

**EIS RE-EVALUATION FOR ROW ACQUISITION**

**ARDOT JOB NUMBER 001966  
FAP NUMBER TIP-MGL-MGS-EBS-EBE-MA-A16(1)  
SPRINGDALE NORTHERN BYPASS P.E.  
ROUTE 612, SECTIONS 1 & 2  
BENTON & WASHINGTON COUNTIES**

Submitted Pursuant to 42 U.S.C. 4332(2)

by the

U.S. Department of Transportation

Federal Highway Administration


and the

Arkansas Department of Transportation

August 2019

August 6, 2019

Date of Approval



Randal Looney  
Environmental Coordinator  
Federal Highway Administration

The referenced project was evaluated in an Environmental Impact Statement (EIS) and approved with a Record of Decision (ROD) on February 15, 2006. Public hearings were held on April 2-4, 2002; June 28-29, 2004; and June 3-4, 2008. A re-evaluation of the project is now required due to time elapsed since approval of the EIS and ROD.

The proposed project will construct a new four-lane fully-controlled access facility that will be signed as Highway 612, but is also known as the Springdale Northern Bypass (SNB). The SNB will eventually meet Highway 412 at both ends, west of Tontitown and east of Sonora, as seen on the attached project location map for Job 001966. The design has not substantially changed since approval of the ROD and the previous design re-evaluation, approved July 3, 2014, to construct the section of the SNB now open to traffic from Highway 112 to Interstate 49.

This re-evaluation will only cover acquisition of right of way on the west end of the SNB corridor from Highway 412 to the proposed XNA connector just west of Highway 112. This section is approximately 6.2 miles long and is programmed for right of way acquisition under ARDOT job number 012326 (project location map attached). An additional re-evaluation for the construction of this section of the SNB will be completed at a later date.

The updated estimated construction costs for the SNB section from Highway 412 to the XNA connector are \$96M, right of way acquisition costs are \$14M, reimbursable utility costs are \$13M, and relocation costs are approximately \$1M, for a total project cost of \$124M. All estimates are 2019 dollars.

There are an estimated 374 acres of proposed right of way for the project, of which 0.1 acre is designated prime farmland and 2.9 acres are designated farmland of statewide importance. The Natural Resources Conservation Service (NRCS) completed multiple Farmland Conversation Impact Rating forms (NRCS-CPA-106) as part of the original EIS. The section under consideration in this re-evaluation has minor farmland impacts compared to the rest of the SNB corridor, primarily because most of this section is within incorporated city limits. The NRCS worksheets and coordination can be found in the Appendix G of the FEIS.

The relocation estimates have been updated to reflect changes in the project area and a conceptual stage relocation study is enclosed. It is anticipated that this section of the SNB under consideration for ROW acquisition will require relocation of:

- nine residential owners
- five residential tenants
- four businesses
- five landlord businesses
- two farms

The study area was evaluated to determine if there is a potential for disproportionate and adverse impacts to low-income, elderly, or minority populations. Utilizing the U.S. Census Bureau, Environmental Justice Screening and Mapping Tool (EJScreen), the Health & Human Services Poverty Guidelines (2019), and field observations, it was determined that the project area has a low presence of Environmental Justice, Title VI and Limited English Proficient population.

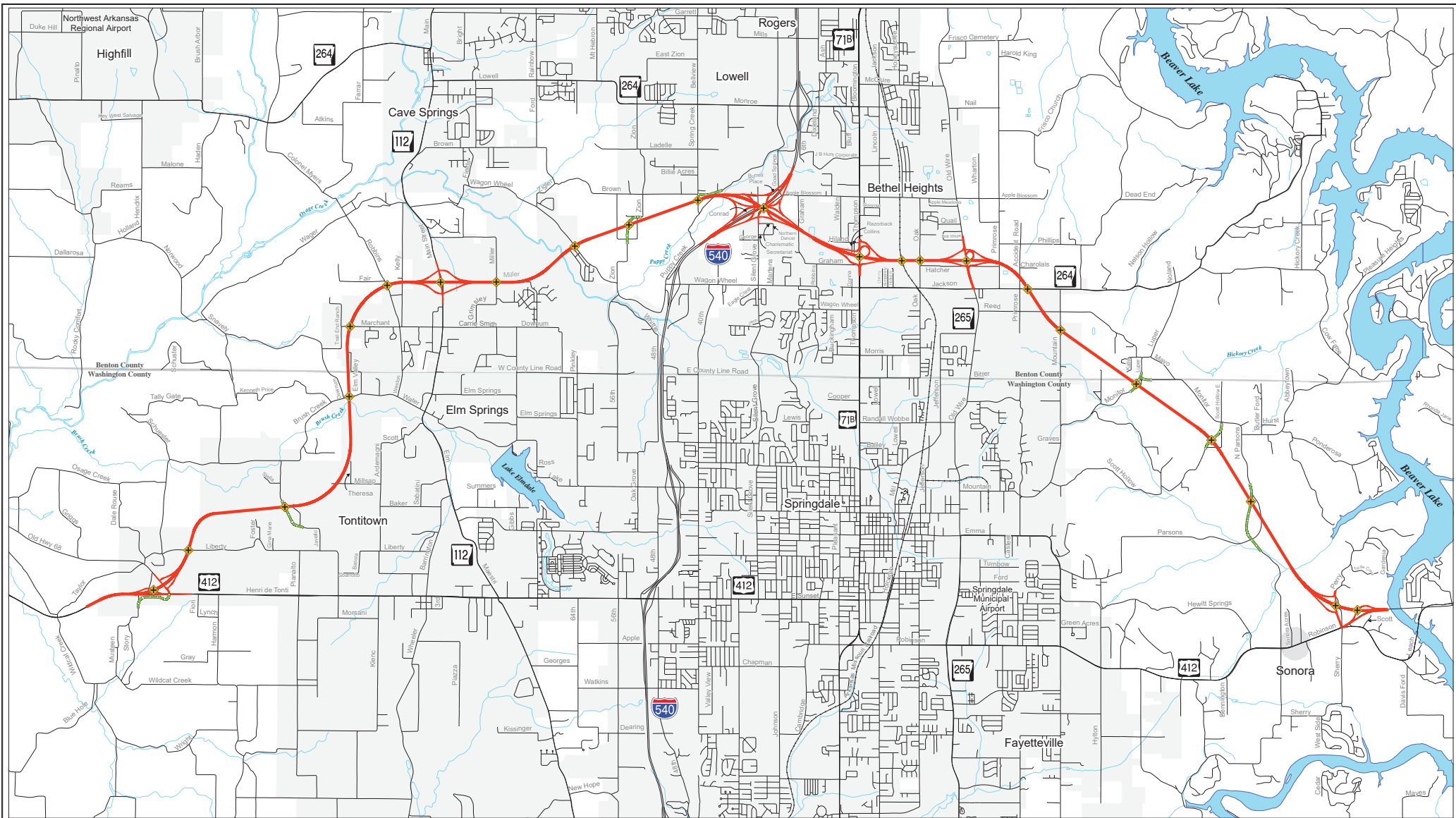
The Conceptual Stage Relocation Study estimated that the project would involve the relocation of three minority households, five elderly households and three low-income households based on census data and various online demographic resources. Based on field observations, the findings concurred the presence of an elderly and low-income population, however, no minority households were observed within the project area. The actual impacts are likely to be less than the estimates.

The determination was made that the proposed project will not have a disproportionate impact on Environmental Justice and Title VI populations. The project impacts will not be greater than the adverse effect that will be suffered by other citizens residing in the project area. The proposed project will not result in any permanent disconnection or division of any community or neighborhood areas, and would not eliminate any community service facilities existing within the project area.

The enclosed official species list obtained through the U.S. Fish and Wildlife Service Information for Planning and Consultation website lists the gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), Ozark big-eared bat (*Corynorhinus townsendii ingens*), Piping Plover (*Charadrius melodus*), Ozark cavefish (*Amblyopsis rosae*), Neosho Mucket (*Lampsilis rafinesqueana*), Rabbitsfoot (*Theliderma cylindrica*) and Missouri bladderpod (*Physaria filiformis*) as protected species potentially affected by the proposed project. Based on the lack of habitat, the current work only involving right of way acquisition, and distance to known species, the proposed project will have “no effect” on all listed species.

Additional cultural resources work still to be performed involves Phase II testing of four known archeological sites and a 0.4-acre Phase I survey. All work and clearances will be completed before construction of this section of the SNB.

The extent of impacts for other resources, such as wetlands, streams, additional endangered species impacts, community/EJ impacts, indirect and cumulative effects, and noise impacts, will also be further evaluated in the future design re-evaluation for construction of the SNB from Highway 412 to the XNA connector.



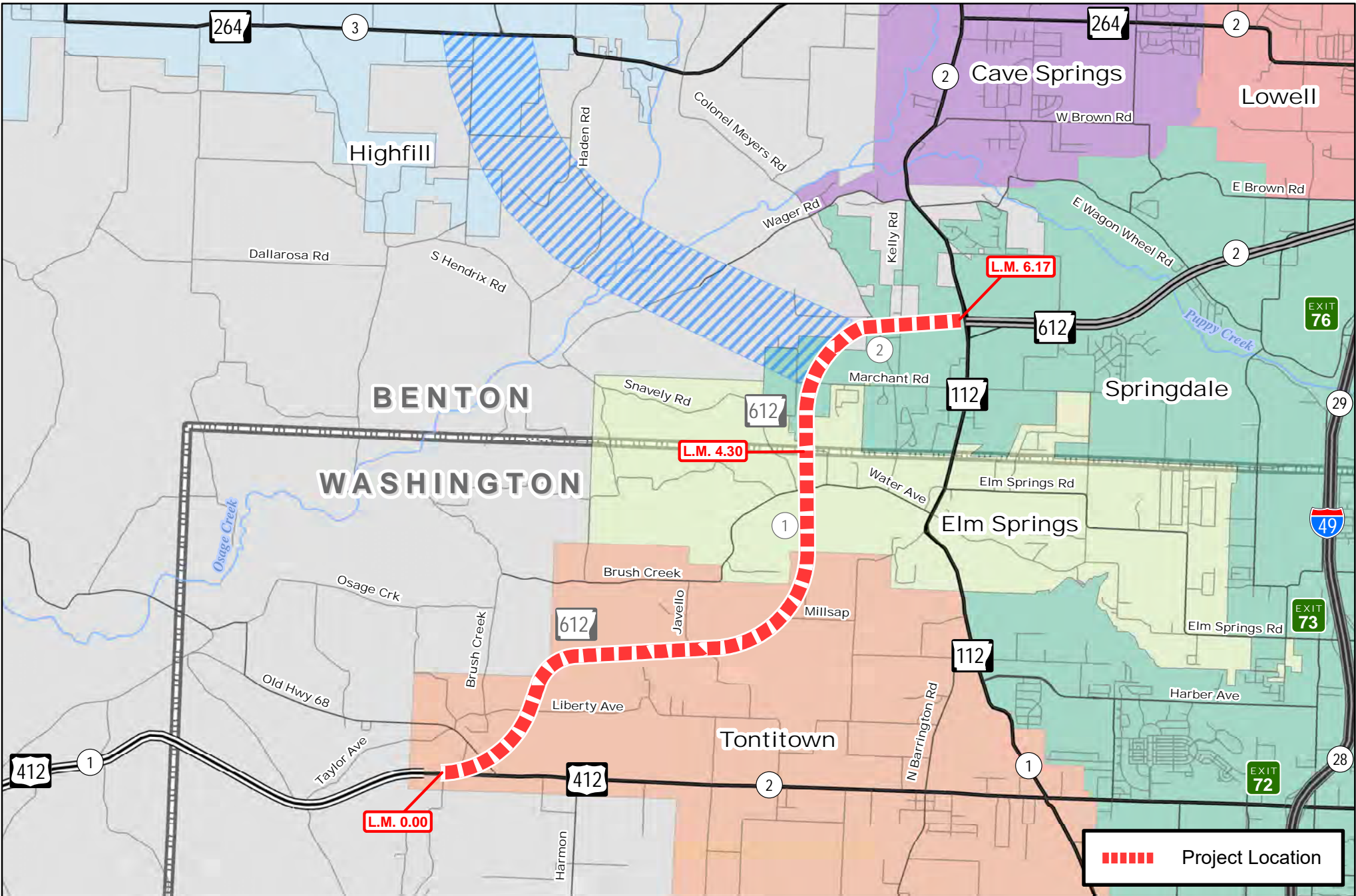
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**Preliminary**  
**Subject to Revision**

Map Date: May 28, 2008  
Design Public Hearing Display  
Meeting Dates: June 3 and 4, 2008  
AHTD - Environmental GIS - Pearson

**Springdale Northern Bypass**  
**Selected Alignment Alternative**  
**Job Number 001966**  
**Benton and Washington Counties**

-  Selected Alignment Alternative
-  Road Relocation
-  Grade Separation

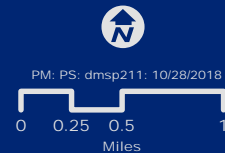


# Job 012326

Hwy. 412 - XNA Connector (S)

Hwy. 612, Secs. 1 & 2

Washington & Benton Counties




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# INTEROFFICE MEMORANDUM

June 26, 2019

**TO:** John Fleming, Division Head, Environmental Division

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

**SUBJECT:** Job 001966  
Springdale Northern Bypass (P.E.) (F)  
Route 612 Sections 1 & 2  
Benton & Washington Counties  
**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.

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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:

9 Residential Owners	\$ 315,000.00
5 Residential Tenants	\$ 60,000.00
4 Businesses	\$ 160,000.00
5 Landlord Businesses	\$ 125,000.00
2 Farms	\$ 80,000.00
8 Personal Properties	\$ 80,000.00
Services	\$ 147,600.00
Total	<b>\$ 967,600.00</b>

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

An available housing inventory has been compiled and it indicates there are at least one hundred and fifty-two comparable replacement dwellings available for sale and twenty-six comparable replacement dwellings available for rent within a reasonable proximity of

the project area. At least twenty-nine developed commercial properties and seventy-eight vacant land commercial properties are currently for sale in the project area. There are seventeen commercial properties for lease. A breakdown of the available properties is as follows:

	<u>Number Of</u> <u>Units</u>
Residential (For Sale)	
\$ 0.00 - 100,000	3
100,001 – 200,000	16
200,001 – 300,000	48
300,001 – 400,000	56
400,001 – 500,000	24
500,001 and up	5
<b>Total</b>	<b><u>152</u></b>
Residential (Monthly Rent)	
\$ 0.00 - 500.00	1
501.00 - 600.00	0
601.00 - 700.00	0
701.00 - 800.00	3
801.00 - 900.00	2
901.00 - 1,000.00	2
1,001.00 and up	18
<b>Total</b>	<b><u>26</u></b>
Commercial Properties (For Sale)	
\$ 0.00 – 250,000	8
250,001 – 500,000	7
500,001 – 750,000	8
750,001 – 1,000,000	6
1,000,001 and up	0
<b>Total</b>	<b><u>29</u></b>
Commercial Land (For Sale)	
\$ 0 - 100,000	10
100,001 - 200,000	4
200,001 - 300,000	12
300,001 - 400,000	16
400,001 - 600,000	15
600,001 - 700,000	1
700,001 and up	20
<b>Total</b>	<b><u>78</u></b>

Commercial Properties (For Lease)	
\$ 0 - 1,000	0
1,001 - 2,000	3
2,001 - 3,000	4
3,001 - 4,000	4
4,001 - 6,000	2
6,001 - 7,000	2
7,001 and up	2
<b>Total</b>	<b>17</b>

This project will construct a bypass on new location beginning at Highway 412 and connecting to the already completed portion of the bypass at Highway 112. The units contained in the housing inventory are in Benton and Washington Counties. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the families displaced on the project. The housing market should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event housing cannot be found or can be found but not within the displacees' economic means at the time of displacement, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

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

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

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

It is estimated that there will be three minorities, three low-income, one disabled person and seven elderly residential 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.

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

ARKANSAS DEPARTMENT OF TRANSPORTATION  
 CONCEPTUAL STAGE RELOCATION INVENTORY  
 Job No. 001966 Job Name Springdale Northern Bypass Date of Inventory 6-17-19

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	9	\$30,000.00 - \$200,000.00	2	0	1	5	0	
Residential Tenants	5	\$350.00 - \$750.00	1	1	2	2	3	
Businesses	4	\$20,000.00 - \$175,000.00						5-10
Landlord Businesses	5							1 - 5
Farms	2	\$16,000.00-\$600,000.00						10-15
Personal Properties	8							
Totals	33	N/A	3	1	3	7	3	20-30

**ARDOT ENVIRONMENTAL VERIFICATION CHECKLIST  
FOR CONSIDERATION OF POTENTIAL IMPACTS**

ARDOT Job Number 001966 FAP Number TIP-MGL-MGS-EBS-EBE-MA-A161(1)  
Job Title Springdale Northern Bypass P.E.\*

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts anticipated
Cultural Resources		X		CR work ongoing
Economic	X			Will not be impacted by project
Endangered Species	X			"No effect" on all listed species
Environmental Justice/Title VI	X			No disproportionate impacts
Fish and Wildlife	X			No impacts anticipated
Floodplains	X			No impacts anticipated
Forest Service Property	X			Not within USFS boundary
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use			X	374 acres proposed ROW
Migratory Birds	X			No impacts anticipated
Navigation/Coast Guard	X			No navigable waterways in project area
Noise Levels	X			No impacts anticipated
Prime Farmland		X		0.1 ac prime, 2.9 ac statewide importance
Protected Waters	X			No impacts anticipated
Public Recreation Lands	X			No impacts anticipated
Public Water Supply/WHPA	X			No impacts anticipated
Relocatees			X	25 relocations
Section 4(f)/6(f)	X			No impacts anticipated
Social	X			No impacts anticipated
Underground Storage Tanks	X			No impacts anticipated
Visual	X			No impacts anticipated
Streams	X			No impacts anticipated
Water Quality	X			No impacts anticipated
Wetlands	X			No impacts anticipated
Wildlife Refuges	X			No impacts anticipated

Section 401 Water Quality Certification Required? No  
 Short-term Activity Authorization Required? No  
 Section 404 Permit Required? No Type None

Remarks: .

\*The current re-evaluation is only clearing the westernmost section, from Highway 412 to the XNA connector (ArDOT job 012326), and only for right of way acquisition. Another re-evaluation for construction impacts will be required before the job goes to letting.

Signature of Evaluator Susan Stapfield Date July 12, 2019