

## 5 COORDINATION, PUBLIC INVOLVEMENT, COMMENTS AND RESPONSE

Involvement and participation by federal and state agencies, local public officials, and the general public was solicited for the development and direction of this project. This section describes the coordination and public involvement conducted throughout the SDEIS process. A Notice of Intent to conduct the SDEIS was published in the Federal Register on April 26, 2004 to solicit comments and suggestions from all interested parties. A total of 11 meetings were held as part of the SDEIS public involvement process for this project; three meetings with Army National Guard officials, four meetings with federal/state resource agency representatives and local public officials, and four public involvement or public hearings with the general public. Table 5-1 contains a summary of information pertaining to these meetings.

	Date	Location	Approximate Attendance
Army National Guard	March 2004	Camp Robinson	10
Army National Guard	February 2005	Camp Robinson	11
Army National Guard	March 2005	Camp Robinson	5
Agency/Public Officials	March 2005	Little Rock	21
Agency/Public Officials	November 2005	Sherwood	19
Public Involvement	November 2005 November 2005	Sherwood Runyon Acres	489
Agency/Public Officials	January 2007	Little Rock	19
Agency/Public Officials	March 2007	Sherwood	20
Location Public Hearing	March 2007 March 2007	Sherwood Runyon Acres	495

### 5.1 ARMY NATIONAL GUARD

In order to update the alignment alternative through Camp Robinson, several meetings were held with Army National Guard officials. The officials requested minor adjustments to the original route through Camp Robinson as a result of land use planning changes that had

occurred since the Selected Alternative had been identified in the ROD. Following the meetings at Camp Robinson, these officials also participated in the agency/public officials meetings in order to stay updated on the project's progress.

## **5.2 AGENCY/PUBLIC OFFICIALS**

A meeting with state/federal resource agencies and public officials was held on March 23, 2005 to familiarize them with the project and identify issues and concerns for consideration and study in the SDEIS. Three additional agency/public officials meetings were held to take comments on the initial and revised alignment alternatives, and results of the SDEIS process.

## **5.3 PUBLIC INVOLVEMENT**

Public involvement meetings were held in two areas of Sherwood on the evenings of November 14 and 15, 2005. Press releases to local media and mailing lists were used to notify the public of the scheduled public involvement meetings. The sign-up sheet from the public involvement meeting in October 2003 was used as the basis for the mailing list, and it was supplemented with names as inquiries were received. Local officials and Army National Guard officials were also notified of the public involvement sessions.

Exhibits utilizing aerial photographs and maps overlaid with the proposed alignment alternatives were used to inform the public. Additionally, a flowchart presented a simplified outline of the overall project process. Handouts were used to convey information about the project including its history and status. AHTD representatives were available to explain the displays and provide information.

Comment sheets were used to encourage contributions from the public. They were designed to obtain information about environmental constraints in the project area and public perception on the purpose and need of the project. To encourage participation by citizens unable to attend the scheduled meetings, copies of the maps with corridors and comment sheets were provided to cities in the area. This information was also available at the local AHTD office in Little Rock. Subsequent to the public involvement meeting, a website was developed to provide the latest project information.

#### **5.4 SDEIS REVIEW**

The US Army Corps of Engineers, as a cooperating agency, reviewed and commented on a draft copy of the SDEIS. Other reviewers included the Interdisciplinary Staff at the AHTD and the Multi-disciplinary Staff at the Arkansas Division of the FHWA.

Copies of the final SDEIS were delivered to federal and state agencies, US and State legislators, local officials, and other applicable organizations. The distribution list can be found in Section 8 of the SDEIS. Copies were also made available at the Sherwood and North Little Rock Public Libraries, and the SDEIS or an Executive Summary was made available upon request.

#### **5.5 SDEIS PUBLIC HEARING – MARCH 2007**

A Location Public Hearing was held to obtain formal comment on the SDEIS. Aerial photographs and maps were used as exhibits to show the changes made to the alignment alternatives. Handouts were used to provide the public with an overview of the project and its history. A copy of the meeting handout, comment sheet, and a synopsis and analysis of the public meetings are in Appendix F.

#### **5.6 COMMENTS AND RESPONSE**

Involvement and participation by federal and state agencies, local public officials, and the general public was solicited for the development and direction of this project. This section contains agency and public comments along with the FHWA and AHTD response to issues and concerns contained within these comments.

All letters of comment received on the SDEIS were reviewed by the AHTD staff, and their contents were evaluated. Any suggestions for correcting text or data and request for further discussion of a subject have been given consideration. Those editorial comments and suggestions that were practicable, reasonable, and improved the quality of the EIS were incorporated in the FEIS.

### **5.6.1 Agency Comments**

A copy of the Agency comment letter on the SDEIS is followed by responses to the comments contained in the letter. Each letter is numbered to correspond with the appropriate comment. Where no response is warranted, a copy of the comment letter is included for informational purposes.

## US Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS, TX 75202-2733

April 12, 2007

Randal Looney  
Federal Highway Administration  
Arkansas Division Office  
700 West Capitol  
3130 Federal Office Bldg  
Little Rock, AR 72201

Dear Mr. Looney:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Highway 67-I-40 West project in Pulaski County, Arkansas. The project is a proposal to construct a four-lane, fully controlled access highway, designed to Interstate Standards, on new location from the Highway 67/Highway 430 Interchange to the Interstate 440 Interchange.

EPA rates the DEIS as "LO," i.e., EPA has "Lack of Objections A" to the proposed action as described in the SDEIS. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on proposed Federal actions. If you have any questions, please contact me 214-665-7451 or by e-mail at [jansky.michael@epa.gov](mailto:jansky.michael@epa.gov).

EPA appreciates the opportunity to review the SDEIS. Please send our office two copies of the Final SEIS when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20460.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael P. Jansky".

Michael P. Jansky  
Regional FIS Coordinator

**Response:** Comment noted.

## US Department of the Interior



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, DC 20240

APR 16 2007

9043.1  
PEP/NRM

ER 07/152

Ms. Sandra L. Otto  
Division Administrator  
Federal Highway Administration  
700 West Capitol Avenue, Room 3130  
Little Rock, Arkansas 72201

Dear Ms. Otto:

As requested, the Department of the Interior (Department) has reviewed the supplemental draft Environmental Impact Statement (EIS) for the **"North Belt Freeway" construction project on a new location between Highway 67 and the I-40/430 Interchange, Pulaski County, Arkansas**. The Department offers the following comments for your consideration.

**Section 4(f) Comments**

The Department concurs with a determination by the Federal Highway Administration (FHWA) and the Arkansas Highway and Transportation Department (AHTD) that there are no feasible and prudent alternatives to the Preferred Alternative presented in the supplemental draft EIS, resulting in impacts to Section 4(f) properties. However, the Department would reserve comment on the impacts to Section 4(f) properties and any potential mitigation until the Evaluation is more complete.

There are properties along the route of the Preferred Alternative that are eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The Evaluation states that the Preferred Alternative will result in impacts to a single Section 4(f) property, the Camp Robinson Bridge No. 2, a Civilian Conservation Corps bridge located along the common alternative through Camp Robinson. We agree that a Programmatic Section 4(f) Evaluation for historic bridges may be appropriate, assuming the State Historic Preservation Officer (SHPO) agrees with mitigation for the impacts. We note that the western-most end of the project will cross the Bell Route of the Trail of Tears; while we agree with the assessment of the FHWA that the area is developed, an intensive inventory for cultural resources sites associated with the trail has not been completed, nor is there evidence that the SHPO has concurred with the assessment of eligibility or effect. We add a note of caution that

Ms. Sandra L. Otto


2

there are archeological sites in the project area. While these resources are not normally considered Section 4(f) properties, if they are significant solely for the information they contain, there is always the concern that there may be some sites that are valuable enough to be preserved in place. Those sites would then be eligible to be considered under Section 4(f).

Should the consultation process with the SHPO result in a change in the status of the sites or the Evaluations, the Department would expect a Section 4(f) Evaluation to be prepared and to be consulted on those changes. The Department has a continuing interest in working with the FHWA and the AHDT to ensure impacts to resources of concern to the Department are adequately addressed. For continued consultation and coordination with the issues concerning the Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

  
for Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance

**Response:** As noted in Section 4.11, should any sites be found to qualify as Section 4(f) properties, there should be enough flexibility within the study corridor to modify final roadway designs to consider avoidance of all but the very largest sites. If avoidance proves impossible, a Section 4(f) Evaluation will be prepared for the qualifying sites as per 49 USC Section 303 and Title 23 USC Section 138.

## US Fish and Wildlife Service



FD-800 (5-8-11) (11-04)

## United States Department of the Interior

## FISH AND WILDLIFE SERVICE

110 South Amity Road, Suite 300

Conway, Arkansas 72032

Tel: 501 513-4470 Fax: 501 513-4480

May 17, 2007

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

Re: Supplemental Draft Environmental Impact Statement for AHTD Job Number R60101 Hwy. 67 to Interstate 40 West, Pulaski County, Arkansas

Dear Mr. Malbrough,

This letter provides U.S. Fish and Wildlife Service (Service) comments concerning the above referenced document. Our comments are submitted in accordance with the Endangered Species Act of 1973 (Act; 87 stat. 884, as amended; 16 U.S.C. 1531 et seq.).


A review of the project area revealed no threatened or endangered species within the project action area in Pulaski County. All potential alternatives for the proposed interstate facility primarily affect largely urban landscapes and the Service has no objection to the selected preferred alternative Bab with the common alignment.

- #1 The Service requests that the Arkansas Highway and Transportation Department (AHTD) limit impacts to waters of the United States to the greatest extent possible during the design phase of the project by further avoidance of wetlands and stream crossings of other than perpendicular angles. Additionally, the Service requests that adequate consideration be given to wildlife passage issues in rural undeveloped areas such as those surrounding Fears Lake and within Camp Robinson military installation. The use of continuous median guard rails that prevent small animal passage should be avoided and adequate wildlife passage should be incorporated in final project design to reduce animal/vehicle collisions. The Service will continue to work with AHTD to identify priority sites which may serve as valuable wildlife corridors.
- #2



Thank you for allowing our agency the opportunity to comment on the proposed project. For future correspondence on this matter, please contact Mitch Wine of this office at 501-513-4488.

Sincerely,



Margaret Harney  
Team Leader

cc:

Randal Looney, FHWA  
John Harris, AHTD  
Don Nichols, AHTD  
Cindy Osborne, ANHC  
Robert Leonard, AGFC  
Wanda Boyd, EPA

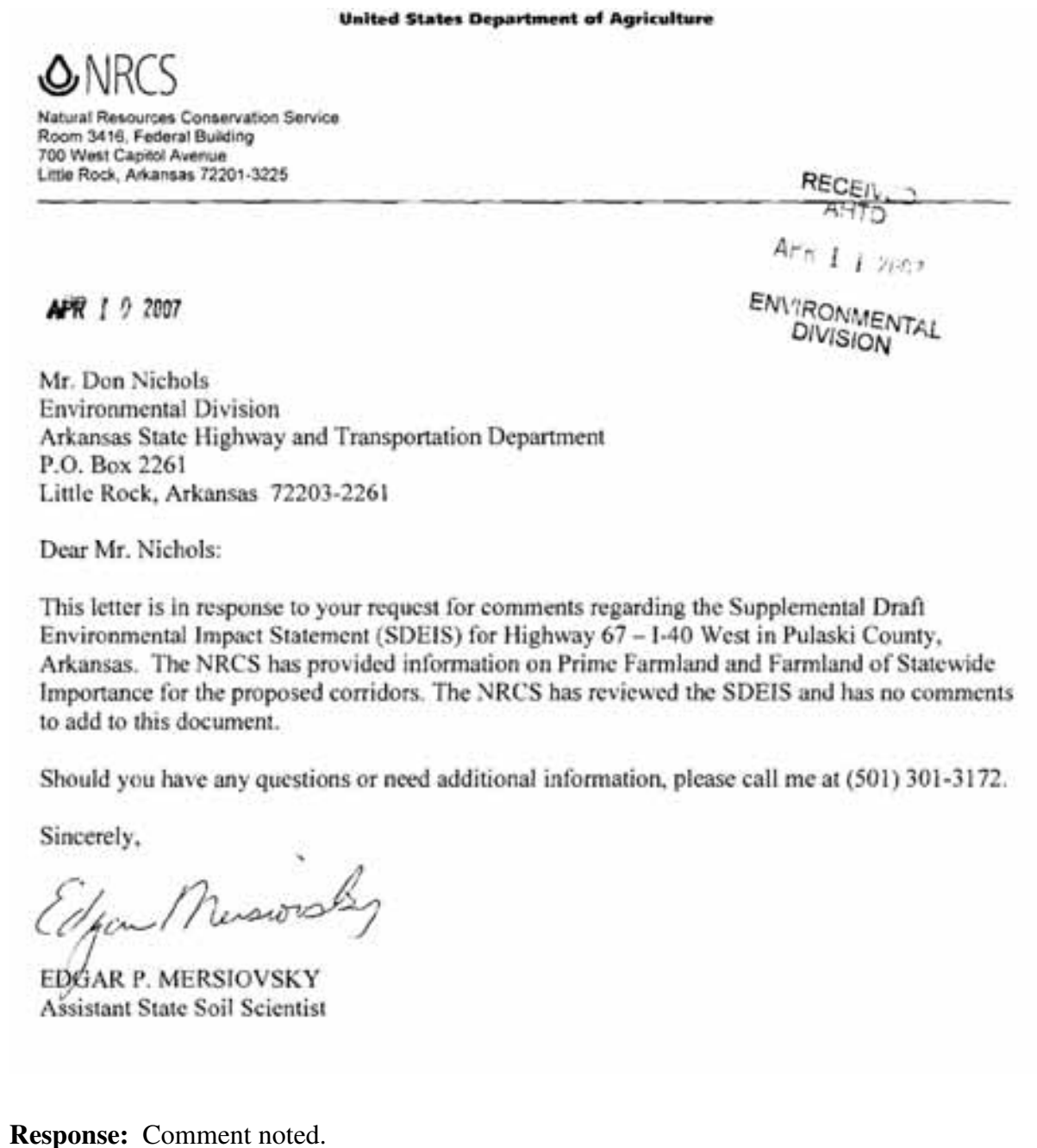
**Comment #1:** Limit impacts to waters of the United States

**Response:** Impacts to waters of the United States will be minimized to the greatest extent possible. This will be accomplished through avoidance where practical; however, consideration will be given to the minimization of impacts to streams and wetlands during the design of structures for these crossings.

**Comment #2:** Wildlife passage issues

**Response:** Further consideration will be given to these issues during the design process.

## Natural Resources Conservation Service



**Military Department of Arkansas, Camp Robinson, received April 13, 2007**

The items listed below represent the consolidated comments from the State Military Department regarding the Supplemental Draft Environmental Impact Statement.

1. The Purpose and Need section (page S-2, 6.) of the Draft EIS states that the new interstate will increase the security of the installation but we could find no explanation of that statement.

2. General comment - The removal of timber on the right-of-way through Camp Robinson will be administered by the Camp Robinson Forester and the revenues generated will be directed to the Camp Robinson fund.

3. Appendix L - Cultural Resources - General Comment - Consultation concerning all cultural resources on Camp Robinson should be made with the DCSEN-Environmental Cultural Resources Manager and administered according to the Integrated Cultural Resource Management Plan (ICRMP) for the AR ARNG.

4. Appendix - Figure L-1 - The map displays structure XXX as YYY on the map. XXX should be displayed because it is eligible for listing on the National Historic Register and YYY is not.

5. Page L-22 Camp Robinson Bridge (Structure XXX). Analysis of the current data reveals that the bridge must be moved. Recommend that AHTD consult with the DCSEN-E Cultural Resources Manager regarding disposition (relocation or replacement if feasible) of this historical structure.

6. Appendix L - General Comment - Curation Issues and Inadvertent Discoveries uncovered during the project must be coordinated with the DCSEN-E Cultural Resource Manager and implemented according to the AR ARNG ICRMP.

7. General Comment. Request fair market value compensation for the replacement or relocation of structures and training facilities within the right of way.

The point of contact for further information regarding these comments is LTC Robert Embrey at 501-212-5850 or [Robert.embrey@ar.ngb.army.mil](mailto:Robert.embrey@ar.ngb.army.mil)

**Comment 1:** Increased security

**Response:** Referenced text was deleted.

**Comment 2:** Timber

**Response:** The harvesting of timber on the right of way through Camp Robinson will be administered by the Camp prior to construction with revenues to be received by the Camp.

**Comment 3:** Cultural Resources Consultation

**Response:** Initial consultation with the Camp Robinson Cultural Resources Manager was begun during the alternative development phase of the Project. With the identification of a Selected Alternative detailed, consultation for the survey on the route through the Camp Robinson area will be handled by the cultural resources firm selected by AHTD to conduct the survey for the entire Project.

**Comment 4:** Map correction for historic structure

**Response:** Comment was noted and map was updated.

**Comment 5:** Bridge

**Response:** During further consultation conducted during the FEIS process, the Camp has stated that they have developed plans to demolish the bridge in order to use the rock in other locations within their facility.

**Comment 6:** Curation issues and inadvertent discoveries

**Response:** A Programmatic Agreement will be developed that includes the Arkansas National Guard Cultural Resources Management Plan for curation standards and processes regarding any inadvertent discoveries along the route through the Camp Robinson area.

**Comment 7:** Structures and Training Facilities

**Response:** Relocation of structures will be conducted in accordance with the Relocation Procedure found in Appendix E. The Camp will be offered just compensation as defined in Title III of the Uniform Real Property Acquisition Act.

## Arkansas Archeological Survey

THE  
PAST  
SHOULD  
BE  
FOREVER



## ARKANSAS ARCHEOLOGICAL SURVEY

Coordinating Office, 2475 N. Hatch Ave., Fayetteville, AR 72704, Phone: (479) 575-3556, Fax: (479) 575-5483

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

RECEIVED  
AHTD

FEB 27 2007

ENVIRONMENTAL  
DIVISION

23 February 2007

Dear Mr. Malbrough,

This letter is in response to my receipt of your Supplemental Draft Environmental Impact Statement for the Highway 67-140 West project. I have read the report, particularly those sections dealing with Cultural Resources. Although I am not associated with the Arkansas SHPO, who will undoubtedly comment officially on behalf of the State of Arkansas, I am concerned with cultural resources across Arkansas, and about the impact of development on them.

I am please to see that the report confirms that at a later time an intensive cultural resources survey will be conducted along any preferred route once it is so identified. I think that this is very important, first because archeological sites in the metropolitan area of Little Rock and North Little Rock are highly endangered by development projects and second, because this part of Arkansas has a landscape that was used by various cultural groups whose settlements are highly important to Arkansas and regional history and prehistory. These include protohistoric and contact period Native and European settlements that are extremely rare in the region today. Sites belonging to any period of pre-history are also likely to be significant since so few have been found and studied in this part of the state before they were destroyed.

I have one special concern that I hope will be addressed when the plans for archeological survey are drawn up. Page L-4 indicates that there is a perception of low population density in this area in the pre-Civil War period because few features were seen on General Land Office maps.

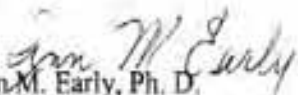
There are two lines of evidence that indicate this sparse settlement pattern is not the case. First, the earliest General Land Office surveys were done under rules that did not require as much attention to historic improvements and developments as surveys done after the 1920s. Five of the GLO plats consulted here (Table L3) were made before 1820, and they wouldn't have shown many improvements even if the surveyors saw them. They are not reliable indicators of settlements in these townships in the 1820s.

The second indicator of early settlement comes from the Patent records for this area. A quick look at the Bureau of Land Management's Patent database shows that many parcels of land were patented in the townships and sections through which this route is planned. Many of these patents were filed years before Arkansas became a state, and the patentees were veterans of the war of 1812 who were using special land bounty scrip issued in Arkansas not long after 1814.

This part of Arkansas was one of the first places surveyed and sold to citizens. There is a high likelihood that Territorial period sites exist in the Central Arkansas metropolitan area and their possible existence should be kept in mind during any archeological survey.

In addition to Euro- or African American settlement in the Territorial period, central Arkansas along the Arkansas River was used by Quapaw, and Quapaw-European Metis families in the years preceding the Louisiana Purchase. Sites of this era are extremely important historically and culturally, and special care should be taken to search for these sites during the Survey process.

Sincerely,

  
Ann M. Early, Ph. D.  
State Archeologist

Cc: Tom Green  
George McCluskey  
John House  
Julie Markin

**Response:** Comment was noted and the text on page B-4 was altered to incorporate this updated information.

Arkansas Department of Finance and Administration – State Clearinghouse Review



STATE OF ARKANSAS  
**Department of Finance  
and Administration**

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 417  
Post Office Box 8031  
Little Rock, Arkansas 72203-8031  
Phone: (501) 682-1074  
Fax: (501) 682-5206  
<http://www.arkansas.gov/dfa/igs>

March 12, 2007

RECEIVED  
AHTD  
APR 12 2007  
ENVIRONMENTAL  
DIVISION

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

RE: SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT  
Job # R60101 – Highway 67 – I-40 West – Pulaski County, Arkansas

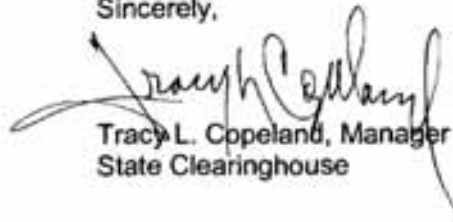
Dear Ms. Malbrough:

The State Clearinghouse has received the above document pursuant to the Arkansas Project Notification and Review System.

To carry out the review and comment process, this document was forwarded to members of the Arkansas Technical Review Committee. Resulting comments received from the Technical Review Committee which represents the position of the State of Arkansas are attached.

The State Clearinghouse wishes to thank you for your cooperation with the Arkansas Project Notification and Review System.

Sincerely,

  
Tracy L. Copeland, Manager  
State Clearinghouse

TLC/nd  
Enclosure  
CC: J. Randy Young



# Arkansas Natural Resources Commission



J. Randy Young, PE  
Executive Director

101 East Capitol, Suite 350  
Little Rock, Arkansas 72201  
<http://www.anrc.arkansas.gov/>

Phone: (501) 682-1611  
Fax: (501) 682-3991  
E-mail: [anro@arkansas.gov](mailto:anro@arkansas.gov)

Mike Beebe  
Governor

## MEMORANDUM

TO: Mr. Tracy Copeland, Manager  
State Clearinghouse

FROM: Mr. J. Randy Young, P.E., and Chairman  
Technical Review Committee

SUBJECT: SUPPLEMENTAL DRAFT ENVIRONMENTAL  
IMPACT STATEMENT - JOB #r60101  
Highway 67 - I-40 West  
Pulaski County, Arkansas

DATE: April 4, 2007

RECEIVED

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INTERGOVERNMENTAL  
SERVICES  
STATE CLEARINGHOUSE

Members of the Technical Review Committee have reviewed the above referenced project; this project, commonly known as the North Belt Freeway, will consist of a four-lane, divided highway constructed to Interstate standards and located between Highway 67 and the Interstate 40/430 Interchange. The project is between 12 and 15 miles in length. Access will be fully controlled with interchanges and grade separations utilized at selected locations. The funding source for the right-of-way acquisition and construction of this project has not been determined. Construction of the proposed project would provide 1) a highway directly connecting the rapidly growing northeast and northwest parts of Pulaski County; 2) mitigate the impact of Camp Robinson on travel in the region; 3) increase safety by decreasing congestion on existing streets and highways, especially on Highway 67 and Highway 107; 4) provide traffic service for local traffic demands; and 5) provide a highway facility consistent with the Central Arkansas Regional Transportation Study and related plans by providing a facility which serves as a bypass for through traffic in northern Pulaski County; provides improved access to northern Pulaski County; and completes the northern link in the Little Rock/North Little Rock urban area's circumferential highway network.

The Committee supports this project. Agency comments are included for your review.

The opportunity to comment is appreciated.

JRY/ddavis





STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.arkansas.gov/dfa/igs

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: February 15, 2007
SUBJECT: Supplemental Draft Environmental Impact Statement - Highway 67 - I-40 West
Pulaski County, Arkansas - January, 2007
(Job Number R60101)

#2086

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by March 2, 2007 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ANRC at (501) 682-3830 or the State Clearinghouse Office.

- Support
Do Not Support (Comments Attached)
Comments Attached
Support with Following Conditions
No Comments
Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) Robert Agency ANRC Date 4-2-07
Telephone Number



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.arkansas.gov/dfa/igs

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: February 15, 2007
SUBJECT: Supplemental Draft Environmental Impact Statement - Highway 67
Pulaski County, Arkansas - January, 2007
(Job Number R60101)

RECEIVED
2007 FEB 20 A 11:52
AR DEPT OF HEALTH
ENGINEERING SECTION

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by March 2, 2007 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ANRC at (501) 682-3830 or the State Clearinghouse Office.

- Support
Do Not Support (Comments Attached)
Comments Attached
Support with Following Conditions
X No Comments
Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) Bob McKin
ENGINEERING SECTION
DIVISION OF HEALTH - SLOT HST
AR DEPT. OF HEALTH & HUMAN SERVICES
P.O. BOX 1437
LITTLE ROCK, AR 72203-1437
Date 02/27/07



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.arkansas.gov/ifa/igs

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: February 15, 2007
SUBJECT: Supplemental Draft Environmental Impact Statement - Highway 67 - I-40 West
Pulaski County, Arkansas - January, 2007
(Job Number R60101)

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by March 2, 2007 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ANRC at (501) 682-3830 or the State Clearinghouse Office.

Support Do Not Support (Comments Attached)

X Comments Attached X Support with Following Conditions

No Comments Non-Degradation Certification Issues (Applies to ADEQ Only)

Please see attached report on possible mine sinkholes in sections 19 & 30.

Name(print) William Prior Agency AGC Date 2-21-2007
Telephone Number 623-0117

**Arkansas** GEOLOGICAL COMMISSION

VARDELLA FARHAM GEOLOGY CENTER • 3815 WEST ROOSEVELT ROAD • LITTLE ROCK, ARKANSAS 72204

Mike Beebe  
Governor  
Bikki White  
Director and State Geologist

February 21, 2007

Mr. Randy Young  
Chairman, Technical Review Committee  
101 E. Capitol, Suite 350  
Little Rock, Arkansas 72203

Dear Mr. Young:

This letter is a response to your request for comments to the proposed routes for the Highway 67- I-40 west connector routes across northern Pulaski County. The Job number is R60101. The following comments pertain to the locations of some of the routes to old underground mine workings.

The Environmental Report only mentions the Kellogg Mine in terms of its possible impacts to groundwater but does not mention the fact there are sinkholes occurring from collapse of the underground workings. Alternate C and Segment a come very close to the area of the mine on the road called Mine Road. Attached is part of the report and a map that shows some of the pits and shafts. Please be aware of the hazard this area is to such a project as this.

If you have any questions about these comments please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "William Lee Prior".

William Lee Prior  
Geologist Supervisor

**Response:** Updated information about the known locations of sinkholes and mine openings was obtained and used to revise alternative alignment locations. Onsite evaluations determined that no substantial sinkholes from collapsed underground shafts or mine openings are visible along the Preferred Alternative route.

### **5.6.2 Community and Organization Comments**

A copy of the specific comment letter from each community or organization is followed by responses to the comments. Where no response is warranted, a copy of the comment letter is included for informational purposes.

## City of Sherwood

**RESOLUTION NO. 14-2007****A RESOLUTION IN SUPPORT OF THE ARKANSAS STATE HIGHWAY DEPARTMENT'S ANNOUNCED ROUTE FOR THE NORTH BELT FREEWAY.**

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SHERWOOD, ARKANSAS:

**SECTION 1:** The Arkansas State Highway and Transportation Department has announced the proposed route for the North Belt Freeway that will traverse the City of Sherwood along the City's Northern border.

**SECTION 2:** The City Council hereby announces its' approval of the Arkansas State Highway Department's preferred route.

**SECTION 3:** The City hereby requests a grade separation north of Oakdale road and east of Mine Road.

**SECTION 4:** The City urges the State Highway and Transportation Department to begin work on the most important project as soon as possible.

**ADOPTED** this 23<sup>rd</sup> day of April 2007.



Bill Harmon, Mayor

**ATTEST:**



Virginia Hillman, City Clerk

**APPROVED AS TO FORM:**



Stephen Cobb, City Attorney

**Response:** The requested grade separation will be evaluated during the design phase.

## Metroplan



## RESOLUTION 07-10

## NORTH BELT FREEWAY

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock metropolitan area; and

WHEREAS, the MPO is charged with the responsibility of developing and administering METRO 2030, the long range transportation plan for the Central Arkansas Regional Transportation Study area (CARTS); and

WHEREAS, the City of Sherwood adopted a resolution identifying an area for the location of proposed NBF alignments it determined as being consistent with their master street plan; and

WHEREAS, the Preferred Alignment identified in the *North Belt Freeway Supplemental Draft Environmental Impact Statement* and selected by AHTD for evaluation in the North Belt Final Environmental Impact Statement is consistent with said City of Sherwood resolution; and

WHEREAS, the issue of any potential inconsistency between local master street/road plans and the adopted regional long-range transportation plan for alignment of North Belt Freeway no longer exists;


NOW, THEREFORE BE IT RESOLVED, that the Metroplan Board of Directors does hereby concur in the selection of the Preferred Alignment (map attached) identified in the *North Belt Freeway Supplemental Draft Environmental Impact Statement* as the preferred NBF Alignment, and will be incorporated into METRO 2030 and subsequent future long-range transportation plans as the official locally preferred North Belt Freeway alignment.

Duly adopted this 25<sup>th</sup> day of July 2007.

SIGNED:

  
Rick Holland, President  
Mayor, City of Benton

ATTEST:

  
Art Brooke, Secretary  
Mayor, City of Ward

501 West Markham Suite B Little Rock, Arkansas 72201 Fax (501) 372-8060 e-mail: [comments@metroplan.org](mailto:comments@metroplan.org)

Response: Comment noted.

### 5.6.3 Public Comments

The following comments were submitted by the public as a result of the SDEIS Location Public Hearings. Public comments were too numerous to include individually in the FEIS. Synopses of similar comments are addressed directly or changes relating to these comments incorporated within the FEIS. Some of the comments were combined and/or paraphrased to simplify the comment and response process. Each comment or question is followed by a response.

**Comment #1:** The Preferred Alternative Alignment Bab is the best one due to its lower cost, lower number of relocatees, and lower wetland impacts.

**Response:** Comment noted.

**Comment #2:** I am concerned with who will pay for any costs incurred to impacts on military assets and weapons systems inside Camp Robinson.

**Response:** The AHTD has coordinated closely with Camp Robinson officials in order to identify a location for this project that will minimize potential impacts to their facilities and operations. The camp will receive just compensation for any impacted facilities.

**Comment #3:** A public hearing should have been held in Jacksonville for the Northlake segment.

**Response:** The public hearing locations were selected to provide the best opportunity for the most people in the project area to be able to attend and comment on the project.

**Comment #4:** Do not toll the North Belt.

**Response:** The funding source for the right of way acquisition and construction of this project has not been determined. Tolling is a financing option that could be considered, if additional funding is needed. If it was determined that this project would be a toll facility, additional environmental analysis and public meetings would be conducted to assess any impacts associated with the conversion of this proposed freeway into a toll facility.



**Comment #5:** The Preferred Alternative Alignment Bab is not preferable due to its potential impact to the Northlake subdivision.

**Response:** The route of the Preferred Alternative minimizes impacts to the Northlake subdivision as much as possible while also minimizing impacts to the wetlands that lie just to the southwest of the subdivision.

**Comment #6:** One of the A alternatives should be chosen over Alternative Bab.

**Response:** The A alternatives would impact several subdivisions resulting in high numbers of relocatees and noise impacts.

**Comment #7:** Alternative C should be the chosen route.

**Response:** Alternative C is the longest and most expensive of the alignment alternatives. Additionally, it has the most relocatees and the lowest predicted traffic volumes.

**Comment #8:** Construction of an interstate through the Northlake subdivision would cause environmental impacts, relocations, and property devaluations.

**Response:** The environmental process has been conducted to determine the best location for the proposed facility while minimizing impacts.

**Comment #9:** If tolling the North Belt would speed up its construction, I would gladly pay a toll to have this road in place. Toll it, pave it, open it.

**Response:** Comment noted.

**Comment #10:** An interchange at Kellogg Acres Road should be considered.

**Response:** An interchange was evaluated for the alternatives that crossed Kellogg Acres Road in the 1991 DEIS. Due to the comments received at that time opposing an interchange in the Kellogg Acres Road vicinity, the proposal was dropped for the reevaluation in 2003 and the SDEIS. Misdirection for those living in the vicinity of Kellogg Acres Road caused by the absence of an interchange in that location would be minimal. No substantial stressors would be placed on the local system by this traffic.

**Comment #11:** Accident records and effects of this freeway on nearby roadways need to be considered.

**Response:** The potential impacts of the proposed project on other roadways are addressed in Section 2.4.2.2.

**Comment #12:** Concerns were expressed that without an interchange at Oneida Street, no local access would be available, resulting in substantial misdirection for those wanting to access the facility who live in the vicinity of Oneida Street.

**Response:** Misdirection for those living in the vicinity of Oneida Street caused by the absence of an interchange in that location would be minimal. Due to this fact, and the impacts that would occur if an interchange were constructed at Oneida Street (outlined in Section 2.4.2.1), an interchange at Oneida Street is not warranted.