ENVIRONMENTAL ASSESSMENT

AHTD JOB NUMBER 050185

FAP NUMBER STP-0073(50)

Highway 267 – Highway 36

(Highway 13 Extension) (Searcy)

White County

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

May 2009

May 12, 2009
Date of Approval

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Environmental Specialist
Federal Highway Administration

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DESCRIPTION OF PROPOSED PROJECT

The Arkansas State Highway and Transportation Department (AHTD), in cooperation with the Federal Highway Administration (FHWA), is proposing the extension of Highway 13 from its intersection with Highway 267 to Highway 36 in central White County. The AHTD is committed to developing a transportation facility that blends in with the physical settings and preserves aesthetic, environmental, historic and scenic resources, while maintaining safety and mobility at a cost effective level. Four alternatives were considered, including the No Action and three build alternatives. Figure 1 illustrates the project study area.

The Highway 13 Extension build alternatives would consist of two 12-foot (3.6 meter [m]) wide travel lanes with either 8-foot (2.4 m) wide shoulders (proposed rural section) or two 14-foot (4.3-m) wide travel lanes with curb and gutter and sidewalks (proposed urban section). These cross-sections are shown in Figure 2.

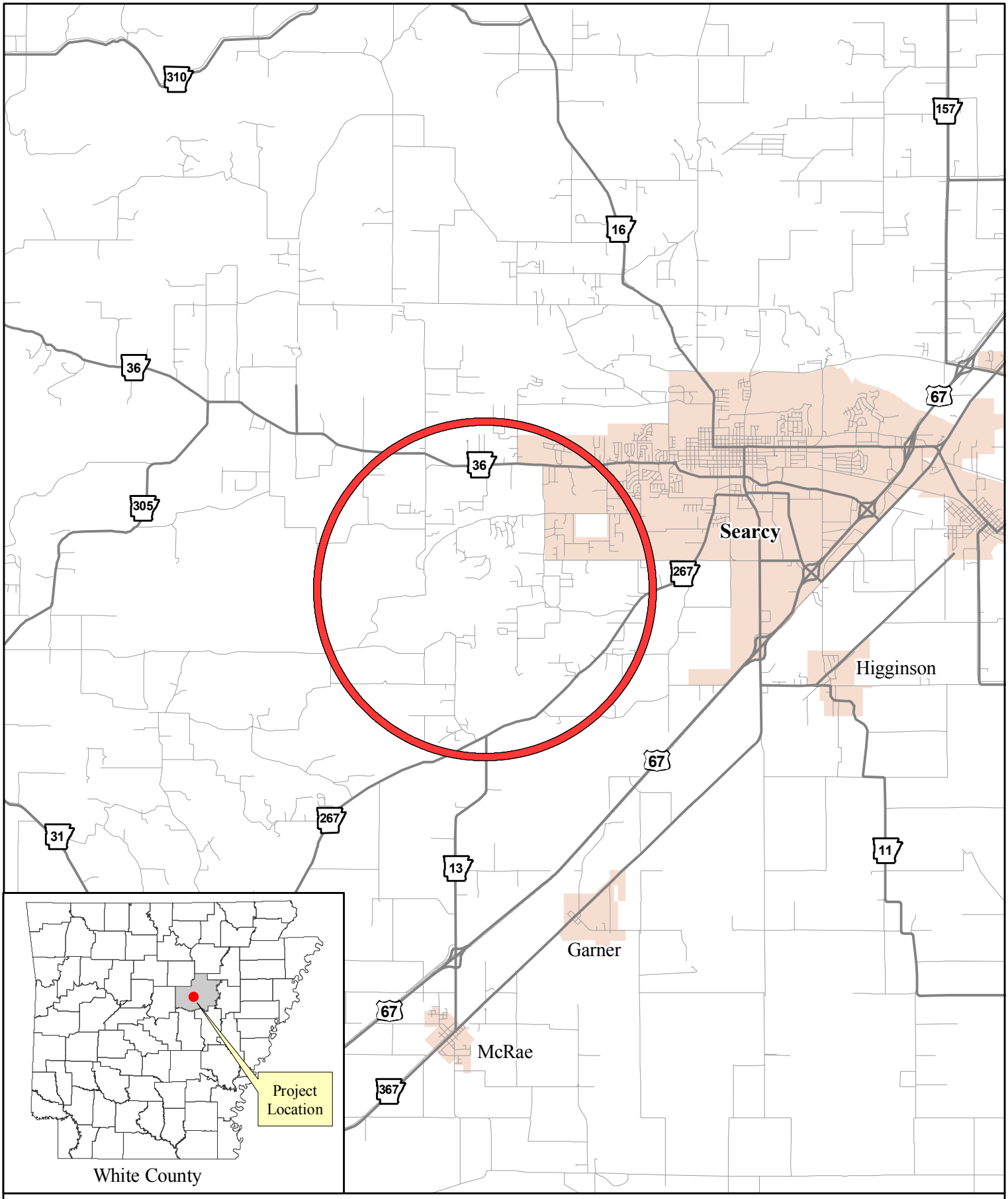
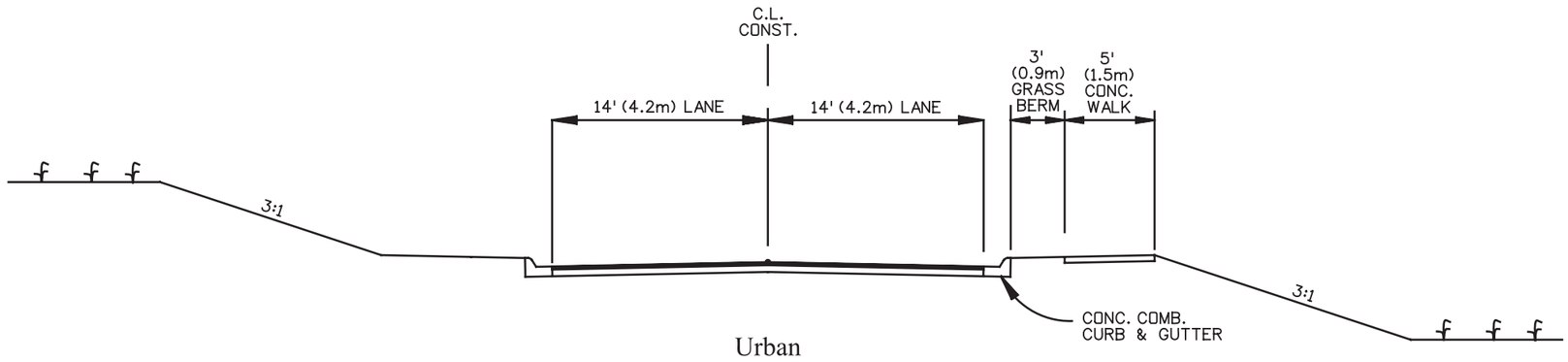
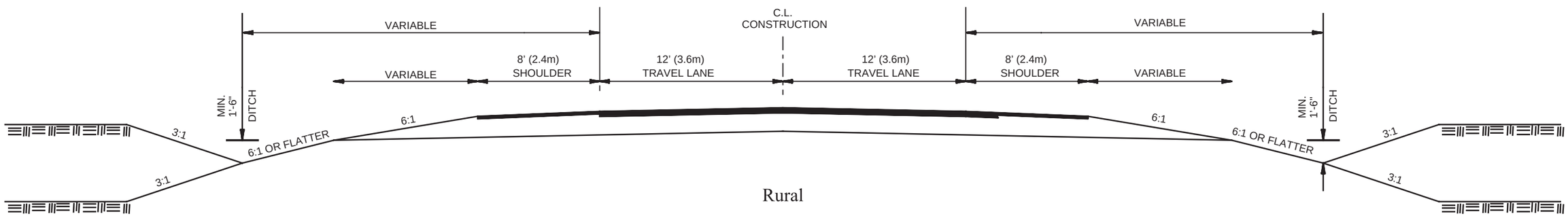


Figure 1
Project Location Map
Job 050185
Hwy. 267- Hwy. 36 (Hwy. 13 Ext.)
(Searcy)
White County



Urban



Rural

Job 050185

Figure 2
Typical Roadway Cross Sections

AHTD - Environmental GIS - Reed
February 24, 2009

PURPOSE AND NEED

Purpose of Proposed Project

The AHTD is proposing to extend Highway 13 from its current terminus at Highway 267, southwest of the City of Searcy, to Highway 36 west of Searcy. The Highway 13 extension would provide a continuous north-south highway between Highway 67 and Highway 36 that would serve existing and anticipated future development in west Searcy and adjacent unincorporated areas. The new route would reduce traffic and traffic related congestion and enhance traffic safety and operation on existing highways in and around Searcy, including the Central Business District (CBD).

As part of a comprehensive transportation plan for Searcy, a Northern Bypass Study for Searcy has been completed. The proposed bypass is integral to this proposed project, since its southern terminus would be connected to the northern terminus of the Highway 13 extension.

Needs Analysis

Searcy is located on Highway 67, approximately 50 miles (80 kilometers [km]) northeast of Little Rock, Arkansas. It serves a large area in central Arkansas as a regional provider of education, medical, and commercial services. Land use in White County is primarily agricultural, with nearly 60% of the county's acreage in farms. Most of the commercial and health care facilities are located along Highways 67, 67B, 36, and 16 in Searcy with areas zoned for industrial use located to the south and southeast of the CBD. Most of the residential, school and park areas are located to the south or west of the CBD. The city is home to Harding University and Arkansas State University–Searcy Campus, as well as a major medical facility, White County Medical Center.

In addition, Searcy has a multi-level economy consisting of agriculture, retail and industrial businesses that provide a stable financial base for the area. Major employers include distribution centers, an ice cream company, and manufacturers of stainless steel sinks, lunch meat processors, and doors. The oil and gas found in the Fayetteville Shale natural gas deposits have given an extra economic boost to the area. With its introduction of production crews, equipment, equipment suppliers, facility installers, and gas distribution systems, the state and county roads have been impacted by heavy truck traffic.

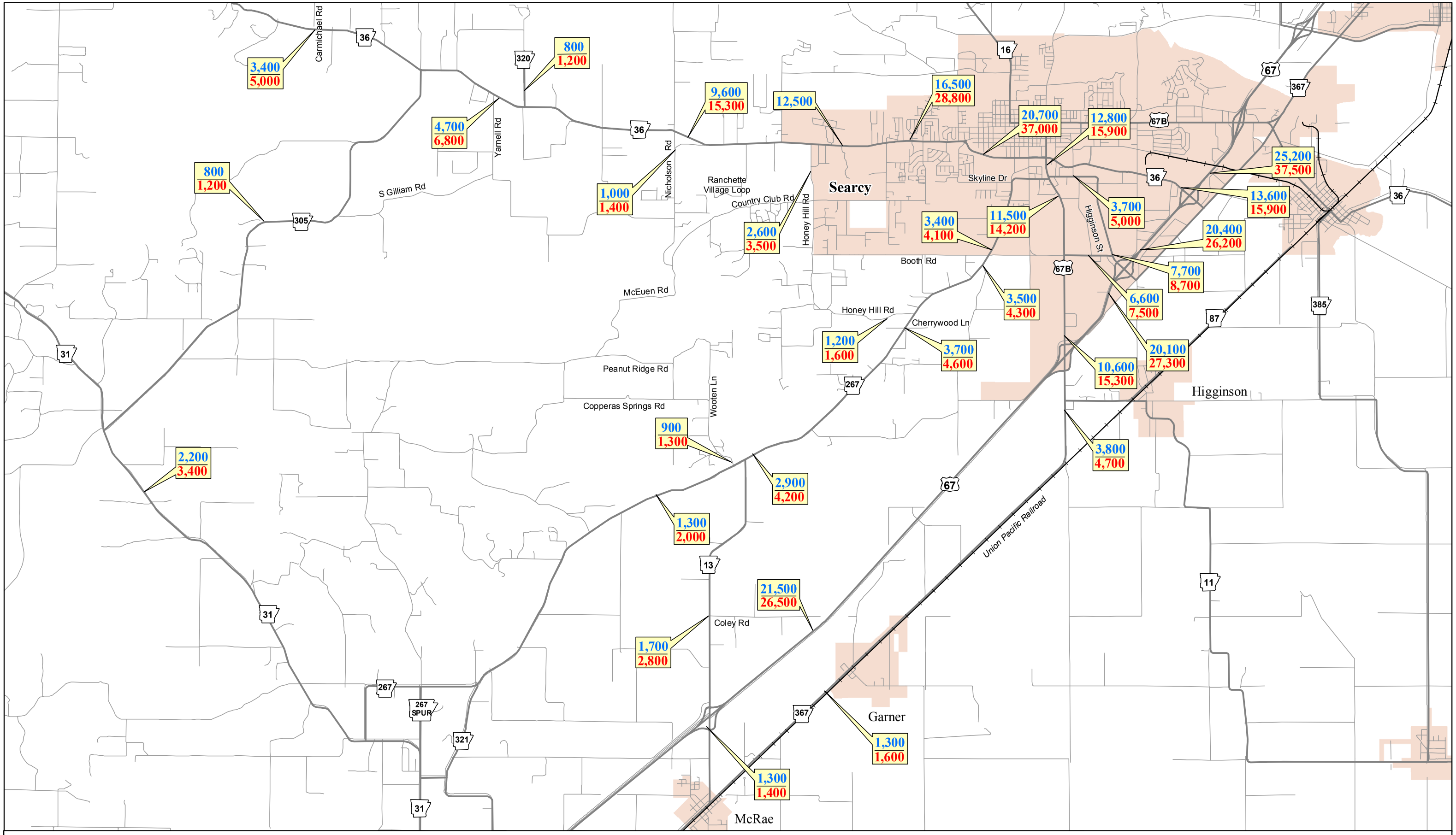
Existing Conditions

Highways

Highway 67 is a north-south principal arterial traversing the state from the Texas state line at Texarkana in southwest Arkansas, to the Missouri border near Corning in northeast Arkansas. It is constructed to Interstate System standards from Interstate 40 in North Little Rock to Newport. From Little Rock south to Texarkana, Highway 67 parallels Interstate 30.

The local road system is shown on Figure 3. Highway 67B in Searcy is a principal arterial that is the main north-south route through Searcy. It primarily consists of four 11-foot (3.3 m) wide lanes but does have a section with two travel lanes and an occasional two-way left-turn lane in the Searcy downtown area.

Highway 36 is the main east-west route through Searcy. West of Searcy, it is classified as a rural two-lane highway west of Ranchette Village Loop. From Ranchette Village Loop east to Highway 67, Highway 36 consists of four 12-foot (3.6 m) travel lanes and a 10-foot (3.0 m) wide continuous, two-way, left-turn lane with 6-foot (1.8 m) wide sidewalks.



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March 16, 2009

20,100 2009 Average Daily Traffic
27,300 2029 Average Daily Traffic

Figure 3
Existing and Projected Traffic

Highway 267 is located northwest of Highway 67 and is a major collector route. It has two 10-foot (3.0 m) wide lanes west of Highway 13, two 11-foot (3.3 m) wide lanes east of Highway 13, and unimproved shoulders on both sections.

Highway 13 is also a major collector route and connects Highways 67 and 267 southwest of Searcy. Its typical roadway cross-section consists of two 11-foot (3.3 m) wide lanes without shoulders and open drainage ditches on both sides of the highway.

Local Roads

Honey Hill Road, a minor collector road, connects Highways 36 and 267 approximately three miles (4.8 km) northeast of the intersection of Highway 267 and Highway 13. Its roadway surface is approximately 20 feet (6.1 m) wide and it has a posted speed limit of 40 miles per hour (mph) (60 kilometers per hour [km/h]).

Nicholson Road is an important local road within the project area. It combines with McEuen Road, Peanut Ridge Road, and Copperas Springs Road to make a connection between Highway 36 and Highway 267 at a location near the northern terminus of Highway 13. Nicholson Road has a 20-foot (6.1 m) wide roadway surface with a posted speed limit of 35 mph (55 km/h).

Level of Service

The current average daily traffic (ADT) for selected sections of the existing roadway system in and around Searcy is shown on Figure 3. Figure 3 also provides the traffic forecast for 2029 for the same sections, assuming no improvements were made in the area.

LOS is a qualitative measure describing conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience. Six levels of service, A through F, are

defined and described in Appendix B. A capacity analysis using the *2000 Highway Capacity Manual Software* was conducted on selected portions of the existing roadway system for 2009 to establish a benchmark for comparison. In addition, a capacity analysis was conducted on this same section for the No Action Alternative for 2029.

The current ADT on Highway 267 between Highway 13 and Honey Hill Road ranges from 2,900 to 3,700 vehicles per day (vpd) and is projected to reach between 4,200 and 4,600 vpd in 2029. This section of highway is currently operating at LOS B and would continue to operate at LOS B based on the 20-year traffic projections. The four-lane section of Highway 36 from Honey Hill Road to Skyline Drive has a current ADT of 16,500 vpd and is operating at LOS B. Based on a 20-year traffic projection of 28,800 vpd, this section of highway would continue to operate at LOS B. The 2009 ADT on the two-lane section of Highway 36 west of Searcy is 9,600 vpd and is operating at LOS D and would continue to operate at LOS D based on a 20-year traffic projection of 15,300 vpd. Just south of Highway 36, Honey Hill Road has a 2009 ADT of 2,600 vpd and is projected to reach 3,500 vpd by 2029.

Safety Analysis

The relative safety of a route can be determined by comparing the crash rate (the number of crashes per million vehicle miles traveled) of the route to a statewide crash rate for similar routes. Crash data for 2005, 2006 and 2007 (the three most recent years for which data are available) were analyzed to determine crash rates for each of the three years for various highway sections in the Searcy area. The crash rates for each year were then compared to statewide rates for similar types of roadways. The results are summarized in Table 1.

Table 1

Crash Analysis Summary

Hwy.	Section	Type of Roadway	Year	No. of Crashes	*Crash Rates (per mvm)	Statewide Avg. Crash Rates (per mvm)
13	From Highway 67 to Highway 267	Rural two-lane, undivided	2005	4	1.91	1.24
			2006	2	0.95	1.18
			2007	7	3.34	1.15
36	From Highway 320 to Ranchette Village Loop	Rural two-lane, undivided	2005	24	1.49**	1.24
			2006	14	0.86	1.18
			2007	19	1.02	1.15
36	From Ranchette Village Loop to Highway 67B	Urban four-lane with center turn lane	2005	57	5.09	6.43
			2006	73	5.42	5.75
			2007	84	6.53	5.65
67B	From Highway 67 Northbound Off-Ramp to Highway 36	Urban four-lane, undivided	2005	45	3.38	6.43
			2006	40	3.86	5.75
			2007	40	3.59	5.65
267	From Highway 13 to Booth Road	Rural two-lane, undivided	2005	2	0.34	1.24
			2006	9	1.75	1.18
			2007	5	0.79	1.15
267	From Booth Road to Highway 67B	Urban two-lane, undivided	2005	5	2.73	3.84
			2006	11	5.17	3.44
			2007	13	5.79	3.43

*Shaded crash rates are above the statewide average.

**Construction on-going during this time period.

Crash rates that exceeded the statewide average rates are highlighted in yellow on Table 1. The section of Highway 36 from Ranchette Village Loop to Country Club Road was under construction between 2003 and 2005. Therefore, no comparison can be made and rates are given for informational purposes only. Single vehicle crashes were the most common type of crashes reported outside the city limits, while rear-end or angled collisions were the most common type of crashes within the city limits. Rear-end or angled collisions are indicators of congestion along the roadway, with stop-and-go conditions and frequent turning maneuvers.

Searcy and White County Economic Analysis

The study area has experienced considerable population growth; the growth rate is approximately double the statewide average. Compared to the statewide average, the population of the area is younger and has more college graduates per capita, with a very small minority representation (see Table 2, Demographics). A contributing factor to the increasing population is the access to the Little Rock and Memphis Metropolitan areas. The existing highway network makes both of those metropolitan areas accessible for the labor market plus a market area for the goods manufactured and distributed by the local industry. The workforce in the city increases the daytime population by approximately 9,000, which is equal to 46% of its population base. In addition to the manufacturing sector, large employers include the healthcare industry, two Wal-Mart distribution centers, Harding University, and developers of the Fayetteville Shale Gas field.

The extension of Highway 13 would provide access for the anticipated development on the southwest side of Searcy. Searcy is committed to providing city services in this area to accommodate the increasing population. In addition, the residential areas west of Searcy along Highway 36 have experienced tremendous growth over the past decade. The extension of Highway 13 from Highway 267 to Highway 36 would provide a direct connection to Highway 67 in conjunction with the proposed northern bypass route on the northern edge of Searcy. This would allow access to a principal arterial route that is

constructed to Interstate System standards from Interstate 40 in North Little Rock to Newport. This connection would allow traffic a means of avoiding the congestion on Highway 67B and Highway 36 (Race Street) in the central part of Searcy.

Table 2
Demographics

	City of Searcy	White County	Arkansas
Population, 2007 (estimate)	21,749	73,441	2,830,557
Population, 2000	18,928	67,165	2,673,400
Population 1990	15,180	54,676	2,351,275
Percent Change 1990/2000	24.7	22.8	13.7
Percent Change 2000/2007	14.9	9.3	5.9
Median Resident Age	30.5	35.1	36.0
Median Household Income	$36,700	$35,022	$34,999
Median House Value	$94,300	$81,500	$87,400
White - Non Hispanic	89.4%	91.4%	77.0%
Black	6.6%	4.0%	15.7%
Hispanic	3.4%	3.8%	5.9%
Education Attained by Age 25+			
High School Graduates	79.6%	72.9%	75.3%
Bachelors Degree or higher	28.4%	15.5%	16.7%
Employment by Industry Type			
Educational and Social Services	25.2%	23.6%	20.2%
Manufacturing	28.0%	28.4%	22.7%
Retail Trade	23.6%	23.2%	19.1%
Unemployment Rate	6.3%	5.7 %	5.3%

ALTERNATIVES

This section provides details of alternative development for the proposed project, including preliminary planning studies, development of preliminary alternatives, and factors leading to the four alternatives under consideration.

Planning Studies

Several planning studies were conducted and reviewed before the environmental process began, and these included:

- A Master Street Plan for the City of Searcy developed by the White River Planning and Development District and adopted December 13, 1988. This study presented a future Master Street Plan based on functional classification systems, traffic patterns, assessing current and projected traffic volumes, and evaluated known transportation problem areas and needs.

- In May 1994, the *Searcy Land Use Plan and Master Street Plan Update, 1993-2013* was prepared by the Searcy Advisory Committee in cooperation with the White River Planning and Development District and the AHTD.

- In July 2005, *The Highway 13 Extension Study* was completed. This AHTD study analyzed the need for, and the feasibility of, a proposed extension of Highway 13 to provide an additional north-south route for through and local traffic in order to enhance traffic safety in the CBD and serve existing and anticipated future development in west Searcy and adjacent unincorporated areas. The findings of the study indicated that the future growth of Searcy would be to the south and west areas, with three corridors suggested for further study (see Figure 4).

On August 10, 2005, Minute Order 2005-103 was signed by the Arkansas State Highway Commission authorizing the AHTD to proceed with environmental studies, surveys,

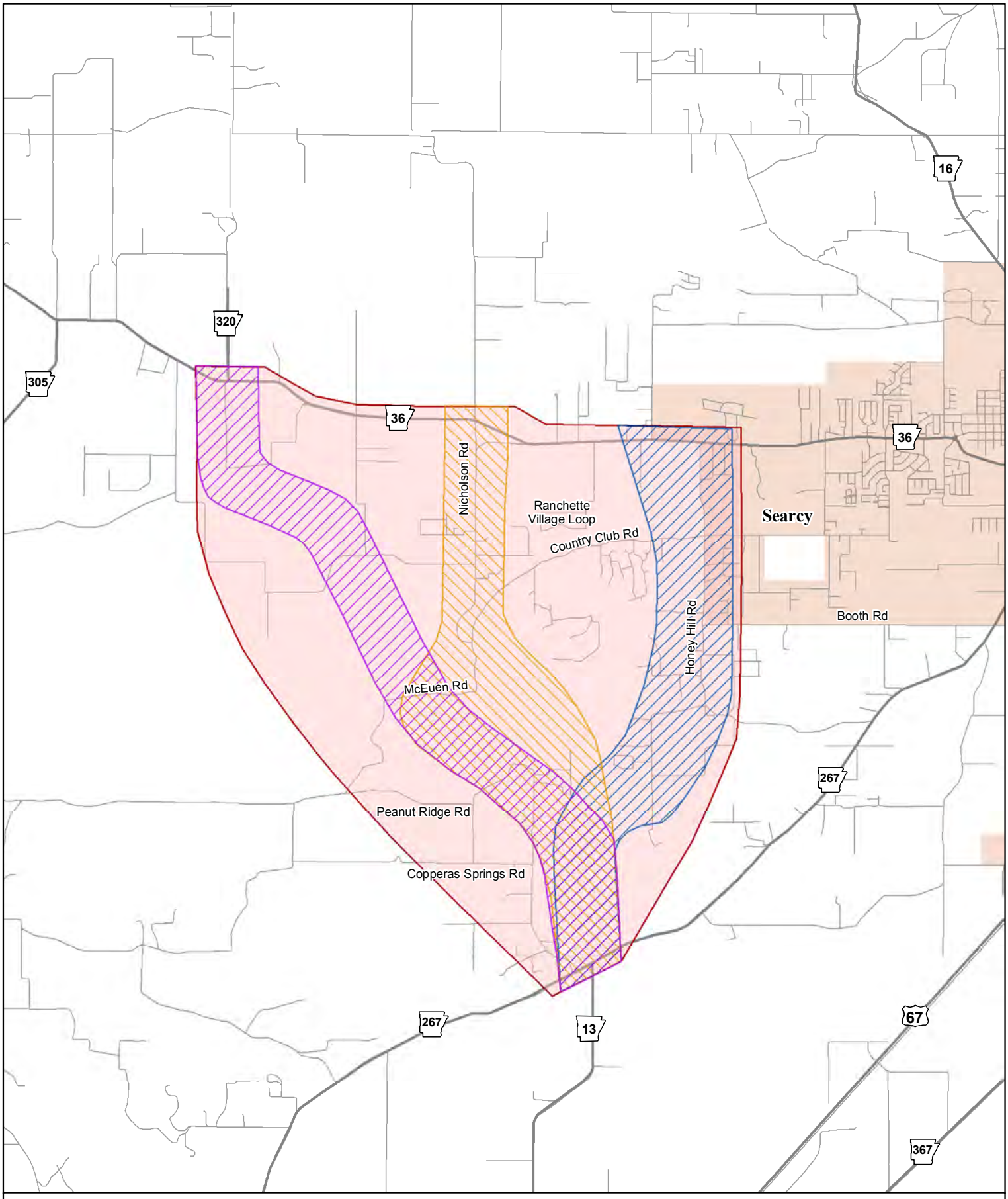


Figure 4
Study Corridors in Highway 13
Extension Study

design, right of way acquisition, and construction as funds become available (see Appendix A).

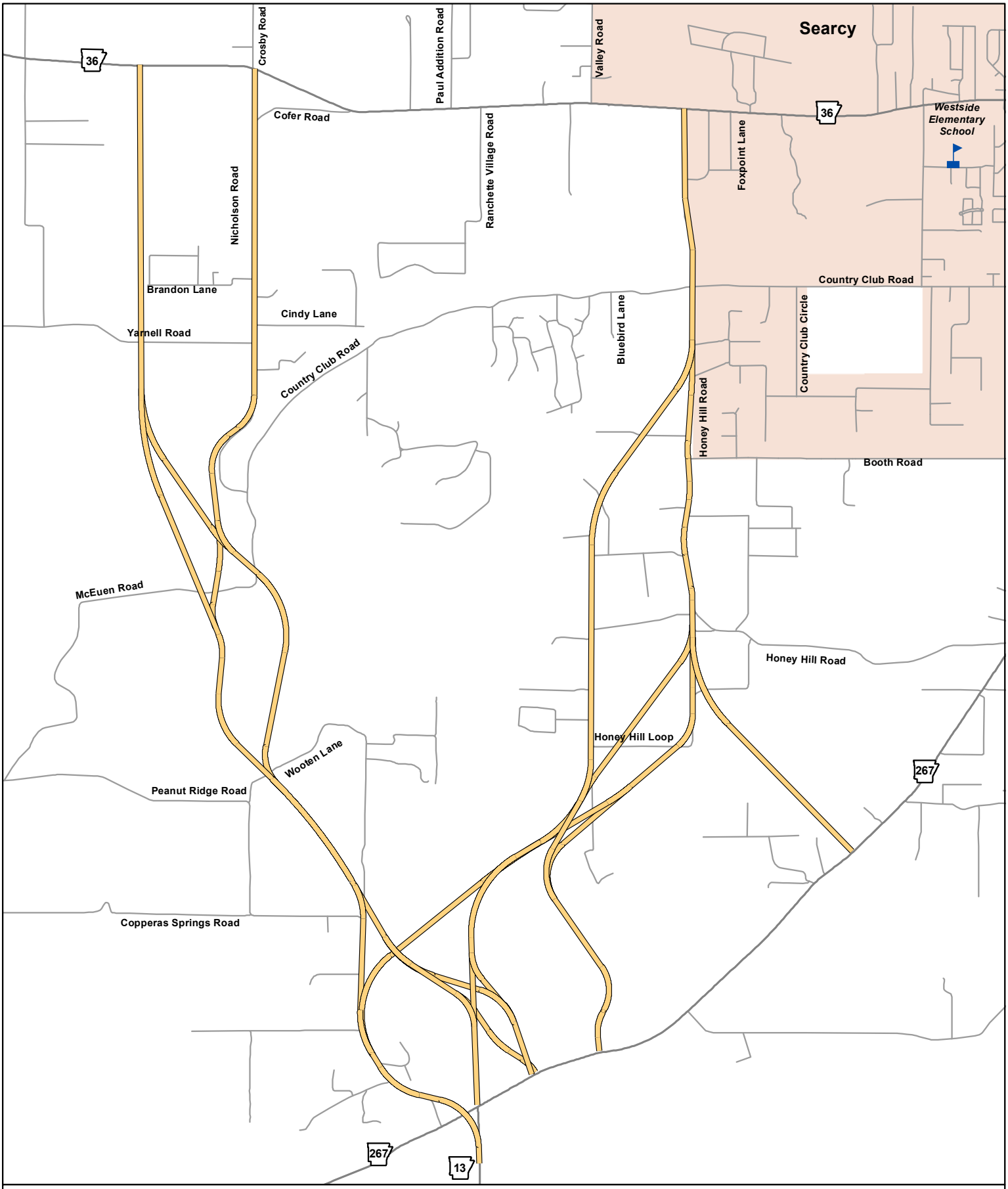
Alternatives Development

All of the build alternatives traverse rolling hills to relatively level land, narrow to broad valleys, and steep ridges. Elevations ranged from 230 feet (70 m) above mean sea level (msl) at Bayou Des Arc along Highway 267 to more than 450 feet (137 m) msl on Honey Hill Ridge, Mossy Point, and Rodman Hill/Peanut Ridge. Figure 5 shows the preliminary alternatives that were initially developed; each of these routes was investigated for environmental constraints that would further influence the project development process.

The elimination of or changes to an alternative were the direct result of environmental considerations, alternative length, estimated construction costs, projected traffic volumes, and design considerations. Notable environmental considerations consisted of historic/archeological sites, wetlands, natural springs, stream relocation issues, floodplain encroachments, relocatees, and gas wells.

Projected traffic volumes also played an important role in the decision-making process. Traffic volume projections for the far west alternatives were too low to carry these alternatives forward for further consideration. These lower projected traffic volumes are due to lower population densities, small traffic arterials, and no commercial/business areas. The other build alternatives pass through areas that have higher population densities, existing and planned neighborhoods, businesses, and other development.

After the initial development and investigation process, five alternatives were presented at the June 7, 2007 Public Involvement Meeting. These alternatives were Alternative 1A, 1B, 2A, 2B and Alternative 3 and are shown on Figure 6. The comments received at the public involvement session brought out new information to be considered.



Job 050185

Figure 5
Preliminary Alternatives

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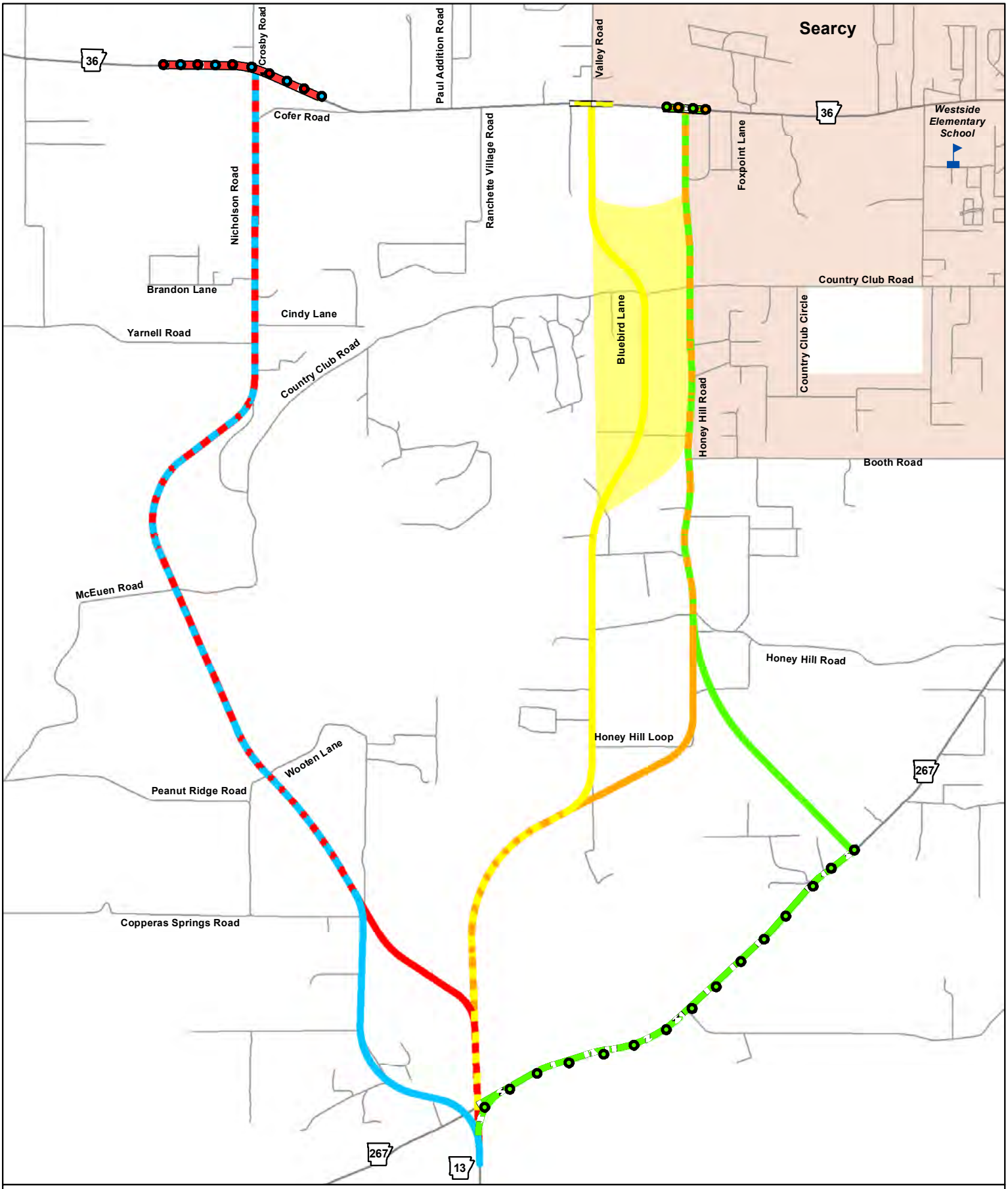
October 31, 2008



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AHTD - Environmental GIS - Reed
October 31, 2008

Figure 6
Alternatives Displayed at the
Public Involvement Meeting

- Alternative 1A
- Alternative 1B
- Alternative 2A
- Alternative 2B
- Alternative 3
- Improvement to Existing
- Multiple connections between 2A, 2B, and 3 are being considered.

This information included a planned development of two large residential subdivisions and a lake on Alternative 2A. Alternative 2A was eliminated in favor of Alternative 2B, since Alternative 2B utilized an already existing road (Honey Hill Road) for most of its length, and would cause fewer impacts upon the social and natural environment.

Alternative 1A was dropped from further consideration since it would have three more residential relocatees, higher relocation costs, and indirection at the junction of Highways 13 and 267.

Alternatives under Consideration

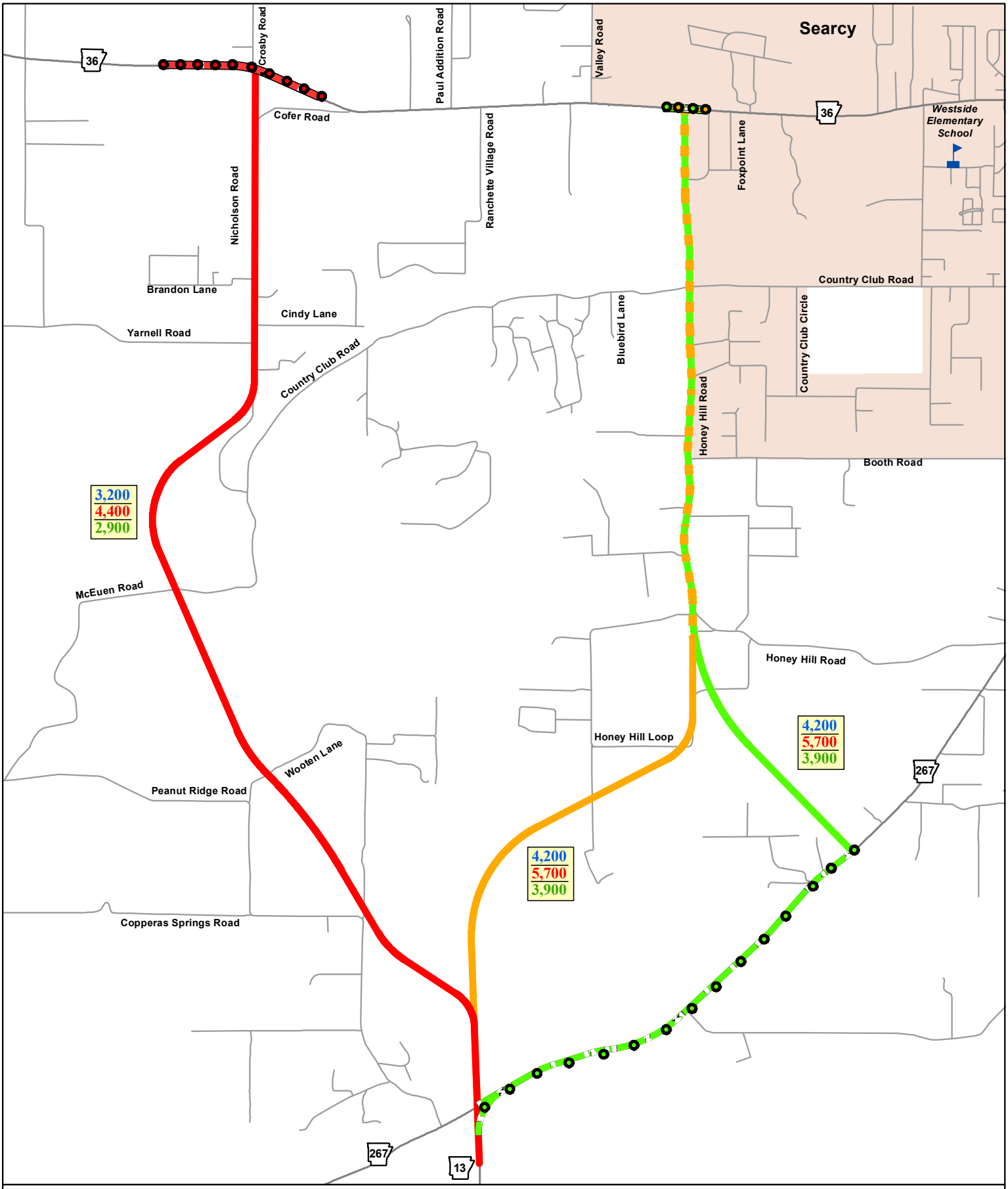
Three construction alternatives, in addition to the No Action Alternative, are under consideration. Figure 7 shows the construction alternatives carried forward for further consideration.

No Action Alternative

The No Action Alternative would provide only routine maintenance on the existing routes in and around Searcy. The No Action Alternative would not improve traffic safety or decrease traffic congestion in the Searcy CBD by providing a continuous north-south route between Highway 67 and Highway 36.

Alternative 1

Alternative 1 extends Highway 13 to Highway 36 by following an alignment on or near Nicholson Road. This route would connect to Highway 36 directly opposite Crosby Road, and is approximately two miles (3.2 km) west of the Searcy city limits. The alternative is about 4.8 miles (7.7 km) in length, of which 1.6 miles (2.6 km) would require reconstruction of a portion of Nicholson Road with the remainder involving new location construction. The roadway cross section would consist of two 12-foot (3.6 m)



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October 31, 2008

Figure 7
Construction Alternatives

Alternative 1
Alternative 2
Alternative 3
Improvement to Existing

3,200 2009 Traffic Projections
4,400 2029 Traffic Projections
2,900 CBD Traffic Diversion

lanes with 8-foot (2.4 m) shoulders. The total cost is estimated to be $24.9 million in 2008 dollars.

Alternative 1 would service approximately 3,200 vpd if built now (LOS B) and 4,400 vpd (LOS B) by the year 2029. It would divert about 2,900 vpd of through traffic from the CBD by the year 2029. With this alternative, intersection improvements and widening of the section of Highway 36 immediately east of Nicholson Road would also be needed to provide a good level of service and a safer intersection.

Alternative 2

Alternative 2 extends north from the intersection of Highways 13 and 267 and then turns northeast, eventually following Honey Hill Road north to Highway 36. This alternative is about 4.6 miles (7.4 km) in length, of which 2.2 miles (3.5 km) is reconstruction of Honey Hill Road and the remaining 2.4 miles (3.9 km) involves new location construction. The roadway cross sections considered consist of two 12-foot (3.6 m) wide lanes with 8-foot (2.4 m) wide shoulders for the new location section and two 14-foot (4.3 m) lanes with curb and gutter/sidewalk sections for the urban section. The total cost to construct Alternative 2 is estimated to range from $24.3 million to $25.9 million in 2008 dollars depending on the selected cross section.

Alternative 2 would service approximately 4,200 vpd if built now (LOS C) and 5,700 vpd by the year 2029 (LOS C). By the year 2029, Alternative 2 would divert nearly 3,900 vpd of through traffic from the CBD. Intersection improvements would be needed at Highway 36, Country Club Road, Booth Road, Honey Hill Road and Honey Hill Loop Road for safety and to accommodate the increased traffic.

Alternative 3

Alternative 3 is similar to Alternative 2, but connects to Highway 267 approximately two miles (3.2 km) northeast of the existing Highway 13 intersection. From this location, Alternative 3 proceeds to the northwest, then follows Honey Hill Road to Highway 36. This alternative is about 5.4 miles (8.7 km) in length, of which 2.2 miles (3.5 km) would reconstruct Honey Hill Road, 2.0 miles (3.2 km) would reconstruct Highway 267 to two 12-foot (3.6 m) wide lanes with eight-foot (2.4 m) wide shoulders, and the remaining 1.2 miles (1.9 km) would involve new location construction. The total cost to construct Alternative 3 is estimated to range from $28.8 million to $30.3 million in 2008 dollars depending on the selected cross section.

Alternative 3 would service approximately the same number of vehicles as Alternative 2, which is 4,200 vpd if built now (LOS C) and 5,700 vpd by the year 2029 (LOS C). By the year 2029, Alternative 3 would divert about 3,900 vpd of through traffic that currently uses the CBD.

Table 3 contains summary information for the three build alternatives.

Table 3
Alternatives Information

Alternative	Length miles (km)	Estimated Cost * (in million 2008 $)			Projected Traffic for 2029	
		ROW	Construction	Total	Volume (vpd)	LOS
No Action	0	0	0	0	-	-
1	4.8 (7.7)	3.5	21.4	24.9	4,400	B
2	4.6 (7.4)	3.7 – 4.0	20.6 – 21.9	24.3 – 25.9	5,700	C
3	5.4 (8.7)	5.2 – 5.5	23.6 – 24.8	28.8 – 30.3	5,700	C

* Cost estimates are based upon the two types of proposed roadway cross sections. The first cost estimate is for the normal rural cross section consisting of two 12-foot (3.6-m) travel lanes with 8-foot (2.4 m) shoulders for the whole route. The second cost estimate is for the rural cross section combined with an urban cross section consisting of two 14-foot (4.3-m) travel lanes with curb and gutter shoulders and an accompanying 6-foot (1.8-m) sidewalk for the urban sections.

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Relocations

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

Table 4
Estimated Displacement Summary

Alternative	Residential Owners	Businesses	Total
No Action	0	0	0
1	6	0	6
2	3	1	4
3	9	1	10

One elderly relocatee would be affected by both Alternative 1 and 2, and two elderly relocatees would be affected by Alternative 3. No relocatees would be considered to be of a minority race, Hispanic/Latino, or low-income population.

Social and Economic Environment

The project study area mostly consists of residential and agricultural property; however, industrial property is increasing due to the oil and natural gas development occurring throughout the area. All construction alternatives would create benefits for the community by enhancing circulation and accessibility for local citizens and travelers alike, but Alternatives 2 and 3 could provide additional benefits such as increased pedestrian and bicycle usage through existing and planned neighborhoods.

Environmental Justice Impacts and Title VI Compliance

By using the 2000 U.S. Census Data, the Health and Human Services Poverty Guidelines, (Federal Register, February, 2000), making field observations, and conducting a public involvement meeting, a determination was made that the proposed project will not have any disproportionate or adverse impacts on minorities, low-income, elderly, or disabled populations.

Public Land

There are no public parks, recreational lands, or wildlife refuges in the project study area; therefore there will be no impacts.

Wild and Scenic Rivers

There are no designated wild and scenic rivers in the project study area; therefore there will be no impacts.

Endangered and Threatened Species

A records check of the Arkansas Natural Heritage Commission (ANHC) database of sensitive species indicated that no tracked species are known to occur within the project area. The ANHC tracks federally designated threatened or endangered species, as well as those that are considered sensitive species within Arkansas. A copy of this document was provided to the U.S. Fish and Wildlife Service for their review and concurrence. A copy of their comments can be found in Appendix D.

Prime Farmland

Agriculture activity in the study area consists mainly of pastures utilized for grazing and hay production for beef cattle. Right of way acquisition for the proposed facility would reduce the amount of land available to the impacted farmers for production. Splitting

these farms with a new highway would not only convert farmland to highway right of way, but would result in the disruption of some farm operations.

The construction of the new facility would result in positive impacts by providing easier farm to market access and more efficient transportation of farm supplies.

Form NRCS-CPA-106, The Farmland Conversion Impact Rating, can be found in Appendix D. The amount of prime farmland estimated to be converted to highway right of way is shown in Table 5.

Table 5
Prime Farmland Impacts

Alternative	Prime Farmland in acres	Prime Farmland in hectares(ha)
No Action	0	0
1	53.5	21.6
2	59.4	24.0
3	50.4	20.4

Hazardous Materials

Visual assessments were performed to determine if any hazardous materials would be affected by the project alternatives. The visual reconnaissance, combined with an investigation of government records, identified no areas of concern. No hazardous materials, landfills, leaking underground storage tanks, or hazardous waste were noted.

If hazardous materials are identified, observed or accidentally uncovered by any AHTD personnel, contracting company(s) or state regulating agency, 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 type of contamination. All remediation work will be conducted in conformance with the Arkansas Department of Environmental Quality (ADEQ), Environmental Protection Agency (EPA) and Occupational Safety and Health Administration (OSHA) regulations.

Archeological /Historical

The cultural resources survey consisted of a review of appropriate site records and a visual and pedestrian survey of the proposed alternatives. The survey was conducted in order to identify any obvious archeological sites or historic properties that might be affected by the project and to see if any of the alternatives were located within areas having a high probability for the occurrence of undiscovered cultural resources.

The GLO maps showed several indications of historic activity in and around the project area. Several agricultural fields are noted on the GLO maps and they are often associated with historic structures or archeological sites. The fields themselves are rarely eligible to the National Register of Historic Places (NRHP) and the pedestrian survey identified all of the standing structures in and around the project. Archeological components of historic sites may be associated with the 1851 "Road from Searcy to Little Rock," the precursor to Highway 267. The windshield survey and review of the structure files identified several structures believed to be at least 50 years in age or older near the proposed alternatives. The State Historic Preservation Office (SHPO) has determined which structures are eligible to the NRHP; see Appendix D for Agency Coordination. All of the structures that were determined eligible to the NRHP were avoided by shifts in roadway centerlines away from the structures.

An analysis of the relevant quadrangle maps shows that all alternatives cross similar terrain; therefore, the probability of encountering historic sites is nearly equal across all proposed alternatives. Native American sites will be most likely encountered along and

near sources of reliable water such as Des Arc Bayou and the more significant tributaries to it, including a wetland area near the north-central portion of Alternative 1. Previously recorded Native American sites have been recorded near this bayou and the wetland area, and they have been avoided by the proposed project. Currently, Alternative 2 and the proposed widening of Highway 267 have the greatest probabilities of encountering Native American sites. Based on the existing data, the probability for finding unknown Native American sites along any of the routes outside of the catchment area of the bayou is relatively low.

Once a Preferred Alternative has been identified, an intensive cultural resources survey will be conducted. If no cultural resources are identified, the project will be documented on an AHTD Project Identification Form and submitted to the SHPO with a recommendation of no further work. 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 Tribe will be initiated and the site or sites should be evaluated to determine if Phase II testing is necessary. Should any of the sites be found to be eligible or potentially eligible for nomination to the National Register of Historic Places and avoidance is not possible, then site-specific data recovery plans will be prepared and data recovery will be carried at the earliest practicable time.

Noise Analysis

The number of noise receptors was estimated for this project utilizing the Federal Highway Administration's Traffic Noise Model 2.5, existing and proposed roadway information, existing traffic information, and projected traffic levels for 2029.

Traffic noise impacts take place when the predicted traffic noise levels approach or exceed the noise abatement standard, 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 standard.

All three build alternatives pass through rural areas dominated by pastures with few houses. Areas near Highway 267, Highway 36, Honey Hill Road and north of Country Club Road have more residential development. Existing noise levels were measured at five representative locations near rural or more populated areas. The noise sample locations are shown in Figure 8. Table 6 shows the dBA values recorded at those sample locations. Rural areas where Samples 2 and 4 were taken have lower decibel readings than those measurements taken near populated areas such as Samples 1, 3, and 5.

Table 6
Existing Noise Levels

Sample No.	dBA	Location
1	53.0	250' from the intersection of Alternative 3 with Hwy. 267
2	49.3	Intersection of Alternative 2 with Honey Hill Road
3	58.0	Alternatives 2 & 3 at Honey Hill Christian Union Church
4	41.7	Intersection of Alternative 1 and Wooten Lane
5	58.7	500' north of Brandon Lane on Nicholson Rd./Alternative 1

Traffic noise analyses were performed for each of the alternatives utilizing a roadway cross-section of two 12-foot (3.6-m) wide paved travel lanes and 8 foot (2.4 m) paved shoulders.

The traffic noise estimates resulted in noise abatement distances for each alternative, and these are shown in Table 7. These distances are measured from the centerline of each alternative. The estimated noise receptor count for each alternative is shown in Table 8.

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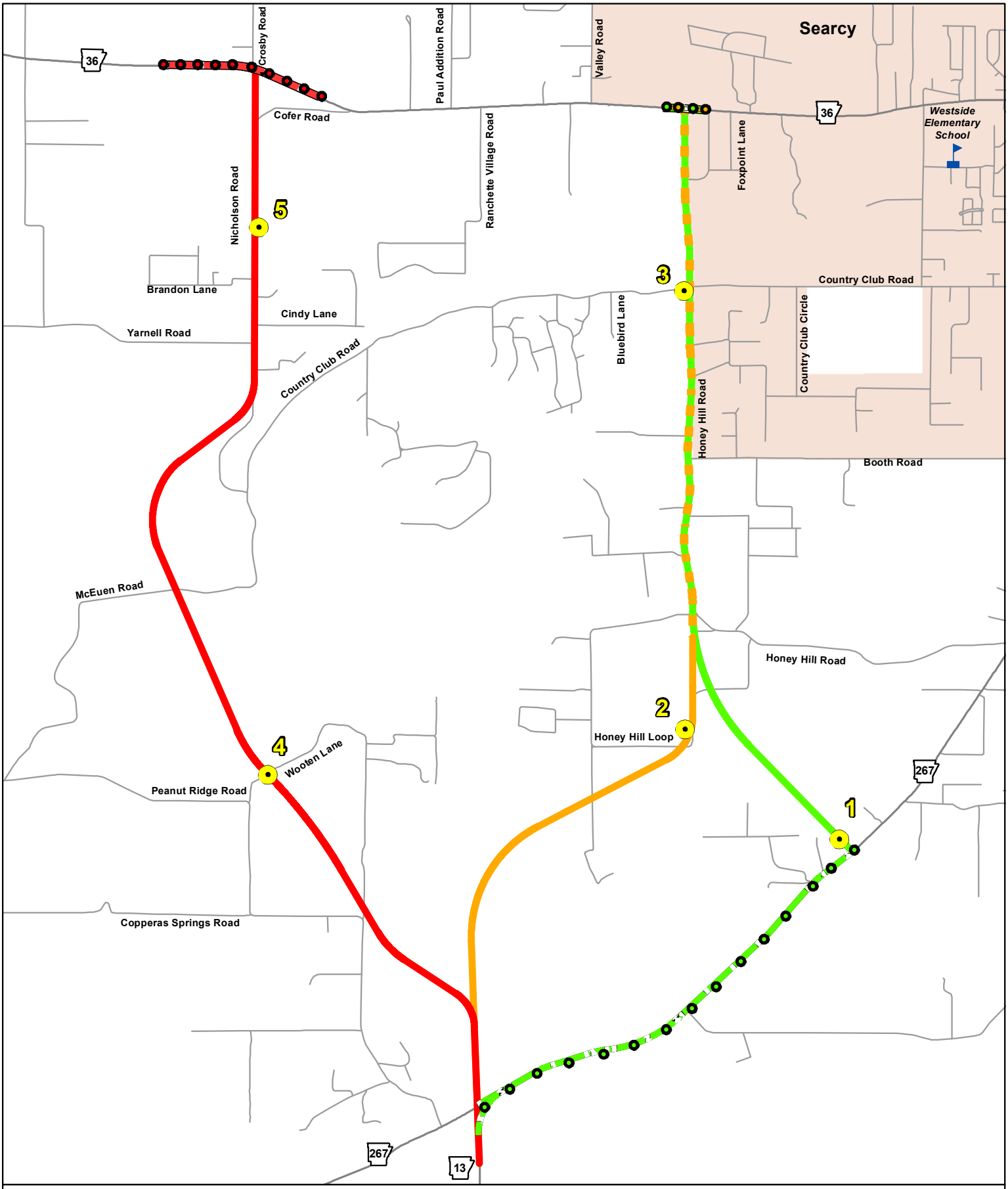

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October 31, 2008

Figure 8
Ambient Noise Reading Locations

Table 7 Noise Abatement Standard Distances For 2029		
Alternative	> 66 dBA feet (m)	> 10 dBA Increase over Existing Noise Levels feet (m)
No Build	0	0
1	77 (24)	418 (127)
2	74 (23)	171 (52)
3	74 (23)	76 (24)

Table 8 Estimated Noise Receptors		
Alternative	> 66 dBA Increase	> 10 dBA Increase over Existing Noise Levels
No Build	0	0
1	10	4
2	5	11
3	9	9

Based upon AHTD's "Policy of Reasonableness and Feasibility for Type 1 – Noise Abatement Measures", any noise abatement effort using barrier walls or berms is not warranted for any of the alternatives. 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.

To avoid noise levels in excess of design levels, any future receptors should be located a minimum of 10-feet (3-m) 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 would 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 White River 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) would 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.

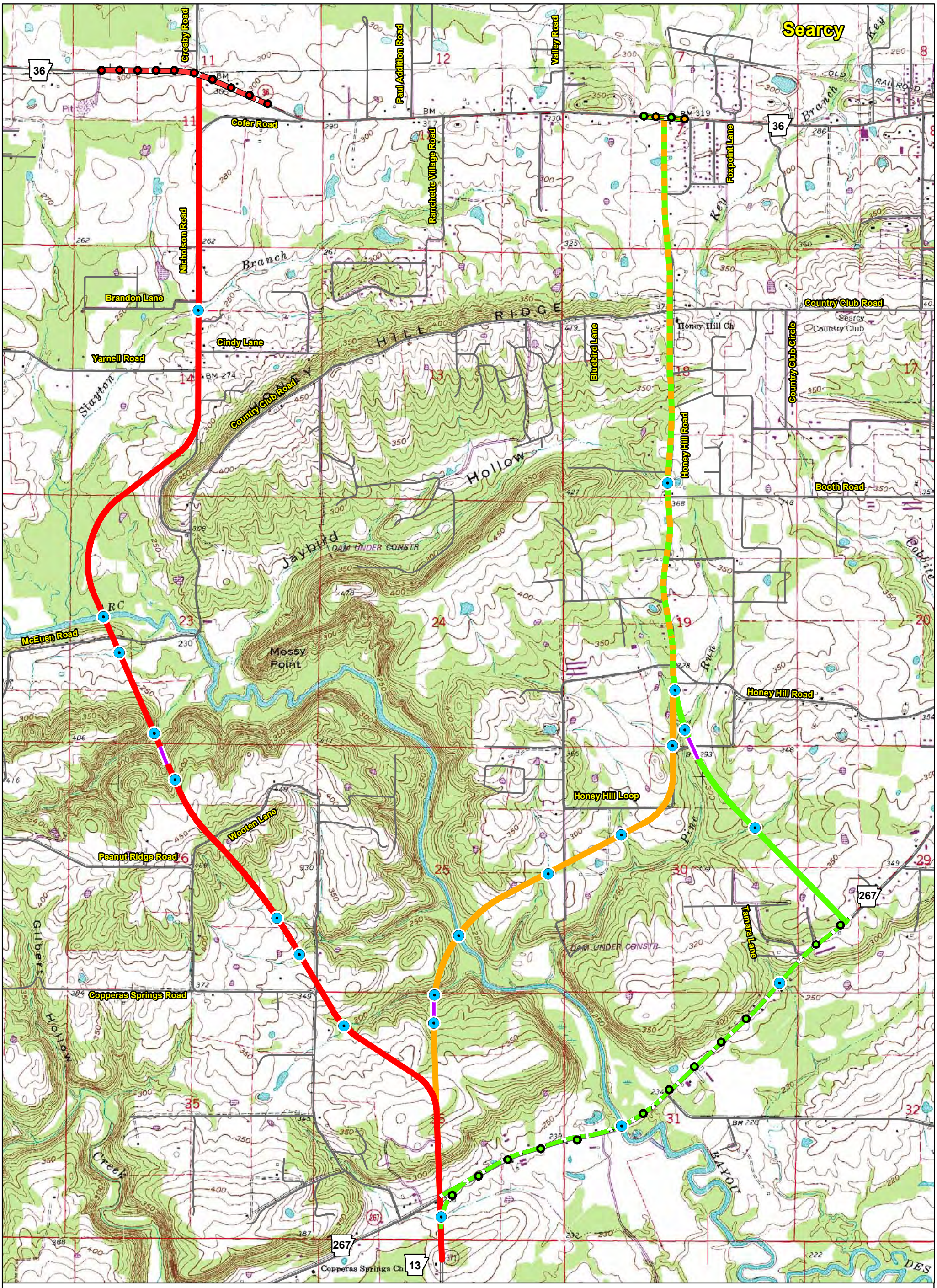
Wetland Description and Stream Crossings

Preliminary surveys of the three build alternatives associated with this project were conducted to assess potential stream relocations and wetland impacts. Bayou Des Arc flows through the southern end of the study area and all three build alternatives would cross the bayou. There are several headwater tributary (named and unnamed) crossings. Refer to Figure 9 for a map of the waters of the United States stream crossings and potential stream relocation areas.

There are forested and herbaceous wetlands located along the build alternatives. Figure 10 shows the forested wetlands and herbaceous wetlands located in the study area; all wetlands are located within the flood plain of Bayou Des Arc. Alternatives 1 and 3 impact both herbaceous and forested wetlands. Alternative 2 impacts forested wetlands.

Figure 11 shows forested wetlands located where Bayou Des Arc crosses McEuen Road; they are dominated by willow oak (*Quercus phellos*), sweet gum (*Liquidambar styraciflua*), overcup oak (*Q. lyrata*), and American elm (*Ulmus americana*). The forested wetland that would be impacted by Alternative 1 is shown in Figure 12 and is located approximately 0.5 mile (0.8 km) north of McEuen Road and 0.4 mile (0.6 km) west of Country Club Road. The forested wetland shown in Figure 14 would be impacted by Alternative 2, and is located at the Bayou Des Arc crossing. The forested wetland shown in Figure 13 would be impacted by Alternative 3, and is located adjacent to the north bank of the Bayou Des Arc crossing at Highway 267.

The herbaceous wetlands are all located in the flood plain of Bayou Des Arc and are dominated by soft rush (*Juncus effusus*), smart weed (*Polygonum* sp.), fescue (*Festuca arundinacea*), and various sedges (*Carex* spp.). The herbaceous wetland that would be impacted by Alternative 1 is located in a pasture depression just north of the Bayou Des Arc crossing (Figure 15). The herbaceous wetland that would be impacted by


Searcy
Crosby Road
Paul Addition Road
Valley Road
Cofer Road
Ranchette Village Road
Foxpoint Lane
Nicholson Road
Brandon Lane
Cindy Lane
Yarnell Road
Country Club Road
Country Club Circle
Searcy Country Club
Honey Hill Ch
Bluebird Lane
Honey Hill Road
Booth Road
Honey Hill Loop
Tamara Lane
McEuen Road
Peanut Ridge Road
Wooten Lane
Copperas Springs Road
Copperas Springs Ch
Mossy Point
Jaybird
Stayton
Gilbert
Rabbit
Pine
Bayou
DAM UNDER CONSTR
Alternative 1
Alternative 2
Alternative 3
Improvement to Existing
Waters of the U.S. Crossing
Potential Stream Relocation
0 1,000 2,000 3,000 Feet
N
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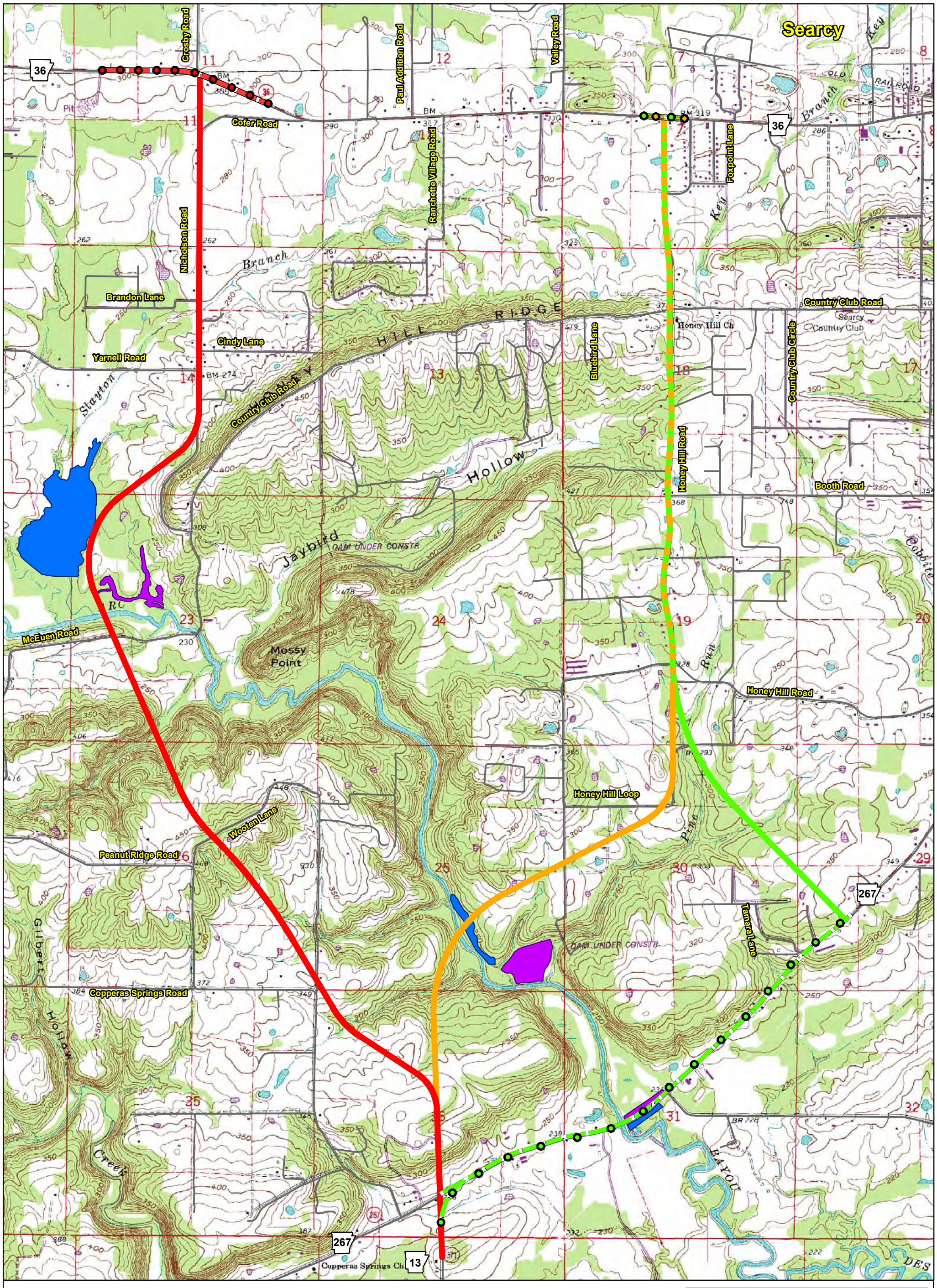
AHTD - Environmental GIS - Reed
February 17, 2009
Figure 9
Waters of the U.S. Crossings
Garner 1981 USGS Topographic Map
Letona 1980 USGS Topographic Map



0 1,000 2,000 3,000 Feet

N

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Figure 10
Wetland Locations

- Alternative 1
- Alternative 2
- Alternative 3
- Improvement to Existing
- Forested Wetland
- Herbaceous Wetland

Garner 1981 USGS Topographic Map
Letona 1980 USGS Topographic Map

Figure 11. Bayou Des Arc at McEuen Road

Figure 12. View of forested wetlands impacted on Alternative 1

Figure 13. View of forested wetlands impacted on Alternative 3

Figure 14. View of forested wetlands impacted on Alternative 2

Figure 15. View of herbaceous wetlands impacted on Alternative 1

Figure 16. View of herbaceous wetlands impacted on Alternative 3

is located on the west side of Highway 267 in a pasture depression and adjacent to the road side ditch (Figure 16).

Alternative 1 would impact nine waters of the United States crossings and two wetland complexes of approximately 0.5 acres (0.2 ha) total. These wetlands consist of 0.3 acres (0.1 ha) of forested wetland and 0.2 acres (0.1 ha) of herbaceous wetland. This alternative would require approximately 400 feet (122 m) of stream relocation.

Alternative 2 would impact nine waters of the United States crossings and approximately 0.4 acres (0.2 ha) of forested wetlands, and would require approximately 500 feet (152 m) of stream relocation due to impacts to an intermittent stream.

Alternative 3 would impact seven waters of the United States crossings and two wetland complexes having a total of approximately 1.7 acres (0.7 ha). These wetlands consist of 0.7 acres (0.3 ha) of forested wetland and 1.0 acre (0.4 ha) of herbaceous wetland, and would require approximately 500 feet (152 m) of stream relocation due to anticipated impacts to an intermittent stream. Table 9 summarizes the wetland and stream impacts for each alternative.

Wetland and stream impacts would be minimized as much as possible during the design of the selected alternative. The wetland complexes cannot be avoided when crossing Bayou Des Arc and its floodplain. Temporary and permanent erosion control measures will be used to minimize adverse impacts to streams and adjacent wetlands.

The wetland findings are pursuant to Executive Order 11990 and DOT Order 5660.1A on the Protection of Wetlands. There is no practicable alternative to construction in the streams and wetlands of the selected alternative. All practicable measures to minimize impacts to wetlands and streams shall be implemented during design of the selected alternative.

Table 9
Wetland and Stream Impacts

Alternative	Forested Wetland Impacts acres (ha)	Herbaceous Wetland Impacts acres (ha)	Total Wetland Impacts acres (ha)	Waters of the U.S. crossings	Stream Relocation feet (m)
No Action	0	0	0	0	0
1	0.3 (0.1)	0.2 (0.1)	0.5 (0.2)	9	400 (122)
2	0.4 (0.3)	0 (0)	0.4 (0.3)	9	500 (152)
3	0.7 (0.3)	1.0 (0.4)	1.7 (0.7)	7	500 (152)

Construction in the streams and wetlands is unavoidable. Impacts should be minimal and the functional integrity of the remaining wetlands remains intact. Wetland mitigation will be offered to the Memphis District Corp of Engineers at AHTD's Glaise Creek Wetland Mitigation Bank Site.

Water Quality

The project area lies within the Gulf Coastal Plain Ecoregion where the primary turbidity standard set by Arkansas Department of Environmental Quality (ADEQ) for streams is 21 Nephelometric Turbidity Units (NTUs) and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments contributed during construction could 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 includes all specifications and best management practices (BMPs) needed to control 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.

Floodways and Floodplains

All of the alternatives include a crossing over Des Arc Bayou as shown on Panel 9 of the White County Flood Hazard Boundary Map issued by the Federal Emergency Management Agency. All of the crossings are over a Zone A Special Flood Hazard Area. No detailed study has been performed on this stream to determine the 100-year floodplain height or width at any of the crossing sites.

During the design of the project, AHTD will perform a hydraulic analysis of the stream crossing on the Preferred Alternative to determine what effects the proposed construction would have on the flooding depths and floodplain widths on adjacent and upstream properties. The local requirements for construction within a Zone A Special Flood Hazard Area restrict backwater due to construction of any new improvements to a maximum of one foot (0.3-m). Table 10 shows the flood encroachments identified for each alternative.

This project will serve as a major collector and, as such, will serve emergency vehicles in time of disaster. This project will be designed to avoid roadway overtopping by the 25-year flood and, therefore, will not have a significant potential for vehicular traffic interruption, or termination, due to flooding.

Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. These values include, but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, and aquiculture, and forestry, natural moderation of floods, water quality, maintenance, and groundwater recharge.

The design measures to minimize floodplain impacts include (1) avoiding longitudinal 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 water velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation, and (6) utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts.

Table 10
Floodway and Floodplain Impacts

Alternative	Floodway/Floodplain	Floodplain width feet (m)
No Action	0	0
1	Bayou Des Arc	950 (290)
2	Bayou Des Arc	450 (724)
3	Bayou Des Arc	1,850 (564)

The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. The project will not support incompatible use or development of the floodplain. None of the floodplain crossings will constitute a significant floodplain encroachment or a significant risk to property or life.

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 shall take appropriate action to mitigate these impacts. Impacts to private water sources due to contractor neglect or misconduct are the responsibility of the contractor.

Natural and Visual Environment

The project is located in the Arkansas Valley Hills Ecoregion with the southern terminus descending the escarpment to the Grand Prairie region of the Mississippi Alluvial Plain.

Water resources in the project area include numerous stock ponds, springs, headwater streams, and Bayou Des Arc. Pine Run and Jay Bird Hollow, two tributaries of Bayou Des Arc, have been dammed to form moderately sized lakes that are 13 and 23 acres (5.3 and 9.3 ha) respectively. Bayou Des Arc flows southeast to join the White River. The area north of Country Club Road and east of Honey Hill Road is drained by the Key Branch of Deener Creek, a tributary of the Little Red River. The Little Red River joins the White River upstream of Bayou Des Arc.

Surface geology in the project area is largely the middle part of the Atoka Formation, consisting of consolidated rock, including fractured sandstone, limestone, and shale (Arkansas Geological Commission and U.S. Geological Survey 1993). Underlying the Atoka Formation are various layers of shale and sandstone, including Fayetteville Shale, known for its natural gas reserves. This natural gas field is in the process of being drilled and many landowners have leased mineral rights to gas companies (Figure 17).

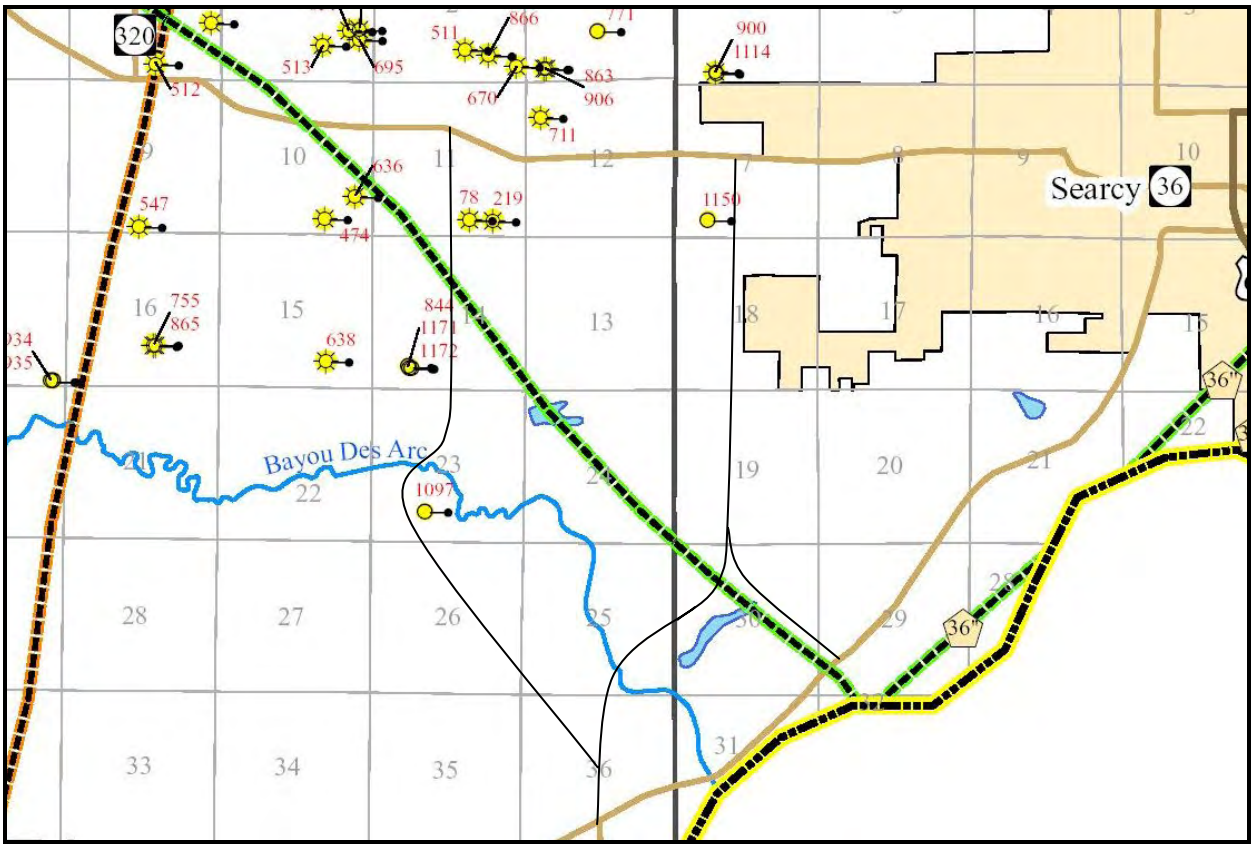

Figure 17
Fayetteville Shale Gas Wells
http://www.state.ar.us/agc/FScentral.pdf

Natural vegetation in the project area was historically hardwood forests and savannah (USDA 1954). Most of the more level land has been converted to modern fescue (*Festuca arundinacea*) pastures and hayfields. Steeper slopes are forested with oak-hickory community types. The driest woods are predominately post oak (*Quercus stellata*), black oak (*Q. velutina*), eastern red cedar (*Juniperus virginiana*), and black hickory (*Carya texana*). Some very dry west-facing slopes are predominantly inhabited by eastern red cedar. Moderately moist woods also have white oak (*Q. alba*), southern red oak (*Q. falcata*), and mockernut hickory (*C. tomentosa*). Riparian areas generally have water oak (*Q. nigra*), American elm (*Ulmus americana*), sweetgum (*Liquidambar styraciflua*), and Carolina hornbeam (*Carpinus caroliniana*). Pines, particularly loblolly pine (*Pinus taeda*), have been planted in some areas. Abandoned pastures generally grow into cedar groves. Near the southern terminus of the project abandoned pastures may be a mixture of cedar and loblolly pine, although pine is not a natural component of plant communities in the project area.

Invasive species noted in the project area include Chinese privet (*Ligustrum sinense*), Japanese honeysuckle (*Lonicera japonica*), and downy brome (*Bromus tectorum*). Tall fescue, widely planted as a pasture grass, can be invasive in open areas.

The visual quality of the project viewshed is largely very good, due to forested slopes and the pastoral setting of much of the project study area. Oak-hickory woods are noted for their attractive fall colors. Viewers from the road would largely include commuter and local traffic. Viewers of the road would mostly include rural and suburban residents. The project would begin at the northern terminus of Highway 13 (Figure 18). Southbound traffic on Alternatives 1 and 2 would have a view of level farmland to the east. Alternatives 1 and 2 would cross Bayou Des Arc (Figure 19). Alternative 1 (Figures 20, 21, and 22) would view the more distinctive geological features in the project area and have greater visual quality. Alternatives 2 and 3 (Figures 23, 24, and 25) would encounter more rural and suburban residences, Honey Hill Church, and some businesses.

Figure 18. Rodman Hill from Highway 13/267 Intersection.

Figure 19. View of Bayou Des Arc from McEuen Road.

Figure 20. Mossy Point viewed to the southeast from McEuen Road.

Figure 21. Peanut Ridge viewed to the southwest from Nicholson Road.

Figure 22. Honey Hill Ridge viewed to the southeast from Nicholson Road.

Figure 23. A typical view from Honey Hill Loop of fescue pasture.

Figure 24. View to the south on Honey Hill Road at Honey Hill Church.

Figure 25. View to the north on Honey Hill Road from Honey Hill Church. The land is relatively level between Honey Hill Ridge and Backbone Ridge north of the project area.

Land Cover/Land Use

Land use along existing Highway 267 is low in density, rural, and mostly pasture, with isolated commercial areas scattered along Highways 267 and 36. Land use along existing Highway 36 is moderate density, with dispersed pastures and isolated commercial areas. Land use along the proposed build alternatives is mainly agricultural. Any of the build alternatives may eventually attract highway-oriented business such as service stations and convenience stores to major intersections.

Direct impacts to land use include the conversion of land from existing uses to highway right of way. Land use impacts estimated for each alternative are listed in Table 11. Alternative impacts were calculated with GIS using 150-foot (46 m) estimated right of way width.

Table 11
Land Cover/Land Use Impacts
in acres (ha)

Cover/Use Type	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
Existing roadway	0	19 (8)	20 (8)	39 (16)
Residential	0	16 (6)	21 (8)	25 (10)
Commercial	0	0 (0)	2 (1)	3 (1)
Other development	0	4 (2)	1 (0.4)	0.3 (0.1)
Pasture	0	39 (16)	31 (13)	33 (13)
Oak-hickory	0	27 (11)	15 (6)	5 (2)
Cedar	0	6 (2)	4 (2)	0.8 (0.3)
Riparian	0	2 (1)	0.6 (0.3)	3 (1)
Pine	0	0.3 (0.1)	0.5 (0.2)	0.8 (0.3)
Totals	0	113 (46)	95 (38)	110 (45)

Alternative 1, the westernmost and furthest alternative from Searcy, is more rural and would convert more pasture and oak-hickory forest into transportation use. Alternatives 2 and 3 are somewhat semi-rural and suburban. Alternative 3 would utilize more existing roadway into the project by rebuilding a portion of Highway 267, but would also have the largest impacts on residential and commercial property.

COMMENTS AND COORDINATION

Public Involvement

The AHTD provided an opportunity for early public input into the development of the proposed project on June 7, 2007, at the Valley Baptist Church in Searcy, Arkansas. Visitors were given the opportunity to discuss the proposed project and view aerial maps showing alternative alignments. The overall response by the public was positive, with 182 citizens in attendance. When asked about sidewalks, multi-use paths and bikeways, respondents generally tended to support them at specific areas, such as routes to schools and subdivisions rather than the entire length of the project. The Public Involvement Meeting Synopsis is located in Appendix E.

Early Coordination

In May 2007, during the initial planning for this project, the AHTD distributed a Scoping Letter to officials of interested federal, state and local agencies and other interested parties asking for their assistance in identifying any constraints or concerns associated with the proposed project. These agencies were asked to identify unique environmental features or environmentally sensitive areas, socio-economic issues, proposed urban developments, gas exploration sites, gas transmission lines, high voltage lines, and permits or approvals that should be obtained prior to construction of the project.

A copy of the contents of the initial coordination package and the responses can be found in Appendix D.

COMMITMENTS

The Arkansas State Highway and Transportation Department's standard commitments associated with hazardous waste abatement, water quality impacts and relocation procedures have been made in association with this project. Additional commitments are as follows:

- Bicycle facilities and pedestrian walkways, where appropriate, will be implemented in conjunction with new construction.
- If hazardous materials are identified, observed or accidentally uncovered by any AHTD personnel, contracting company(s) or state regulatory agency, 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 type of contamination. 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 abatement work will be conducted in conformance with ADEQ, EPA and 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 to be eligible or potentially eligible for nomination to the Nation

Register of Historic Places and avoidance is not possible, then 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; NPDES, and Section 404; Permit for Dredged or Fill Material.
- Stream and wetland impacts will be minimized as much as possible during the design of the selected alternative. A Section 404 Permit will be obtained after an alternative has been selected and appropriate design is completed.
- Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. The design measures to minimize floodplain impacts include (1) avoiding longitudinal 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 water velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation, and (6) utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts.
- See relocation procedures located in Appendix C.

RECOMMENDATIONS

The environmental analysis of the proposed project did not identify any significant impacts to the natural and social environment. Table 12 is a comparison of the alternatives' impacts and costs.

Table 12

Alternative Comparisons

Alternative	Length miles (km)	Construction Cost ($ million)	ROW Cost ($ million)	Total Cost ($ million) (2008 $)	Forested Wetland Impacts acres (ha)	Herbaceous Wetland Impacts acres (ha)	Total Wetland Impacts acres (ha)	Waters of the U.S. crossings	Floodways/ Floodplains feet (m)	Stream Relocation feet (m)
No Action	0	0	0	0	0	0	0	0	0	0
1	4.8 (7.7)	21.4	3.5	24.9	0.3 (0.1)	0.2 (0.1)	0.5 (0.2)	9	950 (290)	400 (122)
2	4.6 (7.4)	20.6 – 21.9	3.7 – 4.0	24.3 – 25.9	0.4 (0.3)	0 (0)	0.4 (0.3)	9	450 (137)	500 (152)
3	5.4 (8.7)	23.6 – 24.8	5.2 – 5.5	28.8 – 30.3	0.7 (0.3)	1.0 (0.4)	1.7 (0.7)	7	1,850 (564)	500 (152)

Alternative	Projected Traffic Volume 2009 (vpd)	Projected Traffic Volume 2029 (vpd)	Projected Traffic Volume diverted from CBD 2029 (vpd)	2029 LOS	Prime Farmland acres (ha)	Land Use Impacts acres (ha)	Noise Impacts >66 dBA Increase	Noise Impacts >10 dBA Increase over existing noise levels	Residential Relocatee	Business Relocatee
No Action	0	0	0	-	0	0	0	0	0	0
1	3,200	4,400	2,500	B	59 (24)	113 (46)	10	4	6	0
2	4,200	5,700	3,900	C	50 (20)	95(38)	5	11	3	1
3	4,200	5,700	3,900	C	50 (20)	110 (45)	9	9	9	1

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Appendix A

Minute Order No. 2005 103

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Five

County: White

Category: Miscellaneous

WHEREAS, Minute Order 2004-022 authorized the Department to conduct a study of the need for and feasibility of an extension of Highway 13 from Highway 267 to Highway 36 west of Searcy; and

WHEREAS, the *Highway 13 Extension Study – White County* has been completed and the analysis has determined that an extension of Highway 13 is needed to enhance traffic operations and improve safety in the region.

NOW THEREFORE, this study is adopted for use as a planning guide for scheduling future improvements in the area, and the Director is authorized to proceed with environmental studies, surveys, design, right-of-way acquisition, and construction, as funds become available.

050185 - Hwy. 267-Hwy. 36 (Hwy. 13 Ext.) (Searcy) (S)

Approved:

Chairman

Vice-Chairman

Member

Member

Member

P&R/SP:JXJ:klk:6/22/05

Form 19-456
Rev. 11/29/2004

Submitted By: Scott A. Bennett
Assistant Chief Engineer - Planning

Approved:
Director

Minute Order No. 2005 103

Date Passed AUG 10 2005

Copy to: AD, ACE-Planning, P&C, PA, PD
Bridge, Env. P&R, R/W, Rdwy., Surveys
Traffic Safety, Dist. 5, "C" File

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Appendix B

Description of Level of Service (LOS)

DESCRIPTIONS OF LEVEL OF SERVICE

Two-Lane Highway

Level of Service (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.

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Appendix C

Conceptual Stage Relocation Study

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

INTER OFFICE MEMORANDUM

TO: Lynn Malbrough, Environmental Division Head
FROM: Perry M. Johnston, Right of Way Division Head
DATE: March 6, 2008
SUBJECT: Job 050185
Hwy. 267 - Hwy. 36
White County
CONCEPTUAL STAGE RELOCATION STATEMENT

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 relocation payments available: (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 qualified tenant may receive a 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.

These types of 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.

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 satisfactorily relocated. 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.

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

Red Alternate

6 residential owners	$135,000.00
Services	$ 13,500.00
Total	$148,500.00

Orange Alternate

3 residential owners	$ 67,500.00
1 business	$ 20,000.00
	$ 87,500.00
Services	$ 8,750.00
Total	$ 96,250.00

Green Alternate

9 residential owners	$202,500.00
1 business	$ 20,000.00
1 personal property	$ 1,000.00
	$223,500.00
Services	$ 22,350.00
Total	$245,850.00

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 twenty-six (26) dwellings available for sale at this time. A breakdown of the price range is as follows:

PRICE RANGE (FOR SALE)	NUMBER OF UNITS
Under - 75,000	0
75,001 - 85,000	6
85,001 - 95,000	6
95,001 - 105,000	2
105,001 - 115,000	2
115,001 - 125,000	0
125,001 - 145,000	3
145,001 - 165,000	3
165,001 - 185,000	1
185,001 - 205,000	1
205,001 – 230,000	1
230,001 – 250,000	1
Total	26

This is a widening project with some new location alternates from Highway 267 to Highway 36 west of Searcy. The units contained in the housing inventory are in the Searcy, Kensett, and Rose Bud areas. 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 with the cooperation of real estate companies in 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 unreasonably 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 three (3) properties available in the subject area at this time. The business affected on the orange and green alternate may not be able to relocate in the immediate area of their displacement resulting in termination of operations. 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 and entitlements (in-lieu payments, etc.) 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 one (1) residential occupant is elderly. Special attention will be given to this displacee to ensure that replacement housing will be obtained that is within his economic means. This same person will be offered maximum 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 this displacee. Also, special relocation advisory services and assistance will be administered commensurate with the displacee's needs. 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.

Red Alternate

A. Special Premises:

1. **Nicholson Road existing right of way: 50 feet**
2. **Hwy. 36 existing right of way: 80 feet**
3. **Additional right of way along Hwy. 36 will be from south side only.**

B. Supplemental Information:

1. **Land Acquisition: 92± acres.**
2. **Relocation Acquisition: 4 dwellings, 1 manufactured home, 1 mobile home.**
3. **Miscellaneous Improvements: landscaping, special fencing, etc.**
4. **Proximity Damages: 13 dwellings, 2 metal shops**
5. **Severance damages not applied to properties along Nicholson Road.**

C. Cost Estimate (Real Estate)

1. Land Acquisition:	**$ 925,000.00**
2. Relocation Acquisitions:	**$ 775,000.00**
3. Miscellaneous Improvement Acquisitions:	**$ 10,000.00**
4. Proximity Damages:	**$ 355,000.00**
5. Severance Damages:	**$ 85,000.00**
TOTAL	**$2,150,000.00**

(RD) $2,250,000.00

Orange Alternate

A. Special Premises:

1. **Honey Hill Road existing right of way: 50 feet**
2. **Honey Hill Christian Union Church at the southwest corner of Honey Hill and Country Club is not in the proposed right of way.**
3. **Additional right of way will be from the west side only along Honey Hill Road from Lenny Beck Lane to ¼ mile north of Country Club.**
4. **Additional right of way will be from the east side only along Honey Hill at the intersection of Hwy. 36.**
5. **Existing right of way of Hwy. 36 is adequate for proposed improvement.**

B. Supplemental Information:

1. **Land Acquisition: 75± acres.**
2. **Relocation Acquisition: 3 dwellings, 1 commercial (Bugman Business)**
3. **Miscellaneous Improvements: landscaping, special fencing, etc.**
4. **Proximity Damages: 9 dwellings, 1 church**
5. **Severance damages not applied to properties along Honey Hill Road.**

C. Cost Estimate (Real Estate)

1. **Land Acquisiton:**		**$1,150,000.00**
2. **Relocation Acquisitions:**		**$ 600,000.00**
3. **Miscellaneous Improvement Acquisitions:**		**$ 75,000.00**
4. **Proximity Damages:**		**$ 250,000.00**
5. **Severance Damages:**		**$ 100,000.00**
	TOTAL	**$2,175,000.00**

(RD) $2,250,000.00

Green Alternate

A. Special Premises:

1. **Hwy 267 existing right of way: 80 feet**
2. **Additional right of way acquisition from the north side of Hwy. 267 from Hwy. 13 to Tamara Lane.**
3. **Honey Hill Road existing right of way: 50 feet.**
4. **The church (Honey Hill Christian Union Church) at the southwest corner of Honey Hill and Country Club is not in the proposed right of way.**
5. **Additional right of way will be from the west side only of Honey Hill Road from Lenny Beck Lane to ¼ mile north of Country Club Road.**
6. **Additional right of way will be from east side only of Honey Hill Road at the intersection of Hwy. 36.**
7. **Existing right of way of Hwy. 36 is adequate for proposed improvement.**
8. **Green Dot refers to Hwy. 267 improvement.**
9. **Green Line refers to new alignment.**
10. **Total Green Alternate referred to the combination of Green Dot and Green Line.**

B. Supplemental Information:

1. **Land Acquisition:**
   - **A. Green Dot: 18±AC**
   - **B. Green Line: 50±AC**
   - **C. Total Green: 68±AC**

2. **Relocation Acquisition:**
   - **A. Green Dot: 6 dwellings**
   - **B. Green Line: 3 dwellings, 1 commercial**
   - **C. Total Green: 9 dwellings, 1 commercial**

3. **Miscellaneous Improvements include speciality fencing, landscaping, brick or rock enterances, etc.**

4. **Proximity Damages:**
   - **A. Green Dot: 1 manufactured home, 1 dwelling**
   - **B. Green Line: 8 dwellings, 1 church**
   - **C. Total Green: 9 dwellings, 1 manufactured home, 1 church**

5. **Severance damages not applied to properties along Hwy. 267 or along Honey Hill Road.**

C. Cost Estimate (Real Estate)

1. **Land Acquisition:**
   - **A. Green Dot: $ 180,000.00**
   - **B. Green Line: $ 1,025,000.00**
   - **C. Total Green: $1,205,000.00**

2. **Relocation Acquisitions:**
   - **A. Green Dot: $525,000.00**
   - **B. Green Line: $525,000.00**
   - **C. Total Green: $1,050,000.00**

3. **Miscellaneous Improvements Acquisitions:**
   - **A. Green Dot: $50,000.00**
   - **B. Green Line: $50,000.00**
   - **C. Total Green: $100,000.00**

4. **Proximity Damages:**
   - **A. Green Dot: $ 25,000.00**
   - **B. Green Line: $ 225,000.00**
   - **C. Total Green: $250,000.00**

5. **Severance Damages:**
   - **A. Green Dot: -0-**
   - **B. Green Line: $225,000.00**
   - **C. Total Green: $225,000.00**

TOTAL $2,830,000.00

(RD) $2,900,000.00

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO 050185 **Alternative 1 (Red)**

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business/ Est Status / No. Emp.	Vacant Structures	Number in Family	Age of Relocatee
Residential/Owner	Harrison Ln., Searcy AR	95,000.00-100,000.00	25-30 yrs.	W	N/A	0	2	60-65
Residential/Owner	Wooten Ln. Searcy, AR	25,000.00-30,000.00	5-10 yrs.	W	N/A	0	2	35-40
Residential/Owner	Wooten Ln., Searcy, AR	25,000.00-30,000.00	5-10 yrs.	W	N/A	0	2	35-40
Residential/Owner	McEuen Rd., Searcy, AR	120,000.00-125,000.00	1- 5 yrs.	W	N/A	0	3	45-50
Residential/Owner	Nicholson Rd., Searcy, AR	50,000.00-60,000.00	1- 5 yrs.	W	N/A	0	3	45-50
Residential/Owner	Jct. of Nicholson Rd. & Hwy. 36, Searcy, AR	75,000.00-80,000.00	20-25 yrs.	W	N/A	0	3	55-60

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO 050185 **Alternate 2 (Orange)**

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business/ Est Status / No. Emp.	Vacant Structures	Number in Family	Age of Relocatee
Residential/Owner	Harrison Ln., Searcy AR	95,000.00-100,000.00	25-30 yrs.	W	N/A	0	2	60-65
Residential/Owner	Honey Hill Rd., Searcy, AR	55,000.00-60,000.00	15-20 yrs.	W	N/A	0	2	50-55
Residential/Owner	Honey Hill Rd., Searcy, AR	35,000.00-40,000.00	5-10 yrs.	W	N/A	0	2	45-50
Business	Hwy. 36 Searcy, AR	N/A	Retail/4	W	Retail/4	N/A	N/A	N/A

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO 050185 Alternative 3 (Green)

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business/ Est Status / No. Emp.	Vacant Structures	Number in Family	Age of Relocatee
Personal Property	Jct. 13 and 226, Searcy AR	N/A	N/A	W	N/A	N/A	N/A	N/A
Residential/Owner	Hwy. 267, Searcy, AR	45,000.00-50,000.00	10-15 yrs.	W	N/A	0	4	40-45
Residential/Owner	Hwy. 267, Searcy, AR	50,000.00-55,000.00	10-15 yrs.	W	N/A	0	3	35-40
Residential/Owner	Hwy. 267, Searcy, AR	55,000.00-60,000.00	25-30 yrs.	W	N/A	0	2	60-65
Residential/Owner	Hwy. 267, Searcy, AR	30,000.00-35,000.00	5-10 yrs.	W	N/A	0	2	40-45
Residential/Owner	Hwy. 267, Searcy, AR	50,000.00-55,000.00	5-10 yrs.	W	N/A	0	3	45-50
Residential/Owner	Hwy. 267, Searcy, AR	45,000.00-50,000.00	35-40 yrs.	W	N/A	0	1	70-75
Residential/Owner	Honey Hill Loop, Searcy, AR	70,000.00-75,000.00	20-25 yrs.	W	N/A	0	2	55-60
Residential/Owner	Honey Hill Loop, Searcy, AR	55,000.00-60,000.00	15-20 yrs.	W	N/A	0	2	50-55
Residential/Owner	Honey Hill Rd., Searcy, AR	35,000.00-40,000.00	5-10 yrs.	W	N/A	0	2	45-50
Business	Hwy. 36, Searcy, AR	N/A	N/A	W	Retail/4	N/A	N/A	N/A

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Appendix D

Agency Coordination

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)* 50185	3. Date of Land Evaluation Request 10/31/08	4. Sheet 1 of ____
1. Name of Project Hwy 267 - Hwy 36	5. Federal Agency Involved FHWA	
2. Type of Project Construct New Highway	6. County and State White AR	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor 1	Corridor 2	Corridor 3	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	53.45	54.36	50.38	
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15	15	15	
2. Perimeter in Nonurban Use — 10	10	5	5	
3. Percent Of Corridor Being Farmed — 20	10	10	10	
4. Protection Provided By State And Local Government — 20	0	0	0	
5. Size of Present Farm Unit Compared To Average — 10	0	0	0	
6. Creation Of Nonfarmable Farmland — 25	0	0	0	
7. Availablility Of Farm Support Services — 5	5	5	5	
8. On-Farm Investments — 20	0	0	0	
9. Effects Of Conversion On Farm Support Services — 25	0	0	0	
10. Compatibility With Existing Agricultural Use — 10	0	0	0	
TOTAL CORRIDOR ASSESSMENT POINTS — 160	0 40	0 35	0 35	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	100	100	100	
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	0 40	0 35	0 35	0
TOTAL POINTS *(Total of above 2 lines)* — 260	0 140	0 135	0 135	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
None at this Time	1 53.45 2 54.36 3 50.38	10/31/08	YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: [signature] DATE 10/31/08

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

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

IN REPLY REFER TO

May 30, 2007

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

Re: AHTD Job Number 050185, Hwy 267 to Hwy 36 (Hwy 13 Extension), White 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 White County. The Service recommends conducting extensive field surveys within the project area to minimize impacts to Bayou Des Arc, its tributaries and any associated wetlands. Field crews should explore previously disturbed areas such as electric or gas transmission lines and consider options for paralleling these areas to reduce further fragmentation of the landscape. Bridging across Bayou Des Arc and other streams should be perpendicular to the stream and allow for adequate passage of wildlife during periods of normal flow. The project area is within the Fayetteville Shale gas play and is likely experiencing extensive natural gas exploration and/or production. The Arkansas Oil and Gas Commission should be contacted for more information regarding well sites, transmission lines and other associated structures.

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

Margaret Harney
Team Leader

cc:
Randal Looney, FHWA
John Harris, AHTD
Terry Tucker, AHTD
Cindy Osborne, ANHC
Robert Leonard, AGFC
Wanda Boyd, EPA

050107

United States Department of the Interior

U.S. GEOLOGICAL SURVEY
Arkansas Water Science Center
401 Hardin Road
Little Rock, Arkansas 72211

June 15, 2007

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

Dear Lynn:

Thank you for your recent request for the U.S. Geological Survey (USGS) to provide you with input concerning any constraints or concerns associated with the Highway 267 – Highway 36 (Highway 13 Extension) project. We reviewed this project and found that no USGS streamflow gaging stations will be affected by this project.

Thank you again for your interest in the opinion of the USGS. If you need any hydrologic data for the study area, please feel free to contact Jaysson Funkhouser at (501) 228-3663.

Sincerely,

John E. Terry
Director

JEF:rkc

PRICE

Arkansas Game and Fish Commission

2 Natural Resources Drive Little Rock, Arkansas 72205

June 6, 2007

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

SUBJECT: Job Number 050185 Hwy. 267-Hwy. 36 (Hwy. 13 Ext.) White County.

Dear Mr. Malbrough:

Your letter referencing the above mentioned subject has been referred to me for reply. Biologists of this agency have reviewed the proposed project and we anticipate insignificant adverse impacts to fish and wildlife resources associated with this proposed project.

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

Sincerely,

Robert K Leonard

Robert K. Leonard, Biologist
River Basins Division

RKL

Cc: Mike Armstrong
Doyle Shook
USFWS- Conway

Arkansas Natural Resources Commission

J. Randy Young, P.E.
Executive Director

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

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: anrc@arkansas.gov

Mike Beebe
Governor

May 21, 2007

RECEIVED
AHTD
MAY 31 2007
ENVIRONMENTAL
DIVISION

Mr. Terry Tucker
Environmental Division
Arkansas State Highway & Transportation Department (AHTD)
P.O. Box 2261
Little Rock, Arkansas 72203-2261

Re: AHTD Job Number 050185
Highway 267-Highway 36 (Highway 13 Extension)
White County, Arkansas

Dear Mr. Tucker:

Thank you for the opportunity to comment on the proposed extension of Highway 13 (Highway 267 to Highway 36) in White County, Arkansas near Searcy. My staff has reviewed the proposal and noted that the entire study area has the potential for environmental impacts.

Based on the study area map, from the intersection of Highway 13 and Highway 267, a north-south route to Highway 36 in the westernmost portion of the study area appears to contain the least potential for environmental impacts. The mitigation process should be incorporated into the planning process of the proposed project. Efforts should be made to avoid impacts to streams, wetlands, and floodplains. After all unavoidable impacts have been minimized, the appropriate assessment methodology for each resource needs to be implemented in order to determine the extent of impacts, as well as, the appropriate amount of compensatory mitigation required to offset the impacts.

Additionally, I recommend that the most current best management practices (BMPs) be implemented in the pre-construction phase and maintained post-construction until the site stabilizes. These efforts will help minimize erosion and maintain water quality in the area.

If you need further assistance, please contact Kenneth Colbert of my staff at 501-682-1608. Again, thank you for the opportunity to review and comment on AHTD Job Number 050185.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/kc

Tucker, Terry

From: Mike Howard [Mike.Howard@arkansas.gov]
Sent: Friday, May 18, 2007 12:50 PM
To: Tucker, Terry
Subject: Commentary for AGS on AHTD Job 050185

Attachments: AGS commentary AHTD Job 050185.doc

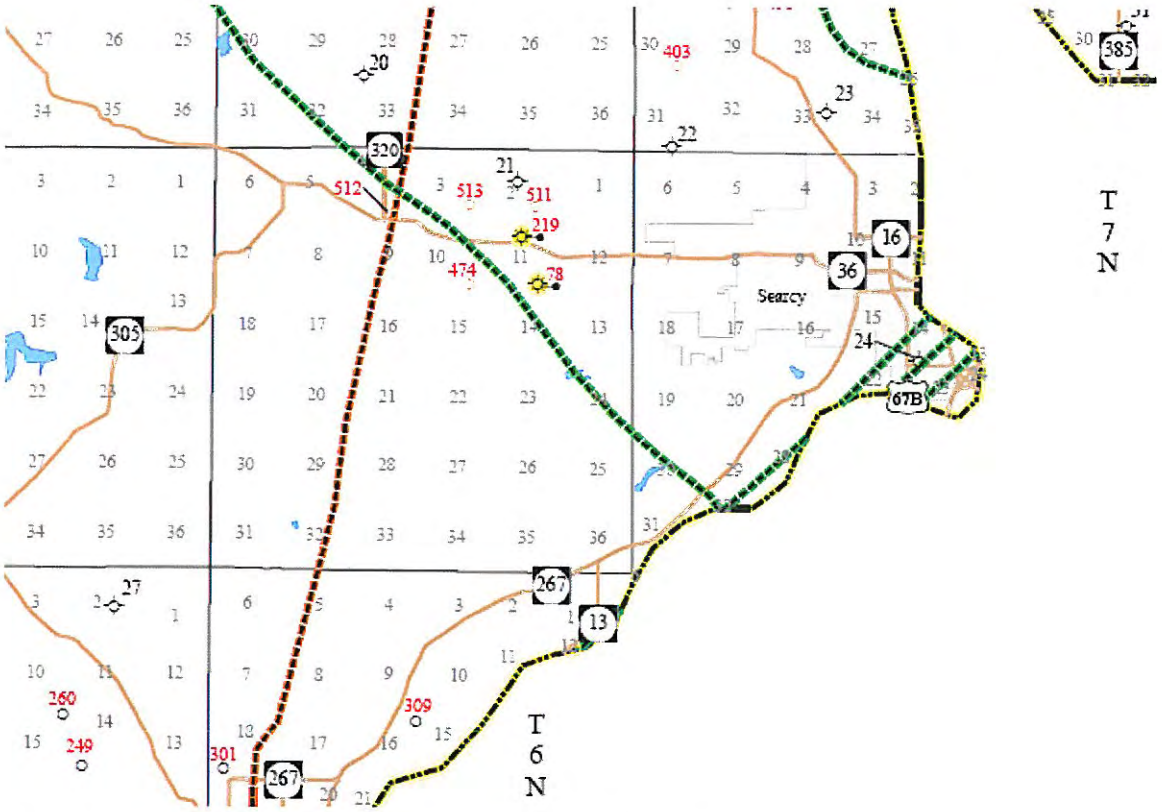
AGS commentary AHTD Job 050185...

Dear Terry,

Please find the attached MSWord document. It contains my comments for the Arkansas Geological Survey for this job.

If you have any questions or thoughts concerning my comments, please feel free to contact me!

J. Michael Howard, RPG 009
Geology Supervisor/Mineralogist
Arkansas Geological Survey
Vardell Parham Geology Center
3815 West Roosevelt Road
Little Rock, AR 72204
501-683-0125 mike.howard@arkansas.gov



Green dashed lines are gas pipelines (24 inch diameter)
Orange dashed lines are petroleum product pipelines (10 inch diameter)
Red numbers refer to gas wells (drilled, proposed, horizontal)
Data captured from AGC website – http://www.state.ar.us/agc/FScentral.pdf
Free and downloadable .pdf file on Fayetteville Shale gas play.

RE: Comments on proposed Job 050185

By J. Michael Howard, Arkansas Geological Survey

Commentary

Please note the existence of a major gas transmission line trending northwest across the job area as displayed on the map accompanying Mr. Malbrough's letter dated May 4, 2007. Also, several existing and proposed gas wells in the northern portion of the study area for Job 050185.

Possible route choices

There is a route available to the west of the gas transmission line starting at the intersection of Highways 267 and 13 and trending northwest to connect to Highway 36 near the common border of sections 9 & 10, Township 7 North, Range 8 West. However, the added distance will likely add significant cost to the project. This cost will have to be evaluated relative to the cost of building an overpass over the pipeline if the proposed road crosses it. A more direct route involving a pipeline crossing would be to go directly north to Highway 36 from the 267/13 junction, a suggested starting point.

Future gas well drilling
The entire area of this end of the Arkansas Valley region north of the Arkansas River will likely receive significant exploratory and production drilling for the Fayetteville Shale play within the next 10 years. Land owners probably have already leased their mineral rights to exploration or drilling companies, further complicating the situation. Once several alternative routes are picked, property owners and mineral lease holders should be contacted to determine which may be the best route concerning their interests. Drilling is taking place presently in counties west of White County near pipelines because ease of access to add produced gas is an important economic consideration.

If you have any further questions or comments relative to this information, please contact me by email or telephone.

Sincerely,

J. Michael Howard, RPG No. 009
Geology Supervisor/Mineralogist
Arkansas Geological Survey
3815 West Roosevelt Road
Little Rock, AR 72204
501-683-0125 email: mike.howard@arkansas.gov

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
website:
www.arkansaspreservation.com

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May 16, 2007

Mr. Terry Tucker
Environmental Division
Arkansas State Highway And Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203

RE: White County - General
Section 106 Review - FHwA; AHPP Tracking#63156
Proposed Hwy. 267-Hwy. 36(Hwy. 13 Ext.) Project
(AHTD Job Number#050185)

Dear Mr. Tucker:
This letter is written in response to your inquiry, regarding properties of architectural, historical, or archeological significance in the area of the proposed referenced project.

In order for the Arkansas Historic Preservation Program (AHPP) to complete its review of the proposed project, we will need the additional information checked below:

✓ a **7.5 minute 1:24,000 scale U.S.G.S.** topographic map **clearly delineating** the project area;

✓ a project description detailing all aspects of the proposed project;

✓ the location, age, and photographs of structures (if any) to be renovated, removed, demolished, or abandoned as a result of this project;

✓ photographs of any structures 50 years old or older on property directly adjacent to the project area.

Once we have received the above information, we will complete our review as expeditiously as possible. If you have any questions, please contact me at (501) 324-9880.

Sincerely,

George McCluskey
Section 106 Review Coordinator

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

March 28, 2008

Mr. George McCluskey
Section 106 Preservation Officer
1500 Tower Building
323 Center Street
Little Rock, Arkansas 72201

Subject: Request for Technical Assistance
Job Number 050185
Hwy. 276 – Hwy. 36 (Hwy. 13 Ext.)
(Searcy)
White County

Dear Mr. McCluskey,

The project proposes to construct two lanes on new location to extent State Highway 13 from the State Highways 267 and 13 intersection to State Highway 36 in the town of Searcy in White County. Nine structures appear to be at least 50 years old and may be impacted by the project.

Photographs, descriptions and a location map for the structures are included so your staff may evaluate the eligibility of these structures to the National Register. If, in the opinion of the AHPP the structure is eligible, please include any mitigation alternatives in the response letter. If you have any questions about the project, please contact Robert Scoggin of my staff at 569-2077.

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

LPM:RS:pb

AHTD Job 050185

Structure A

In the opinion of AHTD the structure is **Not Eligible**.

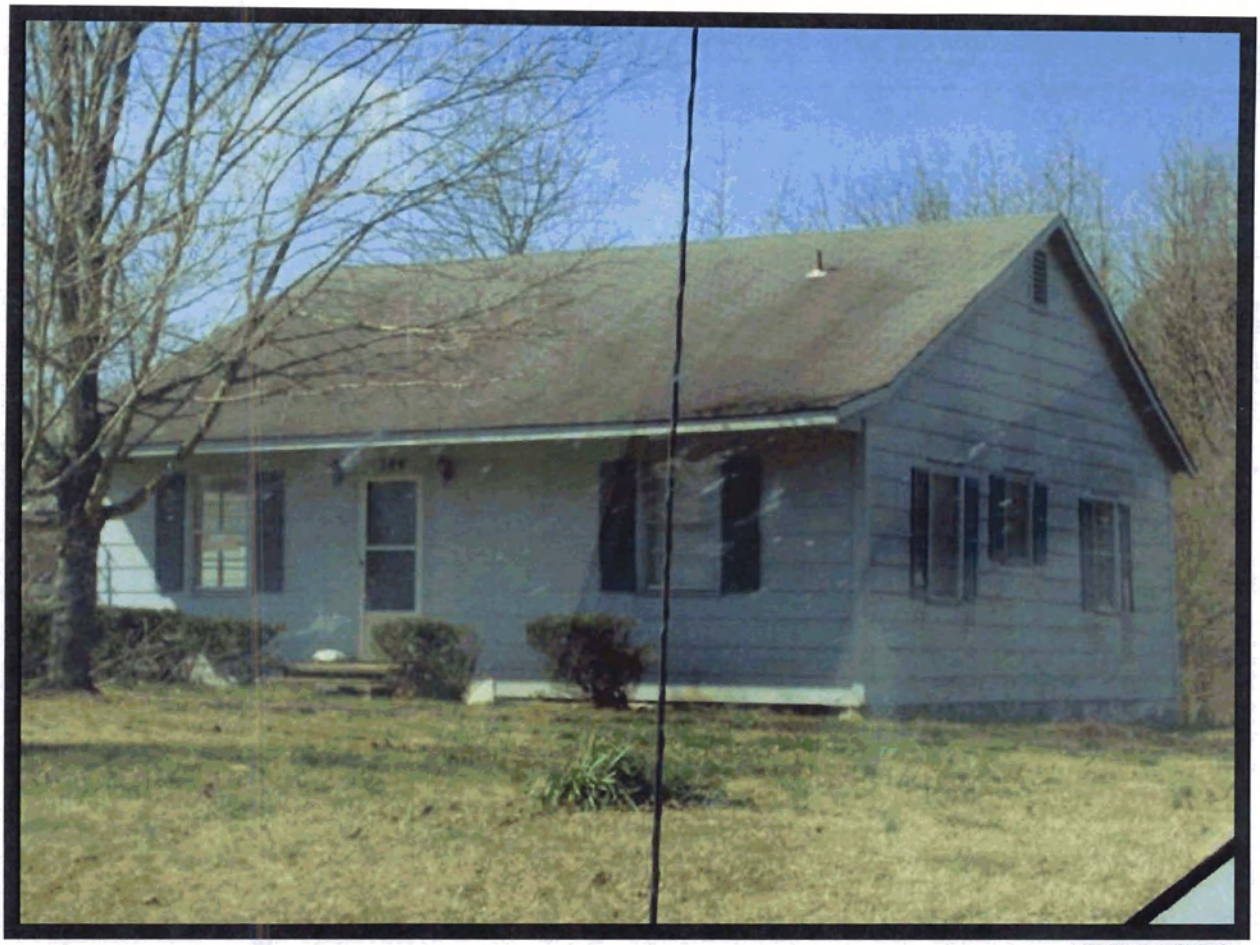
The structure is frame with a metal roof, vinyl siding and vinyl windows. The structure is Craftsman style and was probably built in the early 1940s. A rock outbuilding is associated with the main structure but has also been altered by the addition of a metal roof. The structures are not eligible to the National Register due to the fact that a metal roof has been added to both structures, and that vinyl siding and windows have been added to the main structure. The structure is in use as a residence.

AHTD Job 050185

Structure B/SHPO #WH1162

In the opinion of AHTD the structure is **Eligible**.

The structure is a log barn with a metal roof. The date of construction for the structure is unknown. The structure is eligible to the National Register as a good example of a agricultural structure in the area.



AHTD Job 050185

Structure C

In the opinion of AHTD the structure is **Not Eligible**.

The structure is frame with a composite shingle roof, aluminum siding and metal windows. The structure is Craftsman influenced and was probably built in the late 1940s. The structure is not eligible to the National Register due to the fact that aluminum siding and metal windows were added. The structure is in use as a residence.

AHTD Job 050185

Structure D

In the opinion of AHTD the structure is **Not Eligible**.

The structure is frame with a composite shingle roof, metal siding and metal windows. The structure is Craftsman style and was probably built in the mid 1940s. The structure is not eligible to the National Register due to the fact that metal siding and windows were added. The structure is in use as a residence.

AHTD Job 050185

Structure E

In the opinion of AHTD the structure is **Eligible.**

The structure is frame with a composite shingle roof and wooden windows. The structure is Craftsman influenced and was probably built in the mid 1930s. The structure is eligible to the National Register as an intact example of a vernacular Craftsman influenced duplex. The structure is in use as a residence.

AHTD Job 050185

Structure F/SHPO #WH1292

In the opinion of AHTD the structure is **Not Eligible.**

The structure is frame with a composite shingle roof, vinyl siding, side addition and metal windows. The structure was probably built in the mid 1920s. The structure is not eligible to the National Register due to the fact that aluminum siding, a side addition and metal windows were added. The structure is currently in use as a church.

AHTD Job 050185

Structure G

In the opinion of AHTD the structure is **Not Eligible**.

The structure is concrete block with a concrete roof and no windows. The structure is an outbuilding of a previously destroyed house. The date of construction is unknown. The structure is not eligible to the National Register due to the fact that the structure is currently deteriorating in a cow pasture, the original house it was built with is gone and that by and of itself does not display unique architectural characteristics. The structure is currently abandoned.

AHTD Job 050185

Structure H

In the opinion of AHTD the structure is **Not Eligible**.

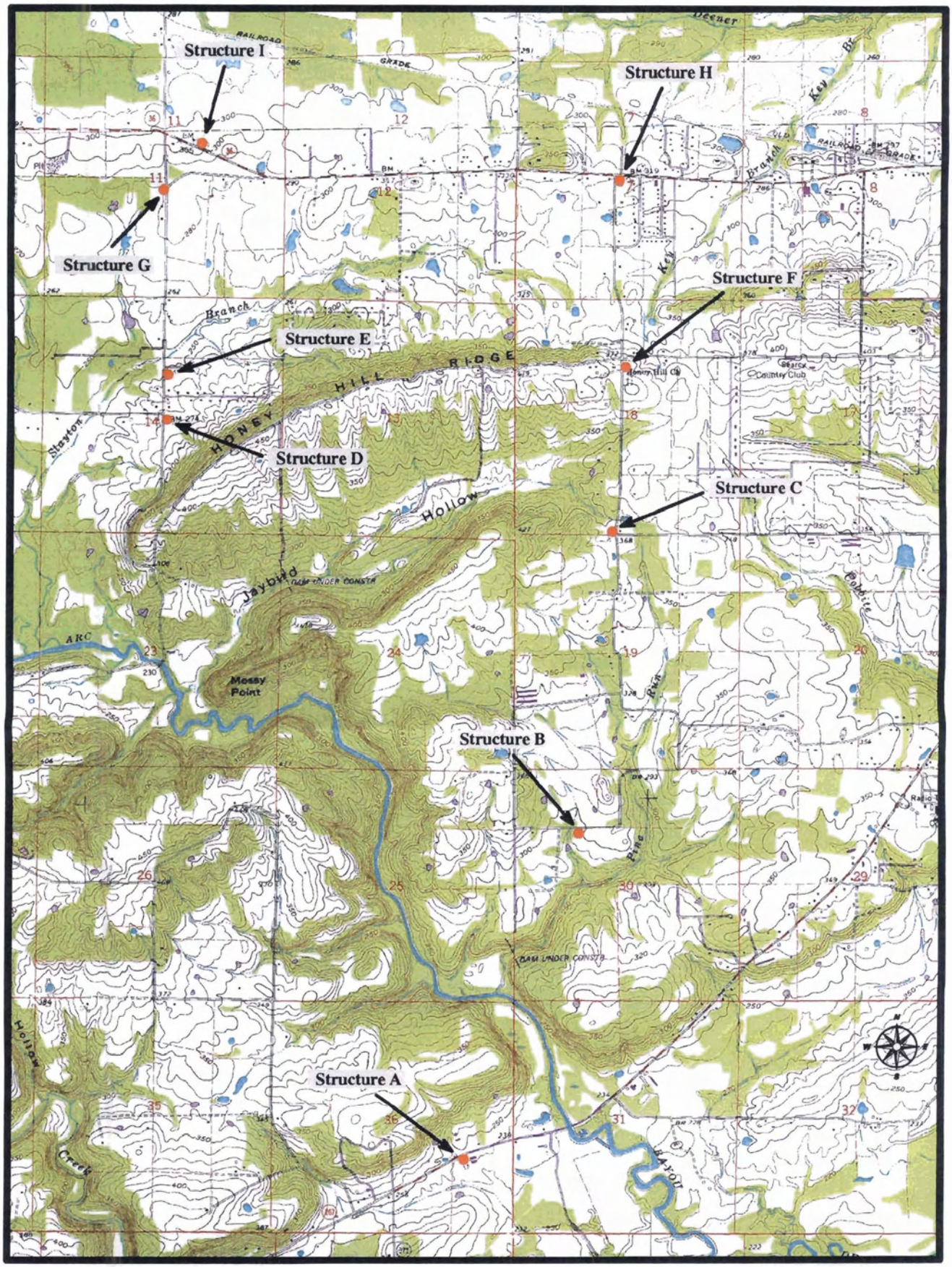
The structure is frame with a composite shingle roof, rear addition, aluminum siding and metal windows. The structure is Craftsman style and was probably built in the early 1940s. The structure is not eligible to the National Register due to the fact that aluminum siding, a rear addition and metal windows were added. The structure is currently in use as a business.

AHTD Job 050185

Structure H

In the opinion of AHTD the structure is **Not Eligible**.

The structure is frame with a metal roof, aluminum siding and wooden windows. The structure is a double pen house and was probably built in the early 1920s. The structure is not eligible to the National Register due to the fact that the original porch was replaced with a Craftsman style porch and that aluminum siding was added. The structure is currently in use as a residence.



Garner 7.5 min. quad

AHTD Job 050185
Hwy. 267 - Hwy. 36 (Hwy.13 Ext.) (Searcy)
White County

RWS 3/26/08

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

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fax: (501) 324-9184
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info@arkansaspreservation.org
website:
www.arkansaspreservation.com

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April 8, 2008

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

RE: White County – Hwy. 276 – Hwy. 36 (Hwy. 13 Ext.) in Searcy
Section 106 Review – FHWA
Proposed construction of two lanes on (State Hwy. 13)
AHPP Tracking #66207

Dear Mr. Malbrough:

This letter is written in response to your inquiry regarding properties of architectural, historical, or archeological significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents that pertain to this undertaking and determined that of the nine structures with photo documentation, provided with your March 28th , 2008 letter, two structures (B and E) are eligible for inclusion in the National Register of Historic Places, while the remaining seven structures are ineligible for listing.

Once the undertaking is further along in the planning stages, we look forward to reviewing the proposed project. If you should have any questions or comments, please do not hesitate to contact Tom Marr at (501) 324-9880.

Yours truly,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration

CITY OF Searcy
401 West Arch Avenue
SEARCY, AR 72143-5202
Ph: (501) 268-2483
Fax: (501) 279-1050

BELINDA LaFORCE
Mayor

TAMMY GOWEN
City Clerk-Treasurer

BUCK C. GIBSON
City Attorney
(501) 268-8220

February 7, 2008

Mr. Lynn P. Malbrough
Division Head
Environmental Division
AR State Hwy & Transportation Dept.
P.O. Box 2261
Little Rock, AR 72203-2261

RE: AHTD Job Number 050185
Hwy 267-Hwy 36 (Hwy 13 Extension)
White County

Dear Mr. Malbrough:

Following consideration of the AHTD's proposal to move forward only with Alternatives 1B, 2B and 3 for more detailed evaluation, my preference concerning this project would be either 1B or 2B, which I believe to be in the best interest of the City of Searcy. The only benefit that I can realize to Alternate 3 would be the lesser expensive of the three. Highway 267, even though a well traveled artery, will not provide the long-term benefits to the City, that 1B and 2B would, considering the growth and development patterns that currently exist.

Alternate 2B, I would say, would have a greater impact on meeting our current needs, would be my first choice for the location of the Hwy 13 Extension project for several reasons.

1) Traffic counts are higher from Honey Hill Road east to Searcy;
2) Unsafe conditions exist on Honey Hill Road due to its narrow width and little or no shoulder;
3) The Intersection at West County Club Road and Honey Hill Road is hazardous in its current state and needs to be addressed. The Hwy 13 Extension project could address this issue in the improvements;
4) The City limits of Searcy were expanded in November 2004 to Honey Hill Road and consideration is being given to further annexation west of Searcy. As additional residential growth takes place along this vital artery to our west

limits, safety issues are a major concern of the City. Improvements along Honey Hill Road would remedy most of these concerns and will eventually become another major artery through our City, much similar to Hwy 36;

5) Maintenance issues are divided between the City and White County adding to the difficulty of addressing needs that exist on Honey Hill Road; and
6) Alternate 2B is also a more direct route to Hwy 13.

In the short-term Alternate 2B would achieve more immediate positive results for our citizens.

Having voiced my preference and reasons for choosing Alternate 2B above, however, Alternate 1B would also be a very acceptable route; mainly considering the area between Honey Hill and Nicholson Roads should prove to become a major development area for future expansion of the City of Searcy. Alternate 1B, if chosen as the extension to Hwy 13 route, would not have an immediate positive impact for Searcy, but would certainly be in years to come. However, with the natural gas exploration centered in White County, that growth potential could be realized much sooner than originally anticipated.

Another long-term benefit to the City of Searcy and White County utilizing Alternate 1B, and a major positive, would be if a follow up project could be considered on the heels of the Hwy 13 project to add a north and east by-pass. A natural route would be to continue north across Hwy 36 on Crosby Road then east on Fosters Chapel Road to connect to Hwy 16; then eventually continue east to 67/167. Realizing a project of this magnitude would be far in the future, it is, however, contained in the City of Searcy's Master Street Plan for future consideration.

It has been my pleasure to participate in discussions concerning these proposals and planning for the long term benefits to the City of Searcy's transportation system. I look forward to our continuing partnership with AHTD in this project.

If I can be of further assistance in any way, please do not hesitate to call.

Sincerely,

Mayor Belinda LaForce

BL/lc

CITY OF Searcy
401 West Arch Avenue
SEARCY, AR 72143-5202
Ph: (501) 268-2483
Fax: (501) 279-1050

BELINDA LaFORCE
Mayor

TAMMY GOWEN
City Clerk-Treasurer

BUCK C. GIBSON
City Attorney
(501) 268-8220

November 21, 2008

RECEIVED
AHTD
NOV 26 2008
ENVIRONMENTAL
DIVISION

Mr. Terry Tucker
Environmental Division
AR State Hwy & Transportation Dept.
P.O. Box 2261
Little Rock, AR 72203-2261

RE: AHTD Job Number 050185
Hwy 267-Hwy 36 (Hwy 13 Extension)
White County

Dear Terry:

Per your request, enclosed please find a map of the City of Searcy containing the current city limits. Please note per the enclosed map that Alternate 2B (Honey Hill Road) serves as our City's west border south to Booth Road. As I have stated previously, in the short-term, this route would achieve more immediate positive results for our community, due to the amount of growth in this area and serving as our western boundary.

As a reminder to my original request, if this route is chosen as the designated route for the Hwy 13 Extension, I would appreciate that consideration be given to the installation of curb, gutter and sidewalks along the area which borders the city limits. The greater appeal will follow suit with the type of residential construction that is currently underway in the area, and most importantly give citizens the ability to utilize the sidewalks for safe access to schools and commercial business.

Thank you again for any consideration given these requests.

Sincerely,

Mayor Belinda LaForce

Encl

Cc: Mr. Lynn P. Malbrough, Division Head

BL/lc

Price

CenterPoint Energy
GAS TRANSMISSION
4500 West 61st Street, Little Rock, AR 72209

June 7, 2007

AHTD
Environmental Division
Attn: Lynn P. Malbrough
P. O. Box 2261
Little Rock, AR 72203-2261

Re: Job 050185, Hwy. 267-Hwy. 36 (Hwy. 13 Ext.), White County

Ms. Malbrough:

The subject Environmental Assessment has been reviewed for possible conflicts with CenterPoint Energy Gas Transmission facilities. As indicated on the marked up map, CenterPoint Energy Gas Transmission has a high-pressure 24-inch natural gas pipeline that starts on the south side of highway 267 at an interconnect facility with Ozark Natural Gas and then proceeds east . This facility should not affect the proposed highway 13 extension. CenterPoint Energy Distribution and Ozark Natural Gas may have facilities that are with the limits of the proposed project.

If you have any additional questions, feel free to contact me at 501-377-4614.

Sincerely,

Rick Hardester
Region Engineer
CenterPoint Energy Gas Transmission

Attachments

Entergy

May, 30th, 2007

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

RE: Job Number 050185
Hwy 267-Hwy 36 (Hwy 13 Ext.)
White County

Dear Mr. Malbrough:

Entergy operates and maintains a 161kV transmission line which predominately runs north-south through the proposed study area. There are currently no plans for major changes to the existing lines nor are there plans to add additionally facilities.

If you have any questions or need additional information, please give me a call at (501) 490-5550.

Sincerely,

Jeffery Guy

Engineer
Entergy
Transmission Maintenance

5115 THIBAULT ROAD
LITTLE ROCK, ARKANSAS 72206

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Appendix E

Public Involvement Session Synopsis

PUBLIC INVOLVEMENT SYNOPSIS

AHTD Job Number 050185
Hwy. 267 – Hwy. 36 (Hwy. 13 Extension)
White County
June 7, 2007

LOCAL PUBLIC OFFICIALS' MEETING

A meeting was held for local public officials for the proposed Highway 13 Extension at Valley Baptist Church in Searcy, Arkansas from 1:00 to 2:00 p.m. on June 7, 2007.

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

- Two displays of the entire project area on a White County road map illustrating the alignments (1 inch equals 819 feet).
- Two displays of the entire project area on a 7.5-minute quadrangle map illustrating the alignments (1 inch equals 819 feet).
- Two displays of the entire project area using aerial imagery at a scale of (one-inch equals 819 feet).
- A PowerPoint presentation explaining the purpose of the project, project history, and the environmental process. A copy is attached.

Handouts for the local officials included a comment sheet and small-scale location map illustrating the proposed alignments on aerial photos and topographic maps. 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 staff)	8
Comments received	0

PUBLIC INVOLVEMENT MEETING

An open forum Public Involvement Session for the proposed extension of Highway 13 from Highway 267 to Highway 36 was held at the Valley Baptist Church in Searcy,

Arkansas from 4:00 - 7:00 p.m. on June 7, 2007. Media news releases, flyers, and notices were mailed to the project mailing list/local property owners were utilized to inform the public of the meeting.

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

- Two displays of the entire project area on a White County road map illustrating the alignments (1 inch equals 819 feet).
- Two displays of the entire project area on a 7.5-minute quadrangle map illustrating the alignments (1 inch equals 819 feet).
- Two displays of the entire project area using aerial imagery at a scale of (one-inch equals 819 feet).
- A PowerPoint presentation explaining the purpose of the project, project history, and the environmental process. A copy is attached.

Handouts for the public included a comment sheet and a small-scale map for the alignments. A copy of the comment sheet is attached.

Table 2 illustrates the results of the public participation at the meeting.

TABLE 2

Public Participation	Totals
Attendance at meeting (including AHTD staff)	159
Comments received	18
Oral Statements	0
Additional comments received after meeting	104
Total comments received	122

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 any importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

An analysis of the responses received on the comment sheets is shown in Table 3.

TABLE 3	
Survey Questions	**Totals**
In favor of the project	74
In favor of project and preferred Alternative 1A	29
In favor of project and preferred Alternative 1B	9
In favor of project and preferred Alternative 2A	8
In favor of project and preferred Alternative 2B	11
In favor of project and preferred Alternative 3	6
In favor of project and preferred No Build	0
In favor of project and preferred 2 or more Alternatives	6
In favor of project but preferred no Alternative	5
Against the project	41
Against the project but preferred Alternative 1A	14
Against the project but preferred Alternative 1B	2
Against the project but preferred Alternative 2A	2
Against the project but preferred Alternative 2B	0
Against the project but preferred Alternative 3	4
Against the project but preferred Alternative No-Build	8
Against the project with No Alternative preference	2
Against the project but preferred 2 or more Alternatives	9
Undecided	1
Undecided but preferred Alternatives	6

Samples of general comments concerning the project are as follows:

Support:

- Will help with traffic flow and growth of community.

- Make sense to meet future growth of the city – which is west.
- It will put a good paved route to Highway 13 for me.
- Searcy is growing west and there needs to be a better access to Highway 67/167.
- This extension would likely result in the improvement of other nearby roadways, and could thereby improve the economic well-being of community residents.
- If improving Honey Hill Road, it would be attractive for many residents and potential residents to LANDSCAPE in a median or along the side of the road similar to the residential portion of Chenal Parkway in Little Rock.

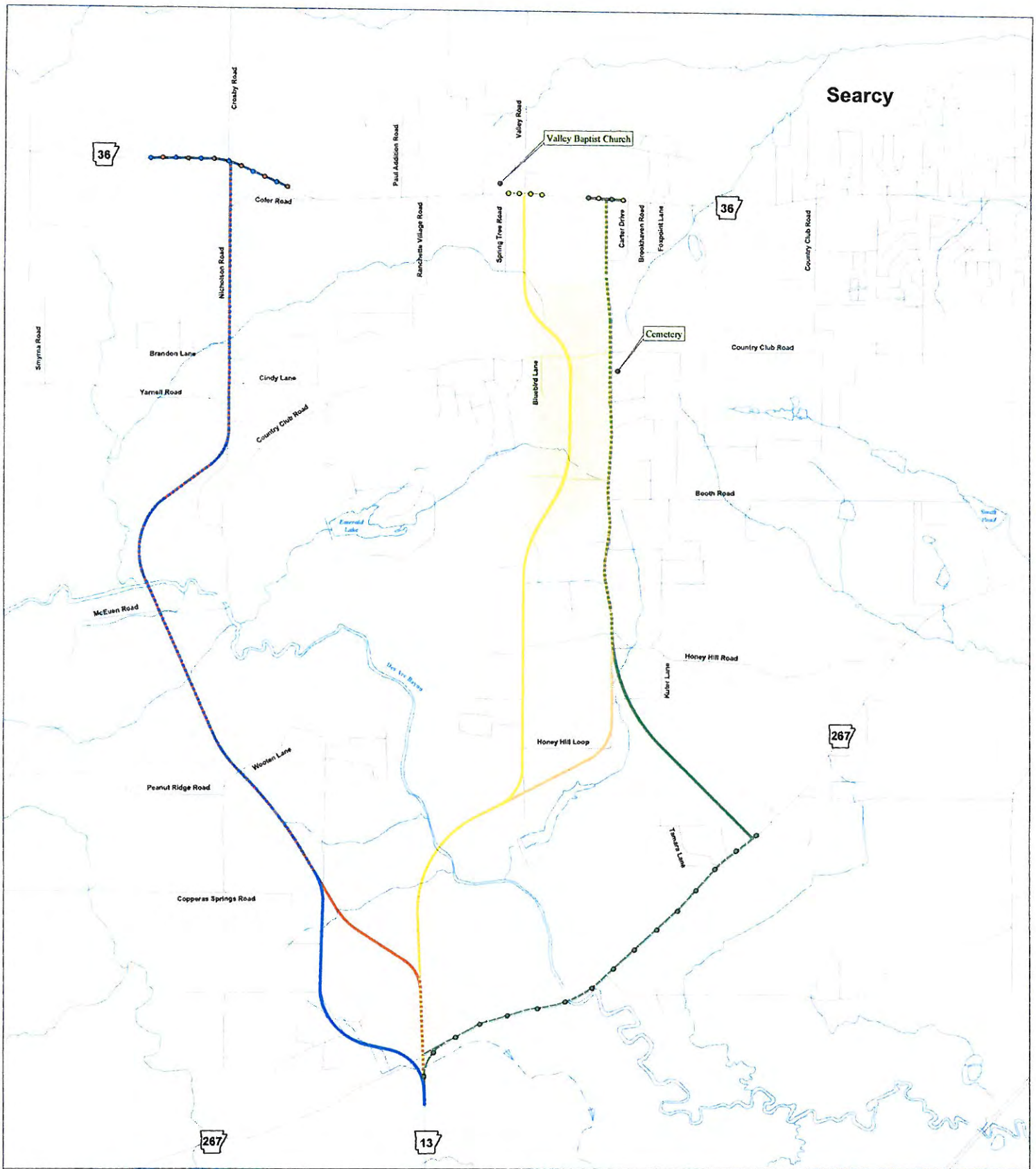
Oppose:

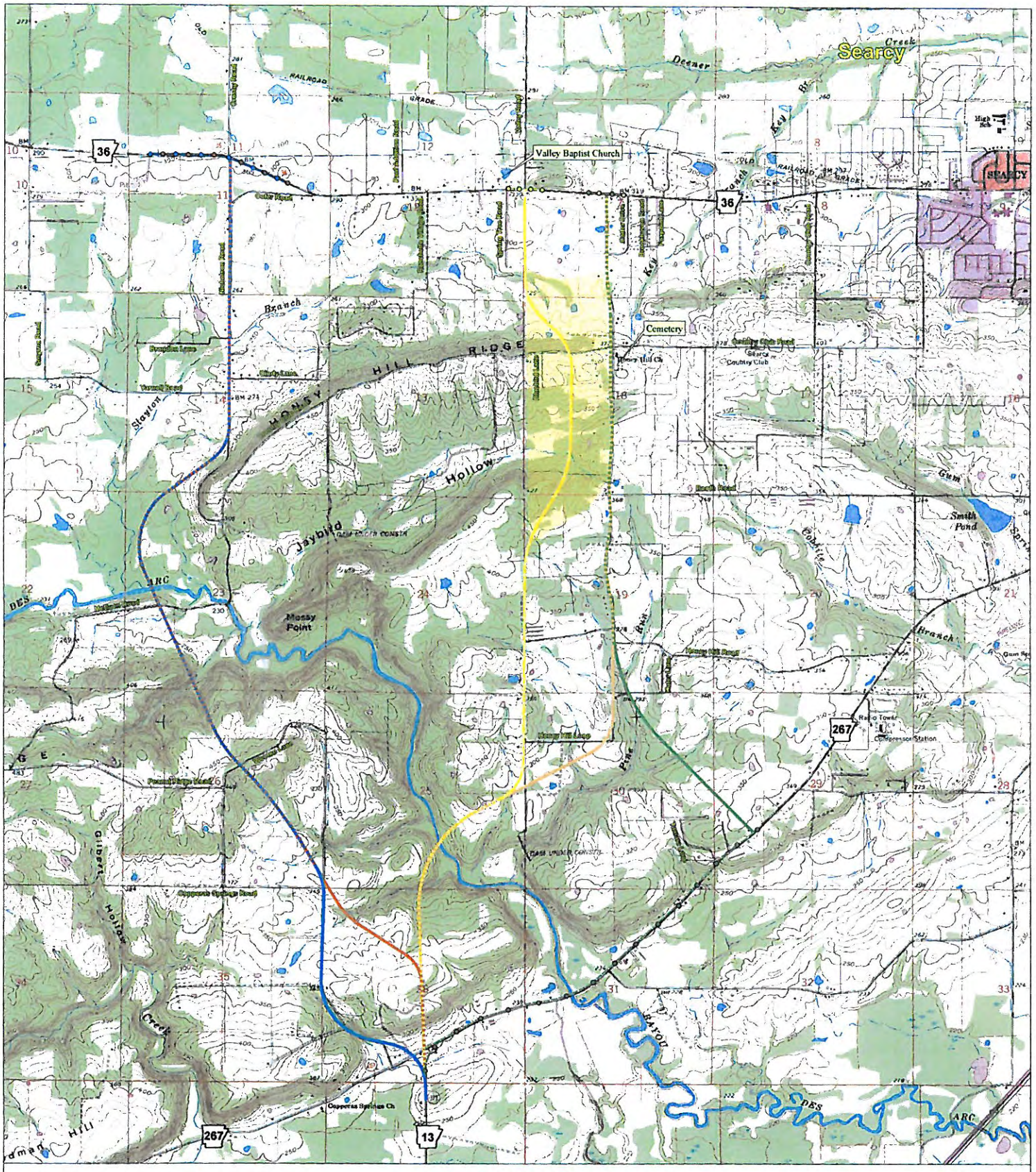
- It will increase traffic right in front of my property, likely large trucks, making it more dangerous for my children to play outside.
- No one wants a highway ran through their property or to be able to see a highway from their home. If I want to live on a highway, I would have purchased property on a highway.
- Increased traffic flow/speed and noise will adversely affect homeowners along the proposed routes. Safety is a primary concern.

Attachments: Blank comment form
Small-scale project limit handout
PowerPoint presentation

RJ RJ
BP BP

TT:ks


Searcy
Valley Baptist Church
Cemetery
Crosby Road
Cofer Road
Nicholson Road
Smyrna Road
Brandon Lane
Cindy Lane
Yarnell Road
Country Club Road
Paul Addison Road
Ranchette Village Road
Valley Road
Spring Tree Road
Bluebird Lane
Carter Drive
Brookhaven Road
Foxpoint Lane
Country Club Road
Booth Road
Honey Hill Road
Kuter Lane
Honey Hill Loop
Tanura Lane
McEuen Road
Wooten Lane
Peanut Ridge Road
Copperas Springs Road
Emerald Lake
36
267
13
0 0.25 0.5 0.75 1 Miles
Approximate Scale
N
Public Involvement Meeting Display - June 7, 2007
Map Date - May 30, 2007
AHTD - Environmental GIS - Reed
Job 050185
Highway 267 - Highway 36
(Highway 13 Extension)
(Searcy)
White County
Alternative 1A
Alternative 1B
Alternative 2A
Alternative 2B
Alternative 3
Improvement to Existing
Multiple connections between 2A, 2B, and 3 are being considered.



0 0.25 0.5 0.75 1 Miles

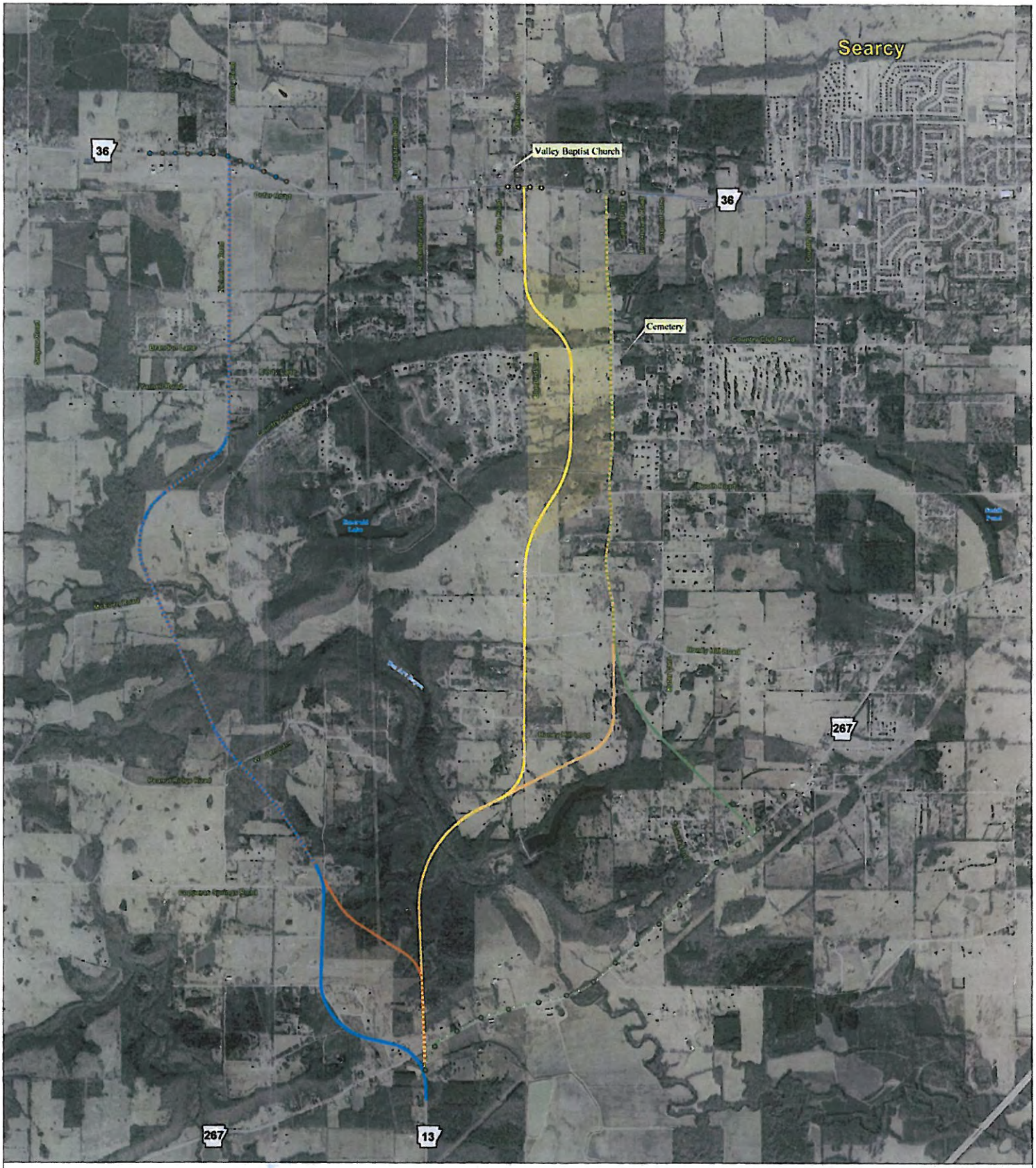
Approximate Scale

N

Public Involvement Meeting Display - June 7, 2007
Map Date - May 30, 2007

AHTD - Environmental GIS - Reed

Job 050185
Highway 267 - Highway 36
(Highway 13 Extension)
(Searcy)
White County



0 0.25 0.5 0.75 1 Miles

Approximate Scale

Public Involvement Meeting Handout - June 7, 2007
Map Date - May 30, 2007

Photography Date - January 3, 2006

N

AHTD - Environmental GIS - Reed

Job 050185
Highway 267 - Highway 36
(Highway 13 Extension)
(Searcy)
White County

- Alternative 1A
- Alternative 1B
- Alternative 2A
- Alternative 2B
- Alternative 3

Improvement to Existing

Multiple connections between 2A, 2B, and 3 are being considered.

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