 2 bath 1,716 sqft

Street View

2002 Quinlan Ave
2002 Quinlan Ave, Lowell, AR 72745

Add a commute



Property Type	Single family
Pets	Check pet policy
Last updated	5 days ago
Availability	Check availability
Year built	2009

Adorable home with split floor plan, fireplace in the living room, private back yard and covered patio. Home comes with fridge, washer, dryer, and lawn care provided.

Ask a question

Share this rental

Call

Check availability

12/22/2021

211 Jones St, Lowell, AR, 72745 - Home for Rent | realtor.com®



< Lowell, AR ×

Presented by: John Rhine with RE/MAX Real Estate Results

NEW



18

For Rent



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\$1,800 /mo

3 bed 2 bath 1,650 sqft

Street View

211 Jones St

211 Jones St, Lowell, AR 72745

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	1 week ago
Availability	Check availability
Year built	2011

Gorgeous home in the Weatherton subdivison. 3 Bedroom, 2 Bath. Open Split Floor Plan. Large Living Area with Wood floors and Gas Fireplace. Master Suite includes Jacuzzi Tub, His/her Closets and seperate walk in

Ask a question

Share this rental

Call

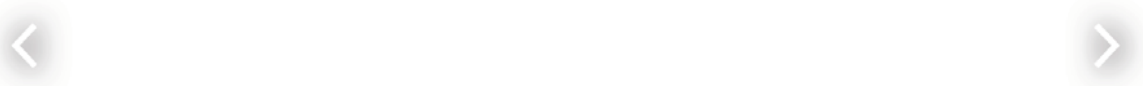
Check availability

12/22/2021

800 Copper St, Lowell, AR, 72745 - Home for Rent | realtor.com®



< Lowell, AR X



11

For Rent

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\$1,800 /mo

3 bed 2 bath

800 Copper St

800 Copper St, Lowell, AR 72745

Add a commute



Street View

Property Type	Single family
Pets	OK
Last updated	5 days ago
Availability	Check availability

- (RLNE7073958) New Construction 3 bedroom, 2 bath - New Construction all brick home. 3 bedroom, 2 bath, 2 car garage home located in the Parkview subdivision in Lowell. Minutes away from JB Hunt home office. All

[READ MORE](#) ▾

Ask a question

Share this rental

Call

Check availability

12/22/2021

2308 Elmwood Ave, Lowell, AR, 72745 - Home for Rent | realtor.com®



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Presented by: **Melanie Fitts** with **CRYE- LEIKE REALTORS**



18

For Rent



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\$2,000 /mo

5 bed 3 bath 2,341 sqft

Street View

2308 Elmwood Ave
2308 Elmwood Ave, Lowell, AR 72745

[Add a commute](#)

Property Type	Single family
Pets	Check pet policy
Last updated	3 weeks ago
Availability	Check availability
Year built	2017

Newer construction home in Lowell with a master suite and another suite upstairs that could be used for in laws or teenagers. Has quick access to the interstate, between Rogers/Bentonville and Fayetteville so the perfect

[READ MORE](#) ▾

Call

[Check availability](#)

Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Rent

\$2,001 - \$2,500

Four (4) Listings

12/22/2021

5203 S Brooks Cir, Rogers, AR, 72758 - Home for Rent | realtor.com®



< Lowell, AR X

Presented by: The Property Management Team with Northwest Arkansas Real Estate, Lic - B



22



For Rent

Get Moving Quotes | Veterans: Buying a Home is Easier Than You Think

\$2,250 /mo

4 bed 3 bath 2,421 sqft

Street View

5203 S Brooks Cir

5203 S Brooks Cir, Rogers, AR 72758

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	Yesterday
Availability	Check availability
Year built	2002

Beautiful 4 bedroom 2.5 bath home in SW Rogers! Enjoy the walking trail located behind the home (accessed via gate). Just seconds from the Pinnacle Hills Promenade and all of its amenities! Home features: split

[READ MORE](#) ▾

< 11 / 17 >

Call

Check availability

12/22/2021

6205 S 62nd St, Rogers, AR, 72758 - Home for Rent | realtor.com®



Lowell, AR

Presented by: S.a.f.e. Property Management with Keller Williams Market Pro Realty



23

For Rent



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\$2,295 /mo

4 bed 3 bath 2,044 sqft

Street View

6205 S 62nd St
6205 S 62nd St, Rogers, AR 72758

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	Yesterday
Availability	Check availability
Year built	2020

Preleasing - Agent Owned. Absolutely beautiful home inside and out. Minutes from Top Golf, entertainment, restaurants & shopping! This split floor plan features a sizable master bath boasting a soaking tub flanked by walk-in closets and separate tile shower. Streaming natural light from the window lined living room; relax by the cozy fireplace. Open eat-in kitchen offers custom cabinetry, walk-in pantry & gorgeous granite counter-tops.

< 10 / 17 >

Call

Check availability

12/22/2021

4604 W Quelinda Dr, Rogers, AR, 72758 - Home for Rent | realtor.com®



< Lowell, AR X

Presented by: Limbird Management with Limbird Real Estate Group



24

For Rent



[Get Moving Quotes](#) | [Veterans: Buying a Home is Easier Than You Think](#)

\$2,400 /mo

4 bed 3 bath 2,520 sqft

Street View

4604 W Quelinda Dr

4604 W Quelinda Dr, Rogers, AR 72758

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	2 weeks ago
Availability	Check availability
Year built	2011

Elegant, brick home in Rogers! Walk into gorgeous, hand-scratched hard wood floors throughout the living areas. Kitchen features beautiful pecan cabinets with granite counters and bronze fixtures. Classy bonus room

[READ MORE](#) ▾

< 9 / 17 >

Call

[Check availability](#)

12/22/2021

301 Bellview Rd, Lowell, AR, 72745 - Home for Rent | realtor.com®



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Presented by: Michael Subbert with Prestige Management Realty

NEW



22



For Rent

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\$2,500 /mo

5 bed 3 bath 3,555 sqft

301 Bellview Rd

301 Bellview Rd, Lowell, AR 72745

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	5 days ago
Availability	Check availability
Year built	2001

Beautiful Rental Property sitting on over 1 acre of flat pasture land close to everything Rogers and Lowell has to offer! Just a few short miles to the Pinnacle Hills Promenade, Wal Mart AMP, Top Golf, Restaurants, Shopping, I-49 and much more! House has over 3500 sq ft with new paint, fixtures, appliances and more.

[READ LESS](#) ▲

Call

Check availability

Job 040751
Conceptual Stage Relocation Statement

Listings

Residential – For Rent

\$2,501 and up

One (1) Listing

12/22/2021

4611 W Waters Edge Dr, Rogers, AR, 72758 - Home for Rent | realtor.com®



< Lowell, AR ×

Presented by: Gina Swanson with Urban Cottage

NEW



10

For Rent

Get Moving Quotes Veterans: Buying a Home is Easier Than You Think

\$2,650 /mo

4 bed 3 bath 2,593 sqft



Street View

4611 W Waters Edge Dr
4611 W Waters Edge Dr, Rogers, AR 72758

Add a commute

Property Type	Single family
Pets	Check pet policy
Last updated	2 days ago
Availability	Check availability
Year built	2016

Perfect one-story home nestled on a quiet culdesac in Rogers. Four bedrooms and 3 full baths. Home has wood flooring throughout, tile in wet areas, and carpet in rooms. Master Bath has separate tub and shower,

[READ MORE](#) ▾

< 16 / 17 >

Call

[Check availability](#)

Appendix D: Noise Impacts

Appendix D is referenced in:

- Section 3.3

**NOISE ASSESSMENT REPORT
SCREENING LEVEL ANALYSIS**

ARDOT JOB 040751 P.E.

040752 HOWARD NICKELL RD. – GREATHOUSE SPRINGS RD. (S)

040758 GREATHOUSE SPRINGS RD. – DON TYSON PKWY. EXTENSION (S)

040860 DON TYSON PKWY. EXTENSION – HWY. 412 (S)

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 (L_{eq}) is used to compensate for this fluctuation. The L_{eq} 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 L_{eq} averages the louder and quieter moments, but gives more weight to the louder moments.

For highway noise assessment purposes, L_{eq} is typically evaluated over the worst 1-hour period and written as $L_{eq}(h)$. The $L_{eq}(h)$ 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 $L_{eq}(h)$ values to: (1) a set of Noise Abatement Criteria (NAC) for different land use categories; and (2) existing $L_{eq}(h)$ values. A noise impact occurs when design year (future build) levels approach or exceed the NAC value or a substantial increase in noise

Screening Level Noise Analysis
ARDOT Job 040751
Page 2 of 4

occurs. 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 threshold for Activity Categories B and C is 67 dBA, the approach level is 66 dBA.

Consideration of noise abatement measures is required when the NAC threshold is approached or exceeded, when a substantial increase is predicted, and/or when receptors are identified within the screening analysis threshold. 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, intersections, Main Street scenarios, etc.).

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

Screening Level Noise Analysis
ARDOT Job 040751
Page 3 of 4

Project Evaluation and Screening Analysis Results

Activity Category B (residential) receptors were identified along Hwy. 112 between W. Howard Nickell Rd. and E. Henri De Tonti Blvd. A screening analysis was therefore considered an appropriate first step for assessing potential noise impacts resulting from the proposed project.

TNM modeling was completed using the design year 2043 (future conditions) traffic and roadway information. Receivers were extended from the centerline of Hwy. 112 to distances correlating to approximately 66 dBA for existing and future conditions to determine potential impacts. The tenth value was used for rounding the decibel levels (e.g., 65.7 dBA reported as 66 dBA). The model calculation tables and input data are attached.

TNM modeling also included predicting existing and future conditions. This identified potential impacts attributable to both future traffic volume increases and the proposed improvements. As shown on the attached figures, five noise residential receptors were predicted to experience noise impacts within distances ranging from 40 to 50 feet under future build conditions. Additionally, approximately 22 residential receptors were predicted to experience noise levels increases between 63 and 65 dBA and therefore within the screening level threshold.

In accordance with the ARDOT noise policy, the identification of noise impacts, receptors within the screening level threshold, and areas where noise barriers may be feasible necessitates a detailed noise study. A detailed noise study has therefore been recommended and will be completed prior to the completion of the Finding of No Significant Impact for this project.

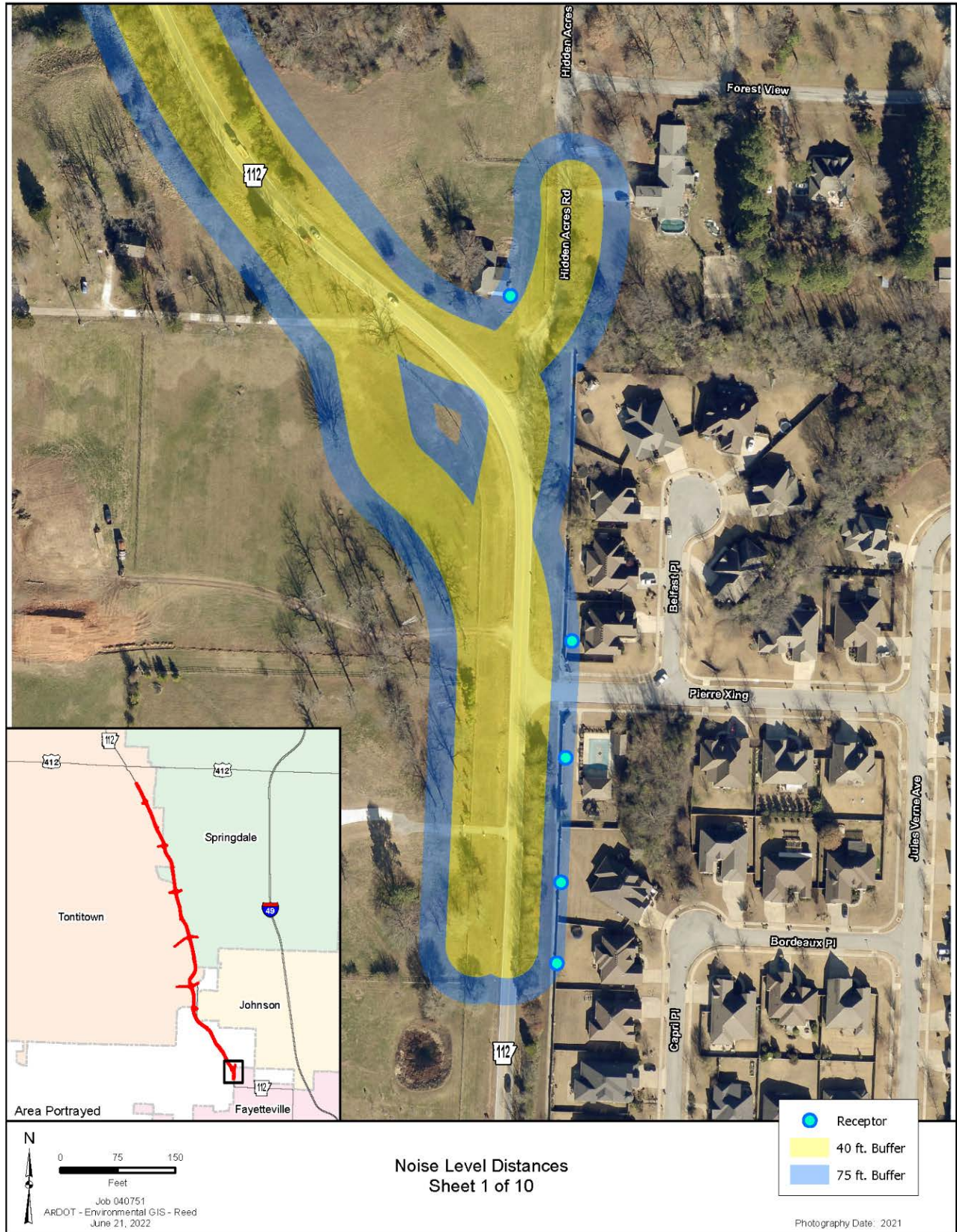
Table 1 presents the NAC. This information is included to inform local officials and planners of anticipated noise levels so that future development will be compatible. In compliance with federal guidelines, a copy of this screening analysis will be transmitted to local authorities for land use planning purposes.

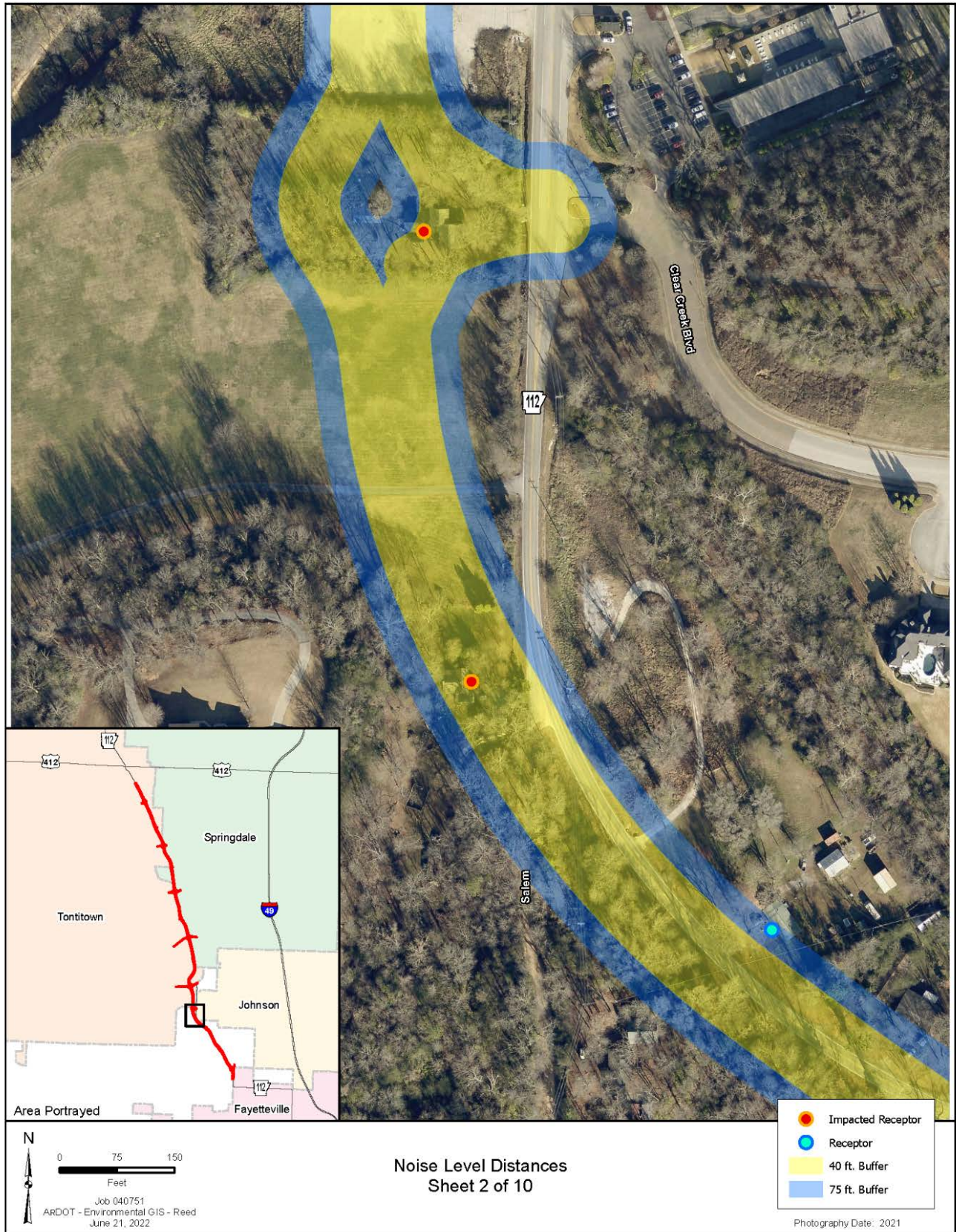
Screening Level Noise Analysis
 ARDOT Job 040751
 Page 4 of 4

Table 1. 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, amphitheatres, 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.



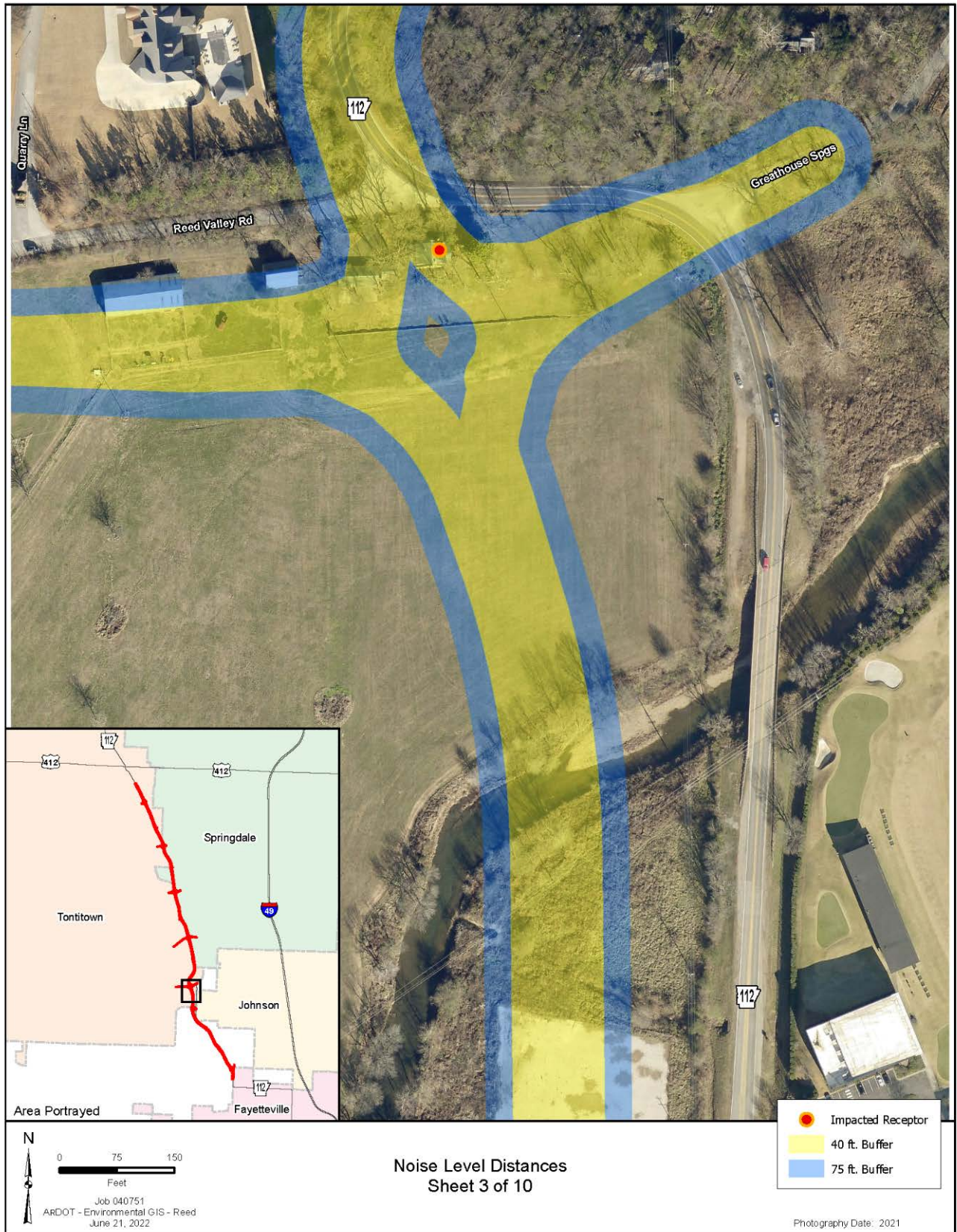


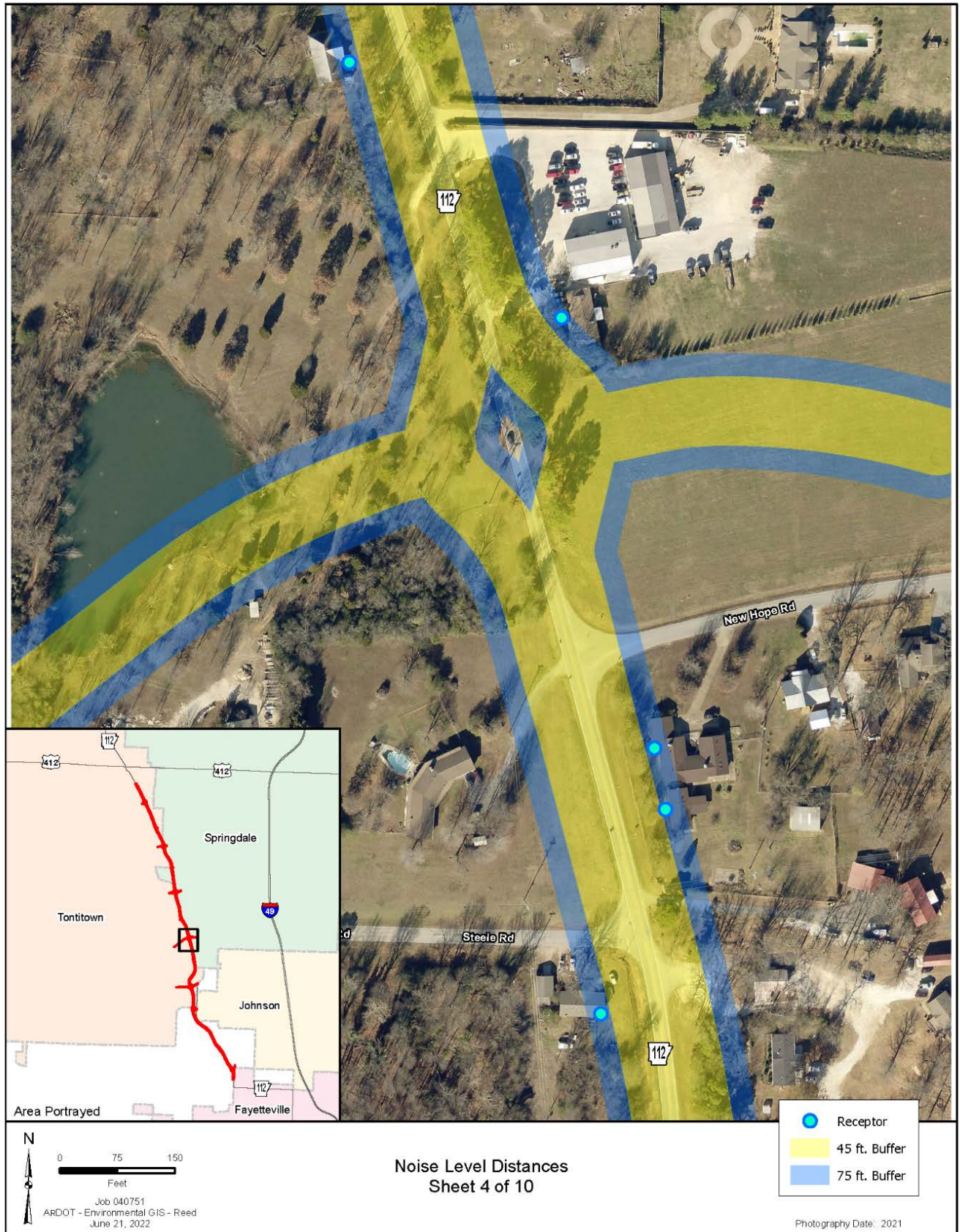
Noise Level Distances
Sheet 2 of 10

N
0 75 150
Feet
Job 040751
ARDOT - Environmental GIS - Reed
June 21, 2022

● Impacted Receptor
● Receptor
■ 40 ft. Buffer
■ 75 ft. Buffer

Photography Date: 2021





Noise Level Distances
Sheet 4 of 10

N
0 75 150
Feet
Job 040751
ARDOT - Environmental GIS - Reed
June 21, 2022

● Receptor
■ 45 ft. Buffer
■ 75 ft. Buffer

Photography Date: 2021

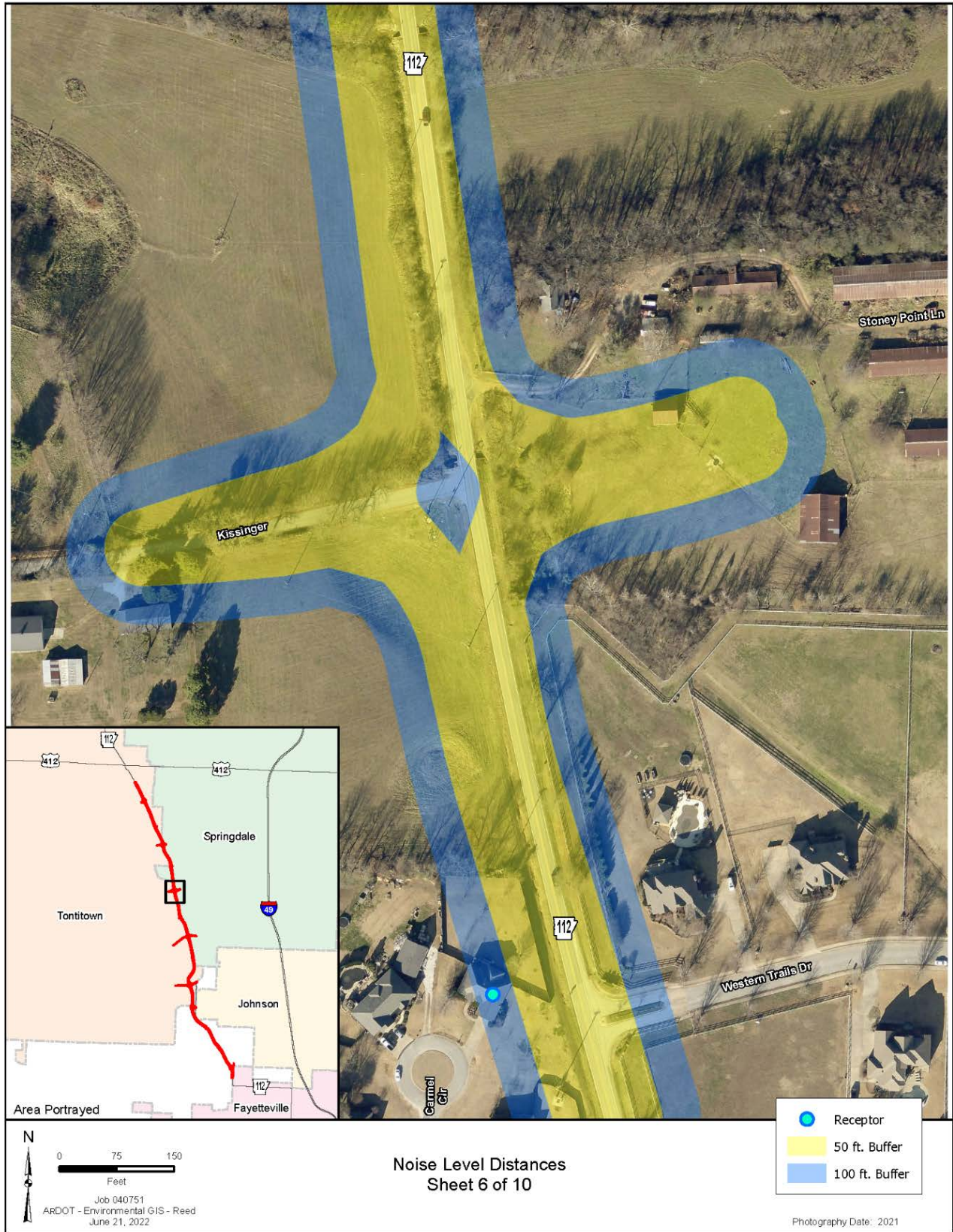


Noise Level Distances
Sheet 5 of 10

- Receptor
- 45 ft. Buffer
- 75 ft. Buffer

Photography Date: 2021

N
0 75 150
Feet
Job 040751
ARDOT - Environmental GIS - Reed
June 21, 2022



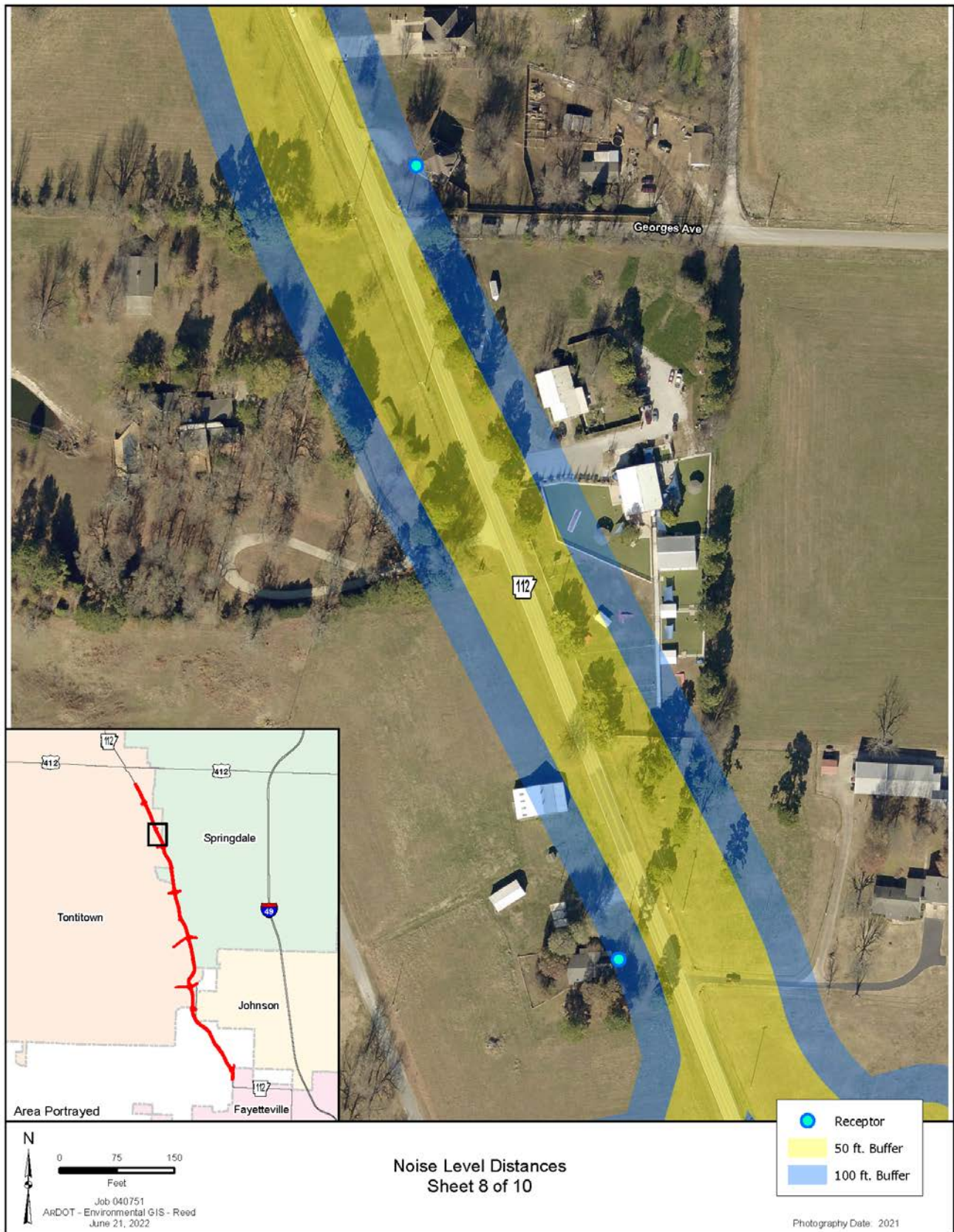


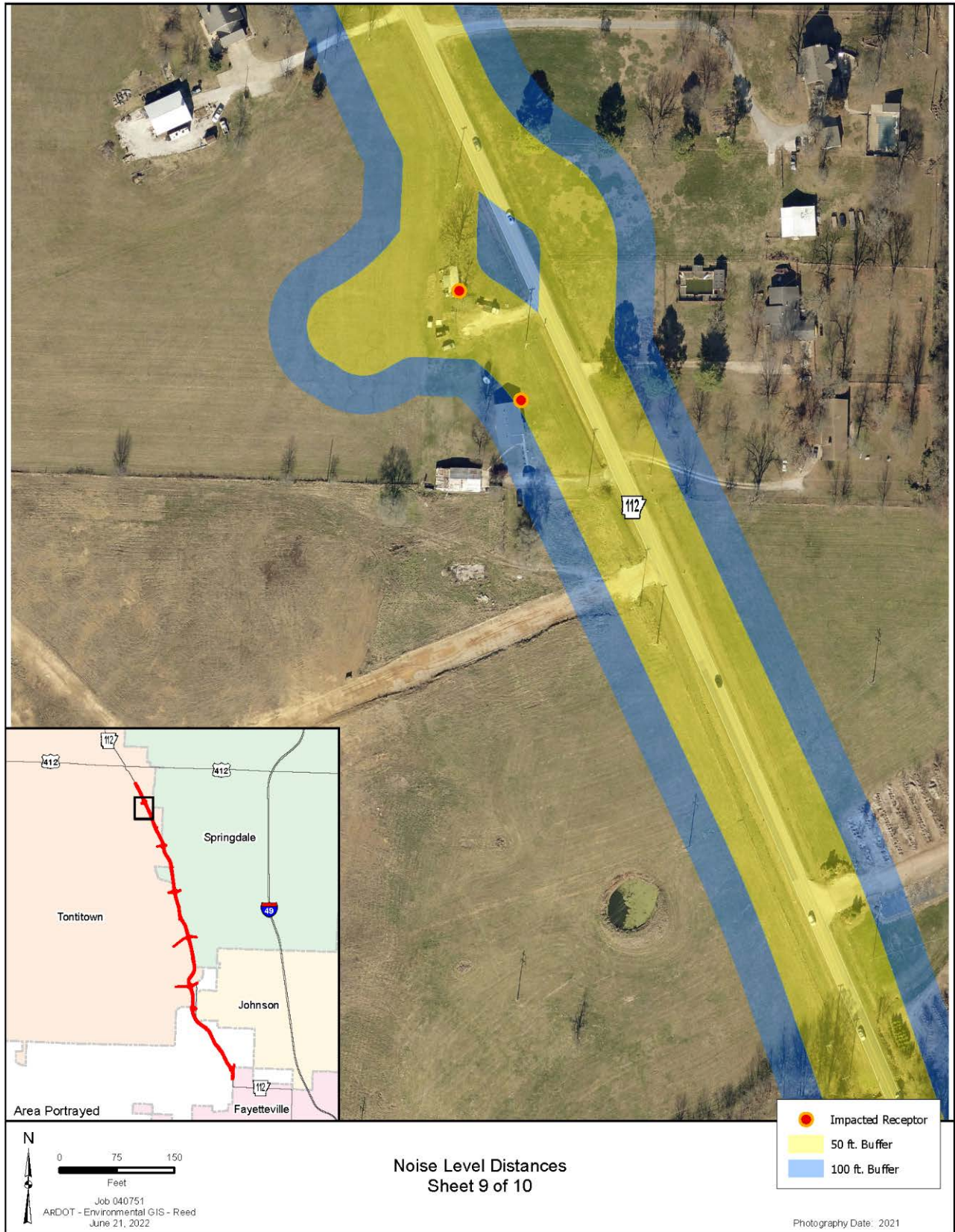
Noise Level Distances
Sheet 7 of 10

- Receptor
- 50 ft. Buffer
- 100 ft. Buffer

Photography Date: 2021

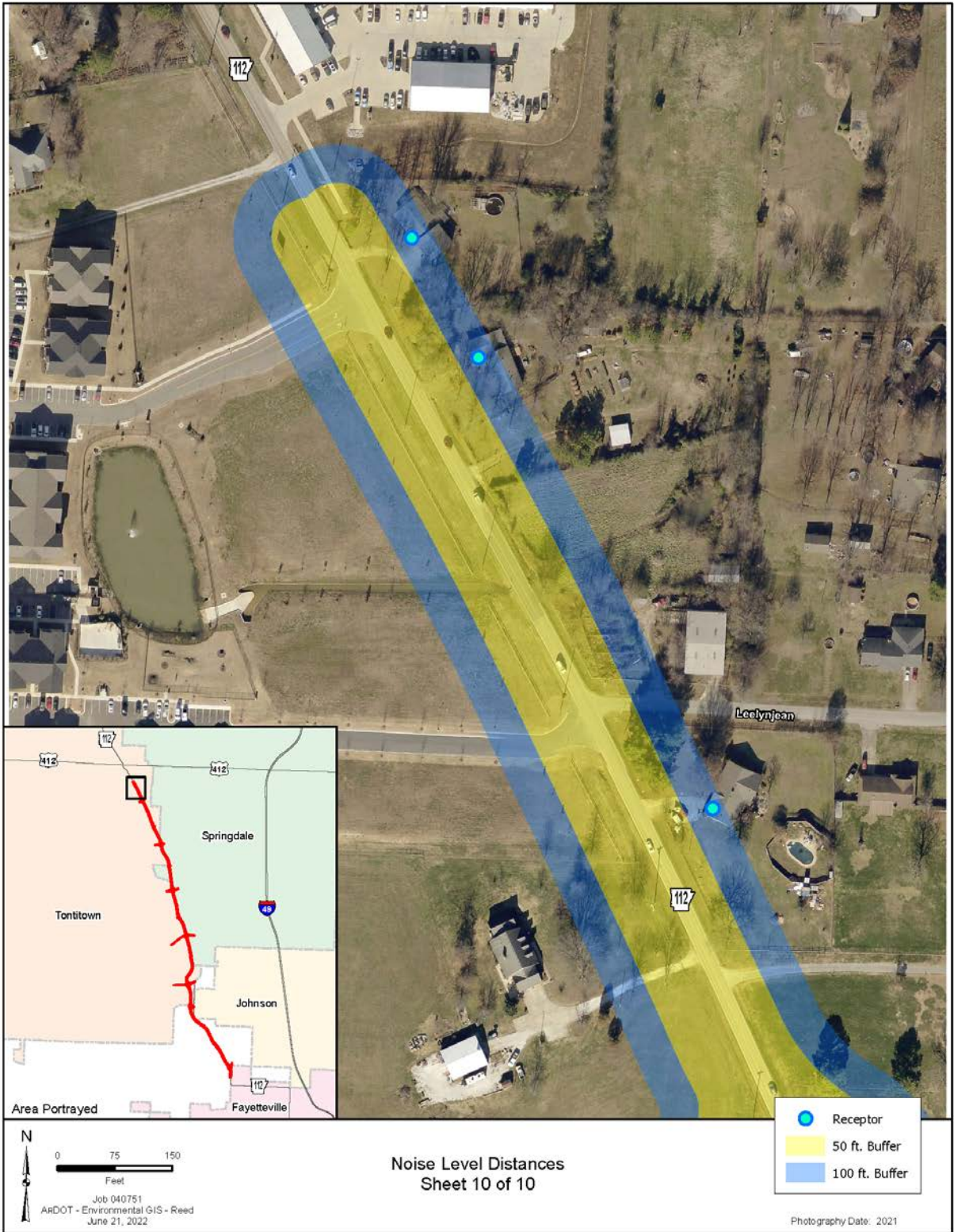
N
0 75 150
Feet
Job 040751
ARDOT - Environmental GIS - Reed
June 21, 2022





Noise Level Distances
Sheet 9 of 10

Photography Date: 2021



Appendix E: Important Farmland Conversion

Appendix E is referenced in:

- Section 3.4

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency) Job 040751		3. Date of Land Evaluation Request 4/6/2022	Sheet 1 of 1
1. Name of Project Howard Nickell Rd. - Hwy. 412 P.E.		5. Federal Agency Involved FHWA	
2. Type of Project Major Corridor Widening		6. County and State Washington County, AR	
PART II (To be completed by NRCS)			
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %		7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.0 acre	4.6 acres		
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.0 acre	4.5 acres		
B. Total Acres Statewide And Local Important Farmland	0.0 acre	0.1 acre		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

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

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	0			
2. Perimeter in Nonurban Use	10	0	10		
3. Percent Of Corridor Being Farmed	20	0	0		
4. Protection Provided By State And Local Government	20	0	0		
5. Size of Present Farm Unit Compared To Average	10	0	0		
6. Creation Of Nonfarmable Farmland	25	0	0		
7. Availability Of Farm Support Services	5	0	5		
8. On-Farm Investments	20	0	5		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	25	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	100	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	25	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	125	0	0

1. Corridor Selected: Corridor B/Alt. 1	2. Total Acres of Farmlands to be Converted by Project: 4.6 acres of Imp. Farmland	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
---	--	-----------------------	--

5. Reason For Selection:
Corridor A is No Action Alternative
Corridor B is Alternative 1

Signature of Person Completing this Part: Joshua Graham DATE: 4/6/2022

NOTE: Complete a form for each segment with more than one Alternate Corridor



NRCS-CPA-106 (Reverse)

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
 - More than 90 percent - 15 points
 - 90 to 20 percent - 14 to 1 point(s)
 - Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?
 - More than 90 percent - 10 points
 - 90 to 20 percent - 9 to 1 point(s)
 - Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
 - More than 90 percent - 20 points
 - 90 to 20 percent - 19 to 1 point(s)
 - Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
 - Site is protected - 20 points
 - Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 - As large or larger - 10 points
 - Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
 - Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 - Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 - Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
 - All required services are available - 5 points
 - Some required services are available - 4 to 1 point(s)
 - No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
 - High amount of on-farm investment - 20 points
 - Moderate amount of on-farm investment - 19 to 1 point(s)
 - No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
 - Substantial reduction in demand for support services if the site is converted - 25 points
 - Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 - No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
 - Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 - Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 - Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Appendix F: Visual Impact Assessment

Appendix F is referenced in:

- Section 3.7

VISUAL IMPACT ASSESSMENT

Arkansas Department of Transportation

040751– Howard Nickell Rd. – Hwy. 412 P.E.
Highway 112, Washington County

December 2021



PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this visual impact assessment (VIA) is to document visual impacts caused by the proposed project and determine measures to lessen adverse impacts. This VIA follows the guidance outlined in the *Guidelines for the Visual Impact Assessment of Highway Projects* published by the Federal Highway Administration (FHWA) in January 2015.

PROJECT DESCRIPTION

The project proposes to widen Highway (Hwy.) 112 between Howard Nickell Rd. and Hwy. 412 in Northwest Arkansas. The build and no action alternatives are the only considerations. The no action alternative does not meet the project's purpose and need and would not alter any visual characteristics of the corridor, and therefore will not be considered in this visual assessment. Proposed improvements include widening the existing Hwy. 112 from two 10' travel lanes with 3' unpaved shoulders to four 11' paved travel lanes with an 18' raised median, 5' sidewalk, 12' side path, curb and gutter, and 7 roundabouts and 6 turnarounds. The project length is 4.4 miles.

PROJECT LOCATION AND SETTING

The project is located on Hwy. 112 in Northwest Arkansas between Howard Nickell Rd. in Fayetteville, AR to Hwy. 412 in Springdale, AR. It is composed of three smaller projects which, for the sake of this document, will be evaluated as a whole.

VISUAL RESOURCES AND VISUAL CHARACTER

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 **visual character** of a scene or landscape is determined by the overall composition of its visual resources. The elements of form, line, color, dominance, and texture of landscape features are considered when describing visual character.

Highway 112, while not designated as a scenic highway, does have scenic qualities. The project corridor (Figure 1) begins at the intersection of Hwy. 112 and Howard Nickell Rd. Here, Hwy. 112 turns north and passes a residential area, then bends slightly westward and the vegetation closes in close to the road, providing a rural, scenic feel. The view then opens up as the road approaches Clear Creek, with a large pasture area to the west. As the road continues over the Clear Creek bridge, a small, clear stream parallels the road on the west side that flows out of Greathouse Spring. Then continuing forward, the Greathouse Spring becomes visible. This is a large spring that has been visually designated with a rock wall and a large wooden wheel decoration. The road then turns sharply west and a Craftsman and

Tudor influenced residence with stone and vinyl siding and a metal roof constructed circa 1934 becomes visible. When the initial public involvement meeting was held a large concern of the public was the loss of this house as a visual resource. While not eligible for the National Register of Historic Places, it is a visually distinct home in the area. After passing the home the road turns sharply northward and the vegetation closes in again as the road inclines up the hill. The elevation of the road near the house is ~1,149 ft and over the next 0.5 mile it climbs to 1,326 ft. Once the top of the hill is reached a scenic view back towards the south. After the road tops the hill it moves into a mix of pasture and residential areas. Many of the trees that align driveways and the residential areas provide a scenic appeal, especially in the fall. As the road approaches Springdale, AR more businesses become visible.



VIEWERS AND VIEWER RESPONSE

Viewer categories generally include “neighbors” (people with views *to* the road) and “travelers” (people with views *from* the road). The “neighbors” to this project are Those that live along the road. The majority of travelers are presumed to be local traffic.

Viewer sensitivity is the degree to which viewers are sensitive to changes in visual character and is a combination of the following factors:

Viewer Exposure is the measure of the distance between viewer and the visual resource (proximity), number of viewers (extent), and how long the resource is viewed (duration). Closer proximity to resources, greater numbers of travelers, and slower speeds increase exposure.

Viewer Awareness is the measure of observation based on routine and familiarity (attention), level of concentration (focus), and legal or social constraints on visual resource impacts (protection). In general, attention increases with unfamiliarity with a route and the uniqueness of visual resources. Focus increases with slower speeds and the presence of specific visual elements, scenery transitions, and focal points. Legal protection considerations (e.g., zoning laws) and social protections (e.g., local and/or regional goals and values) also increase viewer awareness.

Movement creates dynamic views for travelers, as opposed to the static views of neighbors. The speed of travel affects dynamic views – as speeds decrease, the areas that can be seen from the roadway increases. For example, a driver’s view width would be at an angle of approximately 100° while traveling at 25 miles per hour (mph). The view width would decrease to 65° while traveling at 45 mph, and 40° while traveling at 65 mph.

An average of 9,000 vehicles per day travel through the corridors. These travelers are in relatively close proximity to visual resources due to the narrow width of the roadway, and their exposure time is relatively brief because they are in motion.

Viewer activities, such as driving in commuter traffic or through a construction zone, can distract an observer from noticing the visual environment, whereas recreational and tourism-related driving can encourage looking more closely at the view. As primarily local traffic the travelers are expected to be familiar with the visual landscape of the area – a condition that decreases attention.

Viewer attention and focus is heightened by scenery transitions such as entering a city, cresting a hill, or the sudden appearance of water. Specific scenery transitions occurring in the immediate project area (the appearance of the Greathouse Spring, the rock house, or the trees in fall color) would increase attention and focus.



The Hwy. 112 corridor speed limit is 45 mph, allowing for somewhat longer views of the passing scenery. The view would be slightly more for passengers, who can look further up or down, to the side, or even behind.

Viewers considered project neighbors (those that live along the project corridor), have longer, but largely static views of the project area. There are approximately 6 subdivisions, several individual residences, and 5 businesses along the project corridor for whom views of the road will be increased as the road is widened and vegetation is removed.

Based on the above discussion, the overall visual sensitivity level is predicated to be Moderate. **Attachment 1** provides detailed explanations of sensitivity levels and indicators. It is important to note

that the visual sensitivity level alone does not determine visual quality impacts, as described in the remainder of this VIA.

VISUAL QUALITY AND VISUAL QUALITY IMPACTS

Corresponding to the three types of visual resources, the FHWA guidelines recognize three types of inherent visual perception:

- **Natural harmony** – viewing the resources of the natural environment creates a sense of natural harmony in people, interpreting them as either harmonious or inharmonious.
- **Cultural order** – viewing the resources of the cultural environment creates a sense of cultural order in people, interpreting them as either orderly or disorderly.
- **Project coherence** – viewing the resources of the project environment creates a sense of project coherence, interpreting them as either coherent or incoherent.

Perceptions can be determined by considering visual resources through the lens of viewer preferences. People have innate concepts of what constitutes natural harmony, cultural resources, and project coherence. The greater the degree to which visual resources meet the viewer's preferred concepts, the higher the value placed on the resource. **Visual quality** is determined by what people value – like or dislike – about the visual character of a scene or landscape.

Although the three types of visual resources and visual perceptions are useful as analytical tools, in reality people experience landscapes rather than merely viewing and interpreting them. This interplay between nature, culture, and the highway is perceived as a composition. The more the composition meets the viewer's preferred concepts and expectations, the more enjoyable the experience of the landscape becomes. The memorability – or vividness – of a landscape is an important measure of visual quality.

Visual quality impacts are determined by assessing changes to visual resources and the predicted viewer response to changes. Impacts can be adverse, neutral, or beneficial. A project could have adverse impacts if it degraded visual resources or obstructed or altered views. Beneficial impacts would include enhancing visual resources, or creating better views of those resources and improving visual quality. The compatibility of the proposed project's visual character with existing visual character, and the sensitivity of viewers to changes in visual character influence the degree of impact.

The existing visual character and predicted viewer sensitivity outlined in this VIA were considered to complete the impact analysis described below.

An increase in roadway width, change in alignment, construction of the new bridge, and the addition of roundabouts and turnarounds would alter the appearance of the existing roadway, as would the construction of the new bridge over Clear Creek which may include the addition of any riprap or retaining walls. Widening, realigning the road, and construction of the new bridge and roundabouts and the resulting clearing of trees and vegetation and removal of the rock house would alter views in the project area from different perspectives. Depending on viewer exposure and sensitivity, these changes could be experienced as either beneficial, neutral, or adverse. The proposed roadway and cross section is typical of transportation improvements being made in the area. An example is the Don Tyson Parkway that is located east of the current project. It has a similar cross section of four travel lanes separated by a raised median with sidewalks separated from the road by a grass berm.

Views for the project neighbors will be altered as for several residences views of the road will become much more prominent as the road is built closer to their home. Existing vegetation may be removed that currently obstructs or obscures views of the road. Travelers through the corridor will have their views altered as some of the vegetation that grows close to the existing road is removed and the road is widened. The narrow, two-lane rural scenic feel will be changed to resemble more of a wider city street with sidewalks such that the vegetation will not grow close in to the road as it currently does. The removal of the rock house near Greathouse Spring will also alter the current view. While these impacts may be seen as adverse, it is not out of character with other roads and views in the area and impacts would not be considered significant.

Temporary Construction Visual Impacts

Road construction introduces unnatural elements into the landscape and disrupts the viewer's sense of natural harmony. Adverse temporary construction visual impacts would be similar under all alternatives and include the appearance of the following:

- Areas of stripped vegetation and exposed soil
- Slash piles from clearing and grubbing activities
- Construction material stockpiles and equipment storage areas

AVOIDANCE, MINIMIZATION, MITIGATION, AND ENHANCEMENT MEASURES

Specific measures that could either avoid, minimize, or mitigate adverse impacts or create beneficial impacts are listed below.

- Minimize right of way clearing, and replant cleared areas with wildflowers. The median could be planted in vegetation that could be perceived as scenic, especially in the fall.
- Minimize views of construction material stockpiles and equipment by storing them away from the roadway and/or taking advantage of natural screening.
- Incorporate context sensitive design elements to enhance viewer response.
- The addition of bike lanes and sidewalks and well-maintained grass berms and vegetated median could enhance the visual quality of the project.

Attachment 1.

Visual Impact Assessment Scoping Questionnaire

Project Name: Howard Nickell Rd. 0 Hwy. 412 P.E.

Location: Fayetteville, Springdale, Tontitown AR

Special Conditions/Notes: Combination of jobs 040752, 040758, 040860

Conducted By: K. Rose

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

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

Attachment 1.

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)
- Only Conventional Mitigation Likely (1)
- Some non-conventional Mitigation Likely (2)
- No Mitigation Likely (0)

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

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)
- Low Potential (1)
- Moderate
- 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)
- Low Sensitivity (1)
- Moderate Sensitivity (2)

Attachment 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)
- High compatibility (1)
- Moderate Compatibility (2)

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)
- No (1)
- Maybe (2)

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: 19

Attachment 1.

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.