

**ENVIRONMENTAL ASSESSMENT**

**AHTD JOB NUMBER R20098**

**FAP NUMBER NH-0009 (20)**

**Fairview-Mississippi River Bridge (Hwys. 65 and 82)  
Chicot County**

**And**

**AHTD JOB NUMBER 020426**

**FAP NUMBER NH-0021 (29)**

**Fairview-Tourist Information Center (Hwys. 65 and 82)  
Chicot County**

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

by the

U.S. Department of Transportation

Federal Highway Administration

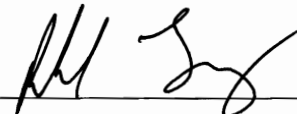
and the

Arkansas State Highway and Transportation Department

December 2007

1/09/08

Date of Approval



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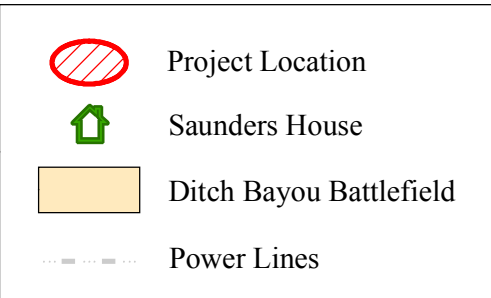
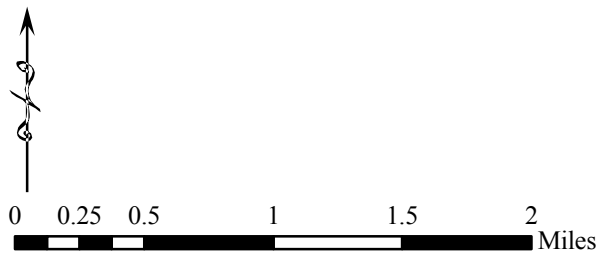
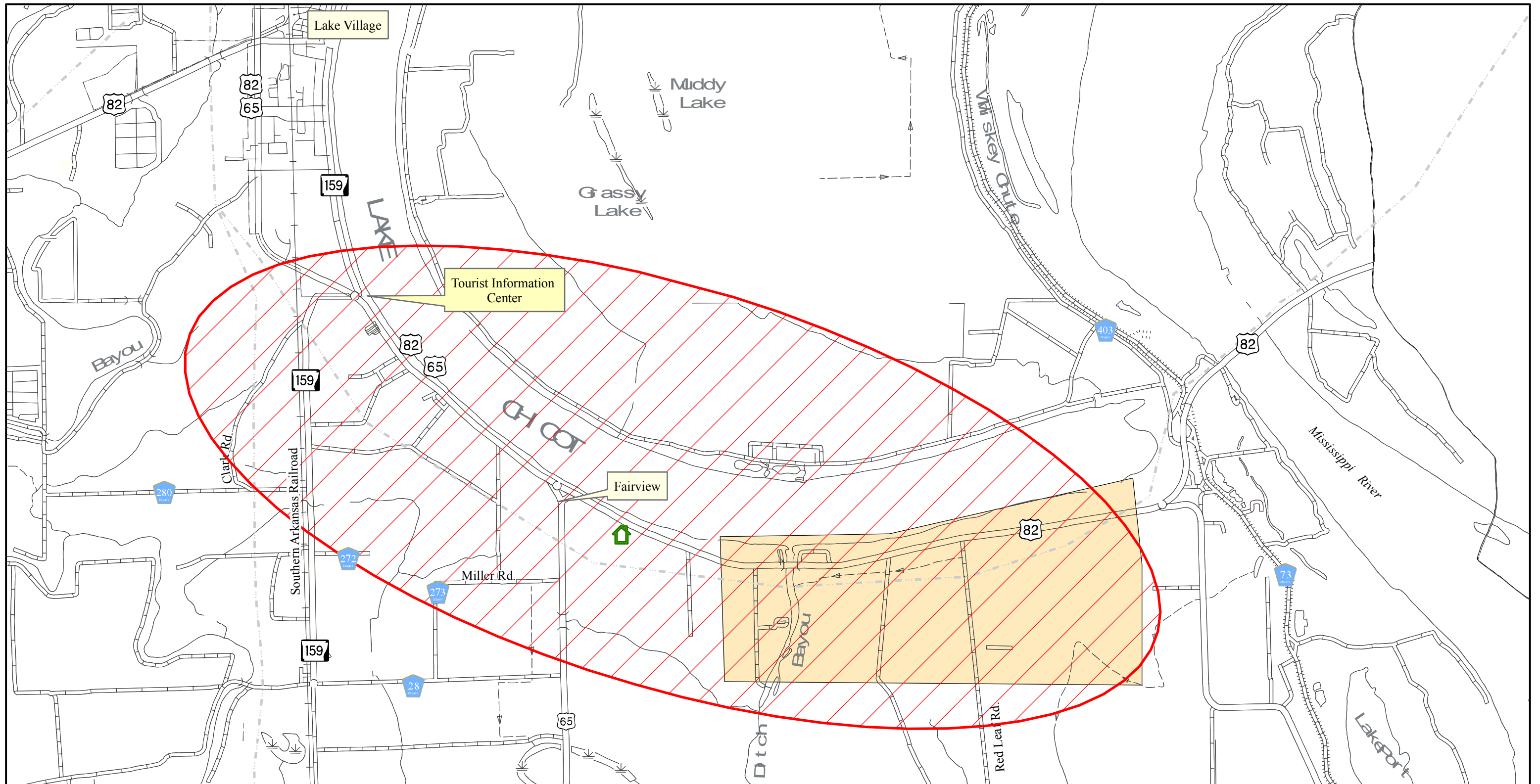
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### **Project Description**

The Arkansas State Highway and Transportation Department (AHTD) is proposing improvements to Highways 65/82 between Lake Village and the Mississippi River. The proposed project is located in Chicot County and consists of either upgrading the existing highway or construction on a new location. Figure 1 shows the project study area. The cross-section for upgrading the existing highway would consist of four 12-foot (3.6-meter) wide travel lanes with an 11-foot (3.3-meter) wide flush median and eight-foot (2.4-meter) wide shoulders (Figure 2). Approximately 40 feet (12 meters) of new right of way would be required, for a total right of way width of 160 feet. Access on the existing highway would remain uncontrolled if improvements were made.

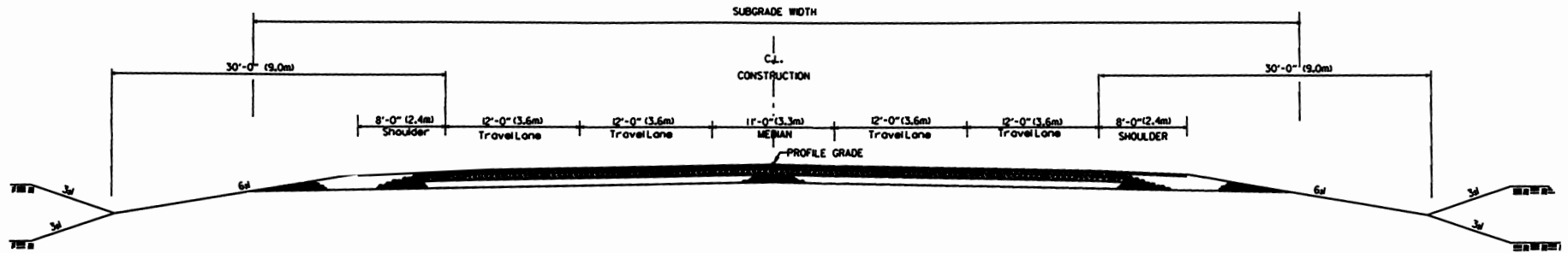
Construction on a new location would consist of four 12-foot (3.6-meter) wide travel lanes separated by a 60-foot (18 meter) wide depressed median with eight-foot (2.4-meter) outside shoulders and six-foot (1.8 meter) inside shoulders (Figure 2). Approximately 250 feet (76 meters) of new right of way would be required to construct this section. Partial access control would be utilized on all of the new location highway, with access permitted every 600 feet (183 meters).



**Figure 1**  
**Project Location Map**  
 Jobs R20098 & 020426  
 Fairview - Mississippi River Br. &  
 Fairview - Tourist Information Center  
 Chicot County

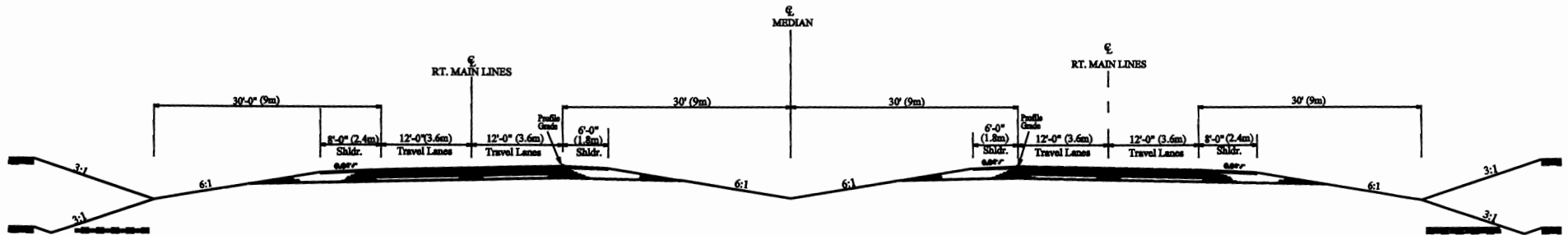


## PAINTED MEDIAN SECTION



Improvements on Existing Highway

## DEPRESSED MEDIAN SECTION



New Location Section

Figure 2  
Typical Section  
Jobs R20098 & 020426

### **Purpose and Need**

Highways 65 and 82 are National Highway System (NHS) routes of regional significance in Arkansas. Highway 65 is a north-south route connecting I-44 and points north in Missouri with I-40, I-30 and I-530 in central Arkansas, and with I-20 and points south in Louisiana. Highway 82 extends across southern Arkansas, connecting I-55 and points east in Mississippi with I-30 and points west in Texas. Highway 82 currently provides the only Mississippi River crossing between Helena, Arkansas and Vicksburg, Mississippi. This route is part of the Great River Road Natural Scenic Byway that, in Arkansas, starts in the northeast corner of the state in Blytheville, travels south through Crowley's Ridge, crosses the Arkansas River, and proceeds almost due south to the Louisiana state line in southeast Arkansas. The entire Great River Road Scenic Byway runs from Minnesota, along the Mississippi, to the Gulf of Mexico. The improvements proposed in Jobs R20098 and 020426 are along a segment of Highways 65 and 82 between Lake Village, Arkansas and the Mississippi River Bridge. This region of Arkansas lies in the Mississippi River Delta. *The Arkansas Delta Region Transportation Improvement Study* published in January 1993 identified long-range goals for the betterment of the quality of life in the Delta, including these proposed improvements to the regional highway system.

### **Purpose of Proposed Project**

The purpose of this proposed project is to improve traffic flow on Highways 65 and 82 in south Arkansas in the vicinity of Lake Village and the Highway 82 Mississippi River crossing, and to improve connectivity within the Delta Region for improved quality of life, including better access to educational and medical facilities. The project is one of an ongoing series that have been completed or are in the planning, design or construction stage to provide four travel lanes between I-530 in Pine Bluff and the Highway 82 Mississippi River crossing.

In addition, many agricultural and other products from the Delta Region are transported to market first on Highways 65 and 82, then on various Interstate routes. Farm-to-market

access is vital for Chicot County and the three primarily agrarian adjacent Arkansas counties, Ashley, Desha and Drew. In 2005, these four counties produced over 21% of the state's cotton, 12% of the state's corn, 8% of the state's soybeans, and 7% of the state's rice. Farm truck traffic in this area utilizes Highway 65 and/or Highway 82 to access the Port of Pine Bluff, the Port of Yellow Bend, the Ports of Greenville and Rosedale in Mississippi, and the Union Pacific (UP) Railroad yards at McGehee for transport out of the region by water and rail. Farm products are also transported by truck via Highway 65 and Highway 82 directly to end users outside of the region.

### Needs Analysis

The need for improvements to the regional highway system was identified in the Arkansas State Highway and Transportation Department (AHTD), *Arkansas Delta Region Transportation Improvement Study*, 1993. Interstate and farm to market access, expansion of commercial and industrial enterprises, increased access for tourism and cultural enhancement, and improved health care delivery are some benefits anticipated from upgrading the regional highway system.

Although Lake Village registered a 1% growth in population from 2,791 to 2,823 between 1990 and 2000, it was the only city or town along Highway 65 between Pine Bluff and the Louisiana state line to gain population over that period.

The population of Chicot County decreased 10% from 15,713 in 1990 to 14,117 in 2000. The declining population trend in the Delta region is indicative of the economic and transportation concerns identified by the AHTD.

### Existing Roadway Conditions

In Arkansas, Highway 65 runs from the Missouri state line to I-40 at Conway. It is posted concurrently with I-40, I-30 and I-530 in central Arkansas from Conway to Pine Bluff. From I-530 to the Louisiana State Line, Highway 65 traverses the Arkansas Delta Region.

Between Pine Bluff and the Mississippi River, Highway 65 has four 11-foot (3.3-meter) travel lanes; urban areas have a continuous, two-way, center turn lane with curb and gutter. Rural areas and several passing lane segments have four 12-foot (3.6-meter) travel lanes with eight-foot (2.4-meter) paved shoulders and a grass median, or four 12-foot (3.6-meter) lanes with an 11-foot (3.3-meter) flush median. The segments that have not been improved typically consist of two 12-foot (3.6-meter) travel lanes with eight-foot (2.4-meter) shoulders. Within Lake Village, there is a continuous, two-way, center turn lane.

The proposed project will be constructed between two projects currently under construction, Job R20097-Tourist Information Center to Highway 82, and Job 020414-Highway 82 Bridge Crossing Between Washington County, Mississippi and Chicot County, Arkansas, as shown on Figure 3.

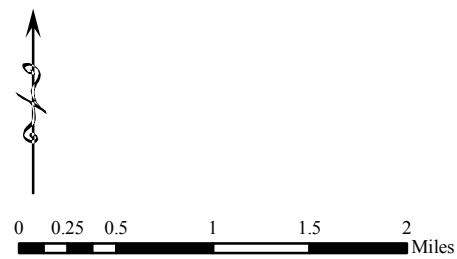
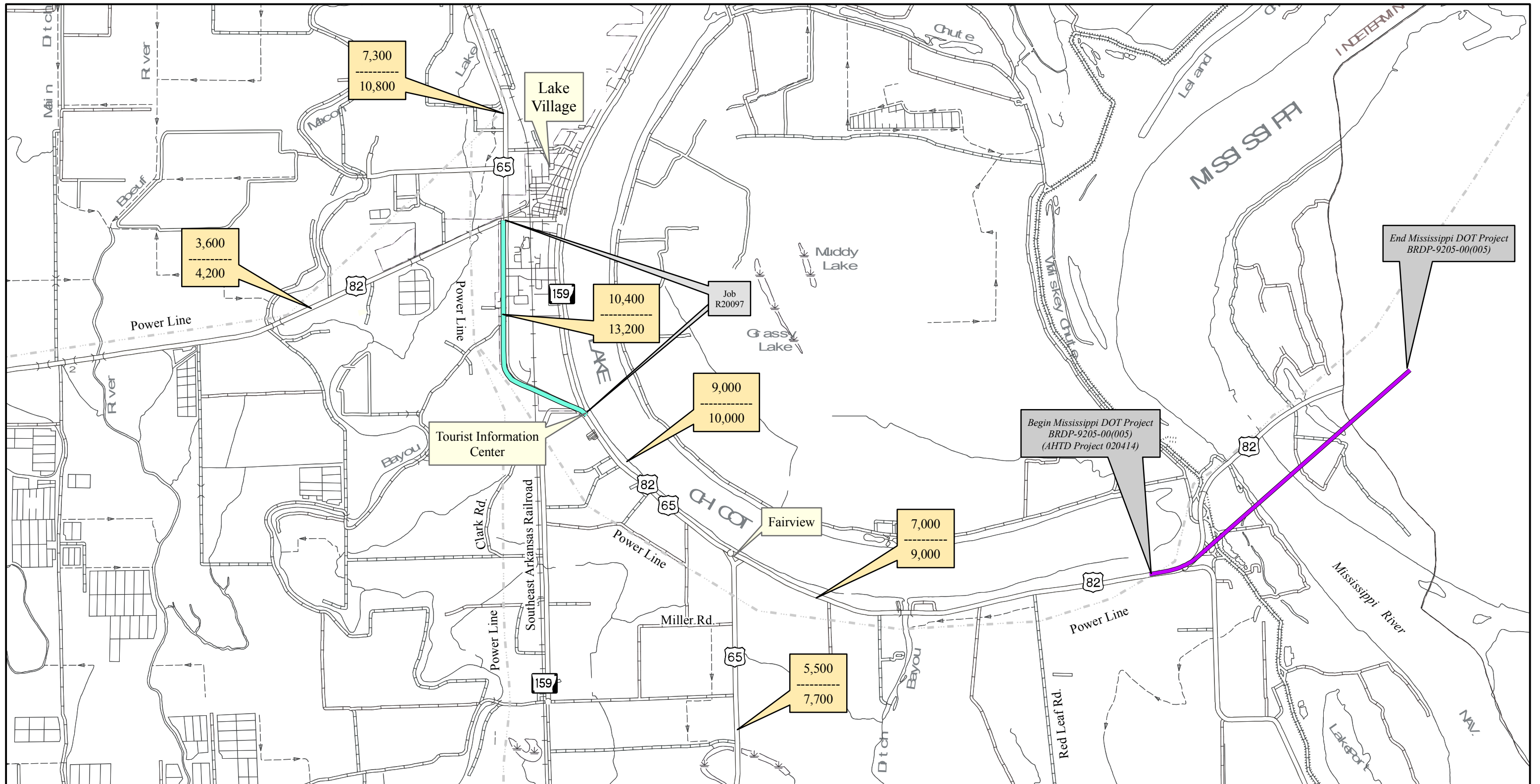
#### Traffic Analysis

The current traffic volume on Highway 65/82 is approximately 9,700 vehicles per day (vpd) between the two Highway 65 and Highway 82 intersections. There are about 7,000 vpd on Highway 82 between Highway 65 and the Mississippi River Bridge. Figure 3 shows the 2007 and 2027 traffic volumes.

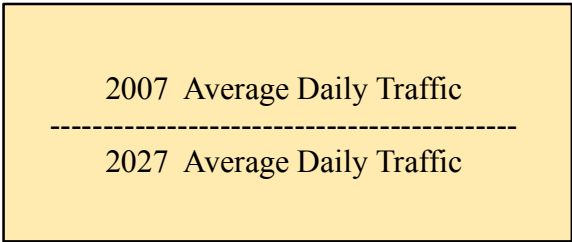
#### Level of Service

Six levels of service (LOS), A through F, are defined to describe traffic operating conditions. LOS A represents free-flow conditions where individual users are unaffected by the presence of others in the traffic stream. LOS F is characterized by forced flow operation at low speeds and an unstable stop-and-go traffic stream. Appendix A contains explanations of the various LOS.

Traffic is currently operating at LOS D on Highway 65/82 between the Tourist Information Center and the Highway 65 intersection at Fairview. If no improvements are made on the route, traffic operating conditions will drop to LOS E by the year 2027. Traffic is currently operating at LOS C on Highway 82 between Highway 65 and the



AHTD Environmental GIS - Dudley  
December 19, 2007



**Figure 3**  
**Existing and Projected Traffic**  
Jobs R20098 & 020426  
Fairview - Mississippi River Br. &  
Fairview - Tourist Information Center  
Chicot County

Mississippi River Bridge. If no improvements are made on the route, traffic operating conditions will drop to LOS D by the year 2027.

### Findings

The proposed improvements to Highway 65/82 are consistent with the long-range plan of providing four travel lanes on the route between I-530 at Pine Bluff and the Highway 82 crossing of the Mississippi River. Improvements to the regional highway network, especially National Highway System (NHS) routes, would also provide benefits in the Delta Region by improving access to the Interstate System, agricultural markets, industrial and commercial activities, educational facilities and the health care delivery system. The proposed improvements to provide four travel lanes would allow traffic operating conditions to remain acceptable over the 20-year design period of the project.

## Alternatives

There are eight alternatives under consideration: No-Action, widening on the existing alignment, five alternatives consisting of improvements on a portion of the existing route with various new alignment sections south of the existing route, and a new alignment alternative for the entire section. The alternatives are shown on Figure 4.

### No-Action

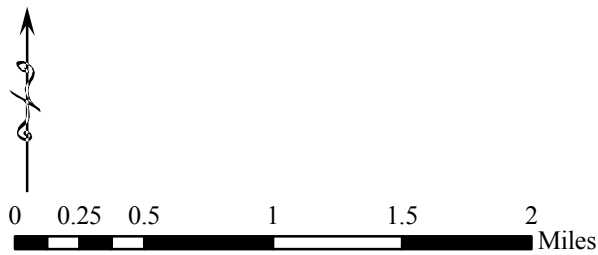
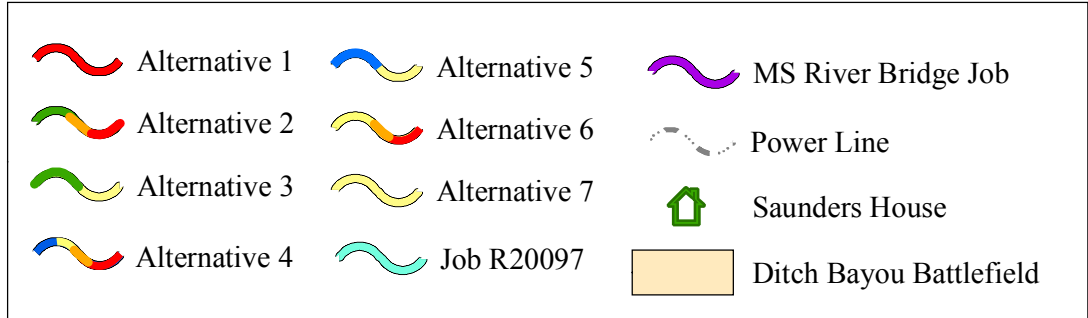
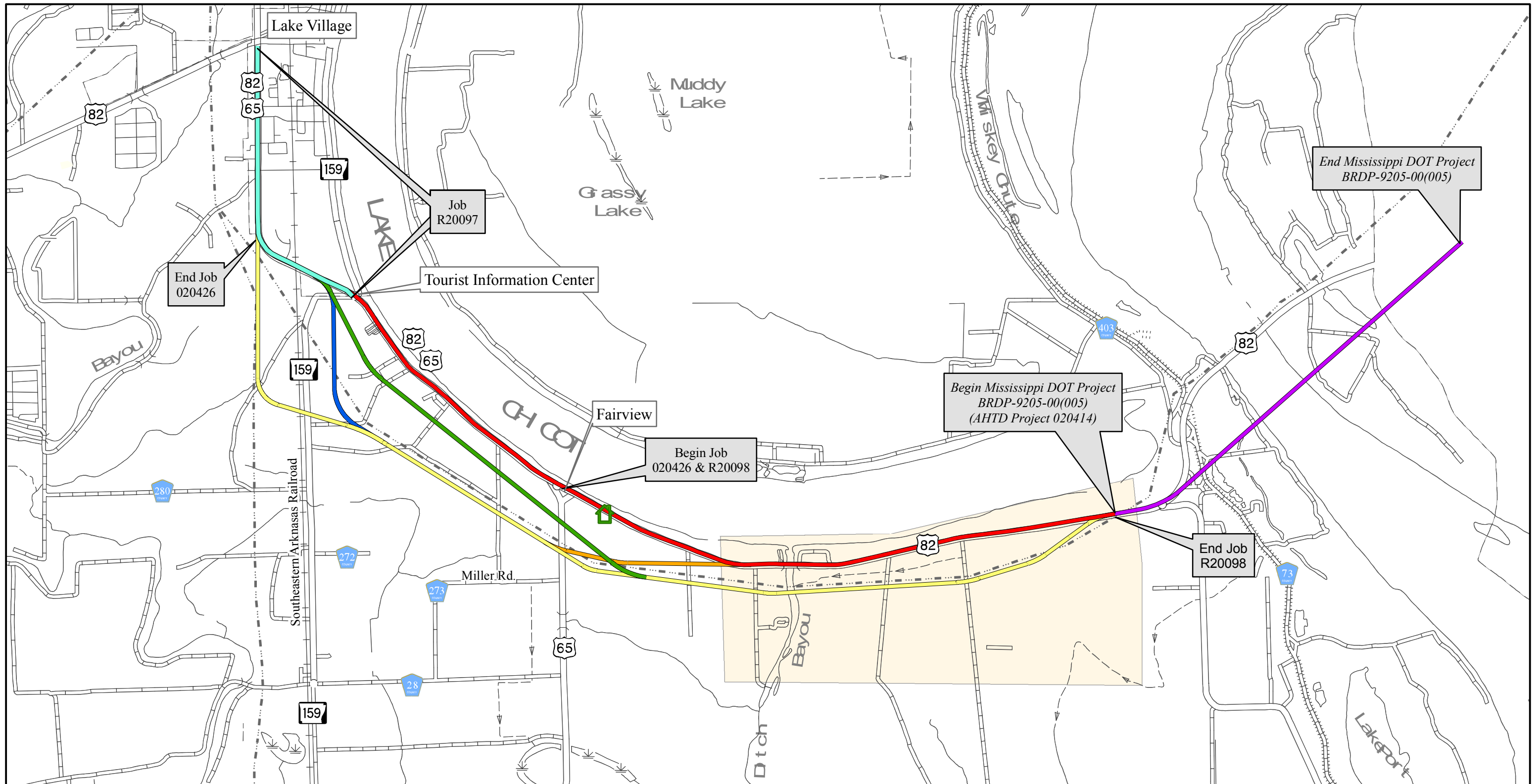
This alternative would consist only of maintenance of the route. Level of Service on Highway 82 would become unacceptable (LOS D) east of Fairview during the design life of the project. Between Fairview and the Tourist Information Center, traffic-operating conditions are already unacceptable. Also, no progress would be made toward improving the NHS route to provide four travel lanes along Highways 65 and 82 between Pine Bluff and the Mississippi River Bridge at Greenville.

### Alternative 1-Widen on Existing Alignment

This alternative would widen Highways 65/82 on the existing alignment between the AHTD Tourist Information Center and the Highway 82 Mississippi River Crossing (Figure 4). Total length of this alignment is 6.7 miles (10.8 kilometers). The estimated cost of this alternative is \$33.3 million.

### Alternative 2

Alternative 2 begins at Lake Village, northwest of the junction of Highway 65 and Highway 159 (Figure 4). The proposed alignment heads southeast on new location, crossing Highway 65 before turning east. The proposed alignment then rejoins existing Highway 82 west of Ditch Bayou, and follows the existing highway to the new Mississippi River bridge approach. Total length of this alignment is 7.3 miles (11.7 kilometers) and the estimated cost is \$40.4 million.



AHTD Environmental GIS - Dudley  
November 30, 2006

**Figure 4**  
**Alternatives**  
Jobs R20098 & 020426  
Fairview - Mississippi River Br. &  
Fairview - Tourist Information Center  
Chicot County



### Alternative 3

Alternative 3 shares a common western terminus and alignment with Alternative 2, but diverges from Alternative 2 after passing under the power lines and turning southeast (Figure 4). From this point, the proposed alignment is south of and parallel to the power lines, crossing Ditch Bayou and joining Highway 82 at the new Mississippi River bridge approach. Total length of this alignment is 7.6 miles (12.2 kilometers). The estimated cost of this alternative is 46.4 million.

### Alternative 4

Alternative 4 shares a common western terminus with Alternative 2 and 3, but soon diverges to head directly south, passing under the power lines, and turns southeast (Figure 4). The proposed alignment parallels the power lines on the south, crossing Highway 65 before turning east and rejoining Highway 82 west of Ditch Bayou. From this point, the proposed Alternative 4 is on the existing highway alignment to the new Mississippi River Bridge approach. Total length of this alignment is 7.6 miles (12.2 kilometers). The estimated cost of this alternative is \$41.5 million.

### Alternative 5

Alternative 5 shares a common western terminus and alignment with Alternative 4, but diverges from the alignment after crossing Highway 65 near Fairview (Figure 4). The proposed alternative turns directly east, paralleling the power line on the south, and crossing Ditch Bayou before joining Highway 82 at the new Mississippi River Bridge approach. Total length of this alignment is 7.8 miles (12.5 kilometers). Estimated cost is \$46.1 million.

### Alternative 6

Alternative 6 begins at Highway 65 in a curve near the southern city limits of Lake Village (Figure 4). The proposed alignment heads south for approximately one mile (1.6 kilometers), before turning southeast and then crossing the Southeast Arkansas

Railroad and Highway 159. This alternative then would parallel a power line to the south before turning directly east and joining Highway 82 just west of Ditch Bayou. The proposed alternative then heads east on existing alignment to the new Mississippi River Bridge approach. Total length of this alignment is 8.6 miles (13.8 kilometers), and the estimated cost is \$47.1 million.

#### Alternative 7

Alternative 7 begins at Highway 65 in a curve near the southern city limits of Lake Village (Figure 4), concurrent with Alternative 6. The proposed alignment heads south for approximately one mile (1.6 kilometers) before turning southeast and then crossing the Southeast Arkansas Railroad and Highway 159. After crossing Highway 65 at Fairview, it heads east, and diverges from Alternative 6. The alignment runs south of and parallel to the power lines. It rejoins Highway 82 at the new Mississippi River Bridge approach. The total length of this alignment is 8.7 miles (14.0 kilometers) and the estimated cost of this alternative is \$51.9 million.

## **Affected Environment and Environmental Consequences**

### **Land Use**

Land use along existing Highway 65/82 is low density, rural, and mostly agricultural, with isolated commercial areas. Land use along the new location alternatives is mainly agricultural. Any new location alternative may eventually attract highway-oriented business such as service stations and convenience stores to major intersections where there is a break in access control.

### **Relocations**

It is estimated Alternative 1 would displace one residence and one business. Alternatives 2 and 3 would displace one business each. Alternatives 4, 5, 6, and 7 would not require any residential or business relocation. A Conceptual Stage Relocation Statement is located in Appendix B.

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

Fieldwork conducted by the Environmental Division and information obtained from the Right Of Way Division's Conceptual Stage Relocation Statement did not reveal any minorities, low-income, or elderly affected by the project. Therefore, there are no adverse impacts to these populations and no environmental justice issues associated with this project.

### **Public Land**

There are no public parks, recreational lands, or wildlife/waterfowl refuges impacted by this project, nor any Section 4(f) or Section 6(f) issues associated with recreational facilities.

### **Wild and Scenic Rivers**

There are no designated wild and scenic rivers in the proposed project area.

### Endangered and Threatened Species

A record check of the Arkansas Natural Heritage Commission (ANHC) database of sensitive species indicated that no federally designated threatened or endangered species are known to occur within the project area. The ANHC also tracks species that are considered sensitive within Arkansas. A single record exists for one such species, *Paspalum praecox*, along Lake Chicot. This record has been determined to be a misidentification of a more common species, *Paspalum pubiflorum* (Smith 1988).

### Prime Farmland

The study area is located on the Mississippi River Alluvial Plain in an area favorable to intense agricultural activity because of level land and fertile soil. Chicot County is basically rural in nature with agriculture being the main land use and source of employment. Agricultural activities consist of row cropping soybeans, cotton, and corn. Right of way acquisition for the proposed facility will reduce the amount of land held by some farmers. Splitting these farms with a new highway will not only convert farmland to highway right of way, but may also result in the disruption of some farm operations. Existing irrigation patterns may be disrupted or systems altered. Farm roads and haul routes may also be disrupted. Access will be temporarily restored during construction and permanently restored as needed, after construction. Equipment sheds may have to be relocated. The soil survey of Chicot County was used to determine the number of acres of prime farmland that would be converted to highway right of way.

Form NRCS-CPA-106, The Farmland Conversion Impact Rating, is located in Appendix C. The amount of Prime Farmland estimated to be converted to highway right of way is shown in Table 1.

The construction of the new facility will also result in positive impacts. The proposed facility will provide easier farm-to-market access, and more efficient transportation of farm supplies.

<p style="text-align: center;"><b>Table 1</b> <b>Prime Farmland Impacts</b></p>	
Alternative	Prime Farmland
No-Action	None
1	77 acres (31 hectares)
2	153 acres (62 hectares)
3	203 acres (82 hectares)
4	161 acres (65 hectares)
5	209 acres (85 hectares)
6	188 acres (76 hectares)
7	235 acres (95 hectares)

Archeological / Historical

A Phase I cultural resources survey of the project area was conducted by AHTD staff archeologists over a period of several years. The survey consisted of a review of existing site records, a pedestrian survey of all alternatives and FHWA consultation initiation with the appropriate federally recognized Indian Tribes. The consultation letters can be found in Appendix D.

Goals of the survey were to identify and assess any obvious archeological sites or historic properties that may be affected by the project. The survey resulted in the identification of a variety of cultural resources including archeological sites, a cemetery and a Civil War battlefield. The records check revealed three historic and four archeological sites previously recorded within or near the project area. Fourteen new archeological sites were identified during the pedestrian survey. Site assessment revealed that fourteen of these sites do not meet the criteria necessary for inclusion in the National Register of Historic Places. One previously recorded site could not be found during field investigation, and is considered destroyed by land leveling. Design measures have been instituted to ensure that the Red Leaf Cemetery will not be impacted by any of the alternatives. No further work is recommended regarding any of these resources.

Three of the sites identified (3CH162, 3CH187, and 3CH194/CH0066) may contain information that would make them eligible for nomination to the National Register under Criteria D.

All alternatives will pass through the Ditch Bayou Battlefield (3CH189/CH0003). A sample metal detector survey along the two of the alignments and shovel testing and surface inspection along all of the alternatives revealed no evidence of significant archeological deposits associated with the battlefield. The battlefield is likely eligible for inclusion to the National Register under Criterion A but the proposed undertaking will not adversely affect any elements that contribute to that designation. A De Minimus Section 4(f) Evaluation has been prepared regarding the no adverse effect finding and no further work is recommended in respect to the battlefield. The Section 4(f) Evaluation and correspondence can be found in Appendix E.

The SHPO has reviewed the Phase I survey report and concurred with the findings and recommendations. The SHPO concurrence letter can be found in Appendix D. Specifically, three sites (3CH162, 3CH187, and 3CH194/CH0066) will require further archeological evaluation, if they can't be avoided by the project. Should any of the sites be found to be eligible or potentially eligible for nomination to the National Register of Historic Places, then site specific treatment plans will be prepared and carried out at the earliest practicable time. These sites would not be subject to Section 4(f), because they would be important for the information they contain.

### Floodplains

The project does not encroach on any special flood hazard areas.

### Wetlands and Waters of the U.S.

All of the alternatives must cross Ditch Bayou, which is a perennial stream. All of the unnamed tributaries associated with this job are classified as intermittent streams. A description of the potential impacts of each alternative follows:

- Alternative 1 would cross one unnamed tributary and Ditch Bayou.

- Alternative 2 would cross only Ditch Bayou.
- Alternative 3 would cross one unnamed tributary and impact approximately 0.4 acre (0.2 hectare) of a forested wetland at the Ditch Bayou crossing.
- Alternative 4 would cross three unnamed tributaries and Ditch Bayou. This alternative may require some channel relocation at one of the unnamed tributary crossings.
- Alternative 5 would cross four unnamed tributaries, impact approximately 0.4 acre (0.2 hectare) of a forested wetland at the Ditch Bayou crossing, and may require some channel relocation at one of the unnamed tributary crossings.
- Alternative 6 would cross six unnamed tributaries and Ditch Bayou and may require some channel relocation at four of the unnamed tributary crossings.
- Alternative 7 would cross seven unnamed tributaries, impact approximately 0.4 acre (0.2 hectare) of a forested wetland at the Ditch Bayou crossing, and may require some channel relocation at four of the unnamed tributary crossings.

Alternatives 3, 5 and 7 have the greatest potential for impacting wetlands due impacts to a wetland at the Ditch Bayou crossing. Alternatives 6 and 7 have the greatest potential for relocating streams. Alternatives 5, 6 and 7 have the greatest number of stream

<b>Table 2 Stream and Wetlands Impacts</b>				
<b>Alternative</b>	<b>Intermittent Stream Crossings</b>	<b>Ditch Bayou Crossing</b>	<b>Wetlands acre (hectare)</b>	<b>Stream Relocations</b>
No-Action	0	0	0	0
1	1	1	0	0
2	0	1	0	0
3	1	1	0.4 (0.02)	0
4	3	1	0	1
5	4	1	0.4 (0.02)	1
6	6	1	0	4
7	7	1	0.4 (0.02)	4

crossings. Refer to Table 2 for a comparison of potential stream and wetland impacts. Construction should be allowed under the terms of Nationwide Permit 14 for Linear Transportation Crossings as defined in the Federal Register 67 (10): 2020-2095 if stream relocations are avoided and/or minimized during design.

### Water Quality

The project area lies within the Delta Ecoregion where the turbidity standard set by the Arkansas Department of Environmental Quality (ADEQ) for least-altered streams is 45 Nephelometric Turbidity Units (NTUs), 75 NTUs for channel-altered streams, and 25 NTUs for lakes and reservoirs (ADEQ 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.

Due to the proximity of Highway 65/82 to Lake Chicot, there exists the potential for traffic accidents resulting in toxic or hazardous material releases into the lake. Alternative 1, widening along the existing route, would result in a safer facility, thereby reducing the potential for this type of water quality impact on the lake. However, any alternative that moves the traffic to an alignment further from Lake Chicot would provide even greater protection for the lake from material spills.

The AHTD will comply with all requirements of the Clean Water Act, as Amended, for the construction of this project. This includes Section 401; Water Quality Certification; Section 402, National Pollutant Discharge Elimination Permit (NPDES), and Section 404, Permits for Dredged or Fill Material. The NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include all specifications and best management practices (BMPs) needed for control of erosion and sedimentation. This will be prepared when the roadway design has been completed in order to best integrate the BMPs with the project design.



### Public/Private Water Supplies

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

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

### Wild and Scenic Rivers

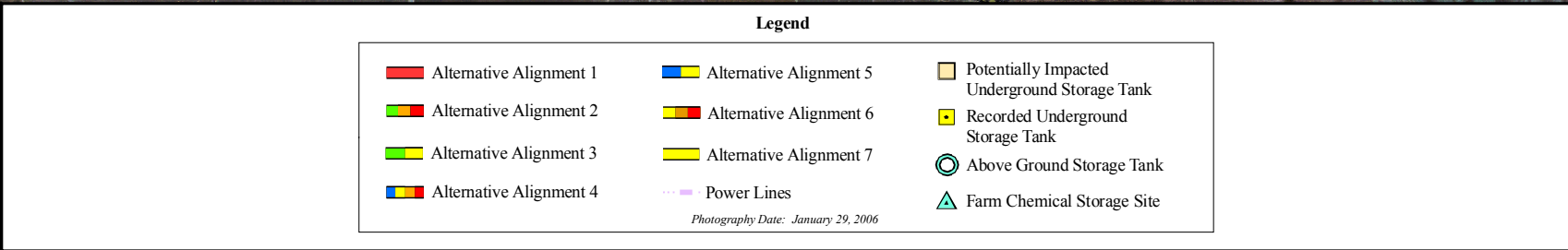
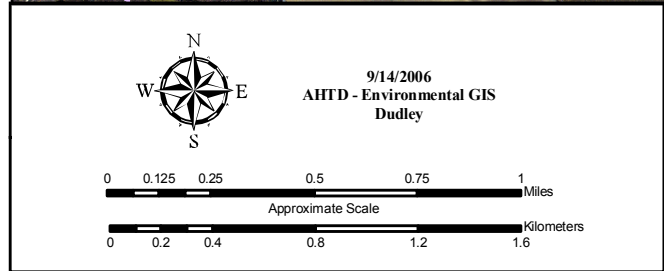
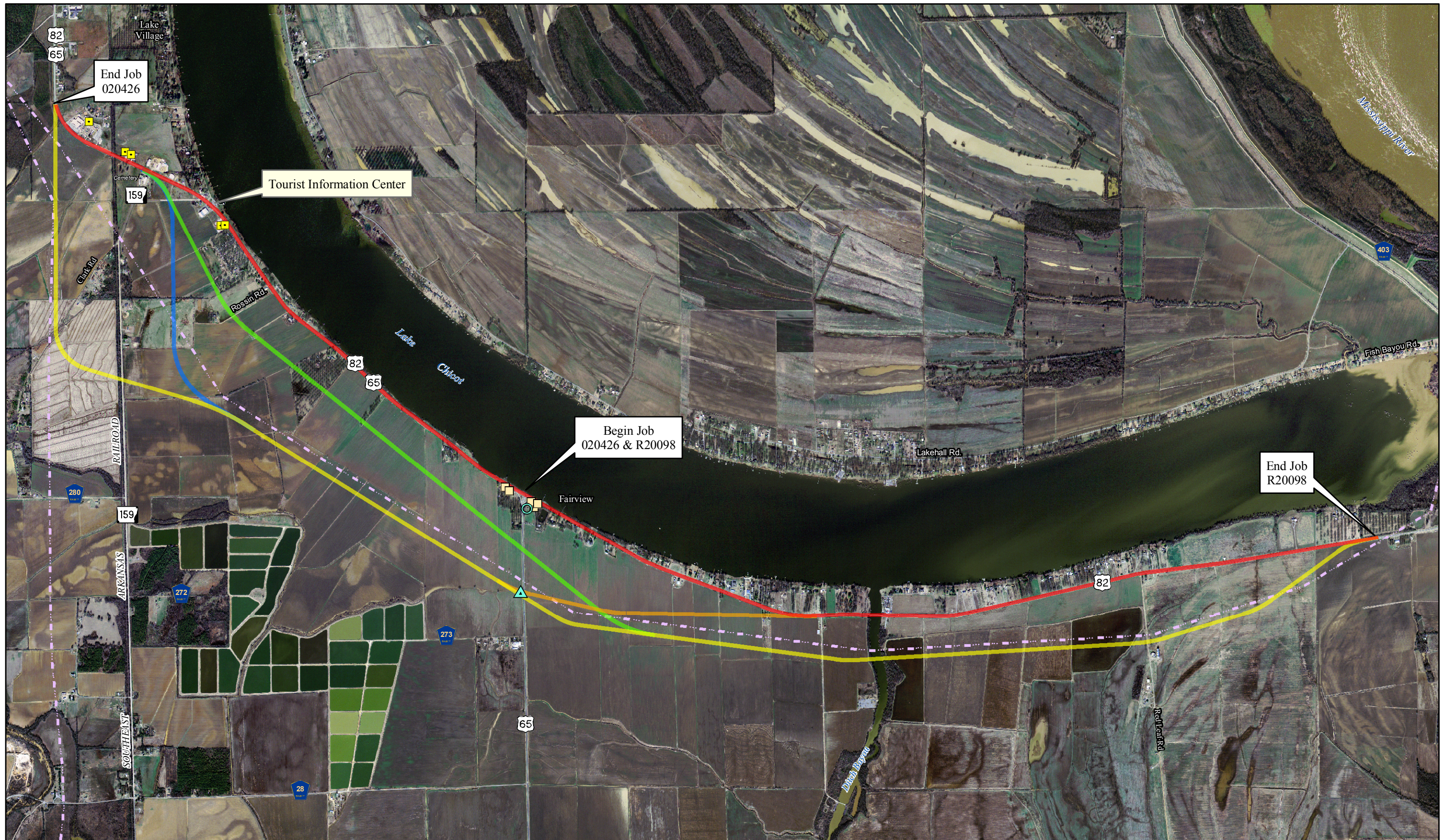
There are no federal or state regulated waterbodies impacted by this project.

### Hazardous Waste

Potential sources of hazardous waste may be associated with gas stations, underground storage tanks (UST's), automotive repair businesses, dry cleaning businesses, industrial activities, car recyclers, landfills (permitted or un-permitted), illegal dumps, and asbestos containing materials (ACM's). Many state and federal laws regulate hazardous materials and hazardous wastes.

A hazardous materials database query provided data from Internet accessible Access© files. Figure 5 shows the locations of ADEQ permitted sites and facilities, documented and undocumented UST's, and a non-listed chemical storage area.

An abandoned BP gas station located at the intersection of Highways 65 and Highway 82 (Figure 6) has three UST's on the eastside of the structure and one empty 10,000 gallon above ground storage tank. Two UST's have capacities of 500 gallons (1,893 liters) and one is 2000 gallon (7,571 liters) and are not listed in ADEQ records. The tanks are located east of the station. There is a high probability that more unidentified UST's are located on the property. Visual evidence of diesel spills is evident on soils along the north side of the above ground storage tank storage area (see Figure 7). Alternative 1 would impact this gas station and the associated tanks.



**Figure 5**  
**Potential Hazardous Materials Sites**  
 Job R20098 & 020426  
 Fairview - Mississippi River Br. &  
 Fairview - Tourist Information Center  
 (Highway 82, Highway 65)  
 Chicot County



Figure 6: Gas station at intersection of Highways 65 and 82

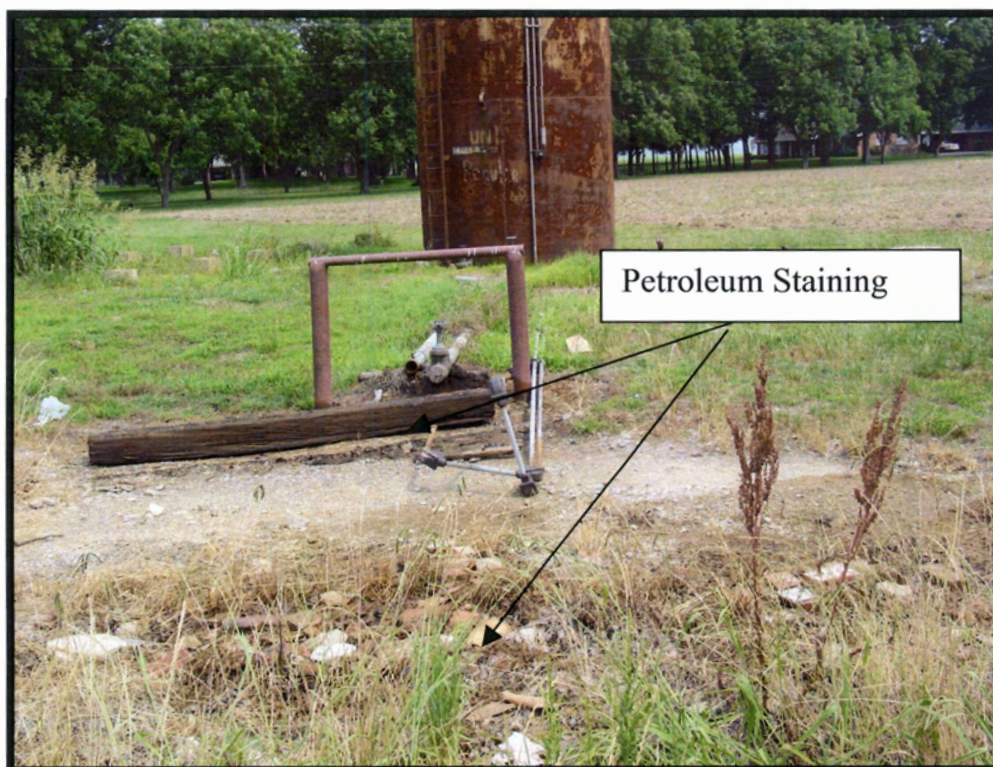


Figure 7: Above ground storage tank with visible petroleum spillage

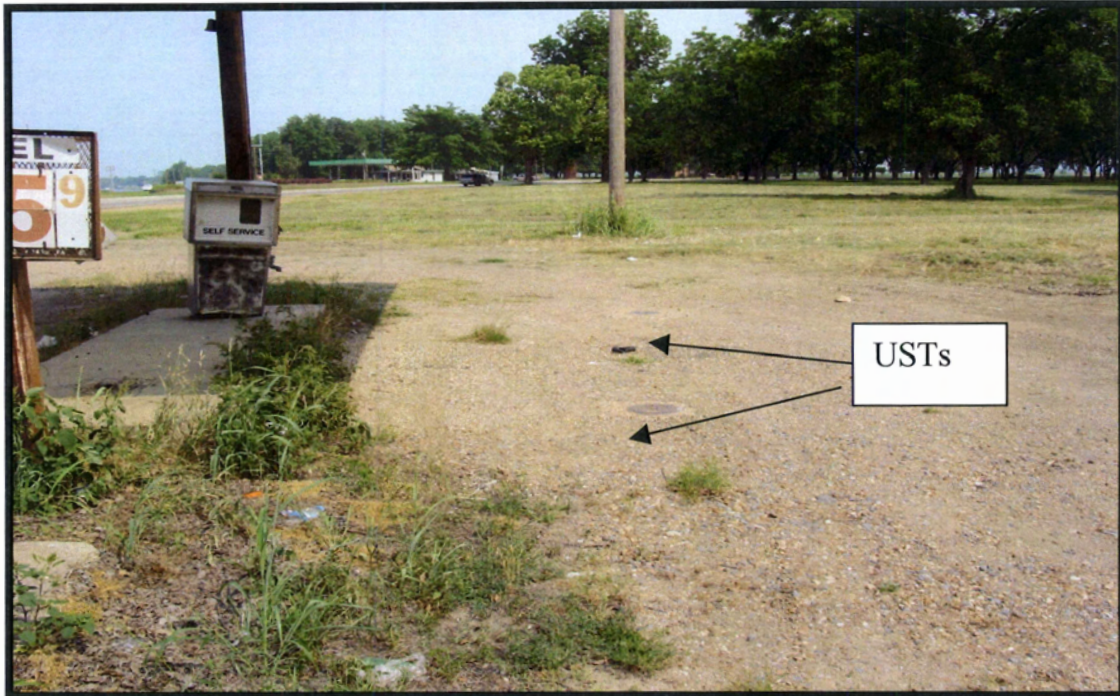


Figure 8: Gas island at northwestern intersection of Highways 65 and 82



Figure 9: Farm chemical storage site

There are two UST's located at a gas island in the northwestern quadrant of the intersection of Highway 65 and Highway 82 (Figure 8). These 6000-gallon (22,712 liters) UST's are located under the western edge of the canopy. These tanks are intact and would be impacted by Alternative 1. The size and condition of the USTs and the existence of any soil and/or groundwater contamination is unknown. If necessary, the tanks would be removed as part of the AHTD's UST assessment and removal program. Avoidance is a possible option that will be considered if significant contamination is identified during assessment.

A farm chemical storage site is located on the western side of Highway 65 and on proposed Alternatives 4, 5, 6, and 7 (Figure 9). This site consists of a large polypropylene mixing tank, six 55-gallon drums and a large water outlet with well. No identifying labels or markings were located on the drums or the mixing tank. The containers are mobile, but the site will have to be tested to ascertain if any hazardous constituents are left. General types of materials associated with a farming operation are fertilizers, fungicides, herbicides, lubricants, pesticides, petroleum hydrocarbons and solvents. The size of the site is approximately 0.25 acre (0.1 hectare) and it is currently in use. Surface contamination and strong odors indicate the probable existence of contamination and therefore avoidance is considered the prudent and preferred action. Table 3 summarizes the potential for hazardous material impacts.

If hazardous materials, unknown illegal dumps or UST's are accidentally uncovered or identified by AHTD personnel or its contracting company(s), the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD, in cooperation with ADEQ, will determine the type of contaminant, remediation method, and disposal methods to be employed for that particular category of contamination.

An asbestos survey by a certified asbestos inspector will be conducted on each building slated for acquisition and demolition. If the survey confirms the presence of ACM, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement and associated notifications will be conducted in conformance

with ADEQ, EPA, and Occupational Safety and Health Administration (OSHA) asbestos abatement regulations.

<p style="text-align: center;"><b>Table 3</b> <b>Hazardous Materials Summary</b></p>		
Alternative	Petroleum Storage Tanks	Farm Chemical Storage Area
No-Action	0	0
1	6	0
2	0	1
3	0	0
4	0	1
5	0	1
6	0	1
7	0	1

Noise Assessment

A noise assessment has been conducted for this project utilizing the Federal Highway Administration’s (FHWA) Traffic Noise Model (TNM 2.5) procedures, existing and proposed roadway information, existing traffic data, and the traffic projections for the design year of 2027. This assessment is based on the design year Leq Noise Abatement Criteria (NAC) level of 67dBA, which has been established by the FHWA as the impact level for noise receptors associated with highway projects. This level, or any exceedance of this level, is considered a noise impact. Noise abatement measures for traffic noise impacts are considered when the predicted noise levels “approach” or exceed the design year Leq NAC level of 67dBA, or when the predicted traffic noise levels “substantially”

(10 dBA or more) exceed the existing noise levels. AHTD has defined “approach” as being one dBA less than the NAC (66.0 dBA).

The number of impacted noise receptors was estimated for this project by utilizing the 66.0 dBA Leq (h) contour (the ”approach” level for FHWA’s NAC). The total number of sensitive receptors impacted by each alternative is provided in Table 4. In addition, no sensitive noise receptors are predicted to experience substantial noise impacts during the design year as a result of noise levels exceeding the existing noise levels by a minimum of 10 dBA.

<b>Table 4</b>	
<b>Noise Receptors</b>	
<b>Alternative</b>	<b>Impacted Receptors</b>
No-Action	None
1	42
2	5
3	0
4	5
5	0
6	5
7	0

Noise abatement efforts using barrier walls or berms are not warranted for this project. This is due to the relatively low density of development and to the need to provide direct access to the adjacent properties. Breaks in the barrier walls or berms would be required in order to provide direct access to the adjacent properties. These necessary highway access breaks would render any noise barrier ineffective. A complete Noise Assessment is provided in Appendix F.

### Air Quality

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

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

### Natural and Visual Environment

Historically, natural vegetation in the project area was bottomland hardwoods (USDA 1954), also called southern floodplain forest (Woods et. al, 2004). Common trees associated with point bar meander scrolls include cottonwood (*Populus deltoids*), sugarberry (*Celtis laevigata*), sycamore (*Platanus occidentalis*), green ash (*Fraxinus pennsylvanica*), and American elm (*Ulmus americana*). Common trees in the backswamps and bottomlands include overcup oak (*Quercus lyrata*), Nuttall's oak (*Q. texana*), willow oak (*Q. phellos*), water oak (*Q. phellos*), water hickory (*Carya aquatica*), and pecan (*C. illinoensis*). Bald cypress (*Taxodium distichum*) and water tupelo (*Nyssa aquatica*) occupied wetter areas in the swamps. White oak (*Q. alba*), southern red oak (*Q. falcata*), and post oak (*Q. palustris*) were found only on the driest sites. Some of the natural levees along sloughs and oxbows, including the west side of Lake Chicot, were historically dense cane breaks of river cane (*Arundinaria gigantea*).

Water resources in the project area include Lake Chicot, which is a former channel of the Mississippi River, and Ditch Bayou. Lake Chicot is Arkansas' largest natural lake and



the largest oxbow lake in North America. Lake Chicot and Lake Chicot State Park, located on the north side of the lake, are popular recreational areas.

The landform is very flat with deeply incised perennial and intermittent streams. Elevations in the project area, aside from drainages, range from approximately 115 feet (35 meters) above mean sea level (msl) near Ditch Bayou on the south side of Lake Chicot to just above 125 feet (38 meters) msl two miles away along the natural levee on the west side of Lake Chicot.

Prior to the Civil War, cotton plantations were established on available higher, drier ground. The Chicot Levee District was established in 1881, and Mississippi River levee improvements encouraged the clearing of more ground. The devastating flood of 1927 led to additional drainage improvements. Mechanization following World War II allowed the rapid and extensive removal of timber and the channeling of streams. Also, the introduction of soybean and rice farming into the region brought crops more suited to the clayey soils that weren't being utilized for cotton. Now, almost all the former bottomlands have been converted to agriculture.

The catfish industry is also important in Chicot County. Catfish are raised in ten to twenty-acre artificial ponds. Pecan groves (*Carya illinoensis*) have been planted on some of the more easily accessible land along the highway on the relatively high ground near Lake Chicot. One of the pecan groves is now used as a modern "camp ground" for recreational vehicles.

Land use is presently agricultural south of the existing roadway. The principal crops are cotton, soybeans, and rice. Residences and businesses are primarily located along the existing roadway, especially on the north side of the roadway adjacent to Lake Chicot. Communities in the project area from Lake Village east include Chanticleer, Fairview, Red Leaf, and Shives.

The visual quality of the project area is moderate to good. Although most of the views are of agricultural fields (Figure 10), other features contribute to the southern Delta character of the viewshed, including Lake Chicot (see Figure 11), pecan groves, and some older structures. Highways 65 and 82 are both part of the Great River Road

National Scenic Byway. Users of the existing roads include local, commuter, commercial, and tourist traffic. Visually sensitive resources in the project area include the Tourist Information Center, the Ditch Bayou battlefield, and the historic Saunders-Pettit-Chapman-Cook Plantation Home at Fairview, which served as a hospital following the Civil War engagement at Ditch Slough. The Saunders House is now the Plantation Bed and Breakfast.

Aside from their proximity to Lake Chicot, none of the alternatives are substantially different visually. The existing roadway has a good view of Lake Chicot. Temporary negative visual impacts during construction are unavoidable.

Expected impacts to local biodiversity are negligible regardless of the alternative, due to the intensive human impacts already inflicted on the local environment, principally the conversion of bottomland forest to agricultural property. Secondary impacts to the natural environment include the potential spread of invasive plant species to newly disturbed roadside right-of-way.



Figure 10: A typical view in the project area of a cotton field



Figure 11: A view of Lake Chicot from the existing roadway

**Comments and Coordination**

The AHTD provided the opportunity for early public input into the development of the proposed project on May 9, 2006, at the Lake Village Fire Department. Visitors were given the opportunity to discuss the proposed project and aerial photographs showing corridor locations were available for their review. The overall response to the project by the public was positive. Approximately 68 citizens attended. A copy of the Public Involvement Summary, a sample questionnaire, and an Alternatives map are located in Appendix G.

### **Commitments**

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

- See relocation procedures located in Appendix B.
- The project will require the acquisition and demolition of standing structures. An asbestos survey will be conducted on each building prior to the development of demolition plans. If the survey detects the presence of any asbestos containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with the Arkansas Department of Environmental Quality (ADEQ), the Environmental Protection Agency (EPA), and the Occupational Safety and Health Administration (OSHA) asbestos abatement regulations.
- Once a final alignment has been selected, an intensive cultural resources survey will be conducted. A full report documenting the results of the survey and stating the AHTD's recommendations was prepared and submitted to the SHPO for review. If prehistoric sites will be impacted by construction, consultation with the appropriate Native American Tribe(s) 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; National Pollutant Discharge Elimination Permit (NPDES); and Section 404; Permit for Dredged or Fill Material.

- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.

**Recommendations**

The environmental analysis of the proposed project did not identify any significant impact to the natural and social environment. Table 5 is a comparison of the estimated alternative impacts and Table 6 is a comparison of estimated cost.

<b>Table 5</b>				
<b>Alternatives Estimated Impact Comparison</b>				
<b>Alternative</b>	<b>Prime Farmland acres (hectares)</b>	<b>Residential &amp; Business Relocations</b>	<b>Stream Crossing &amp; Wetland Impacts acres (hectares)</b>	<b>Cultural Resources</b>
No-Action	None	None	None	None
1	77 (31)	1 Residential 1 Business	2 stream crossings	1 archeological site hospital site battlefield
2	153 (62)	1 Business	1 stream crossing	battlefield
3	203 (82)	1 Business	2 stream crossings 0.4 (0.2) wetland	battlefield
4	161 (65)	0	4 stream crossings	battlefield
5	209 (85)	0	5 stream crossings 0.4 (0.2) wetland	battlefield
6	188 (76)	0	7 stream crossings	battlefield
7	235 (95)	0	8 stream crossings 0.4 (0.2) wetland	battlefield

Alternative	Length Miles (km)	Construction Cost (\$ millions)	ROW Cost (\$ millions)	Total Cost (\$ millions)
No-Action	6.7 (10.8)	0.0	0.0	0.0
1	6.7 (10.8)	27.0	8.3	35.3
2	7.3 (11.7)	37.0	3.4	40.4
3	7.6 (12.2)	43.3	3.0	46.4
4	7.6 (12.2)	38.7	2.8	41.5
5	7.8 (12.5)	44.5	1.6	46.1
6	8.6 (13.8)	44.5	2.6	47.1
7	8.7 (14.0)	49.7	2.2	51.9

The AHTD Interdisciplinary Staff has identified Alternative 1 as the Preferred Alternative for the following reasons:

- 1) It utilizes the existing roadway and right of way, therefore costing less than the new location alternatives.
- 2) It has the most public support.
- 3) It has the least amount of prime farmland taken and does not sever farms, and
- 4) It will not sever the Ditch Bayou Battlefield.



**References Cited**

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**Appendix A**

**Level of Service**

## DESCRIPTIONS OF LEVEL OF SERVICE

### Two-Lane Highway

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

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

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

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

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

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

### Multi-Lane Highway

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

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

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

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

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

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

**Appendix B**

**Conceptual Stage Relocation Statement**

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

INTEROFFICE MEMORANDUM

**TO:** Lynn Malbrough, Environmental Division Head  
**FROM:** Perry M. Johnston, Right of Way Division Head  
**DATE:** July 31, 2006  
**SUBJECT:** Jobs R20098 & 020426  
Fairview-Mississippi River Bridge (Hwy. 82) &  
Fairview-Tourist Information Center (Hwy. 65)  
Chicot County  
**CONCEPTUAL STAGE RELOCATION STATEMENT**

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**GENERAL STATEMENT OF RELOCATION PROCEDURE**

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

There are two basic types of 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 may also be eligible for re-establishment cost payments or a payment in lieu of moving and/or re-establishment costs. This type of payment is not less than \$1,000.00 or more than \$20,000.00 if relocation cannot be accomplished without a substantial loss of business.

K

If the displacee is not satisfied with the amounts offered as relocation payments, a form will be provided 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.

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

**Alternate 1 (Red)**

1 residential owner	\$22,500.00
1 business	20,000.00
2 personal properties	<u>5,000.00</u>
	47,500.00
Services	<u>4,750.00</u>
Total Estimated Relocation Cost	\$52,250.00

**Alternate 2 (Green, Orange, Red)**

1 business (radio station/tower)	\$200,000.00
2 personal properties	<u>5,000.00</u>
	205,000.00
Services	<u>20,500.00</u>
Total Estimated Relocation Cost	\$225,500.00

**Alternate 3 (Green, Yellow)**

1 business radio station/tower	\$200,000.00
Services	<u>20,000.00</u>
Total Estimated Relocation Cost	\$220,000.00

<b><u>Alternate 4 (Blue, Yellow, Orange, Red)</u></b>	
2 personal properties	\$5,000.00
Services	<u>500.00</u>
Total Estimated Relocation Cost	\$5,500.00

<b><u>Alternate 5 (Blue, Yellow)</u></b>	
- 0 -	- 0 -

<b><u>Alternate 6 (Yellow, Orange, Red)</u></b>	
2 personal properties	\$5,000.00
Services	<u>500.00</u>
Total Estimated Relocation Cost	\$5,500.00

<b><u>Alternate 7 (Yellow)</u></b>	
- 0 -	- 0 -

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 three (3) dwellings available for sale at this time. A breakdown of the price range is as follows:

<u>PRICE RANGE (FOR SALE)</u>	<u>NUMBER OF UNITS</u>
15,000 – 25,000	0
25,001 – 35,000	0
35,001 – 45,000	2
45,001 – 55,000	0
55,001 – 65,000	1
65,001 – and over	<u>0</u>
Total	3

These are reconstruction projects south of Lake Village on Highways 65 and 82 to the Mississippi River. The units contained in the housing inventory are in Lake Village. These numbers and dwellings are comparable and adequate to provide replacement housing for the type of family to be displaced on alternate one. 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 displacee's 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 and newspapers 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 displacee's place of employment, adequate to accommodate the displacee, and not subject to unreasonably adverse environmental factors. It has also been determined that the available housing is within the financial means of the displacee 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 two (2) commercial properties available in the subject area at this time. The businesses affected on the alternates 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 businesses in relocating the State will explore all possible sources of funding or other resources, which may be available to businesses. Sources which will be considered include State and Local Entities, the Department of Housing and Urban Development, the Economic Development Administration, the Farmers Home Administration, the Small Business Administration and other Federal Agencies. Emphasis will be given to providing relocation advisory services to the businesses. Appropriate measures will be taken to ensure the businesses to be displaced are fully aware of their benefits and entitlements (in-lieu payments etc.), courses of action which are open to them and any special provisions designed to encourage businesses to relocate within the same community.

There are no identified unusual conditions involved with these projects.













**Appendix C**

**Form NRCS\_CPA\_106**

**The Farmland Conversion Impact Rating**

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	10/24/06	4. Sheet 1 of _____
1. Name of Project <i>Fairview - Miss. St. R. Rive Fairview - Tourist Info Center</i>		5. Federal Agency Involved <i>FITWA</i>		
2. Type of Project <i>Hwy Widening</i>		6. County and State <i>Ch. Cot Av</i>		
<b>PART II (To be completed by NRCS)</b>		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 <input type="checkbox"/>	NO <input type="checkbox"/>	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 4
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	77	153	203	161
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	Alternative Corridor For Segment			
		Corridor 1	Corridor 2	Corridor 3	Corridor 4
1. Area in Nonurban Use	15	10	15	15	15
2. Perimeter in Nonurban Use	10	5	10	10	10
3. Percent Of Corridor Being Farmed	20	5	20	20	20
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0 25</b>	<b>0 50</b>	<b>0 50</b>	<b>0 50</b>

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 25	0 50	0 50
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>0 125</b>	<b>0 150</b>	<b>0 150</b>

1. Corridor Selected: <i>Not Selected</i>	2. Total Acres of Farmlands to be Converted by Project: <i>See Part IV</i>	3. Date Of Selection: <i>10/20/06</i>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part: *[Signature]* DATE: *10/24/06*

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

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

<b>PART I (To be completed by Federal Agency)</b> R20094 020426		3. Date of Land Evaluation Request	10/24/06	4. Sheet 1 of _____
1. Name of Project Fairview - M.S.S. S.S. PPA, Fairview - Tourist Info		5. Federal Agency Involved FHWA		
2. Type of Project Hwy W. Denry		6. County and State Chicot AR		
<b>PART II (To be completed by NRCS)</b>		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 <input type="checkbox"/>	NO <input type="checkbox"/>	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		

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor 5	Corridor 6	Corridor 7	Corridor 8
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

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	Corridor 5	Corridor 6	Corridor 7	Corridor 8
A. Total Acres Prime And Unique Farmland	209	188	235	
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)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	Corridor 5	Corridor 6	Corridor 7	Corridor 8
1. Area in Nonurban Use	15	15	15	15	
2. Perimeter in Nonurban Use	10	10	10	10	
3. Percent Of Corridor Being Farmed	20	20	20	20	
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. Availability 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	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0 50</b>	<b>0 50</b>	<b>0 50</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>	Corridor 5	Corridor 6	Corridor 7	Corridor 8
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 50	0 50	0 50
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>0 150</b>	<b>0 150</b>	<b>0 150</b>

1. Corridor Selected: Not Selected	2. Total Acres of Farmlands to be Converted by Project: see Part IV	3. Date Of Selection: 10/24/06	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part: *John B. [Signature]* DATE: 10/24/06

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



---

**CORRIDOR - TYPE SITE ASSESSMENT CRITERIA**

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?  
More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points
  - (2) How much of the perimeter of the site borders on land in nonurban use?  
More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points
  - (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?  
More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points
  - (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?  
Site is protected - 20 points  
Site is not protected - 0 points
  - (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?  
(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points
  - (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?  
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points
  - (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?  
All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points
  - (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?  
High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points
  - (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?  
Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points
  - (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?  
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
-

**Appendix D**

**Native American Consultation**

**State Historic Preservation Officer Concurrence Letter**



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

700 West Capitol Avenue  
Room 3130  
Little Rock, AR 72201-3298

July 14, 2006

Refer To:  
AHTD Jobs R20098 and  
020426  
Fairview-Mississippi River  
Bridge and Fairview-Tourist  
Information Center  
Chicot County  
HDA-AR

Mr. Earl J. Barbry Sr.  
Tribal Chairman  
Tunica-Biloxi Tribe of Louisiana, Inc.  
P. O. Box 1589  
Marksville, La 71351

Dear Mr. Barbry:

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

The Arkansas Highway and Transportation Department (AHTD) plans to upgrade 13.8 kilometers (8.6 miles) of Highway 82 south of Lake Village, Arkansas. Several possible alternatives are currently being examined (see project location map). The work will involve construction of additional lanes and a new bridge across Ditch Bayou. To date, a survey of existing records regarding previously recorded archeological sites and a preliminary pedestrian survey have been conducted. Three Native American sites (3CH68, 3CH162 and 3CH186) have been identified in or near the project area (see attached site forms).

In an effort to determine the existence of archeological sites within the proposed project area, the AHTD is planning to conduct a cultural resources survey of the project area as soon as an alternative is selected and project plans become available. In the event that potentially significant archeological



sites are affected, further consultation will be conducted with the Tribe. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.

Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe. If you have any questions or need additional information, please contact me at (501) 324-6430. Should we not hear from you within a period of thirty (30) days, we will proceed with project planning.

Sincerely,



Randal Looney  
Environmental Specialist





Photography Date: 2/27/2006

**Legend**

- Alternative Alignment 1
- Alternative Alignment 2
- Alternative Alignment 3
- Alternative Alignment 4
- Alternative Alignment 5
- Alternative Alignment 6
- Alternative Alignment 7
- Power Lines
- Historic Structure
- Ditch Bayou Cont. Wtr.
- Ballfield Boundary

**Fairview - Mississippi River Br. &  
Fairview - Tourist Information Center  
(Highway 82, Highway 65)  
Chicot County  
Job R20098 & 020426**

Public Investment - May 8, 2006  
AHTD - Environmental sub - Fairview

Scale: 1:2500  
0 100 250 500 Feet

North Arrow



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

An Equal Opportunity Employer



October 25, 2007

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

RECEIVED AHTD

OCT 29 2007

ENVIRONMENTAL DIVISION

RE: Chicot County - General Section 106 Review - FHWA Report Entitled "A Cultural Resources Survey of AHTD Job Numbers 020426, Fairview Tourist Information Center and R20098, Fairview-Mississippi River Bridge, Chicot County" AHPP Project Number 64272

Dear Mr. Malbrough:

My staff has reviewed the referenced cultural resources survey report. It is thorough, comprehensive, and well written. We also concur with the findings and conclusions presented therein. Specifically, 21 archeological sites are located in the area of potential effects (APE) of the proposed project. Fourteen of these sites (3CH163, 3CH164, 3CH178, 3CH179, 3CH180, 3CH181, 3CH182, 3CH183, 3CH184, 3CH185, 3CH188, 3CH195, 3CH196, and 3CH186) are ineligible for inclusion in the National Register of Historic Places, while four sites (3CH187, 3CH194/CH0066, 3CH162, and 3CH189/CH0003) are potentially eligible for listing.

Significant archeological deposits will not be impacted at site 3CH189/CH0003, but sites 3CH187, 3CH194/CH0066, and 3CH162 should be avoided and protected or evaluated for their National Register eligibility. Eligible sites (other than 3CH189/CH0003) that cannot be avoided should be mitigated by archeological data recovery.

Thank you for your interest and concern for the cultural heritage of Arkansas. If you have any questions, please contact George McCluskey of my staff at (501) 324-9880.

Sincerely,

Handwritten signature of Ken Grunewald

Ken Grunewald Deputy State Historic Preservation Officer

cc: Federal Highway Administration Quapaw Tribe of Oklahoma Tunica-Biloxi Tribe of Louisiana, Inc. Arkansas Archeological Survey

**Appendix E**

**Ditch Bayou Battlefield Section 4(f) Evaluation**

**EVALUATION AND DOCUMENTATION OF DE MINIMIS  
IMPACTS TO SECTION 4(F) PROPERTY FOR  
HISTORIC SITES**

AHTD Job Number R20098  
FAP Number NH-0009(20)  
Fairview – Mississippi River Bridge  
And  
AHTD Job Number 020426  
FAP Number NH-0021 (29)  
Fairview -Tourist Information Center (Hwys. 65 and 82)  
Chicot County

Ditch Bayou Battlefield

DECEMBER 2007

Federal Highway Administration  
Arkansas State Highway and Transportation Department

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### Applicability

This statement sets forth the basis for a determination that there are de minimis Section 4(f) impacts to Ditch Bayou Battlefield for proposed Federal-aid Highway projects, designated as Federal Aid Numbers NH-0009(20) and NH-0021 (29), Arkansas State Highway and Transportation Department (AHTD) Job Numbers R20098 Fairview – Mississippi River and 020426 Fairview – Tourist Information Center. Under 23 CFR Part 774.11, Ditch Bayou Battlefield has been determined eligible for the National Register of Historic Places (NRHP).

The construction design minimizes the effect upon the battlefield and adheres to the National Environmental Policy Act (NEPA). The proposed project is documented with an Environmental Assessment.

This de minimis Section 4(f) evaluation may be applied by the Federal Highway Administration (FHWA) to projects that meet the criteria shown in Table 1.

<b>Table 1</b>	
<b>Criteria To Use De Minimis Section 4(f) Evaluation For Federally-Aided Highway Projects With Respect to a Historic Property</b>	<b>Applicability of Criteria to this Project</b>
The consulting parties identified in accordance with 36 CFR part 800 must be consulted; and the official(s) with jurisdiction over the property must concur, in writing, in a finding of “no adverse effect” or “no historic properties affected.”	Yes
The FHWA shall inform the official(s) with jurisdiction of its intent to make a de minimis impact finding based on their concurrence in the finding of “no adverse effect” or “no historic properties affected.”	Yes

### Description of Project

The AHTD, in conjunction with the FHWA, is proposing improvements to Highway 65/82 between Lake Village and the Mississippi River in Chicot County. The

proposed project consists of either upgrading the existing highway or construction on a new location. Figure 1 shows the project alternatives.

The cross-section for upgrading the existing highway would consist of four 12-foot (3.6-meter) travel lanes with an 11-foot (3.3-meter) painted median and eight-foot (2.4-meter) shoulders. Construction on a new location would consist of four 12-foot (3.6-meter) travel lanes separated by a 50-foot (15 meter) depressed median with eight foot (2.4-meter) outside shoulders and six-foot (1.8 meter) inside shoulders. Approximately 250 feet (76 meters) of new right of way would be required to construct this section.

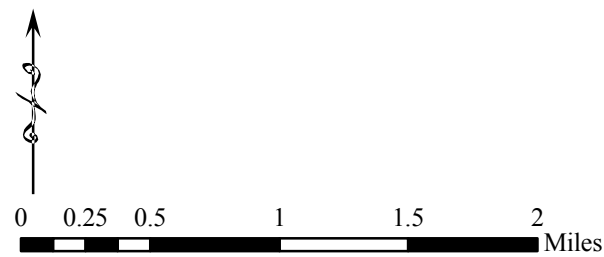
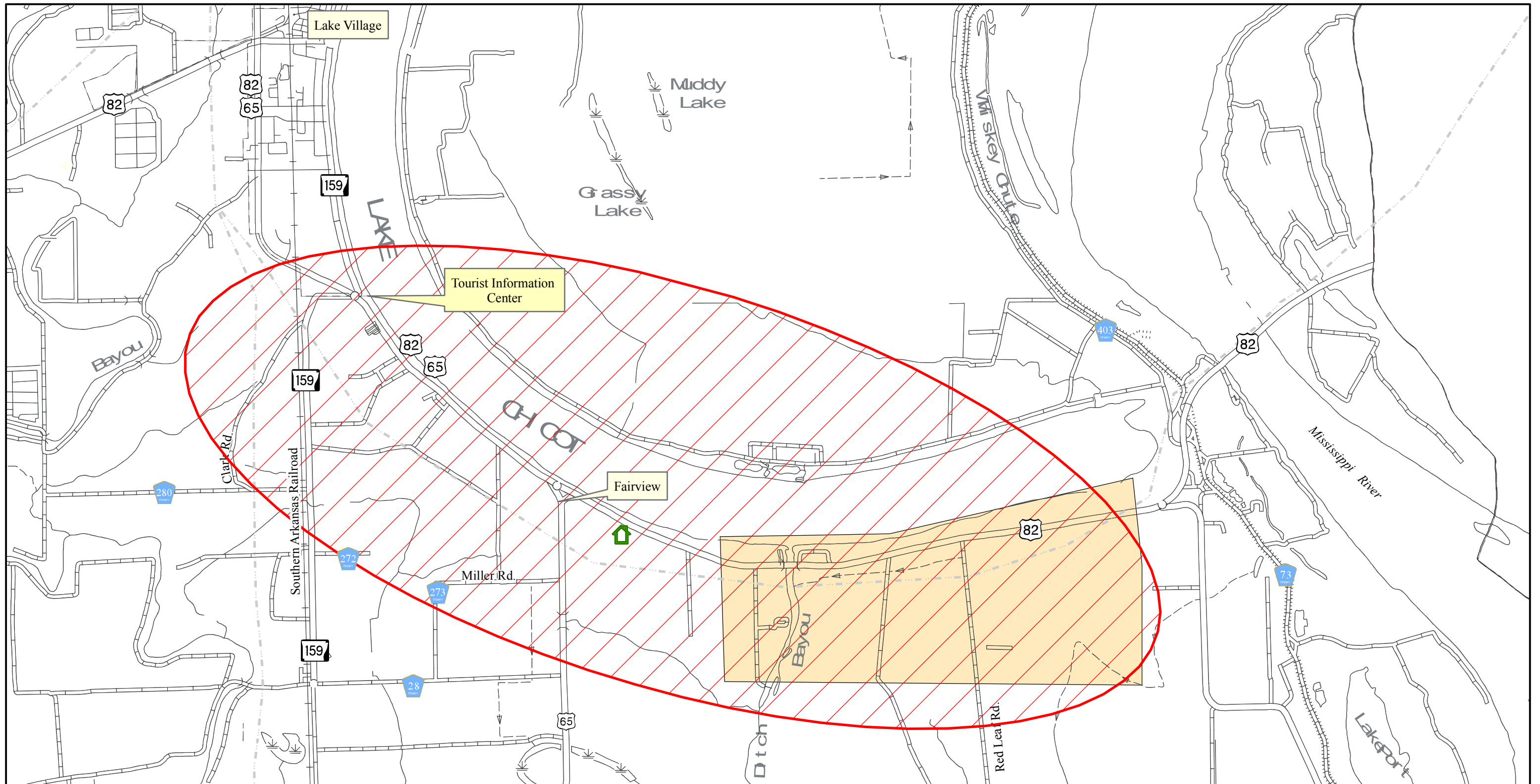
#### **Description of Section 4(f) Property and Potential Impacts**

The Ditch Bayou Battlefield is located adjacent to Highways 65 and 82 (Figure 1) and is considered eligible to the National Register of Historic Places under Criteria A as a significant site associated with the Civil War in Arkansas.

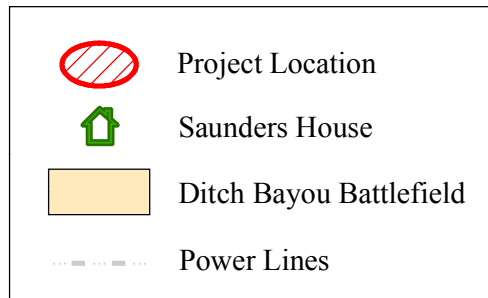
The Battle of Ditch Bayou was a Federal effort to drive Confederate General John S. Marmaduke away from the Mississippi River. It was the largest battle to occur in Chicot County and the last significant Civil War engagement in Arkansas.

The battlefield is bounded on the north by Lake Chicot, which is also a constraint to the proposed project. Residential development exists along the lake's edge and the existing highway. South of the highway, the remainder of the battlefield is used for agriculture.

The land conversion affects an area where, aside from major landmarks such as Ditch Bayou and Lake Chicot, modern development within the battlefield has already significantly changed the view shed of the area along the existing highway. A Phase I cultural resources survey of this area failed to identify any significant archeological deposits and the undertaking will have no effect on any elements that contribute to the National Register eligibility of the property.



AHTD Environmental GIS - Dudley  
November 30, 2006



**Figure 1**  
**Project Location Map**  
Jobs R20098 & 020426  
Fairview - Mississippi River Br. &  
Fairview - Tourist Information Center  
Chicot County

### **Avoidance**

Highways 65 and 82 cross the area delineated by the Arkansas State Historic Preservation Officer (SHPO) as Ditch Bayou Battlefield, as shown on Figure 1. Expanding Highways 65 and 82 to four lanes is necessary in order to maintain traffic and safety. Because of the size and location of the battlefield, avoidance is not possible. The new location alternatives would have a considerably larger footprint and have the potential to affect unknown archeological deposits. They also would affect less developed areas of the battlefield, while improvements along the existing highway corridor would utilize an already disturbed and impacted corridor near the edge of the battlefield. Figures 2 and 3 show some of the residential and commercial development along the existing highway.

### **Measures to Minimize Harm**

The following measures have been incorporated into the proposed project to minimize harm to Ditch Bayou Battlefield.

- Limiting the scope of the project to widening of the existing highway will not significantly change the existing view shed within the battlefield.
- The project footprint has been reduced to limit the amount of new right of way required.
- In higher areas, ground disturbance will be limited to scraping of the plowzone or previously disturbed areas; in the lower areas the roadway will be up built on fill to match existing grade.

### **Coordination**

A Phase I archeological report stating that the project would have no adverse effect on the battlefield was submitted to the Arkansas SHPO for concurrence. The report included information gathered during the pedestrian survey and a metal detector survey of the battlefield.



Figure 2  
Commercial development along the existing highway at Ditch Bayou



Figure 3  
Residential development along the existing highway

After review of the report, the Arkansas SHPO concurred that this project will have no adverse impact on the Ditch Bayou Battlefield (site number 3CH189/CH0003). Documentation of this concurrence is included in Appendix A. Other sites referenced in the correspondence, site numbers 3CH187, 3CH194/CH006, and 3CH162, will be avoided, evaluated, and/or mitigated as appropriate. Section 4(f) does not protect these sites, since they are important chiefly because of what can be learned by data recovery and have minimal value for preservation in place.

### **Determination**

The above documentation clearly illustrates that the proposed project will not adversely affect the historic property protected under Section 4(f), thus qualifying as a de minimis impact to the Ditch Bayou Battlefield.

**APPENDIX A**

**SHPO COORDINATION**



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  
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e-mail:  
[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)

website:

[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

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RECEIVED  
AHTD

OCT 29 2007

ENVIRONMENTAL  
DIVISION

October 25, 2007

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

RE: Chicot County – General  
Section 106 Review – FHWA  
Report Entitled “A Cultural Resources Survey of  
AHTD Job Numbers 020426, Fairview Tourist  
Information Center and R20098, Fairview-  
Mississippi River Bridge, Chicot County”  
AHPP Project Number 64272

Dear Mr. Malbrough:

My staff has reviewed the referenced cultural resources survey report. It is thorough, comprehensive, and well written. We also concur with the findings and conclusions presented therein. Specifically, 21 archeological sites are located in the area of potential effects (APE) of the proposed project. Fourteen of these sites (3CH163, 3CH164, 3CH178, 3CH179, 3CH180, 3CH181, 3CH182, 3CH183, 3CH184, 3CH185, 3CH188, 3CH195, 3CH196, and 3CH186) are ineligible for inclusion in the National Register of Historic Places, while four sites (3CH187, 3CH194/CH0066, 3CH162, and 3CH189/CH0003) are potentially eligible for listing.

Significant archeological deposits will not be impacted at site 3CH189/CH0003, but sites 3CH187, 3CH194/CH0066, and 3CH162 should be avoided and protected or evaluated for their National Register eligibility. Eligible sites (other than 3CH189/CH003) that cannot be avoided should be mitigated by archeological data recovery.

Thank you for your interest and concern for the cultural heritage of Arkansas. If you have any questions, please contact George McCluskey of my staff at (501) 324-9880.

Sincerely,

  
Ken Grunewald  
Deputy State Historic Preservation Officer

cc: Federal Highway Administration  
Quapaw Tribe of Oklahoma  
Tunica-Biloxi Tribe of Louisiana, Inc.  
Arkansas Archeological Survey



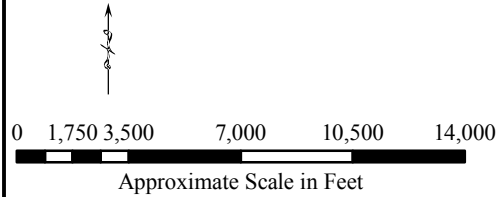
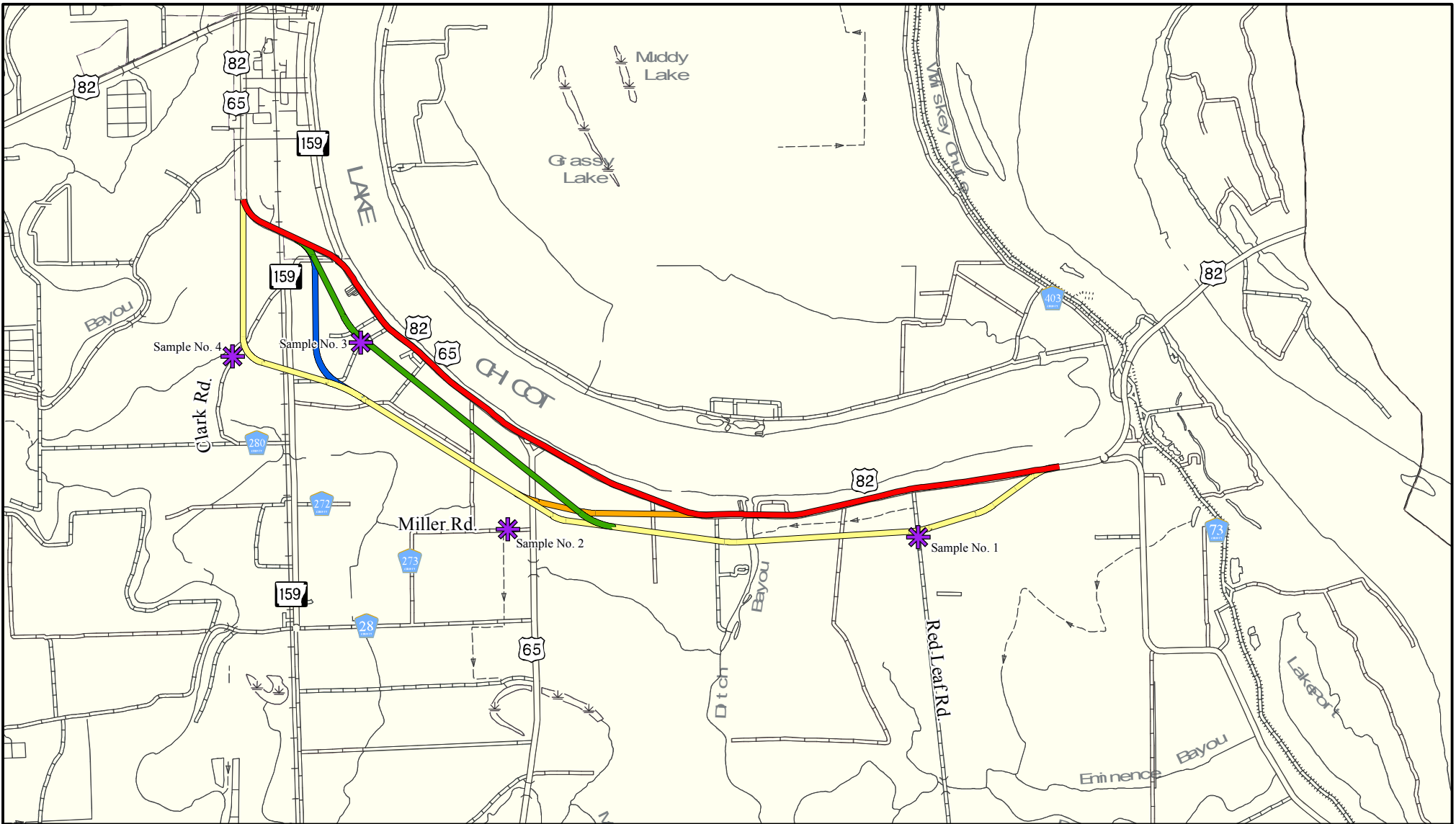
## **Appendix F**

### **Noise Assessment**

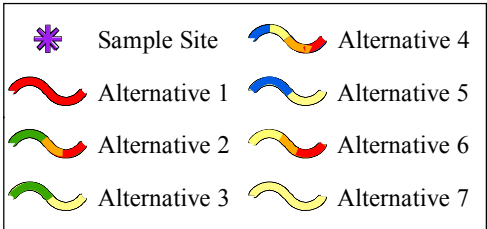
A noise assessment has been conducted for this project utilizing the Federal Highway Administration’s Traffic Noise Model (TNM 2.5) procedures, existing and proposed roadway information, existing traffic data and the traffic projections for the design year of 2027. This assessment is based on the design year Leq Noise Abatement Criteria (NAC) level of 67dBA, which has been established by the Federal Highway Administration (FHWA) as the impact level for noise receptors associated with highway projects. This level or any exceedance of this level is considered a noise impact. Noise abatement measures for traffic noise impacts are considered when the predicted noise levels “approach” or exceed the design year Leq NAC level of 67dBA, or when the predicted traffic noise levels “substantially” (10 dBA or more) exceed the existing noise levels. AHTD has defined “approach” as being one dBA less than the NAC (66.0 dBA).

<b>Table F- 1</b>	
<b>Summary of Impacted Noise Receptors</b>	
<b>Alternative</b>	<b>Total # of Impacted Sensitive Receptors</b>
1	42
2	5
3	0
4	5
5	0
6	5
7	0

The number of impacted noise receptors was estimated for this project by utilizing the 66.0 dBA Leq (h) contour (the ”approach” level for FHWA’s NAC). The results of this noise assessment are documented in Table F-1. Because this proposed facility involves new location alignments (see Figure F-1), existing ambient noise levels at various representative locations along these alignments were measured. Four ambient noise samples were taken, and the results are presented in Table F-2. No sensitive noise



AHTD Environmental GIS - Dudley  
 October 18, 2006



**Figure F-1**  
**Noise Sampling Locations**  
 Jobs R20098 & 020426  
 Fairview - Mississippi River Br. &  
 Fairview - Tourist Information Center  
 Chicot County

receptors are predicted to experience substantial noise impacts during the design year as a result of noise levels exceeding the existing noise levels by a minimum of 10dBA.

This project includes two rural roadway cross-sections. The first consists of four 12-foot (3.6-meter) travel lanes and an 11-foot (3.3-meter) painted median with eight-foot (2.4-meter) shoulders. The second consists of four 12-foot (3.6-meter) travel lanes and a 60-foot (18.3-meter) depressed median with four-foot (1.2-meter) inside shoulders and eight-foot (2.4-meter) outside shoulders.

A summary of the total number of sensitive receptors impacted by each alternative is provided in Table F-1.

A noise wall meets AHTD criteria for feasibility and reasonableness if it: (1) provides substantial abatement for the majority of the affected receptors with a reduction of 10 dBA Leq or more, (2) the cost of constructing the wall is less than \$20,000 per residence that the wall would effectively protect, (3) the location of the wall will not create a traffic hazard, and (4) it is acceptable to the majority of the individuals that it will protect. It is not economically feasible to construct a wall for a single home, or a small number of homes. Previous studies of noise barriers indicate that to protect a single structure, 600 to 800 linear feet (180 to 245 meters) of barrier is normally necessary to provide acceptable noise reduction. At an estimated \$150 per linear foot (\$500 per linear meter) for barrier construction, a cost of between \$90,000 to \$120,000 to protect a single structure is not considered reasonable.

Any noise abatement efforts using barrier walls or berms are not warranted for this project. This is due to the relatively low density of development and to the need to provide direct access to the adjacent properties. Another important factor in the consideration of barrier construction is the frequent need for direct access by the receptor to the highway. In most cases, providing this necessary access substantially reduces the effectiveness of any noise barrier. In order to provide direct access to the adjacent properties breaks in the barrier walls or berms would be required. These necessary highway access breaks would render any noise barrier ineffective.

To avoid noise levels, which approach or exceed the design year Leq NAC of 67 dBA, any future receptors should be located at minimum distances from the centerline of

the proposed facility. These distances, which are documented in Table F-2, should be used as general guides and not as specific rules, since the noise will vary depending upon the roadway grades and other noise contributions.

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

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

<b>Table F-2</b>		
<b>Ambient Noise Readings*</b>		
Sample	Approximate Location	Leq(h) Reading (dBA)
1	On Red Leaf Road; Just south of Alternative 7.	47.3
2	On Miller Road (County Road 273); South of Alternative 7; West of Highway 65.	45.6
3	On an unnamed road; South of Highway 82/65.	41.7
4	On Clark Road; Southwest of Alternative 7; West of Highway 159.	51.4

\* Readings taken on August 22, 2006. Refer to Figure F-1 for a map of the proposed project location illustrating both the location and the number of each sampling site.

<b>Table F-3</b>			
<b>Noise Assessment Results</b>			
<b>Alternative/ Section*</b>	<b>66.0 dBA Centerline Distance (ft)<sup>Ω</sup></b>	<b># of Receptors within the 66.0 dBA Contour</b>	<b>Future Receptors Distance (ft)<sup>§</sup></b>
1/Section A	256	15	270
1/Section B	225	27	235
2/Section A	261	0	275
2/Section B	232	5	245
3/Section A	261	0	275
3/Section B	232	0	245
4/Section A	261	0	275
4/Section B	232	5	245
5/Section A	261	0	275
5/Section B	232	0	245
6/Section A	261	0	275
6/Section B	232	5	245
7/Section A	261	0	275
7/Section B	232	0	245

\* Section A extends from Highways 82/65, approximately 0.9 mile northwest of the intersection of Highways 82/65 and Highway 159, to Highway 65. Section B extends from Highway 65 to Highway 82, approximately 1.2 miles east of the intersection of Highway 82 and Red Leaf Road.

<sup>Ω</sup> Distances are based upon 2027 Traffic Projections.

<sup>§</sup> These values represent the minimum distances any future receptors should be from the centerline of the proposed facility in order to avoid noise levels in excess of design levels. These distances should be used as general guides and not as specific rules, since the noise will vary depending upon the roadway grades and other noise contributions.

## **Appendix G**

### **Public Involvement Session Summary**

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT**

**INTEROFFICE MEMORANDUM**

**May 31, 2006**

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

**FROM:** Miguel Mondragon - Environmental Analyst, Environmental Division

**SUBJECT:** AHTD Job Numbers R20098 & 020426  
Fairview – Mississippi River Bridge (Hwy. 82)  
Fairview – Tourist Information Center (Hwy. 65 & 82)  
Chicot County  
Public Involvement Synopsis

An open forum public involvement meeting for the subject project was held from 4:00 – 7:00 p. m. on Tuesday, May 9, 2006, at the Lake Village Fire Station in Lake Village. AHTD Environmental, Right of Way, and District staff participated in the meeting. Aerial photographs illustrating the seven alternatives were available for viewing. Approximately 93 citizens visited the session. Forty-five (45) written comments were received at the meeting. Three hundred and seventeen (317) additional comments were received afterward, for a total of three hundred and sixty-two (362). From the total number of comment forms received, three hundred and sixty-one (361) were in support of improvements made to Highways 65 & 82.

The following table demonstrates the results of the public survey for each alternative:

<b>Best Alternative for Highway 82 &amp; Highway 65 (Lake Village)</b>									
Alternative	1	2	3	4	5	6	7	Two or More Selected	No Preference
Number	28	4	0	0	0	9	6	5	1
Preferences	3						0		

\*241 comments were similar, in support of Alternative 1



General comments were as follows:

**Alternative 1:**

Benefits: The most important benefits of choosing Alternative 1 would be tourism, economy, and scenic view. Tourism would increase in Lake Village because widening the existing highway would allow more people to see Lake Village and appreciate what it has to offer. This would increase interest to return and visit the city. The citizens of Lake Village feel that their economy would have a big boost if Alternative 1 is chosen because of revenue gained from tourism. They feel that it would be cheaper if the existing highway were used instead of building a new one.

Concerns: The people of Lake Village do not want to lose the scenic view that the lake has to offer. They feel that the lake is Lake Village's main attraction and that if people bypass the view, it will have a negative effect on tourism, which in turn will have a negative effect on the economy.

**Alternative 2:**

- There were no comments made for this alternative.

**Alternative 3:**

- There were no comments made for this alternative.

**Alternative 4:**

- There were no comments made for this alternative.

**Alternative 5:**

- There were no comments made for this alternative.

**Alternative 6:**

Benefits: Alternative 6 would allow the highway to bypass the most populated areas along the lake, yet close enough not to affect local businesses.

Concerns: There were no concerns with this alternative.

**Alternative 7:**

Benefits: The most important benefits of choosing Alternative 7 would be residential safety, environmental safety, and property value.

Concerns: The citizens are concerned with the idea of having a four-lane highway running in front of their homes. They feel that it would be safer for them, as well as their children, to have the project bypass the area as Alternative 7 proposes. The citizens also feel that it would be safer for the environment because the highway would not run so close to the lake, therefore minimizing the risk of having trucks running into the lake and causing an environmental disaster, or having oil running off the road and into the lake. Finally, Alternative 7 would allow the citizens that live along the highway to retain their property and not worry about their property being devalued.

**Comment Analysis:**

The majority of the citizens either supported Alternative 1 or Alternative 7 and the few that picked other alternatives did not give reasons as to why they chose other alternatives. The citizens that selected more than one alternative still had a designated first choice, which was either Alternative 1 or Alternative 7.