

**ENVIRONMENTAL ASSESSMENT**

**AHTD JOB NUMBER 040493**

**FAP NUMBER STP-0024(21)**

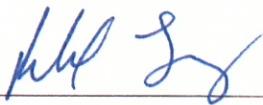
**Hillbilly Lane - Hwy. 23 (Ozark)**

**Franklin 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

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## **PROJECT DESCRIPTION**

The Arkansas State Highway and Transportation Department (AHTD) and the City of Ozark, in cooperation with the Federal Highway Administration (FHWA), are proposing to construct a route on new location between Hillbilly Lane and Highway 23 in the City of Ozark in Franklin County. Three alternatives were considered, including the No-Action Alternative and two build alternatives. Figure 1 illustrates the project study area.

## **PURPOSE AND NEED**

### Purpose of Proposed Project

The AHTD is proposing to construct a route on new location between Hillbilly Lane and Highway 23 in the City of Ozark. Once completed, the route will become the responsibility of the City for all future maintenance needs.

Ozark High School is located on Hillbilly Lane. Named for the school mascot, Hillbilly Lane is a north-south route and an extension of North 29<sup>th</sup> Street. North 29<sup>th</sup> Street extends north from a “T” intersection with Highway 64 and is the only road providing access to Ozark High School. West Side City Park is located adjacent to and on the east side of North 29<sup>th</sup> Street with no alternative access. The park has numerous ball fields, playground equipment and other typical park attractions. The Franklin County Fairgrounds are also located to the east of North 29<sup>th</sup> Street adjacent to and north of the park.

### Needs Analysis

Ozark is located in Franklin County in west central Arkansas. The central business district (CBD) is located approximately three miles south of Interstate 40, adjacent to the

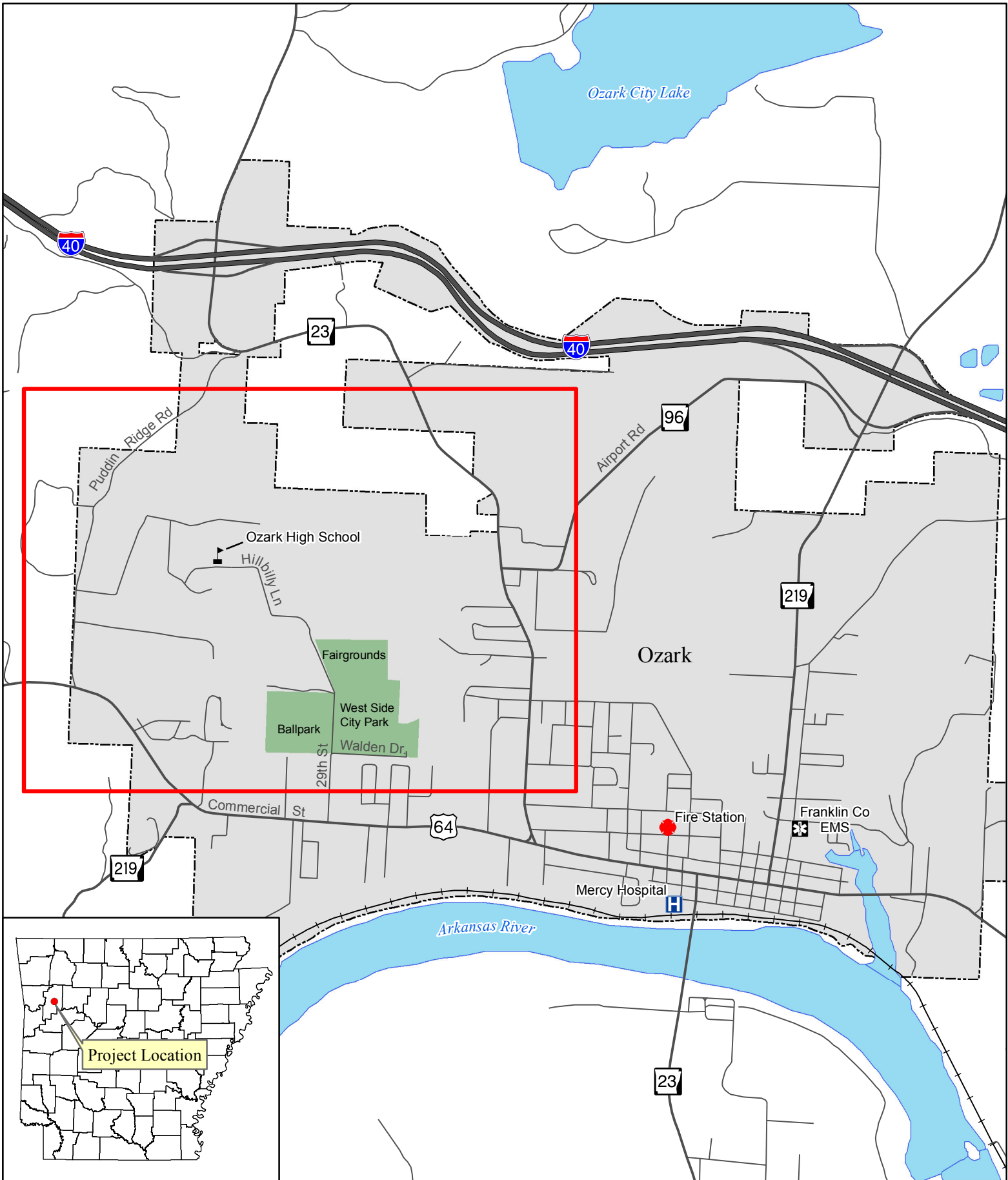

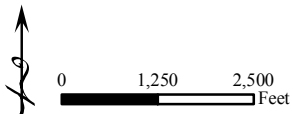


Figure 1  
Project Study Area

 Project Area



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Arkansas River and along Highway 64. Access from I-40 to the City is provided by two interchanges, Highway 23 on the west and Highway 219 on the east. Highway 64 (Commercial Street) traverses the City west to east, approximately paralleling the Arkansas River through town. Highway 96 (Airport Road) connects Highway 23 just north of the CBD with Highway 219 just south of the interchange with I-40. Hillbilly Lane/North 29th Street provides the only access to the Ozark High School campus, West Side City Park and the Franklin County Fairgrounds. The hospital, main fire station and emergency medical services are located within the downtown area. A satellite fire station is located on Highway 64 near the City Services Complex between Highway 23 and North 29th Street. With only the single access, there is the potential for a crash or similar event to block the route and hinder emergency access to the school, fairgrounds or park. All three sites can have large numbers of people in attendance for regular activities and special events. A secondary access to the area would provide an alternate emergency access route.

### Existing Conditions

The existing route to West Side City Park, the Franklin County Fairgrounds and Ozark High School consists of two 10-foot lanes. It is signed as North 29th Street from Highway 64 to Walden Drive at the southwest corner of the park and designated Hillbilly Lane from there north and west to the high school. Because the high school accommodates students in the 10th through 12th grades, many of the students drive themselves to school. The morning traffic peak corresponds to the typical workday morning traffic peak, while the afternoon traffic peak is earlier and shorter than normal, occurring for approximately 15 minutes beginning at 3:30 p.m.

### Level of Service

North 29th Street/Hillbilly Lane is currently operating at a Level of Service (LOS) B and will continue to operate at LOS B over the design period. Although no improvement in LOS is needed, the purpose of the proposed project is to provide additional access to the

high school campus, fairgrounds and park for emergency response in the event of an incident blocking the existing route. Additionally, the proposed project will fulfill a need identified in the City's Comprehensive Plan. See Appendix A for a description of each level of service.

#### Safety Analysis/Crash Rates

Crash data for 2007, 2008 and 2009 (the three most recent years for which data are available) were reviewed. Eight crashes occurred during the three-year period on the school access route; one non-incapacitating injury and three possible injuries were reported. The other four crash reports indicated property damage only. Crash rates are not included, as analysis indicated that due to low traffic volumes and the low numbers of crashes, rates are not statistically relevant.

#### Summary

The proposed project will meet a recognized need for improvements to the City of Ozark; it will provide increased traffic flow and improve safety in the project area by addressing the need for secondary access to the school, fairgrounds and park area in the event of an emergency. The proposed improvements are a component of ongoing upgrades to city streets and are consistent with local traffic infrastructure planning.

## ALTERNATIVES

This section describes the alternatives that were developed to address the purpose and need for this project. Three alternatives are evaluated in this Environmental Assessment (EA): the No-Action Alternative and new location Alternatives 1 and 2. A third new location alternative was dropped from consideration after preliminary analysis concluded that it would not provide an alternate route for use during an emergency response and, therefore, does not address the safety issue associated with this proposed project. The alternatives carried forward for this project are described below and shown on Figure 2.

### No-Action Alternative

The No-Action Alternative consists of no improvements being made to the project area. Under this alternative, routine maintenance would be provided to Highway 23, Hillbilly Lane, North 29<sup>th</sup> Street and Highway 64. Congestion would worsen and no improvements would be made to address the problem of accessing the school. Although this alternative does not meet the project purpose and need, it has been included to allow for comparison with the proposed build alternatives.

### Build Alternatives

#### *Alternative 1*

Alternative 1 would begin at the intersection of Highways 23 and 96 and go west and then southwest to a sharp curve on Hillbilly Lane, approximately 0.4 mile south of the school parking lot. By connecting to Highway 96, this alternative would provide a direct route to Highway 219 from the high school. At the intersection with Hillbilly Lane, a roundabout would be installed to allow efficient management of merging traffic.

The proposed cross-section for both new location alternatives would be two 12-foot travel lanes and 5-foot sidewalks with curb and gutter design (Figure 3).



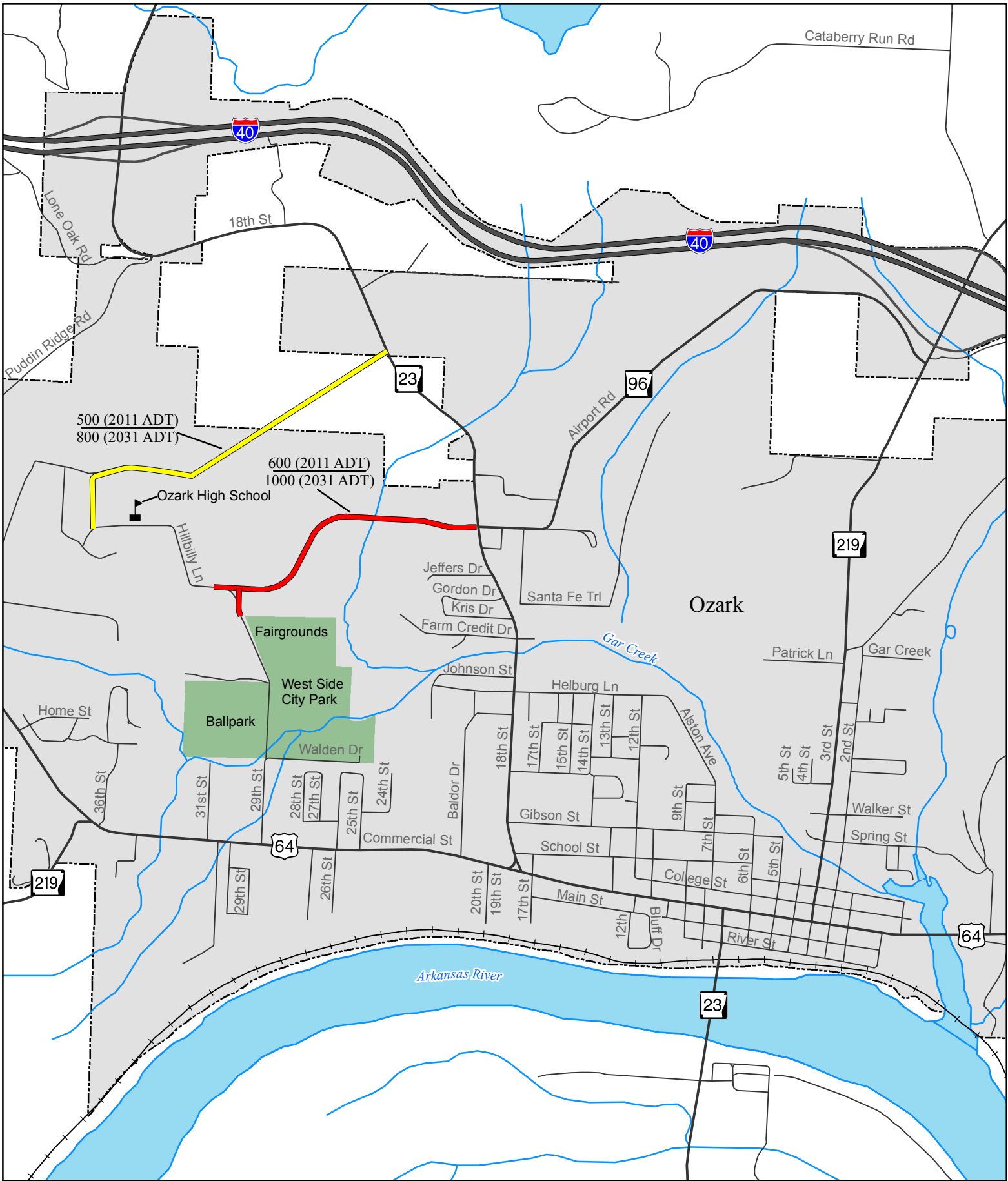
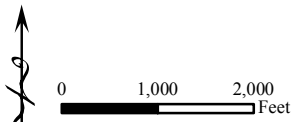


Figure 2  
Alternatives



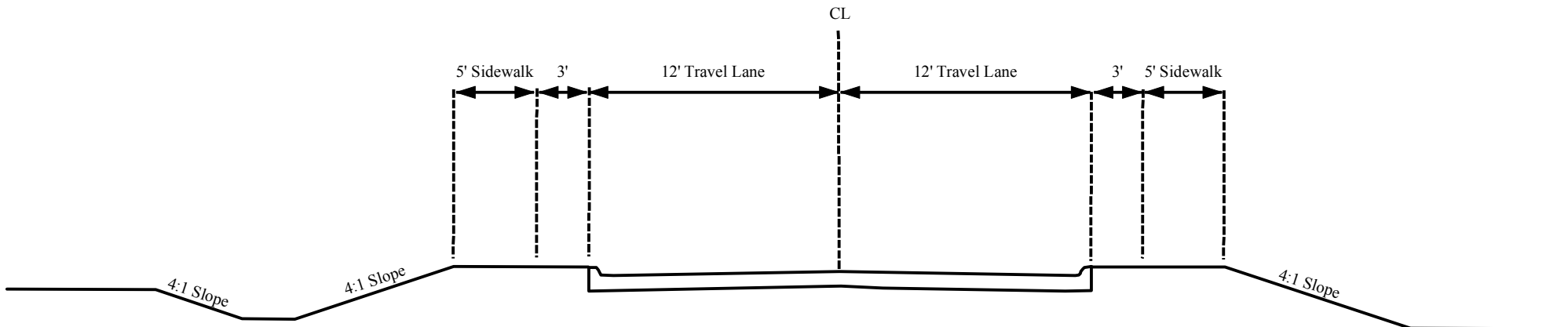


Figure 3  
Typical Section

## Alternative 2

Alternative 2 would begin at Highway 23, approximately 0.6 mile north of Highway 96, and go southwest and then south to connect with Hillbilly Lane at Ozark High School. Although this alternative would also provide access from the east, it would be farther north than most of the residential development in Ozark and would not be as beneficial for students as Alternative 1. Information for each build alternative is shown in Table 1.

<b>Table 1</b>						
<b>Summary of Build Alternatives</b>						
Alternative	Length (miles)	Cost (2011\$ millions)			Projected Traffic	
		Right of Way	Construction	Total	Volume (2011/2031) vpd	LOS (2031)
1	0.9	\$1.0	\$1.7	\$2.7	600/1000	A
2	1.0	\$1.3	\$2.0	\$3.3	500/800	A

## Findings

The No-Action Alternative would not provide an alternate route for emergency access to Ozark High School, West Side City Park and the Franklin County Fairgrounds. If no action is taken, an incident blocking North 29th Street or Hillbilly Lane would limit the ability of emergency service providers to respond to an incident past the blockage.

Alternative 1 would connect Highway 23 and Hillbilly Lane, beginning at the intersection of Highways 23 and 96. Because Highway 96 connects Highways 23 and 219, this route would also provide a direct route from Highway 219 to the high school. This alternative

would serve 600 vpd accessing the school and park, and is the total estimated cost is \$2.7 million.

Alternative 2 would connect Highway 23 and Hillbilly Lane near the high school. This alternative would serve 500 vpd and is estimated to cost \$3.3 million.

## AFFECTED ENVIRONMENT AND IMPACTS

This section describes the potential impacts of the proposed build alternatives and the No-Action Alternative. If impacts are anticipated for a particular resource, conditions or mitigation measures to offset these impacts are detailed. An alternative comparisons analysis (Table 4) is provided in the Recommendation Section.

### Relocations

Estimated right of way widths were used in determining potential structures to be relocated. Cost estimates, a conceptual stage relocation study, and an available housing inventory are provided in Appendix B. Relocation information is provided in Table 2. One elderly tenant/landlord business would be impacted by Alternative 1. Alternative 2 would not result in any relocations. No relocatees are of a minority race or low-income population. The No-Action Alternative would not result in any relocations.

<b>Table 2</b>				
<b>Estimated Relocation Summary</b>				
Alternative	Residential Owners	Residential Tenant/Landlord Business*	Businesses	Total
No-Action	0	0	0	0
1	0	1	0	1
2	0	0	0	0

\* The residential tenant and landlord business are combined in the relocation count to indicate that impacts will occur to a residence and a business while indicating that actual displacement will only occur to the occupants of the residence.

### Social and Economic Environment

The proposed project passes through areas that are primarily undeveloped agricultural land. None of the build alternatives will sever any subdivisions or urban neighborhoods.

Both of the build alternatives would create benefits for the community by enhancing circulation and accessibility for local citizens and travelers alike, particularly during the school year. The No-Action Alternative would not have impacts on the community.

#### Environmental Justice Impacts and Title VI Compliance

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

#### Public Land

There are no public parks, recreational lands, or wildlife refuges impacted by this project. Access to the public parks, fairgrounds and recreational areas will be improved by the project.

#### Wild and Scenic Rivers

There are no federal or state regulated water bodies impacted by this project that are designated as wild or scenic rivers.

#### Endangered and Threatened Species

A records check of the Arkansas Natural Heritage Commission database of sensitive species indicated no threatened or endangered species within the project area. However, the project area falls within the American Burying Beetle (ABB) Study Area established by the United States Fish and Wildlife Service (USFWS). Therefore, an ABB Presence/Absence Survey was conducted on July 8, 2011. No ABBs were captured during the survey. Due to the negative results from the survey and the lack of suitable habitat in the project area, no further action will be required from the USFWS. The No-Action Alternative would have no impacts to threatened or endangered species.

## Prime Farmland

Agriculture activity in the study area consists mainly of pastures utilized for grazing and hay production for beef cattle. Right of way acquisition would reduce the pasture held by one landowner on Alternative 2. Splitting this farm with a new highway would not only convert farmland to highway right of way, but would result in the disruption of some farm operations. The construction of the new facility would result in positive impacts by providing easier farm to market access and more efficient transportation of farm supplies.

Alternative 1 is entirely within the corporate limits of Ozark and does not impact prime farmland. Alternative 2 would convert approximately 1.5 acres of prime farmland to city right of way. Form NRCS-CPA-106, The Farmland Conversion Impact Rating, can be found in Appendix D. The No-Action Alternative would not impact prime farmland.

## Hazardous Materials

Field inspections and record research has determined that none of the alternatives should impact any known hazardous waste facilities, illegal dumps or areas of concern for hazardous materials. The No-Action Alternative would not impact hazardous materials.

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

An asbestos survey by a certified asbestos inspector will be conducted on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these

materials prior to demolition. All asbestos abatement work will be conducted in accordance with ADEQ, EPA and OSHA asbestos abatement regulations.

### Cultural Resources

A records check of the Arkansas Archeological Survey AMASDA database site files revealed no previously recorded archeological sites in the vicinity of either proposed alternative. A Phase I archeological survey was conducted on both alternatives. One new prehistoric archeological site was identified during the initial survey along Alternative 1. Numerous lithic flakes were observed on the surface and in shovel tests. If Alternative 1 is identified as the Preferred Alternative, this site will need to be examined more thoroughly in the field (i.e. Phase II archeological testing) to make a determination regarding National Register of Historic Places (NRHP) eligibility. Two new historic archeological sites were also identified during the initial archeological survey. Both sites are stacked rock walls located near Alternative 1. These rock walls are not likely eligible for inclusion to the NRHP because they are not associated with any historic house site or farmstead, but should be avoided if possible. A check of Arkansas Historic Preservation Program records revealed no historic structures listed on or eligible for the NRHP in the vicinity of either alternative. No new archeological sites were found in the survey of Alternative 2. The No-Action Alternative would not impact cultural resources.

### Noise Analysis

Noise predictions have been made for this project utilizing the Federal Highway Administration's TNM 2.5 (Traffic Noise Model) procedures. These procedures indicate that noise levels are below the FHWA noise criteria beyond the project's proposed right of way limits for both alternatives for current (2011) and future (2031) planning periods. Noise generated by the operation of equipment during the construction phase of the proposed project is expected to be temporary and minor. Construction would take place during normal business hours and equipment would meet all local, state, and federal



noise regulations. In compliance with Federal guidelines, local authorities will not require notification. The No-Action Alternative would not result in noise impacts because no construction would occur.

### Air Quality

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

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

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

### Wetland and Stream Impacts

Preliminary surveys of the study area were conducted to assess wetland and stream impacts. There are two unnamed, intermittent tributaries of Gar Creek that flow through the project area (See Figure 4). There are no wetland impacts associated with the two proposed alternatives.

Alternative 1 would impact two intermittent tributaries of Gar Creek, impacting less than 0.1 acre per crossing. Alternative 2 would have no waters of the United States stream crossings. There are multiple drainage areas that bisect the project site, but no ordinary

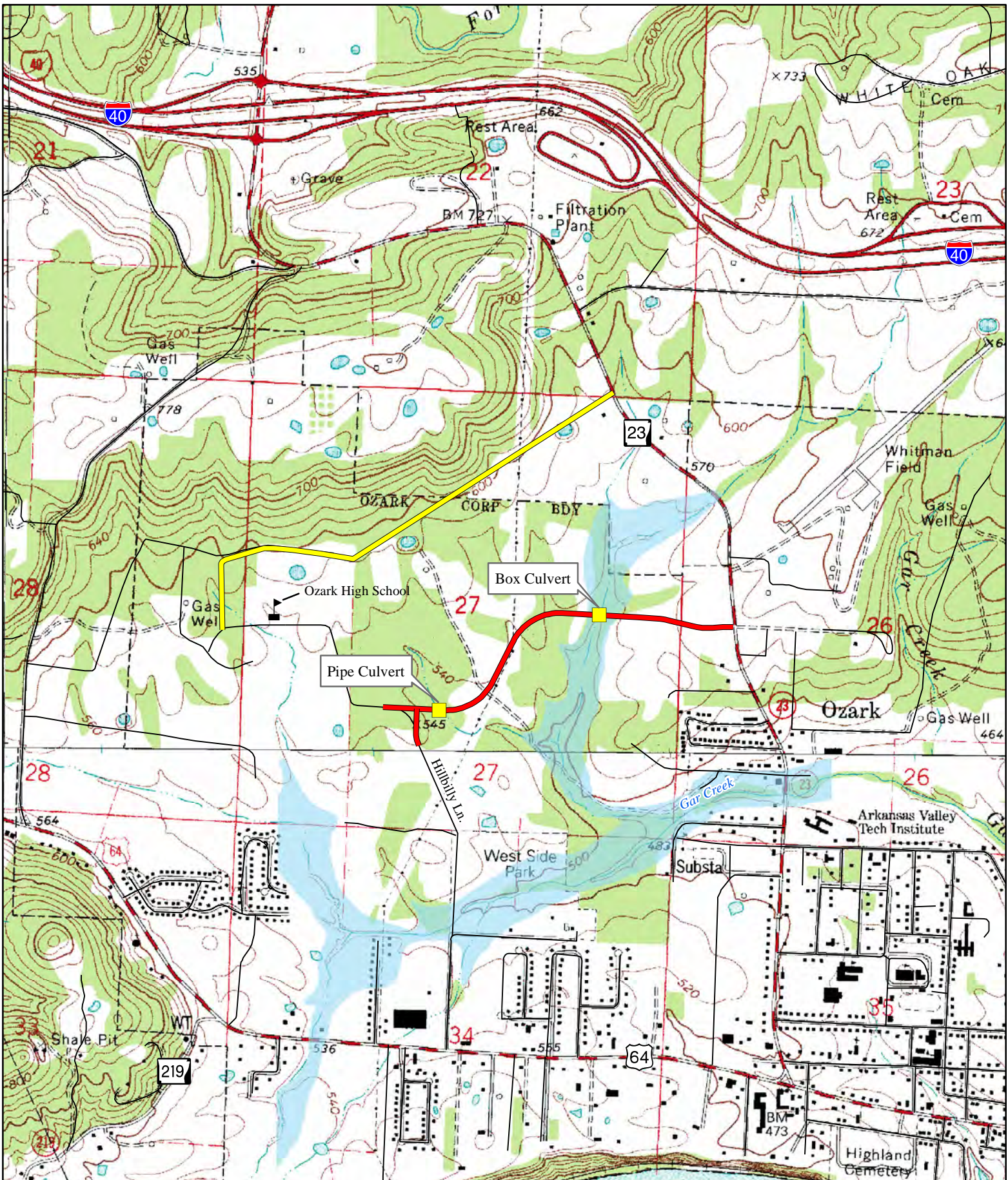
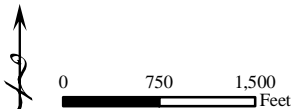


Figure 4  
Stream and Floodplain Crossings

- Stream Crossing
- 100-Year Floodplain
- Alternative 1
- Alternative 2

Ozark 1993 USGS Topographic Map  
Watalula 1973 USGS Topographic Map



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high water marks were identified. These areas are classified as local drains and are not regulated by the U.S. Army Corps of Engineers.

Stream impacts will be minimized as much as possible during the design of the Preferred Alternative. Temporary and permanent erosion control measures will minimize adverse impacts to streams and local drainages. Impacts to the two intermittent streams should be minimal and the functional integrity of the streams will be maintained. Construction should be allowed under the terms of a Nationwide Permit 14 for Linear Transportation Projects as defined in the Federal Register 72(47):11180-11198. The No-Action Alternative would not impact wetlands or streams.

### Water Quality

The project area lies within the Arkansas River Valley Ecoregion where the primary turbidity standard set by ADEQ for streams is 21 Nephelometric Turbidity Units (NTUs) and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments contributed during construction will likely result in localized, short-term adverse water quality impacts. Temporary exceedances of state water quality standards for turbidity may occur. Other potential sources of water quality impacts include petroleum products from construction equipment, highway pollutants from the operations of the facility, and toxic and hazardous material spills.

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

## Floodways and Floodplains

The Federal Emergency Management Agency uses Flood Insurance Rate Maps (FIRM) to identify the regulatory 100-year floodplain for the National Flood Insurance Program (NFIP). The FIRM panel for the area of this project indicates that Alternative 1 crosses a Zone AE Special Flood Hazard Area and a Regulatory Floodway that has been designated along North Branch Gar Creek (see Figure 4). The Regulatory Floodway width at the Alternative 1 crossing is approximately 90 feet, and the Special Flood Hazard Area crossing width is 350 feet. Alternative 2 would not include any crossings over any Special Flood Hazard Areas currently shown on Franklin County Flood Insurance Rate Maps.

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

The design measures to minimize floodplain impacts include: avoiding longitudinal encroachments, sufficient bridging and/or drainage structures to minimize adverse effects from backwater, sufficient bridging and/or drainage structures to minimize increases in water velocity, minimizing channel alterations, adequate and timely erosion control to minimize erosion and sedimentation, and utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts.

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

### Public/Private Water Supplies

The project area is not within a public drinking water system's Wellhead Protection Area. No impacts to public drinking water supplies are anticipated due to this project. If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts. Impacts to private water sources due to the contractor neglect or misconduct are the responsibility of the contractor.

### Natural and Visual Environment

The project is located within the Arkansas Valley Ecoregion. The Arkansas Valley Ecoregion is primarily an alluvial valley formed by the Arkansas River lying between the Ozark Highland to the north and the Ouachita Mountains to the south. The alluvial valley is largely underlain by interbedded Pennsylvanian sandstone, shale, and siltstone. Bedrock geology in the immediate project area is mapped by the Arkansas Geological Commission as part of the Atoka formation. The Atoka formation is a sequence of marine, mostly tan to gray silty sandstones and grayish-black shales. The project is within the White Oak gas field and gas wells dot the landscape.

The landform consists of the Arkansas River valley plain and adjacent hills. The immediate project area is relatively flat to rolling, varying by about 45 feet, but hills adjacent to the project slope up to about 200 feet higher than the valley plains. Elevations for Alternative 1 range from 520 feet above mean sea level (msl) to approximately 570 feet msl. Elevations for Alternative 2 range from 580 feet msl to 620 feet msl. Puddin Ridge, on the north side of Alternative 2, slopes up to about 760 feet msl before leveling out.

Water resources in the immediate project area include intermittent tributaries of Gar Creek. Gar Creek is a tributary of the Arkansas River, which is just over a mile south of the project.

Soils in the project area are mapped by the USDA as the Pickwick-Ora association. These are deep, well-drained to moderately well drained, nearly level to gently sloping soils on terraces, with predominantly clay loam or silty clay loam subsoils.

Natural vegetation in the project area consists of floodplain forest on the valley plains and oak-hickory forest on the nearby hills. Common trees in oak-hickory forest includes post oak (*Quercus stellata*), blackjack oak (*Q. marilandica*), white oak (*Q. alba*), southern red oak (*Q. falcata*), mockernut hickory (*Carya tomentosa*), and black hickory (*Carya texana*). A variety of trees now make up the floodplain forest type, including sweetgum (*Liquidambar styraciflua*), green ash (*Fraxinus pennsylvanica*), hackberry (*Celtis occidentalis*), persimmon (*Diosyros virginiana*), American elm (*Ulmus americana*), and eastern red cedar (*Juniperus virginiana*). Non-native introduced species noted in the project area include sericea lespedeza (*Lespedeza striata*), Chinese privet (*Ligustrum sinense*), and Japanese honeysuckle (*Lonicera japonica*). Much of the floodplain forest has been cleared for pasture and development. The principal pasture and hay grass in the area is the non-native tall fescue (*Festuca arundinacea*).

No direct impacts to biodiversity are expected due to the intensive human impacts already inflicted on the local environment. Minor indirect impacts may include invasion by potentially invasive species into new roadside right of way.

The viewsheds of both proposed alternatives would be essentially alike, and include pasture, old fields, and woodland, except that Alternative 2 would provide clear views of Puddin Ridge (Figures 7-10). There are no officially designated scenic features or visually sensitive resources in the immediate project area.

#### Land Cover/Land Use

The direct impact of the project on land use and the natural environment would be the conversion of hay pasture, abandoned pasture, a small amount of woodland, and utility right of way to new roadway. Both alternatives largely follow existing utility corridors.



Figure 5. View to the south of abandoned pasture from Alternative 1.



Figure 6. View to the east of utility corridor at the western terminus of Alternative 1.



Figure 7. View to the north of a maintained field and Puddin Ridge near the western terminus of Alternative 2.



Figure 8. View to the northwest of a fescue hayfield and Puddin Ridge near the eastern terminus of Alternative 2.



Calculation of the expected land use impact acreage was accomplished by multiplying the total length of the alternative by the average right of way width (80 feet). Results of the analyses are presented in Table 3. Alternative 1 would impact approximately 10.1 acres. Of this acreage, approximately 5.1 acres of pasture, 1.5 acres of residential property, 3.1 acres of utility easements and 0.4 acres of woodland would be impacted. Alternative 2 would impact approximately 12.3 acres and would convert about 8.0 acres of pasture, 0.4 acres of residential property, 1.7 acres of utility easement and 2.2 acres of woodland. Secondary impacts to land use may be expected due to the potential for residential or commercial development on property adjacent to the new roadway.

<b>Table 3</b>					
<b>Land Cover/Land Use Comparisons</b>					
	Residential Property (acres)	Utility Easements (acres)	Woodland (acres)	Pasture (acres)	Total (acres)
No Action	0	0	0	0	0
Alternative 1	1.5	3.1	0.4	5.1	10.1
Alternative 2	0.4	1.7	2.2	8.0	12.3

## COMMENTS AND COORDINATION

The City of Ozark provided opportunity for early public input into the development of the proposed project at City Council meetings held in 2010. The City of Ozark Mayor has indicated that the overall response by the public to the proposed project has been positive.

In May 2011, during the initial planning for this project, the AHTD distributed a scoping letter to agencies, local officials, and other parties asking for their assistance in identifying any constraints or concerns associated with the proposed project. A copy of this letter and a list of its recipients are attached in Appendix C. There have been no responses to the scoping letter.

The AHTD will notify the public of the availability of the EA, once it is approved by FHWA for public dissemination, and it will be available at the City of Ozark Mayor's office for a 30-day comment period. The AHTD will conduct a Location and Design Public Hearing to present information about the project and the proposed design.

## COMMITMENTS

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

- See relocation procedures located in Appendix B.
- Bicycle facilities and pedestrian walkways, where appropriate, will be implemented in conjunction with new construction.
- If hazardous materials, unknown illegal dumps or underground storage tanks are identified or accidentally uncovered by AHTD personnel or its contractors, the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD in cooperation with the ADEQ will determine the remediation and disposal methods to be employed for that particular type of contamination. The proposed project will be in compliance with local, state, and Federal laws and regulations.
- An asbestos survey will be conducted by a certified asbestos inspector on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with ADEQ, EPA and OSHA asbestos abatement regulations.
- Once a Preferred Alternative has been identified, an intensive cultural resources survey will be conducted. If sites are identified, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are identified, consultation with the appropriate Native American Tribes will be initiated and the site or sites will

be evaluated to determine if Phase II testing is necessary. Should any of the sites be found to be eligible or potentially eligible for nomination to the Nation Register of Historic Places and avoidance is not possible, then site specific data recovery plans will be prepared and approved. Data recovery will be conducted at the earliest practicable time. All borrow pits, waste areas and work roads will be surveyed for cultural resources when locations become available.

- The AHTD will comply with all requirements of The Clean Water Act for the construction of this project, including Section 401; Water Quality Certification, Section 402; NPDES, and Section 404; Permit for Dredged or Fill Material.
- Stream and wetland impacts will be minimized as much as possible during the design of the Preferred Alternative. A Section 404 Permit will be obtained after a Preferred Alternative has been identified and appropriate design is completed.
- Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. The design measures to minimize floodplain impacts include: avoiding longitudinal encroachments, sufficient bridging and/or drainage structures to minimize adverse effects from backwater, sufficient bridging and/or drainage structures to minimize increases in water velocity, minimizing channel alterations, adequate and timely erosion control to minimize erosion and sedimentation, and utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts.
- A Water Pollution Control Special Provision will be incorporated into the contract to minimize potential water quality impacts.
- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.
- A wildflower seed mix will be included in the permanent seeding for the project.

## RECOMMENDATION

After consideration of the information presented in this EA, Alternative 1 has been identified as the Preferred Alternative for the following reasons:

- Alternative 1 would provide a direct connection to Highways 23 and 96 with a safe intersection crossing for area school buses, motorists and park users. Alternative 2's intersection with Highway 23 is on a steeper gradient, has less sight distance to the south and does not intersect directly with Highway 96.
- Alternative 1 is estimated to have a project cost of \$600,000 less than Alternative 2.

The environmental analysis of the proposed project did not identify any significant impacts to the natural and social environment. Table 4 is a comparison of the alternative impacts.

Table 4 Alternative Impact Comparisons										
Alternative	Length (miles)	Total Cost (2011\$ million)	Projected Traffic Volume 2011/2031 (vpd)	Relocations	Wetland Impacts (acres)	Waters of the U.S. crossings	Floodways/ Floodplains (feet)	Prime Farmland (acres)	Land Use Impacts (acres)	
No-Action	0	0	0	0	0	0	0	0	0	
1	0.9	\$2.7	600/1,000	1 residential tenant/landlord business	0	2	90	0	10.1	
2	1.0	\$3.3	500/800	0	0	0	0	1.5	12.3	

## CONCLUSIONS

No adverse impacts to geology, groundwater, floodplains, wetlands, threatened and endangered species, cultural resources, hazardous materials, or socioeconomic resources are anticipated with the Preferred Alternative. Positive impacts to transportation, safety, and socioeconomic resources are expected. During the construction period, short-term impacts to surface waters, transportation, air quality, noise, and safety are possible.

The preliminary findings of the Environmental Assessment indicate that the proposed project will not result in any significant environmental impacts to the human or natural environment. Therefore, it is anticipated that the proposed action will meet the requirements for approval of a Finding of No Significant Impact by FHWA, and the preparation of an Environmental Impact Statement will not be required.

## REFERENCES

- Arkansas Department of Environmental Quality (ADEQ). *Arkansas Hazardous Waste Generators Facility Access 2010 Database Summary*, RCRA\_V2\_web.mdb, (May 20, 2011).
- U. S. Census Bureau (USCB). *Technical Documentation: Census 2010 Summary File 1, Matrix P1*. U.S. Census Bureau, 2011.
- U. S. Department of Agriculture (USDA). *Plant Types Oklahoma, Arkansas, Texas, Louisiana*. A map compiled by the USDA Soil Conservation Service: Fort Worth, Texas. 1954.
- USDA/Natural Resources Conservation Service (NRCS). Soils. <http://soils.usda.gov/>. *Soil Survey of Franklin County Arkansas*. USDA Soil Conservation Service. 1971.
- Woods, A. J., T. L. Foti, S. S. Chapman, J. M. Omernik, J. A. Wise, E. O. Murray, W. L. Prior, J. B. Pagan Jr., J. A. Comstock, and M. Radford. *Ecoregions of Arkansas*. Reston, Virginia: U.S. Geological Survey. 2004.





## **Appendix A**

### **Level of Service**



## **DESCRIPTIONS OF LEVEL OF SERVICE**

### ***Two-Lane Highway***

**LOS A** - At LOS A, motorists experience high operating speeds and little difficulty in passing. A small amount of platooning would be expected. Drivers should be able to maintain operating speeds close or equal to the free-flow speed (FFS) of the facility.

**LOS B** - At LOS B, passing demand and passing capacity are balanced. Platooning becomes noticeable. It becomes difficult to maintain FFS operation, but the speed reduction is still relatively small.

**LOS C** - At LOS C, most vehicles are traveling in platoons. Speeds are noticeably reduced on all three classes of highway.

**LOS D** - At LOS D, platooning increases significantly. Passing demand is high but passing capacity approaches zero. A high percentage of vehicles are now traveling in platoons, and percent time-spent-following (PTSF) is quite noticeable. The fall-off from FFS is now significant.

**LOS E** - At LOS E, demand is approaching capacity. Passing is virtually impossible, and PTSF is more than 80%. Speeds are seriously reduced. Speed is less than two-thirds the FFS. The lower limit of this LOS represents capacity.

**LOS F** - LOS F exists whenever demand flow in one or both directions exceeds the capacity of the segment. Operating conditions are unstable, and heavy congestion exists on all two-lane highways.

### ***Multi-Lane Highway***

**LOS A** - LOS A describes free-flow operations where FFS prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.

**LOS B** - LOS B represents reasonably free-flow operations where FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

**LOS C** - LOS C provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.

**LOS D** - LOS D is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

**LOS E** - LOS E describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

**LOS F** - LOS F is determined when the demand flow rate exceeds capacity. At this level, traffic flow has broken down. Whenever queues due to a breakdown exist, they have the potential to extend upstream for considerable distances.



## **Appendix B**

### **Conceptual Stage Relocation Study**



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

**INTEROFFICE MEMORANDUM**

**TO:** Lynn P. Malbrough, Environmental Division Head  
**FROM:** Perry M. Johnston, Right of Way Division Head  
**DATE:** June 28, 2011  
**SUBJECT:** Job 040493  
Hillbilly Lane – Hwy. 23 (Ozark) (S)  
Franklin County  
**CONCEPTUAL STAGE RELOCATION STATEMENT  
(March 29, 2011 CSRS revised to include Alternative 2)**

---

**GENERAL STATEMENT OF RELOCATION PROCEDURE**

Persons displaced as a direct result of acquisition for the subject 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 minimize the adverse impact and hardship of displacement upon such persons. No lawful occupant shall be required to move without receiving a minimum of 90 days advance written notice. All displaced persons; residential, business, farm, nonprofit organization, and personal property occupants are eligible for reimbursement for actual reasonable moving costs.

Construction of the project will not begin until decent, safe and sanitary replacement housing is in place and offered to all residential occupants. It is the Department's Policy that adequate replacement housing will be made available, built if necessary, before any person is required to move from their dwelling. All replacement housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex or national origin.

There are two basic types of residential relocation payments: (1) Replacement Housing Payments and (2) Moving Expense Payments. Replacement Housing Payments are made to qualified owners and tenants. An owner may receive a payment of up to \$22,500.00 for the increased cost of a comparable replacement dwelling. The amount of this payment is determined by a study of the housing market. Owners may also be eligible for payments to compensate them for the increased interest cost for a new mortgage and the incidental expenses incurred in connection with the purchase of a replacement dwelling. A tenant may receive a rental subsidy payment of up to \$5,250.00. Tenants may elect to receive a down payment rather than a rental subsidy to enable them to purchase a replacement dwelling. Replacement Housing Payments are made in addition to Moving Expense Payments.

Businesses, farms and nonprofit organizations are eligible for Reestablishment Payments, not to exceed \$10,000.00. Reestablishment Expense Payments are made in addition to Moving Expense Payments. A business, farm or nonprofit organization may be eligible for a fixed payment in lieu of the moving costs and reestablishment costs if relocation cannot be accomplished without a substantial loss of existing patronage. The fixed payment will be



computed in accordance with the Code of Federal Regulations and cannot exceed \$20,000.00.

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

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

=====  
Per your memorandum dated June 7, 2011, the March 29, 2011 Conceptual Stage Relocation Statement is revised to include Alternative 2. Alternative 1 is based on preliminary right of way plans, aerial photographs, and an on-site project review. Alternative 2 is based on an aerial photograph illustrating the alignment, 80-foot right of way width, and an on-site project review. It is estimated that the two alternatives for the subject project could cause the following displacements and costs:

Alternative 1

1 Residential Tenant Household	\$10,000.00
1 Landlord Business	\$10,500.00
Services	<u>\$ 3,500.00</u>
Total	\$24,000.00

Alternative 2

No Relocation

The general characteristics of the displaced persons 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 displacements by Relocation Coordinators. The Relocation Coordinators utilize area demographic data, visual inspections, past experiences and knowledge in making this determination.

The available housing inventory previously completed for the March 29, 2011 Conceptual Stage Relocation Statement indicated there were at least eight comparable replacement income properties available for sale and two comparable replacement dwellings available for rent in the city of Ozark. A breakdown of the available properties is as follows:

Residential (For Sale)	<u>Number Of Units</u>
100,000 - 125,000	3
125,001 - 150,000	3
150,001 - 175,000	<u>2</u>
<b>Total</b>	<b>8</b>

Residential	
(Monthly Rent)	
\$ 500.00 - 600.00	1
701.00 and up	1
<b>Total</b>	<b><u>2</u></b>

This is a new location for a city street project. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the family displaced from the subject project. The housing market should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event replacement housing is not available at the time of displacement or Replacement Housing Payments exceed the monetary limits, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

The replacement property inventory was compiled from data obtained from real estate companies, web sites, and local newspapers for the subject area. The dwellings contained in the inventory have been determined to be comparable and decent, safe and sanitary. The locations of the comparable dwellings are not less desirable in regard to public utilities and public and commercial facilities, reasonably accessible to the displaced person's places of employment, adequate to accommodate the displaced person, and in a neighborhood which is not subject to unreasonable adverse environmental factors. It has also been determined that the available housing is within the financial means of the displaced person and is fair housing open to all persons regardless of race, color, sex, religion or national origin consistent with the requirements of 49 CFR, Subpart A, Section 24.2 and Title VIII of the Civil Rights Act of 1968. Appropriate measures will be taken to ensure that each displaced person is fully aware of their benefits, entitlements, courses of action that are open to it.

All displaced persons will be offered relocation assistance under provisions in the applicable FHWA regulations. At the time of displacement another inventory of available housing in the subject area will be obtained and an analysis of the market made to ensure that there are dwellings adequate to meet the needs of all displaced residential occupants. Also, special relocation advisory services and assistance will be administered commensurate with displaced person's needs, when necessary. Examples of these include, but are not limited to, Housing of Last Resort as previously mentioned and consultation with local officials, social and federal agencies and community groups.

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

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
 CONCEPTUAL STAGE RELOCATION INVENTORY

Job 040493 Alternative 1 Job Name: Hillbilly Lane - Hwy. 23 (Ozark) (S) Date of Inventory: March 10 to 15, 2011

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Individuals	Low Income Households	Employees Affected (Range)
Residential Tenants	1	\$600.00 to \$800.00 per month	0	0	0	0	0	N/A
Landlord Businesses	1	\$110,000.00 to \$130,000.00	N/A	N/A	N/A	N/A	N/A	1
Totals	2	N/A	0	0	0	0	0	1

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
CONCEPTUAL STAGE RELOCATION INVENTORY

Job 040493-Alternative 2 Job Name: Hillbilly Lane - Hwy. 23 (Ozark) (S) Date of Inventory: June 23, 2011

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Individuals	Low Income Households	Employees Affected (Range)
None	0	N/A	0	0	0	0	0	0

## INTER OFFICE MEMORANDUM

DATE: June 29, 2011

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

**FROM:** Gene Kuettel, Utilities Section Head, Right of Way Division 

**SUBJECT:** AHTD Job 040493  
Hillbilly Lane – Hwy. 23 (Ozark) (S)  
Franklin County

Per your request, a cursory utility cost estimate for Job 040493. This project is on new location; therefore, utility relocation costs are considered reimbursable.

<b>Alternative One</b>	
Power	\$ 35,000
Power Transmission	\$ 350,000
Gas	\$ 10,000
Gas Transmission	\$ 200,000
Telephone	\$ 10,000
Water	\$ 40,000
Sewer	<u>\$ 45,000</u>
<b>TOTAL</b>	<b>\$ 690,000</b>

<b>Alternative Two</b>	
Power	\$ 30,000
Power Transmission	\$ 250,000
Gas	\$ 10,000
Gas Transmission	\$ 600,000
Telephone	\$ 10,000
Water	\$ 4,200
Sewer	<u>\$ 40,000</u>
<b>TOTAL</b>	<b>\$ 944,200</b>

Cost reflects power transmission conflicts that may be avoided by proper design coordination with power company to maintain proper clearance.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM


June 30, 2011

RECEIVED  
AHTD

JUN 30 2011

ENVIRONMENTAL  
DIVISION

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

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

**SUBJECT:** Cost Estimate  
Job 040493  
Hillbilly Lane – Hwy. 23 (Ozark) (S)  
Franklin County

In response to your memo dated June 7, 2011, requesting a Conceptual Stage Inventory and Relocation Analysis for this project with the addition of Alternate 2, the following cost estimates for acquiring right of way and adjusting utilities are provided.

<u>Alternative</u>	<u>Property Acquisition</u>	<u>Relocation</u>	<u>Utility Adjustments</u>	<u>Total</u>
Alternate 1	\$250,000	\$24,000	\$690,000	\$964,000
Alternate 2	\$345,000	\$0	\$944,200	\$1,289,200

Please note the premises under which the estimates were developed. Cost of utility adjustments is estimated to be 100% reimbursable. The cost estimate for Alternate 1 has been revised to include additional utilities identified since the original estimate was provided. Adjustment of power transmission facilities may be avoided if design allows for proper clearance.

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

Attachments

**INTEROFFICE MEMORANDUM**

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

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

**DATE:** June 28, 2011

**SUBJECT:** Job Cost Estimate—Alternative 2  
Job #040493  
Hillbilly Drive  
From N. 29<sup>th</sup> Street to Ark. Hwy. 23  
Franklin County

---

Based on information provided by the right of way map and preliminary market research, a total estimate of right of way cost is provided. This estimate is made subject to the following premises and conditions:

1. No owner contact has been made.
2. No right of way staking was in place.
3. Only a limited market study has been completed.
4. No bid proposals were obtained for the cost-to-cure items.
5. Marketable timber values, if any, were included in the per unit value of the land.

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

TOTAL:

**\$345,000.00**

**Three Hundred and Forty-Five Thousand Dollars**

NP:kc

Cc: Job Cost Estimate File  
Administrative File

## **Appendix C**

### **Agency Coordination**





ARKANSAS STATE HIGHWAY  
AND  
TRANSPORTATION DEPARTMENT

Dan Flowers  
Director  
Telephone (501) 569-2000



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

May 24, 2011

RE: Job Number 040493  
FAP Number STP-9150(18)  
Hillbilly Lane – Hwy. 23 (Ozark)  
Franklin County

Dear :

The Arkansas State Highway and Transportation Department (AHTD) is preparing an Environmental Assessment for the referenced project. The project proposes to build a connector from Hillbilly Lane to Highway 23 (see enclosed project location map) connecting Ozark High School to the local highways.

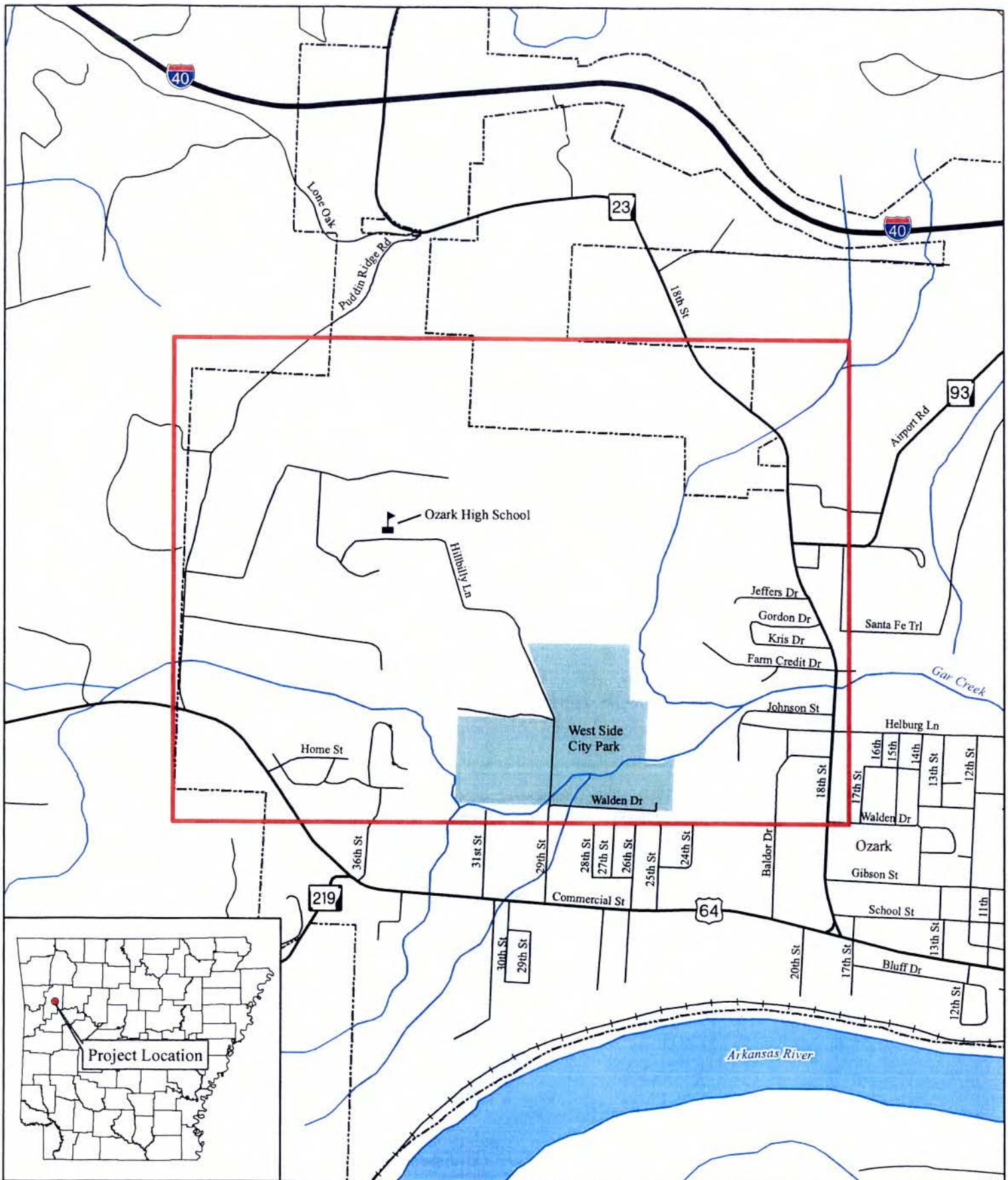
Your assistance in identifying any constraints or concerns associated with the proposed project would be greatly appreciated. We are looking for unique environmental features or environmentally sensitive areas, socio-economic issues, proposed urban developments, gas exploration sites, gas transmission lines, high voltage lines, and permits or approvals that should be obtained prior to construction of the project.


Your comments and any supporting documentation can be sent to the Environmental Division at the address shown above. If additional information is needed, please contact Terry Tucker at (501) 569-2281.

Sincerely,


Lynn P. Malbrough  
Division Head  
Environmental Division

LPM:TT:fc  
Enclosure



  
 0 750 1,500  
 Feet  
 May 5, 2011  
 AHTD - Environmental GIS - Strawn

Project Area  
 Job 040493  
 Hillbilly Lane - Hwy. 23  
 (Ozark)  
 Franklin County

 Project Area

Name	Title	Agency	Address	City	State	Zip	Phone
Dr. Ann Early	State Archeologist	Arkansas Archeological Survey	2475 North Hatch Avenue	Fayetteville,	AR	72704	479-575-3556
Mr. John Thurston	Commissioner	Arkansas Commissioner of State Lands	109 State Capitol Building	Little Rock,	AR	72201	501-324-9422
Dr. Tom Kimbrell	Commissioner	Arkansas Department of Education	Four Capital Mall	Little Rock,	AR	72201	501-682-4203
Mr. David Maxwell	Director	Arkansas Department of Emergency Management	Building 9501, Camp Joseph T. Robinson	North Little Rock,	AR	72199	501-683-6700
Ms. Teresa Marks	Director	Arkansas Department of Environmental Quality	5301 Northshore Drive	North Little Rock,	AR	72118	501-682-0744
Dr. Paul K. Halverson	Director	Arkansas Department of Health	4815 West Markham Street	Little Rock,	AR	72205	501-661-2000
Mr. Richard Davies	Director	Arkansas Department of Parks and Tourism	One Capitol Mall	Little Rock,	AR	72201	501-682-6946
Ms. Maria Haley	Executive Director	Arkansas Economic Development Commission	900 West Capitol Avenue	Little Rock,	AR	72201	501-682-1121
Mr. John Shannon	State Forester	Arkansas Forestry Commission State Forester	3821 West Roosevelt Road	Little Rock,	AR	72204	501-296-1940
Mr. Loren Hitchcock	Director	Arkansas Game and Fish Commission	2 Natural Resources Drive	Little Rock,	AR	72205	501-223-6300
Ms. Bekki White	RPG	Arkansas Geological Survey	3815 W. Roosevelt Road	Little Rock,	AR	72204	501-296-1877
Mr. George McCluskey	Senior Archeologist	Arkansas Historic Preservation Program	323 Center St., 1500 Tower Bldg	Little Rock,	AR	72201	501-324-9880
Ms. Karen Smith	Director	Arkansas Natural Heritage Commission	323 Center St., 1500 Tower Bldg	Little Rock,	AR	72201	501-324-9619
Mr. J. Randy Young, P.E.	Executive Director	Arkansas Natural Resources Commission	101 East Capitol, Suite 350	Little Rock,	AR	72201	501-682-1611
Mr. Keith Garrison	Executive Director	Arkansas Waterways Commission	101 E. Capitol, Suite 370	Little Rock,	AR	72201	501-682-1173
Mr. Johnny McLean	Regional Project Manager	US Army Corps of Engineers, Little Rock District	700 West Capitol, CESWL-PR, P.O. Box 867	Little Rock,	AR	72201	501-324-5531
Mr. Mike Jansky	Highway Liason Biologist	US Environmental Protection Agency	1445 Ross Avenue, Suite 1200	Dallas,	TX	75202	214-665-2200
Mr. Mitch Wine	Director	US Fish and Wildlife Serv, AR Ecological Serv Field Office	110 South Amity Road, Suite 300	Conway,	AR	72032	501-513-4470
Mr. David Fretwald	Director	US Geological Survey Arkansas	401 Hardin Road	Little Rock,	AR	72211	501-228-3600
Mr. Michael Sullivan	State Conservationist	USDA Natural Resources Conservation Service	700 W. Capitol, Rm. 3416	Little Rock,	AR	72201	501-301-3122
Ms. Carol Sneath	Mayor	City of Ozark	P.O. Box 253	Ozark,	AR	72949	
Mr. Joe Powell	Franklin County Judge	Franklin County	211 West Commercial St.	Ozark,	AR	72949	
Ms. Ruth Whitaker	Arkansas State Senator	Arkansas Senate	P.O. Box 349	Cedarville,	AR	72932	
Mr. Gary Stubblefield	Arkansas State Representative	Arkansas House of Representatives	2542 Skeets Road	Branch,	AR	72928	
Mrs. Leslee Milam Post	Arkansas State Representative	Arkansas House of Representatives	P.O. Box 1212	Ozark,	AR	72949	
Mr. Jon Eubanks	Arkansas State Representative	Arkansas House of Representatives	2543 Greasy Valley Road	Paris,	AR	72855	
Mr. Jeff Stovall	CenterPoint Energy	CenterPoint Energy	P.O. Box 54979	Oklahoma City,	OK	73154	
Mr. Ron Anderson	Engineer	A T & T	P.O. Box 7449, 627 White Road, Suite A	Springdale,	AR	72766	
Mr. John Moriau	Senior Engineer	Energy	5155 Thibault Road	Little Rock,	AR	72206	
Mr. William Peters	Chief Executive Officer	Arkansas Valley Electric Cooperative Corporation	1811 West Commercial St.	Ozark,	AR	72949	
Mr. James Koch	Senior Engineer	Arkansas Western Gas Company	P.O. Box 13288	Fayetteville,	AR	72703	
Mr. Chip Dunlap		Cequel Communications, LLC	700 Exchange Avenue	Conway,	AR	72032	
Mr. Kevin Morris		Century Tel	P.O. Box 968	Russellville,	AR	72811	
Mr. Stephen Echard		Oklahoma Gas & Electric Services	P.O. Box 321	Oklahoma City,	AR	73101	
Mr. Cecil Zolliecoffer	Manager	Ozark Water Department	P.O. Box 513	Ozark,	AR	72949	



## **Appendix D**

### **Farmland Conversion Impact Rating Form**



FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

**PART I (To be completed by Federal Agency)** Job 0405923

1. Name of Project: Hillbilly Lane - Hwy 23 (Clark)

2. Type of Project: Road Const. (New location)

3. Date of Land Evaluation Request: 8/24/11

4. Sheet 1 of 1

5. Federal Agency Involved: FHWIA

6. County and State: Franklin, AR

**PART II (To be completed by NRCS)**

1. Date Request Received by NRCS

2. Person Completing Form

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES  NO

4. Acres Irrigated | Average Farm Size

5. Major Crop(s)

6. Farmable Land in Government Jurisdiction  
Acres: %

7. Amount of Farmland As Defined in FPPA  
Acres: %

8. Name Of Land Evaluation System Used

9. Name of Local Site Assessment System

10. Date Land Evaluation Returned by NRCS

**PART III (To be completed by Federal Agency)**

	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0	1.5		
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	10.1	12.3		

**PART IV (To be completed by NRCS) Land Evaluation Information**

A. Total Acres Prime And Unique Farmland

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))**

Assessment Criteria	Maximum Points			
1. Area in Nonurban Use	15			
2. Perimeter in Nonurban Use	10			
3. Percent Of Corridor Being Farmed	20		5	
4. Protection Provided By State And Local Government	20		5	
5. Size of Present Farm Unit Compared To Average	10		0	
6. Creation Of Nonfarmable Farmland	25		0	
7. Availability Of Farm Support Services	5		0	
8. On-Farm Investments	20		0	
9. Effects Of Conversion On Farm Support Services	25		0	
10. Compatibility With Existing Agricultural Use	10		0	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>		<b>17</b>	

**PART VII (To be completed by Federal Agency)**

Relative Value Of Farmland (From Part V)	100		100	
Total Corridor Assessment (From Part VI above or a local site assessment)	160		17	
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>		<b>117</b>	

1. Corridor Selected:

2. Total Acres of Farmlands to be Converted by Project: 1.5 acres

3. Date Of Selection:

4. Was A Local Site Assessment Used? YES  NO

5. Reason For Selection:

Signature of Person Completing this Part: *John B...* DATE: 8/24/11

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