




## INTEROFFICE MEMORANDUM

August 21, 2025

**TO:** Master Files

**FROM:** Josh Seagraves, Division Head – Environmental 

**SUBJECT:** Job 061784  
FAP NHPP-9253(119)  
Hwys. 5 & 70 Impvts. (Sel. Secs.) (Little Rock) (S)  
Route 5, Section 9  
Route 70, Section 12  
Pulaski County  
Tier 1 Categorical Exclusion

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

The proposed project would mill and overlay approximately 2.2 miles of Highway 5 and 4.3 miles of Highway 70 in Little Rock, Arkansas. The typical section of Highway 70 would not change. The existing typical section of Highway 5 consists of four paved travel lanes with 12' wide inside lanes and 13' wide outside lanes with 4' wide bike lanes and curb and gutter on both sides of the highway. Between Otter Creek Road and Highway 338, Highway 5 would be restriped to four 11.5' wide travel lanes and a 12' wide two-way turn lane. All work would occur within existing right of way. A project location map is attached.

The project would not involve relocations or impacts to Important Farmlands, underground storage tanks, hazardous materials, public water supplies, wetland, streams, or cultural resources. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics concerns. A Section 404 permit is not required. Cultural resources clearance is attached.

A public involvement meeting was held on June 17, 2025, and project information was available on the ARDOT website from June 12, through July 2, 2025. The meeting synopsis is attached.

The City of Little Rock participates in the National Flood Insurance Program. Portions of the project are within a Zone AE Special Flood Hazard Area and regulatory floodway. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project. None of the encroachments would constitute a substantial floodplain encroachment or risk to property or life.

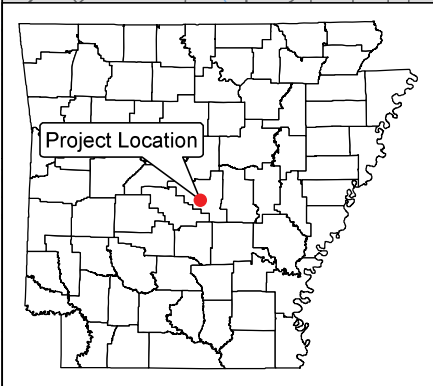
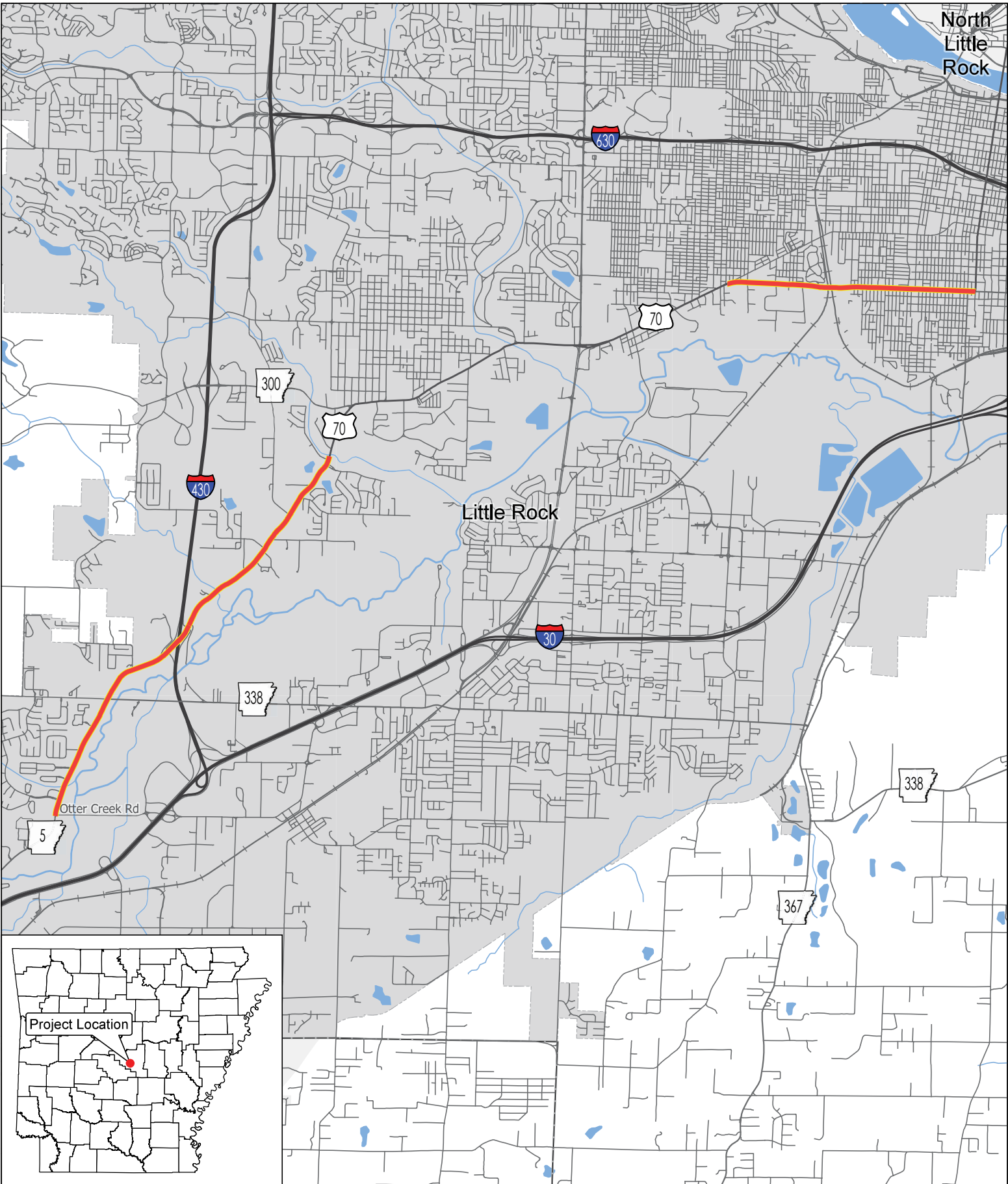
The attached official species lists obtained through the U.S. Fish and Wildlife Service Information for Planning and Consultation website identified the following species as potentially occurring within the project area: Northern Long-eared Bat (*Myotis septentrionalis*), Tricolored Bat (*Perimyotis subflavus*), Eastern Black Rail (*Laterallus jamaicensis* ssp. *jamaicensis*), Piping Plover (*Charadrius melodus*), Rufa Red Knot (*Calidris canutus rufa*), Alligator Snapping Turtle (*Macrochelys temminckii*), and Monarch Butterfly (*Danaus plexippus*). The project would have “no effect” on these species due to the limited scope of the action, lack of suitable habitat, and distance to known species locations.

The Alligator Snapping Turtle and Monarch Butterfly are currently proposed threatened species and the Tricolored Bat is a proposed endangered species. The proposed project would not jeopardize the continued existence of these species.

#### Attachments

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

JS:MS:sw



Job 061784  
Hwys. 5 & 70 Impvts.  
(Sel. Secs.) (Little Rock)  
Pulaski County





ARDOT.gov | Jared D. Wiley, P.E., Director

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

Phone: (501) 569-2000 | Voice/TTY 711 | Fax: (501) 569-2400

## INTEROFFICE MEMORANDUM

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July 24, 2025

**TO:** Environmental Job File

**FROM:** Jason Kennedy, Cultural Resources

A handwritten signature in black ink, appearing to be 'JK', is written over the 'FROM:' line.

**SUBJECT:** Cultural Resources Clearance  
Job 061784  
Hwys. 5 & 70 Impvts. (Sel. Secs.)  
(Little Rock) (S)  
Route 5, Section 9  
Route 70, Section 12  
Pulaski County

This job proposes to complete 2-inch mill and 2-inch overlay on 2.213 miles of Highway 5 and 4.297 miles on Highway 70 in Little Rock, Pulaski County. Work along Highway 5 will extend from Log Mile 1.274 to Log Mile 3.487 with restriping to add a turn lane, while eliminating the existing bike lanes from Otter Creek Road to Highway 338 (Baseline Road). Work along Highway 70 will extend from Log Mile 0.000 to 2.035 and from Log Mile 6.240 to Log Mile 8.502.

This project is subject to the 2024 Amended Programmatic Agreement and falls under Activities A and C in Appendix A. The project is exempted from further work or Section 106 review.

# PUBLIC INVOLVEMENT SYNOPSIS

**Job 061784**

**Highway 5 Improvements Otter Creek Road to Highway 338 (Baseline Road)**

**Pulaski County**

**Tuesday, June 17, 2025**

An in-person public involvement (PI) meeting for the proposed changes to Highway 5 from Otter Creek Road to Highway 338 (Baseline Road) was held at the Life Church of Little Rock, located at 9415 Stagecoach Road in Little Rock, AR from 4:30 – 6:30 p.m. on Tuesday, June 17, 2025. A public officials’ meeting was held from 3:00-4:00 p.m. at the same location. The project information was made available on ARDOT’s website from June 12, 2025, through July 2, 2025.

Outreach efforts to reach the public include:

- Display advertisement placed in the *Arkansas Democrat Gazette* on Sunday, June 8, 2025, and Sunday, June 15, 2025.
- Flyers distributed in the community June 10, 2025.
- Emails and Letters sent to Public Officials June 27, 2025.
- Flyers mailed to the public.
- Two PSAs ran daily starting on Friday, June 13, 2025 through Tuesday, June 17, 2025, on Cumulus Media KOKY 102.1FM.

The following information was available online and in-person for review and comment:

- Typical sections
- Project location map
- Comment form

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

| <b>TABLE 1</b>                 |               |
|--------------------------------|---------------|
| <b>Public Participation</b>    | <b>Totals</b> |
| Public officials registered    | 10            |
| Citizens registered at meeting | 70            |
| Staff in Attendance            | 8             |
| Online registration            | 11            |
| English/Spanish website views  | 387/1         |
| <b>Total Comments Received</b> | <b>74</b>     |

|                                  |    |
|----------------------------------|----|
| In-Person comment forms received | 42 |
| Online comment forms received    | 20 |
| Emailed comment forms received   | 1  |
| Mailed comment forms received    | 11 |

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

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

| <b>TABLE 2</b>                                    |               |
|---|---------------|
| <b>Questions</b>                                  | <b>Totals</b> |
| Believes there is a need for the proposed project | 72            |
| Does not believe there is a need for the project  | 2             |
| Believes the project will have beneficial impacts | 68            |
| Believes the project will have adverse impacts    | 5             |
| Knowledge of property limitations                 | 0             |
| Knowledge of cultural resources limitations       | 1             |
| Knowledge of environmental resource limitations   | 2             |

**Additional comments from Rock Region Metro Public Transportation:**

- There needs to be shelters for Rock Region Metro patrons. Traffic gets bad during busy times. Please provide funds for Rock Region Metro for shelters for patrons that ride public transit.

**Additional comments regarding pedestrian and bike lane concerns:**

- While I feel there is a need, I am very concerned about the pedestrians who utilize these bike lanes as walking paths because of the lack of sidewalk infrastructure. I believe by taking out these bike lanes, that may force the pedestrians who have used these as traditional walking paths, to walk on the very thin shoulders of the

street. I am vehemently opposed to the continuation of this project without any sidewalks being put in prior to re-stripping. To proceed would be irresponsible because we know that pedestrians use these bike lanes as walking paths. If sidewalks could be put in prior to restricting, I am fine with the project proceeding. I think the project is necessary but does not outweigh my major concern with pedestrians having a lack of sidewalks. Put in sidewalks prior to restriping. (Senator Frederick Love)

- We support the two-way turn lane, but pedestrians and cyclists need to be accommodated in the right of way. It will be safer for drivers. Need facilities for cyclists and pedestrians. Construct buffered sidewalk on west side and shared use pathway on east side. Need a hawk signal in the Bently/Westfield area, enhance crosswalks and pedestrian facilities at intersections.
- Beneficial by reduced rear-end accidents and adverse vulnerable road users. The project could be improved by adding a sidewalk and shared use path if available. Strong vote for shared use path/sidewalk connection in the segment between Otter Creek Rd. to Baseline Rd. due to vulnerable road users in this area.
- Concerned about removal of bike lanes. Keep bike lanes.
- I believe it would be a great help for existing neighborhoods. I believe it will greatly enhance the safety of folks turning off Hwy. 5. People will view the enhanced safety of travel and turning into and off Hwy. 5. People will be more inclined to purchase or rent in the area, plus attract business for easy access. Could a detached (6-foot plus) bike lane be installed on the east side that is separate from Hwy. 5 that could be used as a bike/walking path from the Baseline corridor to Otter Creek Rd. to connect to the bike lane that travels to the Loves truck stop and to the outlet mall as a possibility, and Baseline to the North Otter Creek entrance.
- Yes, it is too dangerous to turn left on any stretch of this road! Beneficial, Improved traffic flow and decreased accidents. Add sidewalks on the west side of the road from Otter Creek Parkway to Baseline. I'm sorry to see the bike lane removed but it's a worthy sacrifice. Please add consistent sidewalks on the west side of the road for the length of the road from Otter Creek Parkway to Baseline as part of this change.
- Still need sidewalks. Sidewalks, signalized crosswalks for pedestrians crossing Stagecoach Rd. Bike lanes need to be put back in. Need sidewalks in the area. Bus routes are present, need safety crosswalks across the street. Bicycles need to be added; side path sidewalks do not connect. Signs or traffic lights need to be added to safely allow pedestrians to cross the street.

- Yes, we need another option to increase safety. There would be good use for a biking lane for healthy living accommodations.
- I have lived in the Westfield Loop subdivision and there have been a lot of accidents on the Highway between Baseline and Otter Creek. I think sidewalks and bike lanes should be included for those who don't have vehicles, there have been a few deaths of individuals trying to cross the road. Sidewalks and bike lanes if I had to choose It would be sidewalks.
- Yes, the highway needs a center lane or streetlight in this area due to the residential pedestrians in the community. This should provide safety for residents and allow more opportunities for foot walking. Hopefully it will be beneficial due to the safety concerns for walkers, public transits etc. to allow pedestrians the freedom to walk vs. paying for other forms of transportation to get groceries, medicals etc. Suggest that once the center lane is created, to potentially add sidewalks for all pedestrians.
- Yes, I feel as if it would be beneficial for safety concerns. Sidewalks and bike lanes are suggested.
- My office is in this zone and the center lane will not only help convenience but driver and pedestrian safety. Suggest occasional marked crosswalks. I feel the center lane will improve traffic flow and create better safety.
- Need bike lane. Glad this is being done.
- Beneficial for homeowners trying to get home. Safety issues. Suggest adding sidewalks and bike lane.
- Add a shared use path on either side of the road as well as improve the sidewalks along the highway.
- How many bikers/cyclists must die before you acknowledge we need a safe place. You are ignoring those who cannot afford to drive.
- Safety better, turning is dangerous, great improvement. Expand to keep bike lane, not as much of a deal as making turn lane, turn lane is greatly needed. I fully support it. Improve safety and traffic flow.
- Center turn lanes are great, but adding 4 travel lanes will only make speeding worse on this road. It also disconnects a section of continuous bike lane. I would like to see that extra space used for a protected bike lane that would allow the many people that live in this area, and especially their children, the freedom to get

around their community by bicycle. This project is in Little Rock and should follow Little Rock's street planning.

- Yes, the turning lane will be a big benefit. My concern is that you go from bike lanes, a turning lane and 4 lanes of traffic to 4 lanes and a turning lane with no bike lanes. There are bike lanes on both ends of this proposed work so why not in this one-mile stretch?
- The corridor needs sidewalks and better bus shelters.

**Additional comments regarding safety:**

- Much needed! Too many accidents. Turn-lane needed.
- Lower the speed limit.
- Traffic issues and safety concerns. I am one of the persons making a turn into my residence and was hit from behind, my car was towed. A turn lane will make it safe to turn off the main street to the neighborhood.
- There is a definite need for a turn lane. I have seen too many accidents along this section. Put in sidewalks. A turn lane is definitely needed. It is too hard to pull out of my neighborhood without the lane.
- Yes, due to multiple accidents and fatalities.
- Many residents of stagecoach village cannot get out of subdivision without fear of getting hit. The proposed project will allow residents of Stagecoach Village to get onto Stagecoach safely. In addition to the turning lane, I suggest the speed limit is decreased and or speed bumps.
- I live in the Westfield subdivision and feel like I take my life in my hands every time I try to turn in if I am traveling North on Stagecoach. Traffic issues with getting in and out of Westfield are dangerous. This will help. Getting out of the Westfield subdivision in the mornings during rush-hour traffic is so difficult. I often have to go south, turn around in Otter Creek, and then come back North. This adds time to my work commute, so I have had to adjust my workday to avoid traffic. Removing the bike lanes should not be an issue here. This area does not have a lot of bike riders because the businesses are so far apart.
- Very busy street life. I live in Bently Court and have a hard time making left turns in mornings from my neighborhood and almost get hit on a regular basis trying to turn left into my subdivision. It could be beneficial but still see a problem getting

out of neighborhoods. Should we consider roundabouts or something similar, to slow down traffic to allow residents time to exit neighborhoods.

- As a mother of 4 little boys, I am terrified daily that someone will slam into the back of me at 50 mph while turning into my home (Westfield subdivision). Beneficial because it will give comfort and security to drivers and people within our community. Possible decreased speed limit as well between the home communities would make this project better. I think this project is so important for the safety of our city of Little Rock. I would hate for another family to lose someone else over something that could be potentially preventable.
- A turn lane will assist us with being able to get out of our neighborhood easily. Sometimes if there is a wreck, I have to reroute the opposite way to find an alternate route to work or home. People don't want to let people out in the lane. Thank you for doing this!!
- The community will probably experience a safe feeling exiting and entering their destination. Be sure the signs are well understood for the Stagecoach Village seniors. These changes are well needed and thanks for listening and acting, because there have been three several accidents and one death located between Papa Johns Pizza and Subway sandwich. The traffic volume and speeding is especially dangerous during the evening traffic between 3:00pm until 6:00pm.
- Very much needed, especially for traffic entering and exiting our church Life Church Little Rock.
- Major benefit for our safety. I work for the church located on Stagecoach and the turning lane will have a great impact on the safety of our church members and staff.
- Beneficial for safety. Suggest adding traffic lights to allow entrance from residential areas.
- The entire road needs to be widened and more open to allow for safer left turns from both sides of the road. This project would be beneficial environmentally in this community. Make sure the road reconstruction allows for safe turning for all residential subdivisions, businesses and churches.
- It will prevent a lot of accidents and needs to be done ASAP! I moved into this neighborhood about 10 years ago. Turning left to Hwy. 5 from my neighborhood has been an issue for us. I am glad that you are finally considering correcting this issue.

- It is so needed. It is going to be very beneficial to every driver who risks being rear-ended daily as they are stopped waiting to turn into their neighborhood.
- I think it would make traffic flow smoother, especially during rush hour. My suggestion is exactly what you are proposing, the two-way turn lane.
- Yes! Leaving my subdivision is very difficult during peak traffic hours, often making residents late for work and school drop-offs. Short of adding a new stoplight, the proposed turning lane is the best way to alleviate traffic.
- This will help to avoid a potential accident when traffic is heavy. Set a reasonable target date to complete the project.
- The project is beneficial because we could hopefully keep from getting hit from behind while turning onto a street. We need to have the speed limit lowered. We can't get out of the neighborhood at certain times of the day. We really need help with the speed limit; there have been so many wrecks in our neighborhood. The drivers block our entry when there is a wreck or something. But the turning lane is a good idea.
- Finally!!! I have lived in the Westfield subdivision for 16 years and frequently had to turn right when leaving the subdivision and then turn around in the church parking lot or at the Otter Creek light so I could go toward Baseline Rd. Also, stopping to turn left into the subdivision made me nervous because of the potential to get rear-ended from drivers who are unfamiliar with this section of Stagecoach not having a turn lane. Thank you!
- Turning left into a side street is very dangerous. We live in Stagecoach Village and there are a lot of elderly people that live there, several have had serious accidents at this intersection. Visitors always ask and observe how hard it would be to get in and out of our neighborhood, which would include people who are looking to invest in a house in the neighborhood. We appreciate ARDOT's focus on this project and this is needed!
- I have lived in this area for over 25 years. This is greatly needed and long overdue. People always notice the lack of a turn lane when visiting or looking to move to the area. Thank you for setting this as a priority for our area.
- Turning left sometimes brings traffic to a halt. It would be safer if there was a turn lane. I am in favor of the project as long as quality work is performed expeditiously. We cannot have forever construction like that in Saline County on I-30.

- Yes, this is needed for safety concerns. Ease of access and departure from and into Stagecoach Village.
- As it is, it is a very dangerous intersection. Adding the middle lane will be very helpful.
- This will help make it safer when exiting or entering places of business.
- It's very dangerous making a left-hand turn onto Highway 5 during peak hours. It will hopefully prevent automobile accidents. Adding a stop light at the intersection of Stagecoach Road and Stagecoach Village Court due to businesses that are located there (Subway, Papa John's Pizza, nail salon, insurance agent). How to make the proposed project better serve the needs of the community.
- This would ease turning left into Stagecoach Village from Otter Creek. It is treacherous now! THIS IS BADLY NEEDED! THANK YOU!

**Comments From Life Church of Little Rock Members:**

- Safer roads with turning lane! Church members would be able to use turning lane safely without worry of accident.
- There is a definite need. I am on staff at Life Church of Little Rock, and we have had multiple wrecks turning out of our parking lot due to no turning lane. A turning lane would be much safer! Beneficial
- There needs to be a viable turning lane for cars. There have been too many accidents with people either exiting or entering our church that could have been avoided if there was a turning lane. It would make it easier for people to enter and exit our church.
- Very beneficial for turning lane. Easier for church flow traffic.

**Additional miscellaneous comments:**

- There is heavy traffic flow early mornings and late evenings making it hard to get out of the neighborhood at times. Being able to access and exit would be more appealing. Stagecoach is often used as an alternate route (Hwy. 5) when Interstate 30 is congested. The heavy flow at times impacts being able to enter and exit neighborhood. This would benefit residents having the turning lane.
- NO. While construction is ongoing, it will cause a delay going to work and will not keep traffic backing up from I-430. Need to expand I-430 or put a cop on I-

430 to keep from backing up. This proposal will be a massive inconvenience and may not address the underlying problem. Need to fix existing roads that have huge potholes.

- Interested in proposed improvements to be made on Stagecoach Rd from I-430 to Brodie Creek.
- Better traffic flow. How about Hwy. 5 between Alexander Rd. and Bryant? That's the only 2-lane portion left.
- Take in the land sitting idle on the right hand side as you're going east. Stupid to take land and let it lay idle rather than narrow the right of way.
- Sounds like a great idea to me.
- My prayers ARDOT gets this project on the way and completes in a timely manner.
- Suggestion flagmen/women.
- We appreciate ARDOT's focus on this project and this need!
- Five comments stated the project is beneficial.
- A light would be better, please consider a stop light.

**Historical, family cemeteries, or archaeological sites:**

- Only one near the apartments past the gas station on Otter Creek.

**Environmental constraints:**

- This will aid in the flow of stream of water that flows through the residents' backyards that reside in Bently Court.
- Bikers and cyclists use the lane (endangered species circled)

Job 061784- Public Involvement Synopsis

June 17, 2025

Page 10 of 10

Attachments:

Public Meeting Notice

Blank Comment Form

Project Location Exhibit

Typical Section

MS:SM



Highway 5 Improvements | Otter Creek Road to Highway 338 (Baseline Road)

# PROPOSED IMPROVEMENTS

## PROPUESTA DE MEJORAS

Para ingresar a la información del proyecto en español, escanee el código QR.



JOIN ARDOT FOR AN IN-PERSON

# PUBLIC MEETING



**TUESDAY,  
JUNE 17, 2025**



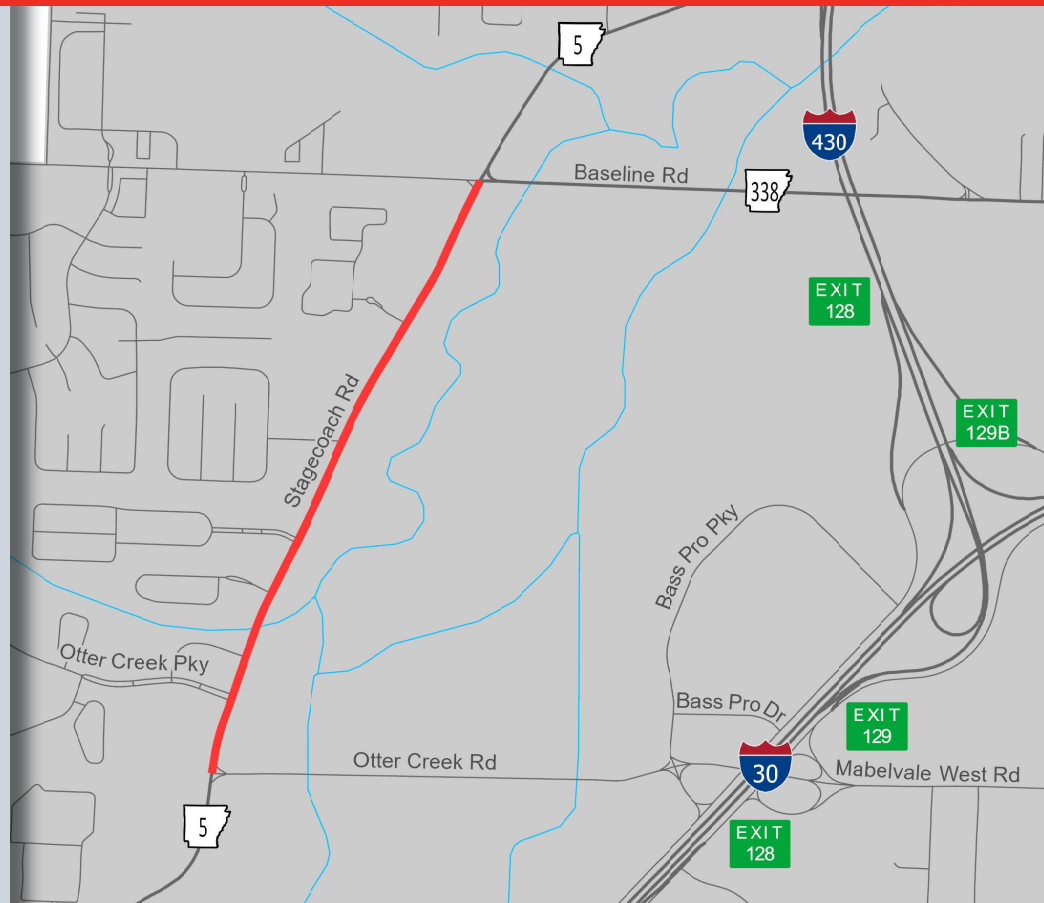
**4:30PM - 6:30PM**  
DROP-IN ANYTIME



**LIFE CHURCH OF  
LITTLE ROCK**  
9415 STAGECOACH ROAD  
LITTLE ROCK, AR

ARDOT will conduct an in-person public involvement meeting to discuss the proposed changes to Highway 5 (Stagecoach Road) to accommodate a two-way left turn lane between Otter Creek Road and Highway 338 (Baseline Road) in Little Rock.

Website availability begins **June 12, 2025**  
and ends at 4:30 p.m. on **July 2, 2025**  
[www.ardot.gov/publicmeetings](http://www.ardot.gov/publicmeetings) or scan QR code



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

**Highway 5 Improvements  
Otter Creek Parkway to Highway 338 (Baseline Rd)  
Little Rock  
PULASKI COUNTY**

**LOCATION:  
LIFE CHURCH OF LITTLE ROCK  
9415 STAGECOACH ROAD  
LITTLE ROCK, AR  
4:30PM – 6:30PM  
TUESDAY, JUNE 17, 2025**

Make your comments on this form and mail it by **4:30 p.m. on Wednesday, July 2, 2025**, to: Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little Rock, AR, 72203-2261. Email: [environmentalpimeetings@ardot.gov](mailto:environmentalpimeetings@ardot.gov).

Yes  No

Do you feel there is a need for the proposed changes to Highway 5 from Otter Creek Road to Highway 338 (Baseline Road) in Little Rock, AR?  
Comment (optional)

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

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

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

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(Continue on Back)

Yes      No  
       Do you know of any historical sites, family cemeteries, or archaeological sites in the project area? Please note and discuss with staff. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

Name: \_\_\_\_\_ (Please Print)

Address: \_\_\_\_\_ Phone: (\_\_\_\_\_) \_\_\_\_\_ -- \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

E-mail: \_\_\_\_\_

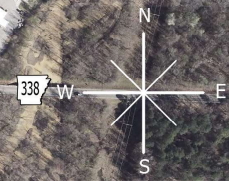
Please make additional comments here. \_\_\_\_\_  
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For additional information, please visit our website at

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



# Highway 5 Improvements Otter Creek Road to Highway 338 Little Rock Pulaski County

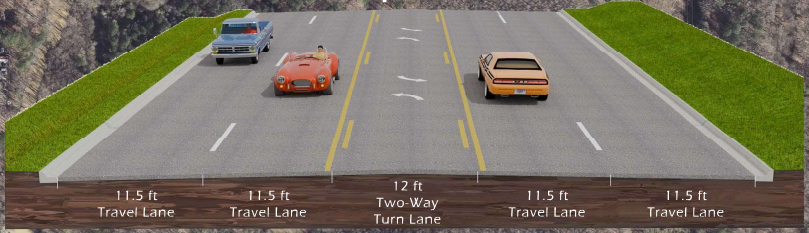


Meeting Location  
Life Church of Little Rock

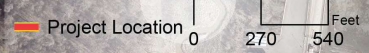
## Existing

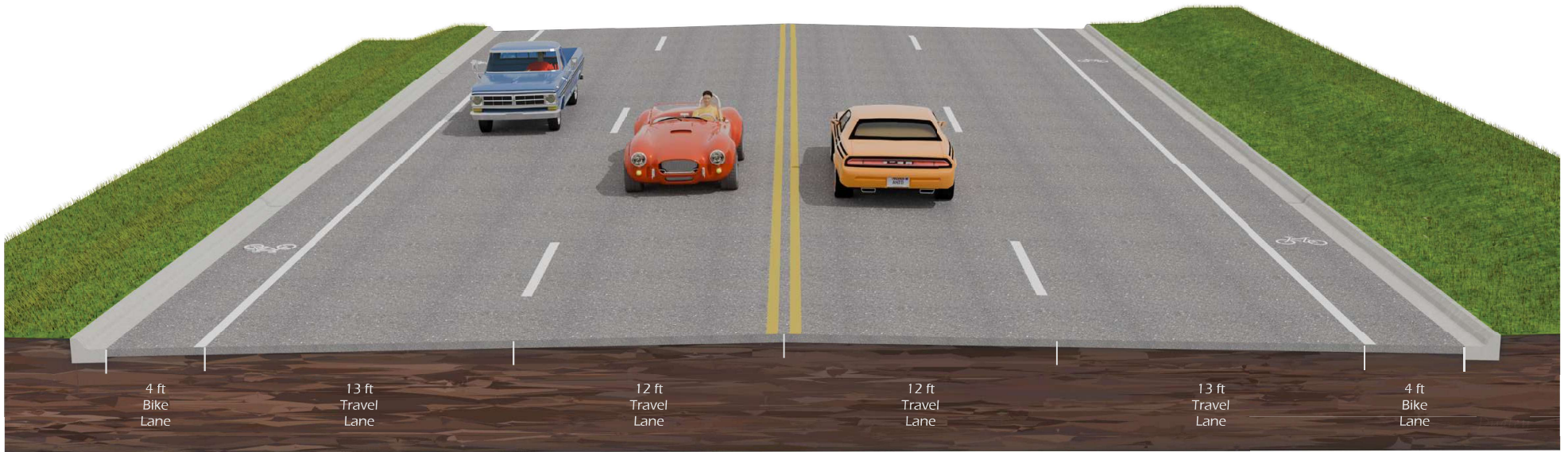


## Proposed

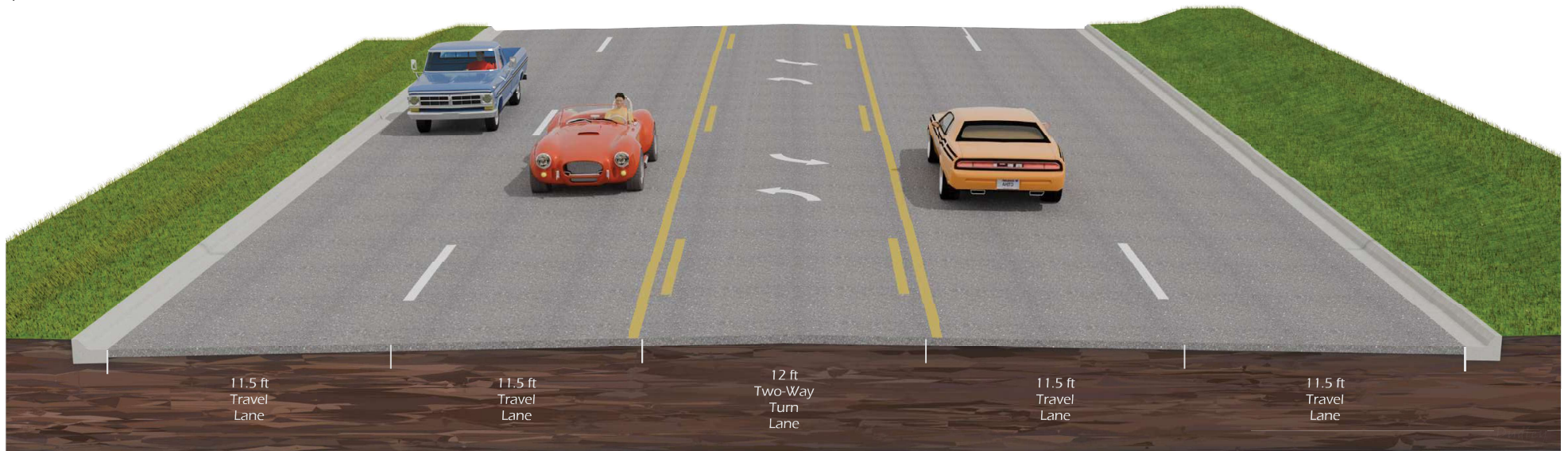


Preliminary  
Subject to Revision





Existing  
Proposed



Job 061784  
Typical Section

# Endangered Species Act Review

EVALUATING: AFO ARKANSAS MULTI-SPECIES DETERMINATION KEY

## Qualification interview

The following questions will determine whether this key applies to your project and provide guidance to help you make appropriate determinations for the species covered by this key.

1. Have you made an effects determination of "no effect" for all species in the area of the project? 0.9

A "no effect" determination means the project will have no beneficial effect, no short-term adverse effects, and no long-term adverse effects on any of the species on the IPaC-generated species list for the proposed project or those species habitat. A project with effects that cannot be meaningfully measured, detected or evaluated, effects that are extremely unlikely to occur, or entirely beneficial effects should not have a "no effect" determination. (If unsure, select "No").

Yes

### EVALUATION PROGRESS

When the action agency determines its proposed action will not affect a listed species, there is no need to coordinate further with the Service. If listed species will not be directly or indirectly exposed to the proposed action or any resulting environmental changes, an action agency may conclude "no effect" and document the finding, thus completing the section 7 process. For example, if the species or its suitable habitat is not present in the action area and the project does not otherwise present any effects to the species, action agencies typically conclude and document "No Effect - species not present" as their finding."

**As documentation of this "no effect" determination print this**

**screen, add it to your project files, and select “exit review” on the progress ribbon to return to the project home page.**



## 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

In Reply Refer To:

08/08/2025 13:28:44 UTC

Project Code: 2025-0133159

Project Name: 061784 Hwys. 5 & 70 Impvts. (Sel. Secs.) (Little Rock) (S)

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, 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.*).

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 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 IPaC system by completing the same process used to receive the enclosed list.

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.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

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 Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## **OFFICIAL SPECIES LIST**

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

This species list is provided by:

**Arkansas Ecological Services Field Office**

110 South Amity Suite 300

Conway, AR 72032-8975

(501) 513-4470

## PROJECT SUMMARY

Project Code: 2025-0133159  
Project Name: 061784 Hwys. 5 & 70 Impvts. (Sel. Secs.) (Little Rock) (S)  
Project Type: Road/Hwy - Maintenance/Modification  
Project Description: Pavement Preservation. 2" Mill & 2" Overlay; restripe to 4 travel lanes and center turn lane, removing bike lanes

### Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.7251598,-92.30358672924771,14z>



Counties: Pulaski County, Arkansas

## ENDANGERED SPECIES ACT SPECIES

There is a total of 7 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 Fisheries<sup>1</sup>, 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                 |
|--|------------------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a> | Endangered             |
| Tricolored Bat <i>Perimyotis subflavus</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/10515">https://ecos.fws.gov/ecp/species/10515</a>          | Proposed<br>Endangered |

## BIRDS

| NAME  | STATUS     |
|---|------------|
| Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/10477">https://ecos.fws.gov/ecp/species/10477</a>  | Threatened |
| Piping Plover <i>Charadrius melodus</i><br>Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.<br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/6039">https://ecos.fws.gov/ecp/species/6039</a> | Threatened |
| Rufa Red Knot <i>Calidris canutus rufa</i><br>There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/1864">https://ecos.fws.gov/ecp/species/1864</a>  | Threatened |

## REPTILES

| NAME   | STATUS                 |
|--|------------------------|
| Alligator Snapping Turtle <i>Macrochelys temminckii</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/4658">https://ecos.fws.gov/ecp/species/4658</a> | Proposed<br>Threatened |

## INSECTS

| NAME  | STATUS                 |
|---|------------------------|
| Monarch Butterfly <i>Danaus plexippus</i><br>There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a> | Proposed<br>Threatened |

## CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## **IPAC USER CONTACT INFORMATION**

Agency: Arkansas Department of Transportation

Name: Parker Brannon

Address: 10324 I-30

City: Little Rock

State: AR

Zip: 72209

Email: parker.brannon@ardot.gov

Phone: 5015692083

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

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

ARDOT Job 061784 FAP NHPP-9253(119)

Job Title Hwys. 5 & 70 Impvts. (Sel. Secs.) (Little Rock) (S)

| Environmental Resource        | None | Minimal | Major | Comments                              |
|-------------------------------|------|---------|-------|---------------------------------------|
| Air Quality                   | X    |         |       | No impacts anticipated                |
| Cultural Resources            | X    |         |       | 2024 Amended Programmatic Agreement   |
| Economic                      | X    |         |       | No impacts anticipated                |
| Endangered Species            | X    |         |       | "No effect" determination             |
| Civil Rights/Title VI         | X    |         |       | No impacts anticipated                |
| Fish and Wildlife             | X    |         |       | No impacts anticipated                |
| Floodplains                   |      | X       |       | Project within Zone AE SFHA           |
| Forest Service Property       | X    |         |       | No impacts anticipated                |
| Hazardous Materials/Landfills | X    |         |       | No impacts anticipated                |
| Land Use                      | X    |         |       | All work within existing right of way |
| Migratory Birds               | X    |         |       | No impacts anticipated                |
| Navigation/Coast Guard        | X    |         |       | None in project area                  |
| Noise Levels                  | X    |         |       | No impacts anticipated                |
| Prime Farmland                | X    |         |       | No impacts anticipated                |
| Protected Waters              | X    |         |       | None in project area                  |
| Public Recreation Lands       | X    |         |       | No impacts anticipated                |
| Public Water Supply/WHPA      | X    |         |       | No impacts anticipated                |
| Relocatees                    | X    |         |       | No relocations anticipated            |
| Section 4(f)/6(f)             | X    |         |       | No impacts anticipated                |
| Social                        |      | X       |       | Removal of bike lanes                 |
| Underground Storage Tanks     | X    |         |       | No impacts anticipated                |
| Visual                        | X    |         |       | No impacts anticipated                |
| Streams                       | X    |         |       | No impacts anticipated                |
| Water Quality                 | X    |         |       | No impacts anticipated                |
| Wetlands                      | X    |         |       | No impacts anticipated                |
| Wildlife Refuges              | X    |         |       | None in project area                  |

Section 401 Water Quality Certification Required? No

Short-term Activity Authorization Required? No

Section 404 Permit Required? No Type None

Remarks: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Signature of Evaluator Mikayla Shaddon Date 8/19/2025