



## INTEROFFICE MEMORANDUM

March 22, 2023

**TO:** Master Files

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

**SUBJECT:** Job 061708  
FAP NHPP-9035(25)  
I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)  
Route I-30, Section 22 & Route 5, Section 7  
Saline County  
Tier 1 Categorical Exclusion

After appropriate environmental review, it has been determined that the subject job is a Tier 1 Categorical Exclusion as described by the ARDOT/FHWA Programmatic Agreement on Categorical Exclusion Documentation and Processing.

The purpose of this project is to make access improvements from the westbound frontage road to I-30 in Benton, AR. At Site 1, which stretches from approximately McCright St. to Odessa Dr., the westbound frontage road will be widened to three lanes, an existing on-ramp near Odessa Dr. will be converted to a new exit-ramp, and an existing exit ramp northeast of Sharon Rd will be removed. Additionally, at Site 2, a new westbound entrance ramp from the frontage road to I-30 near Thomas Rd. would be constructed. The project length is approximately 1.7 miles. A project location map is attached.

The typical section at Site 1 would be improved from two 10' wide lanes with 4' wide paved shoulders to three 11' wide lanes with concrete combination curb and gutter and a 4' wide berm to the I-30 side and an 8' wide berm on the opposite side. The existing right of way (ROW) averages 300'. No additional ROW and approximately 0.2 acre temporary construction easement would be required for construction of this project.

Design data for this project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2023	9,000	4	45 mph
2043	12,000		

The project will not involve relocations, prime farmlands, wetlands, underground storage tanks, hazardous materials, any environmental justice issues, or cultural resources. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics concerns. The cultural resources clearance is attached.

A Public Involvement meeting was held on October 27, 2022 and project information was available for review and comment on the ARDOT website from October 20 through November 11, 2022. A meeting summary is attached.

Noise predictions were made for this project using the FHWA Traffic Noise Model Version 2.5. As detailed in the attached noise assessment report, no noise sensitive receptors were predicted to experience impacts. However, a total of five noise sensitive receptors were identified within the 63 dBA screening level threshold under future build conditions. Established land uses along the project corridor require several access points such as driveways and intersections. For engineering reasons, it would not be possible to construct an effective noise barrier accommodating these access points. A detailed noise analysis is therefore not recommended for this project.

The official species lists obtained through the U.S. Fish and Wildlife Service's Information for Planning and Consultation identified the following species as potentially occurring within the project area: Indiana Bat (*Myotis sodalis*), Northern Long-eared Bat (*Myotis septentrionalis*), Eastern Black Rail (*Laterallus jamaicensis ssp. jamaicensis*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Arkansas Fatmucket (*Lampsilis powellii*), Pink Mucket (*Lampsilis abrupta*), Rabbitsfoot (*Theliderma cylindrica*), Winged Mapleleaf (*Quadrula fragosa*), and Monarch Butterfly (*Danaus plexippus*). This project will

have “no effect” on the aforementioned species due to the limited scope of the action, lack of suitable habitat, and distance to known species locations.

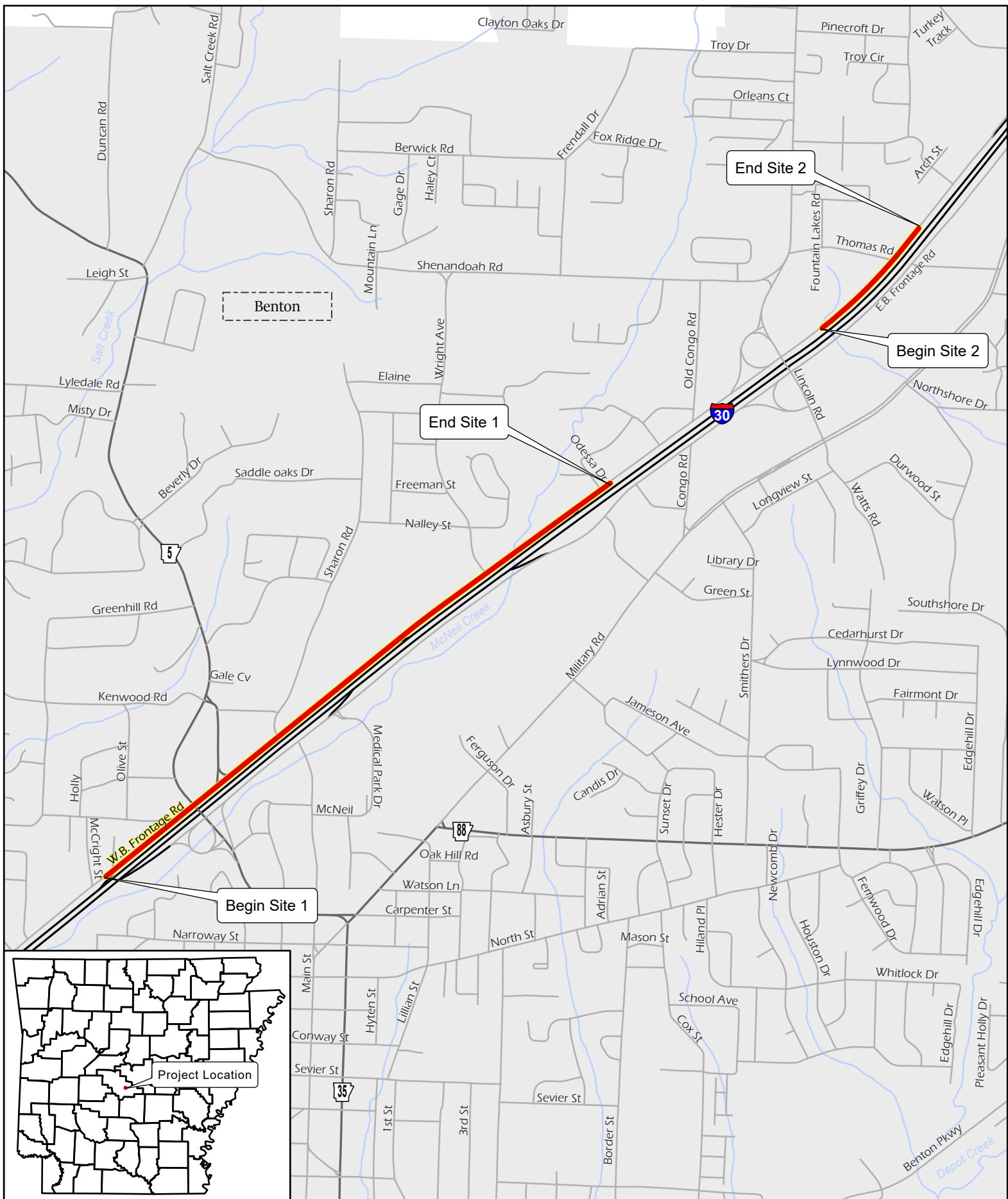
This project will not have a discharge of dredged or fill material into waters of the U.S.; therefore, a Section 404 permit will not be required.

JF:KR:sw

Attachments:

- Location Map
- Cultural Resources Clearance
- Noise Assessment Report
- Public Involvement Synopsis
- Environmental Study Checklist
- Roadway Design Request Form

c: Program Management  
Right of Way  
Roadway Design  
District 6  
FHWA



Benton

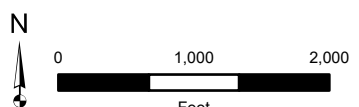
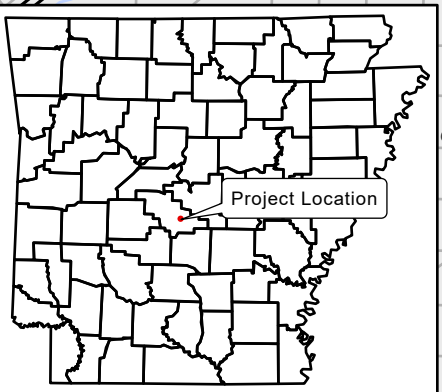
End Site 2

Begin Site 2

End Site 1

Begin Site 1

W.B. Frontage Rd



Job 061708  
 I-30 Ramp & Frontage Rd. Impvts.  
 (Benton) (I-30 & Hwy.5)  
 Saline County

Project Location




## INTEROFFICE MEMORANDUM

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June 21, 2022

**TO:** Environmental Job File

**FROM:** Richard Jenkins, Cultural Resources 

**SUBJECT:** Cultural Resources Clearance  
Job 061708  
I-30 Ramp & Frontage Rd. Impvts. (S)  
Route I-30, Section 7  
Saline County

The project proposes to modify the existing westbound Interstate 30 ramp at Congo Road, construct a new westbound entrance I-30 ramp, and widen the frontage road in Saline County. Most work will occur in the existing right-of-way (ROW) with Temporary Construction Easement (TCE) required for driveways.

A records check at the Arkansas Archeological Survey shows no sites in or near the proposed project. No historic structures were shown on the Arkansas Historic Preservation Program's structure database that are eligible or listed on the National Register of Historic Places near the project. No cultural indicators were found on the GLO maps, the 1936 Saline County road map, quadrangle maps, and aerial imagery.

The highway infrastructure, known construction practices, utilities, and available plans were examined to assess previous ground disturbance. This type of undertaking has no potential to cause effects to historic properties. All work will be within the existing ROW or TCEs, and the current scope of the project occurs within previously disturbed areas of the interstate. Therefore, this project requires no Section 106 review under Appendix C, Activity 1 and Activity 6, of the 2021 Programmatic Agreement.

**NOISE ASSESSMENT REPORT**  
**SCREENING LEVEL NOISE ANALYSIS**  
**AR DOT JOB NUMBER 061708**  
**I-30 RAMP & FRONTAGE RD. IMPVTS. (BENTON) (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 typical outdoor settings. However, a 5 dB increase presents a noticeable change and a 10 dB sound level increase is perceived to be twice as loud. Outdoor conversation at normal levels at a distance of 3 feet becomes difficult when the sound level exceeds the mid-60 dBA range.

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

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

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

***Noise Impact and Abatement Criteria***

Traffic noise impacts are determined by comparing design year Leq(h) values to: (1) a set of Noise Abatement Criteria (NAC) for different land use categories; and (2) existing Leq(h) values. A noise impact occurs when design year (future build) levels approach or exceed the NAC value or a substantial increase in noise occurs. An approach is considered to be 1 dBA less than the NAC value. A substantial increase is defined as 10 dBA or greater than existing noise levels.

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

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

### ***Screening Level Noise Analysis***

A screening level noise analysis (screening analysis) may be performed for projects that are unlikely to cause noise impacts and/or where noise abatement measures are likely to be unfeasible for acoustical or engineering reasons. Factors common to these types of projects include low traffic volumes, slower speeds, the presence of few or no receptors, and the need for roadway access points (e.g., driveways, roadway intersections, etc.). For screening analysis purposes, the ARDOT noise policy requires determining noise levels within 4 dBA of the NAC value. The screening analysis threshold would therefore be 63 dBA for Activity Categories B and C.

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

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 to represent receptors) are incrementally placed away from the roadway centerline to determine the distance to which impacts extend. The model assumes that the roadway and receivers were located at the same elevation with no intervening barriers such as topography or dense vegetation.

### ***Project Evaluation and Screening Analysis Results***

Activity Category B and C receptors were identified in the project corridor. However, noise abatement measures were determined to not be feasible of the presence of street intersections and driveways required to access the roadway. A screening analysis was therefore considered an appropriate level of noise assessment for this project.

TNM modeling was completed using the existing year 2023 and design year 2043 (future build) traffic and roadway information. Receivers were extended from the roadway centerlines to distances correlating to approximately 66 dBA for existing and future build conditions, and 63 dBA for future build conditions. The tenth value was used for rounding the decibel levels (e.g., 63.3 dBA reported as 63 dBA). The locations of outdoor human use and activity representing the receptors was estimated at approximately 5 feet from the structure's entrance. The model calculation tables, input data, and figures showing the predicted noise impact contours (distance buffers) and receptors are attached.

No noise sensitive receptors were predicted to experience impacts under either existing or future build conditions. However, a total of five noise sensitive receptors (two residences and exterior common use areas at a day care center, a church, and a motel) were predicted to experience noise levels within the 63 dBA screening analysis threshold at a distance of 175 feet under future build conditions.

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

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

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

### ***Planning Information for Local Officials***

The ARDOT encourages local communities and developers to practice noise compatibility planning. As presented in **Table 1**, noise level predictions for future build conditions were made at incremental distances. As previously described, no Activity Category B and C exterior areas would be impacted within a distance of approximately 110 feet from the centerlines. Five noise sensitive receptors meet the screening analysis threshold at a distance 175 feet. These predictions do not represent noise levels at every location at a particular distance back from the roadway. Noise levels will vary with changes in terrain and other site conditions.

**Table 1. Noise Levels for Compatibility Planning**

<b>Distance (ft)*</b>	<b>Leq(h), dBA**</b>
50	70
80	68
110	66
150	64
175	63
250	59
400	54
500	51

\* Perpendicular to centerlines

\*\* Rounded to tenth value

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

**Table 2. Noise Abatement Criteria (NAC)**

<b>Activity Category</b>	<b>L<sub>eq(h)</sub> dBA</b>	<b>Evaluation Location</b>	<b>Activity Description</b>
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.

RESULTS: SOUND LEVELS

Job 061708

ARDOT  
M.Pearson

23 November 2022  
TNM 2.5  
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Job 061708  
 RUN: Existing 2023  
 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 LAeq1h	No Barrier				With Barrier				
				LAeq1h		Increase over existing		Type	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dB	dB	dB	dB		dB	dB	dB	dB	
25	1	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
50	2	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
80	3	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
100	4	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
125	5	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
150	6	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
175	7	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
200	9	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
225	10	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
250	11	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
275	12	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
300	13	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
350	14	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
400	15	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
500	16	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		15	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							

RESULTS: SOUND LEVELS

Job 061708

ARDOT  
M.Pearson

23 November 2022  
TNM 2.5  
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Job 061708  
RUN: Proposed 2043  
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 LAeq1h	No Barrier					With Barrier				
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		Calculated minus Goal	
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal		
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
25	1	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0	
50	2	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0	
80	3	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0	
110	4	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0	
125	5	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
150	6	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0	
175	7	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0	
200	9	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0	
225	10	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0	
250	11	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0	
275	12	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
300	13	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
350	14	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0	
400	15	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0	
500	16	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		15	0.0	0.0	0.0								
All Impacted		4	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

## NOISE DATA WORKSHEET

Job No:

Job Name:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

Operating Speed:

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

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
					10%	90%			
				0	0	0	0	0	0
2023	9,000	4%	1170	1123	5	42	562	2	21

## NOISE DATA WORKSHEET

Job No:

Job Name:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections: 

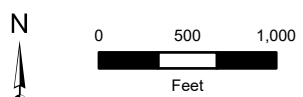
	total 45' wide	
2043	PROPOSED	

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%	0	0	0
2043	12,000	4%	1560	1498	6	56	749	3	28



Noise Level Distances

- Receptor
- 80 ft - Existing
- 110 ft - Existing
- 175 ft - Existing

# VIRTUAL PUBLIC INVOLVEMENT SYNOPSIS

**Job 061708**

**I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)**

**Saline County**

**Thursday, October 27, 2022**

An in-person public involvement (PI) meeting for the widening of the I-30 frontage road and modification of I-30 access ramps was held on Thursday, October 27, 2022 at the Spring Creek Baptist Church fellowship hall. The project information was made available on the ARDOT's website from October 20, 2022 through November 11, 2022. Efforts to involve the public, including minority groups, in the meeting included:

- Display advertisement was placed in the *Saline Courier* on Saturday, October 15, 2022 and Saturday, October 22, 2022. It was also placed in the *Arkansas Democrat Gazette* on Sunday, October 16, 2022.
- Public Service Announcement on KOKY 102.1 FM running from October 24, 2022 through October 27, 2022. It was also placed with LAXETA 95.7 FM and ran October 25, 2022 through October 27, 2022.
- Letters were mailed to Public Officials on October 11, 2022.
- Flyers mailed to citizens.

The following information was available for inspection and comment at the meeting location, as well as on the project website.

- Project design plans
- Typical sections
- Project location map
- Comment form/Online comment form
- Laptops showing project website
- Short video presentation about the project
- Interactive project map
- Frequently asked questions with answers

Copies of the public meeting notice, comment form, and project location map are attached.

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

<b>TABLE 1</b>	
<b>Public Participation</b>	<b>Totals</b>
Citizens registered at meeting	72
Online registration	9
English/Spanish website views	310/69
<b>Total comments received</b>	<b>21</b>
In-Person Comment Forms Received	17
Emailed Comments Received	1
Online Comment Forms Received	1
Mailed Comment Forms Received	2

*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.

<b>TABLE 2</b>	
<b>Questions</b>	<b>Totals</b>
Believes there is a need for the proposed project	19
Does not believe there is a need	2
Believes the project will have beneficial impacts	11
Believes the project will have adverse impacts	4
Believes both beneficial and adverse impacts	1
Did not select beneficial or adverse impacts	5

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

- Three commenters wanted to see the current I-30 construction completed prior to this project beginning.
- One business owner wants their fence to be saved.
- Wants the frontage road where Congo Rd. heads west to be improved because traffic often fails to yield as traffic enters west frontage road.
- Wants military road to get traffic lights installed at overpass over I-30.
- Take into account the school traffic that gets backed up on the Hwy. 5 exit. By widening the road it would clear traffic for the Hwy. 5 exit off the frontage road, but by moving the on/off ramps it is not going to allow the citizens on the Congo exit to get onto the highway in the mornings without having to drive all the way though the Hwy. 5 exit and Caldwell traffic.
- Wants to know how tall the barrier wall will be between the south service road and I-30 at the 116 exit
- Wants to see improvements at Kenwood & Hwy. 5 at the traffic signal.
- Wants the project to add existing frontage road right turn exit ramp onto Congo Rd. and eliminate the need for all traffic to go through the light and left turn onto Congo.
- Believes the project doesn't go far enough in road alignment changes and will result in a large increase in traffic all entering onto I-30 west bound at the southwest end of Site 1. This on-ramp is currently inadequate and enters onto I-30 just before an existing overpass, which is not the best design scenario. Widening the road and leaving the existing on/off ramps in place would be preferable, or redesign the Congo exit.
- Watch the areas of houses that may be affected by having more traffic.
- Two commenters wanted work done in the area around Olive Garden and Hwy. 5.
- Convert exit 117 off-ramp to an on-ramp and add lighting to the new ramps.
- Southbound Congo onto I-30 needs a turn lane. Reassigning the present lane would help.
- A merge lane onto I-30 east would help.
- Fix Highway 5, light area, and add a lane on the bridge of Congo Road.
- Add a right turn lane on S. Congo Rd. to the east bound access road to remove congestion at the light when a car going straight is stopped at the light.

A listing of general comments concerning the proposed project follows:

- Approval of the project and belief that it will improve safety and improve traffic.
- Believes construction will reduce customer traffic.
- One commenter does not support the project as proposed, believes too much traffic will be funneled onto I-30 southwest bound in front of Mac's Gas Station.

Attachments:

Public Meeting Notice  
Blank Comment Form  
Project Location Exhibit

DN:KR:sw



## PUBLIC INVOLVEMENT MEETING NOTICE

I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)

I-30 & Hwy. 5

Job 061708

# You're Invited!

**What:** The Arkansas Department of Transportation (ARDOT) will conduct a Public Involvement meeting to discuss the proposed design plans for the I-30 & Hwy. 5 Ramp and Frontage Road improvements at Congo Road in Benton, Saline County.

**When:** Thursday, October 27, 2022  
4:00 p.m.- 7:00 p.m.

**Where:** Spring Creek Baptist Church  
(Fellowship Hall)  
19200 Interstate 30 North  
Benton, AR 72019

Link to Project Information:

[www.ardot.gov/publicmeetings](http://www.ardot.gov/publicmeetings)

Comment form availability until 4:30 p.m.

**Thursday, October 20, 2022 – Friday, November 11, 2022**

For further assistance, contact Karla Sims:

Phone: (501) 569-2000 or e-mail: [karla.sims@ardot.gov](mailto:karla.sims@ardot.gov)

### 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 [environmentalmeetings@ardot.gov](mailto:environmentalmeetings@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](mailto: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 audio tape and in Braille.

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

**ARDOT JOB 061708  
I-30 RAMP & FRONTAGE RD. IMPVTS. (BENTON) (I-30 & HWY. 5)  
SALINE COUNTY**

**LOCATION:  
SPRING CREEK BAPTIST CHURCH  
(FELLOWSHIP HALL)  
19200 INTERSTATE 30 NORTH  
BENTON, AR 72019  
4:00 – 7:00PM  
THURSDAY, OCTOBER 27, 2022**

Make your comments on this form and mail it by 4:30 p.m. on **Friday, November 11, 2022** to: Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little Rock, AR, 72203-2261. Email: [environmentalpimeetings@ardot.gov](mailto:environmentalpimeetings@ardot.gov).

Yes  No

Do you feel there is a need for the proposed plans for the I-30 ramp & Frontage Road improvements at Congo Rd. in Benton, AR (Saline County)? Comment (optional)

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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. \_\_\_\_\_

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

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

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(Continue on Back)

Yes

No

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. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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. \_\_\_\_\_

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For additional information, please visit our website at

[www.ardot.gov/publicmeetings](http://www.ardot.gov/publicmeetings)



Job 061708  
I-30 Ramp & Frontage Rd. Impvts.  
(Benton) (I-30 & Hwy.5)  
Saline County



Preliminary Subject to Revision



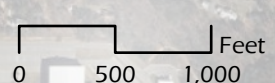
End Site 2  
End Job 061708

Begin Site 2

End Site 1

Begin Site 1  
Begin Job 061708

Project Location



ARDOT - Environmental GIS - Filares  
Map: September 13, 2022  
Phase III Virtual Public Involvement Exhibit

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

ARDOT Job 061708 FAP NHPP-9035(25)

Job Title I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)

Environmental Resource	None	Minimal	Major	Comments
Air Quality	X			No MSAT analysis required
Cultural Resources	X			Cultural resources clearance attached
Economic	X			No impacts anticipated
Endangered Species	X			No Effect determination
Environmental Justice/Title VI	X			No impacts anticipated
Fish and Wildlife	X			No impacts anticipated
Floodplains	X			None in project area
Forest Service Property	X			None in project area
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use		X		~0.2 acre TCE possible
Migratory Birds	X			No impacts anticipated
Navigation/Coast Guard	X			None in project area
Noise Levels	X			No impacts anticipated
Prime Farmland	X			None in project area
Protected Waters	X			No impacts anticipated
Public Recreation Lands	X			None in project area
Public Water Supply/WHPA	X			Coordination letter needed
Relocates	X			No relocations
Section 4(f)/6(f)	X			No impacts anticipated
Social	X			No impacts anticipated
Underground Storage Tanks	X			None in project area
Visual	X			No impacts anticipated
Streams	X			No impacts anticipated
Water Quality		X		Temporary during construction
Wetlands	X			None in project area
Wildlife Refuges	X			None in project area

Section 401 Water Quality Certification Required? N  
 Short-term Activity Authorization Required? Y  
 Section 404 Permit Required? N Type N/A

Remarks: Drinking water protection SP and coordination with Benton Waterworks and ADH due to distance to intake structure. WPC SP included for same reason; intake structure is on Saline River.

Signature of Evaluator Kathryn Rose Date 3/21/2023

**ROADWAY DESIGN REQUEST**

Job Number 061708 FAP No. \_\_\_\_\_ County Saline

Job Name I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)

Design Engineer Garver Environmental Staff \_\_\_\_\_

Detailed Project Description This project is implementing a new westbound entrance ramp at Congo Road, converting an existing westbound entrance ramp near Congo Road to an exit ramp, and widening a portion of the westbound frontage road to three lanes between Odessa Drive and Palmer Avenue.

**A. Existing Conditions:**

Roadway Width: 28' Shoulder Type/Width: 4' paved

Number of Lanes and Width: 2-10' Existing Right-of-Way: Avg. 300' <sup>(1)</sup>

Sidewalks? No Location: \_\_\_\_\_ Width: \_\_\_\_\_

Bike Lanes? No Location: \_\_\_\_\_ Width: \_\_\_\_\_

**B. Proposed Conditions:**

Roadway Width: 45' Shoulder Type/Width: C.C.C.G. (Lt. & Rt.)

Number of Lanes and Width: 3-11' Proposed Right-of-Way: No additional ROW <sup>(1)</sup>

Sidewalks? No Location: \_\_\_\_\_ Width: \_\_\_\_\_

Bike Lanes? No Location: \_\_\_\_\_ Width: \_\_\_\_\_

**C. Construction Information:**

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

**D. Design Traffic Data:**

2023 ADT: 9,000 2043 ADT: 12,000 % Trucks: 4

Design Speed: 45 m.p.h.

E. Approximate total length of project: 1.694 mile(s)

F. Justification for proposed improvements: Capacity improvements; I-30 Corridor Study

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

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

Agency/Official	Person Contacted	Date
City of Benton	Mayor	Spring 2020

<sup>(1)</sup> Existing ROW as measured from left and right of centerline of existing I-30 main lanes