

TIER 3 CATEGORICAL EXCLUSION

**ARDOT JOB 090549
FAP NHPP-0008(43)
LEATHERWOOD CREEK STR. & APPRS. (S)
ROUTE 187, SECTION 0
CARROLL COUNTY**

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

By the

U.S. Department of Transportation

Federal Highway Administration

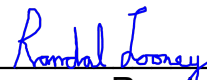
And the

Arkansas Department of Transportation

July 2021

July 13, 2021

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 to replace the Highway 187 bridge over Leatherwood Creek in the community of Elk Ranch, in Carroll County, Arkansas. Total length of the project is 0.2 mile. A project location map is attached.

The existing roadway consists of two 10' wide paved travel lanes with 3' wide unpaved shoulders. The existing bridge over Leatherwood Creek (M3714) is a 90'x12' steel multi-beam structure that carries only a single lane of traffic. The existing right of way varies from 30'-40' wide.

Proposed roadway improvements include two 11' wide paved travel lanes with 6' wide (2' paved) shoulders. The proposed bridge would be a 163'x36' integral W-beam structure constructed 17' upstream of the existing location. Traffic would be maintained on the existing bridge, but temporary lane closures may be required.

The proposed right of way width would vary from 60'–150', averaging 115'. Approximately 2.7 acres of additional right of way would be required for this project.

Design data for this project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2021	1,800 vpd	4	35 mph
2041	2,200 vpd	4	35 mph

There are no relocations, federal property, public recreation lands, or water quality issues associated with this project. There are no *Executive Order 12898* environmental justice issues involved with this project. Field inspections found no evidence of existing underground storage tanks or hazardous waste deposits. Approximately 0.2 acre of Farmland of Statewide Importance would be impacted by the project. The farmland conversion worksheet is attached.

Based on the ARDOT Noise Policy, a noise analysis is not required for this project. The bridge replacement would not involve adding capacity, substantially changing the roadway alignment, or exposing noise sensitive land uses to traffic noise sources. In compliance with federal guidelines, local authorities will not require notification.

The attached species list from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation website identified the following federally-listed species as having the potential to occur in the project area: the endangered gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), and Ozark big-eared bat (*Corynorhinus townsendii ingens*); and the threatened Red Knot (*Calidris canutus rufa*), Piping Plover (*Charadrius melodus*), northern long-eared bat (*Myotis septentrionalis*), and Missouri bladderpod (*Physaria filiformis*).

The project is located in the karst region of the state, but there are no known caves in the project area and no nearby records of gray bats, so it has been determined that the project “may affect, but is not likely to adversely affect” the gray bat and Ozark big-eared bat. Due to the lack of riverine gravel bars, marshes, glades, or suitable wetland habitat in the project area, it has been determined that the project would have “no effect” on the Piping Plover and Missouri bladderpod.

It has been determined that the project "may affect, but is not likely to adversely affect" the Indiana bat and northern long-eared bat due to the removal of 2.4 acres of trees. Tree clearing will only be allowed outside of the Indiana bat pup season, May 1 to July 31. Under the terms of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-eared Bat, ARDOT will contribute \$14,654 to the previously-approved Indiana Bat Mitigation Research Project. USFWS correspondence is attached. All offsite locations would require additional coordination with USFWS.

Permanent stream impacts to Leatherwood Creek are estimated at 34 linear feet and 0.03 acre. Permanent stream impacts to an unnamed intermittent tributary to Leatherwood Creek are estimated at 220 linear feet and 0.08 acre. Construction of the proposed project should be allowed under the terms of a Nationwide 14 Section 404 Permit for Linear Transportation Projects as defined in the Federal Register 82(4):1860-2008.

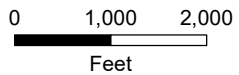
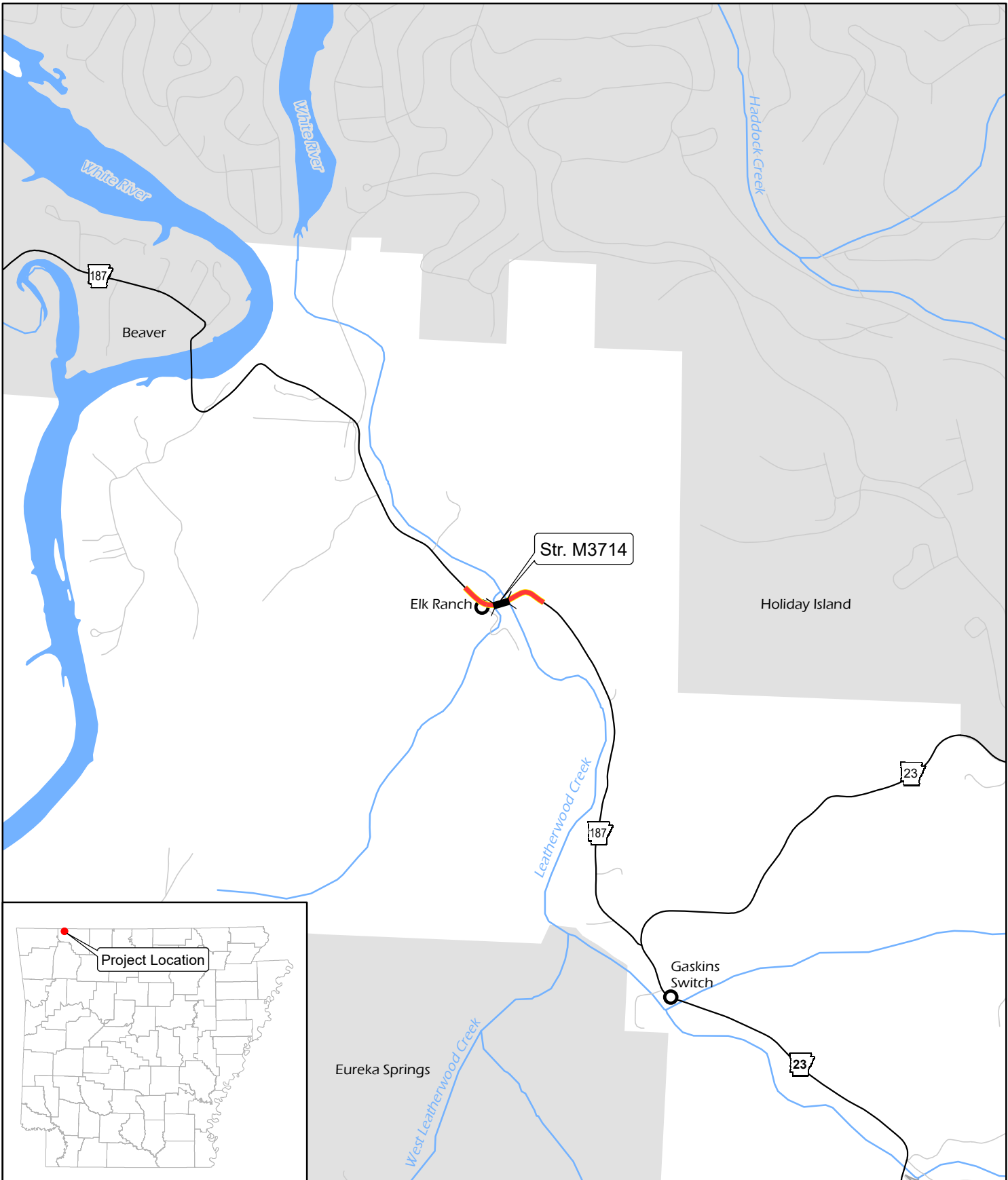
The Log Cabin (Property 1/A) and Property 5/Elk Ranch Motel are eligible for inclusion in the National Register of Historic Places (NRHP) To reduce the harm to these historic sites, tree removal and vegetation clearing would be minimized outside of the proposed construction limits, allowing a vegetative screen to remain in place along the Log Cabin property so that the proposed project would not alter or diminish the integrity of its feeling or setting. Reconstructing the Property 5/Elk Ranch Motel driveway on the existing alignment would avoid impacts to the property. No adverse visual impacts to either property are anticipated. The State Historic Preservation Officer determined that the project would have “no adverse effect” to the Log Cabin and Property 5/Elk Ranch Motel pursuant to 36 CFR § 800.5(b). State Historic Preservation Officer clearance and the Evaluation and Documentation of a *De Minimis* Finding to Section 4(f) Property for Historic Sites are attached.

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 would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Carroll County participates in the National Flood Insurance Program. The project lies within a Zone A Special Flood Hazard Area. 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 would constitute a substantial floodplain encroachment or risk to property or life.

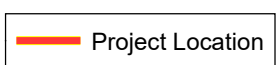
A virtual public involvement meeting was held on Thursday, May 20, 2021. A synopsis of the meeting and comments received is attached.

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



ARDOT - Environmental GIS - Dudley
July 7, 2021

Job 090549
Leatherwood Creek
Str. & Apprs. (Hwy. 187)
Carroll County





Asa Hutchinson
Governor
Stacy Hurst
Secretary

January 1, 2021

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

Re: Carroll County – Elk Ranch
Section 106 Review – FHWA
Leatherwood Creek Str. & Apprs. (S)
ARDOT Job Number 090549
AHPP Tracking Number 105669.01

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form (PIF) for the above-referenced undertaking in Section 28, Township 21 North, Range 26 West, Carroll County, Arkansas. The undertaking entails the replacement of Bridge M3714 on Highway 187. The total survey area is 3.4 acres.

As noted, AHPP Resource CR2451 (Site 3CR0306) is determined eligible for inclusion in the National Register of Historic Places (NRHP) (AHPP Tracking Number 105669). Approximately .09 acres of property associated with CR2451 (Site 3CR0306) is within the right-of-way and construction limits. The AHPP agrees with the proposed measure to leave vegetation in place beyond the construction limits to serve as a vegetative screen for the historic property. The AHPP also previously concurred that Property 5 is eligible for listing in the NRHP (AHPP Tracking Number 105669). Considering this determination, the AHPP requests completion of an Arkansas Architectural Resource Form and submission to this office for assignment of an AHPP Resource Number. The proposed undertaking will require reconstruction of a driveway for Property 5 totaling approximately .12 acres.

Based on the provided information, the AHPP concurs with the finding of **no adverse effect pursuant to 36 CFR § 800.5(b)** for the proposed undertaking.

Tribes that have expressed an interest in the area include the Cherokee Nation, the Delaware Nation, the Osage Nation, and the Shawnee Tribe. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking. If you have any questions, please contact Eric Mills of my staff at (501) 324-9784 or eric.mills@arkansas.gov.

Sincerely,

/s/ Eric Mills for

Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Melissa Zabecki, Arkansas Archeological Survey

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)

3. Date Of Land Evaluation Request: _____ 4. Sheet 1 of 1

1. Name of Project: 090549 Leatherwood Creek Str and Apprs

5. Federal Agency Involved: FHWA

2. Proposed Land Use: Bridge Replacement

6. County and State: Carroll, AR

PART II (To be completed by NRCS)

1. Date Request Received By NRCS: 7/3/2021 2. Person Completing Form: _____

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 NO 4. Acres Irrigated _____ Average Farm Size _____

5. Major Crop(s) _____ 6. Farmable Land In Government Jurisdiction Acres: _____ % _____ 7. Amount of Farmland As Defined in FPPA Acres: _____ % _____

8. Name of Land Evaluation System Used _____ 9. Name of State or Local Site Assessment System _____ 10. Date Land Evaluation Returned by NRCS _____

PART III (To be completed by Federal Agency)

Alternative Corridor For Segment:

	Corridor A	Corridor B	Corridor C	Corridor d
A. Total Acres To Be Converted Directly	2.7			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	2.7			

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland	0.22			
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 Criterion
Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)

100

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria
(Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)

	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Non-urban Use	(15)	6			
2. Perimeter In Non-urban Use	(10)	3			
3. Percent Of Corridor Being Farmed	(20)	5			
4. Protection Provided By State and Local Government	(20)	0			
5. Size Of Present Farm Unit Compared To Average	(10)	6			
6. Creation Of Non-farmable Farmland	(25)	7			
7. Availability Of Farm Support Services	(5)	2			
8. On-Farm Investments	(20)	5			
9. Effects Of Conversion On Farm Support Services	(25)	0			
10. Compatibility With Existing Agricultural Use	(10)	2			
TOTAL CORRIDOR ASSESSMENT POINTS	160	36			

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	100			
Total Corridor Assessment (From Part VI above or local site assessment)	160	36			
TOTAL POINTS (Total of above 2 lines)	260	136			

1. Corridor Selected: Along existing 2. Total Acres of Farmlands to be Converted by Project: 0.22 Statewide 3. Date Of Selection: 7/3/21 4. Was A Local Site Assessment Used? YES NO

5. Reason For Selection: _____

Name of Federal agency representative completing this form: Don Smith Date: 7/3/21

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

(See Instructions on reverse side)

Form NRCS-CPA-106 (03-02)



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:

May 13, 2020

Consultation Code: 04ER1000-2020-SLI-0906

Event Code: 04ER1000-2020-E-02265

Project Name: ArDOT job #090549 - Leatherwood Creek Str. & Apprs. (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

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened
Ozark Big-eared Bat <i>Corynorhinus (=Plecotus) townsendii ingens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7245	Endangered

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

Flowering Plants

NAME	STATUS
Missouri Bladderpod <i>Physaria filiformis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5361	Threatened

Critical habitats

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



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Arkansas Ecological Service Field Office
110 South Amity Road, Suite 300
Conway, Arkansas 72032



May 15, 2020

Mr. John Fleming
c/o Joseph Ledvina
Arkansas Department of Transportation
10324 Interstate 30
Little Rock, Arkansas 72209

Consultation Code: 04ER1000-2020-R-0906

RE: ARDOT job #090549 - Leatherwood Creek Str. & Apprs. (S)' project

Dear Mr. Fleming:

The U.S. Fish and Wildlife Service (Service) has reviewed your assessment and determinations for Arkansas Department of Transportation (ARDOT) job #090549 - Leatherwood Creek Str. & Apprs. (S)' project proposal to replace the bridge on Route 187 over Leatherwood Creek, just north of Eureka Springs, in Carroll County, Arkansas. This action may rely on the revised February 5, 2018, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the Indiana Bat (IBAT) (*Myotis sodalis*) and/or Northern Long-eared Bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated Project Submittal Form on May 13, 2020.

This letter provides the Service's response as to whether the Project may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) for its effects to the IBAT and/or NLEB.

ARDOT proposes to replace the bridge on Route 187 over Leatherwood Creek, just north of Eureka Springs (36.46199, -93.75196). Realignment of the approaches will require the clearing of approximately 1.2 acres of trees, all within 100 feet of the existing roadway, and typical soil disturbance will occur due to the bridge replacement. Along with standard sedimentation best management practices, they will include water pollution control special provisions in the contract.

Seven threatened or endangered species were listed by IPaC: Gray Bat (*Myotis grisescens*), Indiana Bat (*Myotis sodalis*), Northern Long-eared Bat (*Myotis septentrionalis*), Ozark Big-eared Bat (*Corynorhinus (= Plecotus) townsendii ingens*), Piping Plover, (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Missouri Bladderpod (*Physaria filiformis*).

The Arkansas Determination Key (MA consistency letter) reached a determination of "no effect" for the listed birds and Missouri Bladderpod, due to the lack of marsh, sandbar, and glade habitat in the project area. ARDOT requested your concurrence with that determination.

The Arkansas Determination key reached a determination of "may affect, but not likely to adversely affect" for the Gray Bat and Ozark Big-eared Bat. A bridge inspection found no evidence of bats using the bridge. There is a Gray Bat hibernaculum in Bennett's cave, between 0.7 and 1 miles from the project area, but neither Gray Bats nor Ozark Big-eared Bats have been recorded within 1/2 mile of the project area, leading us to seek concurrence with that determination.

The ARDOT has determined that the Project is likely to adversely affect (LAA) the IBAT and/or the NLEB. The Service concurs with these determinations because of the proximity of known species sites and foraging range to the project location and the occurrence of suitable foraging habitat for these species that exists on and adjacent to the site. A determination of LAA for IBAT and/or the NLEB is appropriate based on the amount and distance from the existing roadway of suitable habitat being lost. The conservation measures being proposed, active season clearing but outside the pup season, a special provision prohibiting tree clearing during the pup season (from May 1 to July 31) will be placed in the job contract, negative bridge survey results, and the proposed implementation of all required AMMs will help to mitigate the effects in accordance with the PBO. Furthermore, due to the limited size of the area being affected along an existing bridge crossing, roadway and adjacent new right-of-way, the distance to known species locations or hibernacula, the implementation of BMPs, time of day restrictions, the negative bridge bat presence survey results, mitigation provided, and the standard provisions for stream sediment control and water quality conservation measures, the Service concurs with your determination of "not likely to adversely affect" for Gray Bat and Ozark Big-eared Bat. The Service also agrees with your assessment for all other listed species identified. This concurrence concludes your ESA Section 7 responsibilities relative to these species for this Project, subject to the Reinitiation Notice below.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the ARDOT's commitment to implement any applicable mitigation measures, as indicated on the Project Submittal Form. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the IBAT and/or the NLEB. In coordination with your agency and the other sponsoring federal transportation agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take: Indiana Bat

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of IBATs. As described in the Incidental Take Statement (ITS) of the BO, such taking will be difficult to detect. The Service determined that it is appropriate to measure the amount or extent of incidental taking resulting from BO projects using the proposed acreage of tree removal from IBAT suitable habitat as a surrogate for the numbers of individuals taken.

The proposed Project will remove 1.2 acres of trees from habitat that is suitable for the IBAT. All tree removal will occur during the active season but outside of the pupping season and comply with all other conservation measures in the BO. Based on the BO, 0.0 acres are anticipated to not result in adverse effects, and 1.2 acres are anticipated to result in adverse effects.

The ARDOT uses the mitigation ratio of 2.0 for each habitat type from Table 3 of the BO¹ to calculate the compensatory mitigation required to offset these adverse impacts for a total of 2.4² acres of trees that is suitable for the IBAT. Mitigation will be provided in the form of a deduction of \$14,654 from the previously approved IBAT tracking research project to compensate for adverse impacts to the IBAT associated with this project.

Based on the mitigation identified above² and the information provided in Table 2 of Exhibit E in the In Lieu Fee (ILF) Instrument¹, the federal transportation agency will deduct \$14,654 from the previously approved IBAT tracking research funding account prior to the start of construction in order to comply with the mitigation requirements of the program of transportation projects reviewed in the BO. These calculations are based on the 2020 Land Use Values in Table 2 of Exhibit E in TCF's ILF Instrument, which are applicable, even if the project construction should occur in a different calendar year.

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of IBAT take and exempted from the prohibitions against incidental taking. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the federal transportation agencies to ensure that state/local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the BO. The implementing terms and conditions for this RPM require the federal transportation agencies to offer training to appropriate personnel about using the BO, and about promptly reporting sick, injured, or dead bats (regardless of species) (or any other federally listed species) located in project action areas.

Northern Long-eared Bat

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of NLEBs. However, the Project is consistent with the BO, and such projects will not cause take of NLEB that is prohibited under the ESA section 4(d) rule for this species (50

¹ https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ILF_ratios_transportation_agencies.pdf

² XX acres * XX ratio

³ https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ExhibitE_Table2_FeeSchedule_LandValues.pdf

CFR §17.40(o)). Therefore, the take of NLEBs resulting from this project does not require exemption from the Service.

Reporting Dead or Injured Bats

The Arkansas Department of Transportation, its state/local cooperators, and any contractors must take care when handling dead or injured IBATs and/or NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service office.

Reinitiation Notice

This letter concludes consultation for the proposed Project, which qualifies for inclusion in the BO issued to the federal transportation agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the Arkansas Department of Transportation's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of IBAT is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that the Project may affect.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes trees from more than 1.2 acres of habitat suitable for the IBAT.
- the Project takes more than 5 IBATs resulting from work on the Leatherwood Creek Bridge.

In instances where the amount or extent of incidental take is exceeded, the Federal Highway Administration/Arkansas Department of Transportation is required to immediately request a reinitiation of formal consultation. Please note that the Service cannot exempt from the applicable ESA prohibitions any Action-caused take that exceeds the amount or extent specified in the ITS of this BO that may occur before the reinitiated consultation is concluded.

Mr. John Fleming

5

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Lindsey Lewis at (501) 513-4489 or lindsey_lewis@fws.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. L. Tobin', written in a cursive style.

Melvin L. Tobin
Field Supervisor

cc: Project File
Read File

Filename: <C:\Users\lilewis\Documents\PROJECTS\FY2020\ARDOT\ArDOT job #090549\Signed-ARDOT Job 090549 - Route 187 - Leatherwood Creek Bridge - Comments-mt.docx>

**EVALUATION AND DOCUMENTATION OF A
DE MINIMIS FINDING TO SECTION 4(F) PROPERTY
FOR HISTORIC SITES**

ARDOT Job 090549
FAP Number NHPP-0008(43)
Leatherwood Creek Str. & Apprs. (S)
Carroll County

Log Cabin
and
Property 5/ Elk Ranch Motel

June 2021

Submitted Pursuant to 49 U.S.C. Section 303 and 23 U.S.C. Section 138
by the U.S. Department of Transportation Federal Highway
Administration and the Arkansas Department of Transportation.

Section 4(f) Finding of *De Minimis* Impact

What is Section 4(f)?

Section 4(f) of the Department of Transportation Act of 1966 is intended to protect public parks, recreation areas, wildlife/waterfowl refuges, and important historic sites from being harmfully affected by transportation projects.

Does Section 4(f) apply to the Log Cabin (CR2451) and Property 5/Elk Ranch Motel?

The Log Cabin (CR2451) and Property 5/Elk Ranch Motel qualify as historic sites; therefore, Section 4(f) applies. Through consultation with the Arkansas State Historic Preservation Officer (SHPO) regarding this project, the Arkansas Department of Transportation (ARDOT) determined the Log Cabin (Property 1/A) as eligible for inclusion in the National Register of Historic Places (NRHP) in June 2002. ARDOT determined Property 5/Elk Ranch Motel as eligible for inclusion in the NRHP in April 2020.

After ARDOT’s evaluation, some Section 4(f) impacts can be recognized as “*de minimis*”, which means relatively minor. We will present information to prove no harmful impacts will occur to the historic sites. We can use a Section 4(f) *de minimis* finding on projects that meet the conditions shown in Table 1. The *de minimis* impact determination finding does not require an evaluation of alternatives.

What properties does Section 4(f) protect?

Properties protected by Section 4(f) include significant publicly-owned parks, recreation areas, wildlife or waterfowl refuges, and historic site listed or eligible for listing in the NRHP with national, state, or local significance.

How is the significance of a historic site determined?

The NRHP criteria apply to determine if a property has enough significance to be a historic site. Such properties qualify only if they hold significance in American history, architecture, archeology, engineering, and culture and retain aspects of integrity, and are:

- A) associated with an event, broad patterns, or trends of history;
- B) associated with an important person(s);
- C) embody typical features of a type, period, or construction method, that represent the work of a master, or possess high artistic values; or
- D) that have or will likely yield significant information for history or prehistory.

(National Register Bulletin No.15:<https://www.nps.gov/NR/PUBLICATIONS/bulletins/nrb15/>)

Table 1

When Can We Use A Section 4(f) <i>De Minimis</i> Finding on a Historic Site?	Does It Apply To This Project?
The Section 106 consultation process results in a determination of “no adverse effects” or “no historic properties affected”.	Yes
Written concurrence from the State Historic Preservation Officer (SHPO) that “no adverse effects” will occur to the historic sites.	Yes
FHWA through ARDOT informed SHPO that the <i>de minimis</i> impact determination was based on their written concurrence in accordance with 23 CFR 774.5(1)(ii).	Yes

What is the proposed road project?

The ARDOT, in conjunction with the Federal Highway Administration (FHWA), proposes to replace one bridge, ARDOT Bridge M3714, on Highway 187, in the community of Elk Ranch, in Carroll County. See Figure 1 for the project location. This project requires minor right of way

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT

(ROW) acquisition and/or temporary construction easement (TCE) from the historic properties (see Figures 4 and 5).



Why are these historic sites important?

Log Cabin (CR2451)

The Log Cabin is a Plain Traditional, “Adirondack” style, log cabin built circa 1940 by an unknown builder (Figure 2). Further research has shown that this structure may have been associated with the Elk Ranch commercial meat market established in 1909, so the construction date may have been earlier than 1940. This one-and-a-half story cabin is constructed of sawn logs with log and wood siding.

It has retained integrity of location and setting and has not been modified since it was determined eligible in 2002. Therefore, this property maintains its eligibility under Criterion C for architectural significance.



Figure 2. The Log Cabin

What are the National Register Criteria for evaluating a property’s significance?

- Properties that possess significance in American history, architecture, archeology, engineering, and culture that retain aspects of integrity, and are:
- A) associated with an event, broad patterns, or trends of history;
 - B) associated with an important person(s);
 - C) embody typical features of a type, period, or construction method, that represent the work of a master, or possess high artistic values; or
 - D) that have or will likely yield significant information for history or prehistory.

(National Register Bulletin No.15:

https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf)

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT

Property 5/Elk Ranch Motel

Property 5 is a wood and wood shake sided combination Craftsman Bungalow and Shingle style influenced house (Figure 3). An unknown builder constructed the building in 1910, and it was used as the Elk Ranch Motel and associated with the elk meat trade. The original materials and design remain. This house is the best example of a combination of Craftsman Bungalow and Shingle style in the area.

It is eligible for inclusion in the NRHP under Criterion A for its association with agricultural development in Arkansas and Criterion C as a unique example of a Craftsman Bungalow style.



Figure 3. Property 5/Elk Ranch Motel

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT

How will the project affect the historic sites?

Log Cabin (CR2451)

The roadway improvements will require 0.09 acres (3,920 square feet) of the Log Cabin property to be acquired on the south side of Highway 187, as shown in Figure 4. The acquired acres include a fence line and a line of trees and shrubbery. A restraining condition was submitted to the contractor requiring the avoidance of tree removal and vegetation clearing outside of the proposed construction limits. By leaving a vegetative screen in place, the proposed project will not alter or diminish the integrity of location, design, materials, workmanship, feeling, association, or setting for the NRHP eligible property.

The minor reduction in acreage from the property will not greatly alter the existing setting or any of the characteristics of the site that convey its historic significance. The archeological survey failed to find any intact deposits or features within the proposed ROW. Through consultation with the SHPO, a finding of No Adverse Effect for the Log Cabin (CR2451) was proposed and agreed upon pursuant to 36 CFR § 800.5(b).

Property 5/Elk Ranch Motel

The improvements will require 0.12 acres (5,227 square feet) of Property 5/Elk Ranch Motel land for TCE on the north side of Highway 187. The impacts are shown in Figure 5. The TCE will be used to reconstruct the driveway.

No visual impacts are expected to occur. A concrete driveway already exists within the proposed ROW that passes through the creek bed, so reconstructing the driveway will not alter or diminish the integrity of feeling or setting of Property 5/Elk Ranch Motel. Through consultation with the SHPO, a finding of No Adverse Effect to Property 5 was proposed and agreed upon pursuant to 36 CFR § 800.5(b).

How are impacts to historic sites determined?

The National Historic Preservation Act of 1966, includes a provision for historic properties known as Section 106 that applies if federal funds, permits, or properties are involved. Section 106 is implemented in 36 CFR Part 800. These regulations require consultation with the SHPO.

Impacts may be direct, indirect, or foreseeable.

The lead federal agency must determine if the effects of the project alter the characteristics of a historic property that qualify it for inclusion in the National Register of Historic Places in a manner that diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

How is a *de minimis* impact determination reached?

A *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either:

- A) A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
- B) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT



Figure 4. Proposed ROW to be acquired from the Log Cabin

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT



Figure 5. Proposed TCE to be used on Property 5/Elk Ranch Motel.

SECTION 4(F) FINDING OF *DE MINIMIS* IMPACT

What was done to reduce harm to the historic sites?

The avoidance of tree removal and vegetation clearing outside of the proposed construction limits along the Log Cabin property leaves a vegetative screen in place so that the proposed project will not alter or diminish the integrity of its feeling or setting.

The proposed ROW along Property 5/Elk Ranch Motel was placed on the north bank of the tributary that acts as one of its boundaries. Also, reconstructing the driveway on the existing driveway location within the TCE avoids impact to the property.

Who was involved in this evaluation?

A Public Notice in the local newspaper has invited everyone to review and comment on the proposed project's impacts. No comments regarding impacts to the Log Cabin or Property 5/Elk Ranch Motel were received.

A "Live" WebEx Virtual public involvement meeting (Phase II) was held on May 20, 2021. During this meeting, the proposed project's impacts were presented in a Power Point presentation, with the opportunity to comment on the project. No comments regarding impacts to the Log Cabin or Property 5/Elk Ranch Motel were received.

The SHPO has agreed that this project will have No Adverse Effect on the Log Cabin and Property 5/Elk Ranch Motel. SHPO correspondence is included in Appendix A.

What is the decision?

This evaluation shows that the proposed bridge replacement will not harm the protected features or qualities that make the historic sites important under Section 4(f), thus qualifying for a *de minimis* finding on the Log Cabin and Property 5/Elk Ranch Motel.

APPENDIX A

SHPO COORDINATION



Asa Hutchinson
Governor
Stacy Hurst
Secretary

January 1, 2021

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

Re: Carroll County - Elk Ranch
Section 106 Review - FHWA
Leatherwood Creek Str. & Apprs. (S)
ARDOT Job Number 090549
AHPP Tracking Number 105669.01

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form (PIF) for the above-referenced undertaking in Section 28, Township 21 North, Range 26 West, Carroll County, Arkansas. The undertaking entails the replacement of Bridge M3714 on Highway 187. The total survey area is 3.4 acres.

As noted, AHPP Resource CR2451 (Site 3CR0306) is determined eligible for inclusion in the National Register of Historic Places (NRHP) (AHPP Tracking Number 105669). Approximately .09 acres of property associated with CR2451 (Site 3CR0306) is within the right-of-way and construction limits. The AHPP agrees with the proposed measure to leave vegetation in place beyond the construction limits to serve as a vegetative screen for the historic property. The AHPP also previously concurred that Property 5 is eligible for listing in the NRHP (AHPP Tracking Number 105669). Considering this determination, the AHPP requests completion of an Arkansas Architectural Resource Form and submission to this office for assignment of an AHPP Resource Number. The proposed undertaking will require reconstruction of a driveway for Property 5 totaling approximately .12 acres.

Based on the provided information, the AHPP concurs with the finding of **no adverse effect pursuant to 36 CFR § 800.5(b)** for the proposed undertaking.

Tribes that have expressed an interest in the area include the Cherokee Nation, the Delaware Nation, the Osage Nation, and the Shawnee Tribe. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking. If you have any questions, please contact Eric Mills of my staff at (501) 324-9784 or eric.mills@arkansas.gov..

Sincerely,

/s/ Eric Mills for

Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Melissa Zabecki, Arkansas Archeological Survey

VIRTUAL PUBLIC INVOLVEMENT SYNOPSIS

Job Number 090549

Leatherwood Creek Str. & Apprs. (Hwy. 187)

Carroll County

Thursday, May 20, 2021

A Phase II “Live” Virtual Public Involvement (VPI) meeting for the proposed Leatherwood Creek Str. & Apprs. project was held on Thursday, May 20, 2021. Information about the project was made available on the ARDOT website between May 14, 2021 and June 4, 2021. Efforts to involve minorities and the public in the meeting included:

- Display advertisement placed in *Carroll County News* on Tuesday, May 11, 2021, and on Tuesday, May 18, 2021.
- Letters mailed to public officials on May 10, 2021.
- Flyers mailed to citizens.

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

- Public meeting notice
- Introductory video presentation
- Location map
- Design plans
- Online comment form
- Interactive project map
- Frequently asked questions

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

Table 1 summarizes the VPI meeting participation.

TABLE 1	
Public Participation	Totals
Online registration of attendance at Phase II VPI	32
Number of website viewers (English/Spanish)	444/9
Online comments received	13
e-mail comments received	3
Total comments received	16

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 during the VPI comment period is shown in Table 2.

TABLE 2	
Survey Results	Totals
Feel there is a need for the project	8
Do not feel there is a need for the project	5
Beneficial impacts due to the proposed project	7
Adverse impacts due to the proposed project	7
Had a suggestion to better serve the needs of the community	8
Know of historical sites in the project area	7
Know of environmental constraints to the project	3
Know of home or property limitations to the project	2

The following is an assemblage of comments concerning issues associated with the project:

- Eight individuals discussed a one-lane bridge and how it could be reconstructed on existing location.
- Seven individuals were concerned about the historic properties in the project area and the possible impacts.
- Two individuals were concerned about the increased traffic the new bridge will bring.

A listing of general comments concerning the proposed project follows:

- Definitely needs to be replaced. Increased traffic and severe deterioration of road.
- Where will traffic be detoured to? Holiday Island Drive is not built to handle the extra traffic. If the plan is to divert traffic through Holiday Island, then ARDOT should rebuild the entire length of Holiday Island Drive.
- The weather patterns in recent years have switched to more erratic and extreme events, especially rainfall events. Regardless of anyone's opinion as to the cause of this change, the design must allow for extreme rainfall.

- This historic bridge needs to remain one lane. Building a new two-lane bridge with 30 mph speed limit will destroy the ambiance of the sweet town of Beaver and create pollution in this pristine area.
- This proposal does NOT serve the needs of the community.
- Thank you for doing this project! This bridge is in a constant state of disrepair and has to be carefully crossed to avoid damaging vehicles. Hopefully the new bridge will be higher above the creek to help with the flooding issues. Will also be nice to have a two lane bridge so traffic is not stopped to allow cars to cross one at a time.
- I approve and support the project. The aspect that I love about it is that the existing bridge will be replaced with one that is safer and up to current design standards.
- The existing roadway approaching the bridge seems to be able to support traffic as is. My only concern is flooding that occurs when logs dam up during high water. Will impact several people's access to property and hydraulic draining. My field/property is already prone to high water and I've taken steps to divert and direct that water. I'm concerned about water diversion. Leave approach angles the same if a two lane bridge is eventually built to replace existing bridge structure. I'm concerned about several properties that would be impacted.
- I live on the island in Holiday Island and use this route regularly in travels to Eureka Springs and on south. I support this project and encourage work with affected property owners to complete the project.
- The bridge clearly needs to be improved, but not at the expense of everyone living there. The current one lane bridge serves as a speed deterrent for through traffic and there is substantial concern about increased speed through the area when a two lane is installed. There is also substantial concern about shifting the roadway south and devouring property that has been in our family for generations. There is no good reason for this since it does nothing to improve the curves or bridge approach. The only reason listed was to accommodate traffic during the construction. Those of us who LIVE HERE do not believe it is sufficient justification to destroy our property for a temporary inconvenience to through traffic when there are multiple alternative routes.
- DO NOT shift the highway south. Keep the improvements within the existing roadway and do not devour the property from people who have lived here our entire lives!!!
- A bridge is needed. As property owners who will be greatly impacted by the bridge, we ask that the bridge be built back exactly where it is. Sharing the loss of land between the property owners on each side of the road. Surely with the engineers' expertise, there is a way to only close the bridge for 30 days to allow time for one lane to reopen. People in the area are used to bridges being closed. There are alternate routes that can easily be taken.
- The bridge needs repair or replacing but, not widening to two lanes. A one lane bridge is part of the charm of this area. What's next? Widening the one lane Beaver Bridge and destroying an important tourist destination for the area?

- Enlarge the bridge over Leatherwood Creek on 23N. There have been several severe accidents in which people have been seriously injured last year alone. It is too narrow for large trucks and people drive too fast and are unaware that the curve at the end of the bridge creates problems for large vehicles and speeding vehicles.
- This bridge has much more traffic than the bridge near Beaver.
- Repair or rebuild the one-lane bridge. Install guardrails at both curves approaching both sides of the bridge. Install solar-powered flashing signs "One Lane Bridge Ahead", "Yield", "Curve Ahead" or whatever the main concern is.
- Leave approach angles the same if a two lane bridge is eventually built to replace existing bridge structure. I'm concerned about several properties that would be impacted.
- Hell Benders are found in Leatherwood creek.
- This is a residential area with children and should be protected from increased traffic. The current one lane bridge could be widened to accommodate larger vehicles like buses and delivery trucks but should remain one lane wide.

Attachments:

Public Meeting Notice
Blank Comment Form
Project Location Exhibit

DN:TT:sw



You're invited!

WEBEX "LIVE" VIRTUAL PUBLIC INVOLVEMENT MEETING

WHAT: "Live" Virtual Public Involvement Meeting to discuss the proposed replacement of the Leatherwood Creek Bridge on Highway 187 near the town of Beaver, AR (Carroll County).

WHEN: **Thursday, May 20, 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 to discuss the proposed replacement of Highway 187 bridge over Leatherwood Creek with a new bridge near the town of Beaver, AR (Carroll 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, May 14, 2021 through Friday, June 4, 2021. Comments will be accepted until 4:30 p.m. on Friday, June 4, 2021.

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

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

Job 090549

Virtual Web Link:

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

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

**Thursday, May 20, 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 090549
Leatherwood Creek Str. & Apprs. (S) (Hwy. 187)
CARROLL COUNTY**

**LOCATION:
ONLINE "LIVE" WEBEX VIRTUAL PUBLIC INVOLVEMENT MEETING
THURSDAY, MAY 20, 2021 @ 5:30 P.M.**

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

Yes No

 Do you feel there is a need for the proposed bridge replacement with a
new bridge over Leatherwood Creek on Hwy. 187 near the town of
Beaver, Carroll County? 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? _____

(Continue on Back)

Yes No

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

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

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. _____

For additional information, please visit our website at <https://www.ardot.gov/publicmeetings>

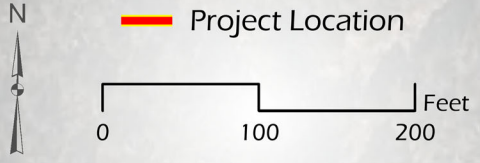
At the website location, select the public meeting of your interest.



Job 090549
Leatherwood Creek Str. & Apprs.
Carroll County



Preliminary Subject to Revision



ARDOT - Environmental GIS - Dudley
Map: April 30, 2021 ; Meeting: May 20, 2021
Virtual Public Involvement: VPI Exhibit

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

ARDOT Job 090549 FAP NHPP-0008(43)

Job Title Leatherwood Creek Str. & Apprs. (S)


Environmental Resource	None	Minimal	Major	Comments
Air Quality	X			No impacts anticipated
Cultural Resources		X		"No adverse effect" to historic properties
Economic	X			No economic impacts
Endangered Species		X		LAA with mitigation, NLAA, or no effect
Environmental Justice/Title VI	X			No impacts anticipated
Fish and Wildlife		X		Temporary impacts during construction
Floodplains		X		Project within Zone A SFHA
Forest Service Property	X			None in project area
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use		X		2.7 acres additional ROW, 0.2 acre TCE
Migratory Birds		X		Migratory Bird SP included
Navigation/Coast Guard	X			No navigable waters in project area
Noise Levels	X			No increases due to project
Prime Farmland		X		Conversion of 2.7 acres
Protected Waters	X			None in the project area
Public Recreation Lands	X			None in the project area
Public Water Supply/WHPA		X		Wellhead Protection SP added to contract
Relocatees	X			No relocatees
Section 4(f)/6(f)		X		<i>de minimis</i> impacts to two historic properties
Social	X			No impacts to the social environment
Underground Storage Tanks	X			No USTs in the project area
Visual	X			No visual impacts
Streams		X		Total impacts: 254 linear feet, 0.1 acre
Water Quality		X		Temporary impacts during construction
Wetlands	X			None in project area
Wildlife Refuges	X			None in project area

Section 401 Water Quality Certification Required? No

Short-term Activity Authorization Required? Yes

Section 404 Permit Required? Yes Type NW14

Remarks: LAA for Indiana and northern long-eared bats will require pup season restriction and mitigation.

Signature of Evaluator  Date July 7, 2021

Date Sent: April 8, 2021

ROADWAY DESIGN REQUEST

Job Number 090549 FAP No. NHPP-0008(43) County Carroll

Job Name Leatherwood Creek Str. & Apprs (S)

Design Engineer Halff Associates, Inc. Environmental Staff _____

Detailed Project Description Structure and approach improvements replacing Structure

Number M3714 on Hwy. 187, Section 0 at Log Mile 6.07 in Carroll County. New structure will be
Shifted to the southeast of the existing centerline to facilitate construction.

A. Existing Conditions:

Roadway Width: 20 ft Shoulder Type/Width: 3' unpaved

Number of Lanes and Width: 2 - 10 ft Existing Right-of-Way: N/A

Sidewalks? None Location: N/A Width: N/A

Bike Lanes? None Location: N/A Width: N/A

B. Proposed Conditions:

Roadway Width: 22 ft Shoulder Type/Width: 6' (2' paved)

Number of Lanes and Width: 2 - 11 ft Proposed Right-of-Way: 115'

Sidewalks? None Location: N/A Width: N/A

Bike Lanes? None Location: N/A Width: N/A

C. Construction Information:

If detour: Where: Lane closure Length: 1300 ft

D. Design Traffic Data:

2021 ADT: 1800 2041 ADT: 2200 % Trucks: 4

Design Speed: 35 m.p.h.

E. Approximate total length of project: 0.247 mile(s)

F. Justification for proposed improvements: Existing bridge is only one-lane.

G. Total Relocates: 0 Residences: 0 Businesses: 0

H. Have you coordinated with any outside agencies (e.g., FHWA, City, County, etc.)? No

Agency/Official	Person Contacted	Date

Nationwide Permit No. 14

Linear Transportation Projects. Activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This NWP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) The loss of waters of the United States exceeds 1/10-acre; or (2) there is a discharge in a special aquatic site, including wetlands. (See general condition 32.) (Sections 10 and 404)

Note 1: For linear transportation projects crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Linear transportation projects must comply with 33 CFR 330.6(d).

Note 2: Some discharges for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under section 404(f) of the Clean Water Act (see 33 CFR 323.4).

Note 3: For NWP 14 activities that require pre-construction notification, the PCN must include any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and

distant crossings that require Department of the Army authorization but do not require pre-construction notification (see paragraph (b) of general condition 32). The district engineer will evaluate the PCN in accordance with Section D, "District Engineer's Decision." The district engineer may require mitigation to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see general condition 23).

Nationwide Permit General Conditions

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization.

Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

1. **Navigation.** (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. **Aquatic Life Movements.** No activity may substantially disrupt the necessary life cycle movements of those species of

aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas. Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWP 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

6. Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes. No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

8. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

11. Equipment. Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

12. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

13. Removal of Temporary Fills. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

14. Proper Maintenance. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable NWP general conditions, as well as any activity-specific conditions added by the district engineer to an NWP authorization.

15. Single and Complete Project. The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers. (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed NWP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the PCN with the Federal agency with direct management responsibility for that river. The permittee shall not begin the NWP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed NWP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: <http://www.rivers.gov/>.

17. Tribal Rights. No NWP activity may cause more than minimal adverse effects on tribal rights (including treaty rights), protected tribal resources, or tribal lands.

18. Endangered Species. (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify the critical habitat of such species. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless ESA section 7 consultation addressing the effects of the proposed activity has been completed. Direct effects are the immediate effects on listed species and critical habitat caused by the NWP activity. Indirect effects are those effects on listed species and critical habitat that are caused by the NWP activity and are later in time, but still are reasonably certain to occur.

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA. If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species or designated critical habitat might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species or designated critical habitat, the pre-construction notification must include the name(s) of the endangered or threatened species that might be affected by the proposed activity or that utilize the designated critical habitat that might be affected by the proposed activity. The district engineer will determine whether the proposed activity "may affect" or will have "no effect" to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps' determination within 45 days of receipt of a complete pre-construction

notification. In cases where the non-Federal applicant has identified listed species or critical habitat that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have "no effect" on listed species or critical habitat, or until ESA section 7 consultation has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps. (d) As a result of formal or informal consultation with the FWS or NMFS the district engineer may add species-specific permit conditions to the NWPs.

(e) Authorization of an activity by an NWP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word "harm" in the definition of "take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed NWP activity, the non-federal applicant should provide a copy of that ESA section 10(a)(1)(B) permit with the PCN required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed NWP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete pre-construction notification whether the ESA section 10(a)(1)(B) permit covers the proposed NWP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their world wide web pages at <http://www.fws.gov/> or <http://www.fws.gov/ipac> and <http://www.nmfs.noaa.gov/pr/species/esa/> respectively.

19. Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring their action complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting appropriate local office of the U.S. Fish and Wildlife Service to determine applicable measures to reduce impacts to migratory birds or eagles, including whether “incidental take” permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Historic Properties. (a) In cases where the district engineer determines that the activity may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places, the activity is not authorized, until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act. If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the NWP activity might have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts, which may include background research, consultation, oral history interviews, sample field investigation, and field survey. Based on the information submitted in the PCN and these identification efforts, the district engineer shall determine whether the proposed NWP

activity has the potential to cause effects on the historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect. Where the non-Federal applicant has identified historic properties on which the activity might have the potential to cause effects and so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects to historic properties or that NHPA section 106 consultation has been completed.

(d) For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps. (e) Prospective permittees should be aware that section 110k of the NHPA (54

U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

21. Discovery of Previously Unknown Remains and Artifacts. If you discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by this permit, you must immediately notify the district engineer of what you have found, and to the maximum extent practicable, avoid construction activities that

may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters. Critical resource waters include, NOAA-managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWP 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, and 52 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these NWPs only after it is determined that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation. The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory

mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) For losses of streams or other open waters that require pre-construction notification, the district engineer may require compensatory mitigation to ensure that the activity results in no more than minimal adverse environmental effects.

Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. Restored riparian areas should consist of native species. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f)).

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)).

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan only needs to address the baseline conditions at the impact site and the number of credits to be provided.

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a

forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

24. Safety of Impoundment Structures. To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality. Where States and authorized Tribes, or EPA where applicable, have not previously certified compliance of an NWP with CWA section 401, individual 401 Water Quality Certification must be obtained or waived (see 33 CFR 330.4(c)). The district engineer or State or Tribe may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

26. Coastal Zone Management. In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). The district engineer or a State may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

27. Regional and Case-By-Case Conditions. The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is prohibited, except when the acreage loss of waters of the United States authorized by the NWPs does not exceed the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

29. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to

the letter, and the letter must contain the following statement and signature:

“When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

(Transferee)

(Date)

30. Compliance Certification. Each permittee who receives an NWP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

- (a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;
- (b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and
- (c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States. If an NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army

Corps of Engineers (USACE) federally authorized Civil Works project (a “USACE project”), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission is not authorized by NWP until the appropriate Corps office issues the section 408 permission to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

32. Pre-Construction Notification. (a) Timing. Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

- (1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or
- (2) 45 calendar days have passed from the district engineer’s receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is “no effect” on listed species or “no potential to cause effects” on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. Also, work cannot begin under NWPs 21, 49, or 50 until the permittee has received written approval from the Corps. If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee’s right to proceed under the NWP

may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Pre-Construction Notification: The PCN must be in writing and include the following information:

- (1) Name, address and telephone numbers of the prospective permittee;
- (2) Location of the proposed activity;
- (3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;
- (4) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures. For single and complete linear projects, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters. Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);
- (5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;
- (6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal

and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

- (7) For non-Federal permittees, if any listed species or designated critical habitat might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat, the PCN must include the name(s) of those endangered or threatened species that might be affected by the proposed activity or utilize the designated critical habitat that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;
 - (8) For non-Federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;
 - (9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the "study river" (see general condition 16); and
 - (10) For an activity that requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from the Corps office having jurisdiction over that USACE project.
- (c) Form of Pre-Construction Notification: The standard individual permit application form (Form ENG 4345) may be used, but the completed application form must clearly indicate that it is an NWP PCN and must include all of the applicable information required in paragraphs (b)(1) through (10) of this general condition. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.
- (d) Agency Coordination: (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity's compliance with the terms and conditions of the NWP(s) and the need for mitigation to reduce the activity's adverse environmental effects so that they are no more than minimal.
- (2) Agency coordination is required for: (i) all NWP activities that require pre-construction notification and result in the loss

of greater than 1/2-acre of waters of the United States; (ii) NWP 21, 29, 39, 40, 42, 43, 44, 50, 51, and 52 activities that require pre-construction notification and will result in the loss of greater than 300 linear feet of stream bed; (iii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iv) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the NWPs, including the need for mitigation to ensure the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

In reviewing the PCN for the proposed activity, the district engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. If a project proponent requests authorization by a specific NWP, the district engineer should issue the NWP verification for that activity if it meets the terms and conditions of that NWP, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the individual crossings of waters of the United States to determine whether they individually satisfy the terms and conditions of the NWP(s), as well as the cumulative effects caused by all of the crossings authorized by NWP. If an applicant requests a waiver of the 300 linear foot limit on impacts to streams or of an otherwise applicable limit, as provided for in NWPs 13, 21, 29, 36, 39, 40, 42, 43, 44, 50, 51, 52, or 54, the district engineer will only grant the waiver upon a written determination that the NWP activity will result in only minimal individual and cumulative adverse environmental effects. For those NWPs that have a waivable 300 linear foot limit for losses of intermittent and ephemeral stream bed and a 1/2-acre limit (i.e., NWPs 21, 29, 39, 40, 42, 43, 44, 50, 51, and 52), the loss of intermittent and ephemeral stream bed, plus any other losses of jurisdictional waters and wetlands, cannot exceed 1/2-acre.

1. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the NWP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by NWP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the NWP activity, the type of resource that will be affected by the NWP activity, the functions provided by the aquatic resources that will be affected by the NWP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the NWP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add case-specific special conditions to the NWP authorization to address site-specific environmental concerns.

District Engineer's Decision

2. If the proposed activity requires a PCN and will result in a loss of greater than 1/10-acre of wetlands, the prospective permittee should submit a mitigation proposal with the PCN. Applicants may also propose compensatory mitigation for NWP activities with smaller impacts, or for impacts to other types of waters (e.g., streams). The district engineer will consider any proposed compensatory mitigation or other mitigation measures the applicant has included in the proposal in determining whether the net adverse environmental effects of the proposed activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the NWP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan within 45 calendar days of receiving a complete PCN and determine whether the proposed mitigation would ensure the NWP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the NWP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the NWP activity can proceed under the terms and conditions of the NWP, including any activity-specific conditions added to the NWP authorization by the district engineer.

3. If the district engineer determines that the adverse environmental effects of the proposed activity are more than minimal, then the district engineer will notify the applicant either: (a) that the activity does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an individual permit; (b) that the activity is authorized under the NWP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or (c) that the activity is authorized under the NWP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day PCN period (unless

additional time is required to comply with general conditions 18, 20, and/or 31, or to evaluate PCNs for activities authorized by NWPs 21, 49, and 50), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation.

Further Information

1. District Engineers have authority to determine if an activity complies with the terms and conditions of an NWP.
2. NWPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.
3. NWPs do not grant any property rights or exclusive privileges.
4. NWPs do not authorize any injury to the property or rights of others.
5. NWPs do not authorize interference with any existing or proposed Federal project (see general condition 31)