

**TIER 3 CATEGORICAL EXCLUSION
RE-EVALUATION**

**ARDOT JOB 020475
FAP STPC-9293(9)
HWY. 83 SPUR – HWY. 278 CONNECTOR (MONTICELLO) (F)
ROUTE 83, SECTION 1
DREW COUNTY**

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 2021

August 12, 2021

Date of Approval



Randal Looney
Environmental Coordinator
Federal Highway Administration

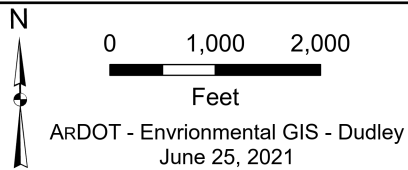
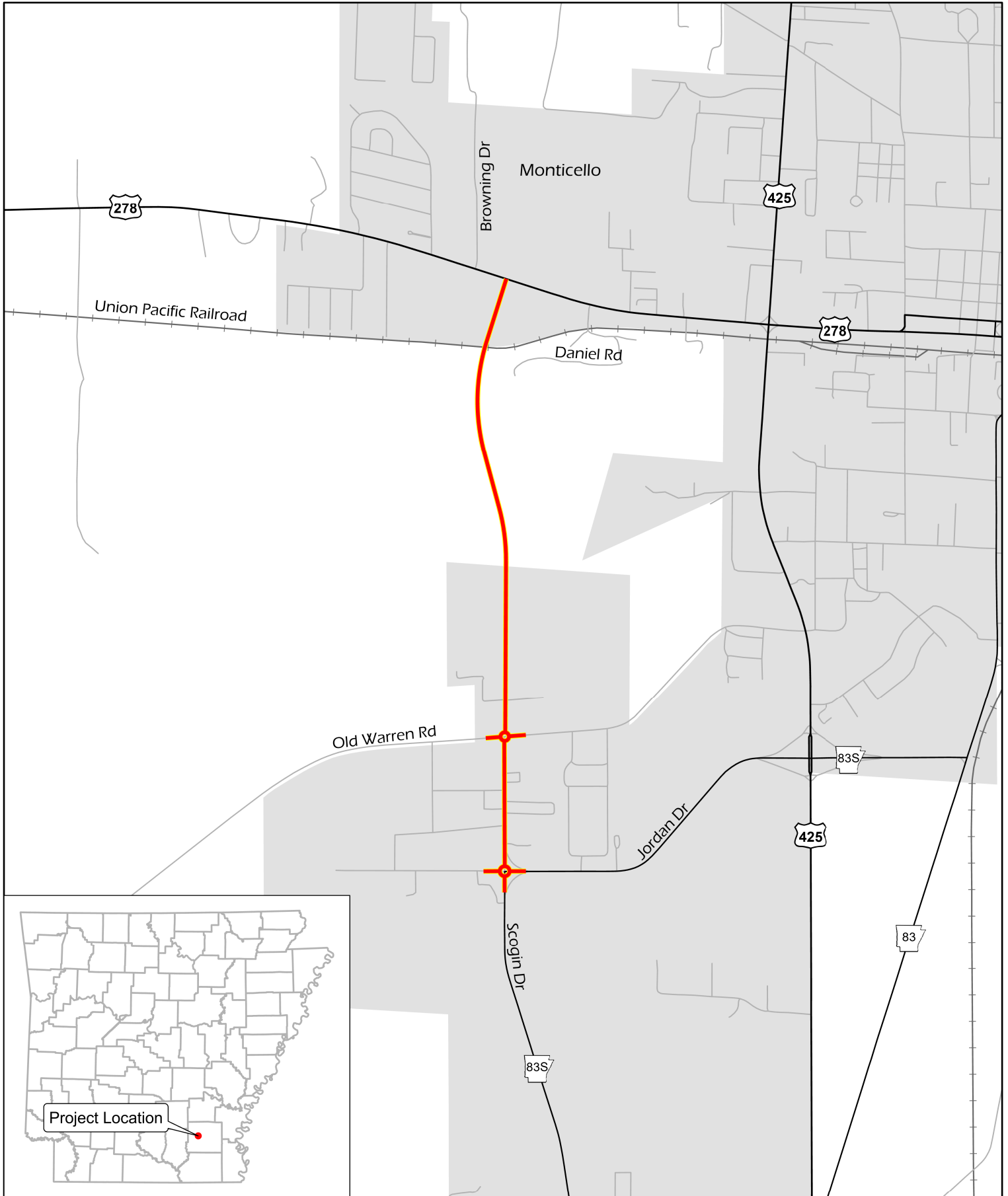
A Tier 3 Categorical Exclusion was approved for the referenced project on April 22, 2020 and is being re-evaluated due to the addition of roundabouts to the project design. A project location map is attached.

Proposed improvements include two one-lane (20') roundabouts with raised truck aprons. The roundabouts will be constructed at the intersection of Scogin Dr. and Old Warren Rd. and at the intersection of Scogin Dr. and Jordan Dr. The average additional right of way width varies between 165' and 185'. Approximately 1.6 additional acres of right of way will be required over the previous 21.4 acres required for this project.

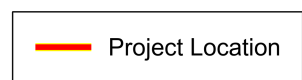
A Phase II Virtual Public Involvement (VPI) meeting was held on Thursday, June 17, 2021 to address the addition of the roundabouts to the project. The website information was available from June 11, 2021 through July 2, 2021. A VPI synopsis is attached.

No changes to the original environmental impact analysis are expected as a result of the additional proposed work.

The project will remain a Tier 3 Categorical Exclusion as defined by the ARDOT/FHWA Programmatic Agreements on the Processing of Categorical Exclusions.



Job 020475
Hwy. 83 Spur - Hwy. 278 Connector
(Monticello)
Drew County



VIRTUAL PUBLIC INVOLVEMENT SYNOPSIS

Job 020475

Hwy. 83 Spur – Hwy. 278 Connector (Monticello) (F)

Drew County

Thursday, June 17, 2021

A Phase II “Live” Virtual Public Involvement (VPI) meeting for the proposed construction of the new Hwy. 278 to Hwy. 83 Spur connector with roundabouts was held on Thursday, June 17, 2021. This was the third public involvement meeting relating to this project, and the purpose was to present updated design that included construction of two new roundabouts. Information about the project was made available on the ARDOT website between June 11, 2021 through July 2, 2021. Efforts to involve minorities and the public in the meeting included:

- Display advertisement placed in *The Advance-Monticellonian* on Wednesday, June 2, 2021, and on Wednesday, June 9, 2021.
- Letters mailed to Public officials on June 2, 2021.
- Flyers mailed to citizens.

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

- Public Meeting Notice
- Project Location Map
- Online Comment Forms
- Informational videos on roundabouts

Copies of the public meeting notice, VPI exhibit, and comment forms 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 VPI	19
Number of website viewers (English/Spanish)	220/25
Online comments received	5

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.

TABLE 2	
Survey Results	Totals
Supports the proposed design modifications	5
Feels project will have beneficial impacts	5
Feels project will have adverse impacts	0
Suggestion to make project better serve the needs of the community	3
Property limitations to the project	1
Knowledge of cultural resources in the area	0
Knowledge of environmental constraints in the area	0

The following is a listing of comments received:

- Put a roundabout at the square
- Approves of the roundabouts and believes they will improve safety and access into the high school campus
- Three comments regarding putting a curve in the roadway to avoid damage to a spillway, shed, existing driveway, and a large sewer line that services 23 large subdivision lots. The issue has been previously discussed with the Right of Way Division.

Attachments:

Public Meeting Notice
Blank Comment Form
Project Location Map

DN:KR:sw



You're invited!

WEBEX "LIVE" VIRTUAL PUBLIC INVOLVEMENT MEETING

WHAT: "Live" WebEx Virtual Public Involvement Meeting concerning the proposed design modifications extending from Hwy. 83 Spur (Scogin Dr.) to Hwy. 278, which includes, a RR overpass and Roundabouts at Jordan Drive and Old Warren Road in Monticello (Drew County).

WHEN: Thursday, June 17, 2021 from 5:30 to 6:30 p.m. Citizens will have an opportunity to ask questions and make comments.

Due to the COVID-19 restrictions, we are unable to conduct a public involvement meeting in the traditional sense (no in-person meeting).

Purpose

The Arkansas Department of Transportation (ARDOT) will conduct a "Live" WebEx virtual public involvement meeting concerning the proposed design modifications to Hwy. 83 Spur (Scogin Dr.) to Hwy. 278, which includes, a RR overpass and Roundabouts at Jordan Drive and Old Warren Road in Monticello (Drew County).

Project staff will give a brief presentation regarding the project. 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 Friday, June 11, 2021 through Friday, July 2, 2021. Comments will be accepted until 4:30 p.m. on Friday, July 2, 2021.

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

In order to access the virtual public meeting, visit the link above. Once on the website, simply scroll down to view the Public meeting of your interest. Once the Public Meeting is selected, you will be able to access the virtual public meeting website. This website will provide project materials and handouts that would have been shown at the in-person meetings. 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.

Thursday, June 17, 2021

5:30 p.m. to 6:30 p.m.

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 environmentalpublicmeetings@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 JOB 020475
Hwy. 83 Spur – Hwy. 278 Connector (Monticello)
DREW COUNTY**

**LOCATION:
ONLINE “LIVE” WEBEX VIRTUAL PUBLIC INVOLVEMENT MEETING
THURSDAY, JUNE 17, 2021 @ 5:30 P.M.**

Make your comments on this form and mail it by 4:30 p.m. on **Friday, July 2, 2021** to:
Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little
Rock, AR, 72203-2261. Email: environmentalpimeetings@ardot.gov.

Yes No

 Do you support the proposed design modifications for Hwy. 83 in
Monticello, AR? Comment (optional) _____

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. _____

 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?

(Continue on Back)

Job 020475
Highway 83 Spur to Highway 278 Connector
Monticello
Drew County



Preliminary Subject to Revision

278

Meadowview
Browning Dr

Greenfield Dr

Union Pacific Railroad

278

425

Gaines

Daniel Rd

425

Conrad Ave

425

Seogin Dr

Old Warren Rd

Hospital Dr

Roberts

Jordan Dr


Clyde Ross Dr

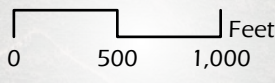
83S

83S

425

Seogin Dr

 **Project Location**

 Feet
0 500 1,000

ARDOT - Environmental GIS - Dudley
Map: June 7, 2021 ; Meeting: June 17, 2021
Virtual Public Involvement: VPI Exhibit

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

ARDOT Job 020475 FAP STPC-9293(9)

Job Title Hwy. 83 Spur-Hwy. 278 Connector (Monticello) (F)

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts anticipated
Cultural Resources	X			"No historic properties affected"
Economic	X			No adverse impacts anticipated
Endangered Species	X			"No effect determination"
Environmental Justice/Title VI	X			No impacts anticipated
Fish and Wildlife		X		Temporary during construction
Floodplains	X			Floodplain Zone AE and Floodway
Forest Service Property	X			None in the project area
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use		X		Approximately 23 acres new ROW
Migratory Birds	X			Migratory Bird SP included
Navigation/Coast Guard	X			None in the project area
Noise Levels	X			Design change does not require new noise analysis
Prime Farmland		X		3.4 ac Prime and 5.9 ac SI
Protected Waters	X			None in the project area
Public Recreation Lands	X			No impacts anticipated
Public Water Supply/WHPA	X			Wellhead Protection SP for offsite areas
Relocates	X			No Relocations
Section 4(f)/6(f)	X			No impacts anticipated
Social	X			No adverse social impacts anticipated
Underground Storage Tanks	X			No impacts anticipated
Visual	X			No impacts anticipated
Streams		X		Nationwide 23 Permit required
Water Quality		X		Temporary decline during construction
Wetlands	X			None in the project area
Wildlife Refuges	X			None in the project area

Section 401 Water Quality Certification Required? No
 Short-term Activity Authorization Required? Yes
 Section 404 Permit Required? Yes Type Nationwide 23

Remarks: .

Pre-Construction notification required

Signature of Evaluator Katheryn Rose Date 7/13/2020

Date Sent: March 18, 2020

Revised: January 29, 2021

ROADWAY DESIGN REQUEST

Job Number 020475 FAP No. _____ County Drew

Job Name Hwy. 83 Spur – Hwy. 278 Connector (Monticello) (F)

Design Engineer Stephen Sichmeller Environmental Staff _____

Detailed Project Description Resurface Scogin Dr. from Hwy. 83 Spur, extend Scogin Dr. to Hwy. 278 including a RR overpass, and construct roundabouts at Jordan Dr. and Old Warren Rd.

A. Existing Conditions:

Roadway Width: 24' Shoulder Type/Width: 1' Paved

Number of Lanes and Width: 2 @ 11' Existing Right-of-Way: 185' Average⁽¹⁾
N/A⁽²⁾

Sidewalks? N/A Location: _____ Width: _____

Bike Lanes? N/A Location: _____ Width: _____

B. Proposed Conditions:

Roadway Width: 24' ⁽¹⁾
40' ⁽²⁾ Shoulder Type/Width: * 1' Paved ⁽¹⁾
* 8' Paved ⁽²⁾

Number of Lanes and Width: 2 @ 11' ⁽¹⁾
2 @ 12' ⁽²⁾ Proposed Right-of-Way: 185' Average⁽¹⁾
165' Average⁽²⁾

Sidewalks? N/A Location: _____ Width: _____

Bike Lanes? N/A Location: _____ Width: _____

C. Construction Information:

If detour: Where: N/A Length: N/A

D. Design Traffic Data:

2022 ADT: 3000 2042 ADT: 4600 % Trucks: 2
Design Speed: 55 m.p.h.

E. Approximate total length of project: 1.71 mile(s)

F. Justification for proposed improvements: Traffic Relief and Railroad Overpass

G. Total Relocates: N/A Residences: N/A Businesses: N/A

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

Agency/Official	Person Contacted	Date
Drew County Judge	Robert Akin	2/5/2019

⁽¹⁾Station 1001+45.07 to Station 1028+69.75, ⁽²⁾ Station 1028+69.75 to Station 1094+93.62

*C.C.C.&G. is used in roundabout footprints

TIER 3 CATEGORICAL EXCLUSION

ARDOT JOB NUMBER 020475
FAP NUMBER STPC-9293(9)
HWY. 83 SPUR-HWY. 278 CONNECTOR (MONTICELLO) (S)
ROUTE 83, SECTION 1
DREW COUNTY

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

By the

U.S. Department of Transportation
Federal Highway Administration

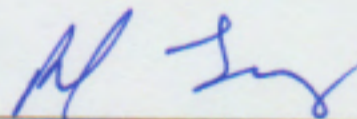
And the

Arkansas Department of Transportation

April 2020

4/22/2020

Date of Approval



Randal Looney
Environmental Coordinator
Federal Highway Administration

The Environmental Division reviewed the referenced project and has determined it falls within the definition of the Tier 3 Categorical Exclusion as defined by the ARDOT/FHWA Programmatic Agreement on the processing of Categorical Exclusions. The following information is included for your review and, if acceptable, approval as the environmental documentation for this project.

The purpose of this project is provide a connection between Hwy. 83S and Hwy. 278 by widening and resurfacing Scogin Dr. and building a two lane connector from Scogin Dr. to Hwy. 278 that includes a railroad overpass. The total length of the project is 2 miles. A project location map is attached.

The existing Scogin Dr. consists of two 10' wide paved travel lanes with 1' wide paved shoulders. The existing right of way width along Scogin Dr. is 191'.

Proposed improvements include widening Scogin Dr. and building the new location roadway to include two 12' wide paved travel lanes with 8' wide paved shoulders. A railroad overpass over the Union Pacific Railroad line will also be constructed. The new right of way width will be 150', resulting in the proposed acquisition of 21.4 acres of new right of way. Of this acreage, approximately 7.6 acres of Prime and Farmland and 8.3 acres of Farmland of Statewide and Local Importance will be impacted. A NRCS-CPA-106 Form is attached.

Design data for this project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2021	3,000	2	55 mph
2041	4,600		

There are no relocations, underground storage tanks, hazardous materials, environmental justice issues, wellhead protection area/public water supplies, or cultural resources associated with this project. The State Historic Preservation Officer's clearance is attached.

Noise predictions were made for this project using the FHWA Traffic Noise Model Version 2.5. The predicted noise levels beyond the project's proposed right of way limits are below applicable FHWA noise impact criteria. As detailed in the attached noise assessment report, project related noise impacts are not anticipated.

Total stream impacts are estimated at 940 linear feet. Compensatory mitigation to offset the stream impacts will be provided at the closest, approved mitigation bank

that services the area. Construction should be allowed under the terms of Nationwide 23 for Categorical Exclusion as defined in Federal Register 82 (4): 1860-2008. A pre-construction notification is required.

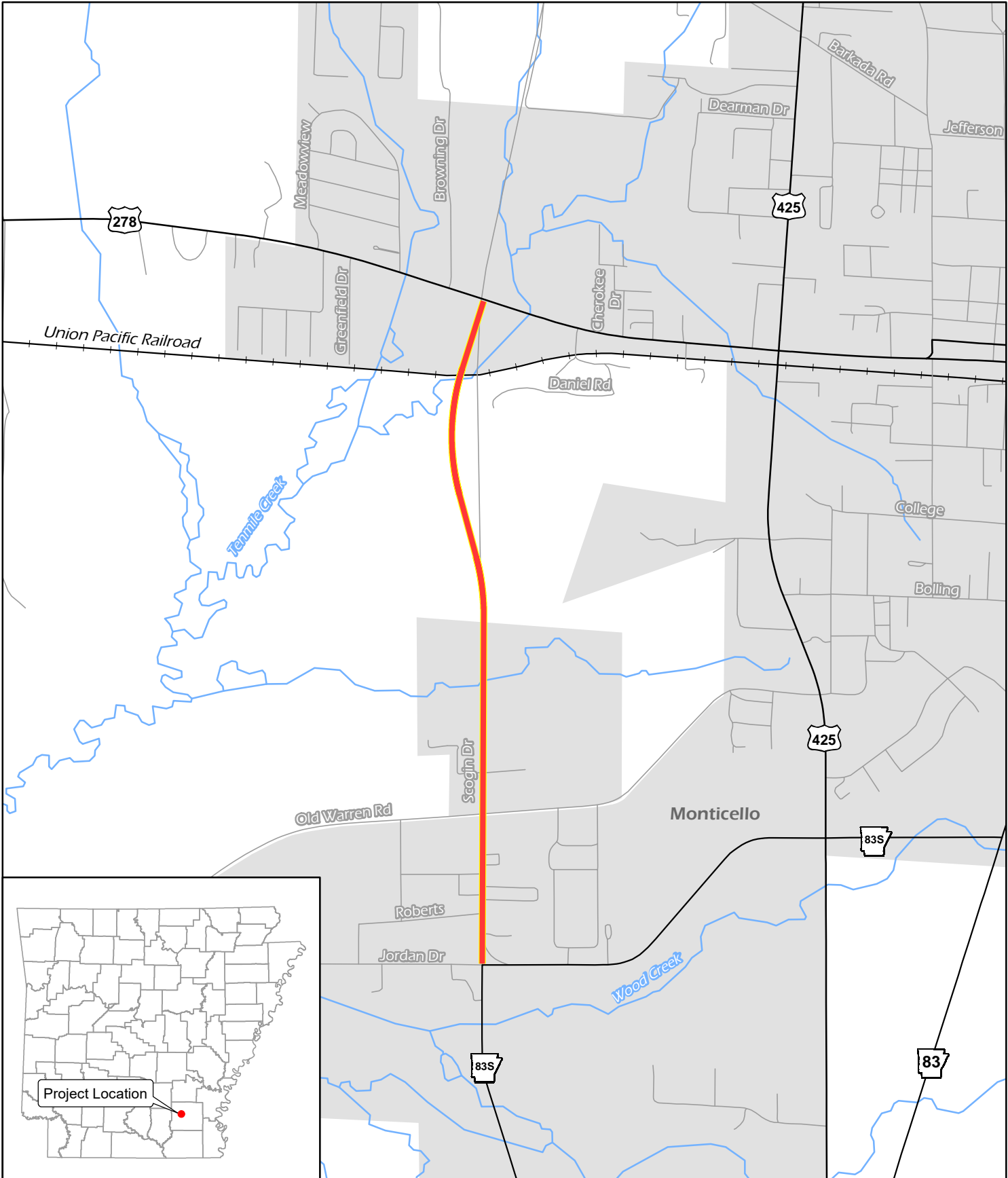
The official species list obtained from the US Fish and Wildlife Service's Information for Planning and Consultation website identified the Eastern Black Rail (*Laterallus jamaicensis spp. jamaicensis*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Red-cockaded Woodpecker (*Picoides borealis*) and *Geocarpion minimium* as threatened and endangered species potentially occurring within the project area. Due to the lack of habitat and distance to known species occurrences, it has been determined that the proposed project will have "no effect" on the aforementioned federally listed species. See attached official species list.

Drew County participates in the National Flood Insurance Program. The project lies within the Floodplain Zone AE and Floodway. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project. None of the encroachments will constitute a substantial floodplain encroachment or risk to property or life.

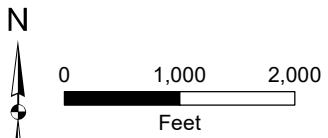
This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Two open-forum public involvement meetings were held in Monticello during the development of this project. The first meeting was held on June 15, 2017, at the Second Baptist Church, and the second public involvement meeting was held on March 10, 2020, at the Monticello High School. Synopses of these public involvement meetings are attached.

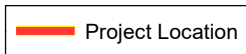
No other adverse environmental impacts were identified. The checklist used to verify consideration of potential environmental impacts is attached.



Project Location



Job 020475
 Hwy. 83 Spur - Hwy. 278 Connector
 (Monticello)
 Drew County





THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Secretary
Parks, Heritage & Tourism

Arkansas Arts Council

Arkansas Historic
Preservation Program

Arkansas Natural
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars Cultural Center

Old State House Museum



1100 North Street
Little Rock, AR 72201

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

info@arkansaspreservation.org
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October 11, 2019

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

RE: Drew County — Monticello
Section 106 Review — FHWA
Hwy. 83 Spur-Hwy. 278 Connector (Monticello) (S)
Route 83, Section 1
ARDOT Job Number: 020475
AHPP Tracking Number: 104346.01

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form (PIF) for the above-referenced job in Sections 27 and 34, Township 12 South, Range 7 West and Section 3, Township 13 South, Range 7 West in Drew County. According to your correspondence, the undertaking entails construction of a two-lane connector from Scogin Drive to Highway 278 with a railroad overpass and widening Scogin Drive between Highway 83 Spur and Old Warren Road. The project length is 1.63 miles and the proposed right-of-way (ROW) is 21.37 acres.

The PIF notes that Site 3DR0004, as plotted on the site form and in the Automated Management of Archeological Site Data in Arkansas database, lies within the proposed ROW. The PIF mentions a 1984 revisit that resulted in plotting the site at an old abandoned racetrack located approximately 200 meters east of the ROW. In reviewing the site form, it appears the initial reporting dates from March 1961. However, the date of entry is October 1984. The site file extension includes supplementary data from a 1980 relocation effort by Hank McKelway. The 1980 revisit notes the site is within a "pasture with some bare spots" and the reporter failed to see anything in an apparent surface inspection. The plot on the topographic map included in the site form dates from October 1, 1980. The location appears to be within or adjacent to the proposed ROW. Site 3DR0004 is unevaluated for eligibility to the National Register.

Based on the provided information, the negative results of the field investigation, and the indeterminacy of the location of Site 3DR0004, the AHPP concurs with a finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** for the proposed undertaking.

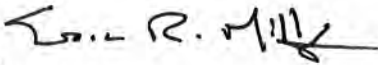
In the event of a post- review discovery of historic properties within the area of potential effects, please contact the AHPP and other consulting parties in accordance with 36 CFR § 800.13(b)(3).

Tribes that have expressed an interest in the area include the Caddo Nation (Ms. Tamara Francis), the Choctaw Nation of Oklahoma (Ms. Madison

Currie), the Jena Band of Choctaw Indians (Ms. Alina J. Shively), the Quapaw Nation (Mr. Everett Bandy), the Shawnee Tribe (Ms. Tonya Tipton), and the United Keetoowah Band of Cherokee Indians (Ms. Erin Thompson and Charlotte Wolfe). We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

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

Sincerely,


FOR
Scott Kaufman
Director, AHPP

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

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

PART I (To be completed by Federal Agency) Job 020475	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project	5. Federal Agency Involved
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2. Type of Project	6. County and State
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
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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: _____ %
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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			
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	Corridor A	Corridor B	Corridor C	Corridor D
--	------------	------------	------------	------------

A. Total Acres To Be Converted Directly				
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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				
--	--	--	--	--

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

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
---	--	--	--	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

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

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

1. Area in Nonurban Use	15			
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2. Perimeter in Nonurban Use	10			
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3. Percent Of Corridor Being Farmed	20			
-------------------------------------	----	--	--	--

4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
--	----	--	--	--

6. Creation Of Nonfarmable Farmland	25			
-------------------------------------	----	--	--	--

7. Availability Of Farm Support Services	5			
--	---	--	--	--

8. On-Farm Investments	20			
------------------------	----	--	--	--

9. Effects Of Conversion On Farm Support Services	25			
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10. Compatibility With Existing Agricultural Use	10			
--	----	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160			
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PART VII (To be completed by Federal Agency)				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100			
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Total Corridor Assessment (From Part VI above or a local site assessment)	160			
---	-----	--	--	--

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

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:	DATE
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Joshua Graham

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

NOISE ASSESSMENT REPORT
SCREENING LEVEL NOISE ANALYSIS
ARDOT JOB NUMBER 020475
HWY. 83 SPUR - HWY. 278 CONNECTOR (MONTICELLO)

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 commonly 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, meet, or exceed the NAC value or when a substantial increase in noise occurs. “Approach” is defined as a level within 1 dBA of the NAC value, and a substantial increase is defined as 10 dBA or greater than existing noise levels. For screening level noise analysis (screening analysis) purposes, the

ARDOT *Policy on Highway Traffic Noise Abatement* requires determining noise levels within 4 decibels of the NAC.

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

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

Screening Level Noise Analysis

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

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

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

Project Evaluation and Screening Analysis Results

Both the existing and proposed roadways have low traffic volumes and few potential receptors. Additionally, noise barriers would not be feasible due to established land uses requiring access points. A screening analysis was therefore considered appropriate for this project.

TNM modeling was completed using the existing year 2021 and design year 2041 (future build) traffic and roadway information. The purpose of the modeling was to determine the distances correlating to the 66 dBA noise impact level for receptors under existing and future build conditions. Receivers were incrementally extended from the project centerline to a maximum distance of 500 feet. The model calculation tables, input data, and noise level distance figures are attached. The modeling results are summarized below.

Noise impacts were not predicted under existing and future build conditions. One receptor was identified at the screening level threshold of 63 dBA under future build conditions. Noise level increases under future build conditions were less than 2 dB, which is not discernable to the human ear. As previously noted, access points such as driveways and intersections are needed along the project corridor. For engineering reasons, it would not be possible to construct an effective noise barrier accommodating these access points. Although a detailed noise analysis is not recommended for this project, existing sound level measurements may be obtained prior to construction.

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

Information for Local Officials

The ARDOT encourages local communities and developers to practice noise compatibility planning. As presented in **Table 1**, noise level predictions for future build conditions were made at distances ranging from 25 to 500 feet. Exterior areas of Activity B and C land uses would be impacted within a distance of approximately 60 feet from the project centerline. These predictions do not represent noise levels at every location at a particular distance back from the roadway. Noise levels will vary with changes in terrain and other site conditions.

Table 1. Noise Levels for Compatibility Planning

Distance (ft)*	Leq(h), dBA**
25	71
60	66
115	63
200	58
500	47

* Perpendicular to centerline of proposed project

** Rounded to tenth value

Table 1 presents the NAC values.

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, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E*	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

* Includes undeveloped lands permitted for this activity category.

NOISE DATA WORKSHEET

Job No:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

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

Operating Speed:

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
				0	10%	90%			
2021	3,000	2%	330	323	1	6	162	0	3

NOISE DATA WORKSHEET

Job No:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

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

Operating Speed:

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
				0	10%	90%			
2041	4,600	2%	506	496	1	9	248	1	5

RESULTS: SOUND LEVELS

Job 020475

ARDOT
M.Pearson

17 March 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Job 020475

RUN:

Existing 2021

BARRIER DESIGN:

INPUT HEIGHTS

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

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier			
			L _{Aeq} 1h	L _{Aeq} 1h	Crit'n	Calculated	Crit'n		Calculated	Noise Reduction	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
25	1	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
45	2	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
75	3	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
95	4	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
125	5	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
150	6	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
160	7	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
175	9	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
200	10	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
225	11	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
250	12	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
300	13	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
325	14	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
350	15	1	0.0	47.6	66	47.6	10	----	47.6	0.0	8	-8.0
400	16	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
500	17	1	0.0	43.9	66	43.9	10	----	43.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	16	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

RESULTS: SOUND LEVELS

Job 020475

ARDOT
M.Pearson

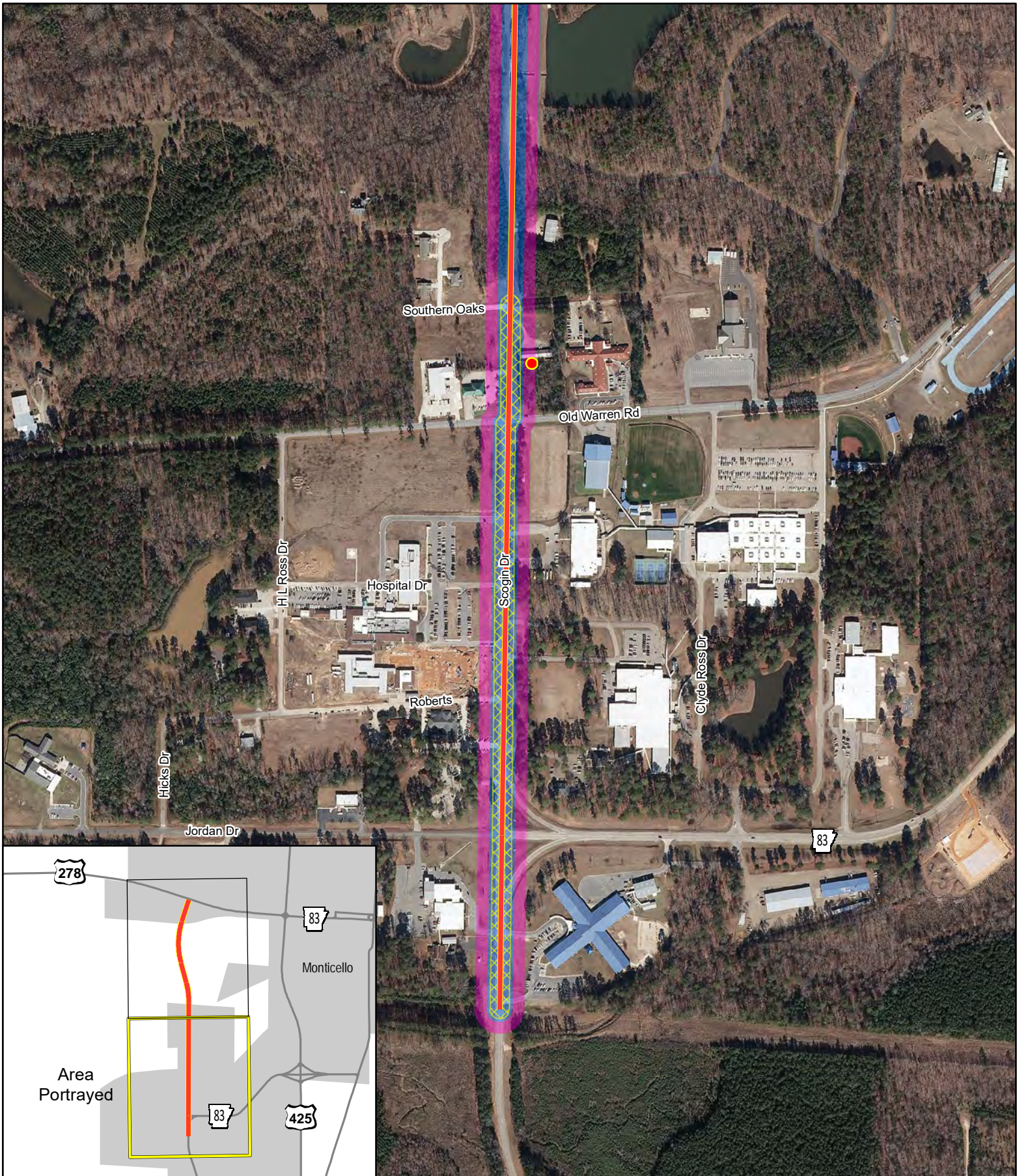
17 March 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Job 020475
 RUN: Proposed 2041
 BARRIER DESIGN: INPUT HEIGHTS
 ATMOSPHERICS: 68 deg F, 50% RH

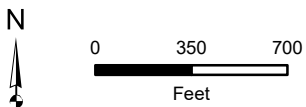
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

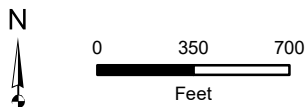
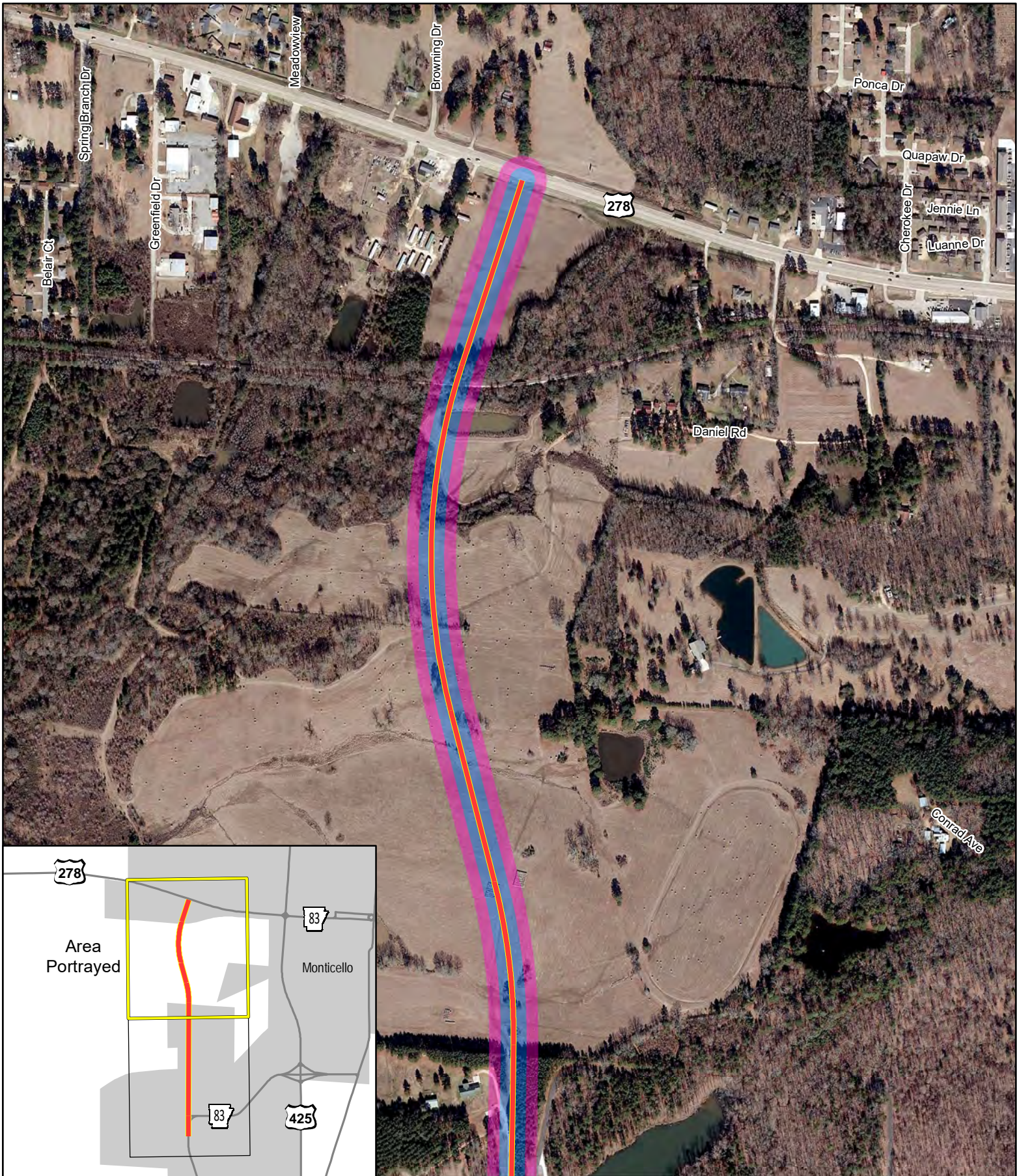
Receiver												
Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier			
			LAeq1h	LAeq1h	Crit'n	Calculated	Crit'n		Calculated	Noise Reduction	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		LAeq1h	Calculated		
25	1	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
45	2	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
60	3	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
95	4	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
115	5	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
150	6	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
160	7	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
175	9	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
200	10	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
225	11	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
250	12	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
300	13	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
325	14	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
350	15	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
400	16	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
500	17	1	0.0	47.3	66	47.3	10	----	47.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		16	0.0	0.0	0.0							
All Impacted		3	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							



Noise Level Distances
Sheet 1 of 2

- Receptor
- Project Location
- 45 ft. - Existing
- 60 ft. - Proposed
- 115 ft. - Proposed





Noise Level Distances
Sheet 2 of 2

- Project Location
- 60 ft. - Proposed
- 115 ft. - Proposed



United States Department of the Interior



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

In Reply Refer To:

March 26, 2020

Consultation Code: 04ER1000-2020-SLI-0694

Event Code: 04ER1000-2020-E-01677

Project Name: Hwy. 83 Spur - Hwy. 278 Connector (Monticello) (S)

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

To Whom It May Concern:

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

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

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

Please visit our website at <http://www.fws.gov/arkansas-es/IPaC/home.html> for species-specific guidance to avoid and minimize adverse effects to federally endangered,

threatened, proposed, and candidate species. Our web site also contains additional information on species life history and habitat requirements that may be useful in project planning.

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

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

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

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

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

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to

federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, **the accuracy of this species list should be verified after 90 days**. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

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

Attachment(s):

- Official Species List
-

Official Species List

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

This species list is provided by:

Arkansas Ecological Services Field Office

110 South Amity Suite 300

Conway, AR 72032-8975

(501) 513-4470

Project Summary

Consultation Code: 04ER1000-2020-SLI-0694

Event Code: 04ER1000-2020-E-01677

Project Name: Hwy. 83 Spur - Hwy. 278 Connector (Monticello) (S)

Project Type: TRANSPORTATION

Project Description: Resurface Scogin Dr. from Hwy. 83 Spur north and add 2 lanes new location from Scogin Dr. to Hwy. 278 with RR Overpass.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/33.62021143664569N91.81499604018737W>



Counties: Drew, AR

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Birds

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Proposed Threatened
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Red-cockaded Woodpecker <i>Picoides borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered

Flowering Plants

NAME	STATUS
Geocarpon minimum No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7699	Threatened

Critical habitats

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

PUBLIC INVOLVEMENT SYNOPSIS

Job Number 020475

Hwy. 83 Spur – Hwy. 278 Connector (Monticello)

Drew County

Thursday, June 15, 2017

An open forum Public Involvement meeting for the proposed project was held at the Second Baptist Church (Fellowship Hall) from 4:00 – 7:00 p.m. on Thursday, June 15, 2017. Special efforts to involve minorities and the public in the meeting included the following:

- Display advertisement placed in the *Advance Monticellonian* on Wednesday, June 7, 2017 and Wednesday, June 14, 2017.
- Public Service Announcement (PSA) ran in *Cumulus Media - Power 92.3 FM* from Monday, June 12, 2017 through Thursday, June 15, 2017.
- Outreach letters mailed to Public Officials.
- Distribution of flyers in the project area.

The following information was available for inspection and comment:

- Displays including an aerial photograph at a scale of 1 inch equals 273 feet.

Handouts for the public included a comment sheet and a small-scale map illustrating the project location, which was identical to the aerial photograph display. Copies of the handouts are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting (including AHTD staff)	37
Comments forms received	19
Letters Received	4

AHTD 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.

TABLE 2	
Survey Results	Totals
Supports the extension of Highway 83	12
Does not support the extension of Highway 83	6
No response to support/does not support	1
Knowledge of historical, archeological or cemetery sites	2
Knowledge of area environmental constraints	0
Home or property offers limitations to the project	3
Suggestions to better serve the needs of the community	14
Beneficial impacts due to the proposed project	4
Adverse impacts due to the proposed project	11
No response to beneficial/adverse impacts	4

The following is a listing of comments concerning issues associated with this project:

- Nine individuals were concerned it would cause more congestion near the school and hospital, and that large trucks would use it.
- Three individuals said it would alleviate congestion.
- Two individuals wanted it extended to the University of Arkansas at Monticello.
- Two individuals wanted a traffic signal at Old Warren Road.
- Four individuals commented it would affect their property value and homes.
- Two individuals commented it would affect their business.
- Fourteen individuals wanted another route considered that would not affect homes and properties.

Attachments:

Public handouts, including blank comment form

Small-scale display copy

RJ *RS*
DN *DN*
JB:cb

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

**ARDOT JOB NUMBER 020475
HWY. 83 SPUR – HWY. 278 (MONTICELLO)
DREW COUNTY**

**LOCATION:
SECOND BAPTIST CHURCH (FELLOWSHIP HALL)
1032 OLD WARREN RD.
MONTICELLO, AR
4:00 – 7:00 P.M.
THURSDAY, JUNE 15, 2017**

Make your comments on this form and leave it with ARDOT personnel at the meeting or mail it by 4:30 p.m. on **Friday, June 30, 2017** to: Arkansas Transportation Dept., Environmental Div., P.O. Box 2261, Little Rock, AR, 72203-2261. Email: environmentalpimeetings@ardot.gov.

Yes No

Do you feel there is a need for a new road to extend from Highway 83 Spur (Scogin Drive) to Highway 278 in Monticello? Comment (optional)_

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

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

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

(Continue on Back)

Yes No

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

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

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

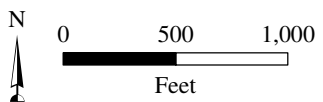
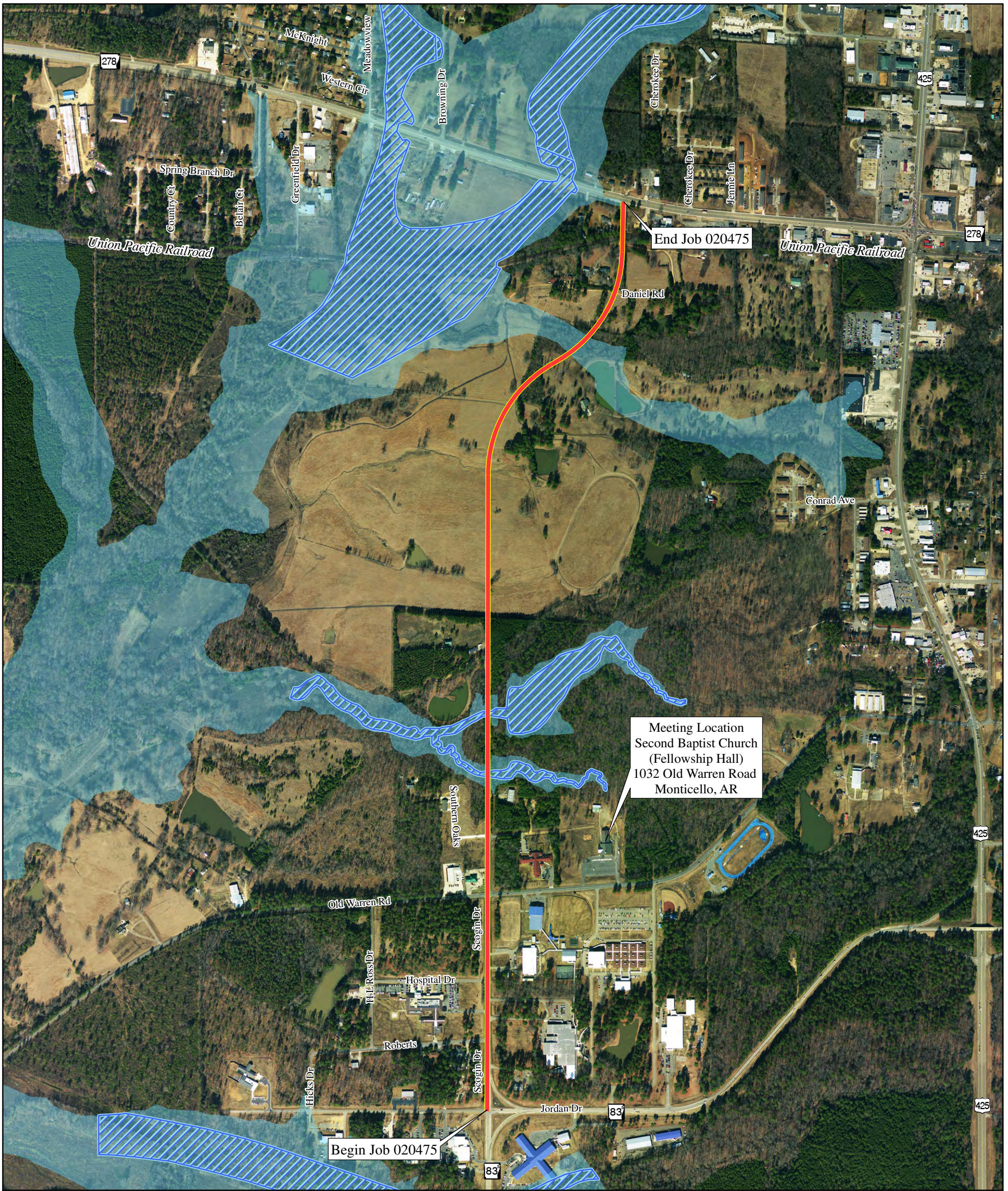
Name : _____ (Please Print)

Address: _____ Phone: (_____) _____ -- _____

E-mail: _____

Please make additional comments here. _____

For additional information, please visit our website at www.arkansashighways.com






AHTD Environmental GIS - Dudley
Map Date: June 5, 2017
Meeting Date: June 15, 2017
Public Involvement Handout



Job 020475
Hwy. 83 Spur - Hwy. 278 Connector
(Monticello)
Drew County

Preliminary
Subject
to
Revision

-  Project Location
-  Floodway
-  100 Year Floodplain

Photography: Drew County 2010

Notes: _____

PUBLIC INVOLVEMENT SYNOPSIS

Job Number 020475

Hwy. 83 Spur-Hwy. 278 Connector (Monticello) (S)

Drew County

Tuesday, March 10, 2020

An open forum public involvement meeting for the proposed connection between Hwy. 83 spur and Hwy. 278 was held at the Monticello High School Cafeteria in Monticello, AR from 4:00 – 7:00 p.m. on Tuesday, March 10, 2020. Efforts to involve minorities and the public in the meeting(s) included:

- Display advertisement placed in the *Advanced Monticellonian* on February 29 and March 7, 2020
- Letters sent to local public officials
- Flyers distributed in the project area
- Public Service Announcements on Cumulus Media Power 92.3 ran from March 7 through March 10, 2020

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

- Layout of the preliminary project design
- Displays of the project location

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

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

TABLE 1	
Public Participation	Totals
Attendance at meeting (including ARDOT staff)	36
Comment Forms Received	17

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.

TABLE 2	
Believes there is a need for the proposed project	15
Does not believe there is a need	0
Did not select need or no need	2
Believes the project will have beneficial impacts	12
Believes the project will have adverse impacts	2
Believes both beneficial and adverse impacts	0
Did not select beneficial or adverse impacts	3
Has knowledge of cultural resources	1
Has knowledge of environmental constraints	0

A listing of general comments concerning the proposed project follows:

- Project will cause an increase in noise.
- Project will cause a decrease in home value.
- Project will result in more congestion on Scogin Dr. where traffic is already difficult.
- Road should be moved further west.
- Round-a-bouts needed at Old Warren Road and Scogin Dr. and Jordan and Scogin Dr.
- Widening needs to be expanded to include road between Jordan Dr. and Old Warren Rd., especially with the added traffic from the new construction. Widening would help with navigation for semi-trucks.
- New construction will alleviate traffic congestion on 425.
- New construction will direct too many log trucks, semi-trucks, and possibly hazardous loads past the school. Suggest that semi-trucks and hazardous loads be banned from use of the new construction.
- Addition of sidewalks near the school needed to keep pedestrians off of the road.
- Knowledge of some “prehistoric archaeological sites” by the ponds along Scogin Dr. north of Old Warren Road.
- Historic racetrack in the field where the new location will be constructed.

Attachments: Blank comment form
Small-scale project location map

DN:KR:am

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

**ARDOT JOB NUMBER 020475
HWY. 83 SPUR – HWY. 278 (MONTICELLO)
DREW COUNTY**

**LOCATION:
MONTICELLO HIGH SCHOOL (GYMNASIUM)
390 CLYDE ROSS DRIVE
MONTICELLO, AR
4:00 – 7:00 P.M.
TUESDAY, MARCH 10, 2020**

Make your comments on this form and leave it with ARDOT personnel at the meeting or mail it by 4:30 p.m. on **Wednesday, March 25, 2020** to: Arkansas Transportation Dept., Environmental Div., P.O. Box 2261, Little Rock, AR, 72203-2261. Email: environmentalpimeetings@ardot.gov.

Yes No

Do you feel there is a need for a new road to extend from Highway 83 Spur (Scogin Drive) to Highway 278 in Monticello? Comment (optional)_

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. _____

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

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

(Continue on Back)

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. _____

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

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

Name : _____ (Please Print)

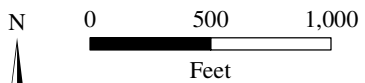
Address: _____ Phone: (____) _____ -- _____

E-mail: _____

Please make additional comments here. _____

For additional information, please visit our website at www.ardot.gov.







ARDOT - Environmental GIS - Dudley
 Map Date: March 6, 2020
 Meeting Date: March 10, 2020
 Public Involvement Handout



Job 020475
 Hwy. 83 Spur - Hwy. 278 Connector
 (Monticello)
 Drew County



Preliminary Subject to Revision

-  Project Location
-  Overlay

Photography: 2017

Notes: _____

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

ARDOT Job Number 020475 FAP Number STPC-9293(9)
Job Title Hwy. 83 Spur-Hwy. 278 Connector (Monticello) (S)

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts anticipated
Cultural Resources	X			"No historic properties affected"
Economic	X			No adverse impacts anticipated
Endangered Species	X			"No effect determination"
Environmental Justice/Title VI	X			No impacts anticipated
Fish and Wildlife		X		Temporary during construction
Floodplains		X		Floodplain Zone AE and Floodway
Forest Service Property	X			None in the project area
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use		X		Up to 21.37 acres new ROW
Migratory Birds	X			Migratory Bird SP included
Navigation/Coast Guard	X			None in the project area
Noise Levels	X			Noise analysis attached
Prime Farmland		X		NRCS-CPA-106 form attached
Protected Waters	X			None in the project area
Public Recreation Lands	X			No impacts anticipated
Public Water Supply/WHPA	X			Wellhead Protection SP for offsite areas
Relocatees	X			No Relocations
Section 4(f)/6(f)	X			No impacts anticipated
Social	X			No adverse social impacts anticipated
Underground Storage Tanks	X			No impacts anticipated
Visual	X			No impacts anticipated
Streams		X		Nationwide 23 Permit required
Water Quality		X		Temporary decline during construction
Wetlands	X			None in the project area
Wildlife Refuges	X			None in the project area

Section 401 Water Quality Certification Required? No
 Short-term Activity Authorization Required? Yes
 Section 404 Permit Required? Yes Type Nationwide 23

Remarks:

Pre-Construction notification required

Signature of Evaluator Katheryn Rose Date 4/3/2020

ROADWAY DESIGN REQUEST

Job Number 020475 FAP No. STPC-9293(9) County Drew

Job Name Hwy. 83 Spur – Hwy. 278 Connector (Monticello) (S)

Design Engineer Cody Davis Environmental Staff _____

Brief Project Description Connects Scogin Dr. to Hwy. 278

A. Existing Conditions:

Roadway Width: 20' Shoulder Type/Width: Paved/1'

Number of Lanes and Width: 2 – 10' Existing Right-of-Way: 191.28'

Sidewalks? N/A Location: N/A Width: N/A

Bike Lanes? N/A Location: N/A Width: N/A

B. Proposed Conditions:

Roadway Width: 24' Shoulder Type/Width: Paved/8'

Number of Lanes and Width: 2 – 12' Proposed Right-of-Way: 150.18'

Sidewalks? Yes Location: _____ Width: 8'

Bike Lanes? N/A Location: N/A Width: N/A

C. Construction Information:

If detour: Where: N/A Length: N/A

D. Design Traffic Data:

2021 ADT: 3000 2041 ADT: 4600 % Trucks: 2
Design Speed: 55 m.p.h.

E. Approximate total length of project: 2.03 mile(s)

F. Justification for proposed improvements: _____

G. Total Relocatees: _____ Residences: _____ Businesses: _____

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

Agency/Official	Person Contacted	Date