

**ENVIRONMENTAL ASSESSMENT**

**AHTD JOB NUMBER 012007**

**FAP NUMBER STP-9399 (8)**

**Hwy. 265 Improvements  
Washington and Benton Counties**

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

by the

U.S. Department of Transportation

Federal Highway Administration

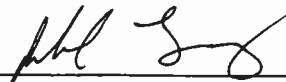
and the

Arkansas State Highway and Transportation Department

July 2008

7/15/2008

Date of Approval



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## **PURPOSE AND NEED**

### **Project Description**

In cooperation with the Federal Highway Administration (FHWA), the Arkansas State Highway and Transportation Department (AHTD) is proposing improvements to Highway 265 in Washington and Benton Counties, Arkansas. The project area is located in Springdale and Bethel Heights and is shown in Figures 1 and 2. The proposed project includes improvements to approximately 1.8 miles (3.0 kilometers) of Highway 265 between Randall Wobbe Lane and the future Highway 412 Springdale Northern Bypass.

Northwest Arkansas has experienced unprecedented economic and population growth over the past decade. This growth has led to a rapid expansion of land development and traffic congestion. Highway 265 is one of only four continuous north-south thoroughfares that serve both commercial and commuter traffic in the Washington County/Benton County region. The project would improve roadway geometrics and provide for an essential regional connection between eastern Fayetteville, eastern Springdale, Bethel Heights, and the future Highway 412 Bypass.

### **Project History**

This project was initially evaluated in an Environmental Assessment (EA) that was approved by the FHWA on October 19, 2006. One new location alternative and one alternative that upgraded existing Highway 265 were presented to the public at a Location Public Hearing (LPH) that was held on May 10, 2007. Requests were received to evaluate another new location alternative that would utilize existing Jefferson Road, located east of the Arkansas and Missouri Railroad (see Figure 2). The purpose of this EA is to present information for this additional new location alternative, and updated information for the previously studied alternatives, Alternative 1 and Alternative 2.

### **Needs Analysis**

Continued growth and development in the region is generating an additional demand for arterial facilities. The project need is based on high traffic volumes along Highway 265. The major objective of the project is to provide additional capacity to serve projected traffic needs in the region.

Census results in 1990 and 2000 indicate a population increase of 53 percent for Springdale and of 254 percent for Bethel Heights. During the same period, the population of Washington County increased 39 percent, and the population of Benton County increased 57 percent. The statewide population growth for the same 10-year period was 13.7 percent.

Population and industrial growth have heightened the need for improving traffic flow through the project area. As determined in the *Final Environmental Impact Statement* –

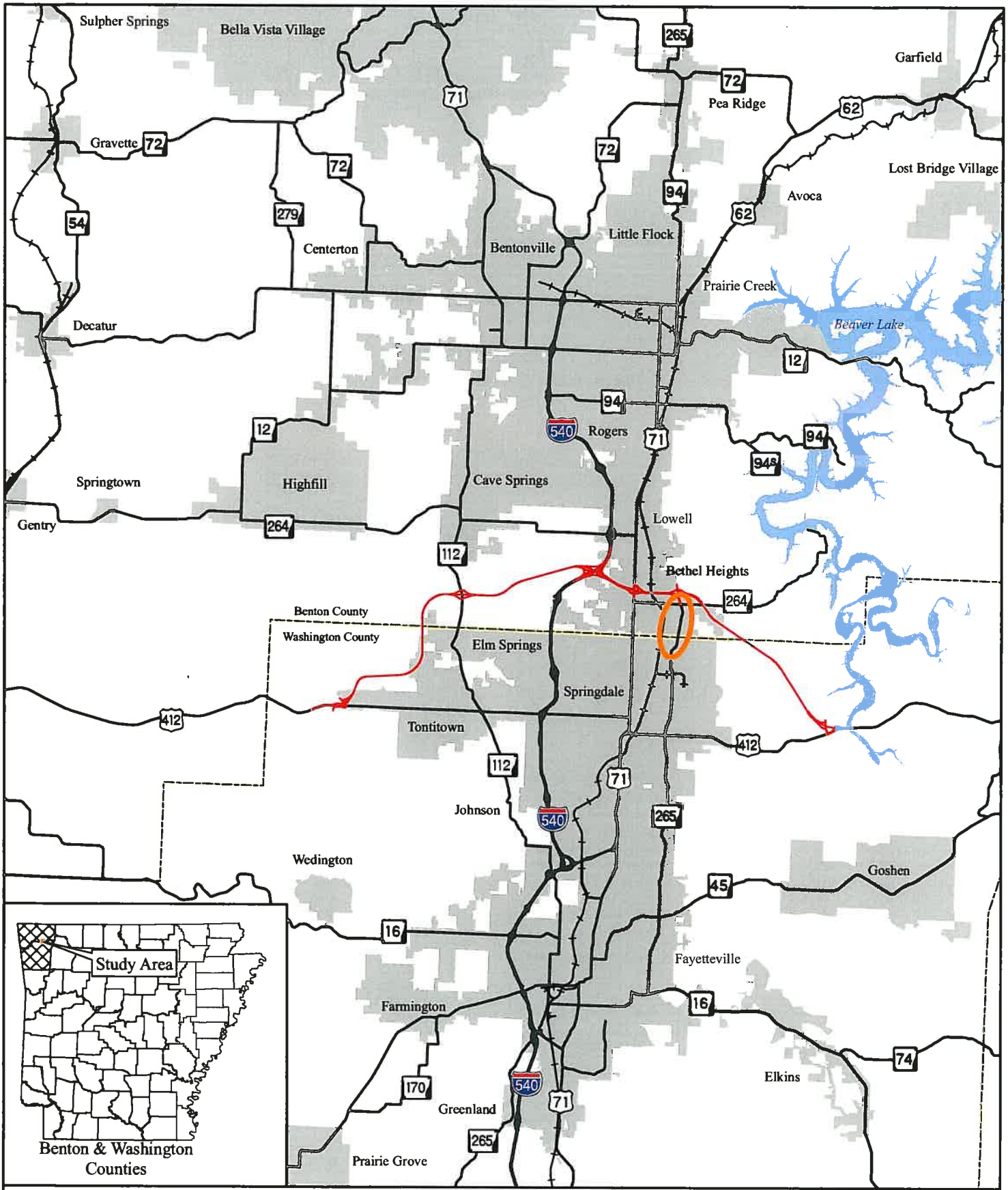





Figure 1  
 Study Area  
 Job 012007  
 Randall Wobbe Lane-Hwy. 264 (Springdale)  
 Benton and Washington Counties

 Study Area  
 Future Springdale Northern Bypass

  
 0 0.5 1 2 3 4 Miles  
 AHTD Environmental GIS - Dudley  
 May 19, 2008

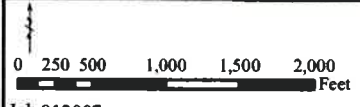
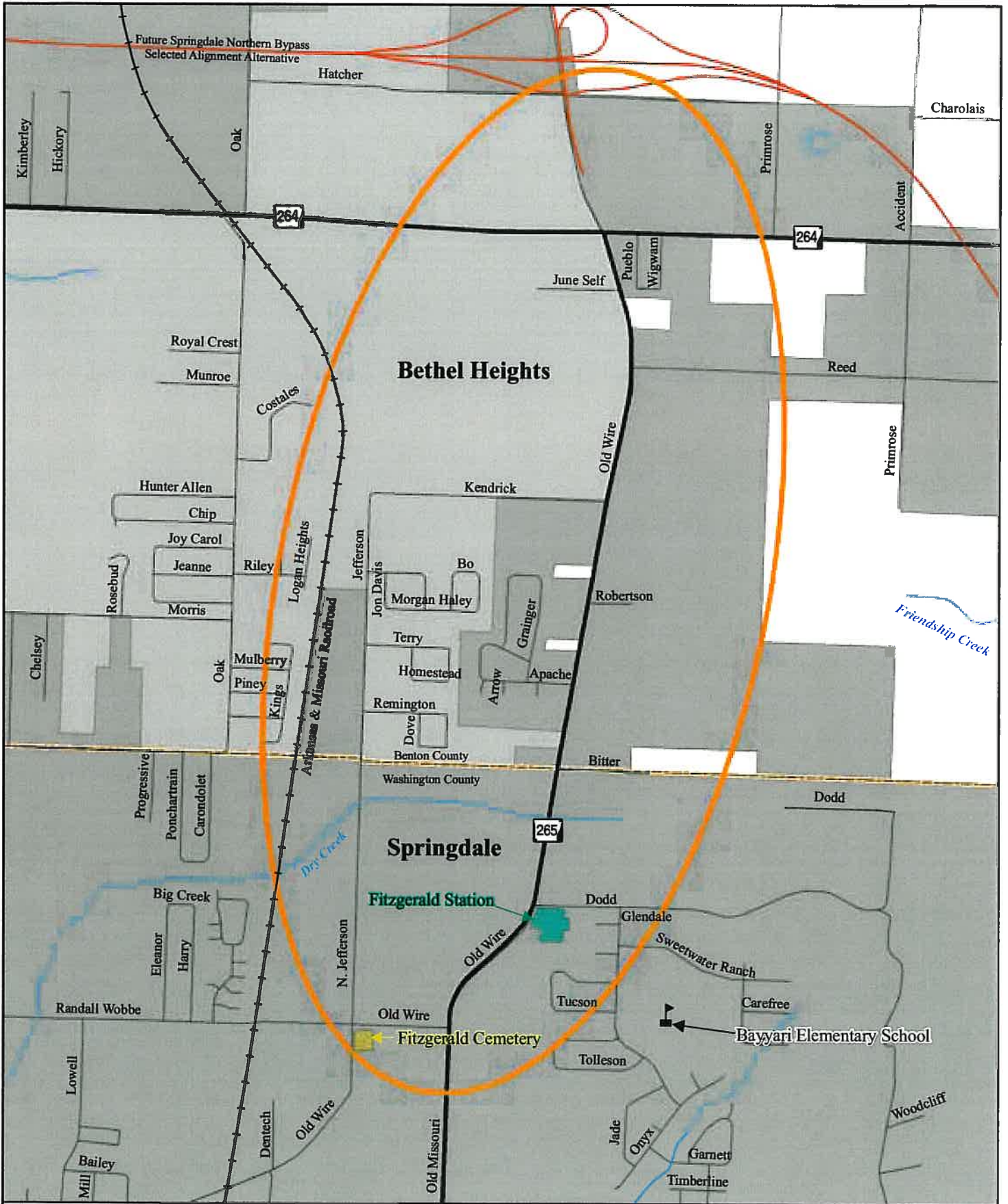


Figure 2  
Project Location

 Project Location



*Highway 412 Springdale Northern Bypass* (2005), the future Highway 412 Bypass could result in additional industrial, commercial, and residential developments that would further increase the traffic and population of both Springdale and Bethel Heights. It is also projected that the future Highway 412 Bypass could draw more traffic onto Highway 265 with the creation of a regional arterial-to-arterial connection. Springdale's main industrial area is located south of Randall Wobbe Lane, and Bayarri Elementary School is located east of Highway 265 on Scottsdale Avenue. Both of these major traffic generators are near the study area.

The project need has been determined and guided by:

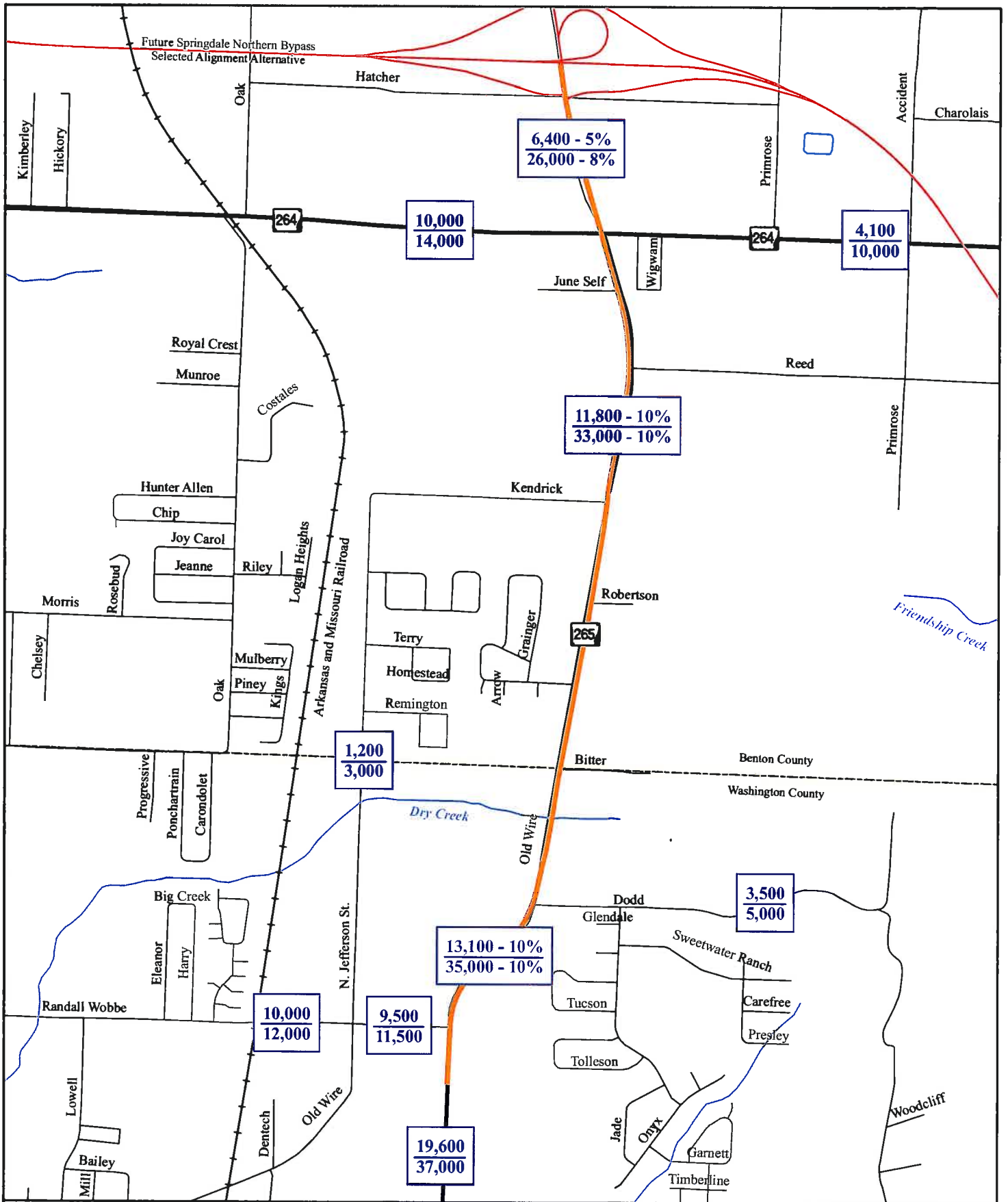
- A projected traffic demand analysis,
- Crash rates,
- Highway 265 in relation to the regional circulation system,
- Governmental policy, and
- The influence of future economic development.

### **Existing Conditions**

Highway 265 is a principal arterial that connects Highway 264 in Springdale and Bethel Heights to Highway 16 in Fayetteville. Highway 265 is known as Crossover Road in Fayetteville, Old Missouri Road in Springdale, and Old Wire Road in Bethel Heights and northern Springdale. Through the project area, Highway 265 generally consists of two 10-foot (3.0-meter) wide travel lanes with three-foot (0.9-meter) wide shoulders. The posted speed limit is 40 mph (60 km/h). There are numerous residential driveways along Highway 265 between Randall Wobbe Lane and Highway 264. To provide a better connection from Springdale's industrial area to Highway 412, Highway 265 was improved south of Randall Wobbe Lane to four 11-foot (3.3-meter) wide travel lanes with 10-foot (3.0-meter) wide shoulders.

### **Traffic Analysis**

Existing and projected ADT volumes for the study area are shown on Figure 3. The 2008 Average Daily Traffic (ADT) for Highway 265 ranges from 13,100 vehicles per day (vpd) with ten percent trucks to 6,400 vpd with five percent trucks. The 2028 ADT for Highway 265 ranges from 35,000 vpd with ten percent trucks to 26,000 vpd with eight percent trucks. Projected 2028 traffic volumes were developed with the aid of the Northwest Arkansas travel demand model, which assumes the Highway 412 Bypass will be in place. Without the Springdale Bypass, projected traffic in 2028 would be approximately 33 percent less than traffic with the Bypass in place. The travel demand model indicates a need in the eastern portions of Fayetteville and Springdale for direct access to Interstate 540.



**Figure 3**  
Existing Highway 265  
Average Daily Traffic

**Alternative 1**

**2008 ADT - % Trucks**  
**2028 ADT - % Trucks**

0 250 500 1,000 1,500 2,000 Feet

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AHTD Environmental GIS - Dudley  
January 7, 2008

## Level of Service

Level of service (LOS) is a quality indicator that describes general conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service, A through F, are described in Appendix A, with LOS A being the highest level and LOS F the lowest level. LOS D is considered acceptable for a segment of highway located in developed areas such as Springdale and Bethel Heights. A traffic analysis was conducted using the 2000 Highway Capacity Manual Software (HSC+ v5.21), and it was determined that traffic is currently operating at LOS D on the Highway 265 study segment. Traffic operation will deteriorate to LOS F by 2028 if no improvements are made.

## Safety Analysis

The relative safety of a route can be determined by comparing the route's crash rate (the number of crashes per million vehicle miles [mvm] traveled) to a statewide crash rate for similar routes. Crash data for the Highway 265 study segment was analyzed for 2005 and 2006, the most recent years for which data is available. Prior to 2005, this segment of road was not on the State Highway System. It was found that the crash rates for 2005 and 2006 were lower than the statewide averages for similar facilities. This information is shown in Table 1.

Year	Number of Crashes	Highway 265 Crash Rate (per mvm)	Statewide Average Crash Rate (per mvm)*
2005	12	2.13	3.84
2006	12	2.13	3.44

\* For two-lane, undivided, urban highways

## Local Support

### *Northwest Arkansas Regional Planning Commission*

The Northwest Arkansas Regional Planning Commission (NWARPC) and the Cities of Fayetteville and Springdale concur on the need to improve Highway 265 between Highway 45 in Fayetteville and Highway 264 in Springdale. The NWARPC is designated by the governor as the Metropolitan Planning Organization (MPO) for this region. The NWARPC is responsible for the preparation of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan. The TIP contains

all short-term commitments for state and federal transportation funding in the metropolitan area. The TIP provides for improvements to the following segments of Highway 265:

- 4.3 miles (6.9 kilometers) between Highway 45 and the northern Fayetteville City Limits,
- 1.2 miles (1.9 kilometers) between the northern Fayetteville City Limits and existing Highway 412, and
- 1.8 miles (2.9 kilometers) between Randall Wobbe Lane and Highway 264.

The Metropolitan Transportation Plan projects the area transportation needs for a period of 20 years into the future. This plan includes widening the remainder of Highway 265 from Highway 45 in Fayetteville to the future Highway 412 Springdale Northern Bypass.

### ***Cities of Fayetteville and Springdale***

In addition to participating in the preparation of the TIP and Metropolitan Transportation Plan, the two cities have worked with AHTD to identify the need for improvements to Highway 265 and have determined that the improvements are a high priority. Each city council has approved a resolution that requests the improvements to Highway 265 and commits to sharing cost.

### **Economic Development**

Substantial economic and population growth has occurred in the region during the past ten years. This growth is expected to continue over the next 20 years. Improvements to Highway 265 will assist in providing the infrastructure needed to serve this expansion, thus contributing to the economic health of the area. The economic benefits from the project would include gains in overall efficiency, enhanced movement of goods and people, and increased access to the main industrial area in eastern Springdale.



## **ALTERNATIVES**

This section summarizes the information related to all alternatives under consideration for the proposed project.

### **No-Action Alternative**

The No-Action Alternative would provide no improvements to Highway 265. Without improvements, only routine maintenance would be provided, which would result in a worsening of congestion, traffic delays, and potential future safety issues. Although this alternative will not meet the project purpose and need, it is evaluated to allow for comparison with the developed alternatives. Figure 3 illustrates the current and 2028 ADT values for the No-Action Alternative on Highway 265.

### **Proposed Project Alternatives**

The proposed alternatives involve both location and design alternatives, and were developed using the following criteria:

- Project purpose and need,
- Design criteria,
- Minimization of social, cultural and environmental resource impacts, and
- Stakeholder concerns.

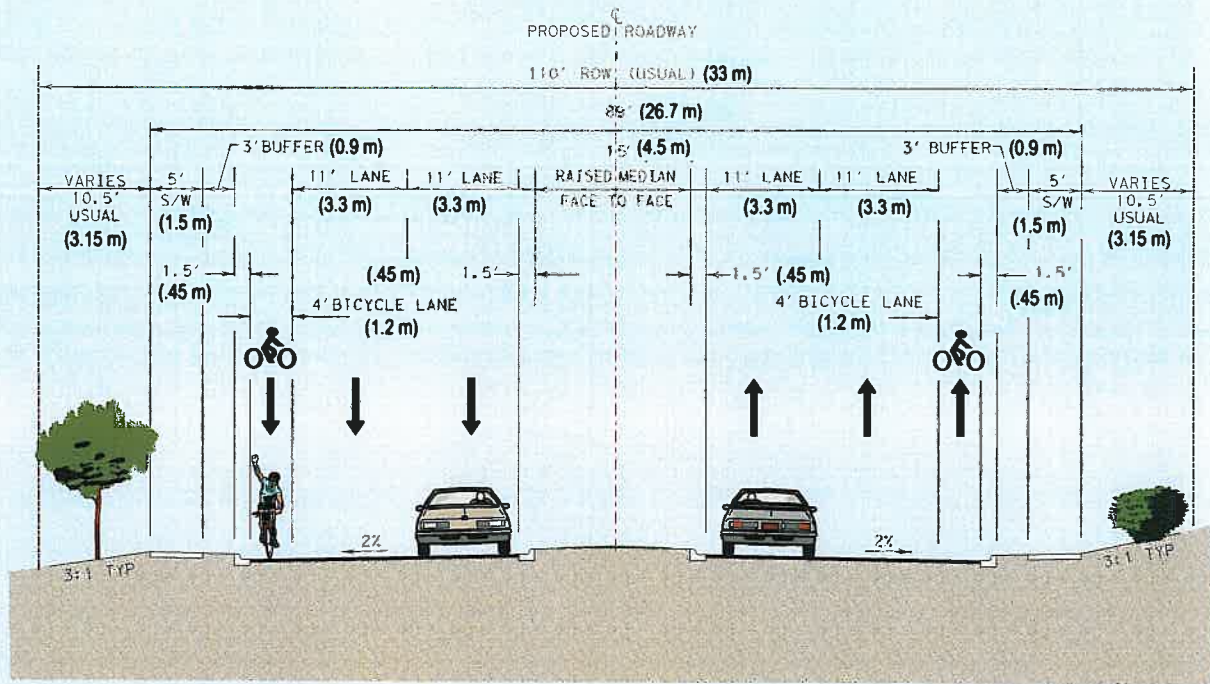
### ***Design Alternatives***

Two cross-sections are under consideration as design alternatives for each location alternative: Alternative A and Alternative B. Both design alternatives would have curb and gutter design, sidewalks, bicycle lanes, and utilize a 110-foot (33-meter) wide minimum right of way. Alternative A includes a 15-foot (4.5 meters) wide raised and landscaped median, with left turns allowed only at pre-determined locations. Alternative B provides for a 12-foot (3.6 meter) wide continuous, two-way, left-turn lane. Figure 4 illustrates the two design alternatives.

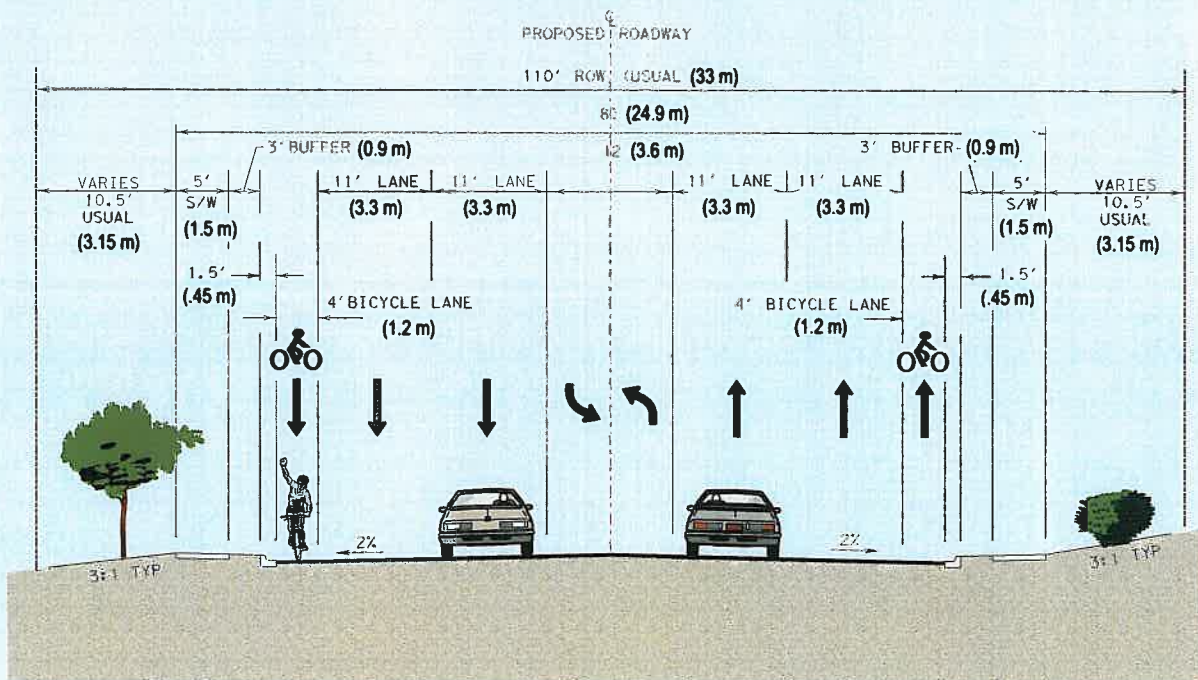
### ***Location Alternatives***

Three location alternatives are proposed to improve Highway 265 through the project area: Alternatives 1, 2, and 3. The alternatives include one that would provide improvements along the existing highway location, and two alternatives that would be built on new location. All location alternatives initiate at the Randall Wobbe Lane intersection and extend north to provide a connection to the future Highway 412 Bypass. The three location alternatives are shown in Figure 5.

### ALTERNATIVE A



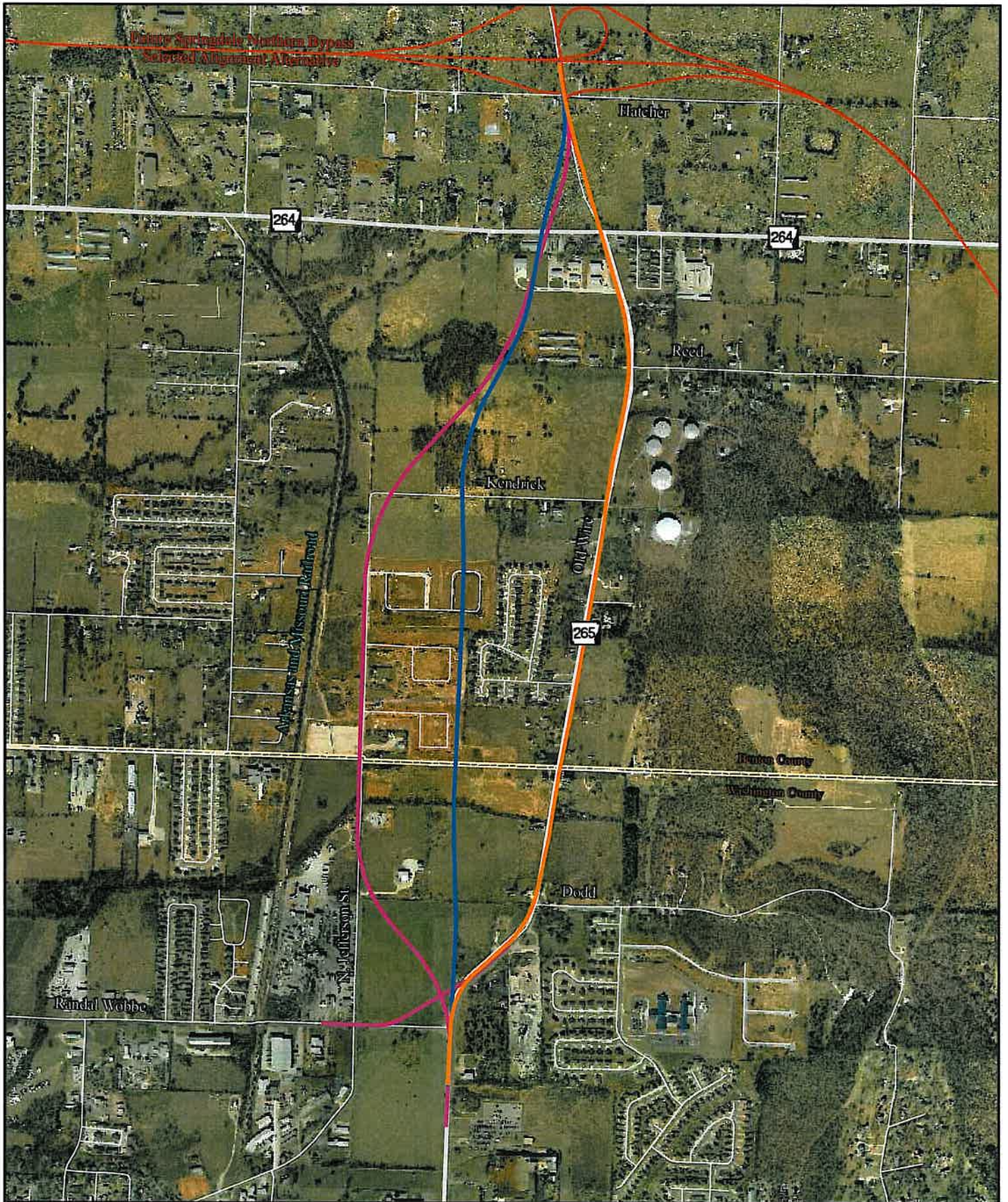
### ALTERNATIVE B




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Figure 4  
Design Alternatives






  
 0 225 450 900 1,350 1,800 Feet
   
 Job 012007
   
 AHTD Environmental GIS - Dudley
   
 January 7, 2008

**Figure 5**  
**Location Alternatives**

-  Alternative 1
-  Alternative 2
-  Alternative 3

Photography: 2006 Benton & Washington County 1ft Resolution



### **Alternative 1**

Alternative 1 would consist of providing improvements to approximately 1.9 miles (3.1 kilometers) of existing Highway 265, as shown in Figure 5. The current and projected ADT for Alternative 1 is shown on Figure 6.

### **Alternative 2**

Alternative 2 would be on new location for approximately 1.9 miles (3.1 kilometers), as shown on Figure 5. Alternative 2 would have less projected traffic than Alternative 1 because some local traffic would continue to use Old Wire Road. Current and projected ADT for Alternative 2 is shown on Figure 7.

### **Alternative 3**

Alternative 3 would be 2.0 miles (3.2 kilometers) in length and would follow Jefferson Road for the majority of its length, as shown on Figure 5. Alternative 3 would have more projected traffic than Alternative 2 because of the existing local traffic on Jefferson Street. Current and projected ADT for Alternative 3 is shown on Figure 8.

### **Alternatives Summary**

The No-Action Alternative would not address the traffic operation issues associated with the existing two-lane Highway 265. The level of service is operating at LOS D and would deteriorate to LOS F by 2028, which would be unacceptable.

Alternatives 1, 2 and 3 would all improve the level of service of Highway 265 to LOS B, and to LOS D by 2028, which is considered acceptable. Alternative 2 would provide a straighter alignment for Highway 265 than the other alternatives and would have less projected traffic than Alternative 1. Because Alternatives 2 and 3 are primarily on new location, both alignments would provide better opportunity to apply access management techniques, such as driveway spacing and future traffic signal spacing for planned side streets, all of which would preserve the future capacity of Highway 265.

Table 2 provides the length and preliminary cost estimates for each alternative. The cost estimates include right of way acquisition and construction costs.

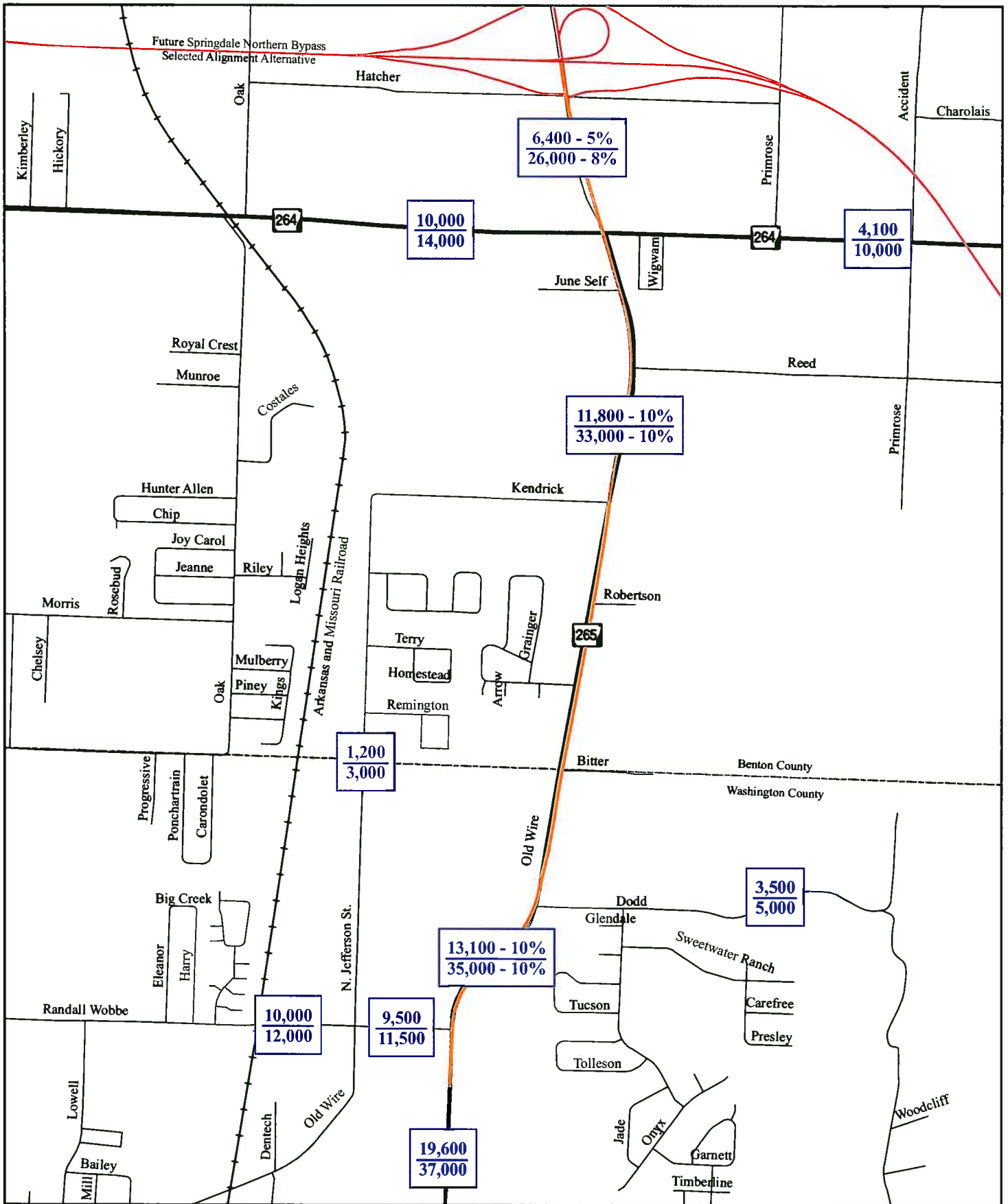


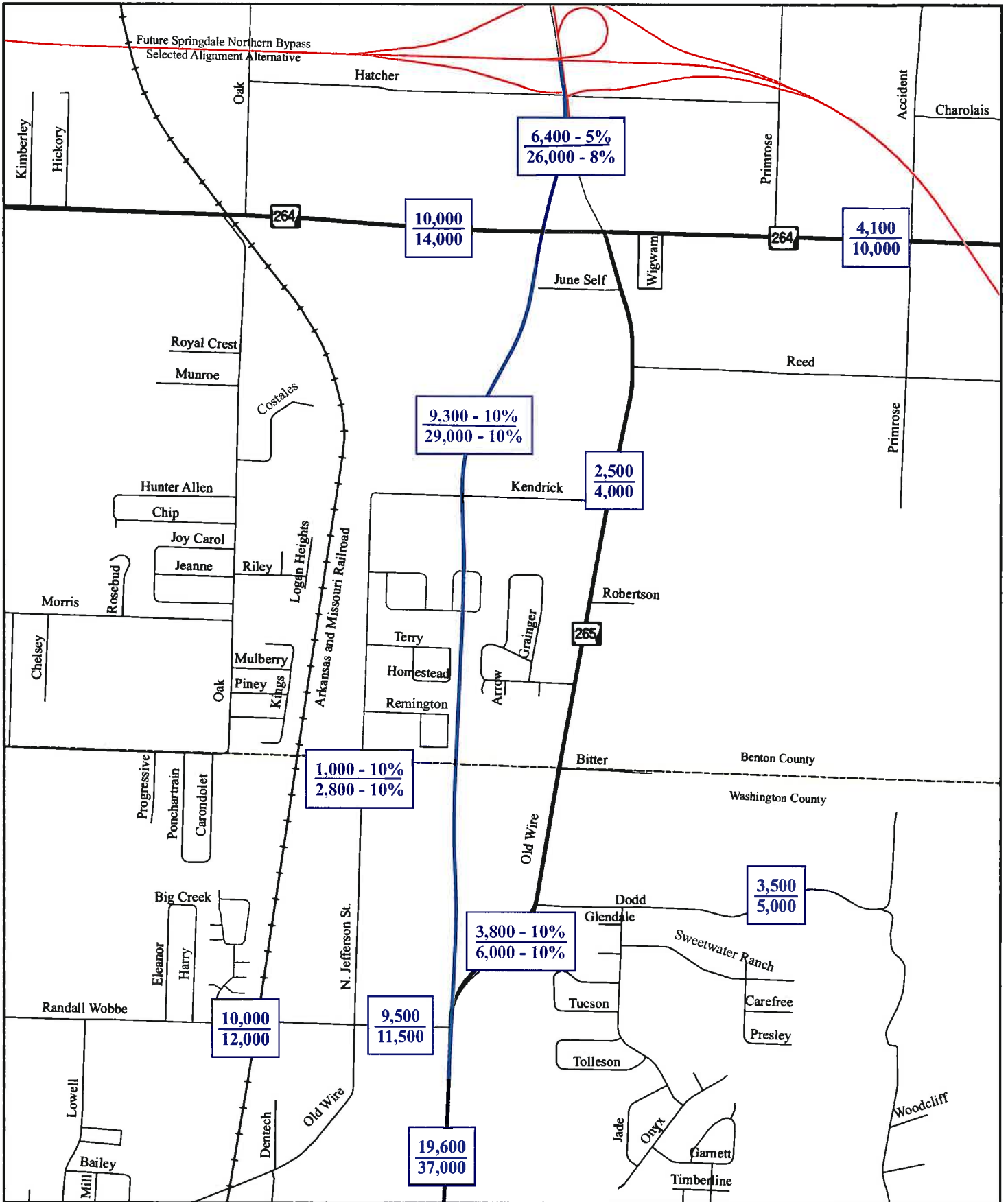
Figure 6  
Alternative 1  
Average Daily Traffic

Alternative 1

2008 ADT - % Trucks  
2028 ADT - % Trucks

0 250 500 1,000 1,500 2,000 Feet

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0 225 450 900 1,350 1,800 Feet  
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**Figure 7  
Alternative 2  
Average Daily Traffic**

Alternative 2

2008 ADT - % Trucks
2028 ADT - % Trucks

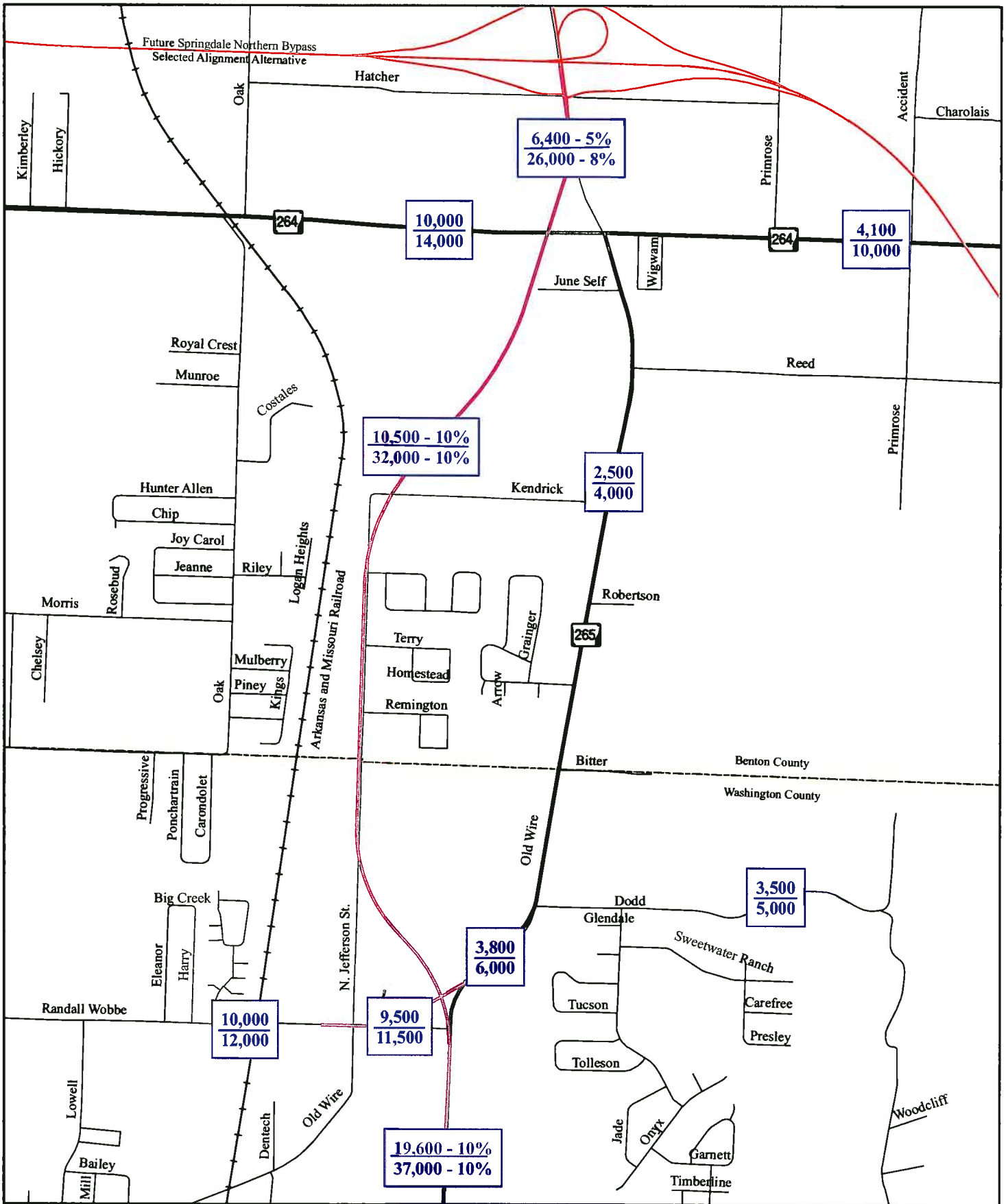


Figure 8  
Alternative 3  
Average Daily Traffic

Alternative 3

2008 ADT - % Trucks  
2028 ADT - % Trucks

0 250 500 1,000 1,500 2,000 Feet

Job 012007  
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January 7, 2008

<b>Table 2</b>				
<b>Preliminary Cost Estimates (in million 2008\$)</b>				
	No-Action Alternative	Alternative 1	Alternative 2	Alternative 3
Length in miles (kilometers)	1.9 (3.1)	1.9 (3.1)	1.9 (3.1)	2.0 (3.2)
Property Acquisition	N/A	3.50	7.50	3.00
Relocation	N/A	0.18	1.16	0.25
Reimbursable Utilities	N/A	5.82	1.60	2.07
Non-reimbursable Utilities	N/A	1.74	0.16	.021
Preliminary Construction	N/A	9.70	11.2	12.2
Total Cost	N/A	20.9	21.6	17.5



## IMPACT ASSESSMENT

Both Design Alternatives require an approximately 110-foot (33-meter) wide minimum right of way width. The right of way required for Alternative A is slightly wider than that of Alternative B. Because of the slight difference in right of way widths, the Alternative A footprint was utilized in assessing impacts to the project area. If a specific impact area analysis demonstrated differing impacts for the two design alternatives, these would be reflected in the impact discussion that is contained in this section.

### Natural Environment

The project area is located within the Springfield Plateau Physiographic Province of the Ozark Mountains Natural Division. Surface geology consists of the lower Mississippian age Boone Formation and the upper Mississippian age Pitkin Limestone that contains karst characteristics.

The landform is relatively flat to rolling with the exception of Fitzgerald Mountain, located east of the project area. Elevations in the project area range from about 1,360 feet (415 meters) above mean sea level (msl) to about 1,390 feet (424 meters) above msl. The elevation of Fitzgerald Mountain is 1,664 feet (507 meters).

Natural vegetation communities in the project area include upland oak forest, upland prairie, and riparian woodland. Presently, vegetation cover consists primarily of modern pasture, mostly tall fescue (*Festuca arundinaria*) with Bermuda grass (*Cynodon dactylon*) interspersed. Additionally, eastern red cedar (*Juniperus virginiana*) dominates disturbed or abandoned areas, and a variety of trees have been planted.

A limited number of lots and the steep slopes of Fitzgerald Mountain are covered by upland oak woodlands. These woodlands are predominantly post oak (*Quercus stellata*), blackjack oak (*Q. marilandica*), and black oak (*Q. velutina*). Flowering dogwood (*Cornus florida*) and persimmon (*Diospyros virginiana*) are common in the understory.

Potentially invasive, non-native species noted in the area include callery pear (*Pyrus calleryana*), Johnson grass (*Sorghum halepense*), mimosa tree (*Albizia julibrissin*), Queen Ann's lace (*Daucus carota*), multiflora rose (*Rosa multiflora*), Japanese honeysuckle (*Lonicera japonica*), and great mullein (*Verbascum thapsus*).

The No-Action Alternative would not impact the natural environment because there would be no additional right of way needed. Because Alternative 1 would follow existing Highway 265, impacts to the natural environment would include the loss of vegetation adjacent to the existing roadway. The principal impact of Alternative 2 and Alternative 3 would be the conversion of modern pasture to highway right of way. However, due to the present human impact to the local environment, expected impacts to local biodiversity would be minimal. Secondary impacts to the natural environment

would include the potential spread of invasive plant species onto newly disturbed roadside right of way.

### **Farmland**

Farmland soils are defined by the United States Department of Agriculture (USDA) as the land best suited to food, feed, forage, fiber, and oilseed crops. The Farmland Protection Policy Act does not apply to soils that are located within urban areas. Because the project area lies within the limits of both the City of Springdale and the City of Bethel Heights, none of the alternatives would require the conversion of prime farmland.

### **Water Quality**

The project area lies within the Ozark Highlands Ecoregion where the primary turbidity standard set by Arkansas Department of Environmental Quality (ADEQ) for streams is 10 Nephelometric Turbidity Units (NTUs), and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments expected due to construction will likely result in localized, short-term adverse water quality impacts. Temporary exceedances of state water quality standards for turbidity may occur. Other potential sources of water quality impacts include petroleum products from construction equipment, highway pollutants from the operations of the facility, and toxic and hazardous material spills.

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; National Pollutant Discharge Elimination Permit (NPDES), and Section 404; Permits for Dredged or Fill Material. The NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include all specifications and best management practices (BMPs) needed for control of erosion and sedimentation. This will be prepared when the roadway design work has been completed in order to best integrate the BMPs with the project design.

The No-Action Alternative would not create additional impacts to water quality. Construction of Alternatives 1, 2, and 3 would potentially contribute additional sediments to drainages in the project area.

### **Public/Private Water Supplies**

The project area is not within a public drinking water system's Wellhead Protection Area. No impacts to public drinking water supplies are anticipated due to this project.

If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts. Impacts to private water sources due to contractor negligence or misconduct are the responsibility of the contractor.

## **Wild and Scenic Rivers**

There are no federal or state regulated water bodies impacted by this project.

## **Wetlands and Waters of the United States**

According to Section 404 of the Clean Water Act, to be deemed "waters of the United States", a water body must contain a defined ordinary high water mark and must be hydraulically connected to an adjacent wetland. Wetlands are areas typically inundated or saturated by surface or ground water to the extent that they can support vegetation adapted for life in wet soil conditions.

The No-Action Alternative would not impact existing wetlands or Waters of the U.S. within the project area. Alternatives 1, 2 and 3 all cross the same unnamed tributary of Spring Creek, which is classified as an intermittent stream. The construction of Alternatives 1, 2 and 3 would not impact jurisdictional wetlands. The construction of any of the alternatives should be allowed under the terms of a Section 404 Nationwide Permit 14 for Linear Transportation Crossings as defined in Federal Register 67(10):2020–2095.

## **Endangered and Threatened Species**

An endangered species is one that is in danger of extinction throughout all or a significant portion of its range. A threatened species is one that is likely to become endangered in the near future. A list of federally listed threatened and endangered species as well as state sensitive species was compiled for Benton and Washington Counties through coordination with the Arkansas Natural Heritage Commission (ANHC) and the US Fish and Wildlife Service. The response letter from ANHC and an attached species occurrence list are included in Appendix B.

The No-Action Alternative would not impact endangered or threatened species. The probability that Alternatives 1, 2 or 3 would adversely affect threatened or endangered species is low. The study area lies within an ecoregion known to contain karst features. Although none are known, cave obligate species such as the Ozark cavefish, *Amblyopsis rosae*, and the gray bat, *Myotis grisescens*, could potentially exist in or near the project area. A provision is included in the AHTD Standard Specifications for Highway Construction outlining procedures to be utilized if karst features are discovered during construction.

## **Floodplains and Floodways**

A floodplain is flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. It includes the floodway, which consists of the stream channel and adjacent areas that carry flood flows. The No-Action Alternative and Alternative 1 would not impact identified areas of special flood hazard. Alternative 2 and Alternative 3 would impact a designated flood hazard area associated with a tributary to Spring Creek. Table 3 summarizes the floodplain impacts for the project area.

The final project design will be reviewed to confirm the design is adequate and that potential risk to life and property are minimized. None of the floodplain crossings will constitute a significant floodplain encroachment. The Hydraulic Analysis is located in Appendix C.

<b>Table 3</b> <b>Floodplain and Floodway Area Impacts</b> <b>acres (hectares)</b>		
Alternative	Spring Creek Tributary	
	Floodplain	Floodway
No-Action	0	0
1	0	0
2	0.3 (0.1)	0
3	0.5 (0.2)	0

### Social Environment

The social environment of a project area refers to the communal setting in which persons live and reflects quality of life. The proposed project area consists of residential, agricultural, commercial, and industrial property. Impacts to this project's social environment would be defined as a direct affect on local residential areas. The No-Action Alternative would not impact residential areas except with traffic-related problems, such as traffic congestion, access, and safety. Alternatives 1 and 3 would result in fewer relocations than Alternative 2. The majority of residences along existing Highway 265 that would be impacted by Alternative 1 are older homes. Alternative 2 has the highest estimated relocations and would remove portions of three recently built subdivisions.

### Relocations

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

Estimated right of way widths were used in determining potential structures to be relocated for this project. Cost estimates, a Conceptual Stage Relocation Study, and an available housing inventory are located in Appendix D. Results of the Conceptual Stage Relocation Study are provided in Table 4.

<b>Table 4</b>				
<b>Estimated Relocation Summary</b>				
<b>Alternative</b>	<b>Residential</b>	<b>Business</b>	<b>Non-Profit Organizations</b>	<b>Totals</b>
No-Action	0	0	0	0
1	6	0	0	6
2	42	1	0	43
3	7	1	0	8

The No-Action Alternative would not require the relocation of any residences, businesses, or non-profit organizations. Of the estimated Alternative 1 residential relocations, one is considered elderly. Of the Alternative 2 relocations, four residential relocations are considered to be of the Hispanic/Latino population. None of the estimated relocations caused by Alternative 3 are considered to be elderly or of a minority population. No low-income populations would be relocated as a result of this project.

### **Environmental Justice and Title VI**

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin.

A review of the 2000 U.S. Census Data, the results of the Conceptual Stage Relocation Study provided by the AHTD's Right of Way Division, public involvement meeting results, and field observations were utilized to determine that the proposed project will not have any adverse or disproportionate impact on minorities, low-income, elderly, or disabled populations. The AHTD public involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability.

### **Land Use**

Land use in the project area is under rapid conversion from rural/suburban to suburban/urban. Although much of the property remains agricultural, primarily in

pasture, housing developments are being constructed within the central area of the project limits.

Direct impacts to land use include the conversion of land from existing uses to highway right of way. Land use categories were digitized into a Geographic Information System (GIS) using aerial imagery interpretation, which was used to calculate how preliminary right of way estimates would impact land use. Land use impacts for each alternative are shown in Table 5.

<p style="text-align: center;"><b>Table 5</b> <b>Estimated Land Use Impacts</b> <b>Acres (Hectares)</b></p>				
<b>Alternative</b>	<b>No-Action</b>	<b>1</b>	<b>2</b>	<b>3</b>
Existing roadway	0	12.6 (5.1)	3.0 (1.2)	7.1 (2.9)
Agricultural	0	6.6 (2.7)	12.0 (4.9)	18.3 (7.4)
Residential	0	4.0 (1.6)	6.1 (2.5)	1.2 (0.5)
Commercial	0	1.1 (0.4)	1.3 (0.5)	2.0 (0.8)
Industrial	0	0	0	0.9 (0.4)

The No-Action Alternative would not alter existing land use. Alternative 1 would utilize the existing highway right of way on Old Wire Road and convert residential and commercial property adjacent to the roadway to a transportation use. Alternative 2 would have the largest residential property impact to existing housing developments. Alternative 3 would utilize the existing roadway at Jefferson Street and have the least impacts to residential property.

**Public Land**

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of publicly owned parks, national wildlife and refuge areas, and significant historic sites unless it can be shown that: (1) there is no feasible and prudent alternative to the use of such land; and (2) all possible planning has been undertaken to minimize harm to the property resulting from such use.

No public recreational properties are located in the project area. Significant historic sites within the project area include the Trail of Tears National Historic Trail, Fitzgerald Station and Fitzgerald Cemetery (see Figure 2). If the Trail of Tears were impacted by the project, a Section 4(f) document will be prepared and submitted to FHWA for approval. Neither the Fitzgerald Station nor Fitzgerald Cemetery would be impacted by the

proposed location alternatives. Coordination with the National Park Service concerning the Trail of Tears can be found in Appendix G.

### **Visual Environment**

The visual environment is the appearance of visual features or resources and the value of those features by the viewer. The visual quality of the project area is moderate to fair.

Visual impacts to the project area would be similar for each of the proposed alternatives. Each alternative would be within visual proximity of existing structures, pastures, and Fitzgerald Mountain. Near the northern termini, each of the proposed alternatives would be located near commercial shops and confined poultry structures. The No-Action Alternative would not cause any changes to local visual features; therefore there would be no visual impacts. The existing visual features for each location alternative would be:

#### **Alternative 1**

- Residences along existing Old Wire Road,
- City water storage facility,
- Historic Fitzgerald Station, and
- Pastures and small businesses.

#### **Alternative 2**

- Residential homes in existing subdivisions, and
- Pastures and small businesses.

#### **Alternative 3**

- Residential homes in existing subdivisions,
- An electrical power station,
- Closest proximity to a turkey processing plant,
- Adjacent railroad, and
- Pastures and small businesses.

### **Pedestrian and Bicycle Traffic**

The No-Action Alternative would not provide pedestrian facilities along existing Highway 265. Alternative 1, Alternative 2, and Alternative 3 would provide pedestrian and bicycle facilities along the entire length. No pedestrian or bike facilities are currently located along the proposed alternative routes.

### **Hazardous Materials**

The presence of hazardous materials within the project area was assessed by visual reconnaissance and a records search.

The No-Action Alternative would not impact any hazardous material. Results of visual surveys and information provided by the Arkansas Department of Environmental Quality (ADEQ) indicate there would not be any hazardous materials impacts resulting from the construction of Alternative 1, Alternative 2, or Alternative 3.

If hazardous materials are identified, observed, or accidentally uncovered by AHTD personnel, contracting company(s), or a state regulatory agency in association with this project, it will be the AHTD's responsibility to determine the type, size, and extent of contamination. The AHTD will identify the type of contaminant, develop a remediation plan, and coordinate disposal methods to be employed for the particular contaminant. Remediation work will be conducted in conformance to regulations established by the ADEQ, Environmental Protection Agency, and the Occupational Safety and Health Administration.

### Cultural Resources

A preliminary review of cultural resources within the project area was conducted to identify any known archeological sites or historic properties that might be affected by the proposed alternatives. The preliminary review consisted of a review of site, structure, and property records on file at the Arkansas Historic Preservation Program and the Arkansas Archeological Survey. Also included in the preliminary review was the initiation of Native American Tribal consultation by FHWA (Appendix E), a comparison of early maps showing historic settlement in the area, a standing structures survey, and a field visit to all public access points along each alternative. See Table 6 for a comparison of potential cultural resource sites for each location alternative.

<b>Table 6 Cultural Resources Results</b>		
<b>Alternative</b>	<b>Archeological Sites</b>	<b>Potential Historic Structures</b>
No-Action	0	0
1	3	0
2	3	0
3	3	0

Once a preferred alternative has been determined, an intensive cultural resources survey will be conducted to determine if unknown archeological sites or features are present. Fitzgerald Station, located near the southern terminus of the project area, has been recommended as a National Park Service site on the Trail of Tears National Historic



Trail. The Fitzgerald Station will not be impacted by this project. If sites, historic properties, or routes should be affected, a full report documenting survey results and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If potentially significant prehistoric sites or sites associated with the Trail of Tears route are identified, further Native American Tribal consultation will be conducted to determine an appropriate means of mitigation. If avoidance of sites or properties that have been determined eligible or potentially eligible for nomination to the National Register of Historic Places is not possible, resource specific treatment plans will be prepared, approved, and implemented at the earliest practicable time.

## **Noise**

The number of noise receptors for this project was estimated by utilizing the Federal Highway Administration's Traffic Noise Model 2.5, existing and proposed roadway information, existing traffic information, and projected traffic levels for 2028.

Traffic noise impacts take place when the predicted traffic noise levels approach or exceed the noise abatement criteria, or when the predicted traffic noise levels exceed the existing noise level by ten dBA (decibels on the A-scale). The noise abatement standard of 67dBA is used for sensitive noise receptors such as residences, schools, churches, and parks. The term "approach" is considered to be one dBA less than the noise abatement criteria.

Existing noise levels were measured at 17 representative locations. The noise sample locations are shown in Figure 9. Table 7 shows the dBA values recorded at those locations. Within the project area, the more densely populated neighborhoods have an average existing noise level of 54 dBA.

Traffic noise estimates were performed for the three Location Alternatives in combination with the two Design Alternatives, resulting in six different analyses for the location/design alternatives.

The traffic noise estimates result in noise abatement standard distances for each alternative, and these are shown in Table 8. These distances are measured from the centerline of the alternative. It should be noted that only the three subdivisions in the center of the project area are projected to have an increase of >10 dBA over the existing noise levels if Alternative 2 is built. Table 9 shows the estimated noise receptor count for each alternative.

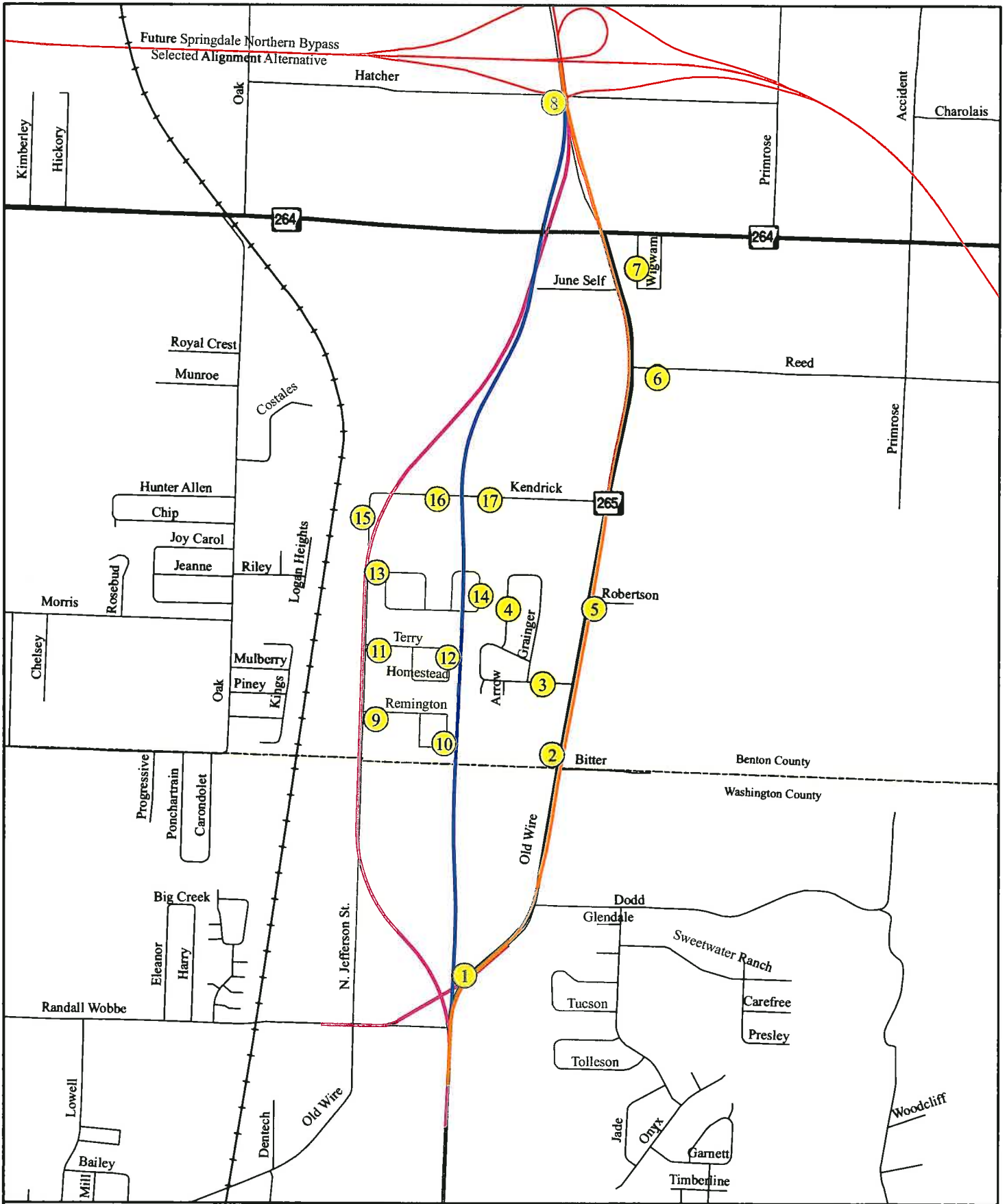
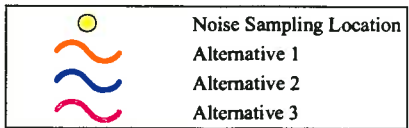


Figure 9  
Noise Sampling Locations



0 250 500 1,000 1,500 2,000 Feet  
 Job 012007  
 AHTD Environmental GIS - Dudley  
 April 23, 2008

**Table 7  
Existing Noise Levels**

Sample No.	dBA	Location	Neighborhood Average dBA
1	70.1	Hwy. 265 North/Talon Plaza	N/A*
2	66.1	Bitter Land & Hwy 265 North	N/A
3	54.2	Silverstone Subdivision	54
4	53.1		
5	62.5	Robertson Lane & Hwy 265 North	N/A
6	58.0	Reed Street	N/A
7	59.0	Pueblo Street	N/A
8	58.2	Hatcher Road & Hwy 265 North	N/A
9	54.0	Remington Dr. & N. Jefferson	54**
10	54.5	12 Dove Circle	
11	55.5	945 B Terry Lane	54**
12	53.2	Homestead Loop	
13	56.6	Josie Kate Lane & N. Jefferson	54**
14	51.1	3397 Garrett Lane	
15	57.5	3630 North Jefferson	N/A
16	55.7	1162 Kendrick	N/A
17	56.2	1125 Kendrick	N/A

\*N/A = No average calculated.

\*\*Un-named Subdivision

<b>Table 8</b>		
<b>Noise Abatement Standard Distance For 2028</b>		
<b>Alternative</b>	<b>&gt; 66 dBA feet (meters)</b>	<b>&gt; 10 dBA Increase over Existing Noise Levels feet (meters)</b>
No-Action	163 (50)	-
1A	258 (79)	364 (111)
1B	268 (82)	346 (105)
2A	234 (71)	291 (89)
2B	239 (73)	326 (99)
3A	247 (75)	339 (103)
3B	255 (78)	332 (101)

<b>Table 9</b>		
<b>Estimated Noise Receptors</b>		
<b>Alternative</b>	<b>&gt; 66 dBA Increase</b>	<b>&gt; 10 dBA Increase over Existing Noise Levels</b>
No-Action	31	0
1A	45	4
1B	45	15
2A	36	48
2B	36	47
3A	23	19
3B	23	20

Any noise abatement effort using barrier walls or berms is not warranted for Alternatives 1 and 3. This is due to the relatively low density of development and to the need to provide direct access to adjacent properties. In order to provide direct access to the highway from adjacent properties, breaks in the barrier walls or berms would be required. These necessary breaks for highway access would render any noise barrier ineffective.

If Alternative 2 is the selected location alternative, noise abatement efforts may be feasible and will be evaluated for the western side of Silverstone Subdivision and the eastern side of the other, un-named subdivisions if the residents do not desire direct access to the highway.

To avoid noise levels in excess of design levels, any future receptors should be located a minimum of ten feet (three meters) beyond the distance that the noise abatement standard is projected to occur. This distance should be used as a general guide and not a specific rule since the noise will vary depending upon the roadway grades and other noise contributions.

Any excessive project noise, due to construction operations, should be of short duration and have a minimum adverse effect on land uses or activities associated with this project area.

In compliance with Federal guidelines, a copy of this analysis will be transmitted to the Northwest Arkansas Planning and Development District for possible use in present and future land use planning.

### **Air Quality**

Utilizing the Mobile 5.0a Model (Mobile Source Emission Factor Model) and CALINE 3 dispersion model, air quality analyses have been conducted for carbon monoxide on previous projects of this type. These analyses incorporated information relating to traffic volumes, weather conditions, vehicle mix, and vehicle operating speeds to estimate carbon monoxide levels for the design year.

These computer analyses indicate that carbon monoxide concentrations of less than one part per million (ppm) will be generated in the mixing cell for a project of this type. This computer estimate, when combined with an estimated ambient level of 1.0 ppm, would be less than 2.0 ppm, and well below the national standards of 8.0 ppm for carbon monoxide.

This project is located in an area that is designated as in attainment for all transportation pollutants. Therefore, the conformity procedures of the Clean Air Act, as Amended, do not apply.

## Impact Summary

A summary of the estimated impacts for the proposed Highway 265 Improvements project is provided in Table 10.

<b>Table 10</b>				
<b>Comparative Analysis and Impact Summary</b>				
<b>Alternative</b>	<b>No-Action</b>	<b>1</b>	<b>2</b>	<b>3</b>
Length in miles (kilometers)	1.9 (3.1)	1.9 (3.1)	1.9 (3.1)	2.0 (3.2)
Cost Estimate in millions (2007/2008\$)	N/A	20.9	21.6	17.5
Projected ADT (2028) between Randal Wobbe Ln. and Hwy. 264.	33,000	33,000	29,000	32,000
Projected LOS (2028)	F	D	D	D
Estimated Noise Receptors > 66 dBA Increase	31	45	36	23
Floodplain Impacts in acres (hectares)	0	0	0.3 (0.1)	0.5 (0.2)
Residential Relocations	0	6	42	7
Business Relocations	0	0	1	1
Archeological sites	0	3	3	3

## **COMMENTS AND COORDINATION**

The AHTD provided the opportunity for public input on the proposed project at a Location Public Hearing held on May 10, 2007 at Bayyari Elementary School in Springdale. A copy of the Location Public Hearing Synopsis, a sample questionnaire, and the displays shown at the meeting are located in Appendix F.

The AHTD has coordinated this project with the Arkansas Natural Heritage Commission, USFWS, the Caddo Tribe of Oklahoma, the National Park Service and the State Historic Preservation Officer.

## COMMITMENTS

The Arkansas State Highway and Transportation Department'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.
- The project will require the acquisition and demolition of standing structures. An asbestos survey will be conducted on each building prior to the development of demolition plans. 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), the Environmental Protection Agency (EPA), and the Occupational Safety and Health Administration (OSHA) asbestos abatement regulations.
- Once a final alignment has been selected, an intensive cultural resources survey will be conducted. If sites are identified, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are identified, consultation with the appropriate Native American Tribes will be initiated and the site or sites will be evaluated to determine if Phase II testing is necessary. Should any of the sites be found eligible or potentially eligible for nomination to the Nation Register of Historic Places, site specific data recovery plans will be prepared and approved. Data recovery will be conducted at the earliest practicable time. All borrow pits, waste areas and work roads will be surveyed for cultural resources when locations become available.
- 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; National Pollutant Discharge Elimination Permit (NPDES); and Section 404; Permit for Dredged or Fill Material.
- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.



## **CONCLUSION**

The final selection of a location alternative will not be made until a Location Public Hearing has been held and the public comments received have been fully evaluated. A Preferred Location Alternative will then be established, and the project will proceed through the design process. A Design Public Hearing will be held to receive public comment on the design of the facility before the design alternative is selected.

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## **Appendix A**

### **Level of Service**

## **DESCRIPTIONS OF LEVEL OF SERVICE**

### **Two-Lane Highway**

**LOS A** - LOS A represents traffic flow where motorists are able to travel at their desired speed. Passing is rarely affected and drivers are delayed no more than 35% of the time by slower drivers.

**LOS B** - Traffic speeds in LOS B drop and drivers are delayed up to 50% of the time by other drivers.

**LOS C** - At LOS C, speeds are slower than at LOS B. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow-moving vehicles. Drivers may be delayed up to 65% of the time by slower drivers.

**LOS D** - LOS D describes unstable flow and passing becomes extremely difficult. Motorists are delayed nearly 80% of the time by slower drivers.

**LOS E** - At LOS E passing becomes nearly impossible and speeds can drop dramatically.

**LOS F** - LOS F represents heavily congested flow where traffic demand exceeds capacity and speeds are highly variable.

### **Multi-Lane Highway**

**LOS A** - LOS A represents free flow conditions where individual users are unaffected by the presence of others in the traffic stream.

**LOS B** - Traffic flow in LOS B is stable, but other users in the traffic stream are noticeable.

**LOS C** - At LOS C, maneuverability begins to be significantly affected by other vehicles.

**LOS D** - LOS D represents dense but stable flow where speed and maneuverability are severely restricted.

**LOS E** - Traffic volumes approach peak capacity for given operating conditions at LOS E; speeds are low and operation at this level is unstable.

**LOS F** - Minor interruptions in the traffic stream will cause breakdown in the flow and deterioration to LOS F, which is characterized by forced flow operation at low speeds and an unstable stop-and-go traffic stream.

## **Appendix B**

### **Endangered and Threatened Species**

10/17/2005

**Arkansas Natural Heritage Commission**  
**Department of Arkansas Heritage**  
**Inventory Research Program**  
**Washington County**

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<b>Animals-Invertebrates</b>					
<i>Allocapnia jeanae</i>	A Winter Stonefly	-	INV	G2	S1?
<i>Allocapnia warreni</i>	A Winter Stonefly	-	INV	GH	S1?
<i>Apoththionius diabolus</i>	A Cave Obligate Pseudoscorpion	-	INV	G1G2	S1
<i>Arrhopalites clarus</i>	A Springtail	-	INV	G4	S1S2
<i>Caecidotea ancyla</i>	An Isopod	-	INV	G3G4	S1?
<i>Caecidotea macropropoda</i>	Bat Cave Isopod	-	INV	G1G3	S1
<i>Caecidotea simulator</i>	A Cave Obligate Isopod	-	INV	G2G3	S1
<i>Cicindela duodecimguttata</i>	Twelve-spotted Tiger Beetle	-	INV	G5	S3S4
<i>Cicindela lepida</i>	Little White Tiger Beetle	-	INV	G4	S2S3
<i>Cicindela macra</i>	Sandy Stream Tiger Beetle	-	INV	G5	S2S3
<i>Cicindela unipunctata</i>	Woodland Tiger Beetle	-	INV	G4	S2
<i>Crosbyella roeweri</i>	A Cave Obligate Harvestman	-	INV	G1G2	S1
✓ <i>Dendrocoelopsis americana</i>	A Cave Obligate Planarian	-	INV	G2G3	S1
<i>Gomphus ozarkensis</i>	Ozark Clubtail Dragonfly	-	INV	G4	S1
<i>Lampsilis rafinesqueana</i>	Neosho Mucket	C	INV	G2	S1
<i>Lampsilis siliquoidea</i>	Fatmucket	-	INV	G5	S3
<i>Lasmigona costata</i>	Flutedshell	-	INV	G5	S3
<i>Lucanus elephus</i>	Giant Slag Beetle	-	INV	G3G5	S2
<i>Microcreagris ozarkensis</i>	A Pseudoscorpion	-	INV	G?	S1
<i>Nicrophorus americanus</i>	American Burying Beetle	LE	INV	G2G3	S1
<i>Orconectes meeki brevis</i>	A Crayfish	-	INV	G4T3	S1
✓ <i>Orconectes nana</i>	A Crayfish	-	INV	G3	S2
<i>Paduniella nearctica</i>	Nearctic Paduniellan Caddisfly	-	INV	G1?	S1?
<i>Pseudosinella dubia</i>	A Springtail	-	INV	G1G2	S?
<i>Pseudozona occidentalis</i>	A Pseudoscorpion	-	INV	G?	S1
<i>Ptychobranthus occidentalis</i>	Ouachita Kidneyshell	-	INV	G3G4	S3
<i>Quadrula cylindrica</i>	Rabbitsfoot	-	INV	G3	S2
<i>Rhadine ozarkensis</i>	A Ground Beetle	-	INV	GH	S1
<i>Rimulincola divalis</i>	Beetle	-	INV	G1	S1
<i>Toxolasma lividus</i>	Purple Lilliput	-	INV	G2	S2
<i>Trigenotyta parca</i>	A Cave Obligate Millipede	-	INV	G1G2	S1
<i>Venustaconcha ellipsiformis</i>	Ellipse	-	INV	G3G4	S1
<i>Villosa iris</i>	Rainbow	-	INV	G5	S2S3
<i>Villosa lienosa</i>	Little Spectaclecase	-	INV	G5	S3
<b>Animals-Vertebrates</b>					
✓ <i>Ambystoma annulatum</i>	Ringed Salamander	-	INV	G4	S3
✓ <i>Ammodramus henslowii</i>	Henslow's Sparrow	-	INV	G4	S1B,S2N
✓ <i>Cemophora coccinea copei</i>	Northern Scarlet Snake	-	INV	G5T5	S3
<i>Corynorhinus rafinesquii</i>	Rafinesque's Big-eared Bat	-	INV	G3G4	S2
<i>Corynorhinus townsendii ingens</i>	Ozark Big-eared Bat	LE	INV	G4T1	S1
<i>Crystallaria asprella</i>	Crystal Darter	-	INV	G3	S2?
<i>Cyprinella camura</i>	Bluntnose Shiner	-	INV	G5	SH
<i>Cyprinella spiloptera</i>	Spotfin Shiner	-	INV	G5	SH
✓ <i>Etheostoma cragini</i>	Arkansas Darter	C	INV	G3	S1
<i>Etheostoma microperca</i>	Least Darter	-	INV	G5	S1
✓ <i>Eurycea tynnerensis</i>	Oklahoma Salamander	-	INV	G3	S3

## Washington County (cont.)

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<i>Limnothlypis swainsonii</i>	Swainson's Warbler	-	INV	G4	S3B
✓ <i>Myotis grisescens</i>	Gray Myotis	LE	INV	G3	S2
<i>Myotis sodalis</i>	Indiana Bat	LE	INV	G2	S2
✓ <i>Nerodia cyclopion</i>	Mississippi Green Water Snake	-	INV	G5	S3
✓ <i>Nocomis asper</i>	Redspot Chub	-	INV	G4	S2?
<i>Notiosorex crawfordi</i>	Desert Shrew	-	INV	G5	S1?
<i>Percina nasuta</i>	Longnose Darter	-	INV	G3	S2
<i>Phrynosoma cornutum</i>	Texas Horned Lizard	-	INV	G4G5	S2
<i>Rana sylvatica</i>	Wood Frog	-	INV	G5	S3
✓ <i>Regina grahamii</i>	Graham's Crayfish Snake	-	INV	G5	S2
✓ <i>Reithrodontomys montanus</i>	Plains Harvest Mouse	-	INV	G5	S1?
<i>Sorex longirostris</i>	Southeastern Shrew	-	INV	G5	S2?
<i>Taxidea taxus</i>	American Badger	-	INV	G5	SA
✓ <i>Thryomanes bewickii</i>	Bewick's Wren	-	INV	G5	S2B,S3N
<b>Plants-Vascular</b>					
<i>Androsace occidentalis</i>	rock jasmine	-	INV	G5	S1
<i>Argyrochosma dealbata</i>	powdery oak fern	-	INV	G4G5	S2
<i>Asclepias incarnata</i> ssp. <i>incarnata</i>	northern swamp milkweed	-	INV	G5T5	S2
<i>Callirhoe bushii</i>	Bush's poppy mallow	-	INV	G3	S3
<i>Carex aggregata</i>	a caric sedge	-	INV	G5	S1
<i>Carex arkansana</i>	Arkansas caric sedge	-	INV	G4	S1
<i>Carex devisii</i>	Davis' caric sedge	-	INV	G4	S3
<i>Carex opaca</i>	a caric sedge	-	SE	G5T4	S2S3
<i>Carex shortiana</i>	Short's caric sedge	-	INV	G5	S2
<i>Carex striatula</i>	a caric sedge	-	INV	G4G5	S3S4
<i>Castanea pumila</i> var. <i>ozarkensis</i>	Ozark chinquapin	-	INV	G5T3	S3S4
<i>Delphinium treleasei</i>	Trelease's larkspur	-	INV	G3	S3
<i>Didipis diandra</i>	water purslane	-	INV	G5	S1S3
<i>Draba aprica</i>	open-ground whitlow-grass	-	ST	G3	S2
<i>Dulichium arundinaceum</i>	three-way sedge	-	INV	G5	S2S3
<i>Eleocharis wolfii</i>	Wolf's spike rush	-	INV	G3G4	S2
<i>Gentiana puberulenta</i>	downy gentian	-	INV	G4G5	S2
✓ <i>Helianthus pauciflorus</i> ssp. <i>pauciflorus</i>	prairie sunflower	-	INV	G5T5?	S1
<i>Heuchera villosa</i> var. <i>arkansana</i>	Arkansas alumroot	-	INV	G5T3Q	S3
<i>Hexaletris spicata</i>	crested coralroot	-	INV	G5	S2
<i>Hieracium scabrum</i>	hawkweed	-	INV	G5	S2
<i>Lesquerella filiformis</i>	Missouri bladderpod	LT	INV	G3	S1
✓ <i>Linum lewisii</i> var. <i>lewisii</i>	a flax	-	INV	G4G5T4T5	S1
<i>Lithospermum incisum</i>	narrow-leaved puccoon	-	INV	G5	S2S3
✓ <i>Minuartia drummondii</i>	a sandwort	-	INV	G5	S2S3
<i>Perideridia americana</i>	American squaw-root	-	INV	G4	S2
✓ <i>Phlox bifida</i>	sand phlox	-	INV	G5?	S3
<i>Pitularia americana</i>	American pillwort	-	INV	G5	S2
<i>Sagittaria rigida</i>	stiff arrowhead	-	INV	G5	S1
<i>Scleria pauciflora</i>	fewflower nutsedge	-	INV	G5	S3
✓ <i>Silene regia</i>	royal catchfly	-	ST	G3	S2
<i>Solidago ptarmicoides</i>	white-flowered goldenrod	-	INV	G5	S1S2
<i>Spiranthes magnicamporum</i>	great plains ladies'-tresses	-	INV	G4	S1
<i>Trillium pusillum</i> var. <i>ozarkanum</i>	Ozark least trillium	-	INV	G3T3	S3
<i>Valerianella ozarkana</i>	Ozark comsalad	-	INV	G3	S3



Washington County (cont.)

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<b>Special Elements-Natural Communities</b>					
<i>Post oak-blackjack oak forest</i>		-	INV	-	S2
<b>Special Elements-Other</b>					
<i>Colonial nesting site</i>	water birds	-	INV	-	-
<i>Geological feature</i>		-	INV	-	-

\* - No elements of special concern have been recorded within 1 mile of the SH 265 study corridor.

✓ - These elements of special concern have been recorded within 5 miles of the SH 265 study corridor.

10/18/2005

**Arkansas Natural Heritage Commission**  
**Department of Arkansas Heritage**  
**Inventory Research Program**  
**Benton County**

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<b>Animals-Invertebrates</b>					
<i>Alasmidonta marginata</i>	Elktoe	-	INV	G4	S3
<i>Caecidotea ancyla</i>	An Isopod	-	INV	G3G4	S1?
✓ <i>Caecidotea steevesi</i>	An Isopod	-	INV	G3G4	S1?
<i>Caecidotea stiliadactyla</i>	An Isopod	-	INV	G3G4	S1?
<i>Cambarus aculabrum</i>	A Crayfish	LE	INV	G1	S1
<i>Cambarus setosus</i>	Bristly Cave Crayfish	-	INV	G4	S1
<i>Crosbyella roeweri</i>	A Cave Obligate Harvestman	-	INV	G1G2	S1
<i>Gastrocopta rogersensis</i>	A Land Snail	-	INV	G3G4	S2
<i>Gryllotalpa major</i>	Prairie Mole Cricket	-	INV	G3	S1S2
<i>Hydroporus sulphuricus</i>	Sulphur Springs Hydroporus Diving Beetle	-	INV	G1?	S1?
<i>Lampsilis rafinesqueana</i>	Neosho Mucket	C	INV	G2	S1
<i>Lampsilis siliquoides</i>	Fatmucket	-	INV	G5	S3
<i>Lasmigona costata</i>	Flutedshell	-	INV	G5	S3
<i>Lucanus elephus</i>	Giant Stag Beetle	-	INV	G3G5	S2
<i>Nicrophorus americanus</i>	American Burying Beetle	LE	INV	G2G3	S1
<i>Orconectes meeki brevis</i>	A Crayfish	-	INV	G4T3	S1
<i>Orconectes nana</i>	A Crayfish	-	INV	G3	S2
<i>Ptychobranthus occidentalis</i>	Ouachita Kidneyshell	-	INV	G3G4	S3
<i>Quadrula cylindrica</i>	Rabbitsfoot	-	INV	G3	S2
<i>Stygobromus ozarkensis</i>	Ozark Cave Amphipod	-	INV	G4	S1
<i>Trigenotyia parca</i>	A Cave Obligate Millipede	-	INV	G1G2	S1
<i>Venustaconcha ellipsiformis</i>	Ellipse	-	INV	G3G4	S1
<i>Villosa lienosa</i>	Little Spectaclecase	-	INV	G5	S3
<b>Animals-Vertebrates</b>					
✓ <i>Amblyopsis rosae</i>	Ozark Cavefish	LT	INV	G3	S1
✓ <i>Ambystoma annulatum</i>	Ringed Salamander	-	INV	G4	S3
<i>Ammodramus henslowii</i>	Henslow's Sparrow	-	INV	G4	S1B,S2N
<i>Cistothorus platensis</i>	Sedge Wren	-	INV	G5	S1B,S4N
<i>Eltheostoma cragini</i>	Arkansas Darter	C	INV	G3	S1
<i>Eltheostoma microperca</i>	Least Darter	-	INV	G5	S1
<i>Eumeces obsoletus</i>	Great Plains Skink	-	INV	G5	S1
<i>Eurycea tynerensis</i>	Oklahoma Salamander	-	INV	G3	S3
<i>Haliaeetus leucocephalus</i>	Bald Eagle	LT-PD	INV	G4	S2B,S4N
<i>Lepus californicus</i>	Black-tailed Jackrabbit	-	INV	G5	S3
<i>Myotis grisescens</i>	Gray Myotis	LE	INV	G3	S2
<i>Myotis sodalis</i>	Indiana Bat	LE	INV	G2	S2
<i>Nocomis asper</i>	Redspot Chub	-	INV	G4	S2?
<i>Percina nasuta</i>	Longnose Darter	-	INV	G3	S2
<i>Percina phoxocephala</i>	Slenderhead Darter	-	INV	G5	S2
<i>Rana sylvatica</i>	Wood Frog	-	INV	G5	S3
<i>Reithrodontomys montanus</i>	Plains Harvest Mouse	-	INV	G5	S1?
<i>Sonora semiannulata</i>	Ground Snake	-	INV	G5	SH
<i>Sorex longirostris</i>	Southeastern Shrew	-	INV	G5	S2?
<i>Terrapene ornata ornata</i>	Ornate Box Turtle	-	INV	G5T5	S2
<i>Thryomanes bewickii</i>	Bewick's Wren	-	INV	G5	S2B,S3N

## Benton County (cont.)

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<b>Plants-Vascular</b>					
<i>Acer saccharum</i> var. <i>nigrum</i>	black maple	-	INV	G5	S1S2
<i>Allium stellatum</i>	a wild onion	-	INV	G5	S3
<i>Amorpha canescens</i>	leadplant	-	INV	G5	S1
<i>Antennaria neglecta</i>	field pussytoes	-	INV	G5	S1
<i>Argyroschisma dealbata</i>	powdery doak fern	-	INV	G4G5	S2
✓ <i>Arnoglossum muehlenbergii</i>	great Indian plantain	-	INV	G4	S2
<i>Asclepias incarnata</i> ssp. <i>incarnata</i>	northern swamp milkweed	-	INV	G5T5	S2
<i>Asplenium pinnatifidum</i>	lobed spleenwort	-	INV	G4	S3
<i>Bromus nottowayanus</i>	Nottoway Valley brome	-	INV	G3G5	S2
✓ <i>Callirhoe bushii</i>	Bush's poppy mallow	-	INV	G3	S3
<i>Calopogon oklahomensis</i>	Oklahoma grass-pink	-	INV	G4?	S2
<i>Carex buxbaumii</i>	Buxbaum's caric sedge	-	INV	G5	S1
<i>Carex conjuncta</i>	a caric sedge	-	INV	G4G5	S1
<i>Carex conoidea</i>	a caric sedge	-	INV	G5	S1
<i>Carex davisii</i>	Davis' caric sedge	-	INV	G4	S3
<i>Carex gravida</i>	a caric sedge	-	INV	G5	S2S3
<i>Carex opaca</i>	a caric sedge	-	SE	G5T4	S2S3
<i>Carex prasina</i>	drooping caric sedge	-	INV	G4	SH
<i>Carex scoparia</i> var. <i>scoparia</i>	a caric sedge	-	INV	G5T5	S1S2
<i>Castanea pumila</i> var. <i>ozarkensis</i>	Ozark chinquapin	-	INV	G5T3	S3S4
<i>Caulophyllum thalictroides</i>	blue cohosh	-	INV	G4G5	S2
<i>Collinsia verna</i>	blue-eyed Mary	-	INV	G5	S1
<i>Delphinium treleasei</i>	Trelease's larkspur	-	INV	G3	S3
<i>Desmodium illinoense</i>	Illinois tick trefoil	-	INV	G5	S2
<i>Eleocharis wolfii</i>	Wolf's spike rush	-	INV	G3G4	S2
<i>Eriocaulon kornickianum</i>	small-headed pipewort	-	SE	G2	S2
<i>Erysimum capitatum</i> ssp. <i>capitatum</i>	western wallflower	-	INV	G5T5	S2
<i>Eurybia furcata</i>	forked wood aster	-	ST	G3	SH
✓ <i>Gentiana puberulenta</i>	downy gentian	-	INV	G4G5	S2
<i>Heuchera villosa</i> var. <i>arkansana</i>	Arkansas alumroot	-	INV	G5T3Q	S3
✓ <i>Juniperus ashei</i>	Ashe's juniper	-	INV	G5	S3
<i>Melanthium woodii</i>	false hellebore	-	INV	G5	S3
<i>Mimulus ringens</i> var. <i>ringens</i>	monkey flower	-	INV	G5T5	S1S2
✓ <i>Muhlenbergia bushii</i>	nodding muhly	-	INV	G5	S2
<i>Nemastylis nuttallii</i>	Nuttall's pleat-leaf	-	INV	G4	S2
<i>Phlox bifida</i>	sand phlox	-	INV	G5?	S3
<i>Photinia melanocarpa</i>	black chokeberry	-	INV	G5	S1
<i>Scleria muehlenbergii</i>	Muhlenberg's nutsedge	-	INV	G5	S1S2
<i>Scleria pauciflora</i>	fewflower nutsedge	-	INV	G5	S3
<i>Silene ovata</i>	ovate-leaved catchfly	-	ST	G3	S3
✓ <i>Silene regia</i>	royal catchfly	-	ST	G3	S2
<i>Solidago ptarmicoides</i>	white-flowered goldenrod	-	INV	G5	S1S2
✓ <i>Stenanthium gramineum</i>	featherbells	-	INV	G4G5	S3
<i>Symphycarichum sericeum</i>	silky aster	-	INV	G5	S2
<i>Tradescantia ozarkana</i>	Ozark spiderwort	-	INV	G3	S3
✓ <i>Trillium pusillum</i> var. <i>ozarkanum</i>	Ozark least trillium	-	INV	G3T3	S3
<i>Ulmus thomasi</i>	rock elm	-	INV	G5	S2
<i>Valerianella ozarkana</i>	Ozark cornsalad	-	INV	G3	S3

**Benton County (cont.)**

<b>Scientific Name</b>	<b>Common Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Global Rank</b>	<b>State Rank</b>
<b>Special Elements-Natural Communities</b>					
<i>Cave stream</i>		-	INV	-	-
<i>Spring-Ozark Mountains</i>		-	INV	-	-
<i>Tallgrass prairie</i>		-	INV	-	S2
<b>Special Elements-Other</b>					
<i>Colonial nesting site</i>	water birds	-	INV	-	-
<i>Geological feature</i>		-	INV	-	-

\* - No elements of special concern have been recorded within 1 mile of the SH 265 study corridor.

✓- These elements of special concern have been recorded within 5 miles of the SH 265 study corridor.

## LEGEND

### STATUS CODES

#### FEDERAL STATUS CODES

- C** = Candidate species. The U.S. Fish and Wildlife Service has enough scientific information to warrant proposing this species for listing as endangered or threatened under the Endangered Species Act.
- LE** = Listed Endangered; the U.S. Fish and Wildlife Service has listed this species as endangered under the Endangered Species Act.
- LT** = Listed Threatened; the U.S. Fish and Wildlife Service has listed this species as threatened under the Endangered Species Act.
- PD** = Proposed for Delisting; the U.S. Fish and Wildlife Service has proposed that this species be removed from the list of Endangered or Threatened Species.
- PE** = Proposed Endangered; the U.S. Fish and Wildlife Service has proposed this species for listing as endangered.
- PT** = Proposed Threatened; the U.S. Fish and Wildlife Service has proposed this species for listing as threatened.
- T/SA  
E/SA** = Threatened (or Endangered) because of similarity of appearance.

#### STATE STATUS CODES

- INV** = Inventory Element; The Arkansas Natural Heritage Commission is currently conducting active inventory work on these elements. Available data suggests these elements are of conservation concern. These elements may include outstanding examples of Natural Communities, colonial bird nesting sites, outstanding scenic and geologic features as well as plants and animals, which, according to current information, may be rare, peripheral, or of an undetermined status in the state. The ANHC is gathering detailed location information on these elements.
- WAT** = Watch List Species; The Arkansas Natural Heritage Commission is not conducting active inventory work on these species, however, available information suggests they may be of conservation concern. The ANHC is gathering general information on status and trends of these elements. An "\*\*\*\*" indicates the status of the species will be changed to "INV" if the species is verified as occurring in the state (this typically means the agency has received a verified breeding record for the species).
- MON** = Monitored Species; The Arkansas Natural Heritage Commission is currently monitoring information on these species. These species do not have conservation concerns at present. They may be new species to the state, or species on which additional information is needed. The ANHC is gathering detailed location information on these elements.
- SE** = State Endangered; the Arkansas Natural Heritage Commission applies this term to native plant taxa which are in danger of being extirpated from the state.
- ST** = State Threatened; The Arkansas Natural Heritage Commission applies this term to native plant taxa which are believed likely to become endangered in Arkansas in the foreseeable future, based on current inventory information.

### DEFINITION OF RANKS

#### Global Ranks

- G1** = Critically imperiled globally. At a very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
- G2** = Imperiled globally. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
- G3** = Vulnerable globally. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
- G4** = Apparently secure globally. Uncommon but not rare; some cause for long-term concern due to declines or other factors.
- G5** = Secure globally. Common, widespread and abundant.
- GH** = Of historical occurrence, possibly extinct globally. Missing; known from only historical occurrences, but still some hope of rediscovery.
- GU** = Unrankable. Currently unrankable due to lack of information or due to substantially conflicting information about status or trends.

- GX** = Presumed extinct globally. Not located despite intensive searches and virtually no likelihood of rediscovery.
- GNR** = Unranked. The global rank not yet assessed.
- GNA** = Not Applicable. A conservation status rank is not applicable.
- T-RANKS**= T subranks are given to global ranks when a subspecies, variety, or race is considered at the state level. The subrank is made up of a "T" plus a number or letter (1, 2, 3, 4, 5, H, U, X) with the same ranking rules as a full species.

**State Ranks**

- S1** = Critically imperiled in the state due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors making it vulnerable to extirpation.
- S2** = Imperiled in the state due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it vulnerable to extirpation.
- S3** = Vulnerable in the state due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation.
- S4** = Apparently secure in the state. Uncommon but not rare; some cause for long-term concern due to declines or other factors.
- S5** = Secure in the state. Common, widespread and abundant.
- SH** = Of historical occurrence, with some possibility of rediscovery. Its presence may not have been verified in the past 20-40 years. A species may be assigned this rank without the 20-40 year delay if the only known occurrences were destroyed or if it had been extensively and unsuccessfully sought.
- SU** = Unrankable. Currently unrankable due to lack of information or due to substantially conflicting information about status or trends.
- SX** = Presumed extirpated from the state. Not located despite intensive searches and virtually no likelihood of rediscovery.
- SNR** = Unranked. The state rank not yet assessed.
- SNA** = Not Applicable. A conservation status rank is not applicable.

**General Ranking Notes**

- Q** = A "Q" in the global rank indicates the element's taxonomic classification as a species is a matter of conjecture among scientists.
- RANGES**= Ranges are used to indicate a range of uncertainty about the status of the element.
- ?** = A question mark is used to denote an inexact numeric rank.
- B** = Refers to the breeding population of a species in the state.
- N** = Refers to the non-breeding population of a species in the state.

## **Appendix C**

### **Hydraulics Analysis**



INTER OFFICE MEMORANDUM

RECEIVED  
AHTD

DATE: October 4, 2007

OCT - 5 2007

TO: Lynn Malbrough, Division Head, Environmental Division

ENVIRONMENTAL  
DIVISION

FROM: Charles D. Clements, Engineer of Roadway Design Division *CDC*

SUBJECT: AHTD Job Number 012007  
FAP Number STP-9399(8)  
Randall Wobbe Lane - Hwy. 264 (Springdale)  
Washington and Benton Counties

The Hydraulics Section has reviewed the three alternate alignments proposed for the project referenced above to identify any encroachments into areas of special flood hazard as shown on the communities Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Agency (FEMA). A description of the encroachments along each alternate alignment follows.

Alternate 1

This alternate alignment would not include any crossings over any Special Flood Hazard Areas currently shown on either the Benton or Washington County Flood Insurance Rate Maps.

Alternate 2

This alternate alignment would include a crossing over a Zone A Special Flood Hazard Area designated along Tributary 2 to Spring Creek. The crossing length is approximately 120 ft. long, and is located on panel 36 of the Washington County Flood Insurance Rate Map.

Alternate 3

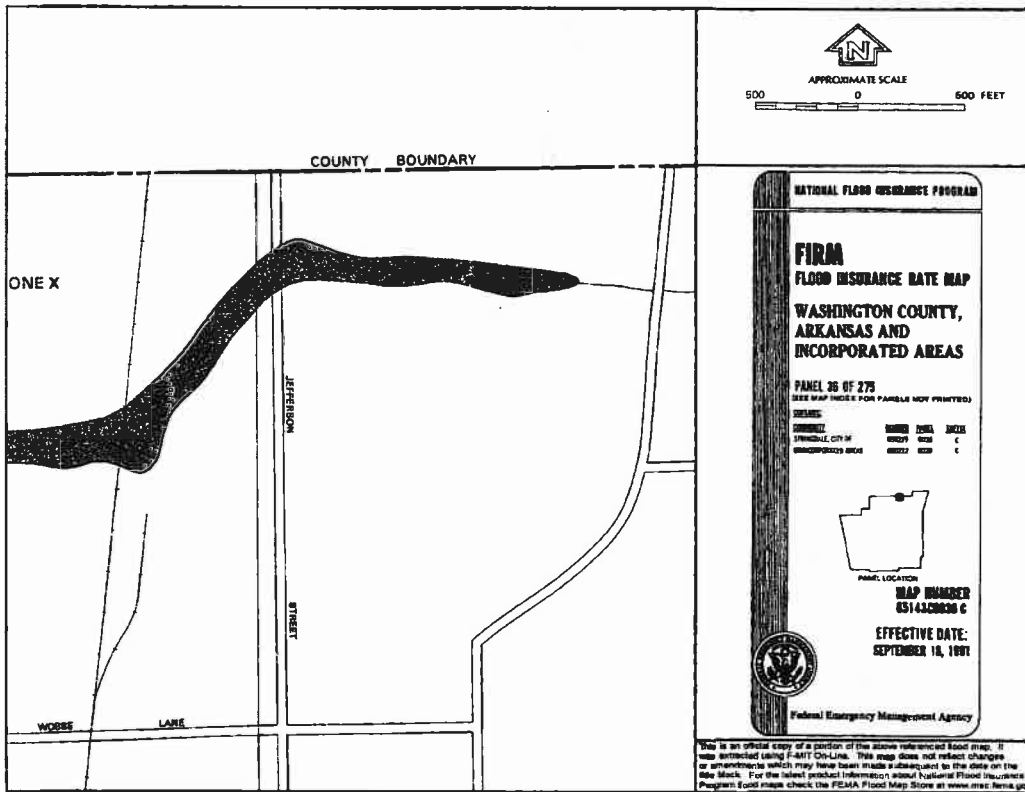
This alternate alignment would include a crossing over a Zone A Special Flood Hazard Area designated along Tributary 2 to Spring Creek. The crossing length is approximately 200 ft. long, and is located on panel 36 of the Washington County Flood Insurance Rate Map.

A copy of a portion of the Washington County FIRM panel showing the location of the two Zone A stream crossings is attached.

If there are any questions concerning this information, please contact Brooks Booher in the Hydraulics Section.

*BB*  
CDC/BB

Cc: file: Job 012007  
Primary Design



APPROXIMATE SCALE  
 500 0 500 FEET

NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 WASHINGTON COUNTY,  
 ARKANSAS AND  
 INCORPORATED AREAS

PANEL 26 OF 275  
 SEE MAP INDEX FOR PANELS NOT PRINTED

DATE:	DATE:	DATE:	DATE:
1987/01/01	1987/01/01	1987/01/01	1987/01/01
1987/01/01	1987/01/01	1987/01/01	1987/01/01



PANEL LOCATION  
**MAP NUMBER**  
 65143C000 C



**EFFECTIVE DATE:**  
 SEPTEMBER 18, 1991

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-INT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.fema.gov](http://www.fema.gov)

## **Appendix D**

### **Conceptual Stage Relocation Statement**

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

RECEIVED  
AHTD

APR - 4 2008

April 2, 2008

ENVIRONMENTAL  
DIVISION

TO: Lynn P. Malbrough, Division Head, Environmental Division

FROM: Perry M. Johnston, Division Head, Right of Way Division 

SUBJECT: Job 012007  
Randall Wobbe Lane-Hwy. 264 (Springdale)  
Highway 265  
Washington & Benton Counties

Per your request, cost estimates for this project are:

<u>Alternate</u>	<u>Property Acquisition</u>	<u>Relocation</u>	<u>Reimb. Utilities</u>	<u>Nonreimb. Utilities</u>	<u>Total</u>
1	\$3,500,000	\$175,000	\$5,824,000	\$1,747,200	\$11,246,200
2	7,500,000	1,156,000	1,596,000	159,600	10,411,600
3	3,000,000	254,000	2,065,000	206,500	5,525,500

Copies of the cost estimates and a Conceptual Stage Relocation Study are attached. Please note the premises under which the estimates were provided and the differences in estimated reimbursable and non-reimbursable utility costs.

If you need additional information, please contact Kay Crutchfield at 2311.

Attachments

**INTEROFFICE MEMORANDUM**

**TO:** Kay Crutchfield, Assistant Division Head,  
Right of Way Division

**FROM:** Neil Palmer, Appraisal Section Head  
Right of Way Division

**DATE:** March 25, 2008

**SUBJECT:** Three Alternative Alignments  
Gross Appraisal  
Job 012007  
RANDALL WOBBE LANE-HWY. 264 (SPRINGDALE) (Hwy. 265)  
Washington & Benton Counties

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Based on information provided by the aerial photographs, a cursory inspection and market research, an estimate of right of way cost is provided not including utility or relocation costs. This gross appraisal is made subject to the following premises and conditions:

1. No owner contact has been made.
2. No right of way staking was in place.
3. Only a limited market study has been completed.
4. Only aerials depicting alignments were available

Considering the above factors, the estimated right of way cost is:

**Alternative #1: \$3,500,000.00 (Three Million Five Hundred Thousand Dollars)**

**Alternative #2: \$7,500,000.00 (Seven Million Five Hundred Thousand Dollars)**

**Alternative #3: \$3,000,000.00 (Three Million Dollars)**

RNP: gld

Cc: Gross Appraisal File  
Administrative File

## Interoffice Memorandum

**To:** Perry M. Johnston, Division Head, Right of Way Division  
**From:** Randy Lively, Section Head, Utilities Section  
**Date:** April 1, 2008  
**RE:** Estimated utility cost for State Project 012007

### Estimated Costs for Utility Relocation Along Existing Alignment

	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Total Cost</u>
Water	\$ 2,205,000.00	\$ 661,500.00	\$ 2,866,500.00
Sewer	\$ 1,312,500.00	\$ 393,750.00	\$ 1,706,250.00
Telephone	\$ 840,000.00	\$ 252,000.00	\$ 1,092,000.00
Gas	\$ 840,000.00	\$ 252,000.00	\$ 1,092,000.00
Electric	\$ 364,000.00	\$ 109,200.00	\$ 473,200.00
Cable TV	<u>\$ 262,500.00</u>	<u>\$ 78,750.00</u>	<u>\$ 341,250.00</u>
Total:	<u>\$ 5,824,000.00</u>	<u>\$ 1,747,200.00</u>	<u>\$ 7,571,200.00</u>

### Estimated Costs for Utility Relocation Along Alternative 2

	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Total Cost</u>
Water	\$ 595,000.00	\$ 59,500.00	\$ 654,500.00
Sewer	\$ 340,000.00	\$ 34,000.00	\$ 374,000.00
Telephone	\$ 68,000.00	\$ 6,800.00	\$ 74,800.00
Gas	\$ 382,500.00	\$ 38,250.00	\$ 420,750.00
Electric	\$ 168,000.00	\$ 16,800.00	\$ 184,800.00
Cable TV	<u>\$ 42,500.00</u>	<u>\$ 4,250.00</u>	<u>\$ 46,750.00</u>
Total:	<u>\$ 1,596,000.00</u>	<u>\$ 159,600.00</u>	<u>\$ 1,755,600.00</u>

### Estimated Costs for Utility Relocation Along Alternative 3

	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Total Cost</u>
Water	\$ 770,000.00	\$ 77,000.00	\$ 847,000.00
Sewer	\$ 440,000.00	\$ 44,000.00	\$ 484,000.00
Telephone	\$ 88,000.00	\$ 8,800.00	\$ 96,800.00
Gas	\$ 495,000.00	\$ 49,500.00	\$ 544,500.00
Electric	\$ 217,000.00	\$ 21,700.00	\$ 238,700.00
Cable TV	<u>\$ 55,000.00</u>	<u>\$ 5,500.00</u>	<u>\$ 60,500.00</u>
Total:	<u>\$ 2,065,000.00</u>	<u>\$ 206,500.00</u>	<u>\$ 2,271,500.00</u>

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
RIGHT OF WAY DIVISION                      RELOCATION SECTION**

**INTER OFFICE MEMORANDUM**

**TO:** Lynn P. Malbrough, Environmental Division Head  
**FROM:** Perry M. Johnston, Right of Way Division Head  
**DATE:** March 31, 2008  
**SUBJECT:** Job 012007  
STP-9399(8)  
Randall Wobbe Lane-Hwy. 264 (Springdale)  
Washington & Benton County  
**CONCEPTUAL STAGE RELOCATION STATEMENT**



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**GENERAL STATEMENT OF RELOCATION PROCEDURE**

Residents in the proposed right of way for the project will be eligible for relocation assistance in accordance with Public Law 91-646, 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 his 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.

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.

An owner may receive a payment of up to \$22,500.00 for the increased cost of a comparable replacement dwelling. The amount of this payment is determined by a study of the housing market. Owners may also be eligible for payments to compensate them for the increased interest cost for a new mortgage and the incidental expenses incurred in connection with the purchase of a replacement dwelling. A tenant may receive a rental subsidy payment of up to \$5,250.00. Tenants may elect to receive a down payment rather than a rental subsidy to enable them to purchase a replacement dwelling. Replacement housing payments are made in addition to moving expense payments.

All displaced persons, businesses, farms and nonprofit organizations are eligible for reimbursement for actual reasonable moving costs. Businesses, farms and nonprofit organizations are also eligible for reestablishment payments, not to exceed \$10,000.00. A business, farm or nonprofit organization may be eligible for a fixed payment in lieu of the 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 \$20,000.00.

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This is a widening project with two new location alternates and the existing Old Missouri Road - Hwy. 265 from Randall Wobbe Lane to Hatcher Road, Northeast of Springdale. The units contained in the housing inventory are in the Springdale area. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the families displaced on each alternate. The housing market should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event housing cannot be found or can be found but not within the displacees' economic means at the time of displacement, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

The housing inventory was compiled from data obtained from real estate companies, web sites, and local news papers for the subject area. The dwellings contained in the inventory have been determined to be comparable and decent, safe and sanitary. The locations of the comparable dwellings are not less desirable in regard to public utilities and public and commercial facilities, reasonably accessible to the displacees' places of employment, adequate to accommodate the displacees, and in a neighborhood which is not subject to unreasonable adverse environmental factors. It has also been determined that the available housing is within the financial means of the displacees and is fair housing open to all persons regardless of race, color, sex, religion or national origin and consistent with the requirements of Title VIII of the Civil Rights Act of 1968.

A commercial property inventory indicates there are at least six properties available in the subject area at this time. The business affected on alternate # 2 and alternate # 3 may not be able to relocate in the immediate area of their displacement resulting in termination of the operation. However, in order to assist the displaced business in relocating, the State will explore all possible sources of funding or other resources which may be available to a business. Sources, which 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 business. Appropriate measures will be taken to ensure the business to be displaced is fully aware of its benefits, entitlements, courses of action which are open to it, and any special provisions designed to encourage businesses to relocate within the same community.

It is estimated that there will be one low income displacee on alternate # 1, two on alternate # 2 and three on alternate # 3. Special attention will be given to these displacees to ensure that replacement housing can be obtained within their economic means. It is also estimated that there will be four minority residential displacees on alternate # 2. All displacees will be offered relocation assistance under provisions in the applicable FHWA regulations. At the time of displacement another inventory of available dwelling units in the area will be obtained and an analysis of the market made to ensure that there are dwellings adequate to meet the needs of all displacees. Also, special relocation advisory services and assistance will be administered commensurate with displacees' needs, when necessary. Examples of these include, but are not limited to, Housing of Last Resort as previously mentioned and consultation with local officials, social and federal agencies and community groups.

There are no other identified unusual conditions involved with this project.

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If the displacee is not satisfied with the amounts offered as relocation payments, they will be provided a form to assist in filing a formal appeal. A hearing will be arranged at a time and place convenient for the displacee, and the facts of the case will be promptly and carefully reviewed.

Relocation services will be provided until all persons are relocated or their relocation eligibility expires. The Relocation Office will have listings of available replacement housing and commercial properties. Information is also maintained concerning other Federal and State Programs offering assistance to displaced persons.

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Based on an aerial photograph it is estimated that the three alternates on the subject project could cause the following displacements and costs:

Alternate # 1

6 residential owners	\$150,000.00
1 personal property	<u>\$ 2,000.00</u>
	\$152,000.00
Services	<u>\$ 23,000.00</u>
Total	\$175,000.00

Alternate # 2

36 residential owners	\$ 900,000.00
6 residential tenants	\$ 60,000.00
1 business	\$ 20,000.00
64 personal properties	<u>\$ 26,000.00</u>
	\$1,006,000.00
Services	<u>\$ 150,000.00</u>
Total	\$1,156,000.00

Alternate # 3

7 residential owners	\$175,000.00
1 business	\$ 20,000.00
64 personal properties	<u>\$ 26,000.00</u>
	\$221,000.00
Services	<u>\$ 33,000.00</u>
Total	\$254,000.00

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The general characteristics of the displacees to be relocated are listed on the Conceptual Stage Inventory Record forms in the back of this report. The general characteristics have been determined by a visual inspection of the potential displacees by a Relocation Coordinator. The Relocation Coordinator utilizes past experiences and knowledge in making this determination.

An available housing inventory has been compiled and it indicates there are at least seventy-six dwellings available for sale and twenty-one dwellings available for rent at this time. A breakdown of the properties is as follows:

<u>PRICE RANGE</u> <u>(For Sale)</u>	<u>Number Of Units</u>
50,000 - 75,000	7
75,001 - 100,000	6
100,001 - 125,000	6
125,001 - 150,000	7
150,001 - 175,000	5
175,001 - 200,000	26
200,001 - 225,000	13
225,001 - 250,000	6
Total	<u>76</u>

<u>MONTHLY RENT</u> <u>(Not Including Utilities)</u>	<u>Number Of Units</u>
Under - \$475.00	0
\$475.00 - \$550.00	3
\$551.00 - \$650.00	2
\$651.00 - \$750.00	6
\$751.00 - \$850.00	3
\$851.00 - \$1,000.00	4
\$1,001.00 - \$1,400.00	3
Total	<u>21</u>

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

Alternate 1

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	2728 Old Wire Road	\$50,000.00 to \$60,000.00	20 to 30 years	W	N/A	None	2	55 to 65
Residential Owner	2883 Old Wire Road	\$40,000.00 to \$50,000.00	20 to 30 years	W	N/A	None	3	35 to 45
P. P.	2857 Old Wire Road	N/A	N/A	N/A	N/A	None	N/A	N/A
Residential Owner	2959 Old Wire Road	\$30,000.00 to \$40,000.00	5 to 10 yrs.	W	N/A	None	4	30 to 40
Residential Owner	3118 Old Wire Road	\$30,000.00 to \$40,000.00	15 to 20 yrs.	W	N/A	None	3	40 to 60
Residential Owner	3335 Old Wire Road	\$40,000.00 to \$50,000.00	10 to 15 yrs.	W	N/A	None	3	40 to 60
Residential Owner	4460 Hwy 264	\$40,000.00 to \$50,000.00	5 to 10 yrs.	W	N/A	None	4	30 to 40

Ark. RAS Form 1 2-8-05

All above properties are in Springdale, Arkansas.

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 2

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	1132 Remmington "A"	\$40,000.00 to \$50,000.00	1-5 years	Hisp	N/A	None	5	40-50
Residential Owner	1132 Remmington "B"	\$30,000.00 to \$40,000.00	1-5 years	Hisp	N/A	None	4	30-40
Residential Tenant	1146 Remmington "A"	\$30,000.00 to \$40,000.00	1-5 years	Hisp	N/A	None	3	30-40
Residential Tenant	1146 Remmington "B"	\$30,000.00 to \$40,000.00	1-5 years	Hisp	N/A	None	2	20-30
Residential Tenant	1160 Dove Loop "A"	\$30,000.00 to \$40,000.00	1-5 years	W	N/A	None	4	30-40
Residential Tenant	1160 Dove Loop "B"	\$40,000.00 to \$50,000.00	1-5 years	W	N/A	None	2	30-40
Residential Tenant	1186 Dove Loop "A"	\$40,000.00 to \$50,000.00	1-5 years	W	N/A	None	5	30-40
Residential Tenant	1186 Dove Loop "B"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	3	30-40
Residential Owner	1212 Dove Loop "A"	\$40,000.00 to \$50,000.00	1-5 years	W	N/A	None	4	40-50
Residential Owner	1212 Dove Loop "B"	\$40,000.00 to \$50,000.00	1-5 years	W	N/A	None	3	30-40
Residential Owner	1238 Dove Loop "A"	\$50,000.00 to \$60,000.00	2-6 years	W	N/A	None	4	30-40
Residential Owner	1238 Dove Loop "B"	\$40,000.00 to \$50,000.00	2-6 years	W	N/A	None	2	30-40
Residential Owner	1264 Dove Loop "A"	\$40,000.00 to \$50,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	1264 Dove Loop "B"	\$30,000.00 to \$40,000.00	1-5 years	W	N/A	None	1	30-40

**Ark. RAS Form 1 2-8-05**

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 2

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	1184 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1184 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	3	30-40
Residential Owner	1200 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	5	35-45
Residential Owner	1200 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1214 Homstead "A"	\$40,000.00 to \$50,000.00	1-5	W	N/A	None	2	30-40
Residential Owner	1214 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1250 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	5	30-40
Residential Owner	1190 Bo Lane "A"	\$60,000.00 to \$80,000.00	1-5	W	N/A	None	2	20-30
Residential Owner	1190 Bo Lane "B"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	2	50-60
Residential Owner	3416 Garrett Lane "A"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	4	30-40
Residential Owner	3416 Garrett Lane "B"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	5	30-40
Residential Owner	3392 Garrett Lane "A"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	3	20-30
Residential Owner	3392 Garrett Lane "B"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	5	30-40
Residential Owner	3368 Garrett Lane "A"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	5	30-40

**Ark. RAS Form 1 2-8-05**

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

Alternate 2

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	1165 Morgan Haley "A"	\$60,000.00 to \$80,000.00	1 year	W	N/A	None	4	30-40
Residential Owner	1165 Morgan Haley "B"	\$60,000.00 to \$80,000.00	1 year	W	N/A	None	4	30-40
Residential Owner	3369 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	3369 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	35-45
Residential Owner	3393 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	3393 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	40-50
Residential Owner	3415 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	3415 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	40-50
Residential Owner	1140 Terry Street "A"	\$40,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	1140 Terry Street "B"	\$40,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	20-30
Residential Owner	1154 Homstead "A"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	1154 Homstead "B"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	1168 Homstead "A"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	1168 Homstead "B"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 2

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	1184 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1184 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	3	30-40
Residential Owner	1200 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	5	35-45
Residential Owner	1200 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1214 Homstead "A"	\$40,000.00 to \$50,000.00	1-5	W	N/A	None	2	30-40
Residential Owner	1214 Homstead "B"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	4	30-40
Residential Owner	1250 Homstead "A"	\$50,000.00 to \$60,000.00	1-5	W	N/A	None	5	30-40
Residential Owner	1190 Bo Lane "A"	\$60,000.00 to \$80,000.00	1-5	W	N/A	None	2	20-30
Residential Owner	1190 Bo Lane "B"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	2	50-60
Residential Owner	3416 Garrett Lane "A"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	4	30-40
Residential Owner	3416 Garrett Lane "B"	\$60,000.00 to \$80,000.00	5-10	W	N/A	None	5	30-40
Residential Owner	3392 Garrett Lane "A"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	3	20-30
Residential Owner	3392 Garrett Lane "B"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	5	30-40
Residential Owner	3368 Garrett Lane "A"	\$50,000.00 to \$60,000.00	5-10	W	N/A	None	5	30-40

**Ark. RAS Form 1 2-8-05**

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

JOB NO. 012007

FAP NO. \_\_\_\_\_

Alternate 2

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business Status / Est. No. emp.	Vacant Structures	Number in Family	Age of Relocatee
Residential Owner	1165 Morgan Haley "A"	\$60,000.00 to \$80,000.00	1 year	W	N/A	None	4	30-40
Residential Owner	1165 Morgan Haley "B"	\$60,000.00 to \$80,000.00	1 year	W	N/A	None	4	30-40
Residential Owner	3369 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	3369 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	35-45
Residential Owner	3393 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	3393 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	40-50
Residential Owner	3415 Grayson Loop "A"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	3415 Grayson Loop "B"	\$60,000.00 to \$80,000.00	1-5 years	W	N/A	None	4	40-50
Residential Owner	1140 Terry Street "A"	\$40,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	1140 Terry Street "B"	\$40,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	20-30
Residential Owner	1154 Homstead "A"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	1154 Homstead "B"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	5	30-40
Residential Owner	1168 Homstead "A"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40
Residential Owner	1168 Homstead "B"	\$50,000.00 to \$60,000.00	1-5 years	W	N/A	None	4	30-40

Ark. RAS Form 1 2-8-05

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**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

JOB NO. 012007

FAP NO. \_\_\_\_\_

Alternate 2

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business Status / Est. No. emp.	Vacant Structures	Number in Family	Age of Relocatee
40 PP	Mini Storage Units 1403 E. Highway 264	N/A	N/A	N/A	N/A	None	N/A	N/A
24 PP	Mini Storage Units 1403 E. Highway 264	N/A	N/A	N/A	N/A	None	N/A	N/A
Business	1403 E. Highway 264	N/A	N/A	N/A	Mini Storage/ 2 employees	None	N/A	N/A

Ark. RAS Form 1 2-8-05  
All above properties are in Springdale, Arkansas.

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 3

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	2975 Jefferson	\$60,000.00 to \$70,000.00	25-30 yrs.	W	N/A	None	2	40-50
Residential Owner	916 Remmington St. "A"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	4-6	30-40
Residential Owner	916 Remmington St. "B"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	3	40-50
Residential Owner	3125 Jefferson St.	\$25,000.00 to \$35,000.00	20 yrs.	W	N/A	None	2	40-50
Residential Owner	3147 Jefferson St.	\$20,000.00 to \$30,000.00	10 yrs.	W	N/A	None	2	40-50
Residential Owner	921 Terry St. "A"	\$40,000.00 to \$50,000.00	1-5 yrs.	W	N/A	None	4	30-40
Residential Owner	921 Terry St. "B"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	4	30-40
40 P. P.	Mini Storage Units 1403 E. Hwy. 264	N/A	N/A	N/A	N/A	None	N/A	N/A
24 P. P.	Mini Storage Units 1403 E. Hwy. 264	N/A	N/A	N/A	N/A	None	N/A	N/A
Business	1403 E. Hwy. 264	N/A	N/A	N/A	Mini Storage/ 2 Employees	None	N/A	N/A

**Ark. RAS Form 1 2-8-05**

All above properties are in Springdale, Arkansas.

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 2

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
40 PP	Mini Storage Units 1403 E. Highway 264	N/A	N/A	N/A	N/A	None	N/A	N/A
24 PP	Mini Storage Units 1403 E. Highway 264	N/A	N/A	N/A	N/A	None	N/A	N/A
Business	1403 E. Highway 264	N/A	N/A	N/A	Mini Storage/ 2 employees	None	N/A	N/A

**Ark. RAS Form 1 2-8-05**  
 All above properties are in Springdale, Arkansas.

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**CONCEPTUAL STAGE INVENTORY RECORD**

**JOB NO.** 012007

**FAP NO.** \_\_\_\_\_

**Alternate** 3

<b>Occupant Status</b>	<b>Address of Structure</b>	<b>Income Level</b>	<b>Tenure of Family</b>	<b>Race</b>	<b>Business Status / Est. No. emp.</b>	<b>Vacant Structures</b>	<b>Number in Family</b>	<b>Age of Relocatee</b>
Residential Owner	2975 Jefferson	\$60,000.00 to \$70,000.00	25-30 yrs.	W	N/A	None	2	40-50
Residential Owner	916 Remmington St. "A"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	4-6	30-40
Residential Owner	916 Remmington St. "B"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	3	40-50
Residential Owner	3125 Jefferson St.	\$25,000.00 to \$35,000.00	20 yrs.	W	N/A	None	2	40-50
Residential Owner	3147 Jefferson St.	\$20,000.00 to \$30,000.00	10 yrs.	W	N/A	None	2	40-50
Residential Owner	921 Terry St. "A"	\$40,000.00 to \$50,000.00	1-5 yrs.	W	N/A	None	4	30-40
Residential Owner	921 Terry St. "B"	\$30,000.00 to \$40,000.00	1-5 yrs.	W	N/A	None	4	30-40
40 P. P.	Mini Storage Units 1403 E. Hwy. 264	N/A	N/A	N/A	N/A	None	N/A	N/A
24 P. P.	Mini Storage Units 1403 E. Hwy. 264	N/A	N/A	N/A	N/A	None	N/A	N/A
Business	1403 E. Hwy. 264	N/A	N/A	N/A	Mini Storage/ 2 Employees	None	N/A	N/A

**Ark. RAS Form 1 2-8-05**

All above properties are in Springdale, Arkansas.

## **Appendix E**

### **Native American Consultation**



Arkansas Division

August 17, 2008

700 West Capital Ave.  
Suite 3130  
Little Rock AR 72201

IN REPLY REFER TO  
AHTD Job # 040440 & 012007  
FAP # STP-9142(18) & 9399(8)  
Highway 265 (Fayetteville-  
Springdale)  
Washington & Benton Counties  
HDA-AR  
2500

Mr. Jim Gray, Principal Chief  
Osage Nation  
P.O. Box 779  
Pawhuska, OK 74056

Dear Chief Gray:

The Federal Highway Administration (FHWA), in cooperation with the Arkansas Highway and Transportation Department (AHTD) will prepare an Environmental Assessment (EA) on a proposal to improve Highway 265 in Benton and Washington Counties, Arkansas. Highway 265 is a north-south arterial that passes through portions of the cities of Fayetteville and Springdale, Arkansas. The AHTD's consultant, Parson Brinckerhoff, Quade & Douglas, with the assistance of Historic Preservation Associates, LLC, will be conducting comprehensive environmental and engineering studies and will prepare the necessary environmental documentation for this proposed highway facility. A map of the proposed study area is attached for your review.

The purpose of this study is to identify and evaluate alternatives for the improvements of Highway 265 between Highway 45 in Fayetteville and Highway 264 in Springdale. The area of Highway 265 between Robinson Avenue and Randall Wobbe Lane was previously widened to four lanes. This part of the roadway will be included in the study only with regard to existing and future traffic conditions.

The focus of the study will be the development of practical roadway cross-sections to provide the most economical, effective, and environmentally acceptable widening of Highway 265. The work will include conceptual engineering to a level that will allow the analysis of the feasibility, effectiveness, and potential environmental impacts of the improvements. The Arkansas State Historic Preservation Officer provided guidance regarding Native American Tribes with which consultation should be initiated. The purpose of initiating this consultation is to seek your assistance in determining whether resources to which you may attach religious and/or cultural significance may be affected by the proposed project.

We will keep you informed of the progress and welcome any comments, concerns, or input you might have regarding the proposed project. As always, your participation in the FHWA environmental decision-making process is greatly appreciated, and we look forward to consulting with you on this and other federal-aid highway projects. If you have any questions, comments, or wish to further discuss the project, please contact me or Mr. Randal Looney of my staff at (501) 324-5825.

Sincerely,  
  
Sandra L. Otto  
Division Administrator

cc: Ms. Carla Wilson, Osage Nation  
Mr. Anthony Whitson, Osage Nation  
Mr. Dan Flowers, AHTD







Arkansas Division

August 17, 2005

750 West Capitol Ave.  
Suite 3130  
Little Rock AR 72201

**IN REPLY REFER TO**  
AHTD Job # G40440 & 012007  
FAP # STP-9142(19) & 9388(8)  
Highway 265 (Fayetteville-  
Springdale)  
Washington & Benton Counties  
HQA-AR  
2500

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

Dear Mr. Cast:

The Federal Highway Administration (FHWA), in cooperation with the Arkansas Highway and Transportation Department (AHTD) will prepare an Environmental Assessment (EA) on a proposal to improve Highway 265 in Benton and Washington Counties, Arkansas. Highway 265 is a north-south arterial that passes through portions of the cities of Fayetteville and Springdale, Arkansas. The AHTD's consultant, Parson Brinckerhoff, Quade & Douglas, with the assistance of Historic Preservation Associates, LLC, will be conducting comprehensive environmental and engineering studies and will prepare the necessary environmental documentation for this proposed highway facility. A map of the proposed study area is attached for your review.

The purpose of this study is to identify and evaluate alternatives for the improvements of Highway 265 between Highway 45 in Fayetteville and Highway 264 in Springdale. The area of Highway 265 between Robinson Avenue and Randall Webbe Lane was previously widened to four lanes. This part of the roadway will be included in the study only with regard to existing and future traffic conditions.

The focus of the study will be the development of practical roadway cross-sections to provide the most economical, effective, and environmentally acceptable widening of Highway 265. The work will include conceptual engineering to a level that will allow the analysis of the feasibility, effectiveness, and potential environmental impacts of the improvements. The Arkansas State Historic Preservation Officer provided guidance regarding Native American Tribes with which consultation should be initiated. The purpose of initiating this consultation is to seek your assistance in determining whether resources to which you may attach religious and/or cultural significance may be affected by the proposed project.

We will keep you informed of the progress and welcome any comments, concerns, or input you might have regarding the proposed project. As always, your participation in the FHWA environmental decision-making process is greatly appreciated, and we look forward to consulting with you on this and other federal-aid highway projects. If you have any questions, comments, or wish to further discuss the project, please contact me or Mr. Randal Looney of my staff at (501) 324-5625.

Sincerely



Randal Looney  
Environmental Specialist

cc: Mr. Dan Flowers, AHTD





Arkansas Division

August 17, 2005

700 West Capital Ave.  
Suite 3130  
Little Rock AR 72201

IN REPLY REFER TO  
AHTD Job # 040440 & 012007  
FAP # STP-0142(18) & 9099(8)  
Highway 265 (Fayetteville-  
Springdale)  
Washington & Benton Counties  
HDA.AR  
2500

Mr. John Berry, Tribal Chairman  
Quapaw Tribe of Oklahoma  
5681 S 630 Rd., Quapaw, OK 74354  
P. O. Box 765  
Quapaw, OK 74363

Dear Chairman Berry:

The Federal Highway Administration (FHWA), in cooperation with the Arkansas Highway and Transportation Department (AHTD) will prepare an Environmental Assessment (EA) on a proposal to improve Highway 265 in Benton and Washington Counties, Arkansas. Highway 265 is a north-south arterial that passes through portions of the cities of Fayetteville and Springdale, Arkansas. The AHTD's consultant, Parson Brinckerhoff, Quade & Douglas, with the assistance of Historic Preservation Associates, LLC, will be conducting comprehensive environmental and engineering studies and will prepare the necessary environmental documentation for this proposed highway facility. A map of the proposed study area is attached for your review.

The purpose of this study is to identify and evaluate alternatives for the improvements of Highway 265 between Highway 48 in Fayetteville and Highway 294 in Springdale. The area of Highway 265 between Robinson Avenue and Randall Wobbe Lane was previously widened to four lanes. This part of the roadway will be included in the study only with regard to existing and future traffic conditions.

The focus of the study will be the development of practical roadway cross-sections to provide the most economical, effective, and environmentally acceptable widening of Highway 265. The work will include conceptual engineering to a level that will allow the analysis of the feasibility, effectiveness, and potential environmental impacts of the improvements. The Arkansas State Historic Preservation Officer provided guidance regarding Native American Tribes with which consultation should be initiated. The purpose of initiating this consultation is to seek your assistance in determining whether resources to which you may attach religious and/or cultural significance may be affected by the proposed project.

We will keep you informed of the progress and welcome any comments, concerns, or input you might have regarding the proposed project. As always, your participation in the FHWA environmental decision-making process is greatly appreciated, and we look forward to consulting with you on this and other federal-aid highway projects. If you have any questions, comments, or wish to further discuss the project, please contact me or Mr. Randal Looney of my staff at (501) 324-5525.

Sincerely,

Sandra L. Otis  
Division Administrator

cc: Ms. Carrie Wilson  
Mr. Dan Flowers, AHTD





Arkansas Division

August 17, 2006

700 West Capital Ave.  
Suite 3130  
Little Rock AR 72201

**IN REPLY REFER TO**  
AHTD Job # 040440 & 012007  
FAP # STP-0142(18) & 0399(0)  
Highway 265 (Fayetteville-  
Springdale)  
Washington & Benton Counties  
HDA-AR  
2500

Mr. George Wickliffe, Chief  
United Keelwah Band of Cherokee Indians of Oklahoma  
P.O. Box 746  
Tahlequah, OK 74465

Dear Chief Wickliffe:

The Federal Highway Administration (FHWA), in cooperation with the Arkansas Highway and Transportation Department (AHTD) will prepare an Environmental Assessment (EA) on a proposal to improve Highway 265 in Benton and Washington Counties, Arkansas. Highway 265 is a north-south arterial that passes through portions of the cities of Fayetteville and Springdale, Arkansas. The AHTD's consultant, Parson Brinckerhoff, Quade & Douglas, with the assistance of Historic Preservation Associates, LLC, will be conducting comprehensive environmental and engineering studies and will prepare the necessary environmental documentation for this proposed highway facility. A map of the proposed study area is attached for your review.

The purpose of this study is to identify and evaluate alternatives for the improvements of Highway 265 between Highway 45 in Fayetteville and Highway 264 in Springdale. The area of Highway 265 between Robinson Avenue and Randal Webb Lane was previously widened to four lanes. This part of the roadway will be included in the study only with regard to existing and future traffic conditions.

The focus of the study will be the development of practical roadway cross-sections to provide the most economical, effective, and environmentally acceptable widening of Highway 265. The work will include conceptual engineering to a level that will allow the analysis of the feasibility, effectiveness, and potential environmental impacts of the improvements. The Arkansas State Historic Preservation Officer provided guidance regarding Native American Tribes with which consultation should be initiated. The purpose of initiating this consultation is to seek your assistance in determining whether resources to which you may attach religious and/or cultural significance may be affected by the proposed project.

We will keep you informed of the progress and welcome any comments, concerns, or input you might have regarding the proposed project. As always, your participation in the FHWA environmental decision-making process is greatly appreciated, and we look forward to consulting with you on this and other federal-aid highway projects. If you have any questions, comments, or wish to further discuss the project, please contact me or Mr. Randal Looney of my staff at (501) 324-5626.

Sincerely,  
  
Sandra L. Otto  
Division Administrator

cc: Ms. Lisa Lingo-Stopp  
Mr. Dan Flowers, AHTD





Arkansas Division

August 17, 2005

700 West Capital Ave.  
Suite 3130  
Little Rock AR 72201

**IN REPLY REFER TO**  
AHTD Job # 040440 & 012007  
FAP # STP-0142(19) & 0390(8)  
Highway 265 (Fayetteville-  
Springdale)  
Washington & Benton Counties  
HQA-AR  
2560

Mr. Chad Smith, Principal Chief  
Cherokee Nation of Oklahoma  
P.O. Box 948  
Tahlequah, OK 74485

Dear Chief Smith:

The Federal Highway Administration (FHWA), in cooperation with the Arkansas Highway and Transportation Department (AHTD) will prepare an Environmental Assessment (EA) on a proposal to improve Highway 265 in Benton and Washington Counties, Arkansas. Highway 265 is a north-south arterial that passes through portions of the cities of Fayetteville and Springdale, Arkansas. The AHTD's consultant, Parson Brinckerhoff, Quade & Douglas, with the assistance of Historic Preservation Associates, L.L.C. will be conducting comprehensive environmental and engineering studies and will prepare the necessary environmental documentation for this proposed highway facility. A map of the proposed study area is attached for your review.

The purpose of this study is to identify and evaluate alternatives for the improvements of Highway 265 between Highway 45 in Fayetteville and Highway 264 in Springdale. The area of Highway 265 between Robinson Avenue and Randal Webbe Lane was previously widened to four lanes. This part of the roadway will be included in the study only with regard to existing and future traffic conditions.

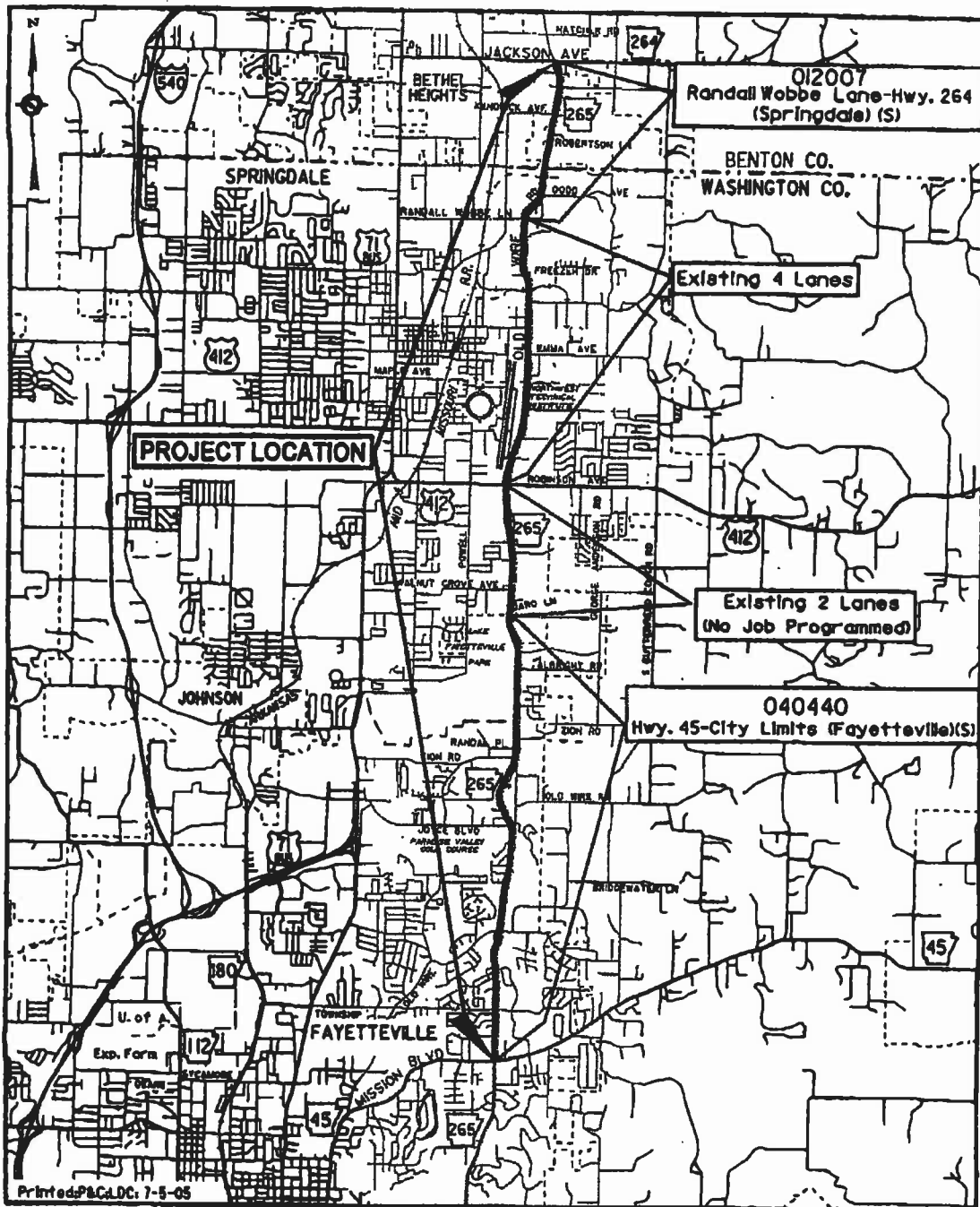
The focus of the study will be the development of practical roadway cross-sections to provide the most economical, effective, and environmentally acceptable widening of Highway 265. The work will include conceptual engineering to a level that will allow the analysis of the feasibility, effectiveness, and potential environmental impacts of the improvements. The Arkansas State Historic Preservation Officer provided guidance regarding Native American Tribes with which consultation should be initiated. The purpose of initiating this consultation is to seek your assistance in determining whether resources to which you may attach religious and/or cultural significance may be affected by the proposed project.

We will keep you informed of the progress and welcome any comments, concerns, or input you might have regarding the proposed project. As always, your participation in the FHWA environmental decision-making process is greatly appreciated, and we look forward to consulting with you on this and other federal-aid highway projects. If you have any questions, comments, or wish to further discuss the project, please contact me or Mr. Randal Looney of my staff at (501) 324-5635.

Sincerely,  
  
Sandra L. Otis  
Division Administrator

cc: Dr. Richard Allen  
Mr. Don Flowers, AHTD





**Job 012031**  
**Hwy. 265, Secs. 2 and 3**

## **Appendix F**

### **Location Public Hearing Summary**

## LOCATION PUBLIC HEARING SYNOPSIS

Job Number 012007  
Highway 265 Improvements  
Randall Wobbe Lane – Highway 264  
Washington County  
August 9, 2007

### LOCAL OFFICIALS' MEETING

A meeting was held for Local Officials for this portion of the proposed Highway 265 Improvements project at the Northwest Arkansas Regional Planning Commission in Springdale from 1:00 to 2:00 p.m. on May 9, 2007.

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

- Preliminary design of the proposed project at a scale of 1 inch equals 100 feet.
- One Visual Simulation display of Alternative H-1.
- One Visual Simulation display of Alternative H-2.
- One display of the proposed cross-sections.
- One display of the project location.

Handouts for the local officials included a comment sheet and a small-scale location map illustrating the Highway 265 Improvements. Copies of these are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting (including AHTD and consultant staff)	14
Comments received	1*

\*Comment provided in a letter from the City of Bethel Heights

*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.*

The following comments were received after the public officials meeting:

The City of Bethel Heights believes the boulevard design would be costly to maintain and would create inconvenience for residents and businesses.

The City of Bethel Heights favors the five-lane highway cross-section.

- The City of Bethel Heights favors the addition of bike lanes to make safer roads for cyclists.
- The City of Bethel Heights does not support the New Location Alternative.
- The New Location Alternative would bisect a commercial district that houses the Ozark Food Bank.
- Northwest Arkansas Regional Planning Commission states a preference for the boulevard design and would like bike lanes included in the design

### **PUBLIC HEARING**

An open forum Location Public Hearing for this portion of the proposed Highway 265 Improvements project was held at the Bayyari Elementary School in Springdale from 4:00 to 7:00 p.m. on May 10, 2007. Media news releases, flyers, and notices mailed to the project mailing list/local property owners were utilized to inform the public of the meeting. Special efforts to involve minorities in the meeting included:

- Legal Ads placed in the Noticias Libres on April 19, 2007
- Legal Ads placed in the Arkansas Democrat Gazette on April 7, 2007
- Display advertisement placed in both the Arkansas Democrat Gazette and the Morning News on April 29, 2007 and May 6, 2007
- Display advertisement placed in the Noticias Libres on May 2, 2007 and May 9, 2007
- Display advertisement placed in the La Prensa on April 26, 2007 and May 3, 2007

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

- Preliminary design of the proposed project at a scale of 1 inch equals 100 feet
- Visual Simulation photograph display of Alternative H-1
- Visual Simulation photograph display of Alternative H-2
- Display of the proposed cross-sections  
One display of the project location

Handouts for the public included a comment sheet and a small-scale location map illustrating the Highway 265 Improvements. Copies of these are attached.

Table 3 describes the results of the public participation at the meeting.



<b>TABLE 3</b>	
<b>Public Participation</b>	<b>Totals</b>
Attendance at meeting (including AHTD staff)	52
Comments received	24

*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 4.

<b>TABLE 4</b>	
<b>Survey Questions</b>	<b>Totals</b>
In support of Improve Existing Alternative	12
In support of New Location Alternative	8

Comments concerning issues associated with the proposed project were as follows:

- 9 comments support the 5-lane cross section (Alternative H-1)
- 2 comments support the grass median cross section (Alternative H-2)
- An existing 24-inch water transmission main is located in the southbound lane from the Tank Farm south to just south of Dodd Road
- An existing 24-inch water line is also located north in the road and existing right of way from Tank Farm to Highway 264
- An existing 36-inch transmission is located from Tank Farm south to Kendrick, where it turns west down Kendrick
- A 48-inch water main is proposed to run north from Tank Farm to Highway 264 and Lowell
- A median would be too expensive and slow to build
- Concern about the safety of the intersection of Highway 265 and Highway 264
- Highway 265 north of Highway 265 needs an extra turn lane
- New Location Alternative will cause traffic problems due to the need for additional signals along the route
- Concern is expressed that the City of Bethel Heights was not involved in the decision making process.

**Job Number 012007- Location Public Hearing Synopsis**

**August 9, 2007**

**Page 4 of 4**

- **A request is made for meetings to be held in Bethel Heights**
- **There is no need to expand Highway 265 to a 5-lane highway**
- **The New Location Alternative would displace too many residential and business properties**
- **Need a traffic light at Dodd Road**
- **Improving existing Highway 265 would impact the historical integrity of the Fitzgerald Station**
- **Concern is expressed that if the project is built with a center median, it will need to be removed at a later date to create a center turn lane**
- **The 5-lane cross section would be easier and safer for local law enforcers, the fire department, and emergency vehicles**
- **A light is imperative at Randall Wobbe Lane and Highway 265**
- **The septic system at 3657 Old Wire Road is between the house and the road; due to terrain, there is no other location available**
- **Improving existing Highway 265 would impact business parking at 2530 Old Wire Road**
- **Bicycle lanes should not be present on a truck route**

**Attachments: Blank English comment form**

**Blank Spanish comment form**

**Public Hearing Welcome packet**

**Small-scale project location handout**

**Small-scale Alternative H-1 Visual Simulation display**

**Small-scale Alternative H-2 Visual Simulation display**

**Small-scale cross section display**

**Small-scale project impact display**

**RR:mo**

RJ DJ  
BP BP





# **WELCOME**

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)  
LOCATION PUBLIC HEARING**

**HIGHWAY 265 IMPROVEMENTS  
SPRINGDALE, ARKANSAS**

**MAY 10, 2007**

## **HOW THIS HEARING WORKS**

- Please sign in at the registration table and take a copy of the handout materials.
- Review the maps and other exhibits to learn more about the project.
- Ask questions of the Project Team members who are identified by name badges.
- If you wish to make an oral statement, an AHTD employee will be at the recording station to record your comment.
- Written statements may be submitted with the comment form, which may be left either at the drop box on the registration table or mailed by Friday, May 25, 2007 to: Arkansas State Highway and Transportation Department, Environmental Division, P.O. Box 2261, Little Rock, Arkansas 72203

**Thank you for your attendance and participation.**

### **Remember**

**Your comments must be submitted in writing or recorded on tape to be considered part of the official record of this public hearing.**

## **Background Information**

This packet has been prepared to provide general information about the project and its potential impacts. Information has been included pertaining to the proposed design, environmental impacts and right of way. Additional information on each of these topics is available at the hearing or by contacting the Arkansas State Highway and Transportation Department (AHTD).

The AHTD holds public hearings to ensure that highway locations and designs are consistent with the highest possible goals and objectives. One of the primary objectives of this hearing is to provide a medium of free and open discussion that will hopefully result in the resolution of any problems or controversial issues. In order to accomplish this goal, we must have your cooperation and participation. The Department hopes to make you familiar with the proposed location and design and give you an opportunity to express your opinions.

Over the years, the state, federal and local governments have worked closely together in the building of our highways and in the overall improvement of our transportation system. The federal government is concerned about providing a modern transportation system to serve the nation as a whole, and, of course, your State Highway Commission is working to provide the best possible system of highways for the citizens of Arkansas.

These interests have resulted in a closely coordinated effort between the Federal Highway Administration, the AHTD, and local governments. However, this joint involvement in projects is more than just a funding arrangement. The location and design to be proposed by the Department is subject to the approval of the Federal Highway Administration. All policies, procedures, and activities involved in the proposed project must comply with all federal and state laws and regulations.

Your comments, either written or oral, are encouraged. Oral comments will only be accepted at the hearing, but written statements may be submitted at the hearing or delivered to the AHTD Environmental Division office by Friday, May 25, 2007.

The address is:      Arkansas State Highway and Transportation Department  
                                 Environmental Division  
                                 P.O. Box 2261  
                                 Little Rock, Arkansas 72203  
                                 Telephone: 501-569-2281

## **General Project Description**

The Arkansas State Highway and Transportation Department (AHTD), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to the existing Highway 265 in Northwest Arkansas. The need for these improvements has been created by the economic growth in the area over the past decade. This growth has led to rapid expansion in land development and traffic congestion. Highway 265 is one of only four continuous north-south thoroughfares that serve both commercial and commuter traffic in the Washington County/Benton County region. The project need is based on high traffic volumes along Highway 265. Area growth and development will generate demand for improved transportation facilities. The major objective of the proposed improvements is to provide additional traffic capacity to serve projected traffic needs

One of the improvement projects that has been programmed by AHTD is the portion of Highway 265 between Randall Wobbe Lane and the Springdale Northern Bypass. In this segment of the highway, the roadway narrows to one through lane in each direction with no left-turn lane. Without the proposed improvements, projected future traffic volumes would create major congestion problems in this area.

A Highway 265 improvement project has been programmed by AHTD between Randall Wobbe Lane and the proposed Springdale Northern Bypass. Two alignment alternatives have been identified. The Improve Existing Alternative proposes to widen the existing highway to four travel lanes with either a continuous center turn lane or a raised median with left-turn bays at selected locations. The New Location Alternative proposes highway on new location with four travel lanes and either a continuous center turn lane or a raised median with left-turn lanes at selected locations.

## **Right of Way Acquisition**

The acquisition of right of way involves the property owners being contacted by individuals from the AHTD Right of Way Division, who may include appraisers, negotiators, closing agents and possibly property managers.

The initial step in the acquisition process is the property valuation. Once the valuation is prepared, reviewed and approved, a negotiator will contact the property owner either by mail or in person to begin the negotiation process. If negotiations are successful, a Contract to Sell is executed and submitted for payment. Once the AHTD completes the title opinion and the deed is prepared, a closing agent will be in touch to have the deed signed and to deliver the check. At this time, the state will take possession of the property.

For those cases where efforts to negotiate are unsuccessful, the tract is submitted to the AHTD Legal Division to file condemnation. The appraisal amount is deposited in the court, and the landowner may withdraw the funds placed on deposit without affecting their right to claim additional compensation.

No one will be required to surrender possession of their property or improvement until just compensation has been made. A detailed policy and procedure brochure is available at the Right of Way table at the public hearing, or through the AHTD Right of Way Division.

## **Relocation Assistance Program**

The relocation assistance program is intended to help offset expenses incurred by those who are displaced by federally aided highway projects. This program provides advisory assistance and payments to help offset those expenses.

No one can be made to move without at least ninety (90) days advance written notice. Comparable replacement housing will be made available to all residential displaces (built if necessary) before construction begins on the project. This housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex, or national origin.

Relocation assistance, which is separate from the compensation a person receives for real estate, comes in two basic forms – physical assistance and monetary assistance. In order to be eligible for relocation assistance and compensation, a person must be in occupancy at the initiation of negotiations for the property. The type of relocation payments one is eligible for depends on the type of displacee (i.e., owner, renter, etc.).

Relocation assistance and payments will be provided until all displacees have been relocated from the project. If a person is not satisfied and the amount offered as relocation compensation, an appeal may be filed and the case will be promptly heard and carefully reviewed by an AHTD Appeals Officer.

Relocation assistance brochures explaining each payment and each eligibility requirement in detail are available at the Right of Way table at this hearing.

## **Environmental**

An Environmental Assessment (EA) for the proposed project was prepared in accordance with the National Environmental Policy Act (NEPA), the guidelines of the Federal Highway Administration (FHWA) and the requirements of the Arkansas State Highway and Transportation Department (AHTD). This document identifies and evaluates the potential social, economic, and environmental impacts that could be caused by the project.

Impacts to the natural, economic, or social environment will vary depending on which alignment alternative is selected for construction. Impacts may be created with regard to right of way acquisition, relocation of residences and business, and noise impacts to adjoining properties. The Improve Existing Alternative would require an additional 16 acres for right of way acquisition, five residential relocations, one business relocation, and noise impacts to 11 properties. The New Location Alternative would require an additional 29 acres for right of way acquisition, 16 residential relocations, one business relocation, and noise impacts to 13 properties. Neither alternative would impact public recreational properties, environmental justice populations, threatened and endangered species, or cultural resources.

A detailed evaluation and description of the potential impacts is included in the Environmental Assessment document.

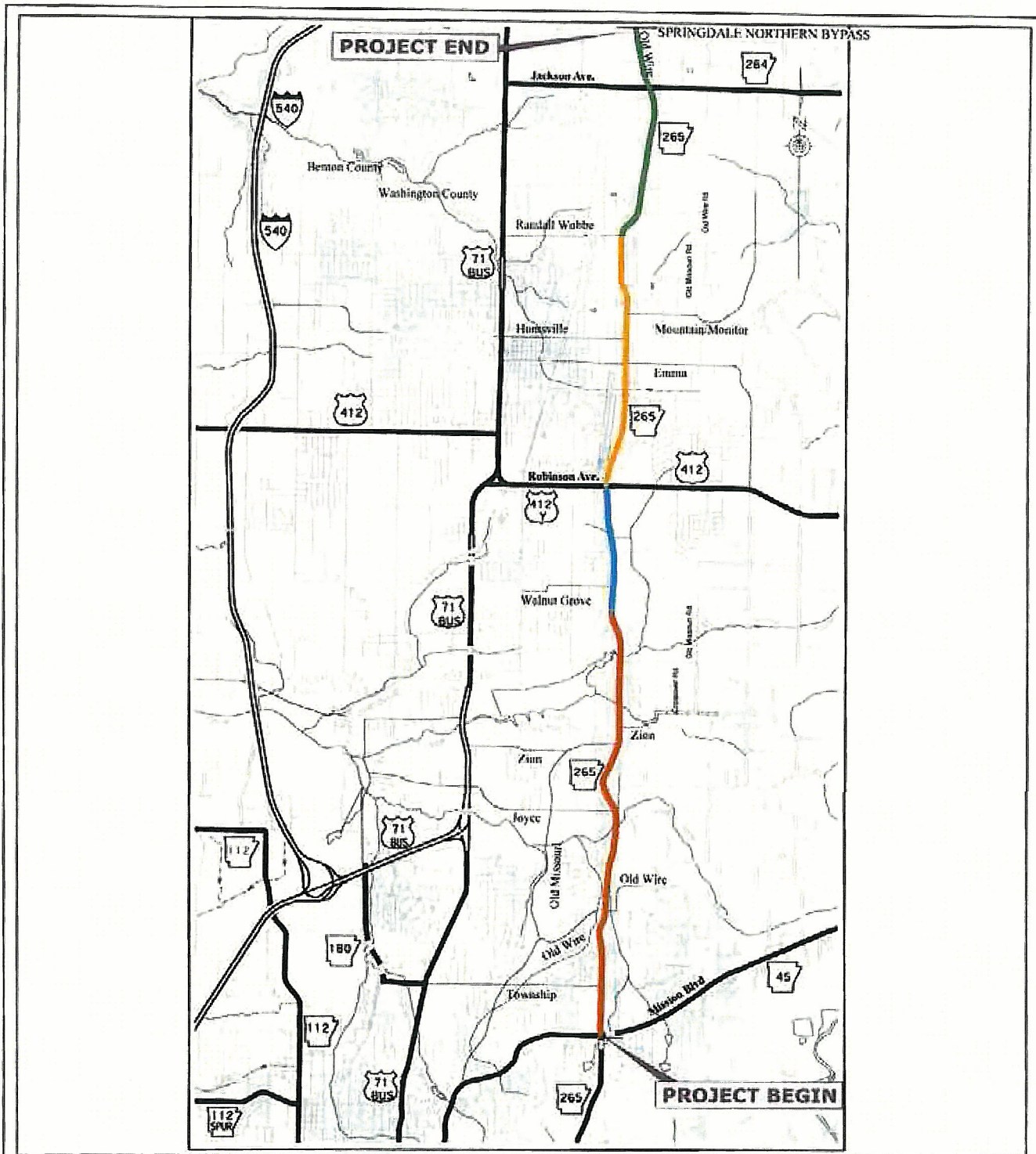


## **Conclusion**

The plans presented at this hearing are preliminary and represent the preliminary conclusions that have been reached to date by the Arkansas State Highway and Transportation Department (AHTD). The Department is sensitive to the concerns of the citizenry. Final plans will not be developed until after comments from this public hearing are received and an evaluation of all project impacts can be completed.

The AHTD needs your input. Please take the time to look over the information being presented and give your opinion, either tape-recorded or in writing. Comments will be taken at the hearing or can be mailed to the address on the comment form. All comments must be received by Friday, May 25, 2007 to be considered as part of the public hearing documentation.

Your attendance and participation in this hearing is greatly appreciated.



**LEGEND**

- Randall Wobbe Lane to Springdale Northern Bypass (Programmed Job # 012007)
- Highway 412 to Randal Wobbe Lane (No Job Programmed – Existing Four Lanes)
- Fayetteville City Limits (Ivey Lane) to Highway 412 (Programmed in Current STIP – Existing Two Lanes)
- Highway 45 to Fayetteville City Limits (Ivey Lane) (Programmed Job # 040440)



*Highway 265 Improvements*

**Figure 1-2  
Highway 265 Projects**





**Existing Condition**



**Alternative H-1**

*Highway 265 Improvements*



**Figure 3-7**

**Visual Simulation - Fitzgerald Station**





**Existing Condition**



**Alternative H-2**

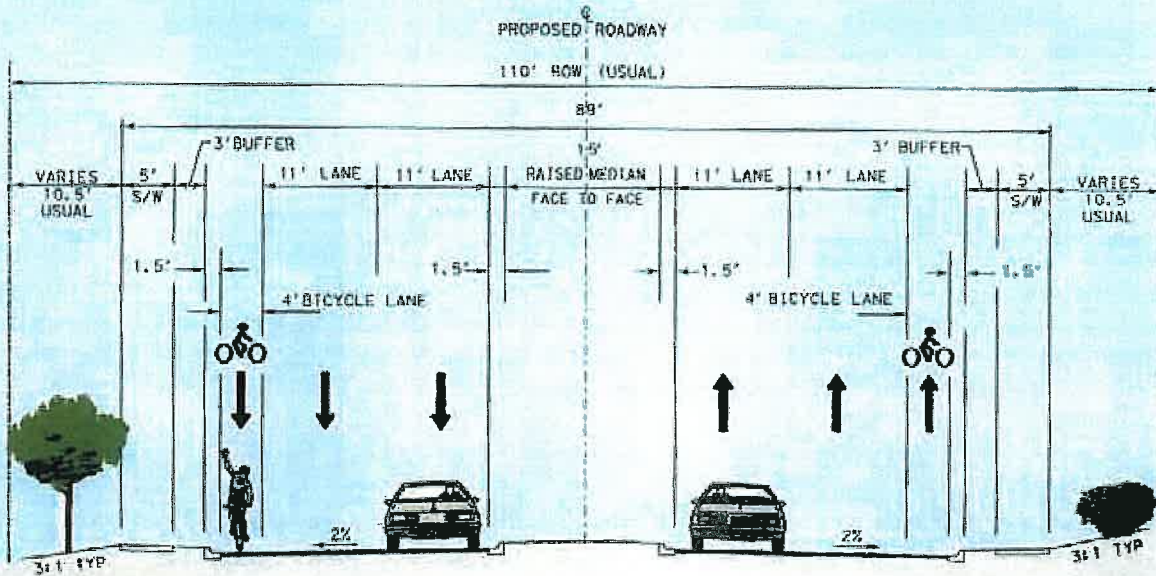
*Highway 265 Improvements*



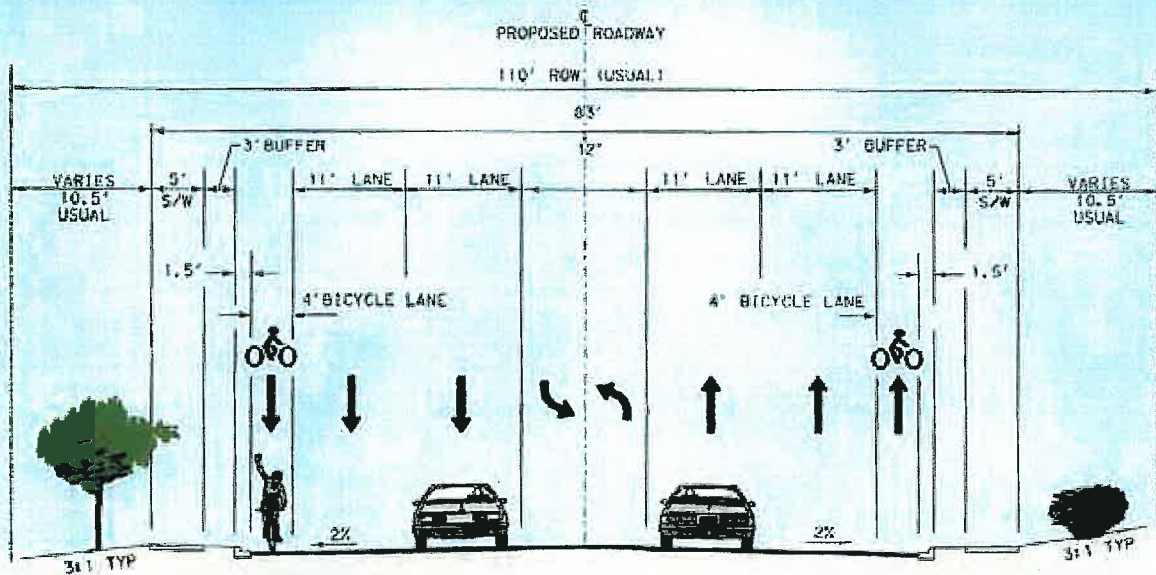
**Visual Simulation – North of Fitzgerald Station**



### ALTERNATIVE H-1



### ALTERNATIVE H-2



Highway 265 Improvements

Figure 2-1  
Build Typical Sections - Alternatives H-1 and H-2

## Estimated Impacts

### Randal Wobbe Lane to Springdale Northern Bypass

Impact Category	No-Build	Improve Existing	New Location
4(f) Property	No Impacts	No Impacts	No Impacts
Environmental Justice	No Impacts	No Impacts	No Impacts
Right of Way	No Impacts	16 additional acres	29 additional acres
Relocation	None	5 residential 1 business	16 residential 1 business
Noise	Increased impacts as traffic volumes increase	11 receptors	13 receptors
Floodplains	No impacts	No impacts	Portion of project located in floodplain
Water Crossings	No impacts	One water crossing; 0.01 acre	One water crossing; 0.03 acre
Threatened & Endangered Species	No impacts	No impacts	No impacts
Cultural Resources	No impacts	No impacts	No impacts

## **Appendix G**

### **Trail of Tears Consultation**

**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**

**June 2, 2008**

**Mr. Aaron Marr  
NPS Long Distance Trails Group – Santa Fe  
P.O. Box 728  
Santa Fe, New Mexico 87504-0728**

**RE: Job Number 012007  
Randall Wobbe Lane – Hwy. 264  
(Springdale)  
Benton & Washington Counties**

**Dear Mr. Marr:**

**The Arkansas State Highway and Transportation Department is preparing environmental documentation on a proposed project to improve approximately 1.55 miles (2.5 Kilometers) Highway 265 between Randall Wobbe Lane and Highway 264 (see attached location map).**

**The project will cross the Northern Route of the Trail of Tears and will also pass by Fitzgerald Station which is currently being evaluated for Trail of Tears Site Certification. Even though the exact route of the trail in the project area has not been verified, most researchers believe that the trail was located in the vicinity of State Highway 265. The project proposes three alternatives for the construction of five lanes for Highway 265 in this area with all alternatives crossing this segment of the trail.**



Page 2 of 2  
June 2, 2008  
RE: Job Number 012007

A records check of the Arkansas Archeological Survey's site files and the site files on record at the Arkansas Historic Preservation Program revealed only the Fitzgerald Station historic site associated with the Trail of Tears in the project area. Potential impacts to the Fitzgerald Station site were avoided during the process of designing the three alternatives. There are no interpretive, signs, sights or pullouts identifying the trail within the project area.

A windshield survey of the project area revealed that State Highway 265 is heavily developed and the chance for finding any type of associated archeological resources here are slim. It probably bears little resemblance to the route taken by the Cherokee in 1838-1839.

At this point in the planning process, it appears that the proposed project will have a negligible impact to the trail; however, once a final alternative has been selected, an intensive cultural resources survey is planned for all property within the project right of way. We will pay particular attention to any sites or old roadbeds that could possibly be associated with the trail and will keep you posted as the project proceeds.

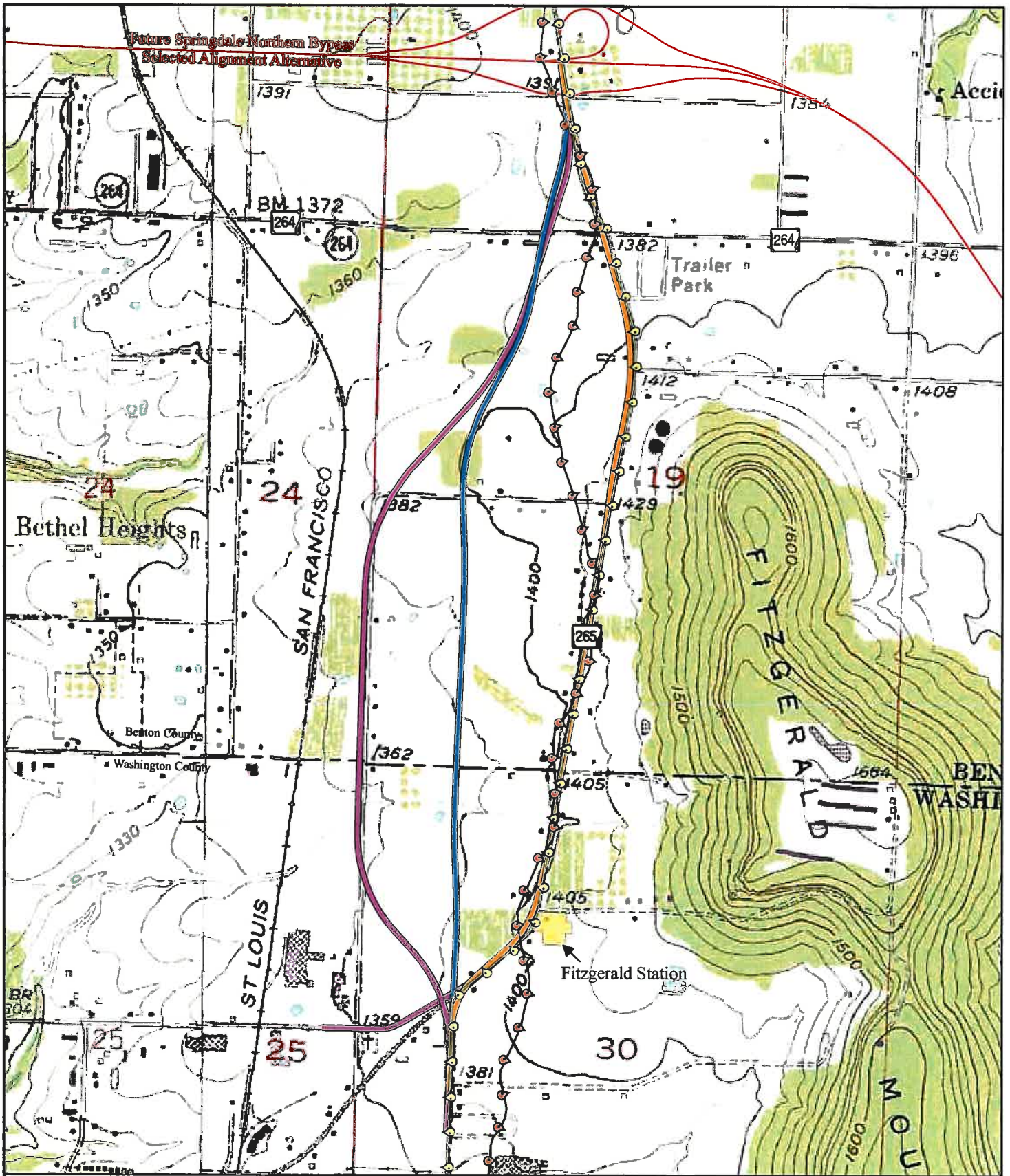
Please review the attached information and notify us of any constraints or concerns that you may have regarding this undertaking. This will help us to identify any problem areas before the design process is finalized. If additional information is needed, please contact Robert Scoggin of my staff at 569-2077.

Sincerely,

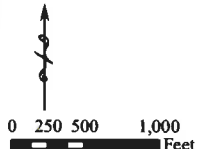


Lynn P. Malbrough  
Division Head  
Environmental Division

LPM:RS:pb









Future Springdale Northern Bypass  
Selected Alignment Alternative



AHTD Environmental GIS - Dudley  
January 7, 2008

Project Location  
Job 012007  
Randall Wobbe Lane-Hwy. 264  
(Springdale)  
Hwy. 265

-  Alternative 1
-  Alternative 2
-  Alternative 3
-  1837 GLO Road
-  National Park Service
-  Trail of Tears Northern Route

Sonora 1980; Springdale 1982

# 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, Arkansas 72203-2261  
Telefax (501) 569-2400  
[www.arkansashighways.com](http://www.arkansashighways.com)

June 12, 2017

Ms. M. Elaine Edwards  
Chief, Regulatory Division  
Little Rock District Corps of Engineers  
P.O. Box 867  
Little Rock, AR 72203-0867

RE: AHTD Job Number 012007  
Randall Wobbe Lane – Hwy. 264  
(Springdale) (S)  
Benton and Washington Counties

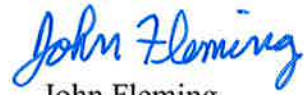
Dear Ms. Edwards:

Enclosed are the approved Environmental Assessment, supporting illustrations, and proposed construction plans for the referenced AHTD project. This project appears to meet the requirements of the Nationwide Permit 14 for Linear Transportation Crossings. This project will relocate approximately 2 miles of Highway 265, which will consist of five lanes with curb and gutter with bike lanes. Construction of this project will require the construction of a new quintuplet box culvert on an unnamed tributary of Spring Creek (intermittent stream). Impacts for the construction of the new box culvert are estimated at less than 0.1 acre of waters of the United States. The proposed project will not impact Federal or State lands, National or State wild or scenic rivers, or Extraordinary Resource/Ecologically Sensitive water bodies. The AHTD must design all projects to comply with FEMA-approved regulatory floodplain ordinances.

Please review this project for concurrence that construction can proceed under terms of a Nationwide Permit 14. If additional information is required, please contact Clint Hutcheson or Josh Seagraves of my staff at 569-2282.

Job Number 012007  
Nationwide Permit 14 Cover Letter  
Page 2 of 2

Sincerely,

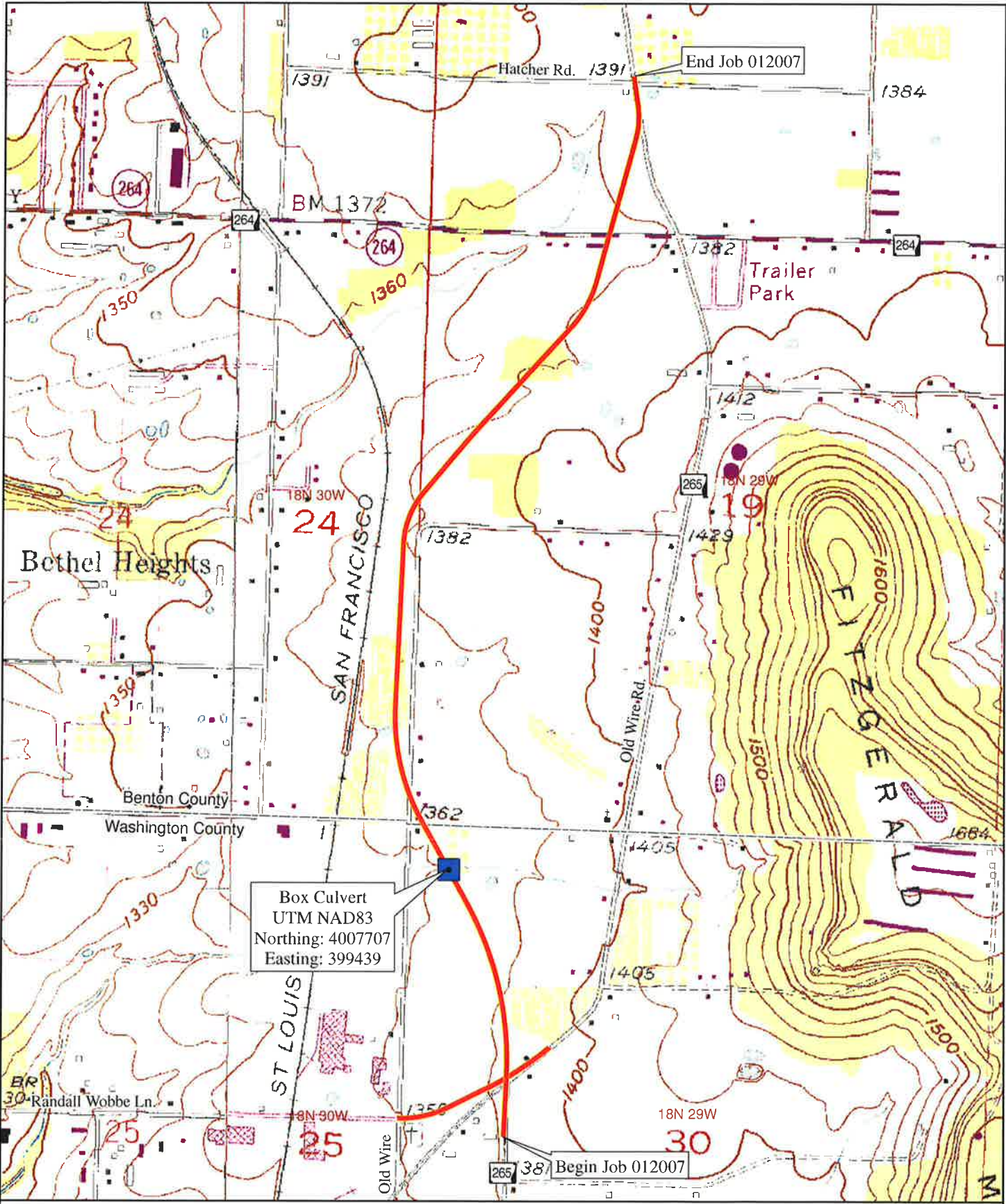


John Fleming  
Division Head  
Environmental Division

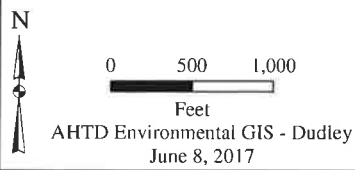
Enclosures  
Supporting Illustrations  
Proposed Construction Plans

JF:JS:CH:ym





Box Culvert  
 UTM NAD83  
 Northing: 4007707  
 Easting: 399439



Job 012007  
 Randall Wobbe Lane - Hwy. 264  
 (Springdale) (Hwy. 265)  
 Benton and Washington Counties

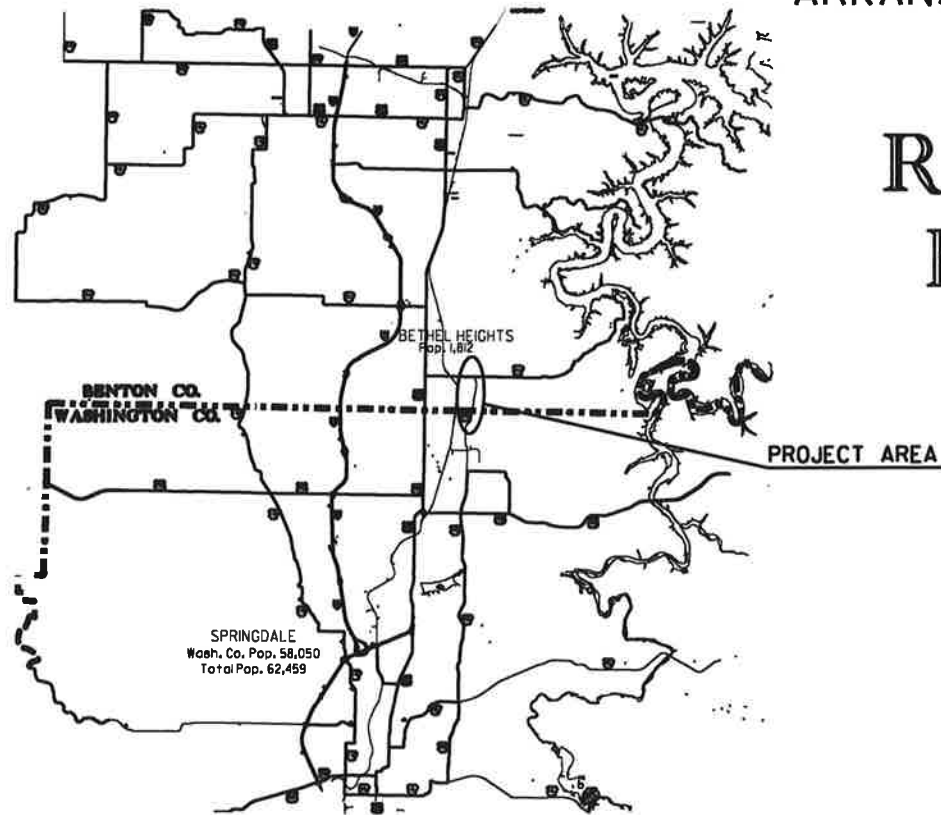
-  Box Culvert
-  Project Location

USGS Topographic Maps:  
 Sonora 1980

"A PARTIAL CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012007		
② RANDALL WOBBE LANE - HWY. 264 (SPRINGDALE)								



VICINITY MAP

# RANDALL WOBBE LANE - HWY. 264 (SPRINGDALE)(S)

BENTON & WASHINGTON COUNTIES

ROUTE 265 SECTIONS 2&3

FEDERAL AID PROJ.

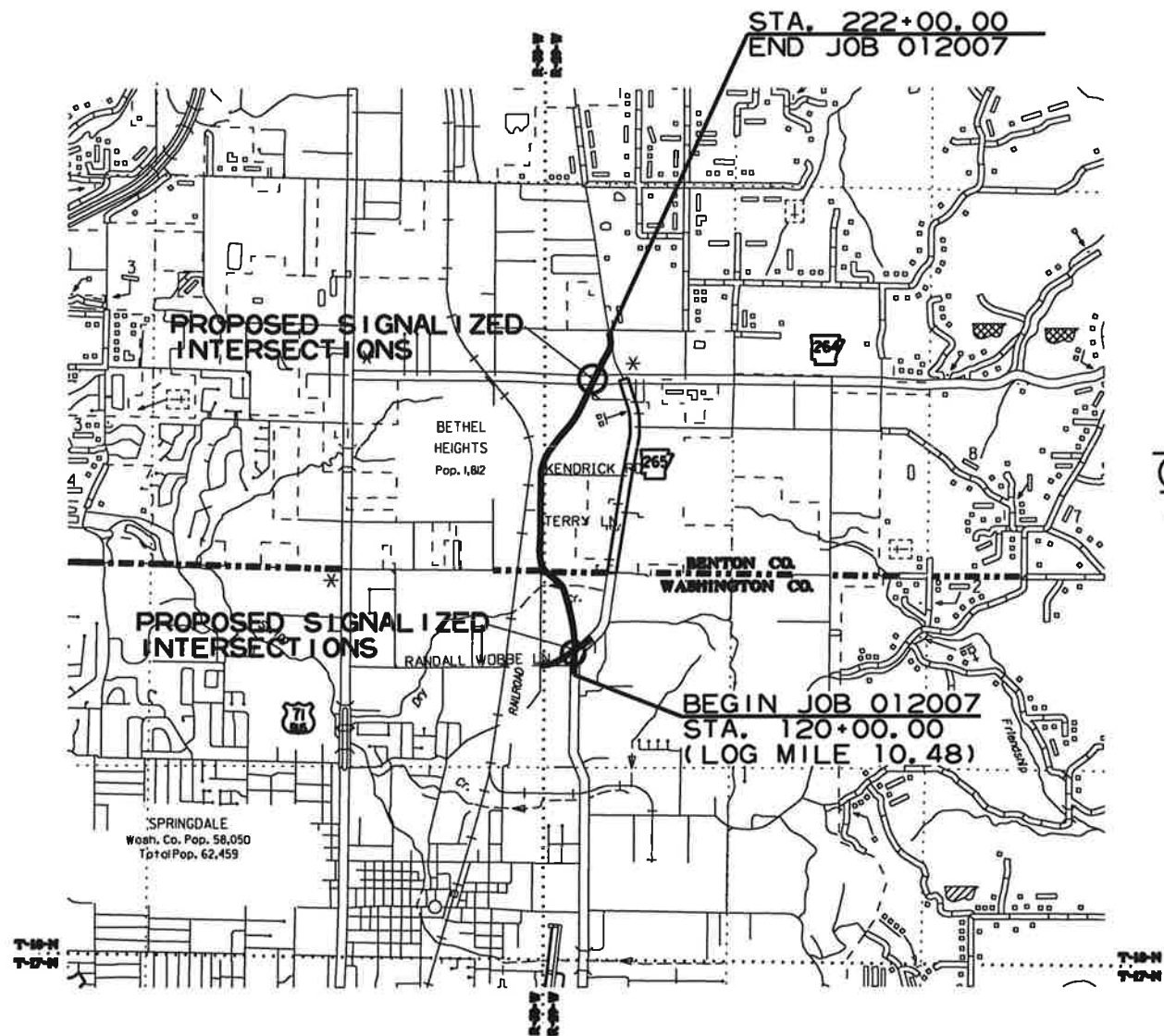
## JOB 012007



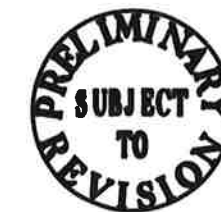
ARK. HWY. DIST. NO. 4 & 9

DESIGN TRAFFIC DATA - HWY. 265

DESIGN YEAR	2020
2020 ADT	16500
2040 ADT	23000
2040 DHV	2530
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	5%
DESIGN SPEED	45 MPH



APPROVED



DEPUTY DIRECTOR  
AND CHIEF ENGINEER

MID POINT OF PROJECT  
LATITUDE = N XX°XX' XX"  
LONGITUDE = W XX°XX' XX"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	10200.00	FEET	OR	1.932	MILES
NET ROADWAY	10200.00			1.932	MILES
NET BRIDGES	00000.00			0.000	MILES
NET PROJECT	10200.00			1.932	MILES

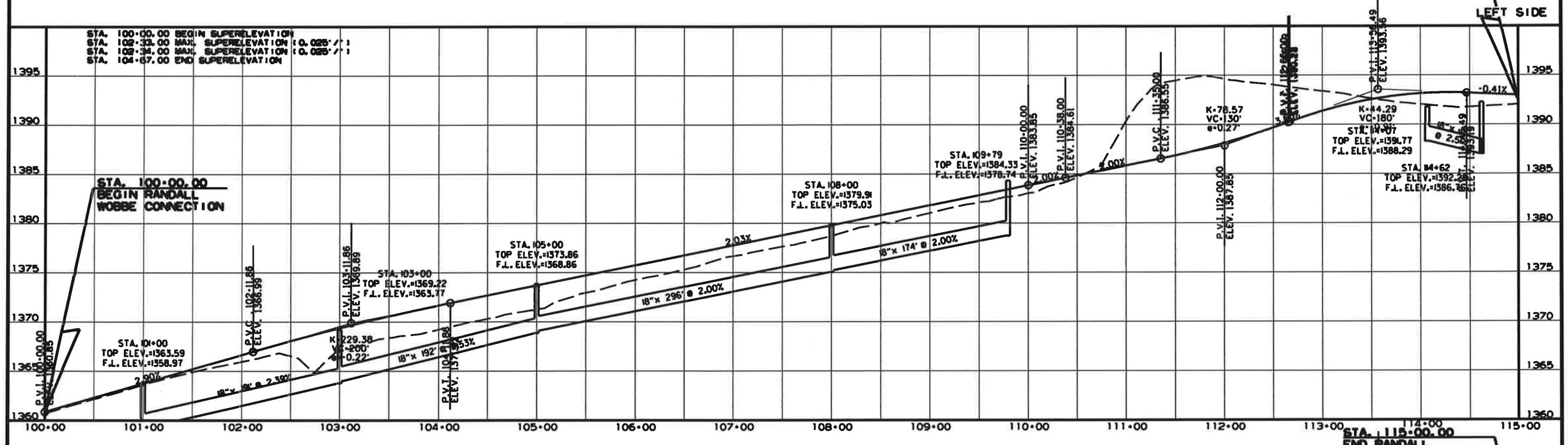
P.E. JOB 012007  
NON-PART.



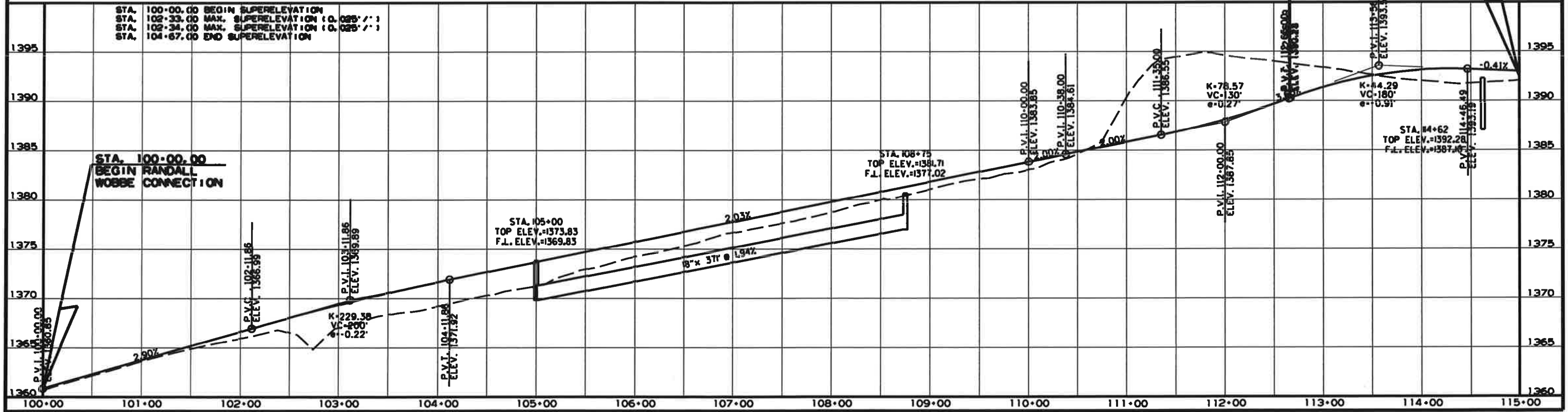
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					6	ARK.		
								JOB NO. 012007

2 PLAN AND PROFILE SHEETS

**ST. 115-00.00**  
**END RANDALL**  
**WOBBE CONNECTION**  
 SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



R012007R01.DGN 10/9/2015

DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION	FLOOR DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 012007	

**2 PLAN AND PROFILE SHEETS**  
**PRELIMINARY**  
**CONNECT TO REVISION**  
 P.I. 112-87.34  
 O.D.T. 388.47  
 L. 388.47  
 P.C. 109.38.39  
 P.T. 115-72.24  
 NO SUPER

STA. 101-00.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION & 18" X 52" PIPE OUTLET CONNECT TO EXISTING D.I. ON LT.  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 4'-7"

STA. 103-00.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION & 18" X 191' PIPE OUTLET CONNECT TO D.I. ON LT. @ STA. 101-00.00  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 5'-5"

STA. 108-00.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION & 18" X 296' PIPE OUTLET CONNECT TO D.I. ON LT. @ STA. 105-00.00  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 4'-11"

STA. 109-79.00 - CONSTRUCT DI ON LT. WITH 4' EXTENSION & 18" X 174' PIPE OUTLET CONNECT TO D.I. ON LT. @ STA. 108-00.00  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 5'-7"

STA. 105-00.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION & 18" X 192' PIPE OUTLET CONNECT TO D.I. ON LT. @ STA. 103-00.00  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 5'-0"

STA. 114-07.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION & 18" X 51' PIPE OUTLET CONNECT TO D.I. ON LT. @ STA. 114-62.00  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 3'-6"

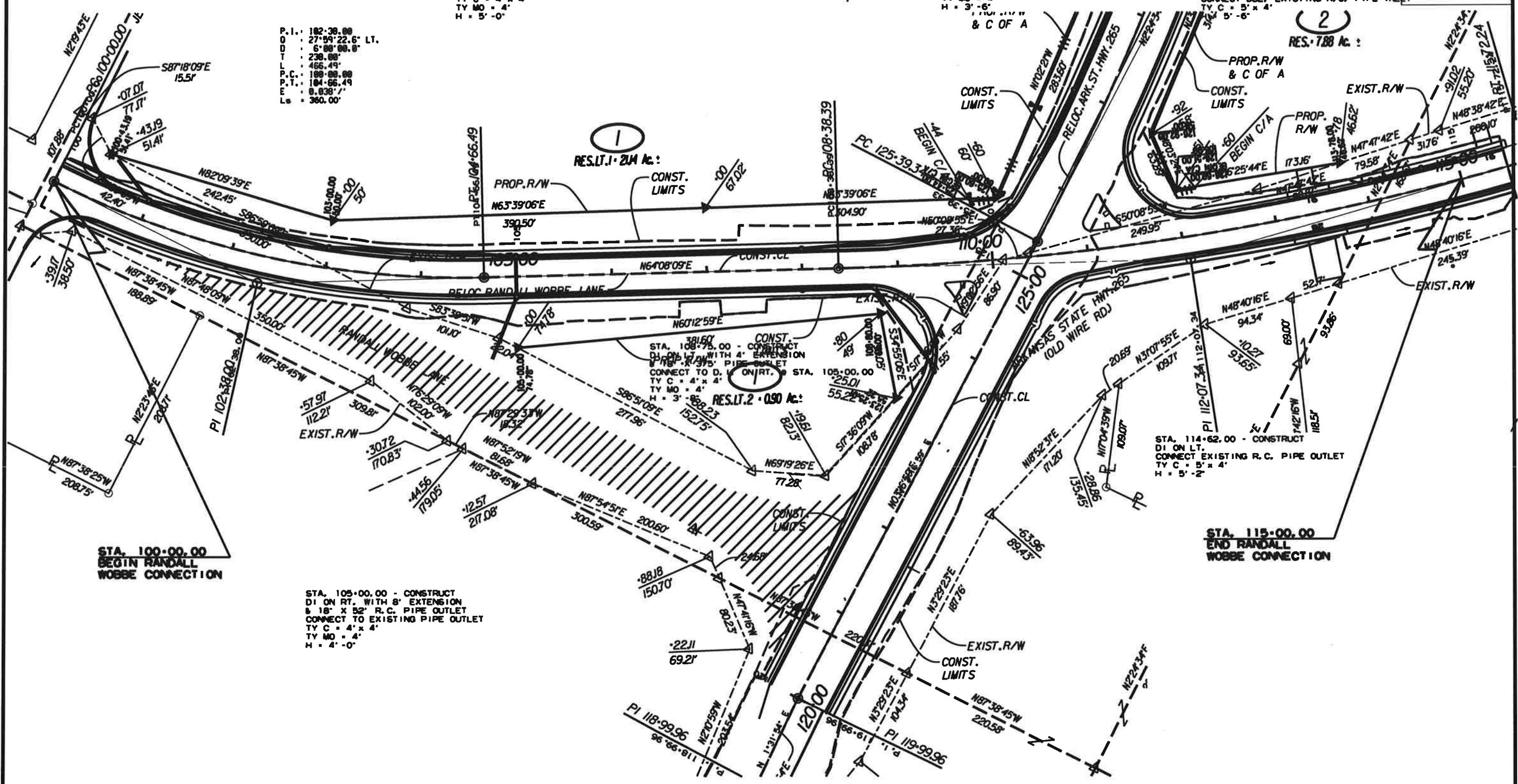
STA. 114-62.00 - CONSTRUCT DI ON LT. WITH 8' EXTENSION CONNECT DBL. EXISTING R.C. PIPE INLET  
 TY C = 5' x 4'  
 H = 5'-6"

P.I. 102-38.00  
 O.D.T. 27-59'22.6" LT.  
 D. 6'-08'00.0"  
 T. 238.00'  
 L. 466.49'  
 P.C. 100-00.00  
 P.T. 104-66.49  
 E. 8.838' /'  
 Ls. 360.00'

RES.LT.1 - 2.14 Ac.:

RES.LT.2 - 0.90 Ac.:

RES. 7.88 Ac.:



STA. 100-00.00  
 BEGIN RANDALL  
 WOBBE CONNECTION

STA. 105-00.00 - CONSTRUCT DI ON RT. WITH 8' EXTENSION & 18" X 52" R.C. PIPE OUTLET CONNECT TO EXISTING PIPE OUTLET  
 TY C = 4' x 4'  
 TY MO = 4'  
 H = 4'-0"

STA. 114-62.00 - CONSTRUCT DI ON LT. CONNECT EXISTING R.C. PIPE OUTLET  
 TY C = 5' x 4'  
 H = 5'-6"

STA. 115-00.00  
 END RANDALL  
 WOBBE CONNECTION

10/9/2015

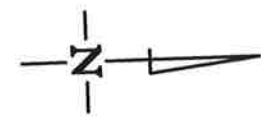
R012007KGT.DGN



DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012007								

② PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION



STA. 126+21.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 24" X 74" PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 127+00.00  
TY C = 4' X 4'  
TY MD = 4'  
H = 3'-6"

STA. 127+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 24" X 95" PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 128+00.00  
TY C = 4' X 4'  
TY MD = 4'  
H = 3'-11"

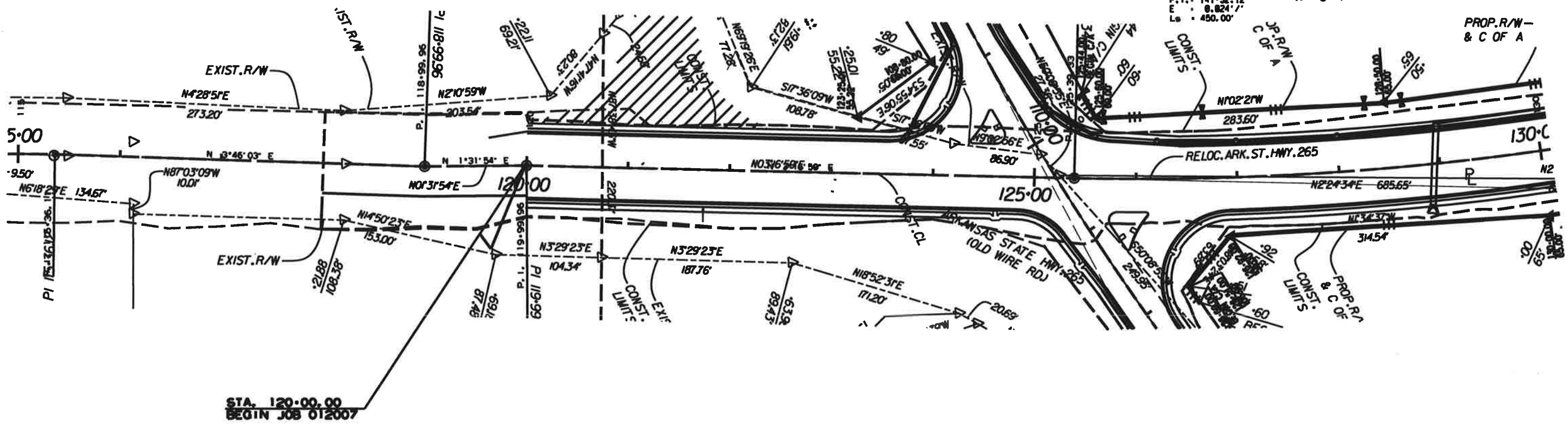
STA. 128+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 24" X 94" PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 129+00.00  
TY C = 4' X 4'  
TY MD = 4'  
H = 4'-3"

STA. 129+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 51" X 31" X 192" ARCH PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 131+00.00  
& 51" X 31" X 80" R.C. ARCH PIPE INLET WITH FES  
TY C = 4' X 4'  
TY MD = 4'  
H = 5'-1"

STA. 123+73.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 73" PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 108+75.00  
TY C = 4' X 4'  
TY MD = 4'  
H = 5'-10"

STA. 125+58.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 92" PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 109+75.00  
TY C = 4' X 4'  
TY MD = 4'  
H = 4'-0"

P.I. 133+56.98  
D 31'51"28.7" LT.  
D 2'08"00.0"  
T 817.56'  
L 1592.79'  
P.C. 125+39.33  
P.T. 141+32.12  
E 6.824'/'  
Ls 450.00'

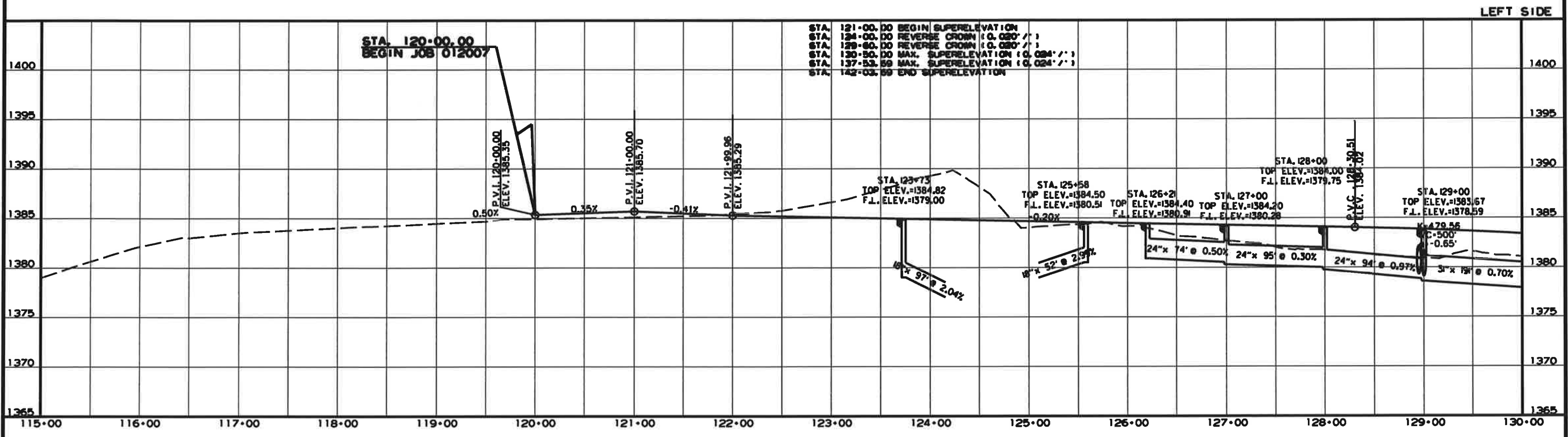


STA. 120+00.00  
BEGIN JOB 012007

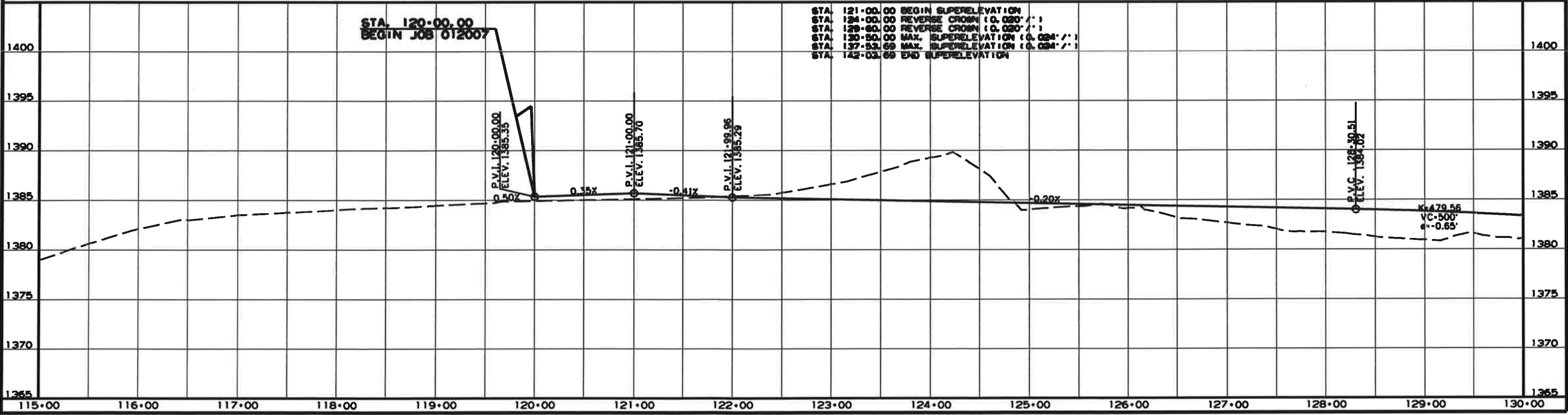
DATE REVISION	DATE PLUMB	DATE REVISION	DATE PLUMB	FEDERAL DIST.	STATE	FEDERAL PROJECT	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	012007

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



2/9/2016 R012007KCI.DGN

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	012007

② PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

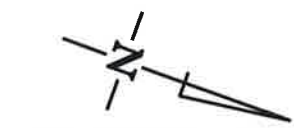
STA. 131-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 51" X 31" X 191' ARCH PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 133-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-7"

STA. 133-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 51" X 31" X 93' ARCH PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 134-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-10"

STA. 134-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 51" X 31" X 3' ARCH PIPE OUTLET  
WITH FES  
& 24" X 83' R.C. PIPE INLET WITH FES  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-4"

STA. 135-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 193' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 137-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-4"

STA. 137-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 193' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 139-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-8"



STA. 139-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 193' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 141-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-11"

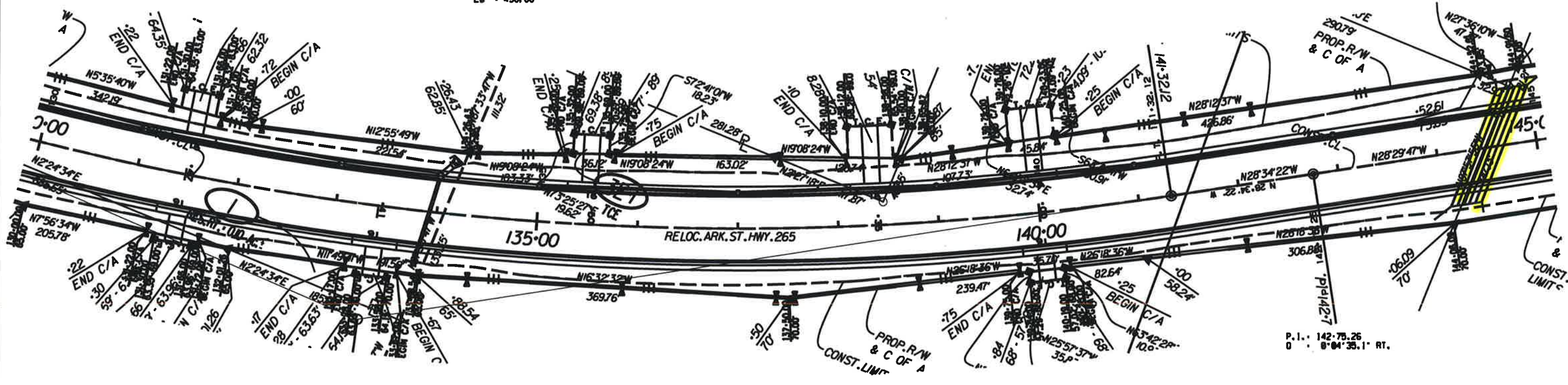
STA. 141-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 196' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 143-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-3"

STA. 143-00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 158' PIPE OUTLET  
CONNECT TO R.C. BOX CULVERT  
TY C = 4' x 4'  
TY MO = 4'  
H = 6'-6"

STA. 144-50 - CONSTRUCT  
QUINT. 5' X 4' X 108'  
R.C. BOX CULVERT WITH  
3 I WINDOWS LT. & RT.  
D. A.

P.I. 133-56.98  
O 31'51"28.7' LT.  
D 2'08"08.8"  
T 817.56'  
L 1592.79'  
P.C. 125-39.33  
P.T. 141-32.12  
E 8.824'  
Ls 450.00'

P.I. 142-79.26  
O 0'04"35.1' RT.



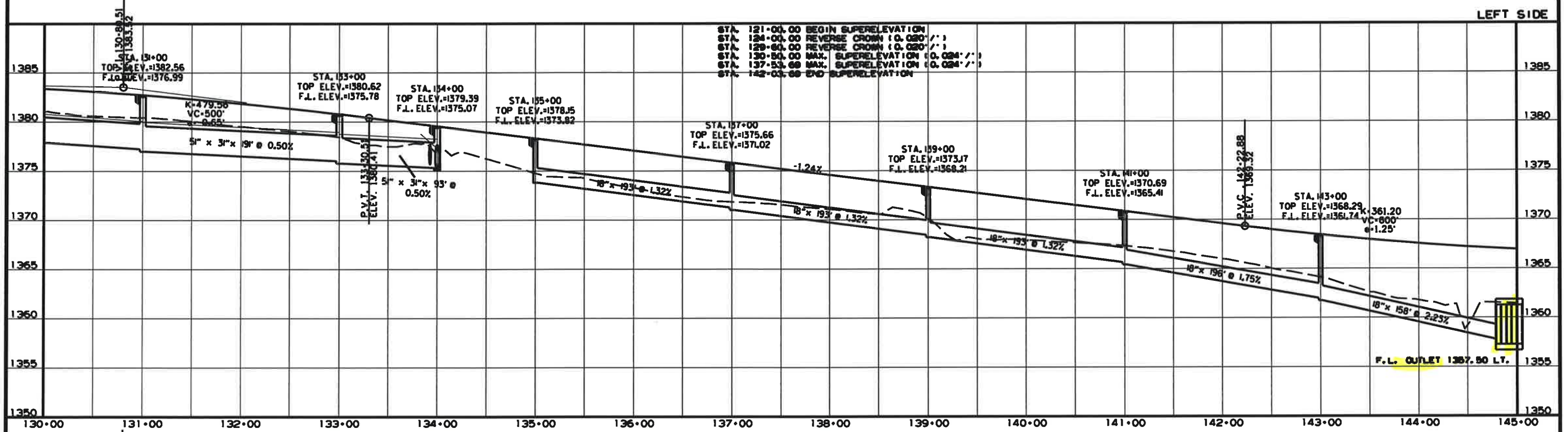


DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	FED. DIST. NO.	STATE	FED. ROAD PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 012007	

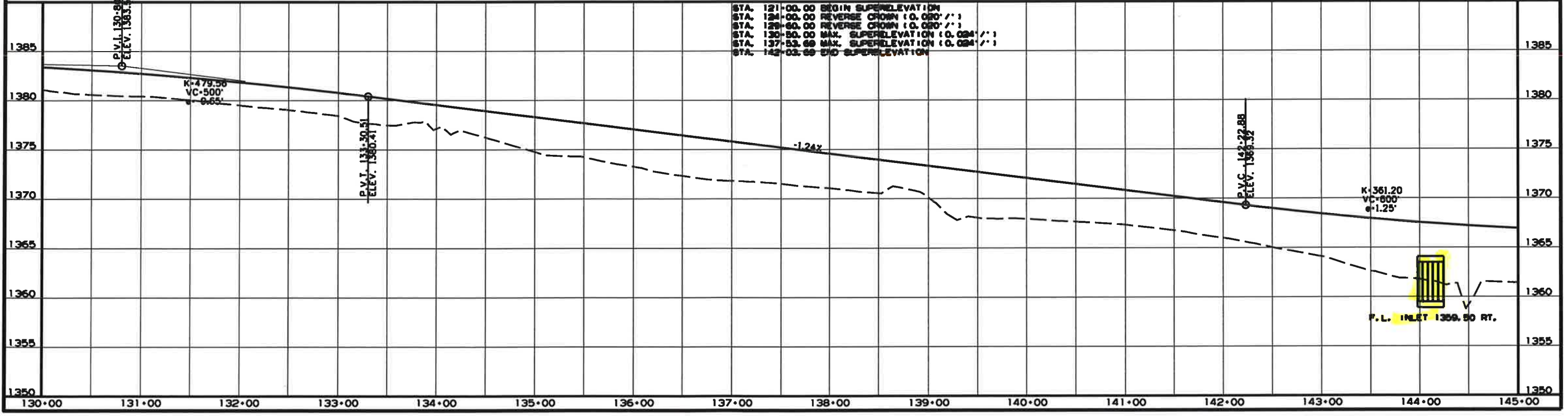
2 PLAN AND PROFILE SHEETS

# PRELIMINARY

SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

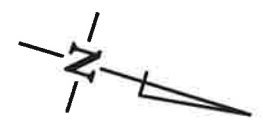


R012007RGT.DGN 2/9/2016

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	012007

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

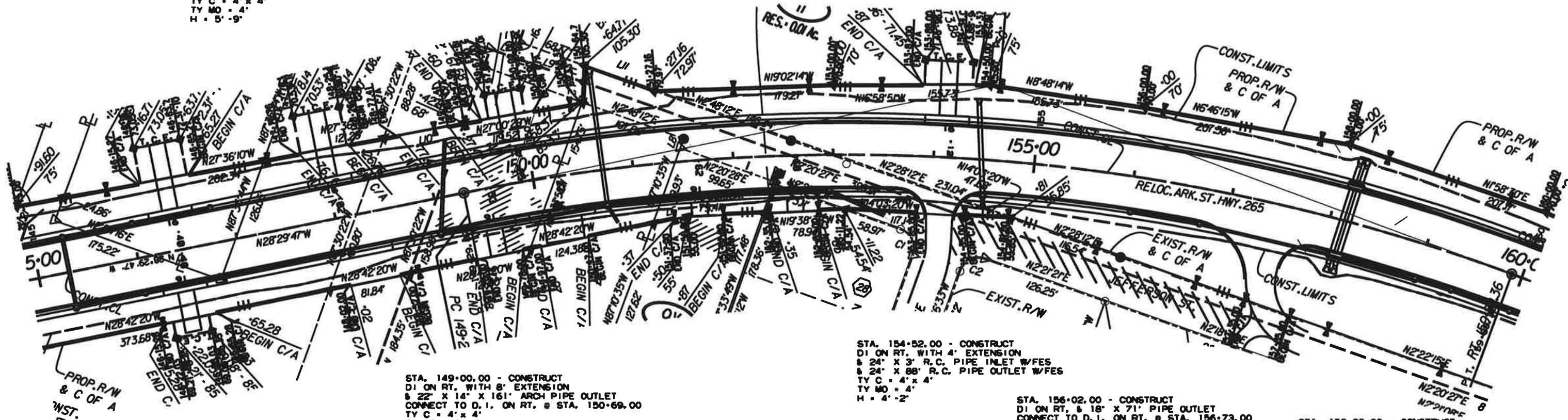


STA. 146-01.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 67" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 145-30.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 6'-2"

STA. 145-30.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 24" X 47" PIPE OUTLET  
CONNECT TO R.C. BOX CULVERT  
TY C = 4' x 4'  
TY MO = 4'  
H = 7'-9"

STA. 146-80.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 75" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 146-01.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-9"

STA. 158-16.00 - CONSTRUCT  
DI ON LT. & DBL. 36" X 20' R.C.  
PIPE OUTLET W/ FES  
TY C = 15' x 4'  
H = 7'-11"



STA. 145-30.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 67" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 145-30.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 7'-2"

STA. 149-00.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 22" X 14" X 161' ARCH PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 150-69.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-7"

STA. 150-69.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
W/ 1' OPENING IN BACK  
& 30" X 128" R.C. PIPE OUTLET W/FES  
TY C = 5' x 5'  
TY MO = 5'  
H = 5'-7"

STA. 152-00.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 30" X 124" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 150-69.00  
TY C = 5' x 5'  
TY MO = 5'  
H = 5'-11"

STA. 154-52.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 3" R.C. PIPE INLET W/FES  
& 24" X 88" R.C. PIPE OUTLET W/FES  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-2"

STA. 156-02.00 - CONSTRUCT  
DI ON RT. & 18" X 71" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 156-73.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 156-73.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 130" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 158-12.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 158-99.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 36" X 80" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 158-12.00  
TY C = 5' x 5'  
TY MO = 5'  
H = 5'-2"

STA. 159-37.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 24" X 32" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 158-99.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-9"

STA. 146-01.00 - CONSTRUCT  
DI ON RT. & 18" X 66" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 145-30.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 6'-5"

STA. 146-80.00 - CONSTRUCT  
DI ON RT. & 18" X 75" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 146-01.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-8"

STA. 148-00.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 116" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 146-80.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-1"

STA. 152-80.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 30" X 124" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 152-00.00  
24" X 71" R.C. PIPE INLET  
TY C = 5' x 5'  
TY MO = 5'  
H = 5'-7"

P.I. 154-73.63  
O 31'47" 85.1' RT.  
D 3'88" 88.8"  
T 543.76'  
L 1889.49'  
P.C. 149-29.87  
P.T. 159-89.36  
E 8.828' /'  
Ls 450.00'

STA. 158-12.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& DBL. 36" X 67" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 158-16.00  
& DBL. 36" X 7' PIPE INLET W/FES  
TY C = 15' x 5'  
H = 5'-4"

STA. 160-00.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 58" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 159-27.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-6"

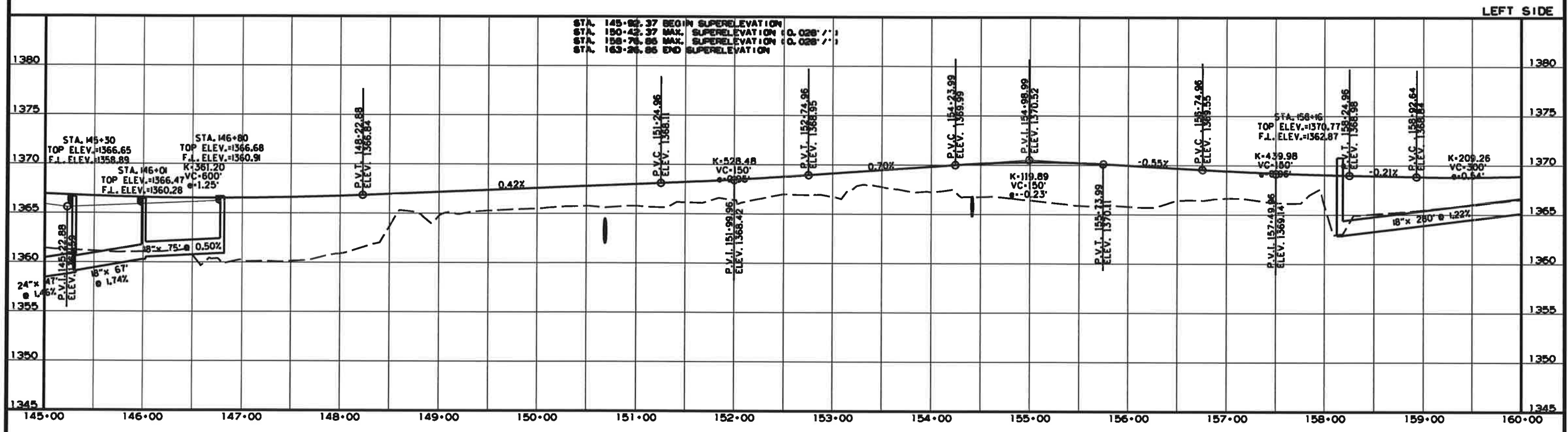
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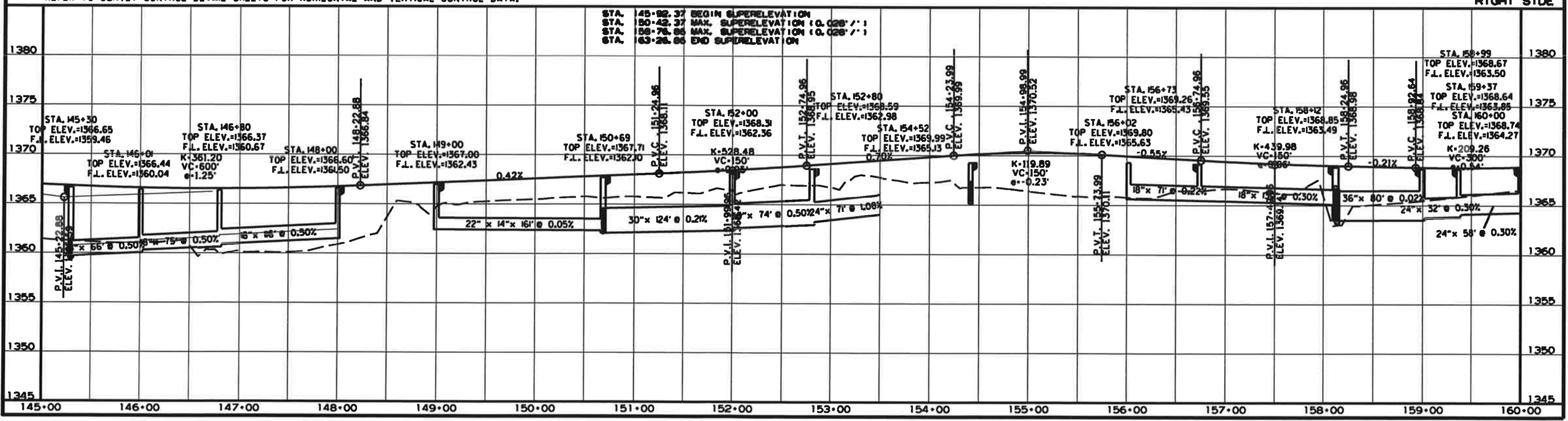
DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012007		

② PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



2/9/2016 RO12007KGT.DGN



DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. PROJ. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			

② PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

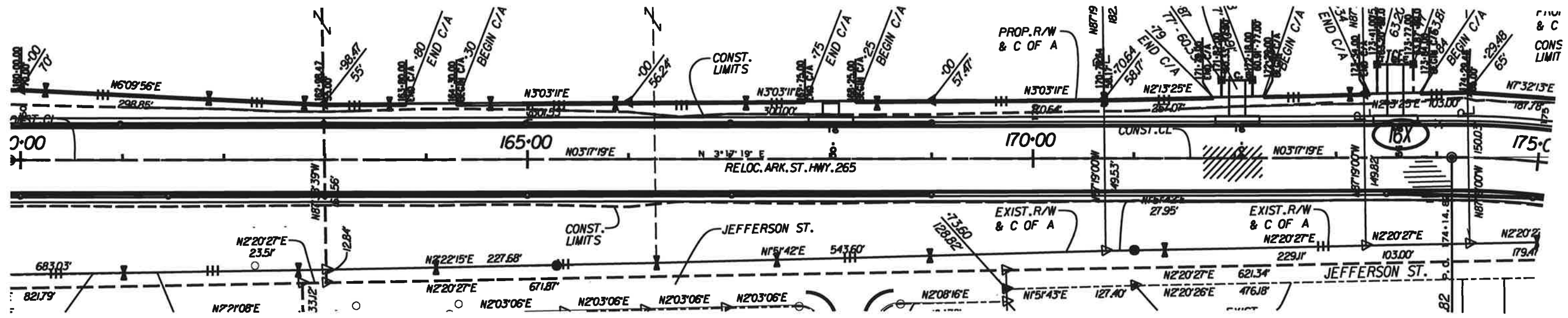
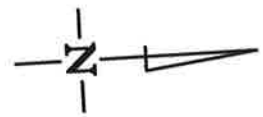
STA. 160-98.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 200' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 158-16.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-9"

STA. 162-99.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 197' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 160-98.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-9"

STA. 164-99.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 196' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 162-99.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 169-00.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 18" X 195' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 167-01.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 167-01.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 198' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 164-99.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"



STA. 160-00.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 58' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 159-37.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-6"

STA. 163-00.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 151' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 161-45.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 167-02.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 198' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 165-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 173-50.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 141' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 174-99.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-0"

STA. 161-45.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 141' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 160-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-11"

STA. 165-00.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 196' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 163-00.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 168-99.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 194' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 167-02.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 3'-8"

STA. 174-99.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 55' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 175-61.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-9"

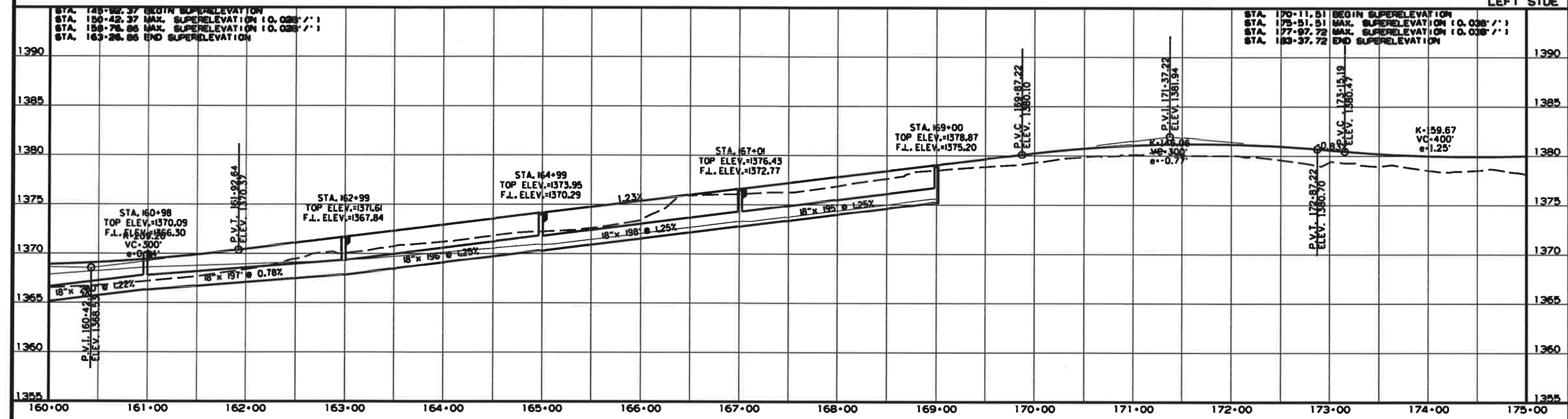
P.I. = 175-82.22  
O = 37-23-16" RT.  
D = 7-15-00.0'  
T = 267.48'  
L = 515.69'  
P.C. = 174-14.82  
P.T. = 179-38.51  
E = 8.838'/'  
Ls = 540.00'

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARL.			
JOB NO. 012007								

② PLAN AND PROFILE SHEETS

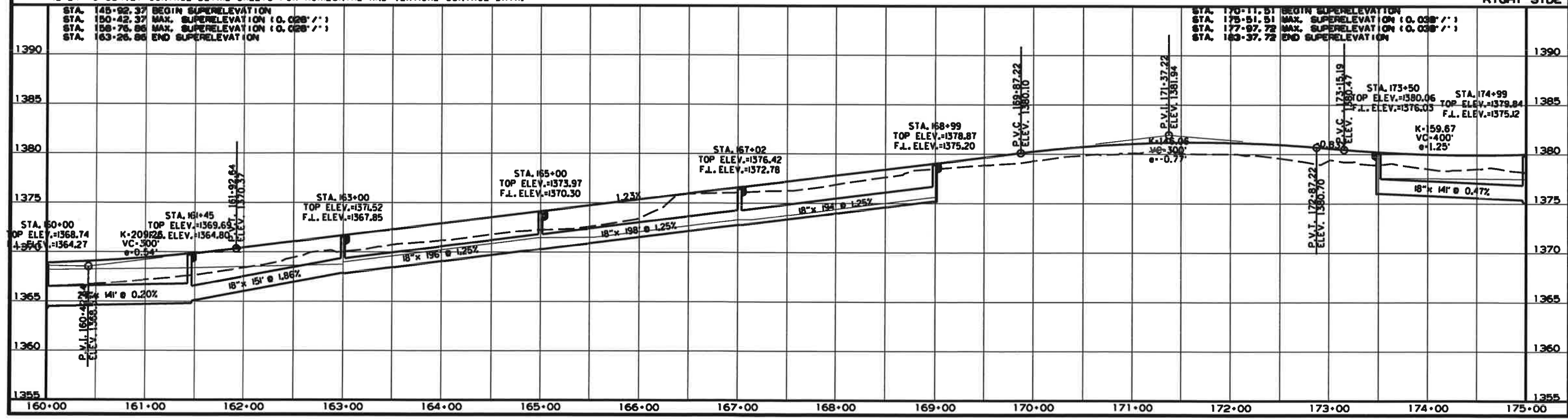
**PRELIMINARY**  
SUBJECT TO REVISION

LEFT SIDE



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE



R012007MGT.DGN 2/9/2016



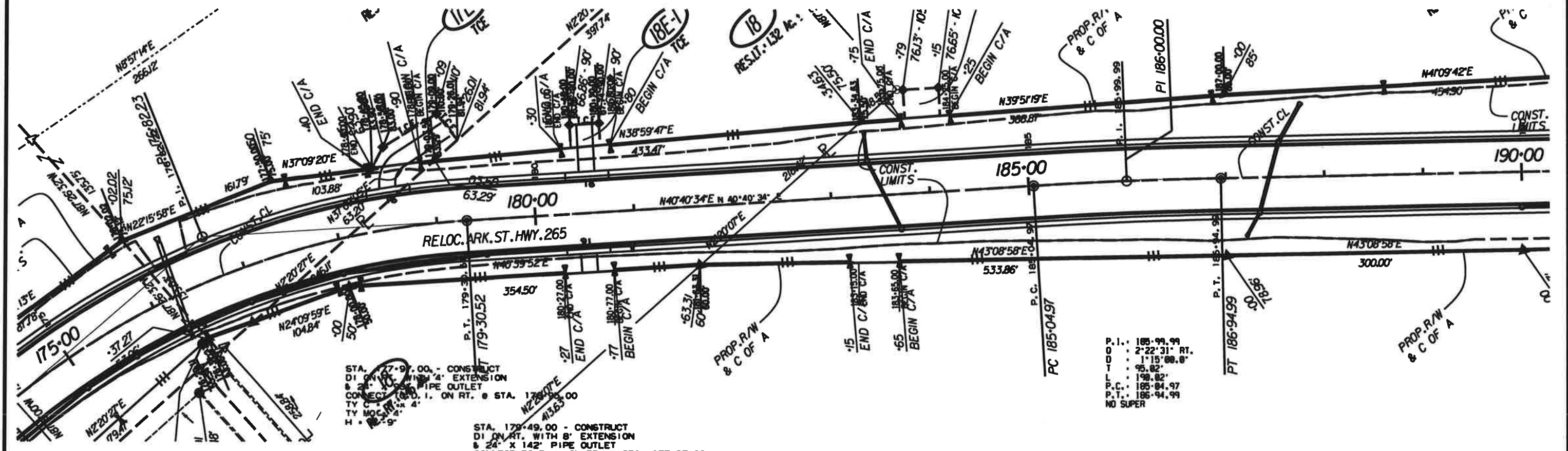
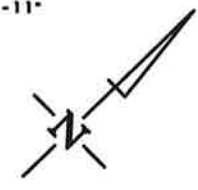
DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FEDERAL DISTRICT	STATE	FEDERAL PROJECT	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	012007

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

STA. 183-38.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 17" R.C. PIPE OUTLET WITH FES  
TY C = 4' X 4'  
TY MO = 4'  
H = 4'-11"

STA. 187-54.00 - CONSTRUCT  
DI ON LT. & 24" X 31" PIPE OUTLET  
TY C = 4' X 4'  
TY MO = 4'  
H = 10'-4"



STA. 175-61.00 - CONSTRUCT  
DI ON RT. & 18" X 65' PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 176-23.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 5'-6"

P.I.: 176-82.22  
O.D.: 37'23"16" RT.  
O.T.: 7'15"08.8"  
L: 267.48'  
T: 515.69'  
P.C.: 174-14.82  
P.T.: 179-39.51  
E: 8.838'  
Ls: 540.00'

STA. 176-23.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 42" X 88" R.C. PIPE OUTLET WITH FES  
& 30" X 6" R.C. PIPE INLET WITH FES  
TY C = 6' X 4'  
TY MO = 6'  
H = 6'-9"

STA. 176-95.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 64" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 176-23.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 6'-5"

STA. 179-49.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 24" X 142" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 177-97.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 3'-8"

STA. 180-96.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
WITH OPENING IN BACK  
& 24" X 145" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 179-49.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 4'-5"

STA. 183-69.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 74" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 183-38.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 4'-10"

P.I.: 185-99.99  
O.D.: 2'22"31" RT.  
O.T.: 1'15"08.8"  
L: 95.82'  
T: 198.82'  
P.C.: 185-84.97  
P.T.: 186-94.99  
NO SUPER

STA. 187-34.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 69" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 187-54.00  
& 18" X 17" R.C. PIPE INLET WITH FES  
TY C = 4' X 4'  
TY MO = 4'  
H = 7'-4"

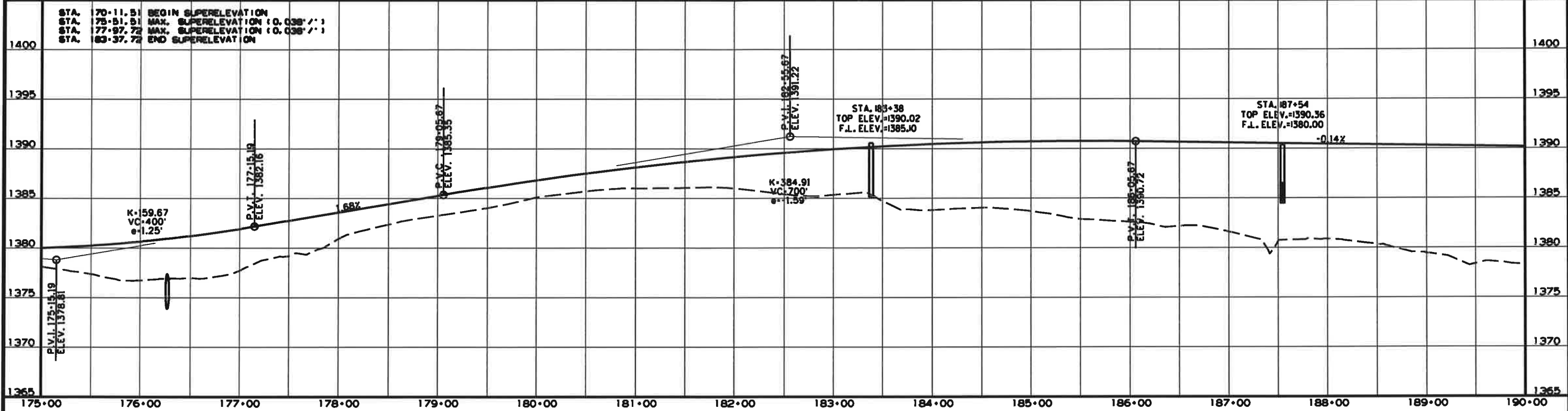
STA. 190-00.00 - CONSTRUCT  
DI ON RT. & 18" X 147" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 191-51.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 6'-0"

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012007		

2 PLAN AND PROFILE SHEETS

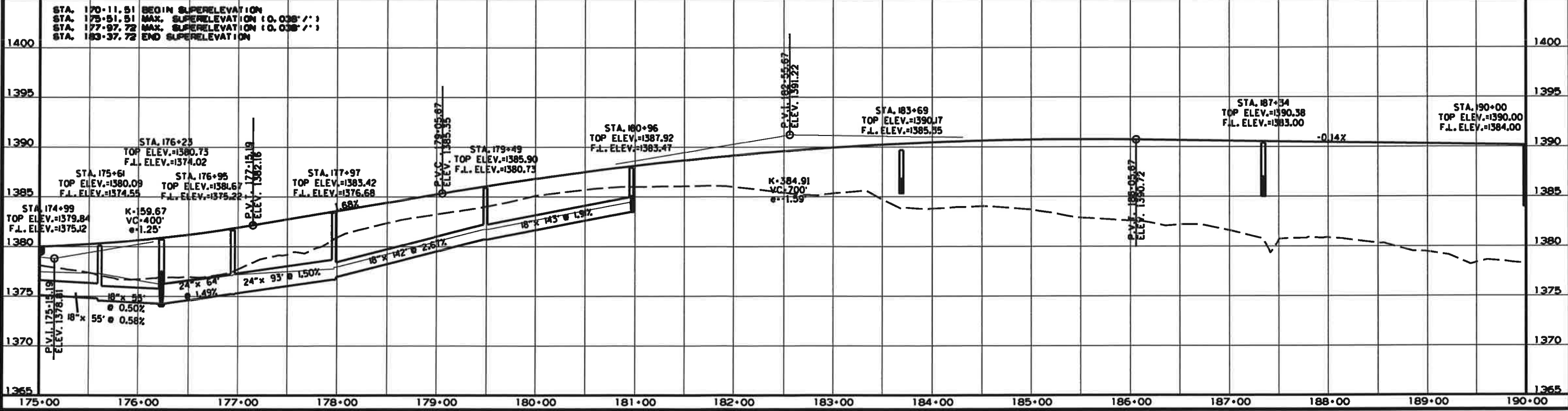
**PRELIMINARY**  
SUBJECT TO REVISION

LEFT SIDE



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE



2/9/2016 8012007KGT.DGN

DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012007								

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

STA. 190+95.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 40" R.C. PIPE OUTLET WITH FES  
TY C = 4' X 4'  
TY MO = 4'  
H = 11'-9"

STA. 196+28.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 54" X 20" R.C. PIPE OUTLET WITH FES  
& 54" X 87" R.C. PIPE INLET WITH FES  
TY C = 6' X 4'  
TY MO = 6'  
H = 10'-1"

STA. 200+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 140" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 201+49.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 4'-11"

STA. 193+00.00 - CONSTRUCT  
DI ON LT. & 18" X 96" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 194+00.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 5'-2"

STA. 197+00.00 - CONSTRUCT  
DI ON LT. & 18" X 96" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 198+00.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 6'-6"

STA. 201+49.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 94" R.C. PIPE INLET WITH FES  
& 24" X 116" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 202+74.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 6'-2"

STA. 205+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 30" X 106" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 206+11.00  
TY C = 5' X 5'  
TY MO = 5'  
H = 5'-11"

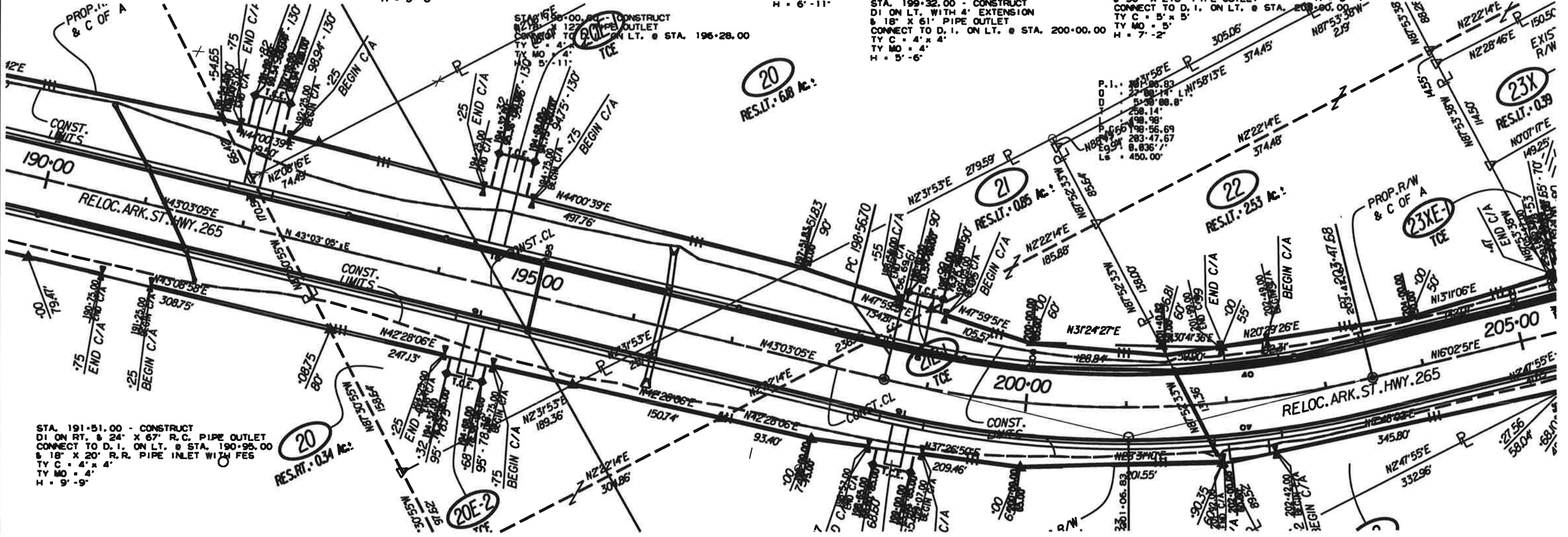
STA. 194+00.00 - CONSTRUCT  
& 18" X 96" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 195+00.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 5'-8"

STA. 198+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 126" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 199+32.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 6'-11"

STA. 202+74.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 30" X 218" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 203+00.00  
TY C = 5' X 5'  
TY MO = 5'  
H = 7'-2"

STA. 199+32.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 61" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 200+00.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 5'-6"

STA. 195+00.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 12" X 12" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 196+28.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 5'-11"



STA. 191+51.00 - CONSTRUCT  
DI ON RT. & 24" X 67" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 190+95.00  
& 18" X 20" R.R. PIPE INLET WITH FES  
TY C = 4' X 4'  
TY MO = 4'  
H = 9'-9"

20  
RES. RT. = 0.34 Ac.

STA. 195+00.00 - CONSTRUCT  
DI ON RT. & 24" X 67" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 195+00.00  
TY C = 4' X 4'  
TY MO = 4'  
H = 4'-3"

20  
RES. LT. = 6.88 Ac.

21  
RES. LT. = 0.85 Ac.

22  
RES. LT. = 2.53 Ac.

23X  
RES. LT. = 0.39

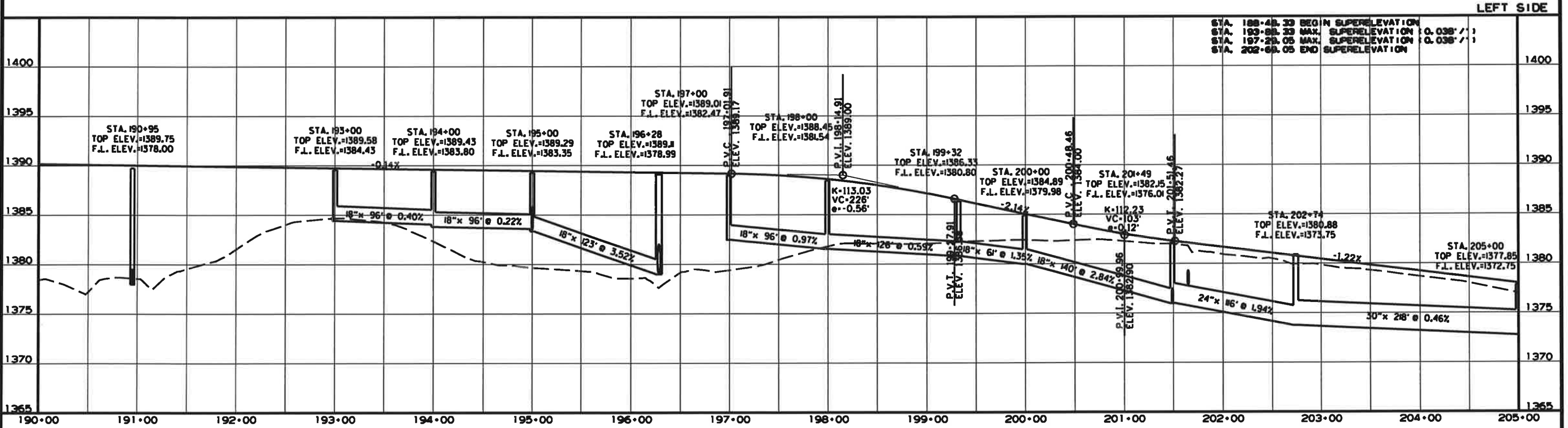
23XE-1  
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DATE REVISION	DATE FILED	DATE REVISION	DATE FILED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012007								

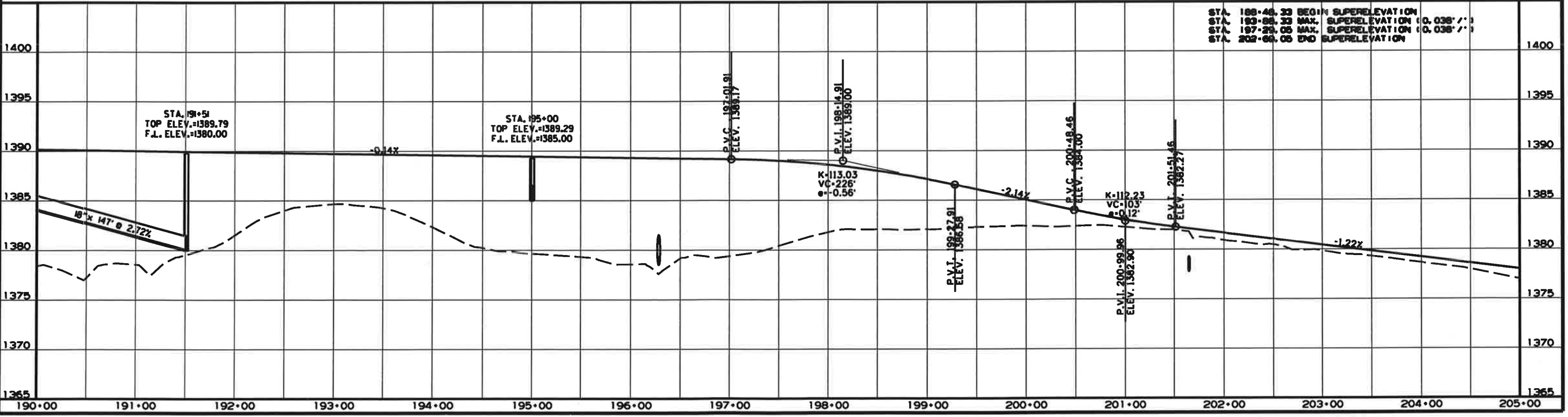
2 PLAN AND PROFILE SHEETS

# PRELIMINARY

SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



R012007K01.DGN 2/9/2016



STA. 206-11.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 30" X 136" PIPE OUTLET  
CONNECT TO EXISTING D.I. ON HWY. 264  
TY C = 5' x 5'  
TY MO = 5'  
H = 5'-1"

STA. 209-15.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 24" X 67" PIPE OUTLET  
CONNECT TO R.C. BOX CULVERT  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-5"

STA. 208-48 CONSTRUCT  
QUINT. 6' X 3' X 125' R.C. BOX CULVERT  
ON A 15° RT. FWD. SKEW  
WITH 3:1 WINGS LT. & RT.  
Q50 = 420 CFS D.A. = 115 ACRES

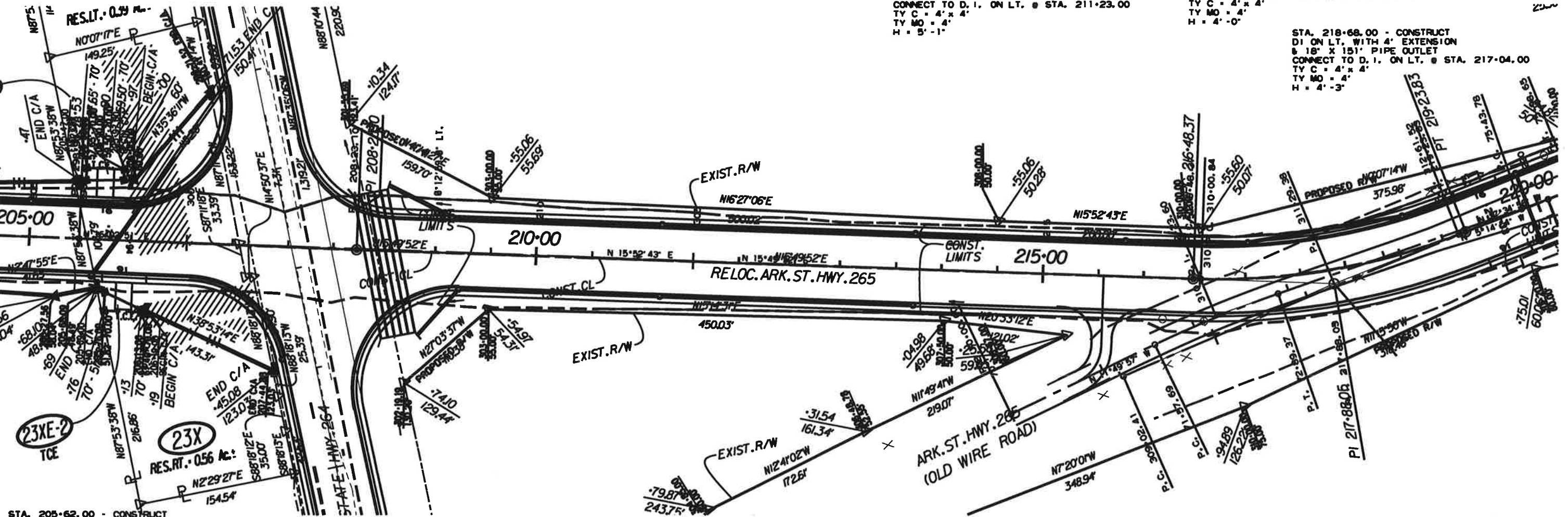
STA. 211-23.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 24" X 204" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 209-15.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 6'-7"

STA. 215-81.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 18" X 204" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 213-73.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-8"

STA. 213-73.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 18" X 246" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 211-23.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-1"

STA. 217-04.00 - CONSTRUCT  
DI ON LT. WITH 8' EXTENSION  
& 18" X 116" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 215-81.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-0"

STA. 218-68.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 151" PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 217-04.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-3"



STA. 205-62.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 24" X 83" R.C. PIPE OUTLET  
CONNECT TO D.I. ON LT. @ STA. 206-11.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 5'-9"

STA. 209-24.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 59" PIPE OUTLET  
CONNECT TO R.C. BOX CULVERT  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-6"

STA. 211-23.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 195" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 209-24.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-8"

STA. 213-73.00 - CONSTRUCT  
DI ON RT. WITH 8' EXTENSION  
& 18" X 246" PIPE OUTLET  
CONNECT TO D.I. ON RT. @ STA. 211-23.00  
TY C = 4' x 4'  
TY MO = 4'  
H = 4'-7"

DATE REVISED	DATE PLANNED	DATE REVISED	DATE PLANNED	FIELD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 012007	

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

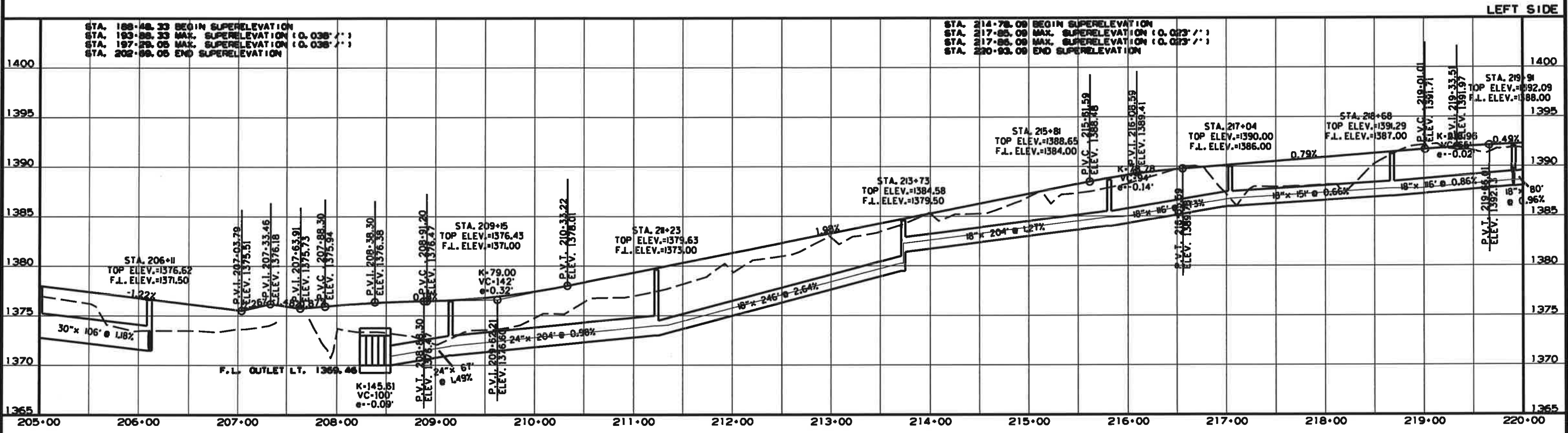
P.I. = 217-88.85  
O = 23-24' 51" LT.  
D = 8-38' 88.8"  
T = 139.68'  
L = 275.46'  
P.C. = 216-48.37  
P.T. = 219-23.83  
E = 8.848' /'  
Ls = 540.00'

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 012007	

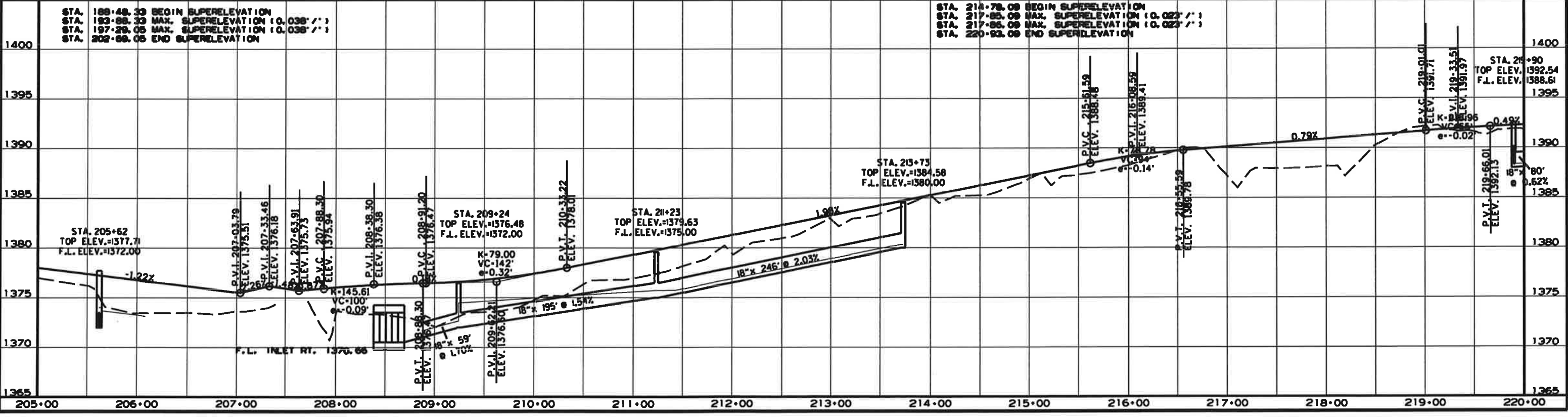
2 PLAN AND PROFILE SHEETS

# PRELIMINARY

SUBJECT TO REVISION



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

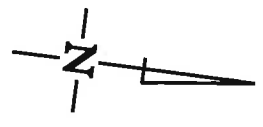


2/9/2016 RO12007KGI.DGN

DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012007								

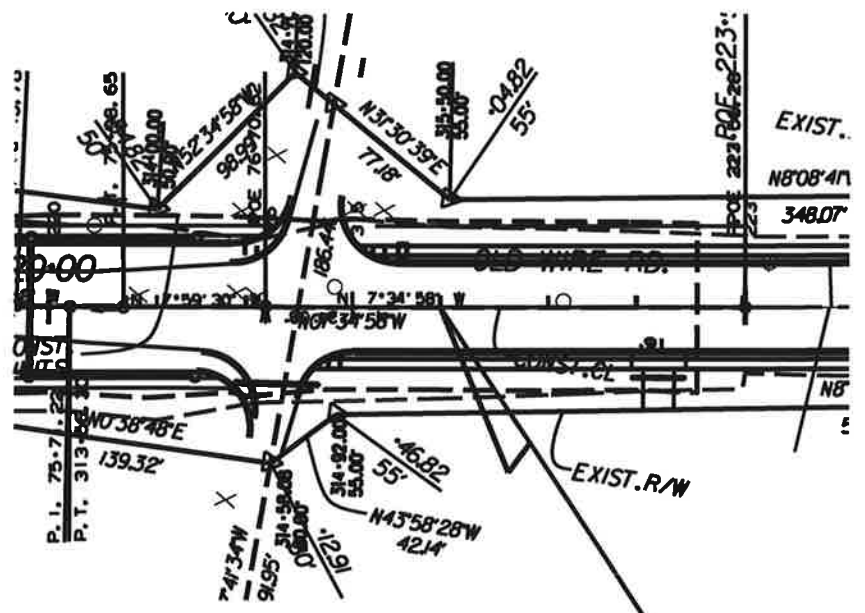
② PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION



STA. 219+91.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 116' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 218+68.00  
TY C = 4' x 4'  
TY MD = 4'  
H = 4'-1"

STA. 220+75.00 - CONSTRUCT  
DI ON LT. WITH 4' EXTENSION  
& 18" X 80' PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 219+91.00  
TY C = 4' x 4'  
TY MD = 4'  
H = 3'-8"



STA. 219+90.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 67' R.C. PIPE OUTLET  
CONNECT TO D. I. ON LT. @ STA. 219+91.00  
TY C = 4' x 4'  
TY MD = 4'  
H = 3'-11"

STA. 220+74.00 - CONSTRUCT  
DI ON RT. WITH 4' EXTENSION  
& 18" X 80' PIPE OUTLET  
CONNECT TO D. I. ON RT. @ STA. 219+90.00  
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TY MD = 4'  
H = 4'-0"

STA. 222+00.00  
END JOB 012007

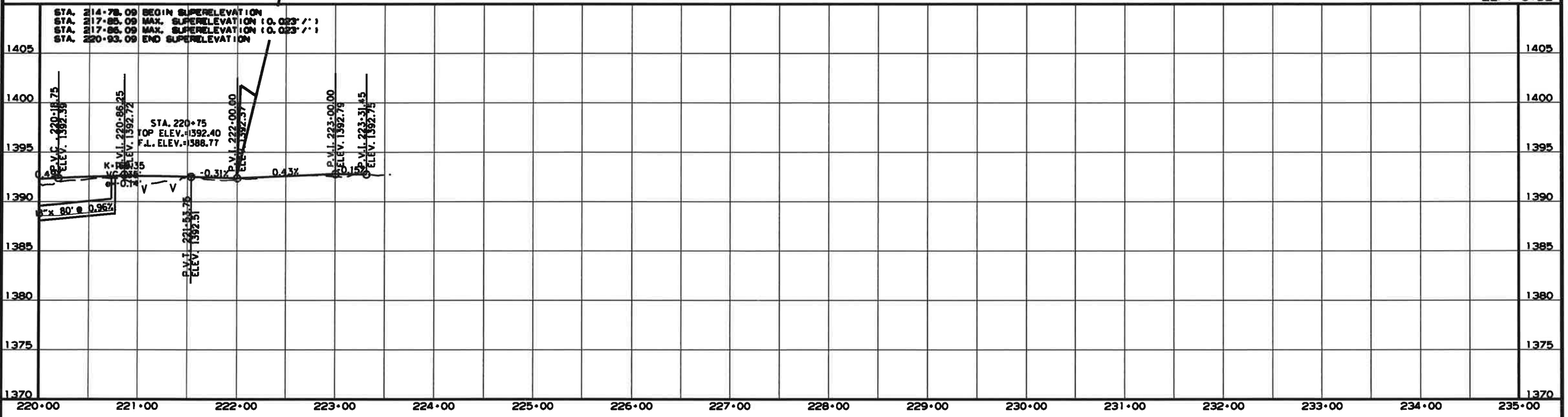
DATE REVISION	DATE PLANNED	DATE REVISION	DATE PLANNED	FED. DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012007								

2 PLAN AND PROFILE SHEETS

**PRELIMINARY**  
SUBJECT TO REVISION

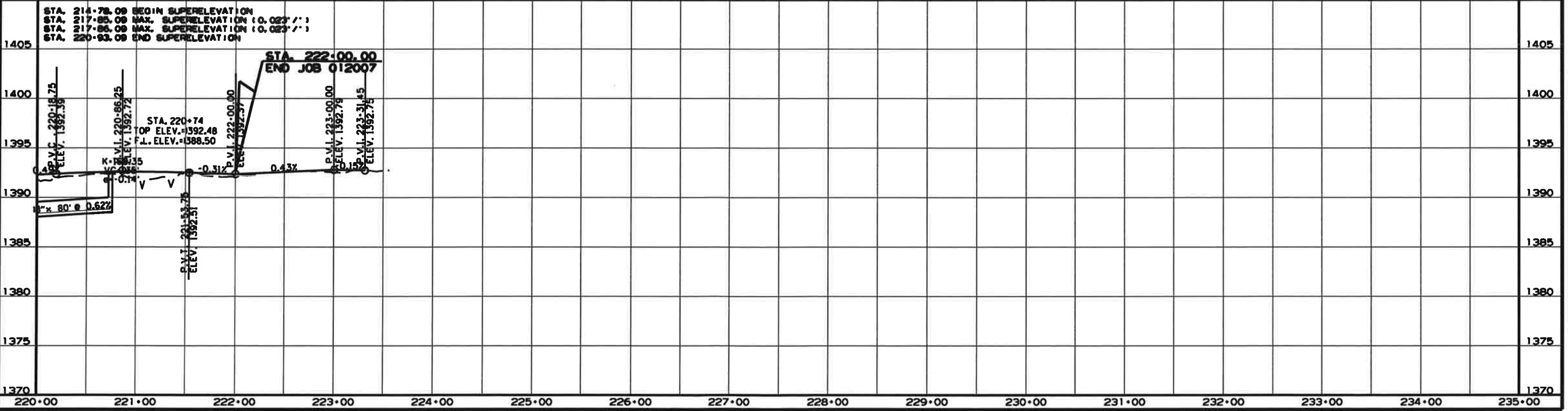
STA. 222-00.00  
END JOB 012007

LEFT SIDE



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE







U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Arkansas Division**

October 24, 2012

700 W. Capitol Ave  
Room 3130  
Little Rock, AR 72201-3298  
501-324-5625(Office)  
501-324-6423(Fax)

In Reply Refer To:  
HDA-AR

Mr. Scott Bennett, Director  
Arkansas State Highway and  
Transportation Department  
Little Rock, Arkansas 72203-2261

Subject: Highway 265 Improvements  
Pulaski County, AHTD Job Number 012007

Dear Mr. Bennett:

As requested in Mr. Lynn Malbrough's letter of October 22, 2012, we have determined that this project will have no significant impact on the environment.

The attached finding of no significant impact (FONSI) is based on the results of the environmental assessment (EA). The EA has been independently evaluated and determined to adequately and accurately discuss environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. You may proceed to final design.

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

Sincerely,

Randal Looney  
Environmental Coordinator

Enclosure

**RECEIVED  
AHTD**

**OCT 25 2012**

**ENVIRONMENTAL  
DIVISION**

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
HIGHWAY 265 IMPROVEMENTS  
FAP NUMBER STP-9399(8)  
AHTD JOB NUMBER 012007  
WASHINGTON AND BENTON COUNTIES, ARKANSAS**

The Arkansas State Highway and Transportation Department (AHTD) has requested that the Federal Highway Administration (FHWA) issue a Finding of No Significant Impact (FONSI) for the Highway 265 Improvements Project in Washington and Benton Counties, Arkansas. The project location is shown on Figure 1.

Upon consideration of the FHWA-approved Environmental Assessment (EA), public comments, and considerations discussed below, the FHWA has determined that Location Alternative 3R (Figure 2) be known as the Preferred Location Alternative as it will have no significant impact on the human environment and hereby issues a FONSI pursuant to 23 CFR 771.121(a). Location Alternative 3R will be constructed to the cross-section shown as Design Alternative B (Figure 3).

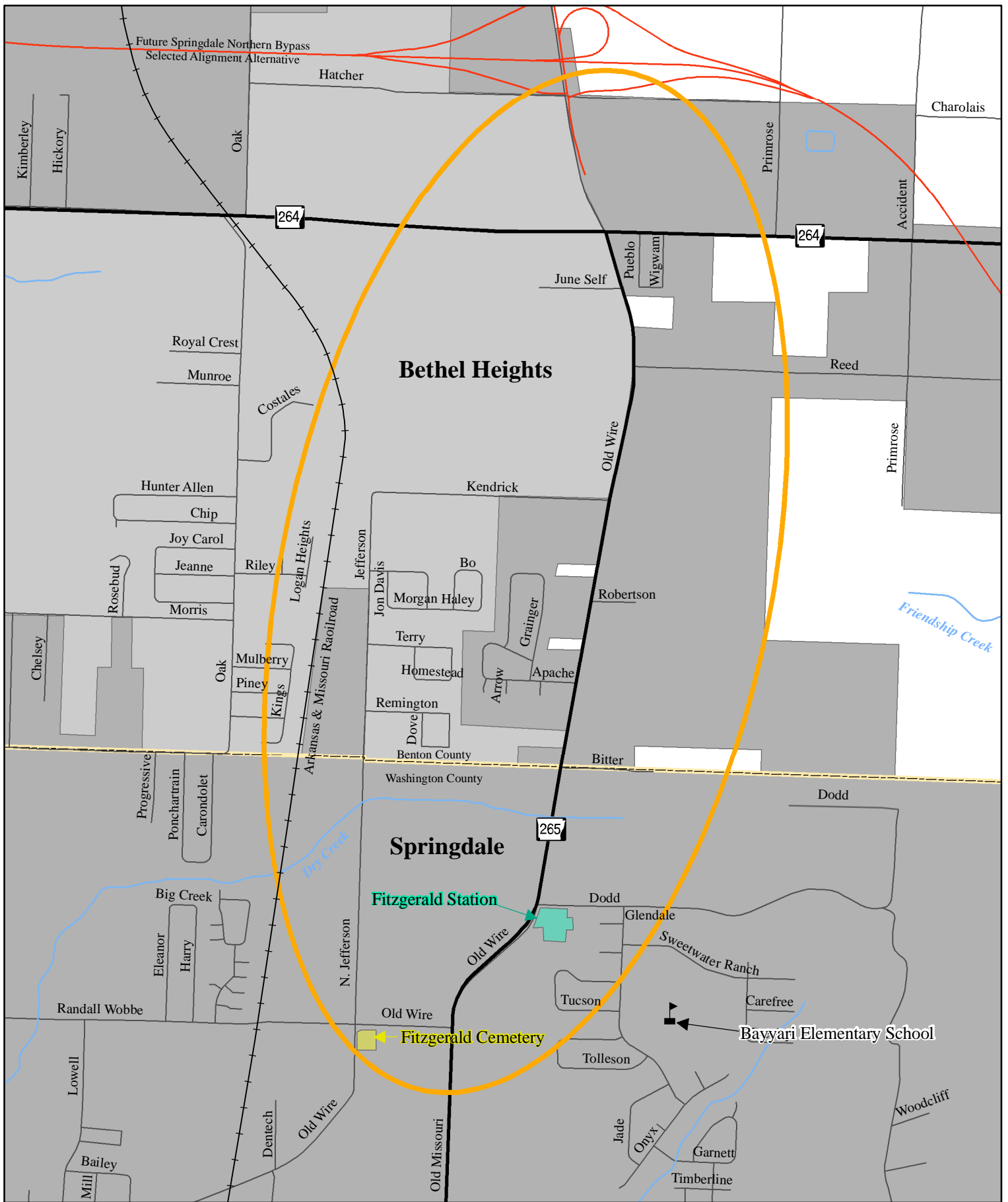
This FONSI is based on FHWA's independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The assessment provides sufficient evidence and analysis 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.

### **Purpose and Need**

The purpose and need of the proposed Highway 265 improvements, as outlined in the EA, is to improve roadway geometrics and provide for an essential regional connection between eastern Fayetteville, eastern Springdale, Bethel Heights, and the future Highway 412 Springdale Northern Bypass. The data contained in the EA supports the need for the project, given both existing conditions and those projected for 2028.

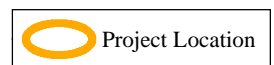
### **Project History**

This project was initially evaluated in an EA that was approved by the FHWA on October 19, 2006. The 2006 EA included Location Alternatives 1 and 2, as well as the two design alternatives shown in Figure 3. These alternatives were presented to the public at a Location Public Hearing (LPH) that was held on May 10, 2007. A request to evaluate an additional new location alternative was received, and a second EA was completed in July 2008. The 2008 EA included an evaluation of the three location alternatives shown in Figure 4 and the 2006 design alternatives. A Location and Design Public Hearing was held November 6, 2008.

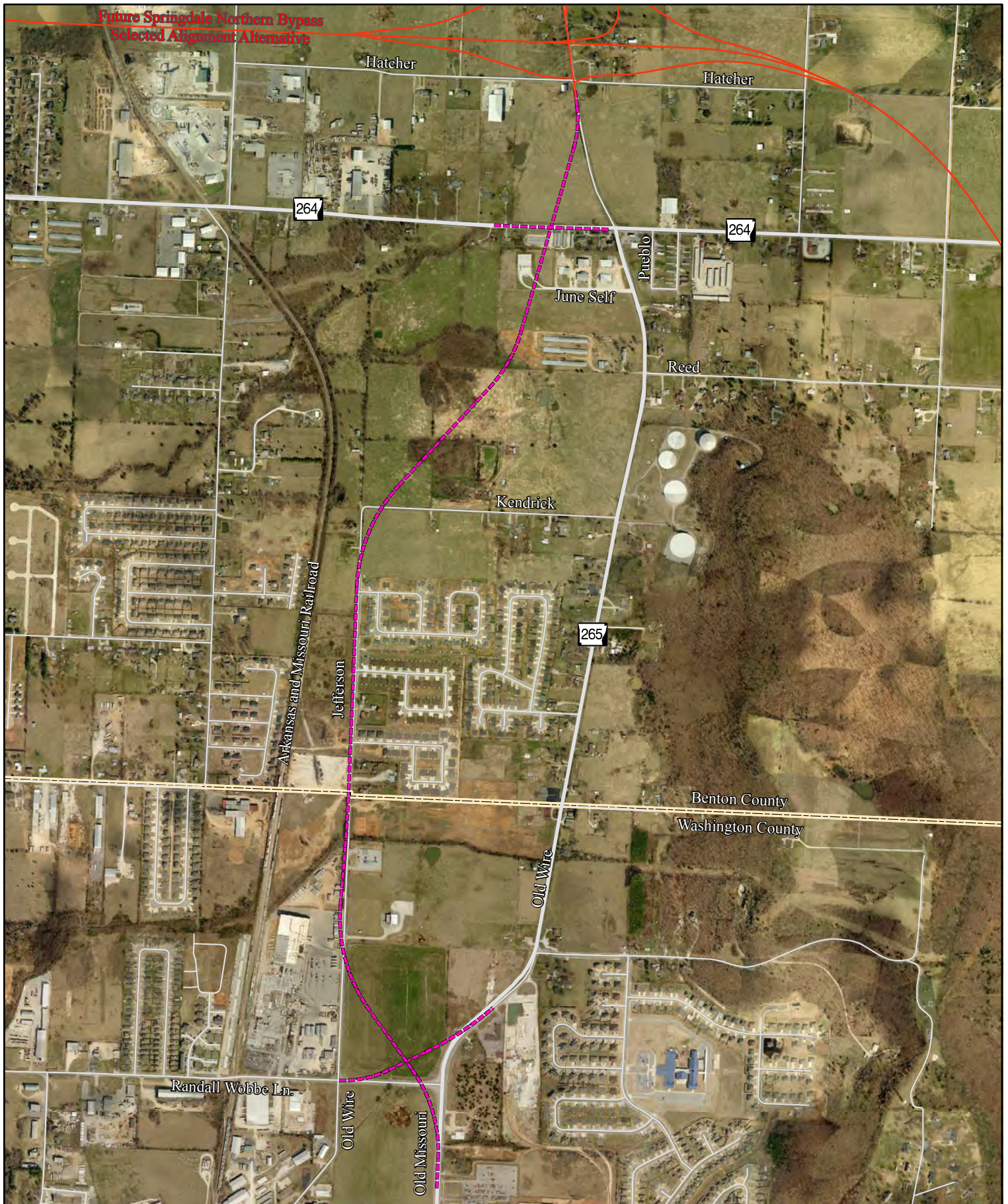


0 250 500 1,000 1,500 2,000 Feet

Figure 1  
 Project Location







Future Springdale Northern Bypass  
Selected Alignment Alternative

Hatcher

Hatcher

264

264

Pueblo

June Self

Reed

Kendrick

265

Jefferson

Arkansas and Missouri Railroad

Benton County

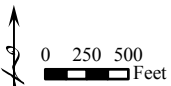
Washington County

Old Wire

Randall Wobbe Ln.

Old Wire

Old Missouri



Job 012007  
AHTD Environmental GIS - Dudley  
December 12, 2008

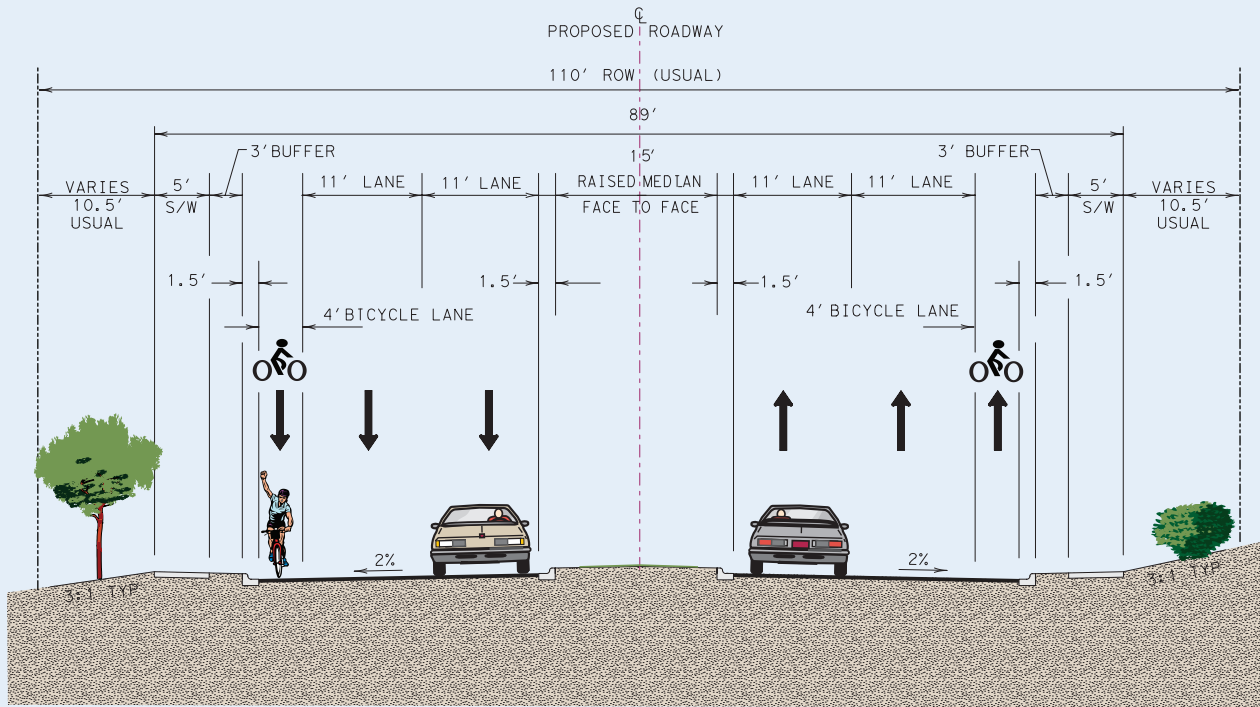
Figure 2  
Preferred Location Alternative

Preferred Location Alternative

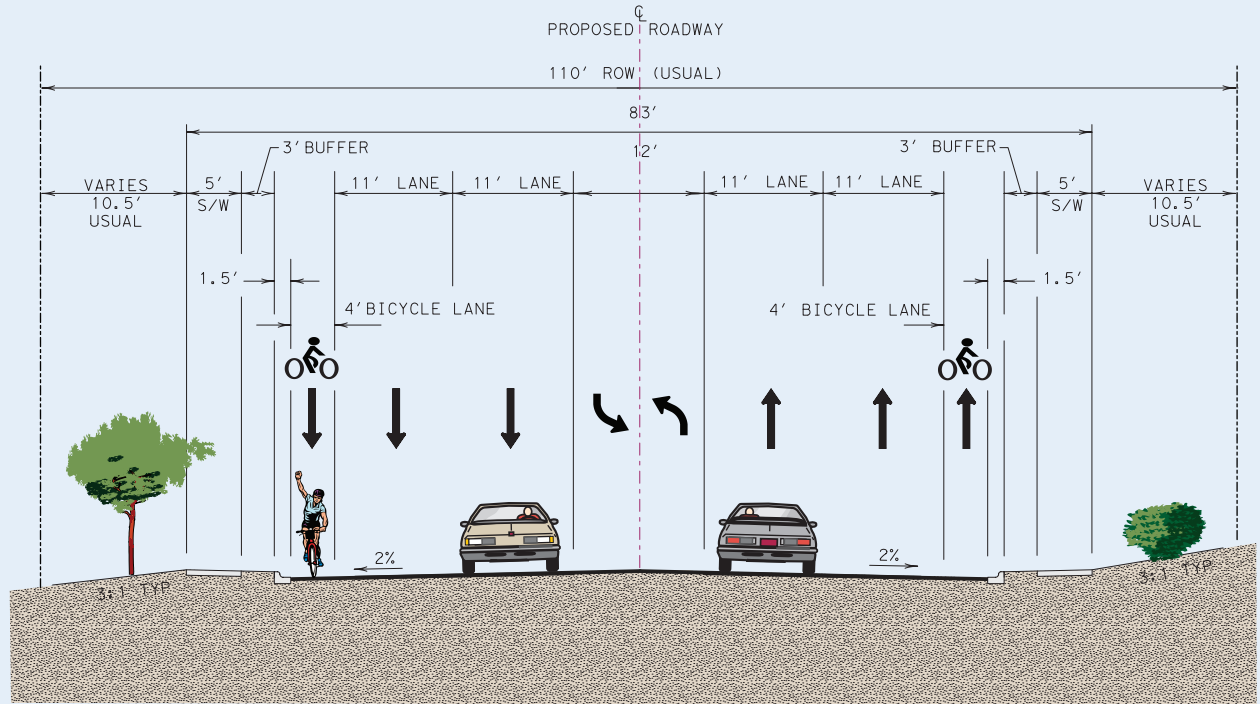
Photography: 2008 Benton & Washington County 6 in. Resolution



### ALTERNATIVE A



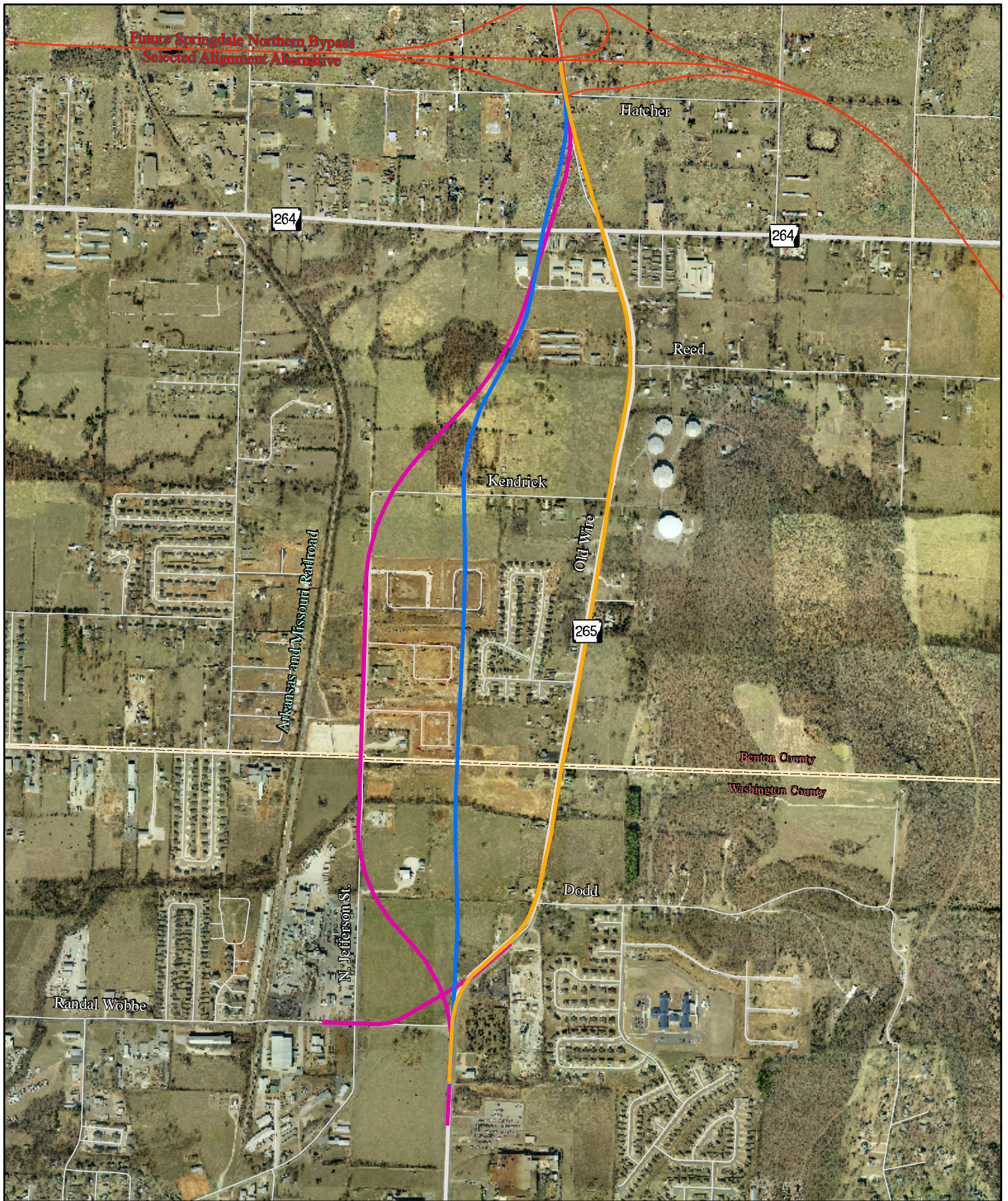
### ALTERNATIVE B



Job 012007

Figure 3  
Design Alternatives





Future Springdale Northern Bypass  
Selected Alignment Alternative

Hatcher

264

264

Reed

Kendrick

265

Old Wire

Arkansas and Missouri Railroad

Benton County

Washington County

Dodd

N. Jefferson St.

Randal Wobbe



Figure 4  
Location Alternatives

- Alternative 1
- Alternative 2
- Alternative 3

Photography: 2006 Benton & Washington County 1ft Resolution

Job 012007  
AHTD Environmental GIS - Dudley  
January 7, 2008



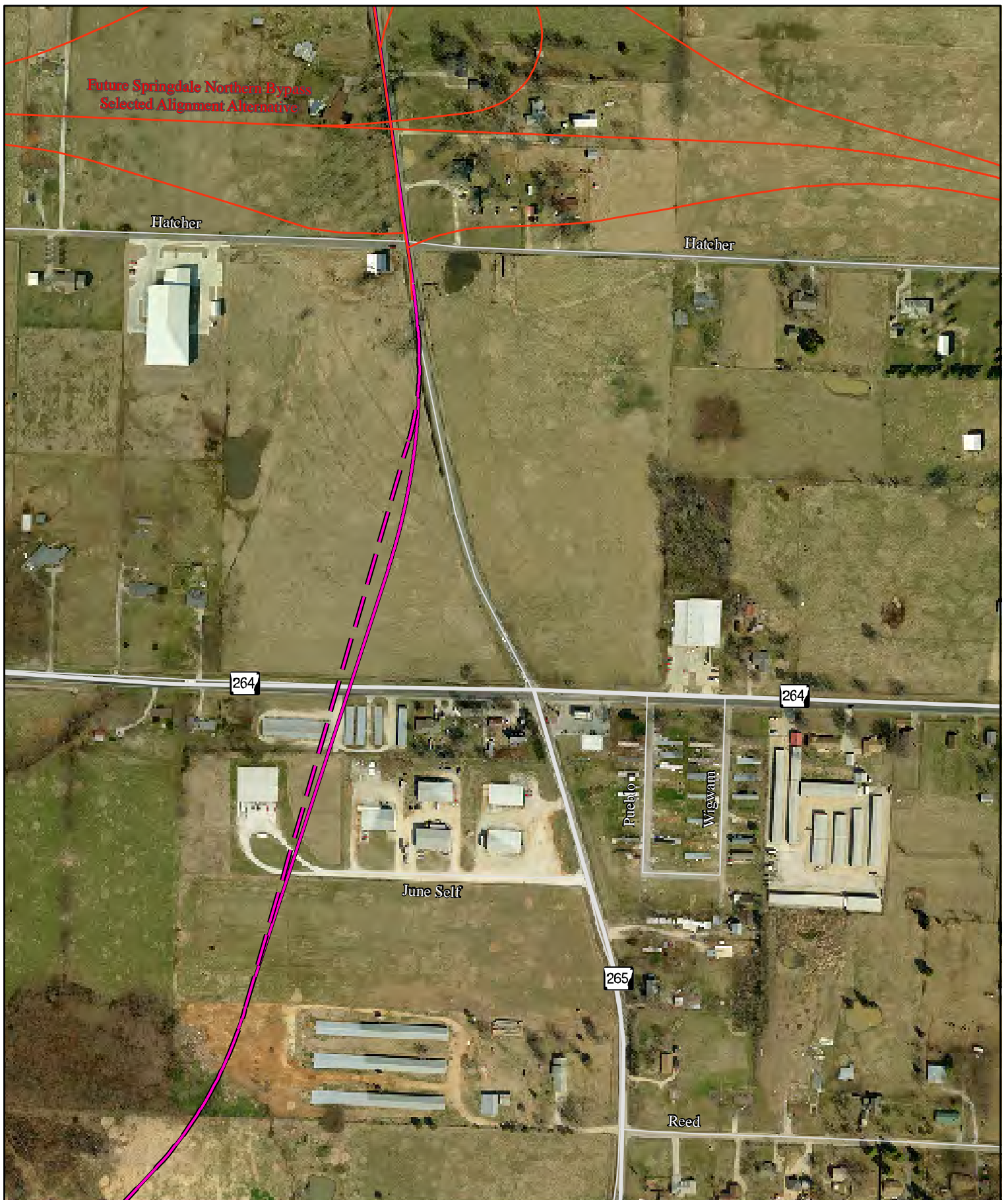
The Interdisciplinary Staff, composed of representatives from various disciplines of the AHTD and the FHWA, not only considered information contained in the EA but also considered comments and responses from the Location and Design Public hearing before recommending Location Alternative 3 with Design Alternative B as the Preferred Alternative (see Figures 4 and 3). As a result of comments received, it was determined that the northern portion of Alternative 3 should be shifted slightly west to minimize impacts, and as a result, was renamed Alternative 3R, as shown in Figure 5.

The Selected Alternative, Location Alternative 3R, using Design Alternative B as the cross-section, will fulfill the project's purpose and need, minimize impacts, and balance the benefits versus the overall impacts. The Selected Alternative is approximately 2 miles in length on new location with an estimated construction cost of \$22.3 million.

Appendix 1 contains the comments received at the Location and Design Public Hearing held November 6, 2008, with accompanying responses.

### **Potential Impacts**

- 1) The proposed project will require the acquisition of additional right of way along its entire length totaling an estimated 32 acres. The proposed project will not require any residential relocations but will require the acquisition of one commercial property.
- 2) The project will require the acquisition and demolition of standing structures.
- 3) The State Historic Preservation Officer, in consultation with the FHWA, has been unable to determine that the proposed actions will have no effect upon any properties protected under Section 106 of *The National Historic Preservation Act of 1966*. The Phase I Cultural Resources work was conducted prior to acquisition of Right of Way (ROW), and about ten percent of the proposed project could not be surveyed due to access denial by the landowner. No standing structures or architectural features can be found within the unsurveyed portion of the ROW, and impacts to the property in the study area that was identified in the EA as listed on the National Register of Historic Properties were avoided. Previous archival research indicates a 19<sup>th</sup> century cabin and a possible segment of the Trail of Tears in the project vicinity, although the exact location is unknown. Correspondence with the State Historic Preservation Officer and the Programmatic Agreement (PA) can be found in Appendix 2.
- 4) The proposed action will not impact properties as defined by *Section 4(f) of the Department of Transportation Act of 1966*, as amended.



Future Springdale Northern Bypass  
Selected Alignment Alternative

Hatcher

Hatcher

264

264

Pueblo

Wigwam

June Self

265

Reed

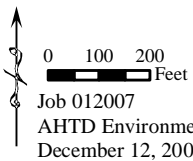
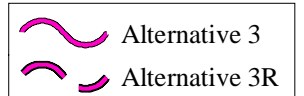


Figure 5  
Alternative 3 Alignment Shift



Photography: 2008 Benton &  
Washington County 6 in. Resolution



- 5) The project is located in an area that is designated as in attainment for all transportation pollutants. Therefore, the conformity procedures of *The Clean Air Act*, as amended, do not apply. Computer analyses for similar projects indicate that the predicted worst-case carbon monoxide concentrations for the Preferred Alternative do not exceed the National Air Quality Standards.
- 6) In accordance with the *Title 23 Code of Federal Regulations Part 772, procedures for Abatement of Highway Traffic Noise and Construction Noise*, a study was conducted to assess the potential noise impacts associated with the proposed project. A noise analysis indicates that 42 residences along the project route are predicted to approach or exceed the noise abatement criteria or experience a substantial increase in traffic noise levels associated with the Selected Alternative. Evaluation for noise abatement measures along the proposed route did not identify any areas that met AHTD criteria warranting the need for noise walls or berms. This is a result of one or a combination of factors including a lack of noise receptors within the design year noise contour, the relatively low density of development, and /or the need to provide direct access to adjacent properties.
- 7) Field inspections found no evidence of underground storage tanks (USTs) or hazardous materials in the project area.
- 8) The Preferred Alternative will impact a designated floodplain hazard area associated with a tributary to Spring Creek. The project will not support incompatible use and development of the floodplain. Adjacent properties should neither be impacted nor have a greater flood risk than existed before construction of the job. The encroachment will constitute a significant floodplain encroachment or a significant risk to property and life.
- 9) In accordance with *Executive Order 11990*, special considerations were taken in developing and evaluating the alternatives to avoid and minimize wetland impacts associated with this project. The Selected Alternative will not impact jurisdictional wetlands.
- 10) Pursuant to Section 7(c) of *The Endangered Species Act of 1973*, the project area was evaluated for the potential occurrence of threatened and endangered species. The probability that the Selected Alternative would adversely affect threatened or endangered species is low. The study area lies within an ecoregion known to contain karst features. Although none are known, cave obligate species such as the Ozark cavefish, *Amblyopsis rosae*, and the gray bat, *Myotis grisescens*, could potentially exist in or near the project area.
- 11) Through coordination with the Natural Resources Conservation Service, it has been determined that the project would have no impact on prime farmland or farmland of statewide importance.

- 12) This project has been developed in accordance with *The Civil Rights Act of 1964*, as amended, and *Executive Order 12898* on Environmental Justice. These federal actions stipulate that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, family composition, age, or income be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. No person was discriminated against or denied the opportunity to comment on the proposed project alternatives.

## **Commitments**

- 1) Relocations will be conducted in accordance with *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*.
- 2) An asbestos survey will be conducted on each building prior to the development of demolition plans. 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.
- 3) During construction, if hazardous materials or USTs are identified or accidentally uncovered by any AHTD Personnel, contracting company(s), or state regulatory agency, the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD, in consultation with ADEQ, will decide the type of containment, remediation, and disposal methods to be employed for that particular type of contamination.
- 4) An additional archeological survey will be conducted for the unsurveyed portion of the ROW after it has been purchased and all commitments found in the Programmatic Agreement (Appendix 2) will be met. Consultation with Native American tribes will continue as specified in the PA, and throughout project development.
- 5) The design measures to minimize floodplain impacts include (1) avoiding longitudinal floodplain encroachments, (2) sufficient bridging and/or drainage structures to minimize adverse effects from backwater, (3) sufficient bridging and/or drainage structures to minimize increases in velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation and (6) using AHTD's Standard Specifications for controlling work in and around streams to minimize adverse water quality impacts. The final

project design will be reviewed to confirm that the design is adequate and that potential risk to life and property are minimized.

- 6) 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: National Pollutant Discharge Elimination Permit* (NPDES), and *Section 404: Permits for Dredged or Fill Material*.
- 7) A special provision will be included in the contract that will contain measures to be utilized if karst features are discovered during construction. These measures will aid in the protection of endangered or threatened cave species.

Based upon the EA, additional information included in this document, and the Disposition of Public Comments for the Location and Design Public Hearing(s), FHWA concludes that no additional environmental documentation is required for this project.

---

Randal J. Looney  
Environmental Specialist  
FHWA, Arkansas Division Office

---

Date

**APPENDIX 1**

**LOCATION AND DESIGN PUBLIC HEARING  
DISPOSITION OF COMMENTS**

## **LOCATION AND DESIGN PUBLIC HEARING DISPOSITION OF COMMENTS**

**Job Number 012007  
FAP Number STP-9399(8)  
Highway 265 Improvements  
Washington and Benton Counties**

An Open Forum Location and Design Public Hearing (L&DPH) was held for this project at the Bayyari Elementary School in Springdale, Arkansas on November 6, 2008. The three location alternatives were displayed on aerial photography, depicting design features on an approximate scale of 1"=100'. Two design alternatives were presented for the typical section of improvement. Design Alternative A consists of four 11-foot lanes with a 15-foot wide curbed grass median, and 4-foot wide bike lanes with 5-foot concrete walks offset 3-feet from the curb on both sides. Design Alternative B consists of four 11-foot wide lanes with a 12-foot wide continuous two-way center left-turn lane, and 4-foot bike lanes with 5-foot concrete walks offset 3-feet from the curb on both sides. The display was placed on tables for detailed inspection by all interested parties. Representatives of various AHTD Divisions and AHTD District 4 and 9 were present to explain the displays and to answer questions. Copies of the Environmental Assessment and other general project information were available.

The following comments or questions were received during the comment period. A response to each question or comment is shown below:

**COMMENT:** Dennis Wooldridge, Wanda Wooldridge, Johnny Harrison, Charles Davenport, Myrtle Davenport, Feng Hou Huang, Dennis Watson, Herman Sisemore, Dorothy Sisemore, Janet Haley, Martha Pierce, John Pierce, David Sparks, Bobby Wilson, Leona Wilson, Max Edwards, Connie Priddy, Phillip Priddy, Becky Sims, Julian Jackson, Harold Sims, Jeff Hutcheson, Dale Clark, Ina King, Norman King and Ken Whisenhunt prefer Alternative 3 with the five-lane cross section.

**RESPONSE:** The Inter-Disciplinary Staff Members, within the Arkansas Highway and Transportation Department (AHTD), met to evaluate the proposed alternatives and typical sections that were evaluated in the Environmental Assessment on Job 012007. Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Deborah West prefers Alternative 3 with the five-lane cross section. Ms. West lives and works on Old Wire Road, and believes Alternative 1 would take her front yard, septic system and parking at her office.

**RESPONSE:** Alternative 3, with the five-lane cross section, has been identified as the Preferred Alternative for the proposed project.

**COMMENT:** Patsy Christie (Planning and Community Development Director for the City of Springdale), John McLarty (NARTS Transportation Study Director) and Ben Peters (Springdale Engineer) prefer Alternative 3 with the raised median to allow access management and to preserve traffic flow.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265; however the preferred typical cross-section consists of five lanes, based on public comment and lower estimated costs.

**COMMENT:** Jerre Van Hoose (Mayor) prefers Alternative 3 with the raised median cross section because it is more attractive.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265; however the preferred typical cross-section consists of five lanes, based on public comment and lower estimated costs

**COMMENT:** Fred Davis, Lois Davis, Pattie Whisenhunt and June Painter prefer Alternative 3 with the raised median because they believe it is safer.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265; however the preferred typical cross-section consists of five lanes, based on public comment and lower estimated costs

**COMMENT:** Don Sims prefers Alternative 3 with the raised median cross section.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265; however the preferred typical cross-section consists of five lanes, based on public comment and lower estimated costs

**COMMENT:** Patrick Leding prefers Alternative 3 with some modifications.

**RESPONSE:** The modifications Mr. Leding proposed would require the relocation of at least two additional residences, therefore the modifications were rejected.

**COMMENT:** Mildred Winborn asked “if Alternative 3 is selected, could the bike lanes be moved to the existing highway?” Ms. Winborn also prefers the five-lane cross-section for safety reasons.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265, and the preferred typical cross-section consists of five lanes. Bike lanes will be provided along this alternative. To include bike lanes along the existing highway also is outside the scope of this project.



Finding of No Significant Impact

Appendix 1

AHTD Job Number 012007

Page 14 of 26

**COMMENT:** Eve Adams prefers Alternative 1 to preserve green space.

**RESPONSE:** Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Allis Williamson & Cornelia Williamson prefer Alternative 1 with the five lane cross-section because it does not divide their property.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265; however, the preferred typical section does consist of five lanes.

**COMMENT:** Richard Baker, Michael Baker, Roger Bottorff and Desinee Bottorff prefer Alternative 1 with the five lane cross-section because they own commercial property adjacent to the existing highway.

**RESPONSE:** Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Troy Hecker Kemper prefers Alternative 1 with the raised median because it has more eye appeal.

**RESPONSE:** Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Johnny Kendrick & Twyla Kendrick prefer Alternative 1. They are concerned that if Alternative 2 or 3 is identified, their property will be divided and this would cause a hardship running cattle on their property.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265. Any hardships associated with this alternative will be addressed during the right of way appraisal and acquisition phase.

**COMMENT:** Howard Donaghey prefers Alternative 1 with the five lane cross-section to have fewer roads to maintain.

**RESPONSE:** Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Brian Erskine prefers Alternative 1 with the five lane cross-section. Alternatives 2 and 3 go through his boat/mini storage business.

**RESPONSE:** Alternative 3 was identified as the preferred location for the proposed improvements to Highway 265; however, the alignment was modified to minimize the impacts to his business.

**COMMENT:** Stowe Hottis prefers Alternative 2 with the five lane cross-section.

**RESPONSE:** Based on the comments that were received from this Public Hearing, lesser impacts, and lower estimated cost, Alternative 3 has been identified as the preferred location alternative for the proposed improvements to Highway 265 with the five lane cross-section as the preferred design alternative.

**COMMENT:** Robert E. May, of Beaver Lake Concrete, asks that a traffic signal be installed at Highway 265 and Randall Wobbe Lane because of the hazardous condition at the existing intersection.

**RESPONSE:** A traffic signal is warranted at this location and will be included in the project.

**COMMENT:** Janet Haley asks that a traffic signal be installed at Old Wire Road and Dodd Road.

**RESPONSE:** Alternative 3 has been identified as the preferred location for the proposed improvements to Highway 265. Since this alternative was identified, Ms. Haley should see a reduction in traffic volumes at Old Wire Road and Dodd Road.

**COMMENT:** Ina L. King and Norma N. King think bike lanes and sidewalks shouldn't be included on a state highway.

**RESPONSE:** The bike lanes and sidewalks are included because of comments received asking that they be included in the project and in accordance with the Heritage Trail Designation.

**APPENDIX 2**

**SHPO CORRESPONDENCE  
AND PROGRAMMATIC AGREEMENT**



The Department of  
**Arkansas  
Heritage**

Mike Beebe  
Governor

Cathie Matthews  
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

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

e-mail:  
[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)  
website:  
[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

An Equal Opportunity Employer



November 9, 2009

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

RE: Multi County – Springdale  
Section 106 Review – FHWA  
Report Entitled “A Cultural Resources Survey  
of AHTD Job Number 012007, Randall Wobble  
Lane – Hwy 264 (Springdale) (S), Washington  
and Benton Counties”  
AHPP Project Number 70702

Dear Mr. Malbrough:

My staff has reviewed the referenced cultural resources survey report and finds that it lacks sufficient information to make an evaluation. Since there were land owner access problems and some areas could not be surveyed, we are unable to complete our review. Therefore, a Programmatic Agreement (PA) should be developed to address this issue, or a revised report submitted once the un-surveyed areas have been investigated.

Thank you for your interest and concern for the cultural heritage of Arkansas. We can proceed with our review upon receipt of a PA or a revised report.

If you have any questions, please contact George McCluskey of my staff at (501) 324-9880.

Sincerely,

Frances McSwain  
Deputy State Historic Preservation Officer

cc: Federal Highway Administration  
Cherokee Nation of Oklahoma  
United Keetoowah Band of Cherokee Indians  
Osage Nation  
Arkansas Archeological Survey

PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
THE ARKANSAS STATE HISTORIC PRESERVATION OFFICER,  
THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT,  
THE CADDO NATION, THE CHEROKEE NATION OF OKLAHOMA,  
THE OSAGE NATION, THE QUAPAW TRIBE OF OKLAHOMA,  
AND THE UNITED KEETOOWAH BAND OF CHEROKEE INDIANS  
REGARDING  
THE CONSTRUCTION OF AHTD JOB NUMBER 012007  
FAP NUMBER STP-9399(8)  
RANDALL WOBBE LANE-HWY. 264 (SPRINGDALE)  
BENTON AND WASHINGTON COUNTIES, ARKANSAS

**WHEREAS**, the Federal Highway Administration (FHWA) has determined that proposed improvements to Highway 265 in Springdale, Arkansas (Project) are necessary to serve the transportation needs of northwest Arkansas to improve traffic flow, safety and capacity; and

**WHEREAS**, a Phase I Cultural Resources Survey and evaluation revealed no historic properties within the proposed project area that was available for investigation, an Environmental Assessment was prepared, and a Preferred Alternative for the Project has been identified; and

**WHEREAS**, the Phase I survey was conducted prior to right of way acquisition and part of the proposed project area could not be surveyed due to access denial by the landowner; and

**WHEREAS**, the unsurveyed area (Supplemental Study Area) comprises a little more than 10 percent of the overall project area (approximately 1,200 linear feet of the proposed alignment) and contains no standing structures or architectural features, but could contain unknown archeological resources; and

**WHEREAS**, all Phase I work along the surveyed portion of the Project has followed the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-39) and *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis 1994 ed.); and

**WHEREAS**, the architectural components of all standing structures 50 years old or older have been evaluated by the FHWA in consultation with the Arkansas State Historic Preservation Officer (SHPO), with no structures determined eligible within the project area; and

**WHEREAS**, the FHWA has consulted with representatives of the Caddo Nation, the Cherokee Nation of Oklahoma, the Osage Nation, the Quapaw Tribe of Oklahoma, and the United Keetoowah Band of Cherokee Indians regarding the project; and a report

containing the results of the area surveyed to date was submitted for review to the SHPO and the consulting federally recognized Indian Tribes; and

**WHEREAS**, the State Historic Preservation Officer was unable to complete the Section 106 evaluation and has recommended the development of a Programmatic Agreement to address the unsurveyed portion of the Project.

**NOW, THEREFORE**, the signatories agree that the Project will be implemented in accordance with the following stipulations to take into account the effect of the Project on historic properties.

### **STIPULATIONS**

The FHWA will ensure that the following stipulations are carried out prior to taking any action that could have an effect on properties listed, or considered eligible for inclusion in the National Register of Historic Places (NRHP).

#### **I. IDENTIFICATION OF HISTORIC PROPERTIES, ASSESSMENT OF EFFECTS, AND RESOLUTION OF ADVERSE EFFECTS**

- A. A cultural resources survey has been conducted for all accessible areas within the area of potential effect (APE) of the undertaking. An additional archeological survey, which will meet the Secretary of the Interior's "Standard and Guidelines for Archeology and Historic Preservation" (48 FR 44716) and the Guidelines for Archeological Fieldwork and Report Writing contained in *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds.) will be conducted for the previously inaccessible areas once they are purchased by AHTD. Previous archival research indicates that a no longer extant 19<sup>th</sup> century cabin (WA0440) was recorded in the vicinity of the previously inaccessible areas, but its exact location is unknown. It is possible that the archeological components of this cabin or other unknown archeological sites are present within the previously inaccessible areas of the APE.
  1. The FHWA will ensure that the unsurveyed portion of the Project, will be surveyed for cultural resources once access to the property can be gained. All archeological fieldwork and report writing will follow the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-) and the Guidelines for Archeological Fieldwork and Report Writing in *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds.). If this work is conducted after other areas in the APE have been surveyed and a report has been submitted to the SHPO, an addendum may be added to the original report.
  2. If resources are identified that cannot be evaluated using standard Phase I evaluation methods, or if potentially eligible resources are identified within the APE, a Phase II testing program will be implemented as soon as practicable to assess any unevaluated resources. The FHWA will ensure that

- Phase II investigations are sufficient to determine NRHP eligibility. The assessments will follow the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-) and the Guidelines for Archeological Fieldwork and Report Writing in *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds. ). A separate Phase II testing report must be submitted to the SHPO for review and comment.
3. FHWA will ensure that all NRHP eligibility determinations are made in consultation with the SHPO and will follow the guidelines established in the National Register Bulletins *How to Apply the National Register Criteria for Evaluation* and *Guidelines for Evaluating and Registering Archeological Properties*. Disputes concerning eligibility will be resolved by the Keeper of the NRHP (Keeper) as set forth in 36 CFR Part 800.
  4. The FHWA, in consultation with the SHPO, will ensure that a treatment plan for historic properties is developed for any historic property (an archeological site or standing structure) that is listed in or determined eligible for inclusion in the NRHP that will be adversely affected by the Project. This treatment plan will consider measures to avoid or mitigate adverse effects such as design adjustments, buffer zone establishment, protective fencing, construction monitoring and education of construction personnel, and will take into account engineering feasibility, cost and other factors considered appropriate by the FHWA.
  5. If the appropriate treatment of a National Register eligible or listed archeological site involves data recovery, the FHWA will ensure that a treatment plan is developed in consultation with the SHPO, tribes and other consulting parties, as appropriate. The treatment plan will call for investigations that meet the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716) and the Guidelines for Archeological Fieldwork and Report Writing in *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds.).
  6. The FHWA will provide copies of the treatment plan to the SHPO and consulting tribes for review. Comments will be provided by these parties within thirty (30) calendar days of receipt. Any disputes arising from such review will be resolved in accordance with Stipulation IX of this PA.
- B. Following completion of the fieldwork phase of the treatment plan, appropriate analysis will be conducted and draft and final reports will be prepared. The FHWA will ensure that all draft and final reports resulting from actions pursuant to this PA are provided to all signatories for review and comment. The FHWA will ensure that all such reports meet the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-) and the Guidelines for Archeological Fieldwork and Report Writing s in *A State Plan for*



*the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds.). Precise location information for archeological sites will be provided in a separate appendix not accessible to the general public.

- C. Following appropriate analysis, all reports, field notes, photographs, negatives, drawings, maps, and other records will be deposited in a permanent curation facility that meets the curation standards set forth in 36 CFR Part 79 and is approved by the SHPO. Additionally, artifacts, soil samples, and other archeological materials recovered as a result of the Project from public land and from private land (with permission of the landowner) will also be curated in the designated curation facility. The exceptions are human remains and grave associated objects which belong to descendants. Such remains and objects shall be handled as per Section III in this PA regarding the treatment of human remains and funerary objects.

## **II. FEDERALLY RECOGNIZED CONSULTING TRIBES**

FHWA consultation with the Caddo Nation, the Cherokee Nation of Oklahoma, the Osage Nation, the Quapaw Tribe of Oklahoma, and the United Keetoowah Band of Cherokee Indians was initiated with letters soliciting views about the Project during the early planning stages. The U.S. Government recognized all of Arkansas north of the Arkansas River as part of Osage hunting territory in the early 19<sup>th</sup> century. While the Quapaw do not usually consult on projects in Benton and Washington Counties, there is some documentation of Quapaw along the removal route taken in the Project vicinity, although the exact location is not known. Research reviewed during the Environmental Assessment resulted in the identification of a previously known route associated with the removal of the Cherokee. The exact location of the route has not been verified, but it is known to have passed by Fitzgerald's Station, which is adjacent to the Project. To date, only the Osage have responded that sites that might be of cultural or religious significance to their Tribe may be present within the Project area.

## **III. HUMAN REMAINS**

- A. Human remains are not expected to be discovered, however, if they are encountered during implementation of the Project, all activity within 30 meters (100 ft) of the discovery will cease immediately and the FHWA and local law enforcement will be notified to determine if it is a crime scene. The FHWA will immediately notify the SHPO and other consulting parties.
- B. If the remains are, or may be, Native American, the consulting Tribes will be contacted regarding their appropriate handling and disposition.
- C. If it can be determined that the remains are not Native American, the FHWA will consult with the SHPO and, as appropriate, living descendants or other interested parties to determine treatment of the remains, including analysis of funerary objects, and proposed plans for reburial.

- D. The treatment of human remains will follow the guidelines developed for the *Arkansas Burial Law* (Act 753 of 1991, as amended) and the Advisory Council on Historic Preservation's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* published February 23, 2007.
- E. If human remains need to be excavated, a burial excavation permit must be secured from the Arkansas Historic Preservation Program (AHPP), as per the guidelines for the Arkansas Burial Law. (Act 753 of 1991, as amended)

#### **IV. QUALIFICATIONS**

The FHWA will ensure that all investigations pursuant to this PA are carried out by, or under the direct supervision of, a person or persons meeting the appropriate qualifications set forth in the Secretary of Interior's *Professional Qualifications Standards* (48 FR 44739) for archeology.

#### **V. COMMENCEMENT OF CONSTRUCTION**

Construction may commence in the investigated portions of the APE once the Section 106 stipulations set forth in this PA are complete. This includes submission of a draft cultural resources survey report to the SHPO for review and comment. Construction may commence in the Supplemental Study Area once appropriate efforts to evaluate and mitigate adverse effects on historic properties have been completed and the FHWA and the SHPO concur that no adverse effect on historic properties will occur as a result of construction, or that effects to historic properties have been appropriately mitigated as per the terms of the treatment plan and other stipulations in this PA.

#### **VI. SIGNATORY AND INTERESTED PARTY PARTICIPATION**

- A. The FHWA will ensure access by signatory parties, the public and other interested parties, as appropriate, to all determinations made pursuant to this PA and will consider or respond to comments or objections by signatory or interested parties in a timely manner. Comments from the Caddo Nation, the Cherokee Nation of Oklahoma, the Osage Nation, the Quapaw Tribe of Oklahoma, and the United Keetoowah Band of Cherokee Indians will be solicited by the FHWA and will be taken into account during the consultation process when Native American properties are identified in the APE.
- B. Signatory parties, members of the public, or interested parties, as appropriate, may ask the Advisory Council on Historic Preservation (Council) to review a finding, become a party to consultation or request the Keeper of the NRHP to review a determination of eligibility made under this PA by the FHWA and SHPO.
- C. The participating federally recognized tribes will be consulted in treatment plans for historic properties (e.g., archeological data recovery plans) developed by the FHWA and the SHPO if the site involves prehistoric or historic Native American

remains. If the Tribe or Tribes object to the treatment plan agreed to by the other consulting parties, the FHWA will consult with the Council pursuant to 36 CFR Part 800.

## **VII. POST REVIEW DISCOVERY SITUATIONS**

Pursuant to 36 CFR Part 800.13, if previously unknown cultural material or archeological features are discovered during the implementation of the Project, the FHWA will ensure all construction activities cease within 30 meters (100 ft) of the area of the discovery and the signatory parties or other interested parties, as appropriate, are notified. The FHWA and the SHPO will determine the eligibility of the discovered property for inclusion in the NRHP and a treatment plan will be developed for any property determined eligible. The signatory parties and interested parties, as appropriate, will be provided an opportunity to review and comment on proposed treatment plans. If the discovery should include human remains, they shall be handled as per Section III in this PA. Disputes arising from such review will be resolved in accordance with Stipulation IX in this agreement.

## **VIII. DOCUMENTATION AND REPORTING REQUIREMENTS**

- A. An addendum report will be prepared for all Phase I survey work in the Supplemental Study Area upon its completion. Phase II testing and Phase III data recovery documents (if needed) should be stand alone reports.
- B. All archeological reports will meet the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-) and the Guidelines for Archeological Fieldwork and Report Writing in *A State Plan for the Conservation of Archeological Resources in Arkansas* (Davis and Early 2010 eds.).
- C. The FHWA and the SHPO will ensure that site location information is made available only to qualified persons in accordance with state and federal guidelines.
- D. The FHWA will provide reports, to the SHPO for review and comment. The SHPO comments will be provided to the FHWA within thirty (30) calendar days of receipt.
- E. The FHWA will submit all draft and final reports to the SHPO, and the consulting federally recognized Tribe(s) for review and comment. Copies of the approved final report shall be submitted to the Arkansas Archeological Survey for placement in its library.

## **IX. DISPUTE RESOLUTION**

- A. Should the SHPO or any signatory party object to any findings, proposed actions or determinations made pursuant to this PA, the FHWA will consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, it will request further comments from the Council

pursuant to 36 CFR Part 800. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR Part 800 with reference only to the subject of the dispute. The FHWA responsibility to carry out all actions under this PA that are not subject to the dispute will remain unchanged.

- B. The signatory parties may monitor efforts carried out pursuant to this PA. Any request for such monitoring activity must be coordinated through FHWA.

#### **X. AMENDING THE PROGRAMMATIC AGREEMENT**

Should any of the signatories to this PA believe that the terms of this PA are not being met, or cannot be met, that party will immediately notify the FHWA and request consultation to amend this PA. The process to amend this PA will be conducted in a manner similar to that leading to the execution of this PA.

#### **XI. DURATION**

This PA will remain in effect for a period not to exceed ten years from the date it is ratified, or until all final reports of field investigations have been accepted by the SHPO. The terms of this PA may be extended by agreement of the signatories.

#### **XII. TERMINATING THE PROGRAMMATIC AGREEMENT**

Any signatory to this PA may terminate it by providing thirty (30) calendar days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA will comply with 36 CFR Part 800.4 through 800.6 with regard to the undertaking covered by this PA.

#### **XIII. FAILURE TO CARRY OUT THE PROGRAMMATIC AGREEMENT**

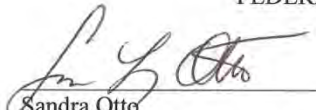
In the event the FHWA does not carry out the terms of this PA, the FHWA will comply with 36 CFR Part 800.4 through 800.6 with regard to the undertaking covered by this PA.

#### **XIV. FULFILLMENT OF SECTION 106 RESPONSIBILITIES**

Execution and implementation of this PA evidences that the FHWA has afforded the Advisory Council on Historic Preservation a reasonable opportunity to comment pursuant to 36 CFR Part 800 on the proposed construction of the Highway 265 improvement in Benton and Washington Counties, Arkansas and its effect on historic properties, and the FHWA has taken into account the effect of the Project on historic properties.

Signatories

FEDERAL HIGHWAY ADMINISTRATION

  
Sandra Otto  
Arkansas Division Administrator

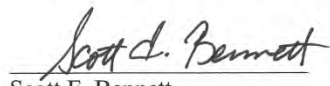
8/16/2012  
Date

ARKANSAS STATE HISTORIC PRESERVATION OFFICER

  
Cathie Matthews  
Arkansas SHPO

7/23/12  
Date

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

  
Scott E. Bennett  
Director of Highways and Transportation

8-1-12  
Date



Invited Signatories

CADDO NATION

\_\_\_\_\_  
Brenda Shemayne Edwards  
Chairperson

\_\_\_\_\_  
Date

THE CHEROKEE NATION OF OKLAHOMA

\_\_\_\_\_  
Bill John Baker  
Principal Chief

\_\_\_\_\_  
Date

OSAGE NATION

\_\_\_\_\_  
John D. Red Eagle  
Principal Chief

\_\_\_\_\_  
Date

QUAPAW TRIBE OF OKLAHOMA

\_\_\_\_\_  
John Berrey  
Tribal Chairperson

\_\_\_\_\_  
Date

UNITED KEETOOWAH BAND OF CHEROKEE INDIANS

\_\_\_\_\_  
George Wickliffe  
Chief

\_\_\_\_\_  
Date



# ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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



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

August 21, 2015

Mr. Angel Correa  
Acting Division Administrator  
Federal Highway Administration  
700 West Capitol, Room 3130  
Little Rock, Arkansas 72201-3298

RE: AHTD Job Number 012007  
FAP Number STP-9399(8)  
Randall Wobbe Lane – Hwy. 264  
(Springdale) (S)  
Washington and Benton Counties  
Design Reassessment

Dear Mr. Correa:

An Environmental Assessment (EA) for the referenced project was prepared by the Arkansas State Highway and Transportation Department (AHTD) and submitted for your approval. The document was signed and approved for public dissemination on July 15, 2008. A Finding of No Significant Impact (FONSI) document was subsequently approved on October 24, 2012. Since that time, design modifications have resulted in a revised alternative. The new Proposed Alternative and the original Selected Alternative are shown on the enclosed figure.

During the appraisal and acquisition process, the AHTD's Right of Way Division encountered two major issues with the Selected Alternative.

- A 36-inch water line buried along the eastern side of Jefferson Street would have to be moved. The cost to move this water line was estimated at \$1.2 million. This relocation cost would have been paid by the City of Springdale.



- The Selected Alignment would have impacted the Cargill turkey processing plant’s power generating facilities, truck wash rack, transport trailer storage area, concrete parking, and high security fencing. Estimated costs to acquire the property and reimburse Cargill with adequate land, access, and operational equipment were greater than originally estimated and would have been in excess of \$5 million.

The Proposed Alternative was developed using the cross-section for Design Alternative B outlined in the EA and the alignment was adjusted to reduce impacts to the water line and Cargill. The Proposed Alternative would fulfill the project’s purpose and need, minimize impacts, reduce costs, and provide connectivity for Old Wire Road and Randall Wobbe Lane to Highway 264.

The Comparative Analysis and Impact Summary Table below indicates that the Proposed Alternative would reduce cost, residential relocations, and noise impacts relative to the Selected Alternative. Additionally, no water line relocation would be necessary with the Proposed Alternative and impacts to Cargill property would be minimal.

<b>Comparative Analysis and Impact Summary Table</b>			
	<b>No Action</b>	<b>Selected Alternative</b>	<b>Proposed Alternative</b>
Length (miles)	1.9	2.0	2.2
Cost Estimate (Millions 2014\$)	N/A	25.3	22.2
Projected ADT (2034)	33,000	32,000	32,000
Projected LOS (2014)	F	D	D
Estimated Noise Receptors	31	23	22
Floodplain Impacts (acres)	0	0.5	0.5
Residential Relocations	0	7	4
Business Relocations	0	1	1
Archeological Sites	0	3	3

A review of the project changes and its associated impacts reflect no change in the original determination included in the FONSI and that its construction will have no

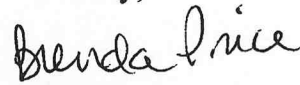
AHTD Job Number 012007  
Design Reassessment  
Page 3 of 3

significant impact on the environment. Commitments in the FONSI will not change due to this alignment change.

Should you have questions or require additional information, please contact Terry Tucker at (501) 569-2281.

**APPROVED**  
  
Environmental Specialist  
Federal Highway Administration  
Date: 8/25/2015

Sincerely,

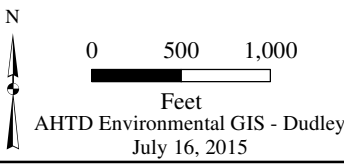
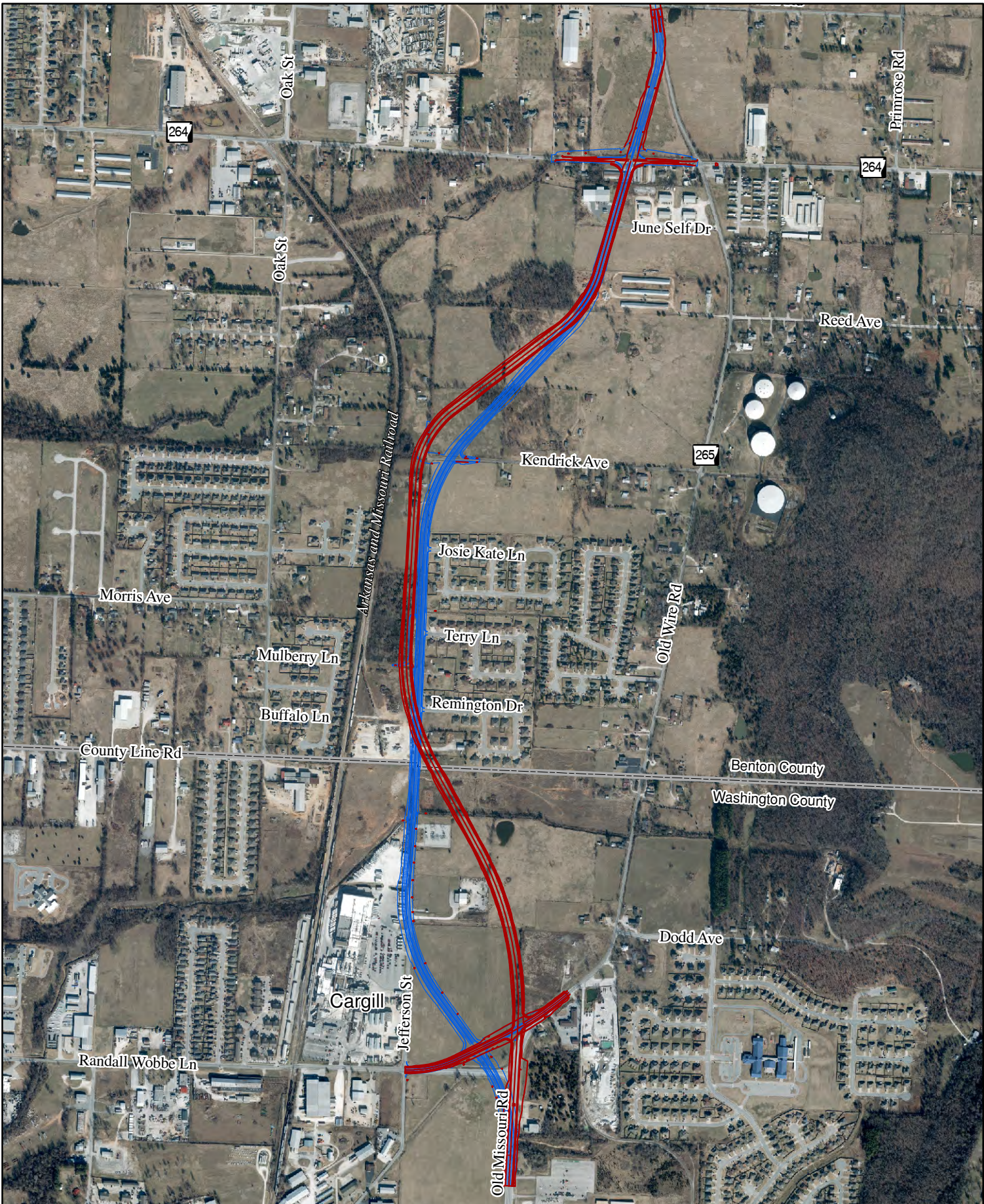


for John Fleming  
Division Head  
Environmental Division

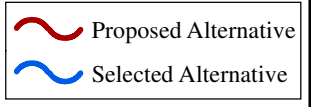
Enclosure

JF:TT:fc





Job 012007  
 Randall Wobbe Lane - Hwy. 264 (Springdale)  
 Benton and Washington Counties



Aerial Photography - 2014