

AHTD Job CA0604

*Highway 67:
Main St. - Vandenberg Blvd.
(Widening) (S)*

Environmental Assessment



U.S. Department of Transportation
Federal Highway Administration

Arkansas State Highway &
Transportation Department



MARCH 2017

***Highway 67 Widening between
Main Street and Vandenberg Boulevard***

F.A.P. Number M40E-9222-014
Environmental Assessment

Submitted pursuant to:

The National Environmental Policy Act (NEPA)
42 U.S.C. §4322(2)(c) and 23 C.F.R. §771

Submitted by:

FEDERAL HIGHWAY ADMINISTRATION

and

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION
DEPARTMENT**



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4-10-2017

Date of Approval



U.S. Department of Transportation
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In compliance with the National Environmental Policy Act, this Environmental Assessment (EA) describes the plan to widen Highway 67 between Main Street and Vandenberg Boulevard in Jacksonville, Arkansas. The analysis did not identify any significant adverse environmental impacts, and identifies the Build Alternative as the Preferred Alternative.

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This EA is also available for review online at:

<http://www.arkansashighways.com/>



Arkansas State Highway and
Transportation Department



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Chapter 1 – PURPOSE & NEED

What's in Chapter 1?

Chapter 1 explains the purpose of the project, why improvements to Highway 67 are needed, and who is leading the project.

1.1 What is the Highway 67 widening project?

The Arkansas State Highway and Transportation Department (AHTD) is proposing to improve 2.25 miles of Highway 67 between Main Street and Vandenberg Boulevard, including interchange improvements at Main Street, James Street, Gregory Street, and Vandenberg Boulevard in the City of Jacksonville, Pulaski County, as seen in Figure 1.

1.2 What are the existing conditions in the project area?

The proposed project is located in the City of Jacksonville, Pulaski County, approximately 13 miles northeast of downtown Little Rock. Jacksonville is part of the Little Rock-North Little Rock-Conway Metropolitan Statistical Area. In 2014, Jacksonville's population was 729,135¹. Jacksonville has a total area of approximately 28 square miles and is home to the Little Rock Air Force Base.

The terrain in the project area ranges from gently rolling hills in the northwest to flat, low-lying areas in the southeast. Land use includes residential, commercial, and industrial land uses. There is little undeveloped land along this section of Highway 67.

Highway 67

Highway 67 is a 1,560 mile long north-south U. S. highway that begins in Presidio, Texas and ends in Sabula, Iowa.

In Arkansas, the Highway 67 corridor is approximately 280 miles in length. The highway begins at the Texas border in Texarkana and ends at the Missouri border near Corning, passing through Hope, Benton, Little Rock, Jacksonville, Cabot, Beebe, Searcy, Walnut Ridge, and Pocahontas. Highway 67 is designated by the Federal Highway Administration (FHWA) as a STRAHNET Connector between I-40, to the south, and the Little Rock Air Force Base at Vandenberg Boulevard.

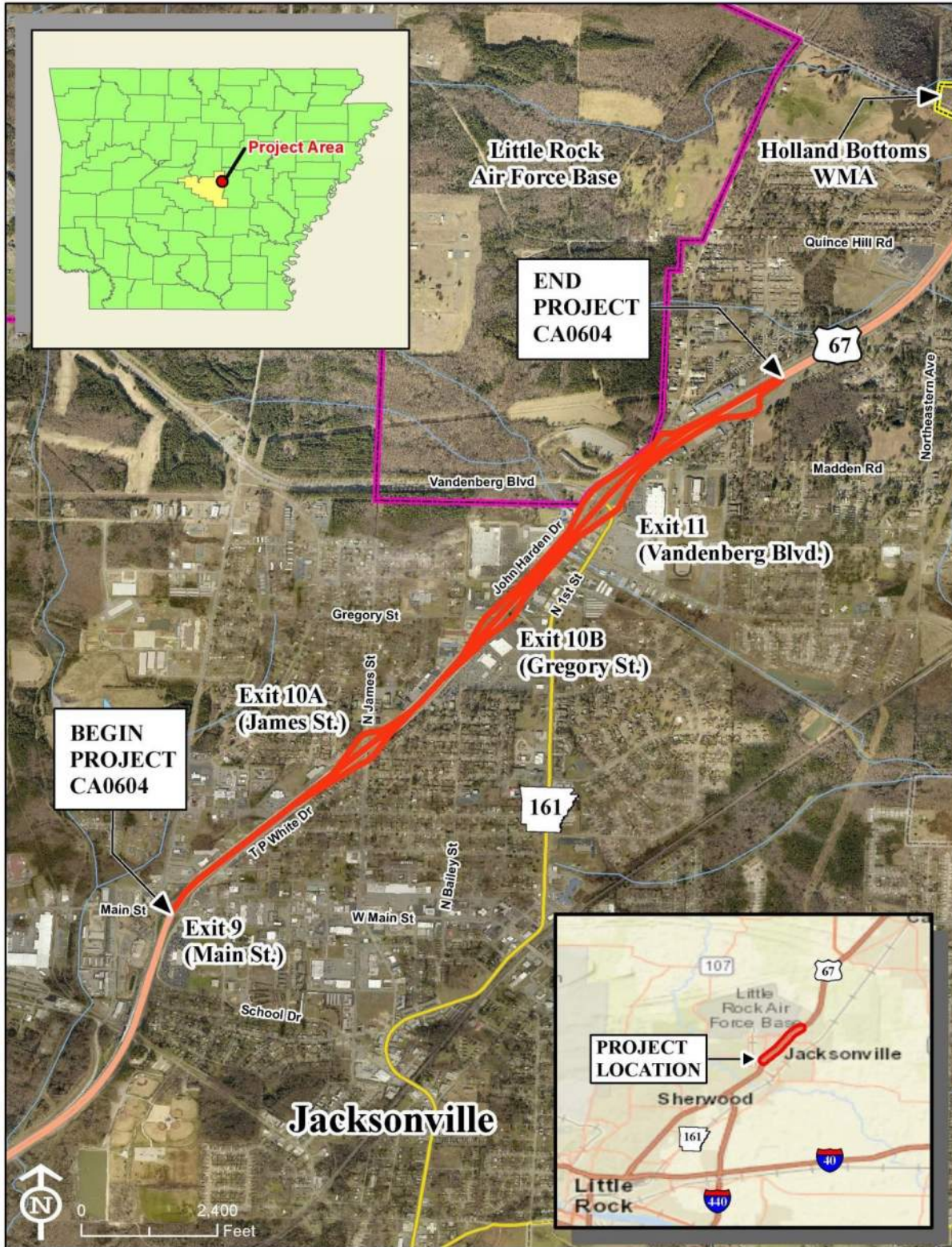
What is STRAHNET?

The Strategic Highway Network, or STRAHNET, is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

STRAHNET Connectors are highways which provide access between major military installations (the Little Rock Air Force Base) and highways which are part of the Strategic Highway Network (Interstate 40 south of the project area).

¹ Source:<http://www.bea.gov/regional/bearfacts/pdf.cfm?fips=30780&areatype=MSA&geotype=4>

Figure 1 - Project Area



Highway 67 serves as a major north-south commuter corridor between the capital city, Little Rock, and the suburbs of North Little Rock, Sherwood, Jacksonville, Cabot, Beebe, and Searcy. There are no parallel high volume routes in close proximity to Highway 67.

Project Area

In the project area, Highway 67 is classified by FHWA as an urban principal arterial. It consists of two 12-foot wide travel lanes in each direction with a 14-foot wide divided median, 6-foot wide paved inside shoulders, and 8-foot wide paved outside shoulders.

The Highway 67 posted speed limit is 65 mph. Current Average Daily Traffic (ADT) is 50,000 vehicles per day (vpd) between Main Street and James Street; 54,000 vpd between James Street and Gregory Street; and 50,000 vpd between Gregory Street and Vandenberg Boulevard.

Interchanges

The project area, as shown on Figure 1, includes the following interchanges: Main Street, James Street, Gregory Street and Vandenberg Boulevard along with frontage roads that run parallel to Highway 67.

The interchanges, as shown in Figures 2 through 5, play a large role in keeping traffic flowing safely by providing access to major roads in the area and to the frontage roads. Main and James Streets provide access to residential communities located off of T. P. White Drive. James and Gregory Streets provide access to medical facilities and residential areas. Vandenberg Boulevard provides access to Little Rock Air Force Base.

These local roads are functionally classified as minor arterials and deliver traffic between local roads and Highway 67. Figures 2 through 5 show the existing transportation network around each interchange.

What is a principal arterial?

Urban principal arterials, such as Highway 67 in the project area, carry high volumes of traffic entering and leaving the urban area or connecting business districts and outlying residential areas. They also provide connections for rural arterials at the urban boundary.

Figure 2 - Existing Transportation Network - Main Street Area



Figure 3 - Existing Transportation Network - James Street Area

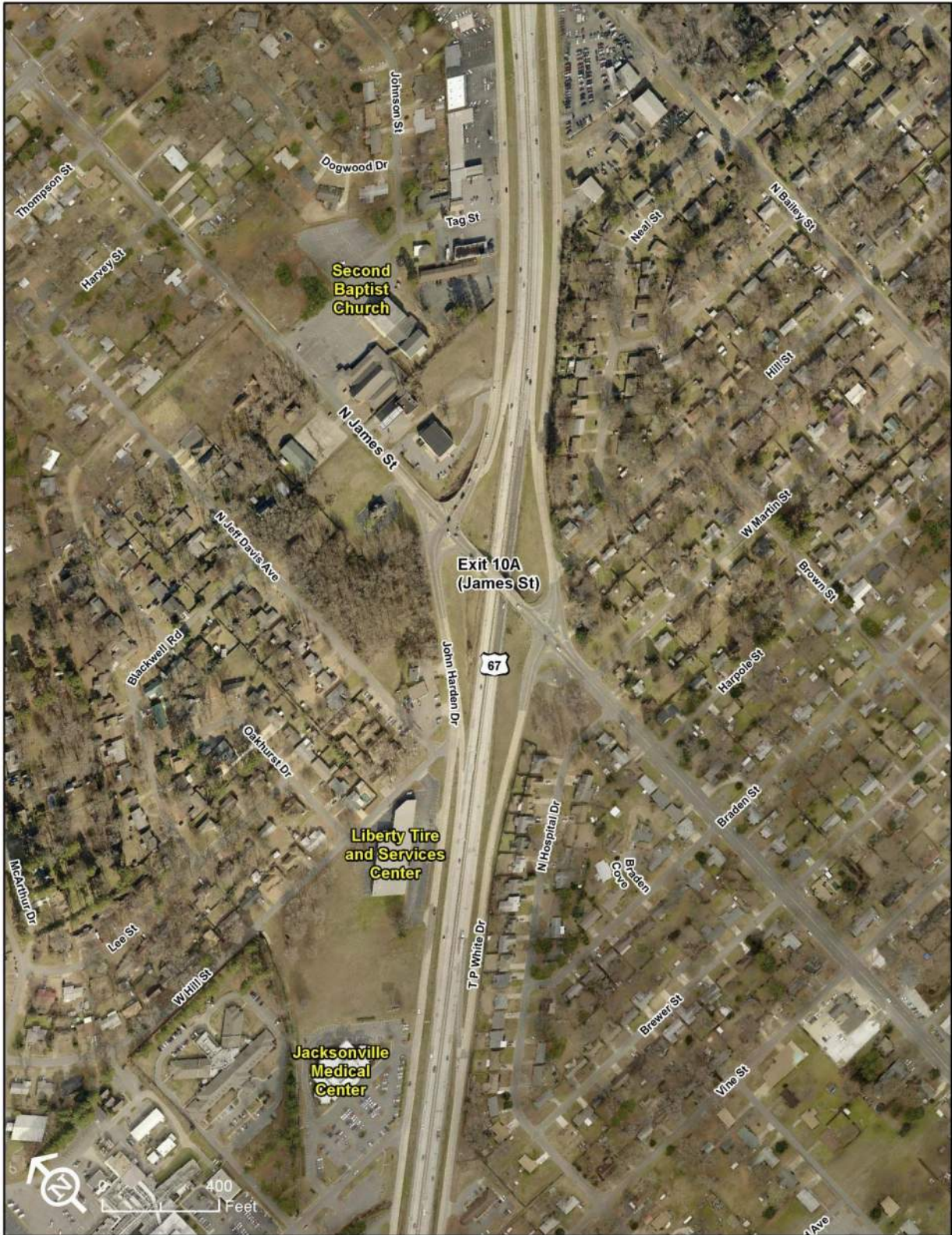


Figure 4 - Existing Transportation Network - Gregory Street Area



Figure 5 - Existing Transportation Network - Vandenberg Boulevard Area



Frontage Roads

The project area also contains two-way frontage roads that run along either side of the main lanes of Highway 67 (see Figures 2-5). T. P. White Drive is located on the east side and John Harden Drive is located on the west side of Highway 67. Shopping centers, car dealerships, big box retail, hotels and restaurants are located on or adjacent to the frontage roads.

Traffic on the frontage roads currently yields to ramp traffic entering and exiting Highway 67. The posted speed limit on the frontage roads is 35 mph.

1.3 How is the project area changing?

Between 1990 and 2010, the population in Jacksonville remained relatively steady (see Table 1). This contrasts with population increases in Beebe and Cabot where the population increased 50% or more². The growth in population is pushing development outward from Pulaski County, where population and employment in central Arkansas has historically been located, to surrounding counties. The project area is experiencing a significant increase in commuters that use the portion of Highway 67 in Jacksonville to travel to and from suburbs and towns, such as Cabot, Beebe and Searcy, into Little Rock.

Table 1 shows information for historic population change and projections for municipalities and surrounding counties in the project area. Areas surrounding Highway 67 are projected to substantially increase in population between 1990 and 2040.

Table 1 - Population Change and Projections

Jurisdiction	1990	2010	2040
City of Beebe	4,809	7,315	n/a
City of Cabot	9,033	23,776	n/a
City of Jacksonville	29,182	28,405	n/a
City of Searcy	15,466	22,858	n/a
Lonoke County	39,468	68,711	92,874
Pulaski County	350,060	383,475	467,859

As a result of the growing commuter population, traffic volumes on Highway 67 through Jacksonville are projected to grow more than 70% between 2010 and 2041. Table 2 shows the historic and projected average daily traffic (ADT) in the study area between 1990 and 2041. As discussed in the next section, the growing population in the counties surrounding

² Source: <https://fred.stlouisfed.org/categories/334>

Pulaski County, and use of the highway for travel to the Little Rock area, has resulted in increased congestion, travel delays, disruptions in traffic operations/ traffic flow and an increase in crashes on the Highway 67 main lanes, frontage roads, and interchange ramps.

Table 2 - Average Daily Traffic

Year	Average Daily Traffic ³ (vehicles per day)
1990	27,760
2000	47,000
2010	48,000
2021	57,000*
2041	83,000*

*Estimated

1.4 Why does Highway 67 need to be widened and improvements made along the corridor?

Traffic Flow

In the United States, state highway agencies have categorized traffic flow with a grading system called Level of Service (LOS). LOS is calculated for existing traffic volumes and forecasted in the future 20 years to ensure that state highway agencies are taking into account future growth. The LOS calculation results in one of six levels of service (A through F). The levels describe the performance of the road and traffic conditions at morning or evening rush hours, or peak hours, from the motorist's perspective. LOS A represents the best or most ideal free-flowing conditions and least amount of congestion, while LOS F represents the worst or most congested conditions. LOS A through D are considered acceptable for Highway 67 in the project area. For a description of all six LOS levels and a list of criteria used to determine LOS, see Appendix A. Appendix B has tables showing LOS performance by the color codes for Highway 67 main lane sections, ramps and intersections.

Figure 6 shows traffic conditions that are projected for 2021. This is the year when the project is estimated to be constructed. Highway 67 main lane sections are expected to operate at LOS D and LOS E during morning and evening peak times. Ramp sections are expected to operate primarily at LOS D with some sections operating at LOS E or LOS F during the peak hours. Most of the intersections are expected to operate

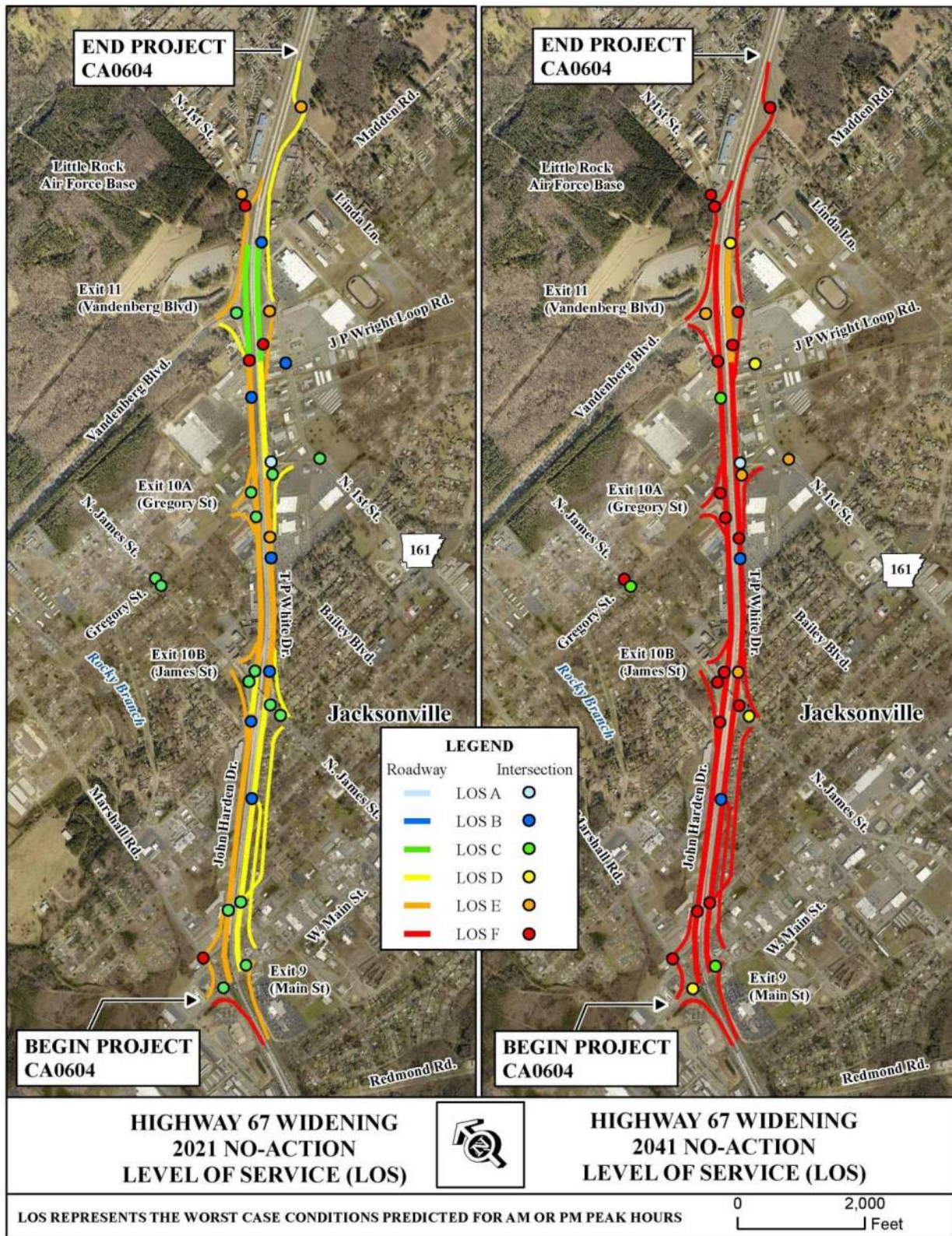
³ Source: HDR | ICA Interchange Justification Report, Pulaski County (December 2016), page 3.

at LOS D during the peak hours, but a few are expected to operate at LOS E or LOS F.

Figure 6 also shows that by 2041, if traffic growth continues and the project is not built, the main lane sections are projected to operate at LOS E or LOS F during morning and evening peak hours where passing is impossible and the slowest moving vehicle controls the travel speed. Most of the signalized study intersections are expected to operate at an overall LOS F during the peak hours.

In the 2041 morning peak hour, the northbound ramp sections are expected to operate primarily at LOS D. Southbound ramp sections are expected to operate at LOS E and LOS F. The evening peak hour is projected to operate at an overall LOS F.

Figure 6 - LOS Projections - No Action



Safety

Crashes occurring in 2012, 2013, and 2014 were reviewed on Highway 67 from Main Street to Vandenberg Boulevard⁴. Available crash data was evaluated to determine if any pre-existing safety issues are located along Highway 67 which may require improvements. Based on the number of crashes per million vehicles miles (MVM), an average crash rate for the last three years was calculated to determine how the safety performance of Highway 67 in the study area compared to other similar roadways in Arkansas. Table 3 show the crash rate calculated for Highway 67 in this area is higher than the crash rate for similar roadways in Arkansas with a total of 237 crashes along Highway 67 from Main Street to Vandenberg Boulevard.

Table 3 - Crash Rate Highway 67

Year	Average ADT	Crashes	Crash Rate (per MVM)	Statewide Crash Rate (per MVM)
2012	49,000	58	1.62	0.73
2013	54,000	86	2.18	0.85
2014	54,000	93	2.36	0.83
3-Year Average	52,333	79	2.07	0.80

What are crash rates?

Crash rates are based on the number of crashes per million vehicle miles (MVM) traveled. For example, over the 3 year period, between 2012 and 2014, Highway 67 from Main Street to Vandenberg Boulevard, had an average of 79 crashes per year. This is an average traffic volume of 52,333 vehicles per day over a 2-mile corridor. This translated to a crash rate, per million vehicle miles (MVM), of 2.07.

1.5 What is the purpose of this project?

The purpose of this project is to address existing and increasing traffic congestion and high crash rates on Highway 67 and associated interchanges and frontage roads.

1.6 What is the purpose of this Environmental Assessment?

This Environmental Assessment (EA) is being prepared to:

- Evaluate the impacts of the alternatives under consideration on the natural and social environment and determine the alternative with the most benefit that minimizes impacts to the greatest extent possible along Highway 67.
- Inform and receive feedback from the public and decision makers on the potential impacts including, but not limited to, social and environmental consequences from implementing the proposed improvements.
- Determine whether effects are significant and require an Environmental Impact Statement or if the project effects can be sufficiently documented through an EA and Finding of No Significant Impacts (FONSI).

What is a FONSI?

A FONSI is issued when environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment.

⁴ Source: HDR | ICA Interchange Justification Report, Pulaski County (December 2016), page 50.

1.7 Who is leading this project?

This project is being led by a partnership between the FHWA and AHTD. The AHTD is responsible for administering and maintaining the state and federal highway system, which includes Highway 67. The FHWA and AHTD have agreed to apply the FHWA policy for new or revised Interstate access proposals to all fully access-controlled freeways in Arkansas regardless of the source(s) for funding the changes. Since Highway 67 is a fully access-controlled freeway, it is subject to the procedures set forth in the policy and subject to federal oversight. The required Interchange Justification Report (IJR) for this project was submitted to FHWA in December 2016.

The FHWA is also involved because it is providing a portion of the project funding and has the primary responsibility for the content and accuracy of this National Environmental Policy Act (NEPA) document.

The remainder of the funding comes from the Connecting Arkansas Program, a 10-year half-cent general state sales tax. The 2015 Stewardship and Oversight Agreement on Project Assumption and Project Oversight delegates responsibility for NEPA document preparation and oversight to the AHTD, who in turn submits the NEPA documents to FHWA for review and approval.

Chapter 2 – ALTERNATIVES

What’s in Chapter 2?

Chapter 2 identifies the project limits and briefly describes the alternatives evaluated in this EA.

2.1 What are the project limits and how were they chosen?

The proposed project is one of four projects that would widen Highway 67 to six lanes between Interstate 40 and Cabot, as seen on Figure 7. The proposed project is identified as CA0604 and begins at Main Street extending north to Vandenberg Boulevard. The southern end meets up with the section of Highway 67 that is currently being widened to six lanes from Redmond Road to Main Street. Vandenberg Boulevard, at the northern end, is a major arterial that provides a connection to Little Rock Air Force Base. Vandenberg Boulevard is where the adjacent widening project (CA0605) to the north begins.

2.2 What alternatives were evaluated in this EA?

Three alternatives were considered for this project: the No Action Alternative; the Transportation System Management (TSM) Alternative; and the Build Alternative.

No Action Alternative

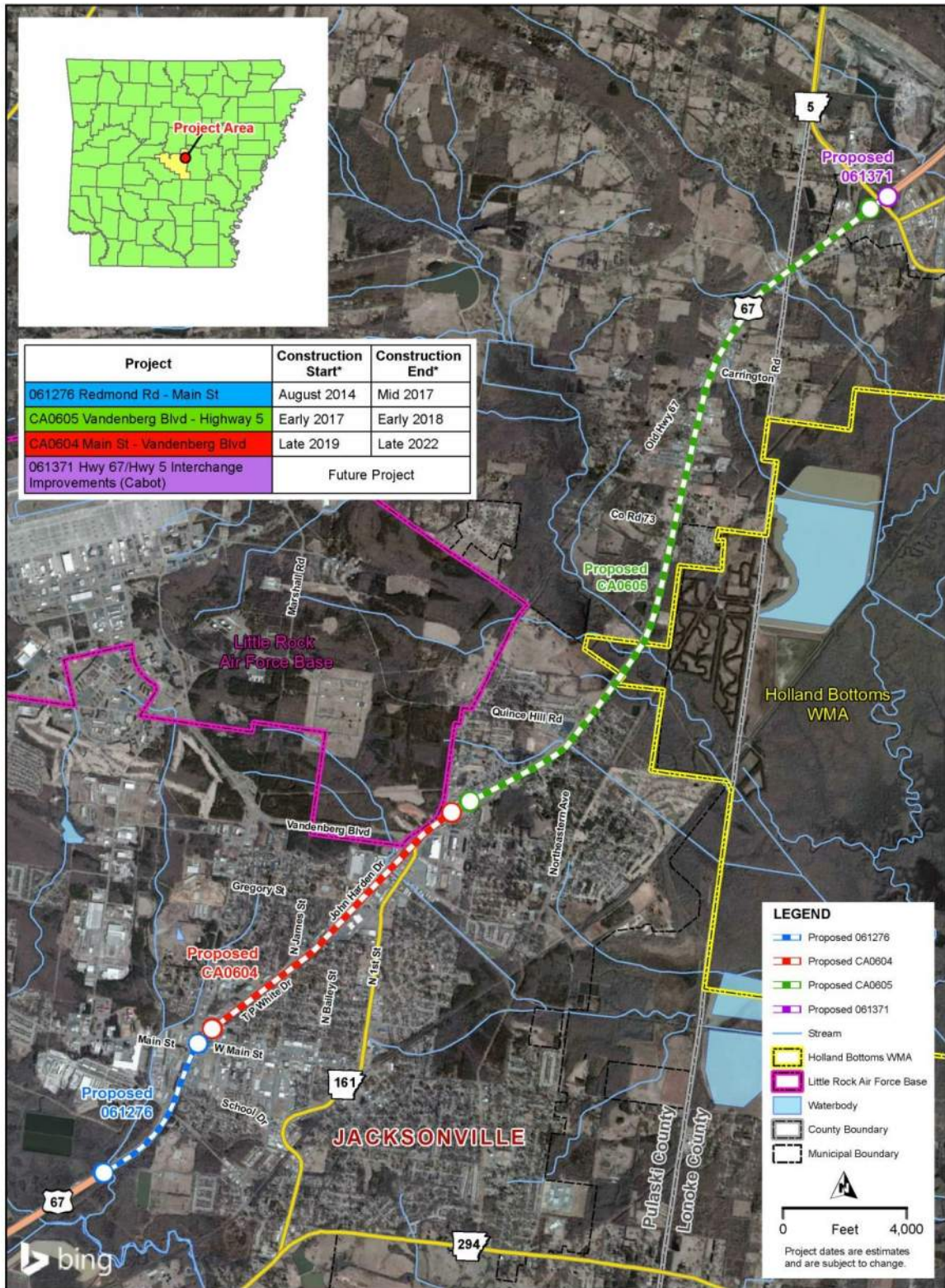
The No Action Alternative would provide only routine maintenance for Highway 67 in the project area. The No Action Alternative would not address traffic congestion, operations or safety concerns presented in this EA. These problems would increase as traffic volumes in the corridor continue to grow, as seen on Figure 6 in Chapter 1.

Why would you consider an alternative that does nothing?

The National Environmental Policy Act (NEPA) requires decision makers to consider a “no action” alternative in all NEPA studies.

This alternative usually does not meet the project’s purpose and need, but is used to compare the beneficial and adverse impacts of “action” alternatives and determine their significance.

Figure 7 - Highway 67 Projects



* Dates are subject to change

TSM Alternative

Transportation System Management (TSM) refers to strategies that aim to improve transportation system capacity and efficiency through the use of technology. TSM strategies include high occupancy vehicle (HOV) lanes, ridesharing, traffic signal timing, Intelligent Transportation Systems, intersection improvements, and ramp metering.

HOV lanes were not carried forward since restricted lane use would not address the traffic congestion along the corridor. The traffic would continue to grow on Highway 67.

Intelligent Transportation Systems, such as variable speed limits, collision avoidance systems, and sequenced traffic lights by themselves did not address the traffic congestion along the corridor, at ramps or intersections.

Rideshare is a TSM strategy that is used on an area-wide basis. Participation in rideshare initiatives in the central Arkansas area have historically had low participation rates, which are not anticipated to increase significantly.

Intersection improvements, such as traffic signal timing and ramp metering, alone would not fully address traffic congestion and safety concerns.

TSM strategies would not address traffic congestion, operations or safety concerns presented in this EA. These problems would increase as traffic volumes in the corridor continue to grow, as seen on Figure 6.

Build Alternative

The Build Alternative includes system-wide improvements necessary to improve the traffic flow and safety of this corridor. These improvements include the widening of the Highway 67 main lanes from four to six lanes, conversion of the northbound and southbound frontage roads from two-way traffic to one-way traffic, and providing access back to the frontage roads and adjacent properties as a result of this conversion.

With this alternative, Highway 67 would operate primarily at LOS B and the frontage roads and intersections would operate primarily at LOS B and C in 2021. In 2041, Highway 67 would operate primarily at LOS C and D, frontage roads at LOS D, and intersections at LOS C, as shown on Figure 8. Figures 9 through 12 show the proposed improvements around Main Street, James Street, Gregory Street and Vandenberg Boulevard interchanges.

What are some common TSM Strategies?

High Occupancy Vehicle (HOV) lanes – Restricted traffic lane(s) reserved for peak travel times for the exclusive use of a driver and one or more passengers

Ridesharing - Carpooling or vanpooling services.

Traffic Signal Timing- Improving the operations, timing and location of traffic signals to promote smoother traffic flow.

Intelligent Transportation Systems (ITS) – The use of technology to monitor and manage transportation systems and to inform motorists of conditions.

Intersection Improvements-Strategies such as improving signal timing, removing elements that hinder sight distance, making drivers aware that they are approaching an intersection, and improving bicycle or pedestrian facilities at the intersection.

Ramp Metering - The automated control of the flow of traffic entering highways used to create more space between vehicles.

Figure 8 - LOS Projections - Build

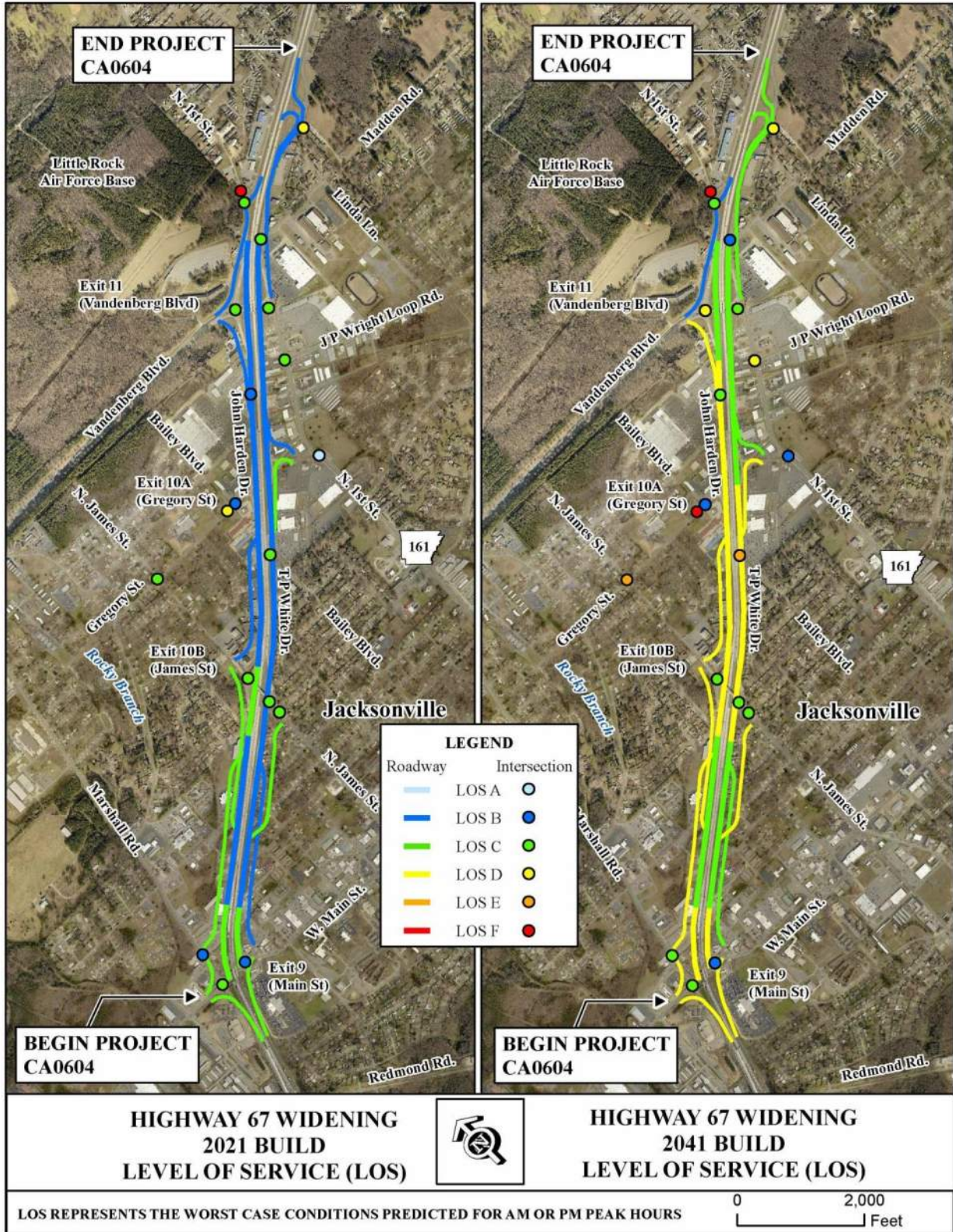


Figure 9 - Proposed Improvements- Main Street Area

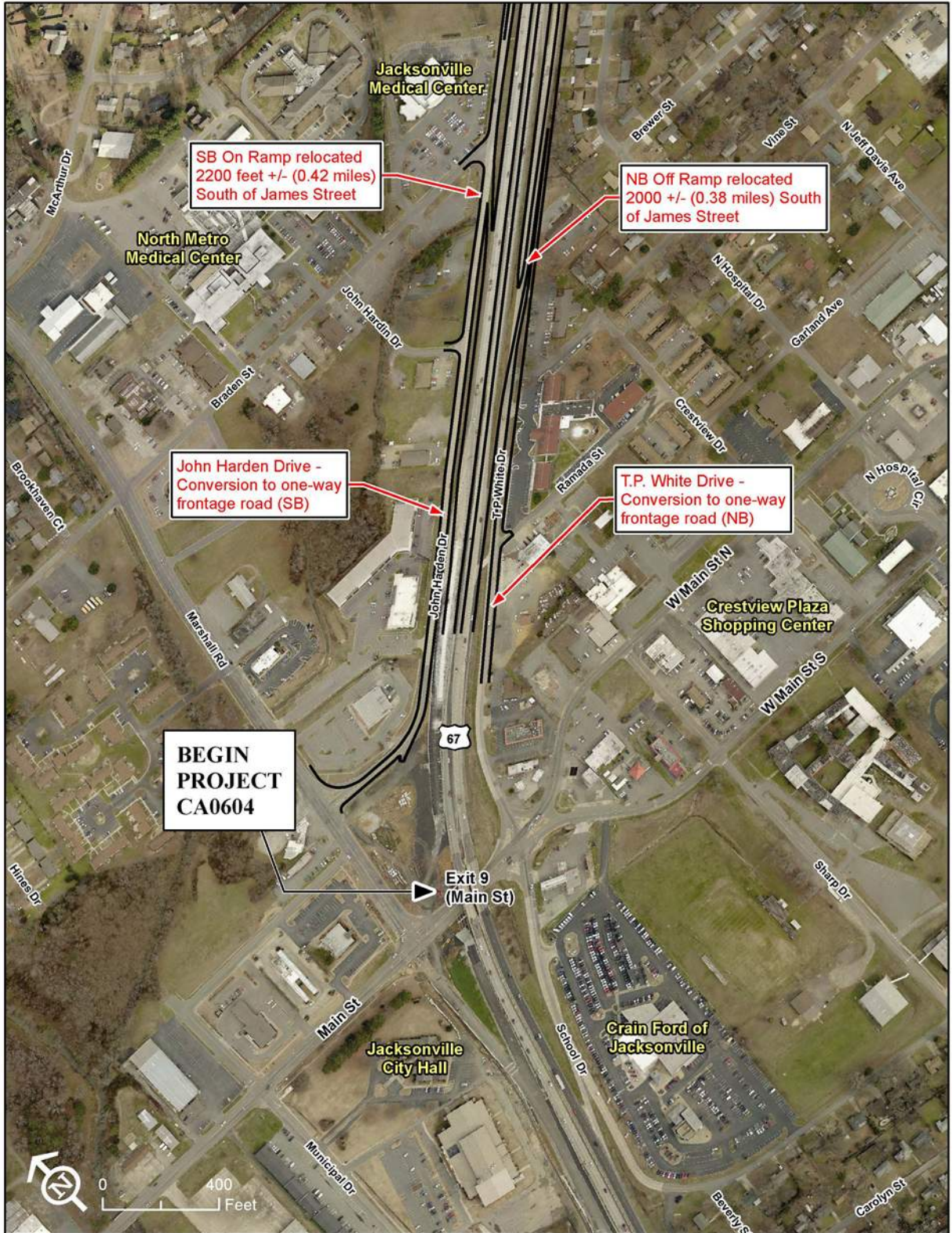


Figure 10 - Proposed Improvements - James Street Area

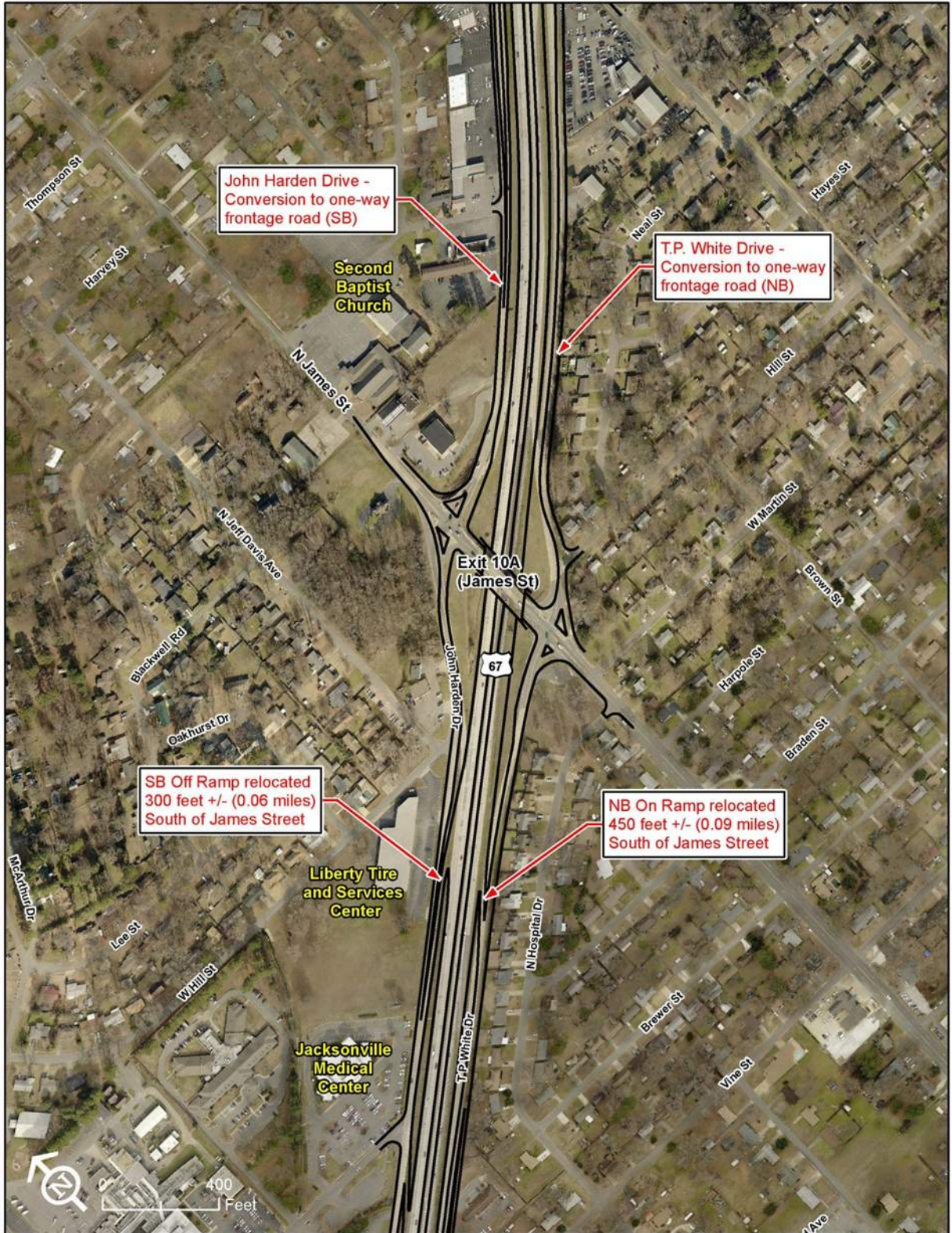


Figure 11 - Proposed Improvements - Gregory Street Area

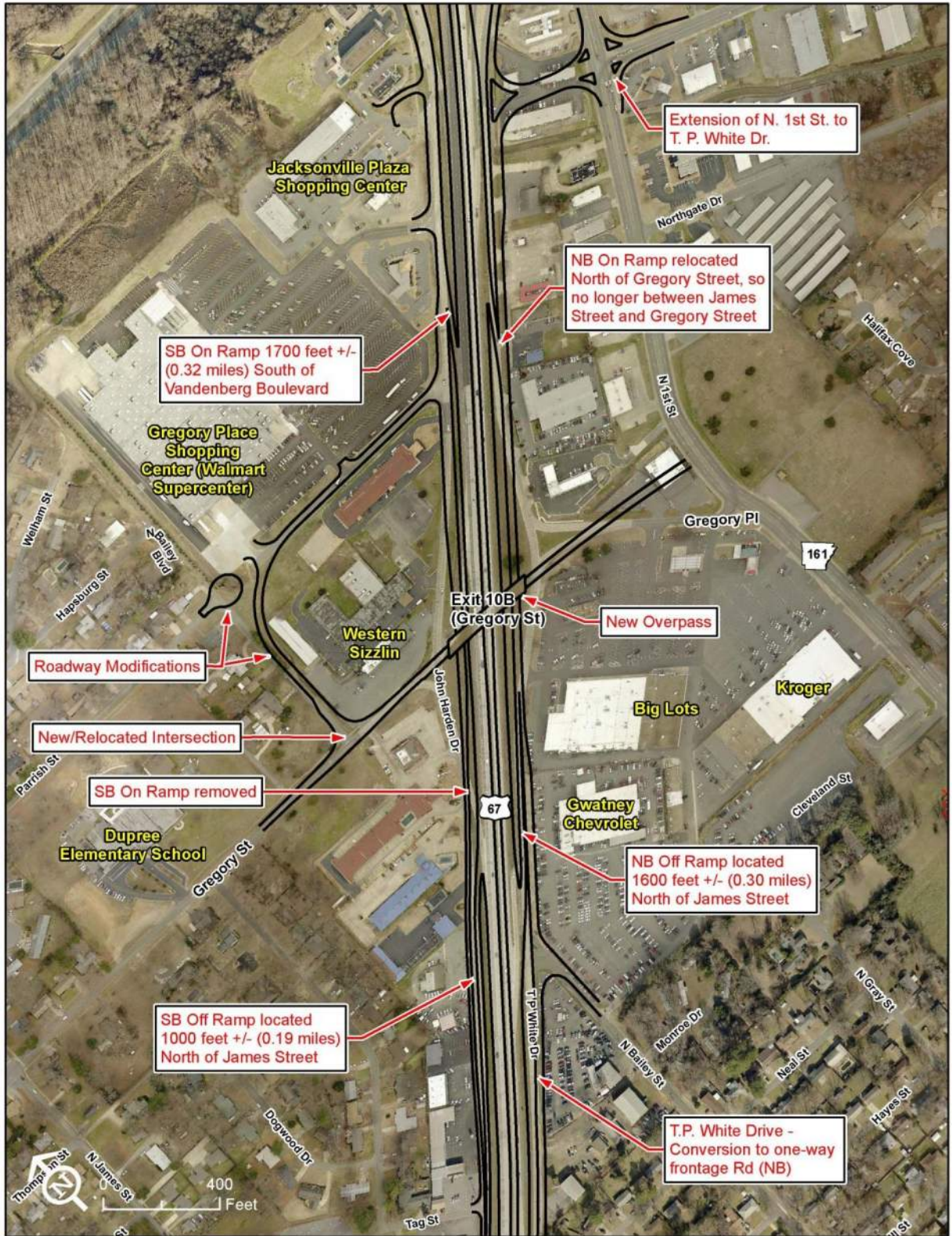
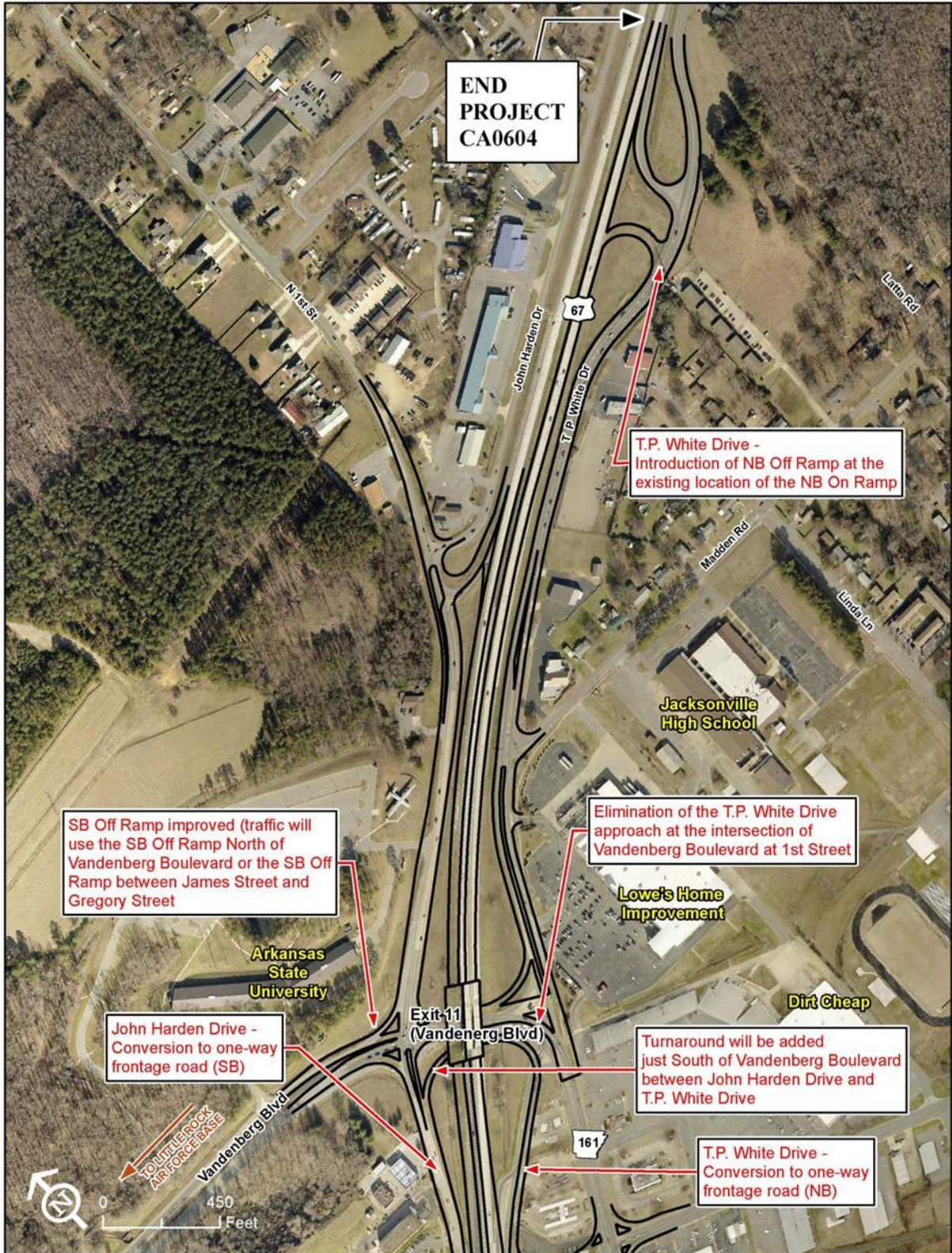


Figure 12 - Proposed Improvements - Vandenberg Boulevard Area



To provide access to the frontage roads and adjacent properties, a new overpass at Gregory Street, a northbound to southbound turn-around at Vandenberg Boulevard, improved access to commercial properties from Gregory Street via North Bailey Boulevard, and a new connection from North J P Wright Loop Road to the northbound frontage road are proposed.

2.3 How has the public been involved?

The project has been coordinated with various agencies and stakeholders to identify issues to be considered in the development of the project. Appendix C contains letters to state and federal resource agencies and Native American tribes, responses received, and public involvement meeting summaries for the meetings described below.

The following meetings were held with the public and local officials to inform them of the project elements being considered and to gather input from them in order to help the project better fit within the context of the local communities.

September 2010 – AHTD initiated consultation and requested information from local, state and federal agencies and tribes on constraints or concerns that should be considered in the planning study and environmental studies. No substantial adverse impacts were identified by the agencies and tribes that were contacted during this scoping process.

September 11-12, 2012 – A Public Officials Meeting for the Highway 67 corridor planning study was held at the Jacksonville Community Center, on September 11. No written comments were received from the public officials.

The Highway 67 Corridor Study Public Meeting was held at the Jacksonville Community Center after the Public Officials Meeting. Another Public Meeting was held at the Cabot High School on September 12th. The meetings provided the general public with an opportunity to review alternative design concepts to improve traffic circulation on Highway 67 from Redmond Road to Highway 5 in Cabot. These highway design concepts included widening Highway 67 from four to six lanes and improvements at intersections, ramps, and frontage roads.

Attendance at both public meetings (including AHTD staff) totaled 125 people. A total of 29 comment forms were received. Twelve commenters believed that the proposed project would be beneficial. Other commenters

believed that the project would improve traffic flow or requested that customers have continued access to businesses. A summary of the meeting is included in Appendix C.

Input gathered during the public meetings was considered as alternative design concepts were finalized.

April 15, 2014 – A Letter of Intent (LOI) was sent to 18 state and federal resource agencies and tribes to inform them of the proposed widening of seven miles of Highway 67 from Jacksonville to south of Cabot. The LOI generally described the proposed projects and asked for any comments on the widening proposal and improvements at selected interchanges and frontage road access. The Department of Arkansas Heritage, U. S. Fish and Wildlife Service, and Osage Nation Historic Preservation Office, responded that they anticipated no significant adverse impacts from the project. The United Keetoowah Band of Cherokee Indians Historic Preservation Office requested a copy of the Phase I cultural resources survey.

March 29, 2016 – A Public Involvement Meeting for the proposed widening of Highway 67 from Main Street to Vandenberg Boulevard (CA0604) in Pulaski County was held at the Jacksonville Community Center. Information was also presented at the meeting on a second project, CA0605 (Vandenberg Boulevard to Highway 5). Attendance at the meeting for CA0604 totaled 122 of a combined total attendance of 159 people for the two projects. A total of 41 comment forms were received on CA0604, with a majority (39) of the commenters indicating that the project is needed and 23 commenters believing that the project would have beneficial impacts. A synopsis of the meeting and survey results is included in Appendix C.

2.4 How have tribal governments been involved?

Section 106 of the National Historic Preservation Act requires federal agencies to consult with tribes where projects could affect tribal areas with historical or cultural significance. The FHWA initiated coordination with the tribes with an active cultural interest in the area during the scoping process for this project. The tribes contacted included the Quapaw Tribe of Oklahoma, the Osage Nation, the United Keetoowah Band of Cherokee Indians, and the Caddo Tribe of Oklahoma. The Tribal Historic Preservation Officers were given the opportunity to comment on the proposed project. No objections to the proposed project were received. Copies of the correspondence are located in Appendix C.

2.5 Which of the alternatives will be considered?

The No Action Alternative does not meet the purpose and need of the project because it would only provide routine maintenance for Highway 67 in the project area and would not improve traffic flow, reduce ramp and intersection delays, or improve safety. The No Action Alternative will be considered in this Environmental Assessment as a baseline to compare impacts against the Build Alternative.

The TSM Alternatives, by themselves, did not accommodate the need for operational and safety improvements; therefore, they did not meet the purpose and need of the project and will not be considered in the remainder of this EA. Some TSM Alternatives, such as new stop control signs, were incorporated into the Build Alternative.

The Build Alternative meets the project's purpose and need while improving the future LOS to acceptable levels. The Build Alternative, including TSM elements, will be discussed in the remainder of this EA.

Chapter 3 – PROJECT EFFECTS

What's in Chapter 3?

Chapter 3 identifies permanent and construction impacts that are expected from the proposed project. Only elements that would be affected by the project are discussed. The impact areas discussed in this chapter are summarized in Chapter 4, Table 8.

3.1 How would the project affect traffic and safety?

The No Action Alternative would not change traffic patterns, but traffic volumes would continue to grow and congestion would increase. With increased congestion, crash rates would also increase. The No Action Alternative would not decrease congestion or improve traffic flow and safety.

The Build Alternative would improve roadway capacity on the mainline by adding travel lanes, which would reduce congestion and improve traffic flow. The project would result in some changes to traffic patterns due to the conversion of frontage roads from two-way to one-way roads, modification of points of access, and the construction of a new connection from T. P. White Drive to access North First Street.

John Harden Drive would be converted to a one-way southbound frontage road, and T. P. White Drive would be converted to a one-way, northbound frontage road. The conversion will result in smoother and safer traffic operations.

Access to properties along the frontage roads would be maintained but limited to right-in and right-out movements. No frontage road turning maneuvers would involve conflicts with opposing traffic streams. By limiting left turns the frontage roads offer travel time savings over existing conditions.

Travel distances for destinations along the frontage roads would be increased. Travel to a business upstream of a starting location would require traveling the length of both frontage roads between the place of origin and the closest interchange or finding an alternate route. Although trips would be less direct with one-way frontage roads, drivers would continue to have access to Highway 67 at interchanges as well as adjacent intersecting cross streets.

The Build Alternative would modify access between Gregory Street and T. P. White Drive as well as Gregory Street and John Harden Drive. The Jacksonville Medical Center area would have direct access from

southbound John Harden Drive and access northbound from the Main Street interchange.

Members of Second Baptist Church would continue to have southbound access from John Harden Drive but northbound access would be from a replaced and widened James Street interchange.

Construction of a new overpass for Gregory Street would modify access to businesses on either side of Highway 67 and to large retail stores along John Harden Drive.

A turnaround between the frontage roads near the intersection of Vandenberg Boulevard would modify access to John Harden Drive. Additional turn lanes would provide capacity improvements at the interchange. North of the Vandenberg Boulevard exit a new northbound off ramp on T. P. White Drive would provide Highway 67 access.

Traffic would be maintained on the existing roads during construction of the Build Alternative, although short-term lane closures may be required.

How would the project affect safety?

The No Action Alternative would not address any of the existing safety hazards or reduce crash rates. These problems would worsen over the 20-year study period as traffic volumes and congestion increase.

The Build Alternative would result in improved safety on Highway 67 by adding capacity. These capacity improvements provide three travel lanes in each direction between Main Street and Vandenberg Boulevard. The additional capacity would result in improved LOS and reduced congestion. The one-way frontage roads would remove the exit and entrance ramps that currently cross oncoming traffic which would eliminate potential conflict points. The ramp modifications would improve traffic flow at the interchanges and result in fewer backups at the ramps, which should result in a reduction of rear end crashes.

3.2 How much would the proposed project cost?

The No Action Alternative would not result in any construction and would only involve routine maintenance costs.

Using 2016 dollars, the Build Alternative is estimated to cost approximately \$122.7 million (see Table 4).

Table 4 – Project Costs

Activity	Estimated Cost
Utilities	11.5 million
Construction	89 million
Right of Way	22.2 million
Total Project Cost (2016 dollars)	122.7 million

Improvements along Highway 67 and ramps between Main Street and Vandenberg Boulevard are incorporated into the Metropolitan Planning Organization’s *Imagine Central Arkansas*, which is the current long-range transportation plan for the Central Arkansas Regional Transportation Study area. *Imagine Central Arkansas* was developed in December 2014 and amended May 2016.⁵ This project is included in the 2016-2020 Draft Statewide Transportation Improvement Program⁶. Funding is provided through the AHTD Connecting Arkansas Program⁷ and FHWA.

3.3 How would economic conditions in the area be affected?

The No Action Alternative would not result in right of way acquisition, relocations, or land use changes and would not encourage additional development in or around the project area. No indirect or cumulative impacts related to land use are expected with the No Action Alternative. However, the No Action Alternative, due to increased traffic congestion, could negatively impact existing businesses and hinder growth and location of new businesses in the project area.

The Build Alternative would potentially require the relocation of three residential owner occupants, six businesses, and two business landlords. The six businesses impacted include an animal hospital, nail salon, hair salon, tobacco shop, tax office, and a donut shop.

The relocation of these businesses would negatively affect the local economy in the project area due to permanent or temporary loss of jobs and income, but would not negatively affect the overall economic conditions of the City of Jacksonville. Indirect travel associated with one-way frontage roads would affect commercial properties by redirecting drivers on a longer route to the nearest intersecting road to reach the intended destination. There could be a potential loss of the customer base if the travel direction is inconvenient for customers or if

⁵ Source: <http://metroplan.org/index.php?fuseaction=p0007.&mod=44>

⁶ Source: https://www.arkansashighways.com/stip/2016-2020/STIP_report_2016-2020_b.pdf

⁷ The Connecting Arkansas Program (CAP) is a voter-approved half-cent sales tax to benefit highway and interstate projects throughout the state by accelerating construction and improving highways.

there is a prolonged temporary construction period. For businesses that relocate, a change in the business address could result in customer loss if the store is no longer convenient.

The Build Alternative would result in unavoidable, moderate economic impacts such as temporary construction impacts, local traffic impacts during construction, and impacts associated with the relocation of local businesses.

3.4 How would the project affect properties in the area?

Relocations occur when residential, business, or non-profit properties fall within the established right of way limits for a proposed project. Until a Preferred Alternative has been identified and the final design has been established, relocation quantities are estimates.

The No Action Alternative would not result in any right of way acquisition or relocations of residential, business, or non-profit properties, and would not encourage any additional development in or around the project area. No relocation costs would be incurred under this alternative.

The Build Alternative requires approximately 19.2 acres of right of way from 129 properties and 11 relocations. Total residential and business relocation costs with the Build Alternative are estimated at \$627,500 (in 2016 dollars).

The land uses affected by the Build Alternative are found in Table 5. Relocation assistance would be provided to all property and business owners relocated as a result of this project. Appropriate measures will be taken to ensure that each relocated residence or business is fully aware of their benefits, entitlements, courses of action that are available, and any special provisions designed to encourage businesses to relocate within the same community.

Table 5 – Build Alternative Land Use Impacts

Land Use Type	Acres
Residential	5.7
Commercial	6.4
Vacant	0.0
Government (Air Force Base)	7.1
Total Acres	19.2

The Build Alternative would result in improved, safer access to and from Little Rock for Pulaski County. Commercial and industrial land use may increase on the frontage roads and at the interchanges. There would be

moderate adverse impacts to the store owners, employees and customers at the six local businesses that would be relocated.

A general statement describing the relocation procedures of AHTD, which are in accordance with Public Law 91-646 Uniform Relocation Assistance Act of 1970, as amended, is provided in Appendix D along with the Conceptual Stage Relocation Statement. This study includes an analysis of residential and commercial property available in the area, and found that enough properties are available for all potential relocatees.

The right of way acreages are based on the latest design plans but are subject to change as a result of comments received at the Location and Design Public Hearing.

3.5 Would noise levels change?

A traffic noise analysis is required for proposed Federal-aid highway projects that would construct a highway on new location; physically alter an existing highway by substantially changing either the horizontal or vertical alignment of the road; or increase the number of through-traffic lanes.

Seven study areas with potential for noise impacts were identified along the project. Results of the analysis within these Noise Analysis Areas (NAAs) determined that there would be 113 noise receptors impacted with the Build Alternative, including 110 residential properties (see Table 6). The 110 impacted residential properties include: 4 single family residences in NAA 3; 41 single family residences in NAA 4; 13 total residences (single family and duplexes) in NAA 5; and 52 total residences (single family and apartments) in NAA 6.

Table 6 – Predicted Noise Impacts

Noise Analysis Area	No. of Receptors	Existing Impacts (2014)	No Action Impacts (2041)	Build Impacts (2041)
NAA 1	1	0	0	0
NAA 2	0	0	0	0
NAA 3	28	2	5	6
NAA 4	80	38	49	42
NAA 5	29	13	17	13
NAA 6	117	42	69	52
NAA 7	0	0	0	0
Total	255	95	140	113*

* Includes 110 residential impacts and 3 non-residential impacts

Noise barriers were analyzed for the four NAAs where residential noise impacts were predicted (NAAs 3, 4, 5, and 6).

What is noise?

Sound is anything we hear, while noise is unwanted or undesirable sound. Traffic noise is a combination of the noise produced by vehicle engines, exhaust, and tires.

What is a receptor?

Noise receptors are locations or areas where human activity may be adversely affected by project-related noise.

Noise barriers were determined to be the only available potential abatement measure to reduce noise levels for impacted areas for this project. Based on the noise barrier analysis, a preliminary determination was made that noise barriers would be feasible and reasonable at two locations:

- 1) NAA 4 – between Bailey Boulevard and North James Street along T. P. White Drive, and
- 2) NAA 6 – between North James Street and Ramada Street along T. P. White Drive.

Noise barriers were not found to be feasible and reasonable at the other two locations (NAAs 3 and 5).

It is the policy of the AHTD that no noise abatement measures will be provided if most of the residents who would be benefited by the noise barrier in an analysis area do not want it. The final reasonableness condition is to poll the residents who would benefit from the noise barrier to determine if they favor the barrier. A neighborhood noise meeting was held in March 2017 to get the input from the benefited residents. Their views will be considered when the final decision about noise barrier construction is made by the AHTD.

The No Action Alternative would not result in any significant adverse impacts with respect to noise, although a greater number of noise receptors would be impacted with the No Action Alternative than with the Build Alternative as the proposed improvements would elevate the roadway, allowing the highway noise to remain above adjacent residences. The 2041 sound levels would be higher under the No Action Alternative. There would not be additional shielding provided by redesigned ramps and frontage roads as there would be under the Build Alternative.

The 2016 Traffic Noise Study Executive Summary is included in Appendix E. The approved study, in its entirety, is available from the AHTD.

3.6 Would utilities be affected?

The No Action Alternative would not affect any utilities.

The Build Alternative would require the relocation of several utilities, including; public water, gas, sewer, electricity, and telephone. These impacts would be minimized as much as possible. No significant impacts to area residents or businesses are anticipated due to the utility relocations. The cost estimate for utility work is \$11.5 million.

What is considered a feasible and reasonable noise barrier?

A **feasible** noise barrier will provide at least a five decibel reduction for at least one impacted residence. The noise barrier should not have major design, construction, safety, drainage or maintenance problems.

A **reasonable** noise barrier considers the cost effectiveness of the barrier.

3.7 How would the project affect views?

The viewshed from Highway 67 is largely commercial development with tree-lined overhead utilities. The immediate project area does not currently contribute to the positive scenic aspect of Highway 67. There are no officially designated scenic areas or visually sensitive resources in the project area.

The No Action Alternative would not result in changes to the viewshed.

The construction of the Build Alternative would result in the temporary presence of construction equipment throughout the project area that would be visible from the road and from surrounding properties. These activities would result in temporary impacts to the viewshed during construction but are anticipated to be short-term and minor in nature. The construction of the Build Alternative would also introduce new highway lanes into the viewshed; however this is not out of character with the existing viewshed. The Build Alternative is not anticipated to result in adverse impacts to the visual character of the project area.

3.8 Would any hazardous materials be created or affected?

An Initial Site Assessment was conducted to identify potential hazardous materials sites through a database research of state and federal environmental records, review of historical land use records, interviews, and limited site reconnaissance.

The No Action Alternative would not impact any hazardous materials sites.

The Build Alternative would potentially impact the Valero gas station (formerly the Jacksonville Diamond Shamrock site), located at 2215 North First Street. According to Arkansas Department of Environmental Quality (ADEQ) records, there are currently three underground storage tanks (USTs) at this facility. If any of these USTs must be removed as part of the proposed project, the AHTD will use a licensed testing contractor to evaluate the site for any substantial petroleum contamination. This alternative would not involve the creation of hazardous materials.

What is a viewshed?

A viewshed is the area that is visible from a specific location. The viewshed could be from the point of view from a vehicle, pedestrians, or bicyclists.

What are hazardous materials?

A hazardous material is any item or chemical that can cause harm to people, plants, or animals when released into the environment.

3.9 How would streams be affected?

Two intermittent streams were identified within the project corridor. The streams are identified in the 2016 Hydrological Survey Report⁸ which is available through the AHTD Environmental Division. The intermittent streams are identified as STR-1 and STR-7.

The No Action Alternative would not affect any water resources.

The Build Alternative would impact approximately 27 feet of STR-1 and approximately 116 feet of STR-7 for a total impact length of 143 linear feet and total area of impacts less than one-half acre. Construction of this project would require authorization under a U. S. Army Corps of Engineers Nationwide Permit 14 for Linear Transportation Projects as defined in Federal Register 77(34) 10183-10290.

The Build Alternative would have the potential to temporarily impact water quality during construction through land-disturbing activities that could increase sedimentation in runoff, such as: mechanized land clearing, removal of vegetation, and alteration of land contours. The Clean Water Act, as amended, regulates stormwater discharges from construction sites greater than one acre through the National Pollutant Discharge Elimination System (NPDES) Stormwater Program. In Arkansas, the ADEQ is responsible for administering this program. NPDES permits ensure that potential impacts are avoided and minimized through the use of best management practices such as seeding, installation of silt fences, temporary sediment basins, and other similar practices. The contractor will also be required to minimize this impact through implementation of construction best management practices and through a Water Pollution Control Special Provision.

3.10 How would floodplains be affected?

Pulaski County participates in the National Flood Insurance Program. The project lies within the Zone A, Special Flood Hazard Area. A section of the project near the Vandenberg Boulevard interchange is located within a floodway and 100-year floodplain for a tributary (STR-1) to Jacks Bayou. Flood Insurance Rate Maps issued by the Federal Emergency Management Agency were reviewed to identify any regulatory floodways and 100-year floodplains within the project area. In the project area, the tributary flows under Highway 67 in a concrete box culvert. The existing structure does not provide effective passage of water through the project

What is an intermittent stream?

An intermittent stream flows only when it receives water from rainfall runoff, springs, or from surface source such as melting snow.

What is a floodplain?

Floodplains are land areas that become covered by water in a flood event. Special flood hazard areas, also known as 100-year floodplains, are areas that would be covered by a 100-year flood event. This is the floodplain commonly used for insurance and regulatory purposes.

⁸HDR/ ICA, 2016

area. The project will add another concrete box culvert directly adjacent to the existing box culvert to provide effective passage of the water.

No floodplains would be impacted by the No Action Alternative.

All of the floodplain encroachments within this roadway construction project will be designed to comply with the county's local flood damage prevention ordinance. 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. No adverse impacts to the floodplain that would increase the frequency or severity of flooding are expected to occur as a result of the Build Alternative.

3.11 Would any protected species be impacted by the project?

A protected species review was completed for this project and is located in Appendix F. Documentation was obtained from the U.S. Fish and Wildlife Service (USFWS) and the Arkansas Natural Heritage Commission on the potential for federal- and state-listed species to occur within the proposed project corridor. This coordination and a field review of the project corridor did not identify the presence of any protected species.

Numerous species of migratory birds protected under the Migratory Bird Treaty Act of 1918 occur in the project vicinity. The USFWS requested that visual surveys be conducted prior to project construction and that consideration be given to avoiding impacts to these bird species between the months of March and September. A Migratory Bird Special Provision will be added to the project plans to ensure that migratory birds are not harmed during the construction of the proposed project.

The No Action Alternative will not impact protected species populations.

The USFWS reviewed the Build Alternative and found that the project is “not likely to adversely affect” any threatened or endangered species. Because the widening will occur within the existing transportation corridor in an urban area, impacts to land or water wildlife are not anticipated from the Build Alternative.

What is the difference between threatened and endangered species?

An **endangered** species is a species that is in danger of extinction throughout all or a significant portion of its range. Endangered species receive the highest level of protection.

A **threatened** species is a species that is likely to become endangered in the near future.

3.12 Would this project affect Environmental Justice populations?

The proposed project was evaluated in accordance with Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations).

U.S. Census Bureau data⁹ identified approximately 10,000 residents in six block groups in the study area. Three block groups have population percentages greater than 25% in one of three poverty categories. None of the six block groups are considered to have a majority of minority populations. Minority populations in the project area’s block groups are similar to both the City of Jacksonville and Pulaski County. These findings are consistent with the field observations of the immediate project area (see Table 7).

Table 7 – Demographic Characteristics

Demographic Characteristic	Project Area	City of Jacksonville	Pulaski County	Arkansas
Total Population	10,024	28,728	388,752	2,947,036
White, Non-Hispanic	57.3%	53.6%	54.6%	73.9%
Minority Population	42.7%	46.4%	45.4%	26.1%

The No Action Alternative will not impact EJ populations.

The proposed Build Alternative includes the addition of sidewalks which will improve pedestrian accessibility and improve traffic flow and safety. The proposed project is in a predominantly commercial area and is not expected to adversely affect community cohesion.

Potential noise impacts in EJ populations between Bailey Boulevard and North James Street along T. P. White Drive and between North James Street and Ramada Street along T. P. White Drive may be mitigated through the construction of noise barriers; as discussed in Section 3.5, if a majority of benefited residents vote in favor of the barriers.

Based on the information presented above, field observations, and conducting public involvement meetings, the Build Alternative is not expected to result in any disproportionate or adverse impacts on minorities, low-income, elderly, or disabled populations.

⁹ Source: US Census Bureau, American Community Survey 5-year Estimates (2010-2014), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

What is Environmental Justice and Title VI?

An Environmental Justice (EJ) evaluation determines whether low-income or minority populations would suffer disproportionately high and adverse effects from an action.

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, sex, national origin, religion, or disability under any program or activity receiving federal financial assistance.

3.13 What are the indirect and cumulative effects, and does the project have any?

Indirect impacts, or effects, are reasonably foreseeable impacts to the environment that are caused by an action but occur later in time or removed in distance from the project area. Indirect impacts are generally associated with impacts from induced growth and other impacts that result from the resulting changes in land use patterns, population density, or growth rate of an area. Transportation projects often reduce travel time, enhancing the attractiveness of surrounding land for development through changes in accessibility. These changes in access could influence local development trends. Subsequently, these land use changes could lead to environmental impacts such as habitat fragmentation or water quality issues.

Work associated with the Build Alternative generally occurs within the existing right of way, with minor amounts of new right of way necessary at intersections for extending turn lanes. The land use adjacent to this section of Highway 67 is largely developed. Therefore, the Build Alternative is not expected to result in any indirect impacts to land immediately adjacent to the study area.

Access change at Gregory Street could result in changes to existing land use for the surrounding properties. Changes to ramp locations and conversion of frontage roads from two-way to one-way could also result in changes to the existing land uses.

The construction of the Build Alternative would contribute to the continued development of the project area (Pulaski County and the commuter areas of Cabot, Beebe and Searcy). By providing improved access to Little Rock and its employment opportunities, the project area would maintain, and possibly increase, in population and business development. Jacksonville, Cabot, and the surrounding communities would see increased pressure to accommodate a growing population. This unplanned or induced growth would lead to future demands on the transportation system, government services, such as water and emergency services, and roadway congestion.

Cumulative impacts, or effects, are the impacts on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. According to the FHWA, cumulative impact analysis is resource specific and generally performed for the environmental resources directly impacted by a federal

What is induced growth?

A proposed transportation project that would likely foster or stimulate unplanned residential or commercial growth in the project area is said to induce growth. The construction of additional housing is an example of induced growth.

action under study. Cumulative impacts would occur when impacts resulting from the proposed project are added to historical changes in land use.

The AHTD has three additional projects programmed on Highway 67 in central Arkansas as shown on Figure 7:

- **AHTD Job No. 061276** – This project widens Highway 67 from just south of Redmond Road to just north of Main Street in Jacksonville
- **CA0605** – This project widens Highway 67 from just north of Vandenberg Boulevard to south of the 5/321 interchange near Cabot
- **AHTD Job No. 061371** – This project constructs a new interchange at Highway 5/321 just west of Cabot.

Jacksonville and Cabot planning sites included the following projects and studies that could impact the Highway 67 corridor:

- **J P Wright Loop Road Rail Grade Separation** – This local project will create a bridge over the Union Pacific railroad tracks east of Highway 67 to eliminate conflicts between vehicles and trains.
- **Highway 321 Corridor** – Highway 321 is the interchange on Highway 67 immediately north of Vandenberg Boulevard. This project studies the widening of Highway 321 from two to four lanes.
- **Highway 89 Corridor** – This project is a corridor study to determine the need and feasibility of a continuation of Highway 89 from Cabot to West Conway. Recommended projects from this study may open new access northwest of Little Rock Air Force Base and impact Highway 67 volumes.

A review of local government planning documents and correspondence with local officials did not reveal reasonably foreseeable projects or permits from local governments, businesses, or developers that could result in changes to the land use in the Highway 67 corridor.

The improved access to Little Rock could induce development in Lonoke and White counties, including the cities of Cabot, Beebe, and Searcy along Highway 67. This project is likely to induce development in unincorporated areas without zoning. Commercial development is rapidly expanding along the eastern Highway 67 corridor. This trend, along with residential developments, is expected to continue, which will impact local travel patterns and facilities.

The No Action Alternative would not increase highway capacity or improve frontage roads or interchanges. Without the additional main travel lanes and modifications to the parallel frontage roads and interchanges the attractiveness of the area as a residential alternative for Little Rock workers would diminish as traffic and its associated congestion and traffic delays continue to increase. The diminished LOS on the existing Highway 67 main travel lanes would discourage the expansion of development in Pulaski County. Without capacity and safety improvements, increased congestion and delays would likely diminish or reverse current growth trends along the Highway 67 corridor.

The Build Alternative is expected to alter regional mobility from suburban areas to Little Rock. This project, by providing improved and safer access to Little Rock and its many employment opportunities, will maintain the project area's potential for suburban residential growth and associated commercial growth.

3.14 What other resource areas were examined but not found to be present or impacted?

Cultural Resources

Section 106 of the National Historic Preservation Act of 1966, as amended, requires federal agencies to consider the effects of their actions on historic properties.

Architectural and archaeological surveys were completed to identify any potential structures and/or archaeological sites listed or eligible for listing on the National Register of Historic Places. The Arkansas Historic Preservation Program office reviewed the findings of the surveys and concurred that the proposed undertaking will have no effect on historic properties. State Historic Preservation Officer clearance is included in Appendix G.

Wetlands

A hydrologic survey was conducted within the project corridor. The survey did not identify any wetlands within the project area.

Landforms and Geology

The project is located in the Bayou Meto Watershed which flows southeastward to the Arkansas River. The project is located in the Mississippi Alluvial Valley ecoregion. This region is made up of fertile soils, smooth topography, abundant moisture, growing season which favor agricultural production. Levees are used to protect cropland from flood damage. This region is on smooth terraces and flood plains along the

What is a historic property?

Cultural resources include elements of the built environment (buildings, structures, or objects) or evidence of past human activity (archaeological sites). Those that are listed on or eligible for inclusion in the National Register of Historic Places are defined as historic properties.

What is a wetland?

Wetlands are areas typically inundated or saturated by surface or groundwater to the extent that they can support vegetation adapted for life in wet soil conditions.

Mississippi River and its major tributaries south of its confluence with the Ohio River.

Prime and Unique Farmland

The project was assessed under the provisions of the Farmland Protection Policy Act. The project is wholly located within the limits of the City of Jacksonville and is highly developed with urban and commercial land uses. No prime farmland is present in the project area and no further studies are required.

Air Quality

Pulaski County is in attainment for all transportation pollutants; therefore, the conformity procedures of the Clean Air Act, as amended, do not apply.

What is prime farmland?

Prime farmland is land with the best combination of physical and chemical characteristics for the production of crops.

What is air quality attainment?

Areas are considered in attainment for air pollutants when measured levels are below the National Ambient Air Quality Standards set by the US Environmental Protection Agency.

Chapter 4 – RECOMMENDATIONS

What's in Chapter 4?

Chapter 4 contains the results and conclusions of this Environmental Assessment.

4.1 What are the results of this EA?

The environmental analysis of the proposed project did not identify any significant impacts to the natural and social environment as a result of the No Action Alternative or Build Alternative. A summary of the impacts of these alternatives can be found in Table 8.

The recommended Preferred Alternative for Highway 67 is the Build Alternative because it meets the project's purpose and need while minimizing adverse impacts.

Table 8 - Alternative Impact Comparison

	No Action	Build
Utility Cost (2016 dollars)	0	11.5 million
Construction Cost (2016 dollars)	0	89 million
Right of Way Cost*(2016 dollars)	0	22.2 million
Total Project Cost (2016 dollars)	0	122.7 million
Proposed Right of Way (acres)	0	12.2
Number of Relocations	0	11
Noise Receptors Impacted (2041)	140	113
Stream Impacts (linear feet)	0	143

* Includes right of way acquisition costs, business and residential relocation costs.

The AHTD's standard commitments associated with relocation procedures, hazardous waste abatement, and control of water quality impacts have been made in association with this project. They are as follows:

- See Relocation procedures located in Appendix D.
- If hazardous materials, unknown illegal dumps, or underground storage tanks are identified or accidentally uncovered by AHTD personnel or its contractors, the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD in cooperation with the ADEQ will determine the remediation and disposal methods suited for that particular type of contamination. The proposed project will comply with local, state, and federal laws and regulations.
- To minimize construction noise, the contractor will be required to comply with the AHTD 2014 Standard Specifications for Highway

Construction, which includes specifications regarding noise avoidances. Findings and recommendations of the study will be incorporated in final design of the project.

- An asbestos survey will be conducted by a certified asbestos inspector on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with ADEQ, EPA, and OSHA asbestos abatement regulations.
- The AHTD will comply with all requirements of the Clean Water Act, as amended, for the construction of this project. This includes Section 401-Water Quality Certification, Section 402-NPDES, and Section 404-Permit for Dredged or Fill Material.
- A Migratory Bird Special Provision will be incorporated into the contract to protect nesting or attempted nesting by migratory and nongame birds during construction activity.
- A Water Pollution Control Special Provision will be incorporated into the contract to minimize potential water quality impacts.
- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.
- A wildflower seed mix will be included in the permanent seeding for the project.

4.2 Is the NEPA process finished?

After this EA is signed by the FHWA and approved for public dissemination, a Location and Design Public Hearing will be held. The Location and Design Public Hearing will provide the public an opportunity to review and comment on the project. The meeting will be advertised in newspapers, public service announcements and flyers in the project area. The advertisements will also notify the public of the availability of the approved EA, which will be made accessible for review prior to the Location and Design Public Hearing.

After a review of comments received from citizens, public officials, and public agencies, a Finding of No Significant Impact (FONSI) document will be prepared by the AHTD and submitted to the FHWA. Approval of the FONSI by the FHWA will identify the Selected Alternative and conclude the NEPA process.

Reference Page

Acronyms

ADEQ	Arkansas Department of Environmental Quality
ADT	Average Daily Traffic
AHTD	Arkansas State Highway and Transportation Department
CAP	Connecting Arkansas Program
EA	Environmental Assessment
EJ	Environmental Justice
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
IJR	Interchange Justification Report
LOI	Letter of Intent
LOS	Level of Service
mph	Miles per Hour
MVM	Million Vehicle Miles
NAA	Noise Analysis Area
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
STRAHNET	Strategic Highway Network
TSM	Transportation System Management
USFWS	U.S. Fish & Wildlife Service
UST	Underground Storage Tank
vpd	Vehicles per Day

Appendices

Appendix A - Level of Service Descriptions

Appendix B - Level of Service Tables

Appendix C - Comments and Coordination

Appendix D - Conceptual Stage Relocation Statement

Appendix E - Traffic Noise Study - Executive Summary

Appendix F - USFWS Correspondence

Appendix G - SHPO Correspondence

Appendix A – LEVEL OF SERVICE DESCRIPTIONS

LOS designations describe the performance of the facility from the motorist's perspective with LOS A representing the best or most ideal free-flowing conditions and LOS F representing the worst or congested conditions.

The LOS calculations use road and traffic conditions that affect traffic flow, such as:

- terrain
- peak-hour traffic volume
- free-flow speed (how quickly free-flowing traffic would travel)
- shoulder and lane width
- percent of the daily traffic that consists of trucks, buses, or recreational vehicles
- passing opportunities
- number of traffic signals
- density of access points (intersections and driveways)
- type of highway

LOS A: This level of service describes completely free-flow conditions. Desired speed and movements are virtually unaffected by the presence of other vehicles and constrained only by the geometric features of the roadway and driver preferences.

LOS B: Traffic flow is stable. The presence of other vehicles only slightly restricts freedom to maneuver.

LOS C: Traffic flow is stable, but the number of bumper-to-bumper groups of vehicles increases due to slow moving vehicles and turning maneuvers.

LOS D: Unstable traffic flow conditions. The desire to pass becomes very high but safe passing opportunities decrease significantly.

LOS E: Passing is virtually impossible. The slowest moving vehicle controls the travel speed.

LOS F: Passing is impossible. The slowest moving vehicle controls the travel speed. Very unstable traffic flow conditions exist.

Traffic reports use color codes to illustrate traffic conditions such as blues (levels A and B), yellows, (levels C and D), and reds (levels E and F).

LOS color representations and the values used to derive the performance measures of the study freeway sections found in Tables 1, 2, 4, 5, 7, 8, 10, and 11, are:

Level of Service (LOS) Criteria for Freeway Sections	Density (passenger car per mile lane)	
	Freeway	Merge/Diverge
A	0-11	0-10
B	>11-18	>10-20
C	>18-26	>20-28
D	>26-35	>28-35
E	>35-45	>35
F	>45	Demand Exceeds Capacity

LOS color representations and the values used to derive the performance measures of the study intersections found in Tables 3, 6, 9, 12 are:

Level of Service (LOS) Criteria for Intersections	Average Control Delay (seconds/vehicle)	
	Unsignalized	Signalized
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50	> 80

Appendix B – LEVEL OF SERVICE TABLES

The following twelve tables used traffic models to develop traffic forecast Level of Service for Highway 67 main lane sections, ramps, and intersections. The tables show AM and PM peak hour traffic volumes and density. No Action and Build Alternative forecasts were developed for 2021, the study year, and 2041, the design year. Color codes used in the tables are described in Appendix A.

Tables 1-6 present Level of Service conditions if No Action is taken. Tables 7-12 show Level of Service conditions if the project is build.

- Table 1: 2021 No Action Level of Service Highway 67 Main Lane Sections**
- Table 2: 2021 No Action Level of Service Highway 67 Ramp Sections**
- Table 3: 2021 No Action Level of Service Intersections**
- Table 4: 2041 No Action Level of Service Highway 67 Main Lane Sections**
- Table 5: 2041 No Action Level of Service Highway 67 Ramp Sections**
- Table 6: 2041 No Action Level of Service Intersections**
- Table 7: 2021 Build Level of Service Highway 67 Main Lane Sections**
- Table 8: 2021 Build Level of Service Highway 67 Ramp Sections**
- Table 9: 2021 Build Level of Service Intersections**
- Table 10: 2041 Build Level of Service Highway 67 Main Lane Sections**
- Table 11: 2041 Build Level of Service Highway 67 Ramp Sections**
- Table 12: 2041 Build Level of Service Intersections**

Table 1: 2021 No Action Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	1860	B	16.1	3540	E	35.9
between Main Street Exit Ramp and James Street Exit Ramp	NB	1400	B	12.1	3200	D	30.4
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1270	A	11	2930	D	26.8
between Main Street Entrance Ramp and James Street Entrance Ramp	NB	1410	B	12.2	3220	D	30.7
between James Street Entrance Ramp and Gregory Street Exit Ramp*	NB	1540	B	19.1	3510	E	39.6
between Gregory Street Exit Ramp and Vandenberg Boulevard Exit Ramp	NB	1410	B	12.2	3220	D	30.7
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1150	A	9.9	2660	C	23.7
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1470	B	12.7	3370	D	33
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1210	A	10.5	2670	C	23.8
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1100	A	9.5	2020	B	17.5
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	2360	C	20.6	2160	C	18.7
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	3660	E	38.2	2710	C	24.2
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	2810	C	25.4	2080	B	18
between Vandenberg Boulevard Entrance Ramp and Gregory Street Exit Ramp*	SB	3630	E	40.7	2700	D	31.1
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	SB	3500	E	35.2	2600	C	23
between Gregory Street Entrance Ramp and James Street Exit Ramp*	SB	3640	E	41.5	2700	D	31.7
between James Street Exit Ramp and James Street Entrance Ramp	SB	3450	D	34.3	2560	C	22.6
between James Street Entrance Ramp and Main Street Exit Ramp*	SB	3790	E	42.4	2820	D	32.3
between Main Street Exit Ramp and Main Street Entrance Ramp	SB	3500	E	35.2	2600	C	23
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	4170	F	50.8	3110	D	29.1

* The worst LOS from the ramps has been recorded for the overlapping freeway segments.

Table 2: 2021 No Action Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	320	B	12.6	580	C	24.6
Exit Ramp to Main Street	NB	Diverge	460	C	22.3	340	E	39.8
Exit Ramp to James Street	NB	Diverge	130	B	16.1	270	D	34.9
Entrance Ramp from Main Street	NB	Merge	140	B	14.5	290	D	31.5
Entrance Ramp from James Street	NB	Merge	130	B	15.9	290	D	34.4
Exit Ramp to Gregory Street	NB	Diverge	130	B	19.1	290	E	39.6
Exit Ramp to Vandenberg Boulevard	NB	Diverge	260	B	17.9	560	E	36.7
Entrance Ramp from Vandenberg Boulevard	NB	Merge	320	B	13.2	710	D	30.7
Exit Ramp to Eastbound Highway 5	NB	Diverge	260	B	17.8	700	E	37.5
Exit Ramp to Westbound Highway 5	NB	Diverge	100	B	15.1	650	D	30.2
Entrance Ramp from Highway 5	NB	Merge	150	B	13.3	200	C	22.3
Exit Ramp to Highway 5	SB	Diverge	110	D	28.3	110	C	26.3
Entrance Ramp from Highway 5	SB	Merge	1300	D	34	550	C	25.9
Exit Ramp to Vandenberg Boulevard	SB	Diverge	850	E	36.8	630	C	26.9
Entrance Ramp from Vandenberg Boulevard	SB	Merge	820	D	34.6	620	C	26.1
Exit Ramp to Gregory Street	SB	Diverge	130	E	40.7	100	D	31.1
Entrance Ramp from Gregory Street	SB	Merge	140	E	35.9	100	C	27.1
Exit Ramp to James Street	SB	Diverge	190	E	41.5	140	D	31.7
Entrance Ramp from James Street	SB	Merge	340	E	36.8	260	C	27.7
Exit Ramp to Main Street	SB	Diverge	290	E	42.4	220	D	32.3
Entrance Ramp from Main Street	SB	Merge	670	F	40.3	510	D	30.5
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	750	D	31.6	250	C	19.4

Table 3: 2021 No Action Level of Service Intersections

INTERSECTION	Traffic Control	Movement	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	C	21.9	C	21.6
James Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	B	13.7	C	24.9
Main Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	7.3	B	11.9
James Street at TP White Drive	Signal	Overall	B	11.4	C	27
James Street at East Martin Street	Stop Control	East Martin Street	B	14	C	18.4
James Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	5.5	B	10.3
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	A	8	B	10.3
Gregory Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	16.3	E	39.4
Gregory Street at TP White Drive	Stop Control	Gregory Street Left to TP White Drive	B	14	C	18.8
	Control	Gregory Street Right to TP White Drive	A	7.7	A	0
Gregory Street at North 1 st Street	Stop Control	Gregory Street	B	12.5	C	19.2
JP Wright Loop Road at TP White Drive	Signal	Overall	B	11.1	B	17.1
Vandenberg Boulevard Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	20.5	F	398.6
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	33.2	E	56
Madden Road at TP White Drive	Signal	Overall	B	10.6	B	13.9
Vandenberg Boulevard Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	E	49	A	4.4
John Harden Drive at N 1 st Street	Stop Control	John Harden Drive	D	29.2	E	47.2
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	F	118.9	E	58.6
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	29.4	B	10.7
Vandenberg Boulevard at Marshall Road	Signal	Overall	B	19.9	C	33
Vandenberg Boulevard Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	337.4	F	167.8
Walmart Drive at John Harden Drive	Signal	Overall	B	11.9	B	14.8
Gregory Street at John Harden Drive	Stop Control	EB Gregory Street	B	11.6	D	31.4
	Stop Control	WB Gregory Street Exit Ramp	C	15.2	C	24.6
James Street at Gregory Street	Stop Control	NB James Street	C	20.8	C	22.7
	Stop Control	SB James Street	B	12.5	C	15.1
Gregory Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	B	10.6	C	29.9
James Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	C	19.4	C	21.8
James Street at John Harden Drive	Signal	Overall	C	20.5	C	33.7
James Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	B	10.8	A	9.2
Main Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	C	18.7	C	16.2
John Harden Drive at Marshall Road	Stop Control	John Harden Drive	F	58.6	E	45.2
Main Street at Marshall Road	Signal	Overall	C	25.6	C	30.3

Delay values were calculated using the SimTraffic simulation for the study peak hours.

Table 4: 2041 No Action Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	2684	C	23.9	5090	F	106.4
between Main Street Exit Ramp and James Street Exit Ramp	NB	2100	C	18.2	4700	F	73.7
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1830	B	15.8	4130	F	49.6
between Main Street Entrance Ramp and James Street Entrance Ramp	NB	2000	B	17.3	4510	F	63.7
between James Street Entrance Ramp and Gregory Street Exit Ramp*	NB	2260	C	26.6	5090	F	56.1
between Gregory Street Exit Ramp and Vandenberg Boulevard Exit Ramp	NB	2120	C	18.3	4790	F	79.4
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1630	A	9.9	3730	E	39.6
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1990	B	17.2	4540	F	65.1
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1630	B	14.1	3690	E	38.8
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1480	B	12.8	2940	D	26.9
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	3690	E	38.8	3300	D	31.9
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	5290	F	136.2	3950	E	44.7
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	4440	F	60.6	3320	D	32.2
between Vandenberg Boulevard Entrance Ramp and Gregory Street Exit Ramp*	SB	5540	F	60.6	4160	F	46.3
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	SB	5250	F	129.1	3960	E	44.9
between Gregory Street Entrance Ramp and James Street Exit Ramp*	SB	5530	F	61.1	4160	F	46.9
between James Street Exit Ramp and James Street Entrance Ramp	SB	5420	F	166	3650	E	38.5
between James Street Entrance Ramp and Main Street Exit Ramp*	SB	4800	F	59.3	4120	F	44.7
between Main Street Exit Ramp and Main Street Entrance Ramp	SB	5000	F	96.6	3800	E	41.1
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	5760	F	371.6	4380	F	58.2

* The worst LOS from the ramps has been recorded for the overlapping freeway segments.

Table 5: 2041 No Action Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	390	B	17.7	710	E	42.6
Exit Ramp to Main Street	NB	Diverge	585	D	30.8	390	F	55.9
Exit Ramp to James Street	NB	Diverge	270	C	23.4	570	F	50.5
Entrance Ramp from Main Street	NB	Merge	170	C	20.1	380	F	43.5
Entrance Ramp from James Street	NB	Merge	260	C	22.6	580	F	49
Exit Ramp to Gregory Street	NB	Diverge	140	C	26.6	300	F	56.1
Exit Ramp to Vandenberg Boulevard	NB	Diverge	490	C	25.2	1060	F	53
Entrance Ramp from Vandenberg Boulevard	NB	Merge	360	B	18.1	810	F	41.7
Exit Ramp to Eastbound Highway 5	NB	Diverge	360	C	23.2	850	F	49.7
Exit Ramp to Westbound Highway 5	NB	Diverge	150	B	19.4	750	E	40.9
Entrance Ramp from Highway 5	NB	Merge	210	B	17.3	250	D	31.4
Exit Ramp to Highway 5	SB	Diverge	160	E	42.7	160	E	38.6
Entrance Ramp from Highway 5	SB	Merge	1600	F	49	650	F	37.5
Exit Ramp to Vandenberg Boulevard	SB	Diverge	850	F	53.8	630	F	39.8
Entrance Ramp from Vandenberg Boulevard	SB	Merge	1100	F	52.3	840	F	39.6
Exit Ramp to Gregory Street	SB	Diverge	290	F	60.6	200	F	46.3
Entrance Ramp from Gregory Street	SB	Merge	280	F	53.6	200	F	40.8
Exit Ramp to James Street	SB	Diverge	730	F	61.1	510	F	46.9
Entrance Ramp from James Street	SB	Merge	620	F	51.9	470	F	39.8
Exit Ramp to Main Street	SB	Diverge	420	F	59.3	320	F	44.7
Entrance Ramp from Main Street	SB	Merge	760	F	55.2	580	F	42.4
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	920	F	61.1	310	D	29.4

Table 6: 2041 No Action Level of Service Intersections

INTERSECTION	Control	Movement	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	C	24.4	C	28.2
James Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	22.9	F	221.7
Main Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	9.6	B	13.3
James Street at TP White Drive	Signal	Overall	B	19.2	F	81.1
James Street at East Martin Street	Stop Control	East Martin Street	C	16	D	26.5
James Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	8.5	E	47.1
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	B	10.2	B	11.3
Gregory Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	23.1	F	128
Gregory Street at TP White Drive	Stop Control	Gregory Street Left to TP White Drive	C	18.9	E	40.8
		Gregory Street Right to TP White Drive	A	0	A	0
Gregory Street at North 1 st Street	Stop Control	Gregory Street	B	14.4	E	41.8
JP Wright Loop Road at TP White Drive	Signal	Overall	B	13.1	D	47.4
Vandenberg Boulevard Exit Ramp at TP White Drive	Stop Control	Exit Ramp	F	128.4	F	1288.2
Vandenberg Boulevard at TP White Drive	Signal	Overall	D	38.8	F	157.8
Madden Road at TP White Drive	Signal	Overall	C	20.1	D	49.9
Vandenberg Boulevard Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	F	102.2	A	6.1
John Harden Drive at N 1st Street	Stop Control	John Harden Drive	E	40.2	F	78.3
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	F	137.5	F	80.7
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	30.9	E	73.3
Vandenberg Boulevard at Marshall Road	Signal	Overall	D	39.7	B	13
Vandenberg Boulevard Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	645.3	F	305.7
Walmart Drive at John Harden Drive	Signal	Overall	B	12.8	C	29.7
Gregory Street at John Harden Drive	Stop Control	EB Gregory Street	B	13.2	F	170.3
	Stop Control	WB Gregory Street Exit Ramp	D	31.1	F	126.9
James Street at Gregory Street	Stop Control	NB James Street	F	56.6	F	50.2
	Stop Control	SB James Street	B	14.9	C	18.9
Gregory Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	93.9	F	367.3
James Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	F	441.5	F	412
James Street at John Harden Drive	Signal	Overall	F	171.8	F	153.7
James Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	A	9.8	F	304.1
Main Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	F	182.6	E	49.2
John Harden Drive at Marshall Road	Stop Control	John Harden Drive	F	386.6	F	167.7
Main Street at Marshall Road	Signal	Overall	C	29.5	D	44.7

* Delay values were calculated using the SimTraffic simulation for the study peak hours.

Table 7: 2021 Build Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volumes	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	1880	A	10.8	3650	C	21.3
between Main Street Exit Ramp and James Street Exit Ramp	NB	1400	A	8.1	3200	C	18.5
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1200	A	6.9	2780	B	16
between Main Street Entrance Ramp and Gregory Street Exit Ramp	NB	1340	A	7.7	3070	B	17.7
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	NB	1140	A	6.6	2640	B	15.2
between Gregory Street Entrance Ramp and Vandenberg Boulevard Exit Ramp	NB	1150	A	6.6	2850	B	16.4
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1020	A	8.5	2570	B	14.8
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1470	A	8.5	3360	C	19.4
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1210	A	10.5	2660	C	23.7
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1110	A	9.6	2010	B	17.4
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	2360	C	20.6	2160	C	18.7
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	3660	C	21.4	2710	B	15.6
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	2700	B	15.6	1990	B	11.5
between Vandenberg Boulevard Entrance Ramp and James Street Exit Ramp	SB	Weaving Section	B	19	Weaving Section	B	13.4
between James Street Exit Ramp and Main Street Exit Ramp	SB	3310	C	19.1	2460	B	14.2
between Main Street Exit Ramp and James Street Entrance Ramp	SB	3020	B	17.4	2240	B	12.9
between James Entrance Ramp and Main Street Entrance Ramp	SB	3500	C	20.3	2600	B	15
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	4110	C	24.5	3100	B	17.9

Table 8: 2021 Build Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	320	B	12.7	580	C	25.5
Exit Ramp to Main Street	NB	Diverge	480	B	15.9	450	C	26.8
Exit Ramp to James Street	NB	Diverge	200	B	12.8	420	C	25
Entrance Ramp from Main Street	NB	Merge	140	A	9.2	290	B	19.3
Exit Ramp to Gregory Street	NB	Diverge	200	B	11.4	430	C	23.4
Entrance Ramp from Gregory Street	NB	Merge	10	A	7.5	210	B	18
Exit Ramp to Vandenberg Boulevard	NB	Diverge	130	A	6.7	280	B	18.6
Entrance Ramp from Vandenberg Boulevard	NB	Merge	450	A	2.2	790	B	13.4
Exit Ramp to Eastbound Highway 5	NB	Lane Drop Basic Freeway	260	A	8.5	700	C	19.4
Exit Ramp to Westbound Highway 5	NB	Diverge	100	B	11.9	650	C	26.5
Entrance Ramp from Highway 5	NB	Merge	150	B	14.3	200	C	22.1
Exit Ramp to Highway 5	SB	Diverge	100	D	28.2	110	C	26.1
Entrance Ramp to Highway 5	SB	Lane Add Basic Freeway	1300	C	21.4	550	B	15.6
Exit Ramp to Vandenberg Boulevard	SB	Diverge	960	A	9.4	720	B	10.9
Entrance Ramp from Vandenberg Boulevard	SB	Weaving Section	820	B	19	620	B	13.4
Exit Ramp to James Street			210			150		
Exit Ramp to Main Street	SB	Diverge	290	C	24.3	220	B	19.1
Entrance Ramp from James Street	SB	Merge	480	C	21.1	360	B	16.2
Entrance Ramp from Main Street	SB	Merge	610	C	25.6	500	B	19.6
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	750	D	31	250	C	19.4

Table 9: 2021 Build Level of Service Intersections

Study Intersection	Control	Movement/Overall	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	B	18.6	B	15.5
James Street at TP White Drive	Signal	Overall	B	10.9	C	25.5
James Street at East Martin Street	Stop Control	East Martin Street	B	12.9	C	16
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	B	10.3	C	19.7
Gregory Street at North 1 st Street	Signal	Overall	A	5.7	A	9.1
JP Wright Loop Road at North 1 st Street	Signal	Overall	B	17.5	C	27.3
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	24.3	C	30.9
Madden Road at TP White Drive	Signal	Overall	A	9.3	C	20.1
Vandenberg Boulevard Entrance/Exit Ramps at TP White Drive	Signal	Overall	B	16.8	D	35.6
John Harden Drive at North 1 st Street	Stop Control	John Harden	D	31.5	F	53.7
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	B	17.3	C	26.9
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	33.4	C	27.6
Vandenberg Boulevard at Marshall Road	Signal	Overall	B	18	B	11
Walmart Drive at John Harden Drive	Signal	Overall	A	5.9	B	13.8
Bailey Boulevard at Gregory Street	Stop Control	Bailey Boulevard Left	B	13.9	D	30.5
		Bailey Boulevard Right	B	11.1	B	11.8
James Street at Gregory Street	All Way Stop Control	Overall	B	14	C	17.3
James Street at John Harden Drive	Signal	Overall	C	21.5	C	24.4
John Harden Drive at Marshall Road	Signal	Overall	B	10.4	B	13.2
Main Street at Marshall Road	Signal	Overall	C	22.7	C	23.3

Table 10: 2041 Build Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	2670	B	15.4	5260	E	35.3
between Main Street Exit Ramp and James Street Exit Ramp	NB	2100	B	12.1	4700	D	29.4
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1760	A	10.1	3980	C	23.6
between Main Street Entrance Ramp and Gregory Street Exit Ramp	NB	1930	B	11.1	4360	D	26.5
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	NB	1610	A	9.3	3680	C	21.5
between Gregory Street Entrance Ramp and Vandenberg Boulevard Exit Ramp	NB	1720	A	9.9	4144	C	24.8
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1480	A	8.5	3614	C	21.1
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1990	B	11.5	4540	D	28
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1630	B	14.1	3690	E	38.8
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1480	B	12.8	2940	D	26.9
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	3690	E	38.8	3300	D	31.9
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	5290	E	35.7	3950	C	23.4
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	4200	C	25.2	3140	C	18.1
between Vandenberg Boulevard Entrance Ramp and James Street Exit Ramp	SB	Weaving Section	D	33.5	Weaving Section	C	22.7
between James Street Exit Ramp and Main Street Exit Ramp	SB	4520	D	27.9	3450	C	20
between Main Street Exit Ramp and James Street Entrance Ramp	SB	4100	C	24.5	3130	C	18.1
between James Entrance Ramp and Main Street Entrance Ramp	SB	5000	D	32.4	3892	C	22.3
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	5690	E	41	4370	D	26.6

Table 11: 2041 Build Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	390	B	17.6	710	F	45.4
Exit Ramp to Main Street	NB	Diverge	570	C	20.6	560	D	34.3
Exit Ramp to James Street	NB	Diverge	340	B	17.5	720	D	32.9
Entrance Ramp from Main Street	NB	Merge	170	B	12.3	380	C	25.6
Exit Ramp to Gregory Street	NB	Diverge	320	B	15.4	680	D	30.2
Entrance Ramp from Gregory Street	NB	Merge	110	B	10.8	464	C	25.4
Exit Ramp to Vandenberg Boulevard	NB	Diverge	240	B	10.7	530	C	25.7
Entrance Ramp from Vandenberg Boulevard	NB	Merge	510	A	5.2	926	C	20.1
Exit Ramp to eastbound Highway 5	NB	Lane Drop Basic Freeway	360	B	11.5	850	D	28
Exit Ramp to westbound Highway 5	NB	Diverge	150	B	15.8	750	E	37.3
Entrance Ramp from Highway 5	NB	Merge	210	B	16.5	250	D	30.6
Exit Ramp to Highway 5	SB	Diverge	160	E	42.5	160	E	38.5
Entrance Ramp to Highway 5	SB	Lane Add Basic Freeway	1600	E	35.7	650	C	23.4
Exit Ramp to Vandenberg Boulevard	SB	Diverge	1090	B	19	810	B	17.8
Entrance Ramp from Vandenberg Boulevard	SB	Weaving Section	1100	D	33.5	840	C	22.7
Exit Ramp to James Street			780			530		
Exit Ramp to Main Street	SB	Diverge	420	D	31	320	C	25.8
Entrance Ramp from James Street	SB	Merge	900	D	30.4	670	C	23.2
Entrance Ramp from Main Street	SB	Merge	690	D	34.8	570	C	27
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	920	F	59.2	310	D	29.3

Table 12: 2041 Build Level of Service Intersections

Study Intersection	Control	Movement/Overall	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	B	19.6	B	17.3
James Street at TP White Drive	Signal	Overall	B	13.7	C	27.4
James Street at East Martin Street	Stop Control	East Martin Street	B	14.6	C	21.7
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	B	11.9	E	44.8
Gregory Street at North 1 st Street	Signal	Overall	A	5.7	B	15.7
JP Wright Loop Road at North 1 st Street	Signal	Overall	C	23.4	D	37.1
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	23.2	C	28.5
Madden Road at TP White Drive	Signal	Overall	B	10.5	B	10.0
Vandenberg Boulevard Ramps at TP White Drive	Signal	Overall	C	21.7	D	48.7
John Harden Drive at North 1 st Street	Stop Control	John Harden	E	45.4	F	93.4
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	B	17.6	C	27.5
Vandenberg Boulevard at John Harden Drive	Signal	Overall	D	39.2	D	37.4
Vandenberg Boulevard at Marshall Road	Signal	Overall	D	37.8	B	11.5
Walmart Drive at John Harden Drive	Signal	Overall	A	7.1	C	27.1
Bailey Boulevard at Gregory Street	Stop Control	Bailey Boulevard Left	C	17.3	F	105.8
		Bailey Boulevard Right	B	12.8	B	14.1
James Street at Gregory Street	All Way Stop Control	Overall	D	31.4	E	39.1
James Street at John Harden Drive	Signal	Overall	C	23.2	C	25.5
John Harden Drive at Marshall Road	Signal	Overall	B	13.7	C	21.2
Main Street at Marshall Road	Signal	Overall	C	24.6	C	24.2

Appendix C – COMMENTS AND COORDINATION

Scoping Letter

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Telephone (501) 569-2000



P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400

September 24, 2010

«FirstName» «LastName»
«Title»
«OrganizationName»
«Address»
«Address_2»
«City», «State» «PostalCode»

«Attention»

RE: Job Number 061261
Redmond Rd.-Cabot (Widening)(Hwy. 67)
Pulaski and Lonoke Counties

Dear «Prefix» «LastName»:

The Arkansas State Highway and Transportation Department (AHTD) is studying the improvement of a 14 mile section of Highway 67, from Jacksonville through Cabot, that will include assessment of pavement and bridge conditions; evaluation of interchange and frontage road operations; development of improvement alternatives; and recommending the scope and phasing of future improvement projects along the corridor (see enclosed study area map). Information from the corridor study will be instrumental in formulating the Purpose and Need that will be used in the future environmental study.

We are requesting information relating to any constraints or significant concerns that should be considered during the Planning Study Phase and the eventual environmental study. Your comments and any supporting documentation would be helpful to our project planners to avoid or minimize any adverse impacts that could be caused by the project.

If additional information is needed, please contact Don Nichols of this office at (501) 569-2281. Information and comments may be returned to the Environmental Division at the address above.

Sincerely,

A handwritten signature in black ink that reads 'Lynn P. Malbrough'.

Lynn P. Malbrough
Division Head

LPM:DN:trb
Enclosure

Ms.	Teresa	Marks	Director	Arkansas Department of Environmental Quality	5301 Northshore Drive	North Little Rock, AR	72118
Mr.	Robert	Hart	Engineer	Arkansas Department of Health	4815 W. Markham	Little Rock	72205
Mr.	Loren	Hitchcock	Interim Director	Arkansas Game & Fish Commission	#2 Natural Resources Drive	Little Rock	72205
Ms.	Bekki	White	State Geologist	Arkansas Geological Commission	3815 West Roosevelt Road	Little Rock	72204
Mr.	Chris	Colclasure	Acting Director	Arkansas Natural Heritage Commission	323 Center Street	Little Rock	72201
Mr.	Randy	Young, P.E.	Director	Arkansas Natural Resources Commission	101 E Capitol, Suite 350	Little Rock	72201
Dr.	Ralph	Davis	Director	Arkansas Water Resources Center	University of Arkansas	Fayetteville	72701
Mr.	Rick	Hardester	Director	CenterPoint Energy/Gas Transmission	4500 West 61st Street	Little Rock	72209
Mr.	Richard	Davies	Director	Department of Parks & Tourism	One Capitol Mall 4A-900	Little Rock	72201
Mr.	Wayne	Harrell	Senior Engineer	Energy	P.O. Box 411	El Dorado	71731
Mr.	John	Mortiau	State Conservation	Energy	5155 Thibault Road	Little Rock	72206
Mr.	Kalven	Trice	Southwestern Bell	Natural Resource Conservation Service	Room 3416 Federal Building	Little Rock	72201
Mr.	Gregg	Chism	State Historic Preservation Program	Southwestern Bell	P. O. Box 5058	Hot Springs	71902
Ms.	Cathy	Matthews	Director	U. S. Environmental Protection Agency	323 Center St.	Little Rock	72201
Mr.	Gregg	Cooke	Chief	U. S. Fish & Wildlife Service	1445 Ross Ave.	Dallas	75202
Mr.	R. Mark	Sattelberg	Field Supervisor	U. S. Fish & Wildlife Service	1500 Museum Road	Conway	72032

PRICE
FLEMING
FILE 061261



Keeping the Natural State natural.

Arkansas Game and Fish Commission

Loren Hitchcock
Assistant Director

Mike Armstrong
Assistant Director

October 18, 2010

RECEIVED
AHTO

OCT 19 2010

ENVIRONMENTAL
DIVISION

Mr. Lynn P. Malbrough
Arkansas State Highway and Transportation Dept.
P.O. Box 2261
Little Rock, AR 72203-2261

Subject: Job Number 001211 Redmond Rd.-Cabot - Pulaski and Lonoke Counties

Dear Mr. Malbrough:

Your letter dated September 24, 2010, regarding the above mentioned subject has been referred to me for reply.

Biologists from our agency have reviewed the proposed project and we anticipate insignificant adverse impacts to fish and wildlife resources associated with this proposed project. However, should this project be implemented, the Arkansas Game and Fish Commission should be compensated for any portion of Holland Bottoms WMA which may be impacted by an expanded highway ROW. The purchase of adjacent acreages would be preferred.

Our agency appreciates the opportunity to comment on this proposed project.

Sincerely,

Robett K. Leonard, Biologist
Ecological and Engineering Services

RKL

Cc: Mark Oliver
David Goad
USFWS- Conway

2 Natural Resources Drive • Little Rock, AR 72205 • www.agfc.com
Phone (800) 364-4263 • (501) 223-6300 • Fax (501) 223-6448

Tribal Consultation

An example letter and mapping, as shown in the next five pages, was sent to the following tribes during the scoping process for project CA0604:

Caddo Tribe

Osage Nation

Quapaw Tribe

United Keetoowah Band of Cherokee Indians



700 West Capital Ave.
Suite 3130
Little Rock AR 72201

Arkansas Division

September 16, 2010

IN REPLY REFER TO
AHTD Job 061261
Redmond Road-Cabot
(Widening) P.E. (Hwy. 67)
Pulaski and Lonoke Counties
HDA-AR

Mr. Robert Cast
Tribal Historic Preservation Officer
Caddo Tribe of Oklahoma
P.O. Box 487
Binger, Oklahoma 73009

Dear Mr. Cast,

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Caddo Tribe regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to the Caddo Tribe.

The Arkansas Highway and Transportation Department (AHTD) is planning to widen Highway 67 between Redmond Road in Jacksonville and Cabot (see attached project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and one prehistoric archeological site is listed in the records. Site 3LN270 is located near the northern portion of the proposed project. The site will be revisited to investigate the site's current status and to determine if the AHTD project will adversely affect the site.

In an effort to determine the existence of unknown archeological sites within the proposed project area, the AHTD is planning to conduct a cultural resources survey of the project area. In the event that potentially significant archeological sites are found, further consultation will be conducted with the Tribe. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.



Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe.

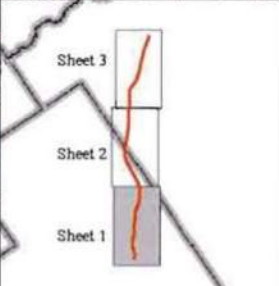
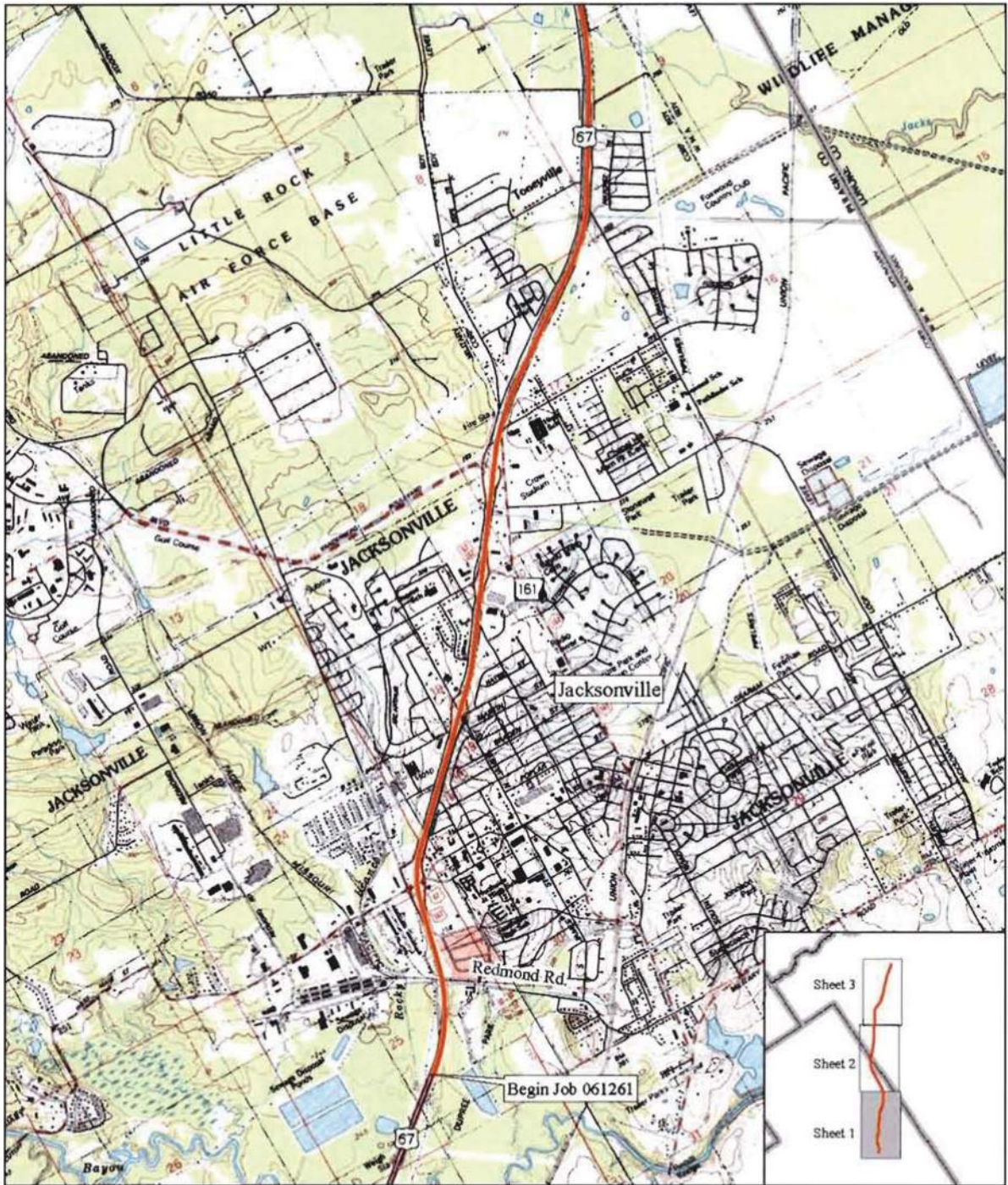
If you have any questions or need further information, please contact me at 501-324-6430.

Sincerely,



Randal J. Looney
Environmental Specialist





0 710 1,100 3,000

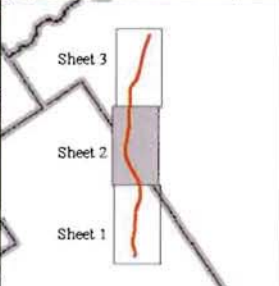
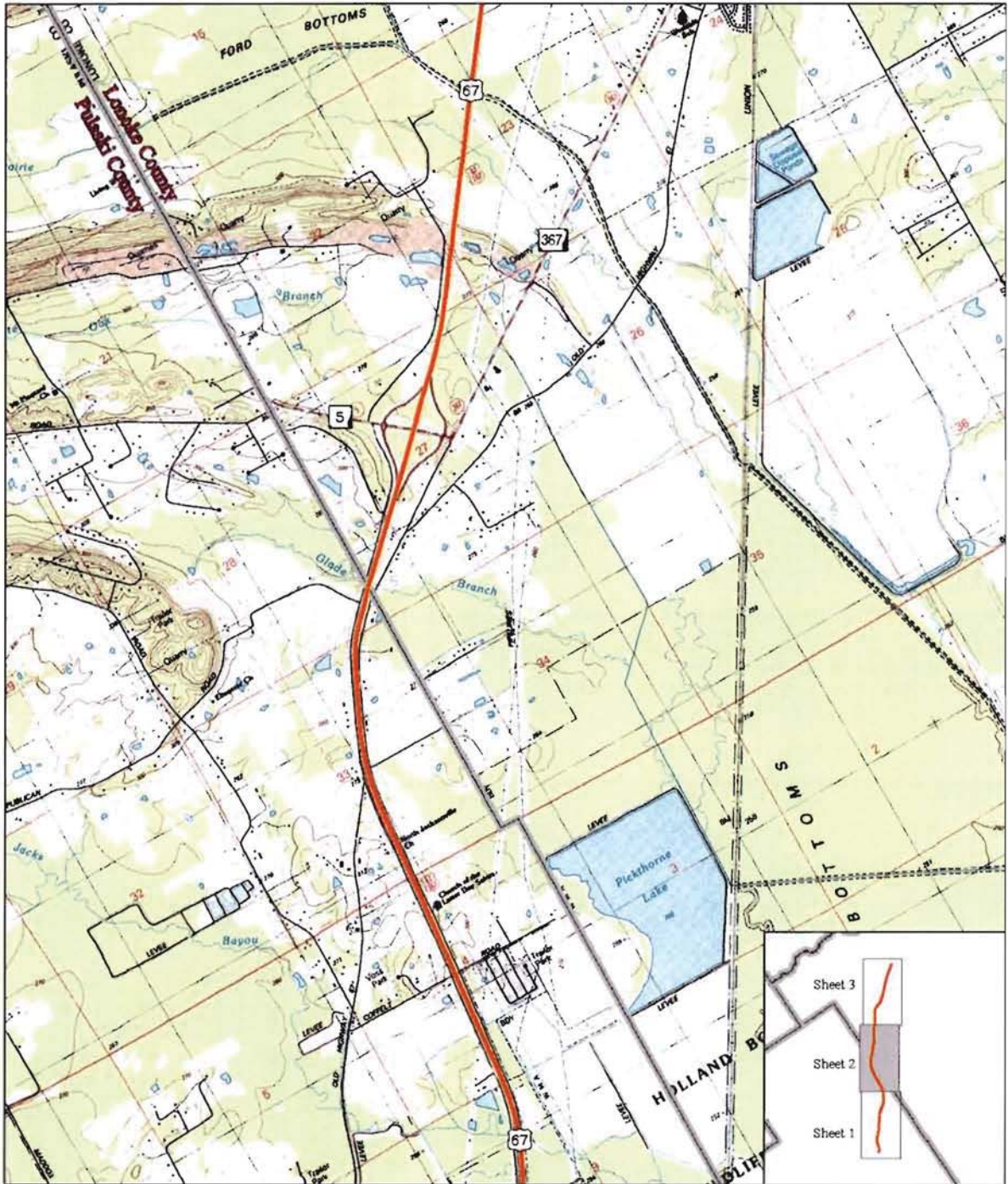
Dudley
April 9, 2010
Sheet 1 of 3


Job 061.261
Redmond Rd. - Cabot (Widening)
(Hwy. 67)
Pulaski and Lonoke Cotmties

Project Location J


usgs Topographic Maps:
Cabot 1988; Jacksonville 1988
MCAmool 1986, Olmstead 1988





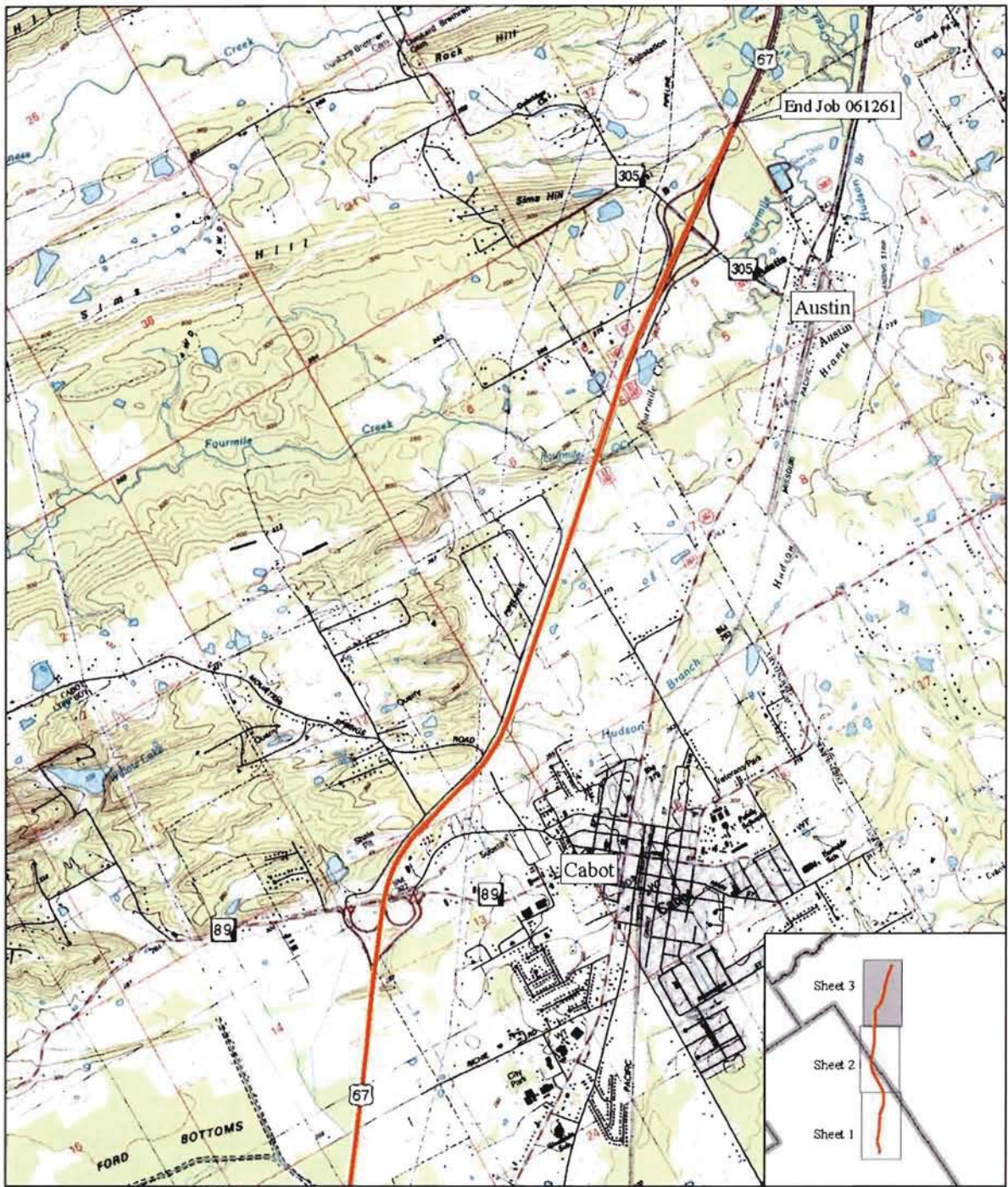

 0 750 1,500 3,000 Feet
 AHTD Environmental GIS - Dudley
 April 9, 2010
 Sheet 2 of 3


Job 061261
 Redmond Rd. - Cabot (Widening)
 (Hwy. 67)
 Pulaski and Lonoke Counties

 Project Location

USGS Topographic Map:
 Cabot 1988







 0 750 1,500 3,000 Feet

 AHTD Environmental GIS - Dudley

 April 9, 2010

 Sheet 3 of 3

Job 061261

 Redmond Rd. - Cabot (Widening)

 (Hwy. 67)

 Pulaski and Lonoke Counties

 Project Location

 USGS Topographic Maps:

 Beebe 1994, Cabot 1988;

 Mountain Springs 1988; Oak Grove 1988





TRIBAL HISTORIC PRESERVATION OFFICE

Date: November 9, 2010

File: 1011-538AR-11

RE: AHTD Job 061261 Redmond Road-Cabot (Widening) P.E. (Hwy. 67) in Pulaski and Lonoke counties, Arkansas

Randal Looney
Environmental Coordinator, AHTD
700 West Capitol Ave., Room 3130
Little Rock, AR 72201-3298

Dear Mr. Looney,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as AHTD Job 061261 Redmond Road-Cabot (Widening) P.E. (Hwy. 67) in Pulaski and Lonoke counties, Arkansas. **The Osage Nation requests a copy of the planned Phase I cultural resources survey.**

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d)(6)(A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation anticipates reviewing and commenting on the planned Phase I cultural resources survey for the proposed AHTD Job 061261 Redmond Road-Cabot (Widening) P.E. (Hwy. 67) in Pulaski and Lonoke counties, Arkansas.**

Should you have any questions or need any additional information please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

A handwritten signature in blue ink, appearing to read "James Munkres", is written over a horizontal line.

James Munkres
Archaeologist I

OK



700 West Capital Ave.
Suite 3130
Little Rock AR 72201

Arkansas Division

September 16, 2010

IN REPLY REFER TO
AHTD Job 061261
Redmond Road-Cabot
(Widening) P.E. (Hwy. 67)
Pulaski and Lonoke Counties
HDA-AR

The United Keetoowah Band of Cherokee Indians in Oklahoma has no objection to the referenced project. However, if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact us at 918-456-6533 or by letter.
Lisa C. Stopp
Lisa C. Stopp, Tribal NAGPRA POC
Date 9-23-10

Ms. Lisa Larue-Stopp
Historic Preservation Officer
United Keetoowah Band of Cherokee Indians
P.O. Box 746
Tahlequah, OK 74465

Dear Ms. Larue-Stopp,

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the United Keetoowah Band of Cherokee Indians regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to the United Keetoowah Band of Cherokee Indians.

The Arkansas Highway and Transportation Department (AHTD) is planning to widen Highway 67 between Redmond Road in Jacksonville and Cabot (see attached project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and one prehistoric archeological site is listed in the records. Site 3LN270 is located near the northern portion of the proposed project. The site will be revisited to investigate the site's current status and to determine if the AHTD project will adversely affect the site.

In an effort to determine the existence of unknown archeological sites within the proposed project area, the AHTD is planning to conduct a cultural resources survey of the project area. In the event that potentially significant archeological sites are found, further consultation will be conducted with the United Keetoowah Band of Cherokee Indians. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.





April 15, 2014

RE: Job Numbers CA0604 and CA0605
Highway 67 widening from the City of Jacksonville to
south of the City of Cabot in Pulaski and Lonoke Counties
Letter of Intent

Dear Mr/Ms _____:

The Connecting Arkansas Program (CAP) is proposing the widening of approximately seven (7) miles of Highway 67 from the City of Jacksonville to south of the City of Cabot (Log Mile 9.25 to Log Mile 15.34). Funding for the proposed project is included in the Connecting Arkansas Program (CAP) temporary half-cent sales tax. Attached is a location map for your information and reference. As an integral part of the environmental review process, CAP is soliciting input from agencies and individuals concerning the potential social, economic, and environmental impacts of the proposed improvements. An Environmental Assessment (EA) is anticipated reflecting the benefits and impacts for the proposed project, in accordance with regulations of the Federal Highway Administration and the *National Environmental Policy Act* (NEPA).

The scope of the proposed improvements consists of widening Highway 67 from four lanes to a six-lane facility. The project would also include improvements at selected interchanges and frontage road accesses. These improvements will increase the safety and efficiency of the roadway by reducing existing and future congestion, and the potential for accidents along this rapidly developing corridor. 2012 traffic count data indicates that the average daily traffic along this corridor is in excess of 45,000 vehicles per day. The proposed project will evaluate various alternatives that include the no-build, build, and Transportation System Management. The study area is mixed use with residential, commercial, and industrial land uses.

To ensure that issues of the proposed project are fully evaluated, the CAP requests that you respond in writing concerning any beneficial or adverse impacts of the project relating to the interest of your agency. The CAP looks forward to receiving your comments on the project within 30 days of the receipt of this letter. Comments should be addressed to the following:

Mr. James Barr, PE
Project Manager
ICA Engineering, Inc
320 Executive Court, Suite 100
Little Rock, AR 72205

Your expeditious handling of this notice will be appreciated. If you have any questions or need additional information concerning this project, please contact me at (501) 907-7153.

Sincerely,

James Barr, PE
ICA Project Manager

JB:jwh

Attachment



Mr. Johnny McLean
Regional Project Manager
Little Rock District
US Army Corps of Engineers,
700 West Capital, CESWL-PR
PO Box 867
Little Rock, AR 72201



Mr. Mike Knoedl, Director
Arkansas Game and Fish Commission
2 Natural Resources Drive
Little Rock, AR 72205



Ms. Martha Miller, Director
Department of Arkansas Heritage
1500 Tower Building
323 Center Street
Little Rock, AR 72201



Mr. Richard Davies, Director
Department of Parks and Tourism
One Capital Mall 4A-900
Little Rock, AR 72201



Mr. Eric Gilliland
Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, AR 72201



Ms. Teresa Marks, Director
AR Department of Environmental Quality
5301 Northshore Drive
North Little Rock, AR 72118



Mr. Chris Colclasure, Director
Arkansas Natural Heritage Commission
1500 Tower Building
323 Center Street
Little Rock, AR 72201



Mr. Mitch Wine
Highway Liaison Biologist
US Fish & Wildlife Service
AR Ecological Service Field Office
110 South Amity Road, Suite 300
Conway, AR 72032



The Honorable Bill Cypert
Mayor of Cabot
PO Box 1113
Cabot, AR 72023



The Honorable Doug Erwin
Lonoke County Judge
Lonoke County Courthouse, Suite 201
3rd & Center Street
Lonoke, AR 72086



The Honorable Eddie Joe Williams
Arkansas Senate
401 Cobblestone Drive
Cabot, AR 72023



The Honorable Davy Carter
Arkansas House of Representatives
PO Box 628
Cabot, 72023



The Honorable Jane English
Arkansas Senate
2401 Lakeview Road, L-2
North Little Rock, AR 72116



The Honorable Mark Perry
Arkansas House of Representatives
PO Box 97
Jacksonville, AR 72078



The Honorable Linda Poindexter Chesterfield
Arkansas Senate
12 Keo Drive
Little Rock, AR 72206



The Honorable Douglas House
Arkansas House of Representatives
8923 Bridge Creek Road
North Little Rock, AR 72120



Mr. Michael Sullivan
State Conservationist
Natural Resource Conservation Service
Federal Building
700 West Capitol, Room 3416
Little Rock AR 72201



Mr. Jim McKenzie, Executive Director
Metroplan
501 West Markham, Suite B
Little Rock, AR 72201

PUBLIC INVOLVEMENT MEETING SYNOPSIS

Job Number 061276

Redmond Rd. & Main St. Strs. & Apprs. (Jacksonville) (Hwy. 67)

Pulaski County

September 11-12, 2012

Two open forum Public Involvement Meetings for the proposed project were held at the Jacksonville Community Center in Jacksonville, AR from 4:00 p.m. – 7:00 p.m. on Tuesday, September 11, 2012 and at the Cabot High School in Cabot, AR from 4:00 p.m. - 7:00 p.m. on Wednesday, September 12, 2012. A Public Officials Meeting was also held on Tuesday, September 11, 2012 at the Jacksonville Community Center in Jacksonville from 1:30 p.m. – 3:30 p.m. Special efforts to involve minorities and the public in the meetings included the following:

- Display advertisement placed in the *Arkansas Democrat-Gazette* on Sunday, September 9, 2012.
- Display advertisement placed in the *The Leader* on Wednesday, August 29, 2012 and Wednesday, September 5, 2012.
- Public Service Announcement to *Power 92.3 FM*, which aired on Sunday, September 9, 2012 through Wednesday, September 12, 2012.
- Public Service Announcement to *La Pantera 1440 AM*, which aired on Sunday, September 9, 2012 through Wednesday, September 12, 2012.
- Distribution of flyers in the project area.
- Outreach to Minority Ministers Letter.

The following information was available for inspection and comment:

- One copy of the preliminary design at a scale of one inch equals 100 feet.
- One copy of an aerial photograph display at a scale of one inch equals 150 feet.

Handouts for the public included a comment sheet and a small-scale map that was identical to the aerial photograph display. Copies of these are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at the Public Officials Meeting (including AHTD staff)	22
Attendance at both Public Involvement Meetings (including AHTD staff)	125
Total comment forms received	29

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

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

TABLE 2	
Survey Results	Totals
Believes a need exists to improve the bridges on Highway 67	28
Does not believe a need exists to improve the bridges on Highway 67	1
Has knowledge of cultural resources adjacent to the proposed project	2*
Has knowledge of environmental constraints within the project limits	1*
Has knowledge of home or property limitations	2*
Believes the proposed project would be beneficial	12
Believes the proposed project would have adverse impacts	4
Did not indicate beneficial or adverse impacts	13

* The comments regarding these issues mentioned resources outside of the bridge replacement job limits. They will be considered as part of the overall Highway 67 planning study.

Other comments concerning issues associated with the proposed project were as follows:

- Existing bridges are too narrow, do not have enough capacity and need shoulders.
- Do not restrict traffic to one lane for extended periods during construction.
- Ensure that customers have continued access to businesses.
- Project will improve traffic flow.
- Entrance ramp should be lined up with Municipal Drive at Redmond Road.
- Main Street bridge has had car wrecks over the sides of the bridge.
- Extend the project north to fix a culvert that causes flooding.
- Install a sound barrier wall.
- Fix rough roadway surface.
- Three lanes of traffic north and southbound.
- Fix line of sight issue on Redmond Road caused by bridge column placement.
- Main Street bridge is deteriorating.
- Southbound entrance ramp at Redmond Road should have the flexibility to become a frontage road.

- Sidewalks needed along the frontage roads.

Attachments: Blank comment form
Small-scale project location handout

RJ RJ
DN DN

SS:ym

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

**AHTD JOB NUMBER: 061276
REDMOND RD. & MAIN ST. STRS. & APPRS. (JACKSONVILLE) (HWY. 67)
PULASKI COUNTY**

LOCATIONS:

**JACKSONVILLE COMMUNITY CENTER
MEETING ROOM C
#5 MUNICIPAL DRIVE
JACKSONVILLE, AR
4:00 – 7:00 P.M.
TUESDAY, SEPTEMBER 11, 2012**

**CABOT HIGH SCHOOL
MEDIA CENTER
401 NORTH LINCOLN STREET
CABOT, AR
4:00 – 7:00 P.M.
WEDNESDAY, SEPTEMBER 12, 2012**

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261. Email: environmentalmeetings@ahtd.ar.gov.

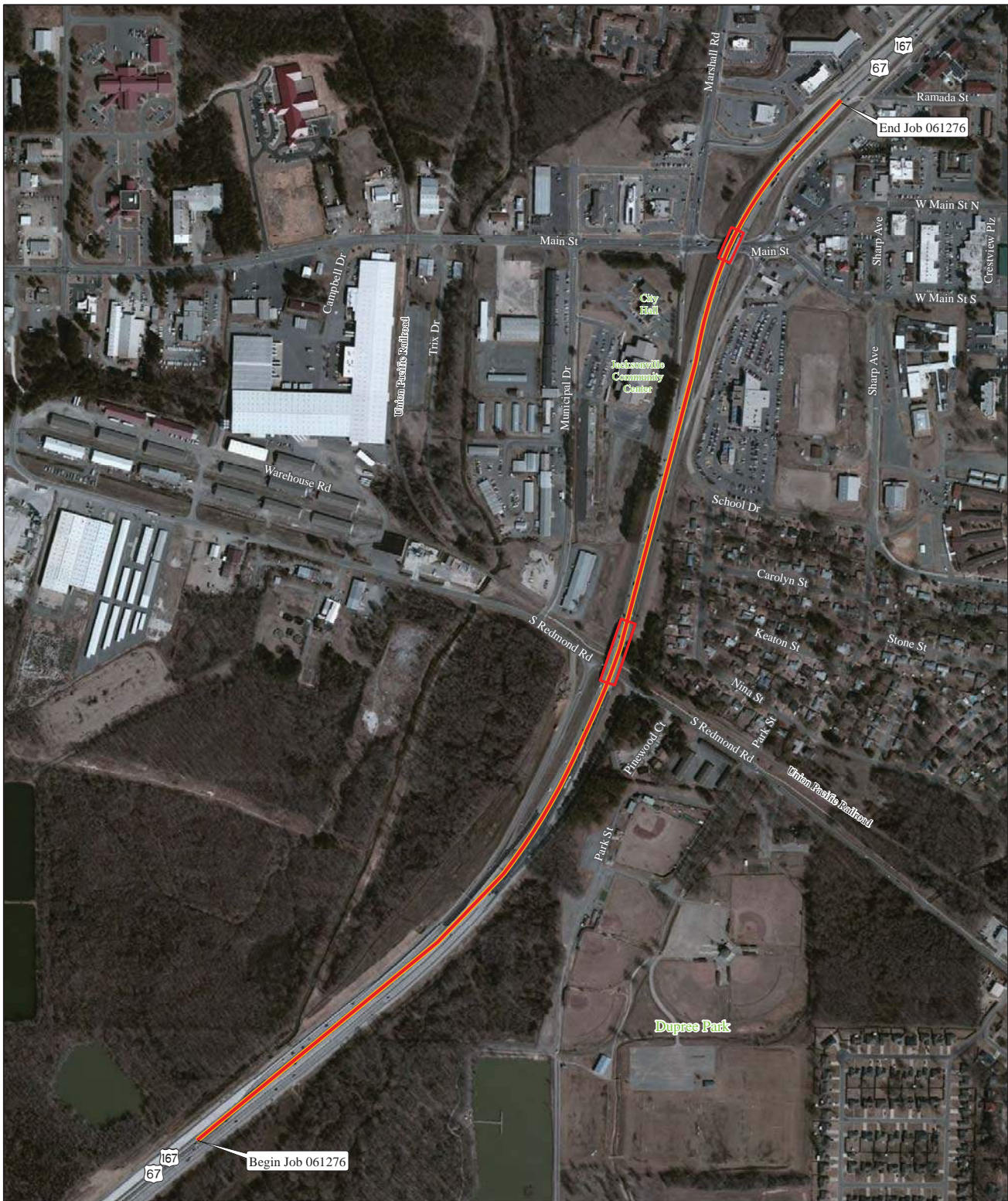
Yes No
 Do you feel there is a need for the proposed bridge replacements on Hwy. 67 in Jacksonville? Comment (optional) _____

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

 Do you know of any environmental constraints, such as underground storage tanks, asbestos, 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 AHTD staff. _____

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

(Continued on back)



0 250 500 Feet

AHTD-Environmental GIS-Hopkins
 Map Date - September 5, 2012
 Meeting Date - September 11-12, 2012
 Public Involvement Meeting Display



Job 061276
 Redmond Rd. & Main St.
 Strs. & Apprs.
 (Jacksonville)
 Pulaski County

Preliminary
 Subject to Revision

 Project Location

2010-2011 Photography

Notes:



Public Meeting Synopsis

Job CA0604

Main Street – Vandenberg Boulevard (Widening) (Hwy. 67)

Pulaski County

Tuesday, March 29, 2016

An open-forum public involvement meeting for the proposed widening of Highway 67 extending from Main Street to Vandenberg Boulevard (CA0604) in Pulaski County was held at the Jacksonville Community Center (Banquet Hall), #5 Municipal Drive in Jacksonville, Arkansas from 4:00 – 7:00 p.m. on March 29, 2016. This public meeting was combined with a second project, CA0605.

A public officials meeting was held at 3:00 p.m. on the same day. Efforts to involve minorities and local property owners in the meeting included:

- Display ads were placed in The Leader on March 16, 2016 and March 23, 2016.
- Display ads were placed in the Lonoke Democrat on March 17, 2016 and March 24, 2016.
- A display ad was placed in the Arkansas Democrat-Gazette on March 27, 2016.
- A radio Public Service Announcement (PSA) was run twice a day from March 26, 2016 through March 29, 2016 on Power 92.3 FM.
- A radio Public Service Announcement (PSA) was run twice a day from March 26, 2016 through March 29, 2016 on La Pantera 1440 AM.
- Letters and flyers to public officials were mailed on March 9, 2016 and emailed on March 15, 2016.
- Letters and flyers to ministers were mailed on March 14, 2016 and emailed on March 15, 2016.
- Flyers to adjacent property owners were mailed on March 11, 2016.
- Flyers to stakeholders and people interested in the project were mailed on March 14, 2016 and emailed March 15, 2016.
- Flyers were mailed to people who attended previous public meetings for Highway 67 for AHTD jobs 061261 and 061276.
- Meeting notice flyers were delivered door-to-door along project route on March 22 and 23, 2016.
- A news release was distributed to the media on March 25, 2016.
- A meeting announcement was listed on ConnectingArkansasProgram.com and ArkansasHighways.com on March 10, 2016.



Public Meeting Synopsis

The following information was available for inspection and comment.

- Two aerial photograph roll plots at a scale of 1" = 100', illustrating the entire length of the proposed project.
- Two 24" x 36" maps on mounted boards illustrating the entire length of projects CA0604, CA0605, and AHTD Job 061276, from Jacksonville to Cabot.
- Three CAP informational boards.

Handouts for the public officials and public included a citizen comment form and a small-scale map illustrating the project location, which was identical to the map display board. Copies of the handouts are attached to this synopsis.

Table 1 describes the results of public officials participation at the 3:00 p.m. meeting, which was a joint meeting for CA0604 and CA0605.

Table 1	
Public Official Participation	Totals
Attendance at meeting (including AHTD, CAP and HDR ICA staff)	27
Total attendance at meeting for both projects (including AHTD, CAP and HDR ICA staff)	27
Comment forms received	0

Table 2 describes the results of public participation at the 4:00 – 7:00 p.m. meeting. Attendees indicated on the sign-in sheet if they were interested in the CA0604 and/or CA0605 project(s). Attendees which marked CA0604 are indicated below.

Table 2	
Public Official Participation	Totals
Attendance at meeting (including AHTD, CAP and HDR ICA staff)	122
Total attendance at meeting for both projects (including AHTD, CAP and HDR ICA staff)	159
Comment forms received	41



Public Meeting Synopsis

HDR | ICA 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 from the citizen comment form is shown in Table 3. The comment form asked the public to indicate whether they were interested in the CA0604 and/or CA0605 project(s). Comments marked as CA0604 are indicated below.

Table 3	
Survey Results	Totals
Believes that the project is needed	39
Does not believe that the project is needed	2
No response/opinion to “project needed” question	0
Believes the project would have beneficial impacts	23
Believes the project would have adverse impacts	12
No response/opinion for “beneficial/adverse impacts” question	6
Knowledge of historical, archeological or cemetery sites	0
Knowledge of area environmental constraints	1
Home or property offers limitations to the project that need to be considered during the design	4
Suggestion to better serve the needs of the community	24
Additional Comments	21
Total Comment Forms Received	41



Public Meeting Synopsis

The following is a listing of comments concerning issues associated with this project, CA0604.

Comments regarding the need for the proposed project included:

- One comment stating that the proposed project is needed “even though it flowed fine before all this.”
- One comment stating that the property owner does not want Hwy. 67 widened behind their house, but they do see a need for the project.
- One comment stating that the proposed project should be 4-lanes each direction and not 3-lanes each direction.
- One comment stating that there are lots of accidents and traffic jams due to current volume and short on/off ramps.
- Three comments stating that the proposed project is needed due to current traffic volumes.
- Two comments stating that the proposed project is past due.
- One comment stating that the improvements need to be prioritized by safety needs and concerns. In prioritizing the safety needs, Kiehl Ave overpass should be connected to Redmond Rd. by a frontage road.
- One comment stating the current configuration poses an immense safety hazard to all who transit the roadway.

Comments regarding a lack of need for the proposed project included:

- One comment stating that the access roads and exits are the primary problem through this stretch of highway.

Comments regarding beneficial impacts included:

- Three comments stating that the proposed project will provide better access through the City of Jacksonville.
- Two comments stating that the proposed project will decrease congestion.
- Two comments stating that when the proposed project is completed that the facility will be safer.
- Two comments stating that converting the frontage roads to one-way traffic will increase safety.
- One comment stating that the proposed project will benefit population growth and provide better access to City’s exits.
- Three comments stating that the proposed project will help the economy of Jacksonville.
- One comment stating that removing the short exit ramps and stop signs at the ends of those ramps will be beneficial.
- One comment stating that the proposed project will improve drainage along Hwy. 67.

Comments regarding adverse impacts included:

- Five comments stating that the proposed project will decrease property values.
- One comment stating that converting frontage roads to one-way operation will impact businesses.
- Two comments stating that the project will increase traffic through Jacksonville.
- Three comments stating that the proposed project will negatively impact property owners due to the loss of property for right-of-way.



Public Meeting Synopsis

- One comment stating that the loss of driveway access to Gregory Street will negatively impact property and that a new driveway should be added from N. Bailey to the property.
- One comment stating that the project will adversely impact commercial property located at Gregory St. and North 1st St. due to the right-of-way required.
- One comment stating that Jacksonville residents who line north on Toneyville Rd. are going to travel around in circles to get off going north.
- One comment stating that access needs to be examined for impacts to commercial property (Western Sizzlin) as parking is reduced and customer convenience is reduced.

Comments regarding historical, archeological or cemetery sites included:

- No Comments

Comments regarding potential environmental impacts included:

- One comment stating that access to Dupree Park, City Hall, and Community Center is important.

Comments regarding home or property limitations included:

- One comment stating that a “shop” in backyard will be impacted by the proposed project.
- One comment stating that underground utilities will be impacted for commercial property located at Gregory St. and North 1st St.

Suggestions for making the proposed project better serve the needs of the community included:

- Two comments stating that sound barriers should be included with the proposed project.
- One comment stating to utilize the land west of Hwy. 67 for additional space so as to have less impact on the residential areas east of T. P. White between Main St. and James St.
- One comment stating that between Main St. and James St. that the proposed project should be shifted to the north/northwest to eliminate drastic encroachment to North Hospital Drive residential property.
- One comment stating that the frontage roads should remain as two-way traffic and not be changed to one-way traffic.
- One comment stating that the Gregory St. overpass should be eliminated from the project.
- Three comments stating that construction should start as soon as possible.
- One comment stating that a plan for walking and biking be added to the proposed project.
- One comment stating that sidewalks and bike lanes should be added to the frontage roads.
- Three comments stating that lighting should be added to the proposed project.
- One comment stating that the right-of-way acquisition should be sped up.
- Two comments stating that frontage roads should be one-way traffic.
- One comment stating that there should not be any stop signs or traffic signals at any exits.
- One comment stating that the proposed Gregory St. exit need to be longer.



Public Meeting Synopsis

- One comment stating that a frontage road should be connected from Kiehl Ave to Redmond Rd for additional access when accidents occur on Hwy. 67. A frontage road would also provide alternative route during construction.
- One comment stating that accident reports should be reviewed along Hwy. 67 between Kiehl Ave and Main St.
- One comment stating that tax money should be spent on projects most needed for safety and prioritize by area on high traffic and accident count: 1) Need service roads from Kiehl Ave to Redmond Rd. 2) Need widening from Main St to Vandenberg Blvd. 3) Need widening from Vandenberg Blvd. to Cabot.
- One comment stating that a professional traffic accident investigator should be hired to advise on potential or increased hazard areas putting motorists at risk.

Additional comments / suggestions included:

- Two comments stating the James Street exit is not beneficial as proposed.
- Four comments stating that sound barriers should be included with the proposed project.
- One comment requesting to have a driveway from N. Bailey to access property (Western Sizzlin).
- Four comments stating that a flyover for LRAFB should be added.
- One comment stating that the project should be proofed before beginning construction.
- One comment stating that changing the frontage roads from two-way traffic to one-way traffic will negatively effect residents.
- One comment stating that the proposed project should be changed to reduce the impact to commercial property located at Gregory St. and North 1st St.
- Two comments stating that Hwy. 67 should be raised to avoid flooding.
- One comment stating that a left turn lane from James St. to Martin St. is needed.
- One comment stating that several homes along Hill St and James St should be removed to improve James St bridge.
- Two comments stating that Job CA0604 should be completed before Job CA0605.
- One comment stating not to delay the project like the loop to I-40 (Northbelt).
- One comment stating to add a connector and airbase gate north of Vandenberg Blvd for additional access during peak times.
- One comment stating that a roundabout should be added at Vandenberg Blvd.
- One comment asking why Hwy. 67 improvements are behind improvements to other facilities around the state of Arkansas.
- One comment stating that fewer exists, but better located exits will improve safety.
- One comments stating support for traffic southbound on N. 1st Street not being subjected to the traffic is wonderful.
- One comment stating that the meeting was a great way to inform the public.
- One comment stating that the southbound exit ramp for Vandenberg Blvd and LRAFB should be included in Job CA0605 since it will be constructed first.



Public Meeting Synopsis

Attachments:

- Blank comment form
- Public officials sign-in sheet
- Public Meeting sign-in sheet
- 11x17 map handout
- Small-scale copy of the display board

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)



CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0604 & CA0605
MAIN ST. – VANDENBERG BLVD. (HIGHWAY 67 WIDENING)
VANDENBERG BLVD. – HWY. 5 (HIGHWAY 67 WIDENING)
PULASKI & LONOKE COUNTIES

LOCATION:

JACKSONVILLE COMMUNITY CENTER (BANQUET HALL)
#5 MUNICIPAL DRIVE, JACKSONVILLE, AR
4:00 – 7:00 P.M.
TUESDAY, MARCH 29, 2016

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail it within 15 days to: AHTD Connecting Arkansas Program, Attn: Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118.
Email: Info@ConnectingArkansasProgram.com.

Yes **No**

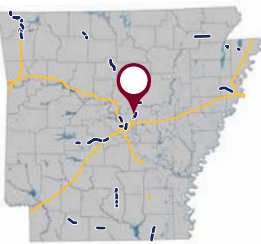
 Do you feel there is a need for the proposed widening of Highway 67 between Main Street and Vandenberg Blvd., and Vandenberg Blvd. and Highway 5? _____

 Do you feel that the proposed widening project will have any impacts (Beneficial or Adverse) on your property and/or community (either economically, socially, or environmentally, etc.)? Please explain. _____

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

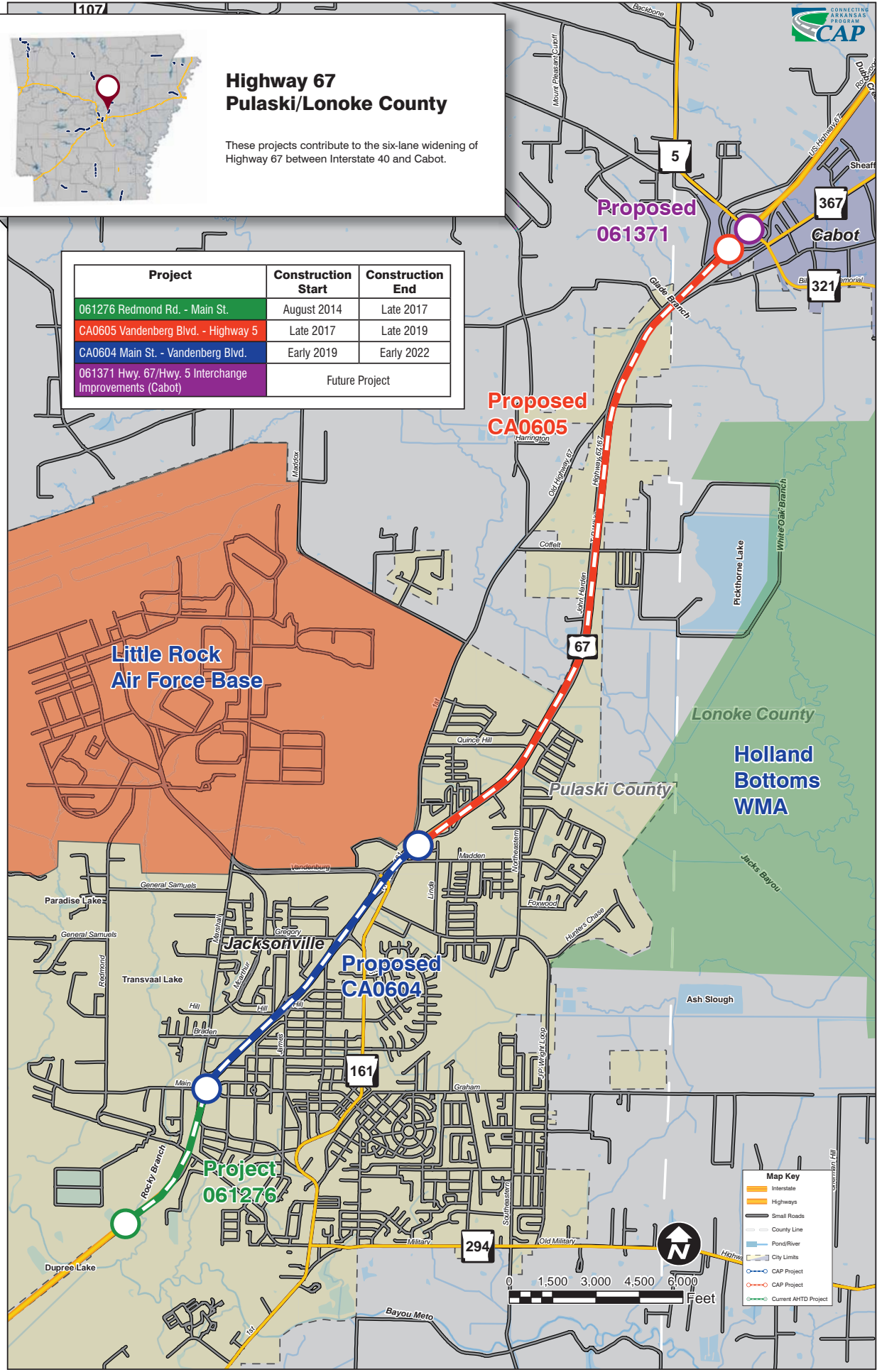
(Continued on back)



Highway 67 Pulaski/Lonoke County

These projects contribute to the six-lane widening of Highway 67 between Interstate 40 and Cabot.

Project	Construction Start	Construction End
061276 Redmond Rd. - Main St.	August 2014	Late 2017
CA0605 Vandenberg Blvd. - Highway 5	Late 2017	Late 2019
CA0604 Main St. - Vandenberg Blvd.	Early 2019	Early 2022
061371 Hwy. 67/Hwy. 5 Interchange Improvements (Cabot)	Future Project	

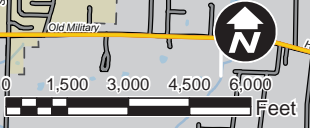


Version: 3/17/2016

Highway 67: Pulaski/Lonoke County

Map Key

- Interstate
- Highways
- Small Roads
- County Line
- Pond/River
- City Limits
- CAP Project
- CAP Project
- Current AHTD Project



*These project limits are preliminary and are subject to change as project development progresses.

Appendix D – CONCEPTUAL STAGE RELOCATION STATEMENT

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Scott E. Bennett, P.E.
Director
Telephone: (501) 569-2000
Voice/TTY: 711



P.O. Box 2261
Little Rock, AR 72203-2261
Telefax: (501) 569-2400
www.ArkansasHighways.com

CONCEPTUAL STAGE RELOCATION STATEMENT

**Job CA 0604
Main St. – Vandenberg Blvd. (Widening)(S)
Pulaski County**

January 17, 2017

GENERAL STATEMENT OF RELOCATION PROCEDURE

Displaced persons in the proposed right of way for the project will be eligible for relocation assistance in accordance with Public Law 91-646, the Uniform Relocation Assistance Act of 1970. The Relocation Program provides advisory assistance and payments to help offset expenses incurred by those who are displaced. It is the Department's Policy that adequate replacement housing will be made available, built if necessary, before any person is required to move from their dwelling. All replacement housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex or national origin. Construction of the project will not begin until decent, safe and sanitary replacement housing is in place and offered to all affected persons. No lawful occupant shall be required to move without receiving 90 days advance written notice.

Payments to both the residential occupants and business occupants will be based on the increases enacted under MAP-21. There are two basic types of residential relocation payments: (1) Replacement Housing Payments and (2) Moving Expense payments. Replacement Housing payments are made to qualified owners and tenants. Businesses are eligible for actual and reasonable moving costs. They are also eligible for reestablishment payments, not to exceed \$25,000. A business may be eligible for a fixed payment in lieu of moving costs and reestablishment costs if relocation cannot be accomplished without a substantial loss of existing patronage. The fixed payment will

be computed in accordance with the Code of Federal Regulations and cannot exceed \$40,000.00.

PROJECT SPECIFIC DISPLACEMENTS

The anticipated displacements on this project include three (3) residential owner occupants, six (6) businesses, two (2) business landlords and approximately thirteen (13) personal property relocations. The following paragraphs further discuss the specifics of residential and business benefits.

The residential owner occupants may receive a replacement housing payment of up to \$31,000.00. The amount of payment is determined by a study of the housing market. There are three (3) residential owner occupants. No specific information is known at this time about the make up of each family or the size and room count of each displaced home.

An extensive search for available housing in the market area has been performed. There are many homes on the market in this area at this time. The homes range in size from 1,000 sq. ft. to 4,000 sq. ft. and range in price from \$50,000 to \$250,000.00. At the time of displacement another inventory of available homes in the project area will be obtained and an analysis of the market will be made.

An extensive search for commercial properties was also performed. There were fourteen (14) commercial property listings for sale in the Jacksonville area. Commercial properties for sale range in price from \$600,000 to \$1,250,000. Included in these listings were a vacant strip mall, three (3) vacant stand-alone buildings and several small office and warehouse type buildings. In addition, there were eight (8) commercial properties for lease, consisting of office, retail and restaurant buildings in the Jacksonville/Sherwood areas.

Each displaced business should be able to relocate within Jacksonville area. At the time of displacement, another inventory of available commercial properties will be obtained and an analysis of the market at that time will be made.

The six (6) businesses being impacted include an animal hospital, nail salon, hair salon, tobacco shop, tax office and a donut shop. All businesses will be fully displaced.

Advanced relocation planning and advisory services will need to be provided and considered in the early stages of construction planning and scheduling for this project, particularly, in the relocation of the animal hospital. This relocation may require special permits and specialized movers for the dismantling and re-installation of various types of specialized equipment at a replacement business site.

The thirteen (13) personal property moves consist of moveable and non-moveable storage sheds and/or their contents in each, along with an assortment of playground equipment. There are cars located along the proposed right of way at two (2) car dealerships that will be required to move, along with signs and lighting.

In order to assist the displaced businesses in relocating, the Relocation Agent will explore all possible sources of funding or other resources that may be available to the businesses. Sources that will be considered include: State and Local entities, the

Department of Housing and Urban Development, the Economic Development Administration, the Small Business Administration and other Federal Agencies. Emphasis will be given in providing relocation advisory services to the displaced businesses. Appropriate measures will be taken to ensure that each entity displaced is fully aware of their benefits, entitlements, courses of action that are open to it, and any special provisions designed to encourage businesses to relocate within the same community.

DISPLACEE CHARACTERISTICS AND COSTS

Based on a field inspection, it is estimated that the project could cause the following displacements and costs:

2	Landlord Businesses	\$ 50,000.00
6	Businesses	\$425,000.00
3	Residential Owner Occupants	\$135,000.00
13	Personal Property Moves	<u>\$ 17,500.00</u>
	Total	\$627,500.00

The general characteristics of the displacees to be relocated are listed on the Conceptual Stage Inventory Record form in **Exhibit A**. There are at least three (3) minority owned businesses. The general characteristics have been determined by a visual inspection of the potential displacements by a Relocation Consultant. Relocation Consultant utilizes past experiences and knowledge in making this determination.

An available housing inventory has been compiled and indicates there are 183 dwellings available for sale. There are 14 commercial properties for sale and 8 commercial properties for lease at this time. A breakdown of the properties is shown in **Exhibit B**.

EXHIBIT B

<u>Residential (For Sale)</u>	<u>Number of Units</u>
\$30,000 – 50,000	16
50,001 – 75,000	42
75,001 – 100,000	55
150,000 – 250,000	<u>70</u>
 TOTAL	 183

<u>Commercial Properties (For Sale)</u>	<u>Number of Units</u>
\$0 – 50,000	0
50,001 – 100,000	1
100,001 – 150,000	3
150,001 – 200,000	1
201,000 – 300,000	2
300,001 – 400,000	2
400,001 – 500,000	1
500,001 – 750,000	2
750,000 – 1,250,000	<u>2</u>
 TOTAL	 14

<u>Commercial Properties (For Lease)</u>	<u>Number of Units</u>
\$ 1,000 – 2,500	0
2,501 – 4,000	3
4,000 – 7,000	<u>5</u>
 TOTAL	 8

Appendix E – TRAFFIC NOISE STUDY - Executive Summary

Traffic Noise Study

Highway 67 Widening

Main Street - Vandenberg Boulevard

Pulaski County, Arkansas

Job No. CA0604
FAP No. M40E-9222-012

Prepared by:

Bowlby & Associates, Inc. 

504 Autumn Springs Court, #11, Franklin, TN 37067

December 2016

EXECUTIVE SUMMARY

This report documents the results of a noise analysis and abatement design as part of the project the Arkansas State Highway and Transportation Department (AHTD) is proposing for improvements to widen 2.25 miles of Highway 67 between Main Street and Vandenberg Boulevard and improvements to the interchanges at Main Street, James Street, Gregory Street, and Vandenberg Boulevard in the City of Jacksonville, Pulaski County.

Seven noise analysis areas (NAAs) were identified along the project and analyzed for noise impacts from the project.

The FHWA Traffic Noise Model (TNM 2.5) computer program was used to calculate “with-project” peak hour equivalent sound levels in the design year (2041) for noise-sensitive receivers in each NAA. Future year 2041 morning and afternoon design hour traffic projections were used in the noise modeling. The modeling identified future exterior noise impacts, as defined in the AHTD traffic noise policy, for all of the areas.

Abatement is generally evaluated when impacts are predicted to occur. Noise abatement measures may include alteration of horizontal and vertical alignment, and traffic management measures (such as reducing speed limits or prohibition of heavy trucks). However, these forms of mitigation are not feasible for this project. Noise barriers were determined to be the only available abatement measure to reduce noise levels for impacted areas for this project.

Noise barriers were studied for “feasibility” and “reasonableness” at all areas where impacts were predicted, specifically NAAs 3, 4, 5, and 6.

“Feasibility” means that a noise barrier will provide at least a five decibel reduction in the one-hour equivalent sound level for at least one impacted residence. Additionally, the noise barrier should not pose any major problems related to design, construction, safety, drainage, maintenance or other factors.

Noise barriers were found to be feasible in terms of noise reduction for NAAs 3, 4, 5 and 6. However, feasibility alone does not dictate whether a noise barrier will be built. Each noise barrier must also pass a “reasonableness” test.

“Reasonableness” is based on a number of factors with regard to all of the individual, specific circumstances of a particular project, including the cost of the noise barrier averaged over the residences that are shown in the modeling to benefit from the barrier. To “benefit” means that the sound levels would be reduced by five or more decibels.

Barriers were found to be not reasonable for NAA 3 because the average cost per benefited residence exceeded the AHTD threshold criterion of \$36,000 per benefited residence. A barrier for NAA 5 was found to be not reasonable because the noise reduction design goal of an 8 dB(A) noise reduction at one impacted receptor could not be met.

A noise barrier *was* found to be reasonable for NAA 4 and NAA 6. It is the policy of the AHTD that no noise abatement measures will be provided if greater than 50% of the impacted residents in an analysis area do not want it. The final reasonableness condition is to poll the residents who would benefit from the noise barrier to determine if they favor the barrier.

Separate from these abatement measures, AHTD encourages local communities and developers to practice noise compatibility planning in order to avoid future noise impacts. Generalized noise predictions for the design year 2041 peak hour were made for areas along Highway 67 where vacant and possibly developable lands exist. The results estimate that exterior residential activities would be impacted out to a distance of roughly 500 feet from the centerline of the nearest travel lane of Highway 67.

The modeled noise levels and associated impact distance at any particular site along Highway 67 will vary depending on the actual terrain and other conditions at that site. This information is being included to make local officials and planners aware of anticipated highway noise levels, with the goal that any future development along Highway 67 will be compatible with these levels.

Appendix F – USFWS CORRESPONDENCE



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
110 S. Amity Road, Suite 300
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480



March 10, 2014

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

Re: AHTD Connecting Arkansas Program Endangered Species Review

Dear Mr. Malbrough:

This responds to your letter dated February 6, 2014, soliciting U.S. Fish and Wildlife Service (Service) comments on the above referenced projects. Our comments are submitted in accordance with the Endangered Species Act of 1973 (87 stat. 884, as amended; 16 U.S.C. 1531 et seq.).

According to your letter, the Arkansas Highway and Transportation Department (AHTD) is proposing to widen multiple highways throughout the state to move people and goods more efficiently, provide a revenue source for new highway projects, accelerate the completion of highway improvement projects, improve traveler safety, ease congestion, support job growth and improve Arkansas' economy through the Connecting Arkansas Program. This effort includes 31 projects that will widen and improve approximately 200 miles of highways and interstates. All of the projects propose to widen existing roadways with no construction on new location.

Jobs CA0401, CA0901, CA1101, CA0902, CA0905, CA0904, CA0903 and CA0907 are located in Benton and Washington Counties, Arkansas. Listed species occurring in these counties that could be affected directly or indirectly by the proposed projects include the Ozark Big-Eared Bat (*Corynorhinus townsendii ingens*), Gray Bat (*Myotis grisescens*), Indiana Bat (*Myotis sodalis*), Missouri Bladderpod (*Physaria filiformis*), Cave Crayfish (*Cambarus aculabrum*), Neosho Mucket (*Lampsilis rafinesqueana*), Rabbitsfoot (*Quadrula cylindrica cylindrica*), Ozark cavefish (*Amblyopsis rosae*), Scaleshell (*Leptodea leptodon*), and Spectaclecase (*Cumberlandia monodonta*). Additionally, the proposed endangered Northern Long-eared Bat (*Myotis septentrionalis*), candidate Arkansas darter (*Etheostoma cragini*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are known to occur in Benton and Washington Counties.

Jobs CA0602, CA0603, CA0604, CA0605, CA0608, CA0609 and 061367 occur in Pulaski and Lonoke Counties, Arkansas. Listed species occurring in these counties that could be affected by the proposed projects include the Interior Least Tern (*Sterna antillarum athalassos*), Running Buffalo Clover (*Trifolium stoloniferum*), Rattlesnake-Master Borer Moth (*Papaipema eryngii*), and Piping Plover (*Charadrius melodus*). Additionally, the proposed endangered Northern Long-

ered Bat (*Myotis septentrionalis*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are known to occur in Pulaski and Lonoke Counties.

Jobs CA0601, CA0607 and 061330 occur in Saline and Garland Counties, Arkansas. Listed species occurring in these counties that could be affected by the proposed projects include the Red-cockaded Woodpecker (*Picoides borealis*), Harperella (*Ptilimnium nodosum*), Missouri Bladderpod (*Physaria filiformis*), Arkansas Fatmucket (*Lampsilis powelli*), Pink Mucket (*Lampsilis abrupta*), Rabbitsfoot (*Quadrula cylindrica cylindrica*), Spectaclecase (*Cumberlandia monodonta*), Winged Mapleleaf (*Quadrula fragosa*), and Ouachita Rock-Pocketbook (*Arkansia wheeleri*). Additionally, the proposed endangered Northern Long-eared Bat (*Myotis septentrionalis*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are known to occur in Garland and Saline Counties.

Jobs CA 0101, CA1001 and CA1002 occur in Craighead, Crittenden and Mississippi Counties, Arkansas. Listed species known to occur in these counties that could be affected by the proposed projects include Fat Pocketbook (*Potamilus capax*), Pondberry (*Lindera melissifolia*), Indiana Bat (*Myotis sodalis*), and Scaleshell (*Leptodea leptodon*). The federally protected Bald Eagle (*Haliaeetus leucocephalus*) is also known to occur in these counties.

Job 012154 occurs in Faulkner and White Counties, Arkansas. There are no listed species in the vicinity of this project. The federally protected Bald Eagle (*Haliaeetus leucocephalus*) is known to occur in both counties. Job CA0801 occurs in Van Buren County, Arkansas. Listed species occurring in this county that could be affected by the proposed project include the Yellowcheek Darter (*Etheostoma moorei*), Speckled Pocketbook (*Lampsilis streckeri*), Rabbitsfoot (*Quadrula cylindrica cylindrica*), Gray Bat (*Myotis grisescens*), and Indiana Bat (*Myotis sodalis*). Additionally, the proposed endangered Northern Long-eared Bat (*Myotis septentrionalis*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are known to occur in Van Buren County.

Job CA0906 occurs in Newton and Boone Counties, Arkansas. Listed species occurring in these counties that could be affected directly or indirectly by the proposed projects include the Ozark Big-Eared Bat (*Corynorhinus townsendii ingens*), Gray Bat (*Myotis grisescens*), Indiana Bat (*Myotis sodalis*), and Ozark Cavefish (*Amblyopsis rosae*). The proposed endangered Northern Long-eared Bat (*Myotis septentrionalis*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are also known to occur in these counties.

Jobs CA0705 and CA0706 occur in Columbia and Union Counties, Arkansas. The only listed species occurring in these counties that could be affected by the proposed projects is the Red-cockaded Woodpecker (*Picoides borealis*). However, several species of burrowing crayfish (species have already been discussed with AHTD) have recently been petitioned for federal listing as threatened or endangered and may occur in roadside ditches in this area of the state. The Service will continue to work with AHTD in an ongoing effort to survey the area to identify species occurrence or suitable habitat. Additionally, the federally protected Bald Eagle (*Haliaeetus leucocephalus*) is known to occur in Columbia and Union Counties.

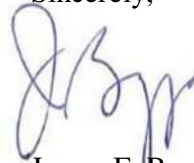
Jobs CA0201, CA0202, CA0701, CA0702, CA0703, and CA0704 occur in Ashley and Calhoun Counties, Arkansas. Listed species occurring in these counties that could be affected by the proposed projects include the Red-cockaded Woodpecker (*Picoides borealis*) and Pondberry (*Lindera melissifolia*). The aforementioned burrowing crayfish species petitioned for listing may also occur in roadside ditches in these counties and surveys are recommended in coordination with the Service and appropriate stakeholders. The federally protected Bald Eagle (*Haliaeetus leucocephalus*) is also known to occur in Ashley and Calhoun Counties.

Job CA1003 occurs in Lawrence and Greene Counties, Arkansas. Listed species occurring in these counties that could be affected by the proposed include Pondberry (*Lindera melissifolia*) and Indiana Bat (*Myotis sodalis*). The proposed endangered Northern Long-eared Bat (*Myotis septentrionalis*) and federally protected Bald Eagle (*Haliaeetus leucocephalus*) are also known to occur in these counties.

Numerous species of migratory birds protected under the Migratory Bird Treaty Act occur in all project areas and may be nesting on structures to be replaced, upgraded or otherwise affected by the proposed projects. Surveys should be conducted prior to initiation of project construction and special consideration given to the times and dates of construction to avoid adverse effects to these species which typically nest in Arkansas from March 1 through September 30.

Thank you for allowing our agency the opportunity to comment on the proposed projects. For future correspondence on this matter, please contact Mitch Wine of this office at (501) 513-4488 or mitch_wine@fws.gov.

Sincerely,



James F. Boggs
Field Supervisor

cc:

Randal Looney, Federal Highway Administration
Brenda Price, Arkansas Highway and Transportation Department
John Fleming, Arkansas Highway and Transportation Department
Josh Seagraves, Arkansas Highway and Transportation Department
Cindy Osborne, Arkansas Natural Heritage Commission
Jennifer Sheehan, Arkansas Game and Fish Commission
Wanda Boyd, United States Environmental Protection Agency

From: Lewis, Lindsey [mailto:lindsey_lewis@fws.gov]
Sent: Monday, October 19, 2015 1:06 PM
To: Bailey, Bill
Subject: Re: T/E Clearance CA0604/CA0605

Bill,

Based on the project description, limited effects, distance to any known listed species locations or habitat, and the limited existing habitat in the area; the Service concurs with your determination of "not likely to adversely affect any threatened/endangered species."

Thanks, Lindsey
<http://www.fws.gov/arkansas-es/>

On Wednesday, October 14, 2015, Bailey, Bill <William.Bailey@ahtd.ar.gov> wrote:
Lindsey....please take a look at the attached map and let us know if you concur with our opinion. The proposed project is to widen US 67/167 between Main St. in Jacksonville and the Hwy. 5 exit in Cabot. The project is primarily in Pulaski County, but does cross over into Lonoke County. The project is outside the known Northern Long-eared Bat consultation area. Based on the project location and Heritage Database, it is our opinion that the project is not likely to adversely affect any threatened/endangered species.

Bill Bailey
Arkansas Highway & Transportation Department
Environmental Division
Environmental Scientist
10324 Interstate 30
Little Rock, AR 72209
501-569-2617

Appendix G – SHPO CORRESPONDENCE



The Department of
**Arkansas
Heritage**

Mike Beebe
Governor

Martha Miller
Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program

323 Center Street, Suite 1500
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org

An Equal Opportunity Employer



October 22, 2014

Mr. Ray Balentine, P.E.
Environmental Team Leader
Arkansas State Highway and Transportation Department
Connecting Arkansas Program
PO Box 2261
Little Rock, AR 72203-2261

RE: Pulaski Counties - General
Section 106 Review – FHWA
Request for Technical Assistance
AHTD Job Number CA0604
AHPP Tracking Number 91358

Dear Mr. Balentine:

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents contained in your September 3, 2014 letter and has determined that all of the 35 structures surveyed (CA0604: 1-35) are ineligible for inclusion in the National Register of Historic Places.

Once the undertaking is further along in the planning stages, we look forward to reviewing the cultural resources survey report of the proposed project. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Theresa Russell of my staff at (501)-324-9357.

Sincerely,

Frances McSwain
Deputy State Historic Preservation Officer

cc: Mr. Randal Looney, Federal Highway Administration
Mr. John Fleming, AHTD
Dr. Andrea Hunter, Osage Nation
Mr. Everett Bandy, Quapaw Tribe of Oklahoma
Dr. Ann Early, Arkansas Archeological Survey
Mr. Timothy Klinger, Historic Preservation Associates, LLC

RECEIVED
AHTD

OCT 24 2014

ENVIRONMENTAL
DIVISION



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

Arkansas Natural
Heritage Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



ARKANSAS HISTORIC
PRESERVATION PROGRAM



National Historic
Preservation Act 1966-2016



323 Center Street, Suite 1500
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184
tdd: 711

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer

March 23, 2016

Mr. Bill McAbee
CAP Environmental Project Manager
Arkansas State Highway & Transportation Department
Connecting Arkansas Program
P.O. Box 2261
Little Rock, AR 72203-2261

RE: Pulaski County – Jacksonville
Section 106 Review – FHWA
Report Entitled *Historic Properties Identification Survey AHTD Job
CA0604 Hwy. 67/167 Main Street to Vandenberg Blvd., Pulaski
County, Arkansas*
AHPP Tracking Number 91358.01

Dear Mr. McAbee:

The staff of the Arkansas Historic Preservation Program has reviewed the above-referenced Phase I cultural resources report. Based on the information presented in this report, we concur that the proposed undertaking will have no effect on historic properties.

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Bob Scoggin of my staff at 501-324-9270

Sincerely,

Frances McSwain
Deputy State Historic Preservation Officer

cc: Mr. Randall Looney, FHWA
Mr. John Fleming, AHTD
Ms. Somier D. Harris, Caddo Nation
Ms. Amber Hood, The Chickasaw Nation
Dr. Ian Thompson, Choctaw Nation of Oklahoma
Dr. Andrea Hunter, Osage Nation
Mr. Everett Bandy, Quapaw Tribe of Oklahoma
Ms. Kim Jumper, Shawnee Tribe of Oklahoma
Mr. Eric Oosahwee-Voss, United Keetoowah Band of Cherokee Indians
Dr. Ann Early, Arkansas Archeological Survey

ARDOT Job CA0604

HIGHWAY 67:
MAIN ST. - VANDENBERG BLVD.
(WIDENING) (S)

FINDING OF NO SIGNIFICANT IMPACT



U.S. Department of Transportation
Federal Highway
Administration

Arkansas Department of
Transportation



NOVEMBER 2017

HWY. 67 - MAIN ST. - VANDENBERG BLVD. (WIDENING) (S)

ARDOT JOB NUMBER CA0604

F.A.P. NUMBER M40E-9222-014

FINDING OF NO SIGNIFICANT IMPACT

Submitted by the U.S. Department of Transportation, Federal Highway Administration, Arkansas Division

The Arkansas Department of Transportation (ARDOT) has completed the assessment of the proposed project and the Federal Highway Administration (FHWA) issues a Finding of No Significant Impact (FONSI) for the Highway 67 widening project from Main Street to Vandenberg Boulevard in Jacksonville, Arkansas.

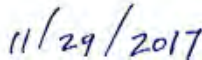
Upon consideration of the FHWA-approved Environmental Assessment (EA) for the proposed project, public comments, and other considerations, the FHWA has determined that the Preferred Alternative will have no significant impact on the human environment and hereby issues a FONSI pursuant to 23 CFR §771(a).

This FONSI is based on FHWA's independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and its appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. No impacts identified would cause any significant adverse effects to the human or natural environment.

Based upon the EA, additional information included in this document, and public, agency, and organization comments, FHWA concludes that no additional environmental documentation is required for job CA0604, the Highway 67 widening project between Main Street and Vandenberg Boulevard.



Randal Looney
Environmental Specialist



Date of Approval



U.S. Department of Transportation
Federal Highway
Administration

TABLE OF CONTENTS

FINDING OF NO SIGNIFICANT IMPACT

1	What is the Highway 67 Widening project?	1
2	Has the project changed since the publication of the EA?.....	1
3	How have the public and local officials been involved during the EA comment period?.....	4
4	Which alternative was recommended?	4
5	What impacts are expected with the Preferred Alternative?	4
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7	What happens next?	6

APPENDICES

Appendix A:	Revised Designs
Appendix B:	Revised LOS Projections
Appendix C:	Disposition of Public Comments
Appendix D:	State Historic Preservation Officer Clearance

FIGURES

1	Project Location Map.....	2
2	Revised LOS Projections – Preferred Alternative	3
3	Typical Section – Preferred Alternative	4

Finding of No Significant Impact

This Finding of No Significant Impact (FONSI) document updates the Environmental Assessment (EA) and incorporates all applicable comments and responses received during the review period.

1 What is the Highway 67 Widening project?

The Arkansas Department of Transportation (ARDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing to improve 2.25 miles of Highway 67 between Main Street and Vandenberg Boulevard, including interchange improvements at Main Street, James Street, Gregory Street, and Vandenberg Boulevard in the City of Jacksonville, Pulaski County, as seen in Figure 1.

An EA was approved by the FHWA on April 10, 2017, identifying the Build Alternative as the Preferred Alternative. The EA did not identify any significant adverse environmental impacts.

2 Has the project changed since the publication of the EA?

Following the Location and Design Public Hearing (discussed in the following section) additional consideration was given to ramp designs. The locations of the southbound James Street entrance ramp and the southbound Main Street exit ramp were revised to achieve an acceptable Level of Service (LOS) and weaving distance between these two ramps for the design year 2041. The revised ramp designs are shown in Appendix A. By relocating these ramps, the weaving movement was moved from T.P. White Drive to Highway 67. These design changes will not change the number of relocations or proposed right of way acreage. Figure 2 shows the revised LOS projections for years 2021 and 2041 with the Preferred Alternative. Revised LOS projection tables are in Appendix B.

A noise analysis and draft noise report were completed for the project and noise walls were found to be reasonable and feasible on the east side of Highway 67 between Gregory Street and West Main Street. Concerns were expressed at the noise meeting related to impacts the noise walls could have on visibility of commercial properties from Highway 67. These concerns, along with updated noise wall costs, will be considered when finalizing the noise report. The finalized report will be available from the ARDOT Environmental Division.

When does FHWA issue a FONSI?

A FONSI is issued when the environmental analysis and review finds a project to have no significant impacts on the quality of the environment.

Where can I find the EA and other project documents?

The project documents are available for review at the following locations:

By mail or in person:
ARDOT Central Office
10324 Interstate 30
Little Rock, AR

By email:
info@ ARDOT.gov

On the ARDOT website:
<https://connectingarkansasprogram.com/corridors/11/highway-67-pulaski-lonoke-county/#.WXi9r02WyUk>

For any other questions, call:
(501)569-2281

Figure 1 Project Location Map

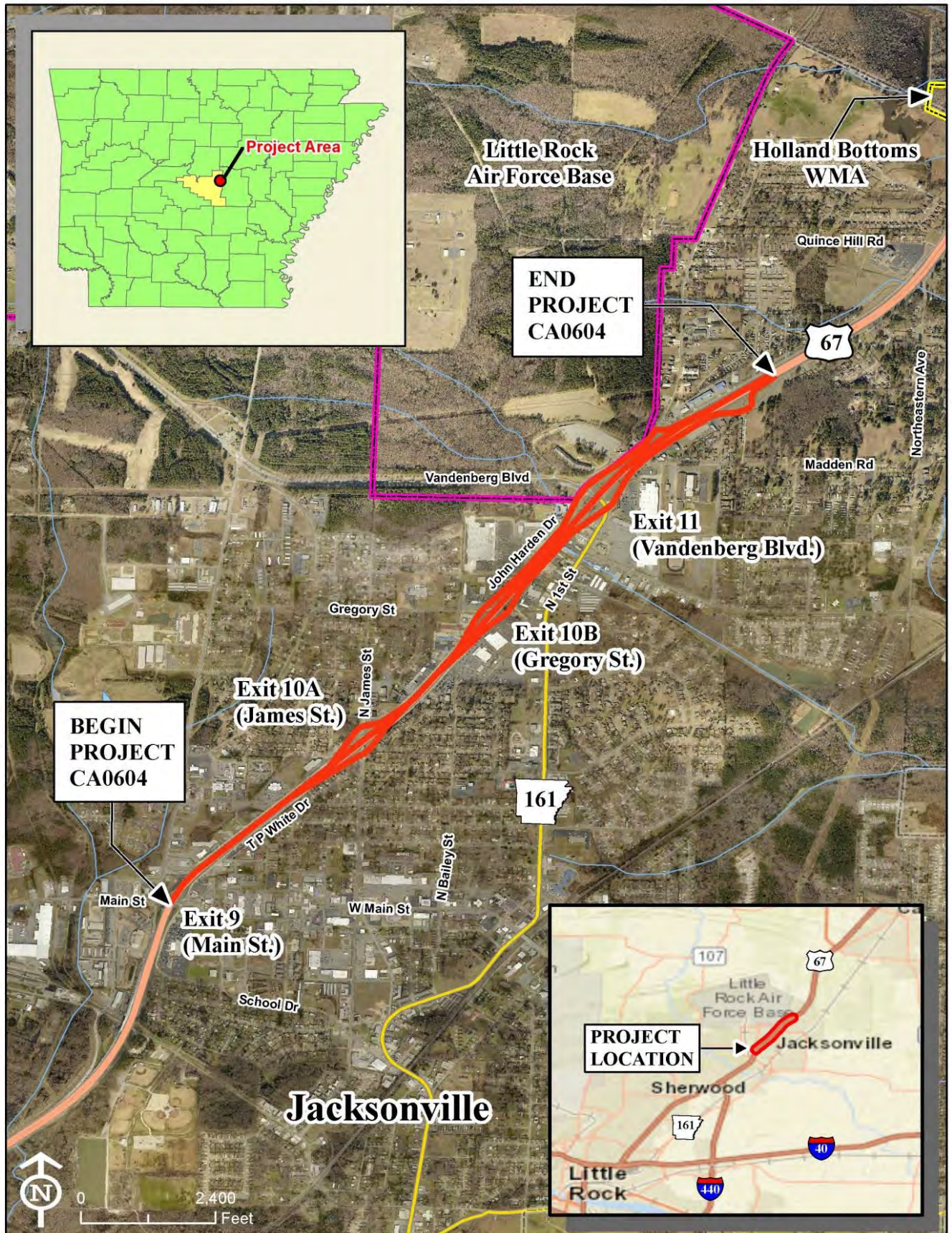
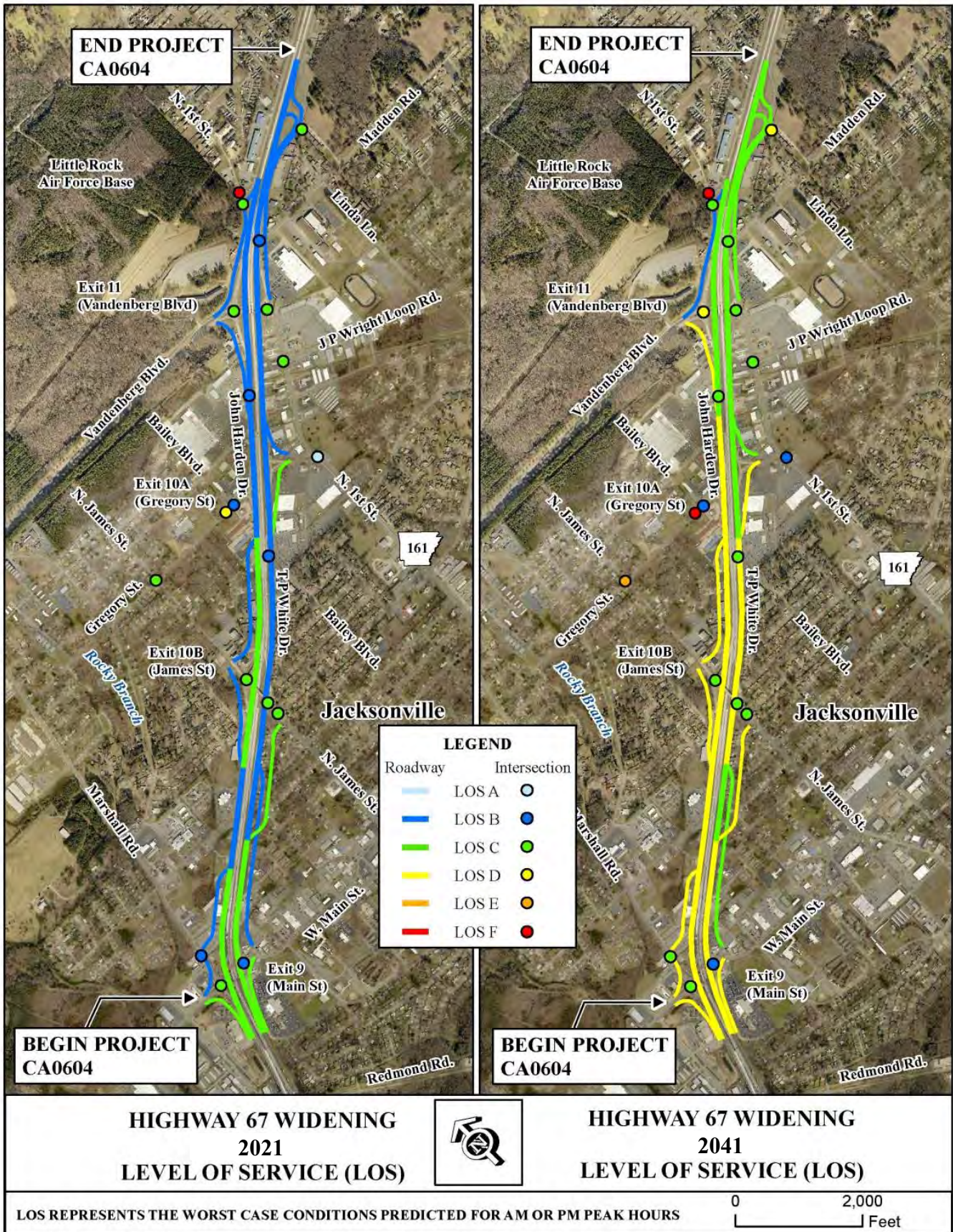


Figure 2 Revised LOS Projections – Preferred Alternative



3 How have the public and local officials been involved during the EA comment period?

A Location and Design Public Hearing was held on May 25, 2017, at the Jacksonville Community Center (Banquet Hall). Adjacent and nearby property owners, local and state officials, the Little Rock Air Force Base, attendees to past meetings, stakeholders, and the general public were invited to attend. The hearing was attended by 141 people and 25 written comments were received. Eighteen (18) commenters preferred the Build Alternative, three (3) commenters preferred the No Action Alternative due to property impacts or disruption of traffic flow, and four (4) commenters did not indicate a preference. An itemized response to the public comments received can be found in Appendix C.

4 Which alternative was recommended?

After considering the findings of the EA and comments from the Location and Design Public Hearing, the Build Alternative remains the Preferred Alternative.

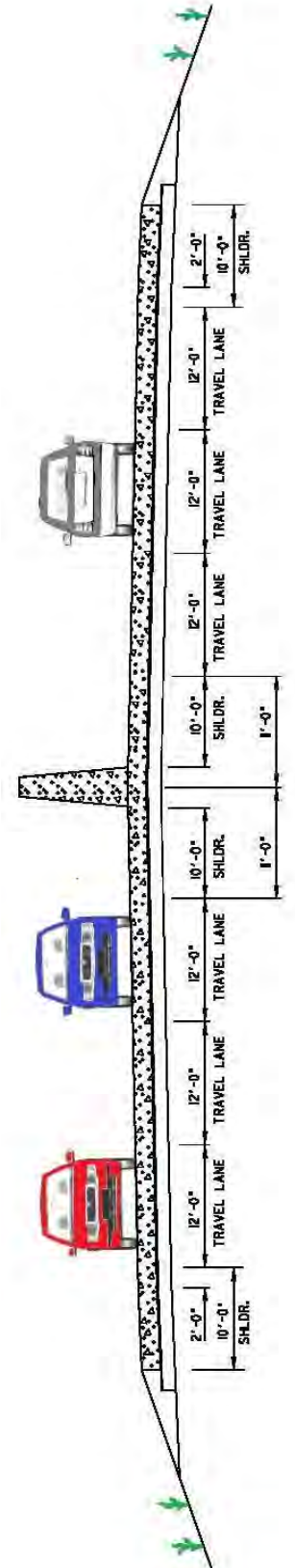
The Preferred Alternative meets the project’s purpose and need of improving traffic flow and safety on Highway 67 while minimizing property impacts including business and residential relocations. The typical section is shown on Figure 3.

5 What impacts are expected with the Preferred Alternative?

The Preferred Alternative is estimated to have a total cost of \$108.3 million, which is less than the cost of \$122.7 million stated in the EA. The cost estimate reduction was due to a decrease in construction costs between the time the original EA cost estimate was done and when the 90% plan construction cost estimate was completed.

The project will require three (3) residential relocations, six (6) business relocations, and two (2) business landlord relocations. A total of 19.2 acres of right of way will be acquired. The project will result in a total of approximately 143 linear feet of stream impacts involving two (2) streams. A preliminary determination was made that noise barriers would be feasible and reasonable at two (2) locations on T.P. White Drive: 1) between Bailey Boulevard and North James Street and 2) between North James Street and Ramada Street. A temporary construction easement will be necessary at the Valero gas station located south of the T.P. White Drive/North First Street intersection, but will not impact the three underground storage tanks at this facility.

Figure 3
Typical Section - Preferred Alternative



A section of the project near the Vandenberg Boulevard interchange is located within a floodway and 100-year floodplain for a tributary to Jacks Bayou. The tributary flows under Highway 67 in a concrete box culvert. The existing structure does not provide effective passage of water through the project. The project will add another concrete box culvert directly adjacent to the existing box culvert to provide effective passage of the water. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project and no adverse impacts to the floodplain that would increase the frequency or severity of flooding is anticipated.

There are no cultural resources, wetlands, threatened or endangered species, Section 4(f) properties, air quality, Environmental Justice, or prime farmland impacts associated with the Preferred Alternative. State Historic Preservation Officer clearance can be found in Appendix D.

6 What commitments have been made?

- The ARDOT will comply with all requirements of *The Clean Water Act, as Amended*, for the construction of this project. This includes Section 401: Water Quality Certification, Section 402: National Pollutant Discharge Elimination Permit (NPDES), and Section 404: Permits for Dredged or Fill Material.
- Relocations will be conducted in accordance with *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended.
- An asbestos survey will be conducted by a certified asbestos inspector on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with the Arkansas Department of Environmental Quality (ADEQ), Environmental Protection Agency, and Occupational Safety and Health Administration asbestos abatement regulations.
- If hazardous materials, unknown illegal dumps, or underground storage tanks are identified or accidentally uncovered by any ARDOT personnel, or its contractors, the ARDOT will determine the type, size, and extent of the contamination according to the ARDOT's response protocol. The ARDOT, in consultation with the ADEQ, will determine the remediation and disposal methods suited for that

particular type of contamination. The proposed project will comply with local, state, and federal laws and regulations.

- Noise walls outlined as reasonable and feasible in the final report will be constructed.
- A Migratory Bird Special Provision will be incorporated into the contract to protect nesting or attempted nesting by migratory and nongame birds during construction activity.
- If any permanent impacts to private drinking water sources occur due to this project, the ARDOT will take appropriate action to mitigate these impacts.
- A wildflower seed mix will be included in the permanent seeding for the project.

7 What happens next?

The issuing of the FONSI concludes the National Environmental Policy Act (NEPA) process and results in a Selected Alternative. Right of way acquisition, business relocation procedures, and utility relocation follow issuance of this document.

Appendix A – REVISED DESIGNS

Main Street
Proposed Improvements

Jacksonville
Medical Center

John Harden Drive -
Conversion to one-way
frontage road (SB)

NB Off Ramp relocated
2000 feet +/- (0.38 miles)
South of James Street

North Metro
Medical Center

SB Off Ramp relocated
1500 feet +/- (0.28 miles)
North of Main Street

T.P. White Drive -
Conversion to one-way
frontage road (NB)

BEGIN
PROJECT
CA0604

67

Exit 9
(Main St)

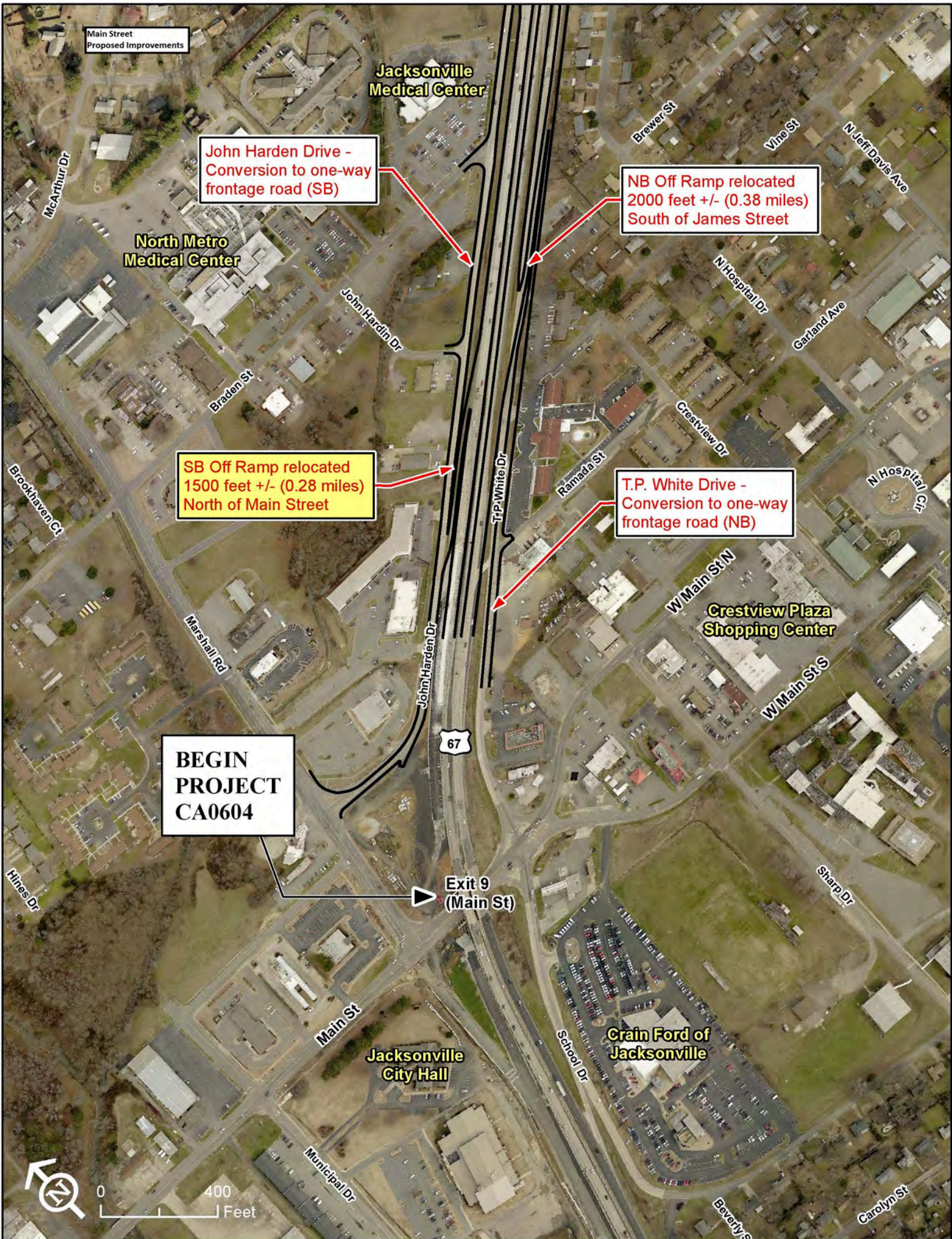
Crestview Plaza
Shopping Center

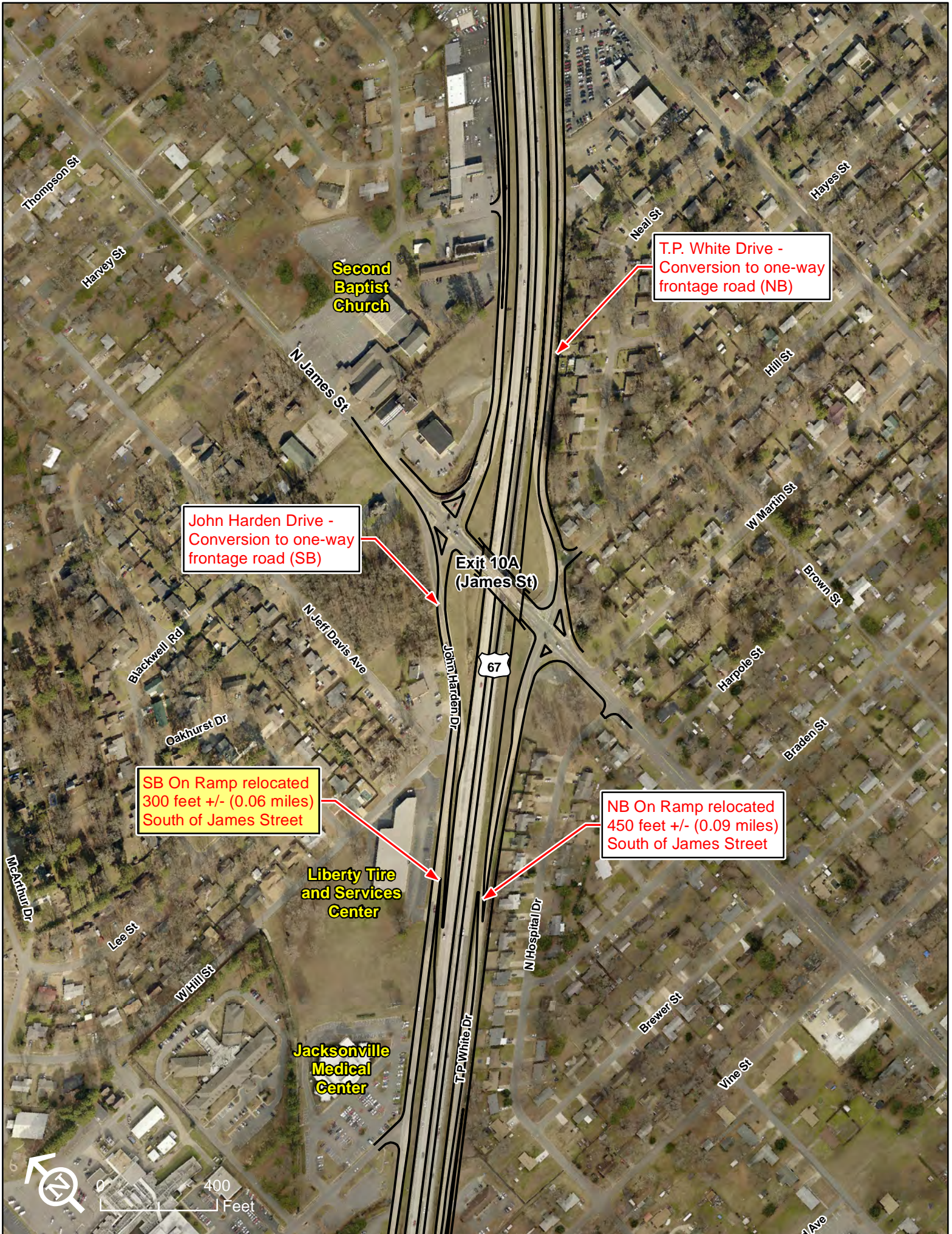
Jacksonville
City Hall

Crain Ford of
Jacksonville



0 400 Feet





Gregory Street
Proposed Improvements

Jacksonville Plaza
Shopping Center

Extension of N. 1st St. to
T. P. White Dr.

SB On Ramp 1700 feet +/-
(0.32 miles) South of
Vandenberg Boulevard

NB On Ramp relocated
North of Gregory Street, so
no longer between James
Street and Gregory Street

Gregory Place
Shopping
Center (Walmart
Supercenter)

Exit 10B
(Gregory St)

New Overpass

Roadway Modifications

New/Relocated Intersection

SB On Ramp removed

Dupree
Elementary School

Big Lots

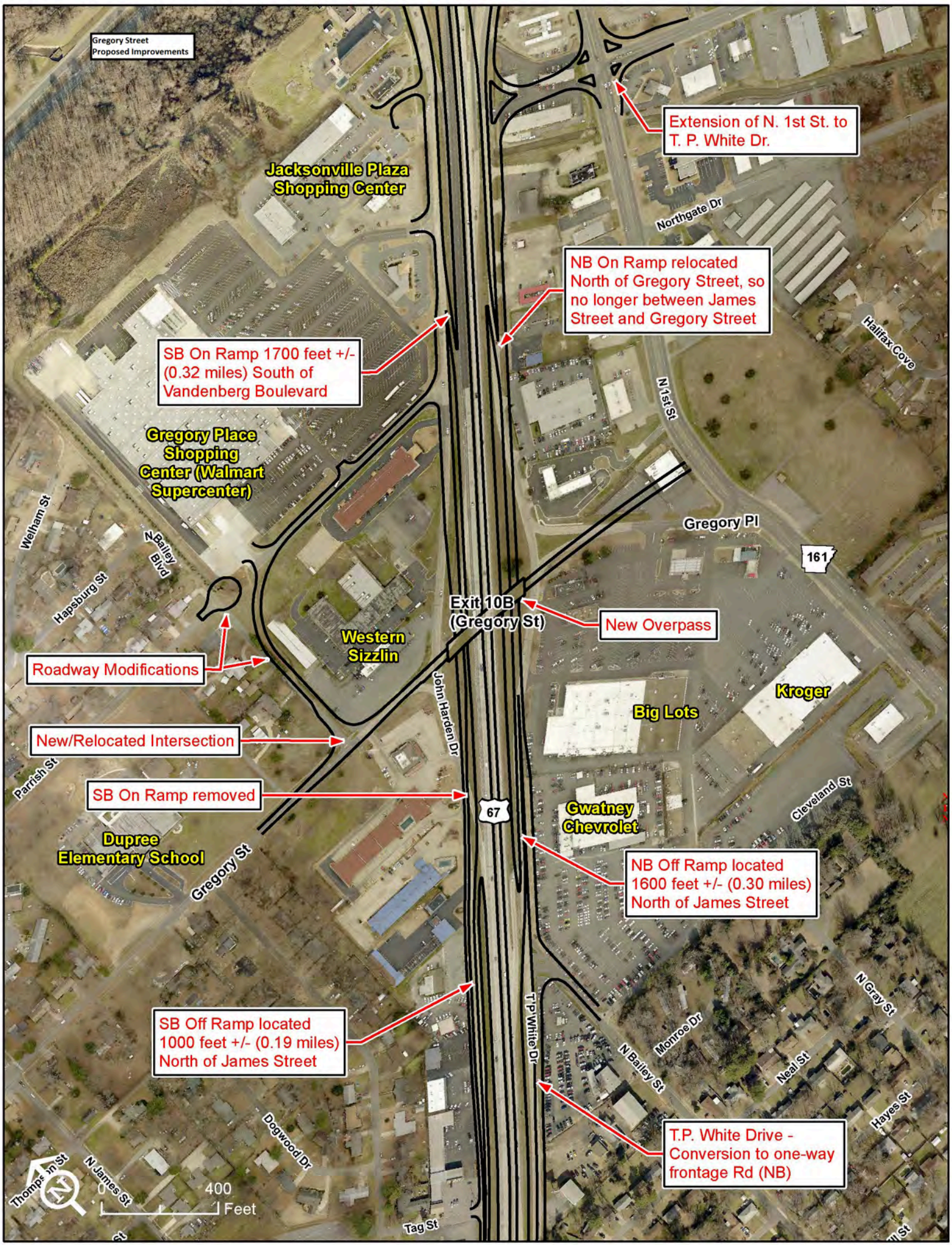
Kroger

Gwatney
Chevrolet

NB Off Ramp located
1600 feet +/- (0.30 miles)
North of James Street

SB Off Ramp located
1000 feet +/- (0.19 miles)
North of James Street

T.P. White Drive -
Conversion to one-way
frontage Rd (NB)



Vandenberg Boulevard
Proposed Improvements

END
PROJECT
CA0604

Hwy. 67 Ramps

T.P. White Drive -
Introduction of NB Off Ramp at the
existing location of the NB On Ramp

SB Off Ramp improved (traffic will
use the SB Off Ramp North of
Vandenberg Boulevard or the SB Off
Ramp between James Street and
Gregory Street)

Elimination of the T.P. White Drive
approach at the intersection of
Vandenberg Boulevard at 1st Street

Lowe's Home
Improvement

Arkansas
State
University

Dirt Cheap

John Harden Drive -
Conversion to one-way
frontage road (SB)

Exit 11
(Vandenberg Blvd)

Turnaround will be added
just South of Vandenberg Boulevard
between John Harden Drive and
T.P. White Drive

T.P. White Drive -
Conversion to one-way
frontage road (NB)

TO UNTLER ROCK
AIR FORCE BASE



0 450 Feet

Vandenberg Blvd

N 1st St

John Harden Dr

67

T.P. White Dr

Madden Rd

Linco Ln

Jacksonville
High School

161

Lafayette Rd

Appendix B – REVISED LOS PROJECTIONS

Table 1: 2021 No Action Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	1860	B	16.1	3540	E	35.9
between Main Street Exit Ramp and James Street Exit Ramp	NB	1400	B	12.1	3200	D	30.4
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1270	A	11	2930	D	26.8
between Main Street Entrance Ramp and James Street Entrance Ramp	NB	1410	B	12.2	3220	D	30.7
between James Street Entrance Ramp and Gregory Street Exit Ramp*	NB	1540	B	19.1	3510	E	39.6
between Gregory Street Exit Ramp and Vandenberg Boulevard Exit Ramp	NB	1410	B	12.2	3220	D	30.7
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1150	A	9.9	2660	C	23.7
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1470	B	12.7	3370	D	33
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1210	A	10.5	2670	C	23.8
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1100	A	9.5	2020	B	17.5
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	2360	C	20.6	2160	C	18.7
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	3660	E	38.2	2710	C	24.2
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	2810	C	25.4	2080	B	18
between Vandenberg Boulevard Entrance Ramp and Gregory Street Exit Ramp*	SB	3630	E	40.7	2700	D	31.1
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	SB	3500	E	35.2	2600	C	23
between Gregory Street Entrance Ramp and James Street Exit Ramp*	SB	3640	E	41.5	2700	D	31.7
between James Street Exit Ramp and James Street Entrance Ramp	SB	3450	D	34.3	2560	C	22.6
between James Street Entrance Ramp and Main Street Exit Ramp*	SB	3790	E	42.4	2820	D	32.3
between Main Street Exit Ramp and Main Street Entrance Ramp	SB	3500	E	35.2	2600	C	23
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	4170	F	50.8	3110	D	29.1

* The worst LOS from the ramps has been recorded for the overlapping freeway segments.

Table 2: 2021 No Action Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	320	B	12.6	580	C	24.6
Exit Ramp to Main Street	NB	Diverge	460	C	22.3	340	E	39.8
Exit Ramp to James Street	NB	Diverge	130	B	16.1	270	D	34.9
Entrance Ramp from Main Street	NB	Merge	140	B	14.5	290	D	31.5
Entrance Ramp from James Street	NB	Merge	130	B	15.9	290	D	34.4
Exit Ramp to Gregory Street	NB	Diverge	130	B	19.1	290	E	39.6
Exit Ramp to Vandenberg Boulevard	NB	Diverge	260	B	17.9	560	E	36.7
Entrance Ramp from Vandenberg Boulevard	NB	Merge	320	B	13.2	710	D	30.7
Exit Ramp to Eastbound Highway 5	NB	Diverge	260	B	17.8	700	E	37.5
Exit Ramp to Westbound Highway 5	NB	Diverge	100	B	15.1	650	D	30.2
Entrance Ramp from Highway 5	NB	Merge	150	B	13.3	200	C	22.3
Exit Ramp to Highway 5	SB	Diverge	110	D	28.3	110	C	26.3
Entrance Ramp from Highway 5	SB	Merge	1300	D	34	550	C	25.9
Exit Ramp to Vandenberg Boulevard	SB	Diverge	850	E	36.8	630	C	26.9
Entrance Ramp from Vandenberg Boulevard	SB	Merge	820	D	34.6	620	C	26.1
Exit Ramp to Gregory Street	SB	Diverge	130	E	40.7	100	D	31.1
Entrance Ramp from Gregory Street	SB	Merge	140	E	35.9	100	C	27.1
Exit Ramp to James Street	SB	Diverge	190	E	41.5	140	D	31.7
Entrance Ramp from James Street	SB	Merge	340	E	36.8	260	C	27.7
Exit Ramp to Main Street	SB	Diverge	290	E	42.4	220	D	32.3
Entrance Ramp from Main Street	SB	Merge	670	F	40.3	510	D	30.5
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	750	D	31.6	250	C	19.4

Table 3: 2021 No Build Level of Service Intersections

INTERSECTION	Traffic Control	Movement	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	C	21.9	C	21.6
James Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	B	13.7	C	24.9
Main Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	7.3	B	11.9
James Street at TP White Drive	Signal	Overall	B	11.4	C	27
James Street at East Martin Street	Stop Control	East Martin Street	B	14	C	18.4
James Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	5.5	B	10.3
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	A	8	B	10.3
Gregory Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	16.3	E	39.4
Gregory Street at TP White Drive	Stop Control	Gregory Street Left to TP White Drive	B	14	C	18.8
	Control	Gregory Street Right to TP White Drive	A	7.7	A	0
Gregory Street at North 1 st Street	Stop Control	Gregory Street	B	12.5	C	19.2
JP Wright Loop Road at TP White Drive	Signal	Overall	B	11.1	B	17.1
Vandenberg Boulevard Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	20.5	F	398.6
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	33.2	E	56
Madden Road at TP White Drive	Signal	Overall	B	10.6	B	13.9
Vandenberg Boulevard Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	E	49	A	4.4
John Harden Drive at N 1 st Street	Stop Control	John Harden Drive	D	29.2	E	47.2
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	F	118.9	E	58.6
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	29.4	B	10.7
Vandenberg Boulevard at Marshall Road	Signal	Overall	B	19.9	C	33
Vandenberg Boulevard Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	337.4	F	167.8
Walmart Drive at John Harden Drive	Signal	Overall	B	11.9	B	14.8
Gregory Street at John Harden Drive	Stop Control	EB Gregory Street	B	11.6	D	31.4
	Stop Control	WB Gregory Street Exit Ramp	C	15.2	C	24.6
James Street at Gregory Street	Stop Control	NB James Street	C	20.8	C	22.7
	Stop Control	SB James Street	B	12.5	C	15.1
Gregory Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	B	10.6	C	29.9
James Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	C	19.4	C	21.8
James Street at John Harden Drive	Signal	Overall	C	20.5	C	33.7
James Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	B	10.8	A	9.2
Main Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	C	18.7	C	16.2
John Harden Drive at Marshall Road	Stop Control	John Harden Drive	F	58.6	E	45.2
Main Street at Marshall Road	Signal	Overall	C	25.6	C	30.3

Delay values were calculated using the SimTraffic simulation for the study peak hours.

Table 4: 2041 No Action Level of Service Highway 67 Main Lane Sections

Highway 67 Main Lane Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
between Redmond Road Exit Ramp and Main Street Exit Ramp	NB	2684	C	23.9	5090	F	106.4
between Main Street Exit Ramp and James Street Exit Ramp	NB	2100	C	18.2	4700	F	73.7
between James Street Exit Ramp and Main Street Entrance Ramp	NB	1830	B	15.8	4130	F	49.6
between Main Street Entrance Ramp and James Street Entrance Ramp	NB	2000	B	17.3	4510	F	63.7
between James Street Entrance Ramp and Gregory Street Exit Ramp*	NB	2260	C	26.6	5090	F	56.1
between Gregory Street Exit Ramp and Vandenberg Boulevard Exit Ramp	NB	2120	C	18.3	4790	F	79.4
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	NB	1630	A	9.9	3730	E	39.6
between Vandenberg Boulevard Entrance Ramp and Eastbound Highway 5 Exit Ramp	NB	1990	B	17.2	4540	F	65.1
between Eastbound Highway 5 Exit Ramp and Westbound Highway 5 Exit Ramp	NB	1630	B	14.1	3690	E	38.8
between Westbound Highway 5 Exit Ramp and Highway 5 Entrance Ramp	NB	1480	B	12.8	2940	D	26.9
between Highway 5 Exit Ramp and Highway 5 Entrance Ramp	SB	3690	E	38.8	3300	D	31.9
between Highway 5 Entrance Ramp and Vandenberg Boulevard Exit Ramp	SB	5290	F	136.2	3950	E	44.7
between Vandenberg Boulevard Exit Ramp and Vandenberg Boulevard Entrance Ramp	SB	4440	F	60.6	3320	D	32.2
between Vandenberg Boulevard Entrance Ramp and Gregory Street Exit Ramp*	SB	5540	F	60.6	4160	F	46.3
between Gregory Street Exit Ramp and Gregory Street Entrance Ramp	SB	5250	F	129.1	3960	E	44.9
between Gregory Street Entrance Ramp and James Street Exit Ramp*	SB	5530	F	61.1	4160	F	46.9
between James Street Exit Ramp and James Street Entrance Ramp	SB	5420	F	166	3650	E	38.5
between James Street Entrance Ramp and Main Street Exit Ramp*	SB	4800	F	59.3	4120	F	44.7
between Main Street Exit Ramp and Main Street Entrance Ramp	SB	5000	F	96.6	3800	E	41.1
between Main Street Entrance Ramp and Redmond Road Entrance Ramp	SB	5760	F	371.6	4380	F	58.2

* The worst LOS from the ramps has been recorded for the overlapping freeway segments.

Table 5: 2041 No Action Level of Service Highway 67 Ramp Sections

Highway 67 Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	390	B	17.7	710	E	42.6
Exit Ramp to Main Street	NB	Diverge	585	D	30.8	390	F	55.9
Exit Ramp to James Street	NB	Diverge	270	C	23.4	570	F	50.5
Entrance Ramp from Main Street	NB	Merge	170	C	20.1	380	F	43.5
Entrance Ramp from James Street	NB	Merge	260	C	22.6	580	F	49
Exit Ramp to Gregory Street	NB	Diverge	140	C	26.6	300	F	56.1
Exit Ramp to Vandenberg Boulevard	NB	Diverge	490	C	25.2	1060	F	53
Entrance Ramp from Vandenberg Boulevard	NB	Merge	360	B	18.1	810	F	41.7
Exit Ramp to Eastbound Highway 5	NB	Diverge	360	C	23.2	850	F	49.7
Exit Ramp to Westbound Highway 5	NB	Diverge	150	B	19.4	750	E	40.9
Entrance Ramp from Highway 5	NB	Merge	210	B	17.3	250	D	31.4
Exit Ramp to Highway 5	SB	Diverge	160	E	42.7	160	E	38.6
Entrance Ramp from Highway 5	SB	Merge	1600	F	49	650	F	37.5
Exit Ramp to Vandenberg Boulevard	SB	Diverge	850	F	53.8	630	F	39.8
Entrance Ramp from Vandenberg Boulevard	SB	Merge	1100	F	52.3	840	F	39.6
Exit Ramp to Gregory Street	SB	Diverge	290	F	60.6	200	F	46.3
Entrance Ramp from Gregory Street	SB	Merge	280	F	53.6	200	F	40.8
Exit Ramp to James Street	SB	Diverge	730	F	61.1	510	F	46.9
Entrance Ramp from James Street	SB	Merge	620	F	51.9	470	F	39.8
Exit Ramp to Main Street	SB	Diverge	420	F	59.3	320	F	44.7
Entrance Ramp from Main Street	SB	Merge	760	F	55.2	580	F	42.4
Entrance Ramp from Redmond Road	SB	Lane Add Basic Freeway	920	F	61.1	310	D	29.4

Table 6: 2041 No Action Level of Service Intersections

INTERSECTION	Control	Movement	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	C	24.4	C	28.2
James Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	22.9	F	221.7
Main Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	9.6	B	13.3
James Street at TP White Drive	Signal	Overall	B	19.2	F	81.1
James Street at East Martin Street	Stop Control	East Martin Street	C	16	D	26.5
James Street Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	A	8.5	E	47.1
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	B	10.2	B	11.3
Gregory Street Exit Ramp at TP White Drive	Stop Control	Exit Ramp	C	23.1	F	128
Gregory Street at TP White Drive	Stop Control	Gregory Street Left to TP White Drive	C	18.9	E	40.8
		Gregory Street Right to TP White Drive	A	0	A	0
Gregory Street at North 1 st Street	Stop Control	Gregory Street	B	14.4	E	41.8
JP Wright Loop Road at TP White Drive	Signal	Overall	B	13.1	D	47.4
Vandenberg Boulevard Exit Ramp at TP White Drive	Stop Control	Exit Ramp	F	128.4	F	1288.2
Vandenberg Boulevard at TP White Drive	Signal	Overall	D	38.8	F	157.8
Madden Road at TP White Drive	Signal	Overall	C	20.1	D	49.9
Vandenberg Boulevard Entrance Ramp at TP White Drive*	Yield Control	SB TP White Drive	F	102.2	A	6.1
John Harden Drive at N 1st Street	Stop Control	John Harden Drive	E	40.2	F	78.3
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	F	137.5	F	80.7
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	30.9	E	73.3
Vandenberg Boulevard at Marshall Road	Signal	Overall	D	39.7	B	13
Vandenberg Boulevard Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	645.3	F	305.7
Walmart Drive at John Harden Drive	Signal	Overall	B	12.8	C	29.7
Gregory Street at John Harden Drive	Stop Control	EB Gregory Street	B	13.2	F	170.3
	Stop Control	WB Gregory Street Exit Ramp	D	31.1	F	126.9
James Street at Gregory Street	Stop Control	NB James Street	F	56.6	F	50.2
	Stop Control	SB James Street	B	14.9	C	18.9
Gregory Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	F	93.9	F	367.3
James Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	F	441.5	F	412
James Street at John Harden Drive	Signal	Overall	F	171.8	F	153.7
James Street Entrance Ramp at John Harden Drive*	Yield Control	NB John Harden Drive	A	9.8	F	304.1
Main Street Exit Ramp at John Harden Drive	Stop Control	Exit Ramp	F	182.6	E	49.2
John Harden Drive at Marshall Road	Stop Control	John Harden Drive	F	386.6	F	167.7
Main Street at Marshall Road	Signal	Overall	C	29.5	D	44.7

* Delay values were calculated using the SimTraffic simulation for the study peak hours.

Table 7: 2021 Build Level of Service Highway 67 Main Lane Sections

Main Lanes Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volumes	LOS	Density
Redmond Road Exit Ramp to Main Street Exit Ramp	NB	1880	A	10.8	3650	C	21.3
Main Street Exit Ramp to James Street Exit Ramp	NB	1400	A	8.1	3200	C	18.5
James Street Exit Ramp to Main Street Entrance Ramp	NB	1200	A	6.9	2780	B	16
Main Street Entrance Ramp to Gregory Street Exit Ramp	NB	1340	A	7.7	3070	B	17.7
Gregory Street Exit Ramp to Gregory Street Entrance Ramp	NB	1140	A	6.6	2640	B	15.2
between Gregory Street Entrance Ramp and Vandenberg Boulevard Exit Ramp	NB	1150	A	6.6	2850	B	16.4
Vandenberg Boulevard Exit Ramp to Vandenberg Boulevard Entrance Ramp	NB	1020	A	5.9	2570	B	14.8
Vandenberg Boulevard Entrance Ramp to Eastbound Highway 5 Exit Ramp	NB	1470	A	8.5	3360	C	19.4
Eastbound Highway 5 Exit Ramp to Westbound Highway 5 Exit Ramp*	NB	1210	A	10.5	2660	C	23.7
Westbound Highway 5 Exit Ramp to Highway 5 Entrance Ramp*	NB	1110	A	9.6	2010	B	17.4
Highway 5 Exit Ramp to Highway 5 Entrance Ramp*	SB	2360	C	20.6	2160	C	18.7
Highway 5 Entrance Ramp to Vandenberg Boulevard Exit Ramp	SB	3660	C	21.4	2710	B	15.6
Vandenberg Boulevard Exit Ramp to Vandenberg Boulevard Entrance Ramp	SB	2700	B	15.6	1990	B	11.5
Vandenberg Boulevard Entrance Ramp to James Street Exit Ramp	SB	Weaving Section	B	18.5	Weaving Section	B	13.0
James Street Exit Ramp to James Street Entrance Ramp	SB	3310	C	19.1	2460	B	14.2
James Street Entrance Ramp to Main Street Exit Ramp	SB	Weaving Section	B	18.5	Weaving Section	B	13.2
Main Street Exit Ramp and Main Street Entrance Ramp	SB	3500	C	20.3	2600	B	15
Main Street Entrance Ramp to Redmond Road Entrance Ramp	SB	4110	C	24.5	3100	B	17.9

Main Lanes section is out of the CA0604 study area limits.

* Analyzed section has two through lanes.

Table 8: 2021 Build Level of Service Highway 67 Ramp Sections

Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	320	A	9.5	580	C	18.3
Exit Ramp to Main Street	NB	Diverge	480	B	15.9	450	C	26.8
Exit Ramp to James Street	NB	Diverge	200	B	12.8	420	C	25
Entrance Ramp from Main Street	NB	Merge	140	A	9.2	290	B	19.3
Exit Ramp to Gregory Street	NB	Diverge	200	B	11.4	430	C	23.4
Entrance Ramp from Gregory Street	NB	Merge	50	A	7.9	210	B	18
Exit Ramp to Vandenberg Boulevard	NB	Diverge	130	A	6.7	280	B	18.6
Entrance Ramp from Vandenberg Boulevard	NB	Merge	450	A	2.2	790	B	13.4
Exit Ramp to Eastbound Highway 5	NB	Lane Drop Basic Freeway	260	A	8.5	700	C	19.4
Exit Ramp to Westbound Highway 5	NB	Diverge	100	B	11.9	650	C	26.5
Entrance Ramp from Highway 5	NB	Merge	150	B	12.9	200	C	22.1
Exit Ramp to Highway 5	SB	Diverge	110	D	28.2	110	C	26.1
Entrance Ramp to Highway 5	SB	Lane Add Basic Freeway	1300	C	21.4	550	B	15.6
Exit Ramp to Vandenberg Boulevard	SB	Diverge	960	A	9.4	720	B	10.9
Entrance Ramp from Vandenberg Boulevard	SB	Weaving Section	820	B	18.5	620	B	13.0
Exit Ramp to James Street			210			150		
Entrance Ramp from James Street	SB	Weaving Section	480	B	18.5	360	B	13.2
Exit Ramp to Main Street			290			220		
Entrance Ramp from Main Street	SB	Merge	610	C	25.6	500	B	19.6
Entrance Ramp from Redmond Road	SB	Merge	750	D	31	250	C	21.2

Ramp section is out of the CA0604 study area limits.

Table 9: 2021 Build Level of Service Intersections

Intersection	Control	Movement/Overall	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
Main Street at TP White Drive	Signal	Overall	B	18.2	B	15.2
James Street at TP White Drive	Signal	Overall	B	12.2	C	23.5
Gregory Street at North 1 st Street	Signal	Overall	A	5.7	A	9.1
JP Wright Loop Road at North 1 st Street	Signal	Overall	C	20.2	C	28.3
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	32.3	C	30.9
Madden Road at TP White Drive	Signal	Overall	B	16.4	B	18.2
Vandenberg Boulevard Entrance/Exit Ramps at TP White Drive	Signal	Overall	B	18.4	C	28.2
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	B	17.3	C	26.9
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	33.4	C	28
Vandenberg Boulevard at Marshall Road	Signal	Overall	A	8.7	B	10.9
Walmart Drive at John Harden Drive	Signal	Overall	A	5.9	B	13.8
James Street at John Harden Drive	Signal	Overall	C	26.1	C	24.8
John Harden Drive at Marshall Road	Signal	Overall	B	10.4	B	13.2
Main Street at Marshall Road	Signal	Overall	C	22.7	C	23.3
James Street at East Martin Street	Unsignalized	East Martin Street	B	12.9	C	16.0
Bailey Boulevard at TP White Drive	Unsignalized	Bailey Boulevard	A	9.3	B	14.4
John Harden Drive at North 1 st Street	Unsignalized	John Harden Drive	D	31.5	F	53.7
Bailey Boulevard at Gregory Street	Unsignalized	Bailey Boulevard Left	B	13.9	D	30.5
		Bailey Boulevard Right	B	11.1	B	11.8
James Street at Gregory Street	Unsignalized	Overall	B	14	C	17.3

Table 10: 2041 Build Level of Service Highway 67 Main Lanes Sections

Main Lanes Section	Direction	AM Peak Hour			PM Peak Hour		
		Volume	LOS	Density	Volume	LOS	Density
Redmond Road Exit Ramp to Main Street Exit Ramp	NB	2670	B	15.4	5260	E	35.3
Main Street Exit Ramp to James Street Exit Ramp	NB	2100	B	12.1	4700	D	29.4
James Street Exit Ramp to Main Street Entrance Ramp	NB	1760	A	10.1	3980	C	23.6
Main Street Entrance Ramp to Gregory Street Exit Ramp	NB	1930	B	11.1	4360	D	26.5
Gregory Street Exit Ramp and Gregory Street Entrance Ramp	NB	1610	A	9.3	3680	C	21.5
Gregory Street Entrance Ramp to Vandenberg Boulevard Exit Ramp	NB	1720	A	9.9	4144	C	24.8
Vandenberg Boulevard Exit Ramp to Vandenberg Boulevard Entrance Ramp	NB	1480	A	8.5	3614	C	21.1
Vandenberg Boulevard Entrance Ramp to Eastbound Highway 5 Exit Ramp	NB	1990	B	11.5	4540	D	28
Eastbound Highway 5 Exit Ramp to Westbound Highway 5 Exit Ramp*	NB	1630	B	14.1	3690	E	38.8
Westbound Highway 5 Exit Ramp to Highway 5 Entrance Ramp*	NB	1480	B	12.8	2940	D	26.9
Highway 5 Exit Ramp to Highway 5 Entrance Ramp*	SB	3690	E	38.8	3300	D	31.9
Highway 5 Entrance Ramp to Vandenberg Boulevard Exit Ramp	SB	5290	E	35.7	3950	C	23.4
Vandenberg Boulevard Exit Ramp to Vandenberg Boulevard Entrance Ramp	SB	4200	C	25.2	3140	C	18.1
Vandenberg Boulevard Entrance Ramp to James Street Exit Ramp	SB	Weaving Section	D	32.1	Weaving Section	C	21.9
James Street Exit Ramp to James Street Entrance Ramp	SB	4520	D	27.9	3450	C	20
James Street Entrance Ramp to Main Street Exit Ramp	SB	Weaving Section	D	29.5	Weaving Section	C	20.8
Main Street Exit Ramp to Main Street Entrance Ramp	SB	5000	D	32.4	3800	C	22.3
Main Street Entrance Ramp to Redmond Road Entrance Ramp	SB	5690	E	41	4370	D	26.6

Main Lanes section is out of the CA0604 study area limits.

* Analyzed section has two through lanes.

Table 11: 2041 Build Level of Service Highway 67 Ramp Sections

Ramp Section	Direction	Section Type	AM Peak Hour			PM Peak Hour		
			Volume	LOS	Density	Volume	LOS	Density
Exit Ramp to Redmond Road	NB	Lane Drop Basic Freeway	390	B	13.2	710	D	27.5
Exit Ramp to Main Street	NB	Diverge	570	C	20.6	560	D	34.3
Exit Ramp to James Street	NB	Diverge	340	B	17.5	720	D	32.9
Entrance Ramp from Main Street	NB	Merge	170	B	12.3	380	C	25.6
Exit Ramp to Gregory Street	NB	Diverge	320	B	15.4	680	D	30.2
Entrance Ramp from Gregory Street	NB	Merge	110	B	10.8	464	C	25.4
Exit Ramp to Vandenberg Boulevard	NB	Diverge	240	B	10.7	530	C	25.7
Entrance Ramp from Vandenberg Boulevard	NB	Merge	510	A	5.2	926	C	20.1
Exit Ramp to eastbound Highway 5	NB	Lane Drop Basic Freeway	360	B	11.5	850	D	28
Exit Ramp to westbound Highway 5	NB	Diverge	150	B	15.8	750	E	37.3
Entrance Ramp from Highway 5	NB	Merge	210	B	16.5	250	D	30.6
Exit Ramp to Highway 5	SB	Diverge	160	E	42.5	160	E	38.5
Entrance Ramp to Highway 5	SB	Lane Add Basic Freeway	1600	E	35.7	650	C	23.4
Exit Ramp to Vandenberg Boulevard	SB	Diverge	1090	B	19	810	B	17.8
Entrance Ramp from Vandenberg Boulevard	SB	Weaving Section	1100	D	32.1	840	C	21.9
Exit Ramp to James Street			780			530		
Entrance Ramp from James Street	SB	Weaving Section	900	D	29.5	670	C	20.8
Exit Ramp to Main Street			420			320		
Entrance Ramp from Main Street	SB	Merge	690	D	34.8	570	C	27
Entrance Ramp from Redmond Road	SB	Merge	920	F	42	310	D	28.8

Ramp section is out of the CA0604 study area limits.

Table 12: 2041 Build Level of Service Intersections

Intersection	Control	Movement/Overall	AM Peak Hour		PM Peak Hour	
			LOS	Delay (seconds)	LOS	Delay (seconds)
Main Street at TP White Drive	Signal	Overall	B	19.2	B	16.9
James Street at TP White Drive	Signal	Overall	B	19.1	C	28.2
Gregory Street at North 1 st Street	Signal	Overall	A	5.7	B	15.1
JP Wright Loop Road at North 1 st Street	Signal	Overall	C	23.9	C	34
Vandenberg Boulevard at TP White Drive	Signal	Overall	C	33	C	30.3
Madden Road at TP White Drive	Signal	Overall	C	20.7	C	22.1
Vandenberg Boulevard Ramps at TP White Drive	Signal	Overall	C	23.6	D	36.8
Vandenberg Boulevard Exit Ramp at John Harden Drive	Signal	Overall	B	17.6	C	27.5
Vandenberg Boulevard at John Harden Drive	Signal	Overall	C	27.8	D	38.3
Vandenberg Boulevard at Marshall Road	Signal	Overall	A	9.8	B	12.5
Walmart Drive at John Harden Drive	Signal	Overall	A	7.1	C	27.1
James Street at John Harden Drive	Signal	Overall	C	24.9	C	29.3
John Harden Drive at Marshall Road	Signal	Overall	B	13.7	C	21.2
Main Street at Marshall Road	Signal	Overall	C	24.6	C	24.2
James Street at East Martin Street	Stop Control	East Martin Street	B	14.6	C	21.7
Bailey Boulevard at TP White Drive	Stop Control	Bailey Boulevard	B	10.2	C	20.9
John Harden Drive at North 1st Street	Stop Control	John Harden Drive	E	45.4	F	93.4
Bailey Boulevard at Gregory Street	Stop Control	Bailey Boulevard Left	C	17.3	F	105.8
		Bailey Boulevard Right	B	12.8	B	14.1
James Street at Gregory Street	All Way Stop Control	Overall	D	31.4	E	39.1

Appendix C – DISPOSITION OF PUBLIC COMMENTS

Disposition of Public Comments

An open forum Location and Design Public Hearing for this project was held on May 25, 2017 at the Jacksonville Community Center (Banquet Hall) in Jacksonville, Arkansas. A total of 25 written comments were received. Following are summaries of these comments and the ARDOT responses, in random order.

Comment	Response
<p>A commenter stated a preference for the Build Alternative and commented that they would like an extensive sound barrier wall along T.P. White Drive, in front of the adjacent houses.</p>	<p>Noise walls that meet ARDOT's Noise Policy of reasonable and feasible will be constructed.</p>
<p>A commenter did not select an alternative but would like to know more about the easements on Little Rock Air Force Base (LRAFB) property.</p>	<p>The ARDOT will coordinate with the LRAFB to develop an agreement between the two entities to allow the construction of the proposed improvements on the LRAFB property.</p>
<p>A commenter stated a preference for the Build Alternative and is concerned with safety. They asked for lighting along Highway 67.</p>	<p>The proposed project will encompass safety improvements along the Highway 67 corridor to meet or exceed current safety standards. The ARDOT and City of Jacksonville will review the possibility of adding high mast lighting along this section of Highway 67.</p>
<p>A commenter did not select an alternative, but voiced concern about losing approximately 20 feet of backyard.</p>	<p>Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. The proposed noise barrier wall, if constructed, would also aid in shielding her home from the highway. There is also an ongoing discussion within the ARDOT about giving property owners access to the state right of way located directly behind the noise barrier wall.</p>
<p>A commenter selected a preference for the Build Alternative and submitted the following comments/questions:</p> <ul style="list-style-type: none"> • Proposal leaves only 3 parking spots for a 6000 square foot business. (Not even enough spots for the employees). • Proposed build greatly restricts access for large 18 wheel delivery trucks • Proposed wall ending near this business decreases line of site from the highway and could potentially add to crime in the area. • Why is sidewalk needed along the highway? 	<p>Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route.</p> <ul style="list-style-type: none"> • The proposed right of way does run through three existing parking spaces, but there is room to restripe the spaces in a different location. • The loss of the 4 to 10 feet of parking lot required for right of way does not appear to hinder the path of delivery trucks to the business loading door.

- Why is this property being affected when the frontage road is being rebuilt at the same location?
- The proposed design does not include a sidewalk in this area, but there will be a 6 foot berm along T.P. White Drive per design standards.
- While the frontage road is to remain in the same place, additional right of way is required for the construction and maintenance of the new 6-foot berm, drainage, and the proposed noise barrier wall.

A commenter selected a preference for the Build alternative. The proposal is a well thought out and a fantastic plan that is long overdue for the Jacksonville freeway.

Comment noted.

A commenter selected a preference for the No Action Alternative. The construction of the improvements will disrupt traffic flow, just to be rendered obsolete by future increases in traffic.

The project is designed to service projected traffic volumes 20 years in the future.

A commenter did not select an alternative, but commented on the house being flooded as much as 6 inches twice in the last 6 years due to the nearby culvert under Highway 67 being undersized.

A hydraulic analysis was performed on this project to minimize the flooding of the surrounding properties. The study information in the area around North Hospital Drive will be revisited.

A commenter selected a preference for the Build Alternative and supports this project.

Comment noted.

A commenter did not select an alternative, but submitted several comments outlining concerns about constructing a roadway that will take future traffic into account. The comment included several suggestions to alleviate traffic congestion along the corridor in Jacksonville. Among the suggestions are: turnarounds at every overpass/underpass, longer acceleration/deceleration lanes, expanding James Street to 6 or 7 lanes, a dedicated turn lane at Main Street, additional Gregory Street ramps, additional on/off ramps between Jacksonville and Cabot, and an additional left turn around at Lowe's Home Improvement as well as the LRAFB.

This project was designed using 20 year traffic volume projections and is laid out in a way that attempts to limit impacts to surrounding businesses and the environment. Cost effectiveness, constructability, current and future traffic patterns, and future projected volumes were used to develop the current proposal.

The Mayor of Jacksonville's office did not select an alternative, but supplied several comments concerning the impacts that the project will have on the surrounding businesses, specifically regarding their parking situations. The comments are:

- Many businesses, such as Waterford Plaza and Tax Shelter, will be left without ample parking to stay in business. Inquired about the ability to park on right of way.
- An additional entrance ramp is needed between James Street and Gregory Street to better serve the existing businesses in the area.
- Widen Gregory Street between Barnhill Steakhouse and Papito's to create right hand turn lane onto John Harden Drive Construct the widening toward Walmart, since it already possesses an excess of parking.
- Set up a meeting between contractor and businesses to address constructing practices that won't negatively impact businesses.
- Businesses have requested additional signage to help inform motorists of business locations during construction.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. Several business parking lots are being revisited from a right of way stand point to try and minimize impacts. Business owners will be provided advanced notice prior to construction activities. The ARDOT will review the possibility use of temporary advanced business signage.

A commenter selected a preference for the Build Alternative and is concerned about the noise of construction and the loss of a second driveway.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safe route. We will look at improving the parking situation at this property.

A commenter selected a preference for the No Action Alternative and is concerned that the significant loss of land in the back yard will decrease the real estate value.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. There is also an ongoing discussion within the ARDOT about giving property owners access to the state right of way located directly behind the noise barrier wall with the understanding that the homeowner will not build anything on this land

A representative of Super 8 Motel selected a preference for the Build Alternative and would like more information on the effect that the proposed right of way will have on parking. If any parking lot was taken from the North side of the property, it would effectively close the business. More information regarding construction duration and start date was requested.

An exhibit of the proposed improvements can be provided to any property owner upon request. With the current proposed design, no parking spaces will be impacted on this property. Construction is expected to start in 2019 and take three years to complete.

A commenter selected a preference for the Build Alternative and for another route that would not impact the property as significantly.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. There is also an ongoing discussion within the ARDOT about giving property owners access to the state right of way located directly behind the noise barrier wall with the understanding that the homeowner will not build anything on this land.

A commenter selected a preference for the Build Alternative. T.P. White Drive will be 10 feet from the house, is unacceptable, and will completely destroy the value of this home. Both driveways are used for parking since the City does not allow on street parking. This was a reason for purchasing the home.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. There is also an ongoing discussion within the ARDOT about giving property owners access to the state right of way located directly behind the noise barrier wall with the understanding that the homeowner will not build anything on this land. We will review the proposed access to this property.

A representative for American's Best Value Inn selected their preference for the Build Alternative and commented that they would like the exit ramp, currently proposed to be constructed at STA. 610+00, to be relocated to STA. 600+00. The representative also requested additional signage.

The exit ramp was moved to approximately the requested location based on an unrelated design change.

Several commenters selected their preference for the Build Alternative and would like to know what will happen with the utility pole and guy wires in the corner of their back yard.

The utility pole is planned to be relocated.

A commenter selected a preference for the Build Alternative and commented that the proposal didn't replace the existing driveway on Gregory Street across from N. Bailey Boulevard (Tract 100).

We will replace this driveway to restore access to this property.

A commenter selected a preference for the Build Alternative and is concerned that the land acquisitions from Tax Shelter will disrupt business.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. The proposed right of way acquisition will be reviewed in this area.

A commenter selected a preference for the Build Alternative and is concerned that the land acquisitions from Tax Shelter will disrupt business due to the loss of several of the few parking spots they currently possess.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. The proposed right of way acquisition will be reviewed in this area.

A commenter selected a preference for the Build Alternative and is concerned that the land acquisitions from Tax Shelter will disrupt business due to the loss of almost half of their parking spaces. Why the businesses on the West side of Highway 67, between James Street and Gregory Street are being affected significantly more than those on the East side.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. Much of the additional impacts on the West side in this area are due to the Highway 67 exit ramp. A possible parking lot reconfiguration could maximize the number of parking spots possible. The proposed right of way acquisition will be reviewed in this area.

Two commenters selected a preference for the Build Alternative and are concerned that the land acquisitions from Tax Shelter will disrupt business due to the loss of several of the parking spots they possess.

Environmental and planning studies were performed to find the most feasible, cost-efficient, and safest route. The proposed right of way acquisition will be reviewed in this area

A commenter selected a preference for the Build Alternative and had the following concerns:

- The ramps between Main Street and James Street on T.P. White Drive either need an increased weaving distance or should have their locations reversed in order to reduce the risk for rear end collisions.
- Gregory Street should be redesigned as an underpass instead of an overpass in order to allow to better access to Gregory Street as well as a reduction in required right of way.
- There needs to be a light at John Harden Drive and North 1st Street that coordinates with the Vandenberg exit ramp light, but allows southbound traffic to continue without stopping.

Response:

- The proposed configuration was designed with a weaving distance that would maintain an acceptable level of service as well as provide the added benefit of keeping the weave on the frontage road which is much safer.
- While a Gregory Street underpass would provide several advantages for traffic, the cost and the additional disruption during construction would not justify the returns.
- The proposed traffic signal design for these intersections addresses these concerns.

Appendix D – STATE HISTORIC PRESERVATION OFFICER CLEARANCE



The Department of
**Arkansas
Heritage**

Mike Beebe
Governor

Martha Miller
Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program

323 Center Street, Suite 1500
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org

An Equal Opportunity Employer



October 22, 2014

Mr. Ray Balentine, P.E.
Environmental Team Leader
Arkansas State Highway and Transportation Department
Connecting Arkansas Program
PO Box 2261
Little Rock, AR 72203-2261

RE: Pulaski Counties - General
Section 106 Review – FHWA
Request for Technical Assistance
AHTD Job Number CA0604
AHPP Tracking Number 91358

Dear Mr. Balentine:

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents contained in your September 3, 2014 letter and has determined that all of the 35 structures surveyed (CA0604: 1-35) are ineligible for inclusion in the National Register of Historic Places.

Once the undertaking is further along in the planning stages, we look forward to reviewing the cultural resources survey report of the proposed project. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Theresa Russell of my staff at (501)-324-9357.

Sincerely,

Frances McSwain
Deputy State Historic Preservation Officer

cc: Mr. Randal Looney, Federal Highway Administration
Mr. John Fleming, AHTD
Dr. Andrea Hunter, Osage Nation
Mr. Everett Bandy, Quapaw Tribe of Oklahoma
Dr. Ann Early, Arkansas Archeological Survey
Mr. Timothy Klinger, Historic Preservation Associates, LLC

RECEIVED
AHTD

OCT 24 2014

ENVIRONMENTAL
DIVISION



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

Arkansas Natural
Heritage Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum

March 23, 2016

Mr. Bill McAbee
CAP Environmental Project Manager
Arkansas State Highway & Transportation Department
Connecting Arkansas Program
P.O. Box 2261
Little Rock, AR 72203-2261

RE: Pulaski County – Jacksonville
Section 106 Review – FHWA
Report Entitled *Historic Properties Identification Survey AHTD Job
CA0604 Hwy. 67/167 Main Street to Vandenberg Blvd., Pulaski
County, Arkansas*
AHPP Tracking Number 91358.01

Dear Mr. McAbee:

The staff of the Arkansas Historic Preservation Program has reviewed the above-referenced Phase I cultural resources report. Based on the information presented in this report, we concur that the proposed undertaking will have no effect on historic properties.

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Bob Scoggin of my staff at 501-324-9270

Sincerely,

Frances McSwain
Deputy State Historic Preservation Officer

cc: Mr. Randall Looney, FHWA
Mr. John Fleming, AHTD
Ms. Somier D. Harris, Caddo Nation
Ms. Amber Hood, The Chickasaw Nation
Dr. Ian Thompson, Choctaw Nation of Oklahoma
Dr. Andrea Hunter, Osage Nation
Mr. Everett Bandy, Quapaw Tribe of Oklahoma
Ms. Kim Jumper, Shawnee Tribe of Oklahoma
Mr. Eric Oosahwee-Voss, United Keetoowah Band of Cherokee Indians
Dr. Ann Early, Arkansas Archeological Survey



ARKANSAS HISTORIC
PRESERVATION PROGRAM



National Historic
Preservation Act 1966-2016



323 Center Street, Suite 1500
Little Rock, AR 72201

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DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
POST OFFICE BOX 867
LITTLE ROCK, ARKANSAS 72203-0867
www.swl.usace.army.mil

May 18, 2021

Regulatory Division

NATIONWIDE PERMIT NO. MVK 2021-00479

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

Dear Mr. Fleming:

Please refer to your recent request concerning Department of the Army permit requirements pursuant to Section 404 of the Clean Water Act. You requested authorization for the placement of dredged and fill material in waters of the United States associated with improving 2.25 miles of U.S. Highway 67 within the city limits of Jacksonville. Improvements include six 12-foot-wide travel lanes bordered by 10-foot-wide paved shoulders and divided by a concrete barrier. Additionally, the on and off ramps in this 2.25-mile segment will be redesigned, and the frontage roads will be converted to one-way for safety and efficiency. Approximately 19.2 acres of additional right-of-way will be acquired for the project. The project will require three residential, six business, and two business landlord relocations. The project will permanently impact a total of approximately 143 linear feet of stream at two locations due to culvert construction. ArDOT determined that adjacent properties will not be impacted nor have a greater flood risk than existed before construction of the project. There are no cultural resources, wetlands or endangered species impacts. On November 29, 2017, the Federal Highway Administration approved the Finding of No Significant Impact for the Environmental Assessment. The project is located on U.S. Highway 67 in Jacksonville, between Main Street and Vandenberg Boulevard, in sections 18, 19 and 20, T. 3 N., R. 10 W., Pulaski and Lonoke Counties, Arkansas. A vicinity map and project location maps are enclosed.

The proposed activities are authorized by two Department of the Army Nationwide Permit (NWP's) **No. 14** (copy enclosed), provided that the General Conditions therein are met. For your convenience, we have highlighted the General Conditions of the NWP that are the most pertinent to your project. You should become familiar with the conditions and maintain a copy of the permit at the worksite for ready reference. If changes are proposed in the design or location of the project, you should submit revised plans to this office for approval before construction of the change begins.

Please pay particular attention to General Condition No. 12 which stipulates that appropriate erosion and siltation controls be used during construction and all exposed soil be permanently stabilized. Erosion control measures must be implemented before, during and after construction.

For your information, we have enclosed a copy of the Arkansas Department of Environmental Quality (ADEQ) Section 401 Water Quality Certification conditions, which are conditions of your permit. If you have any questions concerning compliance with the conditions of the 401 certification, you should contact Mr. Jim Wise or Ms. Melanie Treat at the ADEQ, Water Division, 5301 Northshore Drive, North Little Rock, Arkansas 72118, telephone (501) 682-0040.

Also, in order to fully comply with the conditions of the NWP, you must submit the enclosed compliance certification within 30 days of completion of the project. This is required pursuant to General Condition No. 30 of the permit.

The NWP determination will be valid until March 18, 2022. If NWP **No. 14** is modified, suspended, or revoked during this period, your project may not be authorized unless you have begun or are under contract to begin the project. If work has started or the work is under contract, you would then have twelve (12) months to complete the work.

Your cooperation in the Regulatory Program is appreciated. If you have any additional questions about this permit or any of its provisions, please contact Mr. Johnny McLean at (501) 340-1382 and refer to Permit No. **MVK 2021-00479, U.S. Highway 67 Improvements within the City of Jacksonville, Main Street to Vandenberg Boulevard (ArDOT Project No. CA0604).**

Sincerely,

Sarah Chitwood
Chief, Regulatory Division

Enclosures

Copy Furnished:

Vicksburg District Regulatory, w/cy encls.

Ms. Melanie Treat, Arkansas Department of Environmental Quality, w/cy encls.

Mr. Lindsey Lewis, U.S. Fish & Wildlife Service, w/cy encls.

PERMITTEE COMPLIANCE CERTIFICATION

PERMIT NO.: MVK 2021-00479, U.S. Highway 67 Improvements within the City of Jacksonville, Main Street to Vandenberg Boulevard (ArDOT Project No. CA0604)

NWP/S NO.: 14

PERMITTEE NAME: ArDOT

DATE OF ISSUANCE: _____

PROJECT MANAGER: Johnny McLean

Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the following address:

**US Army Corps of Engineers, Little Rock
ATTENTION: CESWL-RD
PO Box 867
Little Rock, Arkansas 72203-0867**

Please note that your permitted activity is subject to a compliance inspection by a US Army Corps of Engineers representative. If you fail to comply with this permit, you are subject to permit suspension, modification, or revocation.

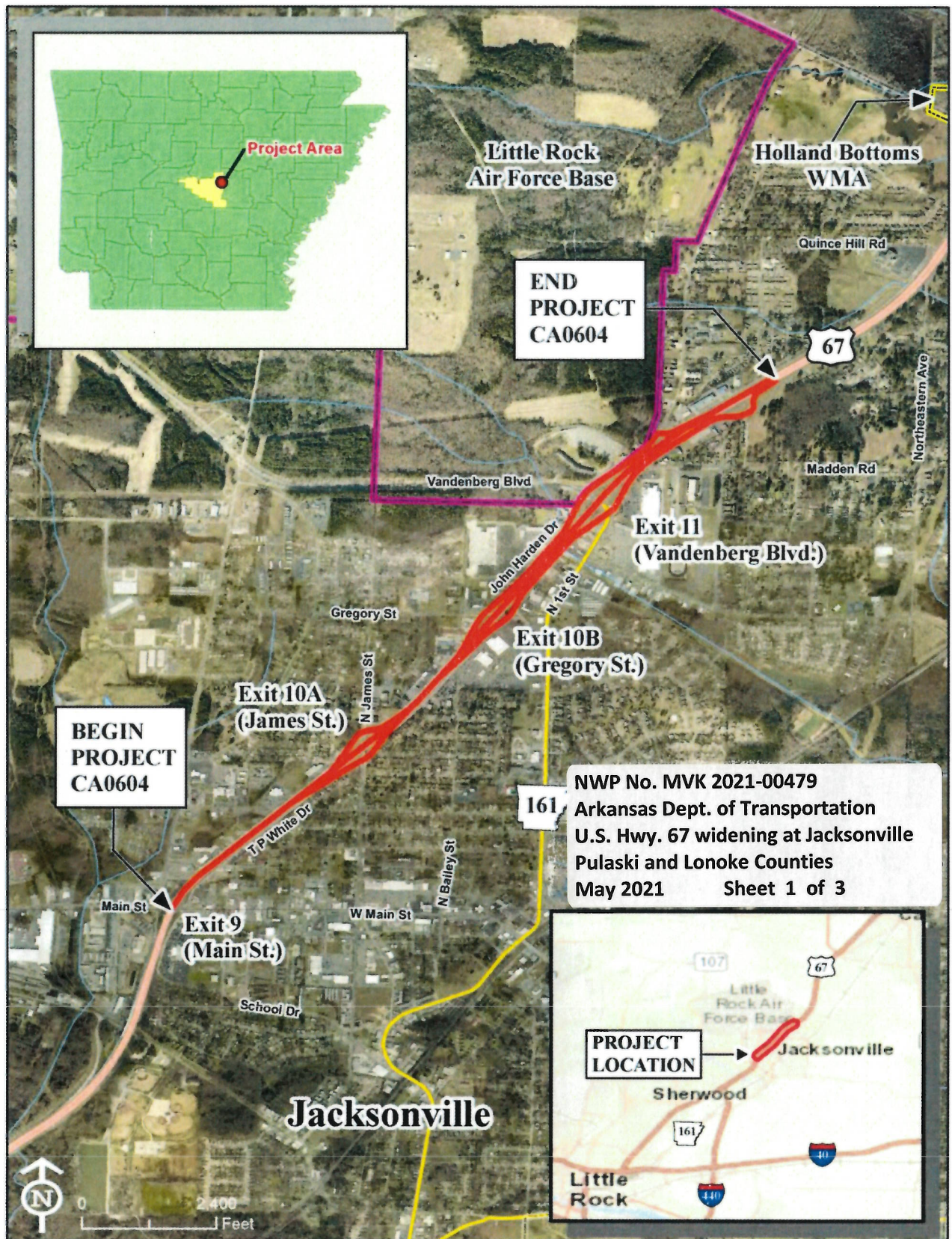
I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of the said permit, and required mitigation was completed in accordance with the permit conditions.

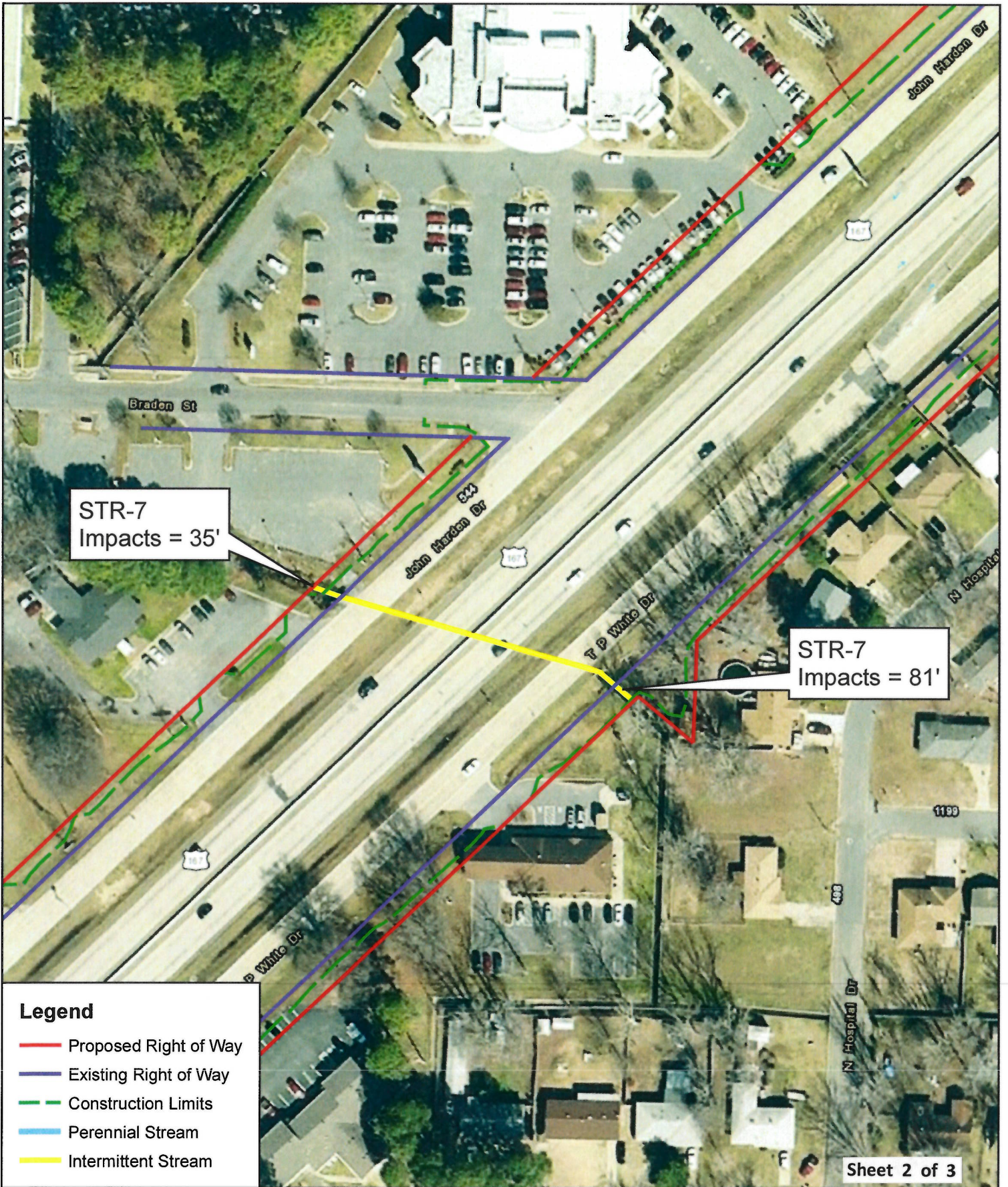
DATE WORK COMPLETED: _____

SIGNATURE OF PERMITTEE

DATE

Figure 1 Project Location Map





Legend

- Proposed Right of Way
- Existing Right of Way
- - - Construction Limits
- Perennial Stream
- Intermittent Stream

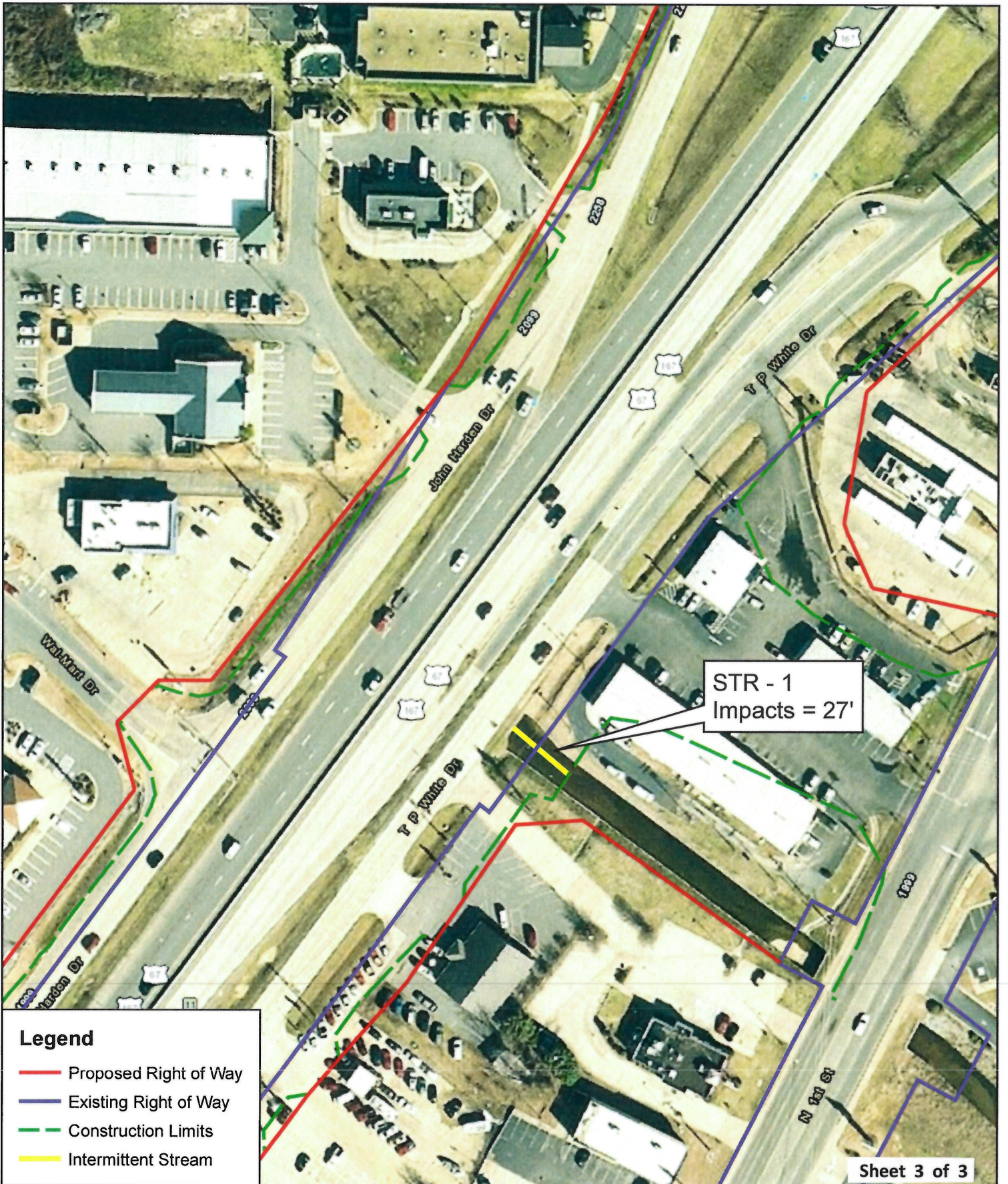
**CA0604 - CA0605 Hydrologic Survey
of Highway 67 Widening
Pulaski & Lonoke Counties, Arkansas**

0 30 60 120 180 240
Feet



**Figure
A-2**

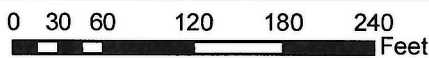




Legend

- Proposed Right of Way
- Existing Right of Way
- - - Construction Limits
- Intermittent Stream

**CA0604 - CA0605 Hydrologic Survey
of Highway 67 Widening
Pulaski & Lonoke Counties, Arkansas**



**Figure
A-3**

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 NWPs 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)



MAR 16 2017

Colonel Robert G. Dixon
District Commander
U.S. Army Corps of Engineers
P.O. Box 867
Little Rock, Arkansas 72203-0867

RE: Public Notice: Re-issuance of Nationwide Permits

Dear Colonel Dixon:

The Arkansas Department of Environmental Quality (ADEQ) has completed its review of the above referenced public notice for re-issuance of the U.S. Army Corps of Engineers Nationwide Permits (NWPs) for the State of Arkansas.

ADEQ has determined that there is a reasonable assurance that the activities covered under most these NWPs will be conducted in a manner which, according to the Arkansas Pollution Control and Ecology Commission's Regulation No.2, will not physically alter a significant segment of the waterbody and will not violate the water quality criteria.

Therefore, pursuant to §401(a)(1) of the Clean Water Act, the ADEQ hereby issues water quality certification for all NWPs with the exception of NWPs 14, 29, and 43, contingent upon the following conditions:

- 1) An individual water quality certification request must be submitted to ADEQ for Activities which may impact Extraordinary Resource Waters, Ecologically Sensitive Waterbodies, and Natural Scenic Waterways and their tributaries (within 1 mile) as defined in Regulation No. 2, Water Quality Standards.
- 2) The applicant shall contact ADEQ to determine if a Short Term Activity Authorization (STAA) is needed when performing work in the wetted area of any waterbody. More information can be obtained by contacting the Water Division Planning Section of ADEQ at 501-682-0946.
- 3) The applicant shall implement all practicable best management practices (BMPs) to avoid excessive impacts of sedimentation and turbidity to the surface waters.
- 4) The applicant will take all reasonable measures to prevent the spillage or leakage of any chemicals, oil, grease, gasoline, diesel, or other fuels. In the unlikely event such spillage or leakage occurs, the applicant must contact ADEQ immediately.
- 5) The applicant shall limit construction to low flow periods as much as possible to minimize adverse effects on water quality and aquatic life.

- 6) If a construction site will disturb equal to or greater than one (1) acre and less than five (5) acres, the applicant shall comply with the requirements in Reg.6.203 for Stormwater discharge associated with a small construction site, as defined in APC&EC Regulation No. 6. If the construction site will disturb five (5) acres or more, the applicant shall comply with the terms of the Stormwater Construction General Permit Number ARR 150000 prior to the start of construction. BMPs must be implemented regardless of the size. More information can be obtained by contacting the NPDES Stormwater Section of ADEQ at (501) 682-0621.

For NWP 14, 29, and 43, where a Pre-Construction Notification (PCN) is required, in addition to conditions 1-6 listed above, an individual water quality certification request must be submitted to ADEQ in cases and the activity occurs in:

- a. Waterbodies on the most currently approved 303(d) list for turbidity/siltation, including tributaries of the listed stream (within 1 mile) and waters upstream of the listed segment (within 1 mile).
- b. Waterbodies with an approved Total Maximum Daily Load (TMDL) for turbidity/siltation, including their tributaries (within 1 mile) and waters upstream of the listed segment (within 1 mile).

If you have additional questions regarding this certification, please contact Ms. Lazendra Hairston at (501) 682-0946.

Sincerely,



Caleb Osborne
Associate Director, Office of Water Quality

cc: Elaine Edwards, Chief Regulatory Division USACE
Jim Ellis, Project Manager USACE
Wanda Boyd, U.S. EPA,