ENVIRONMENTAL ASSESSMENT

AHTD JOB NUMBER 050198

FAP NUMBER STP-9386(21)

Hwy. 36 – Hwy. 67 Connector

White County

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

by the

U.S. Department of Transportation

Federal Highway Administration

and the

Arkansas State Highway and Transportation Department

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Date of Approval

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PROJECT DESCRIPTION

The Arkansas State Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA) are proposing a new highway connecting Highways 36, 16 and 67, in and just north of Searcy. The proposed project is located in White County and consists of four alternatives, including the No Action Alternative and three construction alternatives. Figure 1 shows the project study area.

PURPOSE AND NEED

The purpose of the project is to construct a new connector route that would link Highways 36, 16 and 67, in and around the City of Searcy, Arkansas. This will require improvements to several existing local routes, construction on new location and intersection improvements. Four alternatives (No Action alternative and three construction alternatives) were analyzed for the project.

Purpose of Proposed Project

The purpose of the proposed project is to improve east-west travel in White County especially in the Searcy area. This project will reduce congestion on two primary east-west routes, Highway 36 (Beebe-Capps Expressway) and Highways 16 and 67 Business (67B), also known as Race Avenue, while improving connections between Highways 36, 16 and 67. The proposed collector route would be expected to divert traffic that currently travels through the Searcy Central Business District (CBD) and would serve developing residential areas. The proposed project will connect to the Highway 13 Extension Project (AHTD Job 050185, Hwy. 267 – Hwy. 36). The Highway 13 Extension Project is a separate project that has been studied and approved by the Arkansas Highway Commission to extend Highway 13 from Highway 267 (southwest of Searcy) to Highway 36 (west of Searcy).

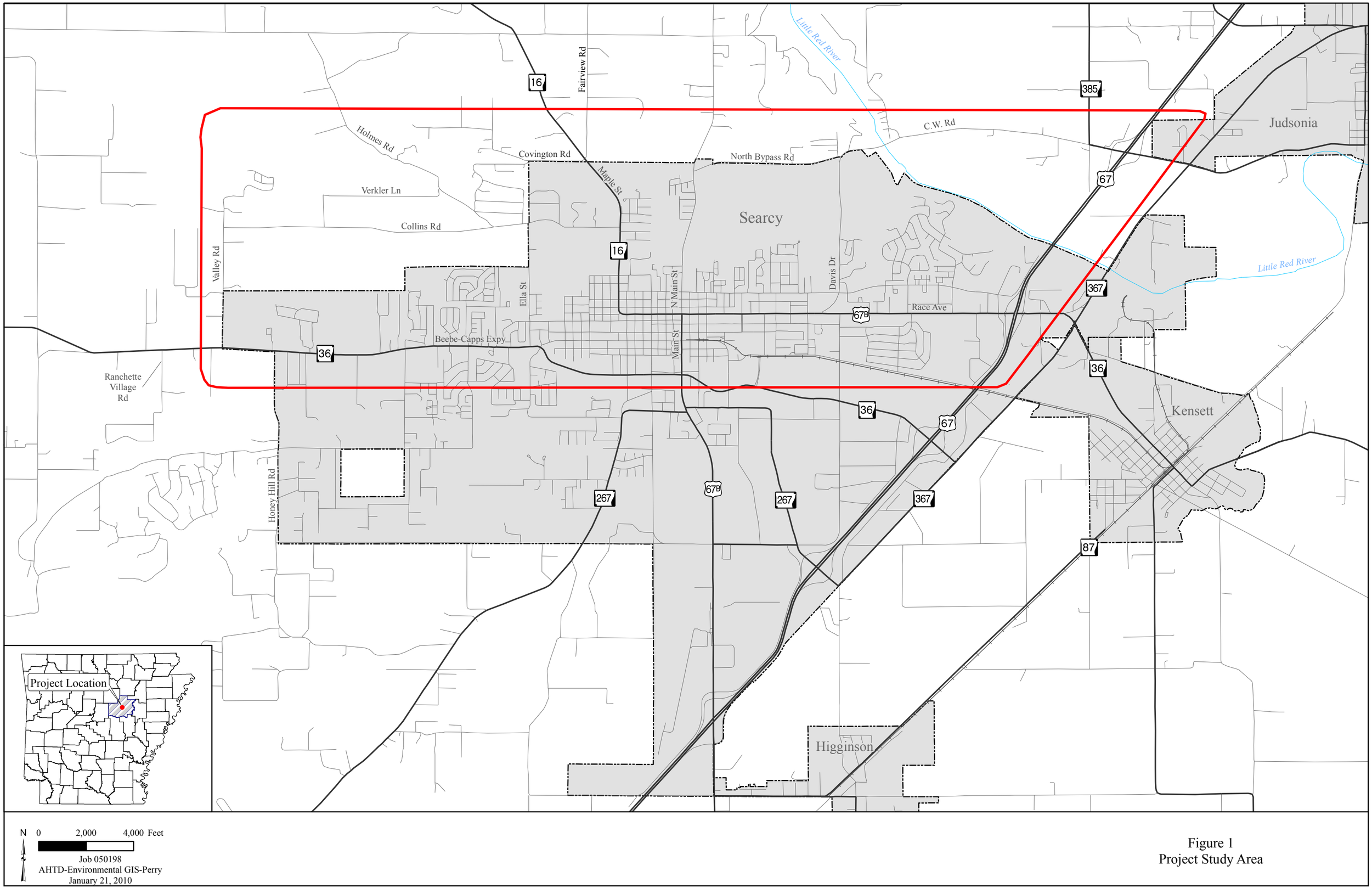

Figure 1
Project Study Area

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Needs Analysis

The need for a more efficient route for through traffic with destinations west or north of Searcy was identified in Searcy's 1994 *Master Street Plan*. A northern, continuous route connecting Highways 36 West, 16 and 67 was proposed by local officials to address travel delays and traffic flow problems. A growing portion of the through traffic in the Race Avenue corridor (Highways 16 and 67B) and the Beebe-Capps Expressway (Highway 36) consists of recreational vehicles traveling to nearby destinations such as Greers Ferry Lake. Oil and natural gas companies have been drawn to the area due to the development of the Fayetteville Shale gas fields. These large company vehicles affect traffic flow by reducing travel speeds, especially in the CBD where there are numerous stops and turns.

Existing Conditions

In White County, Highway 36 is a two-lane highway from the Faulkner County Line eastward to near the Ranchette Village Loop Road, where it becomes a four-lane facility with a continuous, two-way, center left turn lane and serves as the main east/west route through Searcy. Lane widths vary from 10 to 12 feet. The route has curbs and gutters, except for the easternmost two miles which has eight-foot shoulders.

Highway 16 provides regional access to areas north of Searcy and connects Searcy with the Greers Ferry/Heber Springs area. The typical Highway 16 section has two 12-foot travel lanes with eight-foot paved shoulders as it approaches the north city limits of Searcy and the Covington Road intersection. Highway 16 has four 12-foot travel lanes with curbs and gutters between Covington Road and Race Avenue, where it turns and runs east/west, with two 12-foot lanes with curbs and gutters through the CBD to the Highway 67B/Main Street intersection.

Highway 67B has two 12-foot lanes with a continuous, two-way, center left turn lane and curbs and gutters between the Highway 16/Main Street intersection and Davis Drive, and

four 11-foot lanes with a continuous, two-way, center left turn lane and curbs and gutters between Davis Drive and Highway 67. Local roads and streets in the area are two-lane facilities with varying lane and shoulder widths.

Average Daily Traffic

Estimated Average Daily Traffic (ADT) volumes for 2012 and 2032 in the Searcy study area, without construction of the proposed project, are shown in Figure 2.

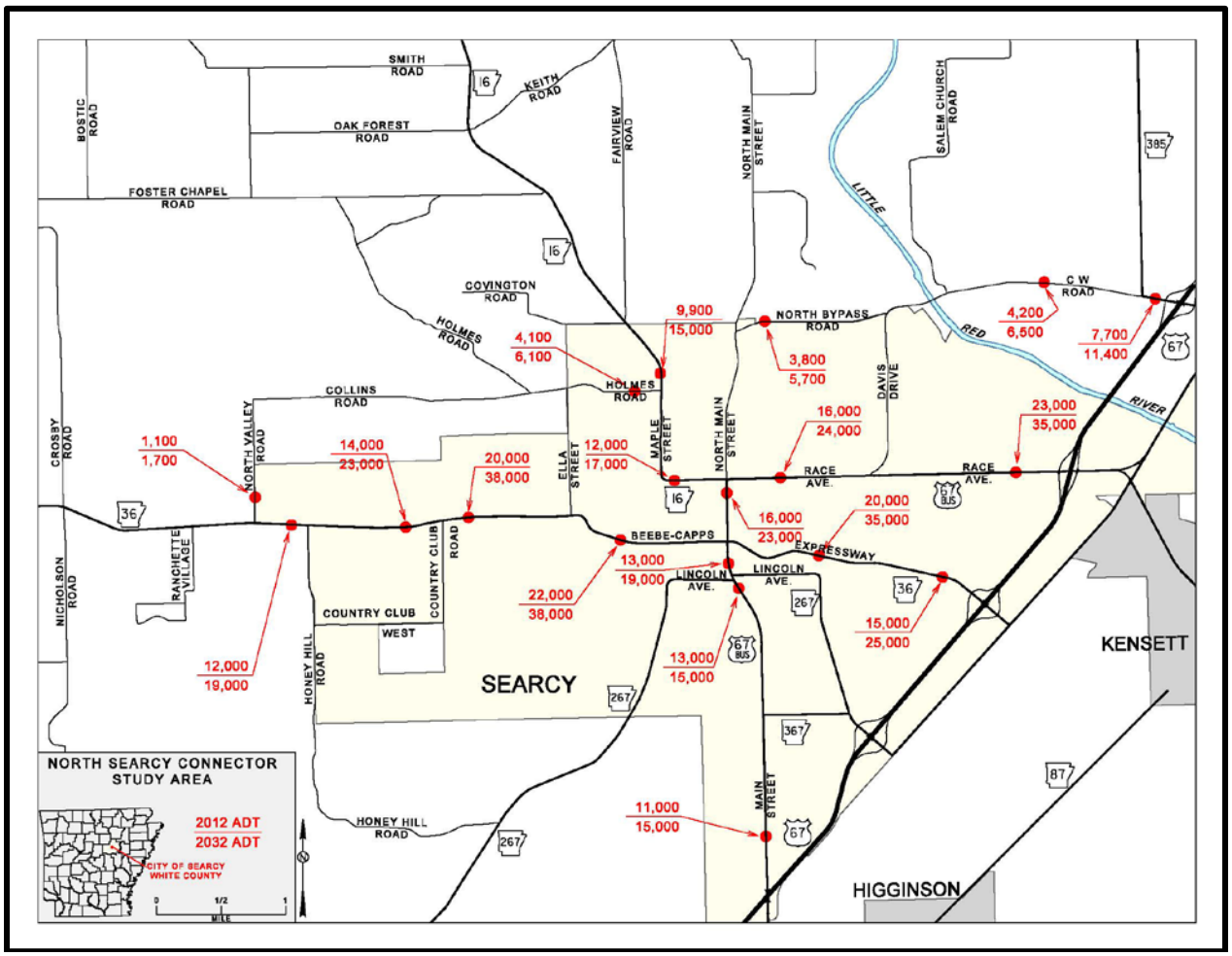


Figure 2 – Estimated Average Daily Traffic

Traffic on Highway 36 is estimated to vary in 2012 between 12,000 vehicles per day (vpd) near Honey Hill Road to 22,000 vpd west of Main Street in Searcy. Future (2032) ADT on Highway 36 is estimated to range from approximately 19,000 vpd near

Honey Hill Road to 38,000 vpd in Searcy. East of Main Street, Highway 36 traffic is estimated to be between 15,000 and 20,000 vpd in 2012 and 25,000 and 35,000 vpd in 2032.

Traffic on Highway 67B between Highway 67 and Main Street is anticipated to range from 16,000 to 23,000 vpd in 2012 and from 24,000 to 35,000 vpd in 2032. Traffic on Highway 16 (Race Avenue) between Main and Maple Streets (through the CBD) is estimated to be around 12,000 vpd in 2012 and 17,000 vpd in 2032. Traffic on Highway 16 (Maple Street) north of Race Avenue is estimated to be approximately 9,900 vpd in 2012 and 15,000 vpd in 2032.

Level of Service

Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six levels of service, A through F, are defined, with LOS A representing the best operating conditions and LOS F representing the worst. For highways in an urban setting, LOS D is considered acceptable. See Appendix A for a description of each LOS.

Using the Highway Capacity Software based on 2010 Highway Capacity Manual guidelines; LOS calculations indicated that traffic on the two-lane section of Highway 16 currently operates at a LOS D. The 4-lane sections of Highway 67B and Highway 36 currently operate at a LOS C. With no improvements, traffic operations would decline to LOS E (two-lane section) and LOS D (four-lane sections) by the year 2032.

Safety Analysis

A safety analysis was conducted for Highways 16, 36 and 67B in the project area. The relative safety of a route can be evaluated by comparing the crash rate (the number of crashes per million vehicle miles traveled) of the route to a statewide average crash rate for similar routes. Crash data for 2008, 2009 and 2010 (the three most recent years for

which data is available) were analyzed to determine the crash rates for the highway segments (see Table 1). Crash rates that exceed statewide average rates are highlighted in red. Crash rates for the two segments that are two-lane facilities (Highway 16 between Maple Street and Highway 67B and Highway 67B between Highway 16 and Davis Drive) are above the statewide average rates for all three years. Crash rates for Highway 67B from Davis Drive to Highway 67 are also above the statewide average rates for all three years analyzed. This reflects the traffic volume and roadside development for the segment that attracts a large number of turning movements. The rural portion of Highway 36, just west of the city limits of Searcy, also exceeded the statewide average rate in 2010.

Crash analyses also indicated that, during the three-year analysis period, angle and rear-end collisions were the most common types of crashes, accounting from 60% to over 90% of all crashes. Such collisions indicate congestion along the roadway, with frequent turning maneuvers and stop-and-go conditions.

Table 1
Crash Analysis Summary

Hwy.	Segment	Type of Roadway (length)	Year	Weighted ADT	Crash Rates (per mvm)	Statewide Average Crash Rates (per mvm)
36	From Ranchette Village Loop To Honey Hill Road	Rural four-lane, undivided with a center turn lane (0.93 miles)	2008	11,000	0.80	1.09
			2009	12,000	0.49	0.83
			2010	14,000	1.05	0.79
	From Honey Hill Road To Highway 67B	Urban four-lane, undivided with a center turn lane (3.38 miles)	2008	18,600	4.39	5.08
			2009	19,800	4.83	4.85
			2010	19,800	3.81	4.59
	From Highway 67B To Highway 67	Urban four-lane, undivided with a center turn lane (2.00 miles)	2008	16,300	3.52	5.08
			2009	17,300	2.69	4.85
			2010	17,300	2.85	4.59
16	From North City Limits To Race Avenue	Urban four-lane, undivided (1.33 miles)	2008	10,200	4.23	5.08
			2009	12,300	3.18	4.85
			2010	12,200	3.71	4.59
	From Maple Street To Highway 67B	Urban two-lane, undivided (0.52 miles)	2008	11,000	17.20	3.34
			2009	14,000	13.55	3.13
			2010	14,000	11.29	2.93
67B	From Highway 16 To Davis Drive	Urban two-lane, undivided with a center turn lane (1.02 miles)	2008	15,000	13.57	3.34
			2009	17,000	9.32	3.13
			2010	16,000	9.23	2.93
	From Davis Drive To Highway 67	Urban four-lane, undivided with a center turn lane (1.67 miles)	2008	22,000	11.01	5.08
			2009	23,000	9.06	4.85
			2010	23,000	11.84	4.59

Figures in red indicate crash rates higher than the statewide average for similar facilities. Crash rates are measured in crashes per million vehicle miles (mvm) traveled.

Searcy and White County Economic Analysis

The study area has experienced considerable population growth, with the growth rate in the last decade approximately double the statewide average. Compared to the statewide average, the population of the area is younger, has achieved a higher educational level and has a very small minority representation (Table 2). Contributing factors to the increasing population are the access to good schools, excellent medical care, a large industrial base, advanced educational opportunities and access to the Little Rock and Memphis metropolitan areas. The existing highway network makes both of those large metropolitan areas accessible for the labor market and provides a market for the goods manufactured and distributed by the local industries. The workforce in the city increases the daytime population by approximately 9,000, which is equal to 40% of its population base. In addition to the manufacturing sector, large employers include the healthcare industry, two Wal-Mart distribution centers, Harding University, Arkansas State University-Searcy Campus and developers of the Fayetteville Shale gas field.

The proposed project would provide access for anticipated development in the northern half of Searcy. Searcy is committed to providing city services such as city water and sewer. Private providers of electricity, gas, cable television and telephone access will be added as needed in the area. In addition, the residential areas west of Searcy along Highway 36 and north along Highway 16 have experienced tremendous growth over the past decade. The proposed project would provide a direct connection from Highway 67 to Highways 16 and 36 for westbound and northbound travelers. The proposed Highway 36 to Highway 267 (Highway 13 Extension) project planned for 2013 would provide motorists the additional advantage of traveling further south to access Highway 67. This project would allow access from the northern, western and southern sectors of Searcy to a collector route that connects to a highway built to interstate standards. This connection would allow peripheral Searcy traffic a means of avoiding congestion on Highway 67B and Highway 36 in the central part of Searcy.

Table 2
Demographics

	City of Searcy	White County	Arkansas
Population (2010)	22,858	77,076	2,915,918
Population (2000)	18,928	67,162	2,673,400
Population (1990)	15,180	54,907	2,354,353
Population Change (1990-2000)	24.7%	22.3%	13.6%
Population Change (2000-2010)	20.8%	14.8%	9.1%
Median Resident Age	28.8	35.1	36.9
Median Household Income	$33,415	$38,796	$37,888
Median House Value	$108,600	$90,300	$97,200
White - Non Hispanic	84.5%	89.6%	74.5%
Black	7.5%	4.0%	15.4%
Hispanic	4.6%	3.7%	6.4%
Education Attained by Age 25+			
High School Graduates	87.9%	81.2%	81.3%
Bachelors Degree or higher	27.4%	16.5%	18.9%
Employment by Industry Type			
Educational and Social Services	32.0%	31.6%	37.7%
Manufacturing	17.0%	24.5%	31.7%
Retail Trade	25.0%	22.6%	25.6%
Other Occupations	26.0%	21.3%	5.0%
Unemployment Rate	8.4%	7.6%	8.2%

ALTERNATIVES

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

Planning Studies

In November 2008, Minute Order 2008-164 authorized the AHTD to proceed with environmental studies, surveys, design, right of way acquisition, and construction of the northern Searcy connector (Appendix B). The environmental process began with a review of the following plans and studies that had been completed for the project area.

Master Street Plan

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

Searcy Land Use Plan and Master Street Plan Update

In May 1994, the *Searcy Land Use Plan and Master Street Plan Update, 1993-2013* was prepared by the Searcy Advisory Committee in cooperation with the White River Planning and Development District and the AHTD. *The Searcy Land Use Plan and Master Street Plan Update* intended to provide Searcy decision makers with data for making informed decisions concerning the management of Searcy's resources.

Highway 13 Extension Study

The Highway 13 Extension Study was completed in July 2005. This AHTD study analyzed the need for, and the feasibility of, a proposed extension of Highway 13 to provide an additional north-south route for through and local traffic in order to enhance traffic safety in the CBD and serve existing and anticipated future development in west

Searcy and adjacent unincorporated areas. The findings of the study indicated that the future growth of Searcy would be to the south and west areas, with three corridors suggested for further study.

Transportation Improvement Study

In November 2008, a *Transportation Improvement Study, City of Searcy*, was prepared by the AHTD. The study suggested a North Searcy Connector to provide a route between Highways 36 West, 16 and 67 for traffic traveling from areas west of the city (Highways 36 West) to the north (Highway 16) or further east to Highway 67.

Alternatives Development

Preliminary alternatives were investigated for environmental constraints that would influence the project development process. Coordination with federal and state agencies, organizations, tribes, governmental officials was initiated to notify agencies of the proposed project and to assist the AHTD in obtaining helpful information in developing alternatives (see Appendix H).

The elimination of and/or changes to preliminary alternatives resulted from consideration of environmental factors and traffic projections. Environmental factors included possible relocatees, hazardous material locations, major city utilities, historic/archeological sites, wetlands, stream impacts, floodplain encroachments, and gas wells. Figure 3 shows the various alternatives considered during the alternatives development stage.

Alternatives Under Consideration

Three construction alternatives, in addition to the No Action Alternative, are under consideration by the AHTD. Figure 4 shows these alternatives.

No Action Alternative

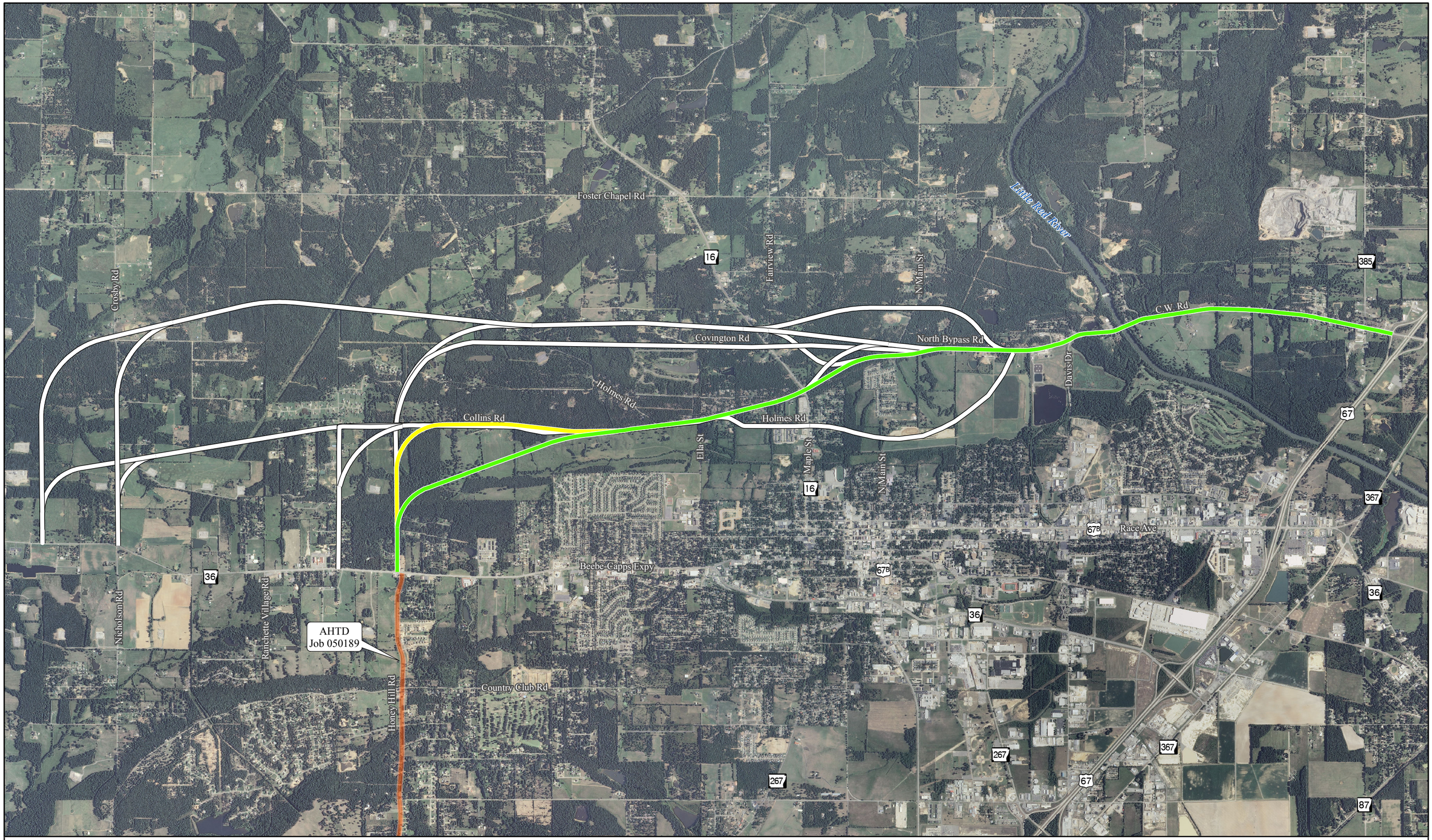
The No Action Alternative would provide only routine maintenance for Highways 36, 16 and 67. Examples of routine maintenance consist of mowing the shoulders, patching

holes in the roadway, road resurfacing, bridge maintenance, maintenance of signage/signals and road traffic striping. No additional lane construction and/or new construction are undertaken by the Maintenance Division of the AHTD. By taking No Action other than routine maintenance, the No Action Alternative would not address the unacceptable level of traffic operations within White County and the City of Searcy.

Construction Alternatives

The construction alternatives studied include three alternatives that are partially on new location with some sections along existing streets, see previously shown Figure 4. The typical roadway cross section would consist of two 12-foot lanes with 8-foot shoulders within the rural areas. The typical section within the Searcy city limits would consist of two 14-foot travel lanes, curb and gutter shoulders, three-foot grass berms and five-foot concrete sidewalks (Figure 5). Turn lanes at major intersections will be studied for justification of signalization including signal warrant studies.

Existing 2012 traffic volumes show that traffic operations on Highway 16 through the CBD between Maple Street and North Main Street are operating at a LOS D level. If no improvements are made, then traffic operations on this same facility will operate at LOS E for 2032 traffic volumes. All of the proposed construction alternatives will provide a facility that operates at a LOS B in the year 2032. Additionally, the proposed construction alternatives would provide a facility that would alleviate some of the congestion on the existing route. As a result, traffic operations on Highway 16 through the CBD between Maple and North Main Streets would improve to LOS C, but would decline to LOS E by 2032.



N 0 1,500 3,000 Feet

Job 050198
AHTD-Environmental GIS-Perry
October 12, 2011

Yellow Alternative
Other Alternatives
Green Alternative

2010 NAIP Photography

Figure 3
Alternatives Considered and
Alternatives Shown September 20, 2011

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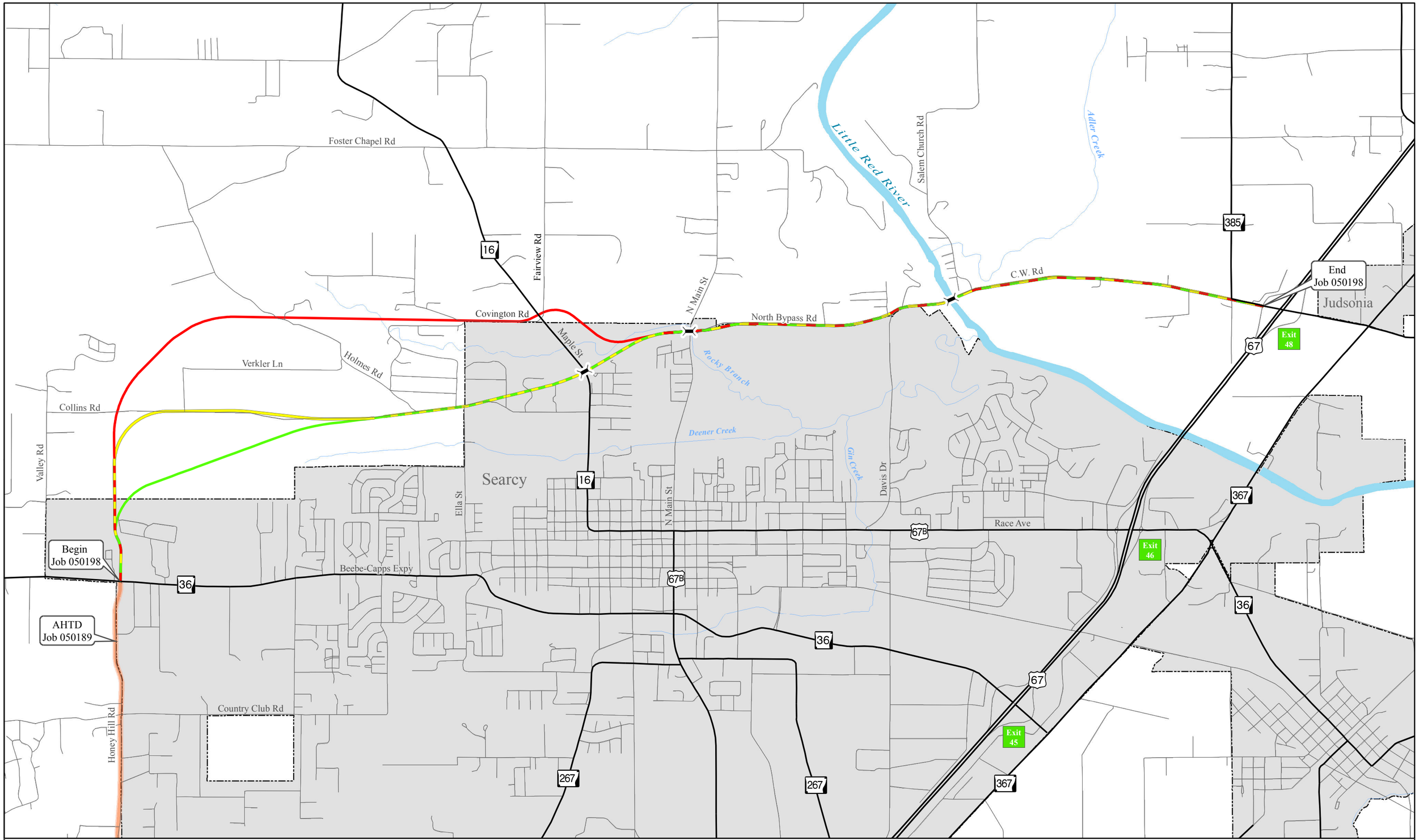

Figure 4
Alternatives Under Consideration

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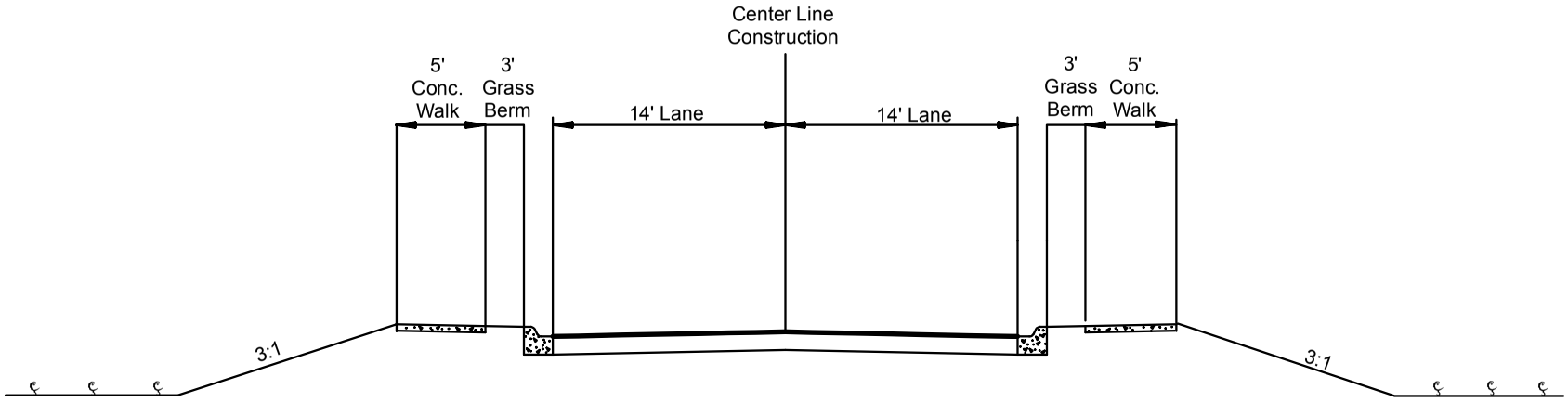
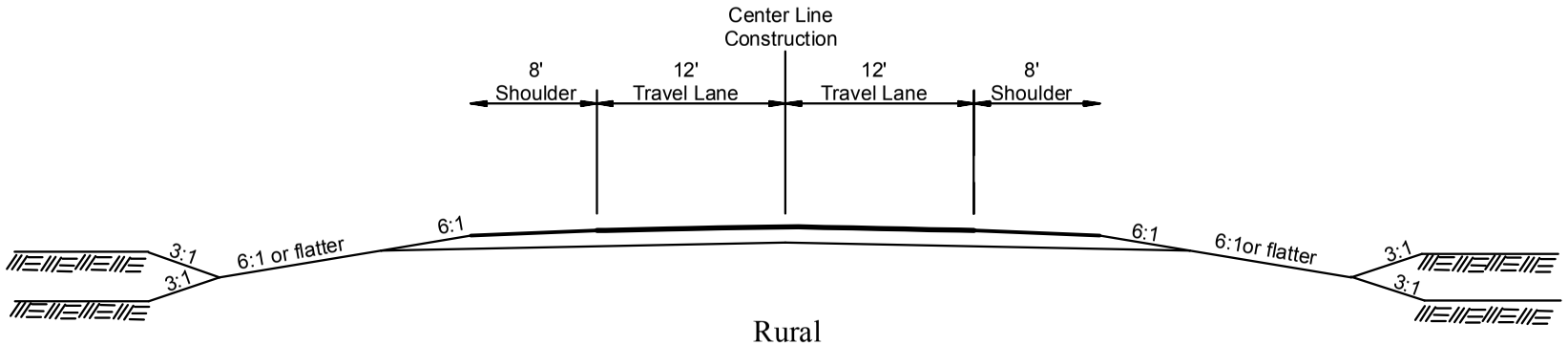


Urban



Rural

Figure 5
Typical Cross Sections

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AHTD-Environmental GIS-Perry
March 09, 2012

Existing 2012 traffic show that traffic operations on Race Avenue between Davis Drive and Highway 67 is currently operating at LOS C, but would decline to LOS D by 2032.

Even with the implementation of the proposed construction alternatives the LOS would still result in LOS C for 2012 and LOS D by 2032 for traffic operations on Race between Davis Drive and Highway 67. Highway 36 to the east and west of Main Street would operate at LOS C by 2012 and LOS D by 2032, with or without any of the proposed alternatives being built. Overall, without the execution of the proposed alternatives, the LOS would continue to decline and force parallel city streets to carry traffic beyond its capacity. The proposed alternatives would allow traffic the option to bypass the congested CBD thus providing relief to the existing CBD for the next 20 years.

Red Alternative

The Red Alternative was added due to written responses from the City of Searcy's Mayor's office, the Searcy City Council, officials with the Searcy School District and other interested individuals solicited during the environmental process (response letters are in Appendix H). The Red Alternative would begin at the intersection of Highway 36 West and Honey Hill Road (the northern end of the future Highway 13 Extension) traveling north for 1.5 miles on new location and then east towards Covington Road. This alternative would utilize an at-grade signalized intersection improvement at Highway 16, if warranted, and involve a realignment of Fairview Road. The Red Alternative would continue on new location crossing North Main Street on a new bridge and providing intersection improvements, with signalization if warranted, then connecting with North Bypass Road. All alternatives would follow the general alignment of North Bypass Road and C.W. Road, crossing the Little Red River on an upgraded bridge, and ending at Highway 67 (the eastern termini).

The projected traffic volume for 2012 is estimated at 5,500 vpd with an estimated 8,000 vpd in 2032. This alternative is projected to divert 4,900 vpd in the year 2032 from the City of Searcy CBD. The Red Alternative has a total length of 8.2 miles with an

estimated construction cost of approximately $22.6 million and right of way cost of $11.1 million for a total cost of $33.7 million. Total cost estimates for all alternatives are in 2011 dollars and include preliminary engineering, construction, construction engineering, right of way and utility relocations.

Yellow Alternative

The Yellow Alternative would start at the Highway 36 West/Honey Hill Road intersection heading north for 1.0 mile to intersect with Collins Road. This alternative would follow Collins Road to a point east of Ella Street then in a northeastern direction to Highway 16. The Yellow Alternative would cross Highway 16 on a new bridge with intersection construction and signalization, if warranted, at this intersection. It would continue northeast and then east where it would cross Main Street on a new bridge with new intersection improvements and signalization, if warranted. This alternative will continue east following the general alignment of North Bypass and C.W. Roads to Highway 67 at Exit 48.

The projected traffic volume for 2012 is estimated at 6,000 vpd with an estimated 9,000 vpd in 2032. This alternative is projected to divert 5,400 vpd in the year 2032 from the City of Searcy CBD. The Yellow Alternative has a total length of 7.7 miles with an estimated construction cost of $21.6 million and right of way cost of $15.2 million for a total cost of $36.8 million. Table 3 provides an operational and cost summary for each alternative.

Green Alternative

The Green Alternative would also start at the Highway 36 West/Honey Hill Road intersection. It would follow the same route as the Red and Yellow Alternatives for approximately 0.5 mile. The alternative would then travel in a northeasterly direction to intersect with Collins Road, approximately one mile east of the Yellow Alternative intersection with Collins Road. The Green Alternative continues along the same proposed route as the Yellow Alternative bridging over Highway 16 and Main Street with

a new bridge, intersection improvements with possible signalization and following North Bypass Road and C.W. Road to Highway 67. The projected traffic volume for 2012 is estimated at 6,000 vpd with an estimated 9,000 vpd projected for 2032. This alternative is projected to divert 5,400 vpd in the year 2032 from the Searcy CBD. The Green Alternative has a total length of 7.3 miles with an estimated construction cost of $21.0 million and right of way cost of $12.2 million for a total cost of $33.2 million.

Table 3
Operational and Cost Summary

Alternative	Traffic Volumes (ADT)		CBD Traffic Diversion (ADT)	Level of Service (LOS)		Length (miles)	Total Estimated Cost (millions) (2011$)
	Year 2012	Year 2032	Year 2032	Year 2012	Year 2032		
No Action	0	0	0	_	_	0	0
Red	5,500	8,000	4,900	B	B	8.2	$33.7
Yellow	6,000	9,000	5,400	B	B	7.7	$36.8
Green	6,000	9,000	5,400	B	B	7.3	$33.2

IMPACT ASSESSMENT

This section presents information related to the environmental consequences of each alternative and mitigation for potential impacts.

Relocations

Relocations occur when residential, business, or non-profit properties are located within the proposed right of way limits of a project. Until a Preferred Alternative has been identified and the final design completed, relocation quantities are only estimates.

An estimated right of way width of 120 feet for the rural sections and 90 feet for the urban sections 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 D. Results of the conceptual stage relocation study are provided in Table 4.

All relocation activities would be governed by the *Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970*, which ensures that decent, safe and sanitary housing is available and offered to displaced residents prior to the initiation of construction.

Table 4
Relocations

Alternative	Residential Owners	Residential Tenants	Businesses	Total
No Action	0	0	0	0
Red	13	6	10	29
Yellow	13	6	9	28
Green	12	5	9	26

Environmental Justice Impacts and Title VI Compliance

This proposed project is in compliance with *Executive Order 12898*. The AHTD public involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability. In addition to *Executive Order 12898*, *Title VI of the Civil Rights Act of 1964* requires that all Federal agencies "ensure that no person is subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion." Therefore, minority and elderly populations were also considered in this environmental justice analysis.

By using the 2010 U.S. Census Data, the Health and Human Services Poverty Guidelines, (*Federal Register, January 2011*), making field observations, and conducting a public involvement meeting, the determination was made that the proposed construction alternatives will not have any disproportionate or adverse impacts on minority, low-income, elderly, or disabled populations.

Social Environment

The geographic area considered for analysis of existing social conditions and environmental consequences consists of a one-county region (White County) along with the City of Searcy. The project study area consists of commercial, agricultural, and residential development but is generally rural in nature.

The No Action Alternative consists of no improvements being made to connect Highways 36 to Highway 67. With this alternative, traffic numbers would continue to increase on streets in the CBD, congestion would become worse and traffic related noise impacts would increase.

According to the 2010 U.S. Census Data, there has been a 20% population increase in Searcy from 2000 to 2010. This is more than double the state average. With this type of population increase comes the need for better highway connections to facilitate

accessibility of businesses, communities and services. Each construction alternative would have direct positive impacts to the social environment by providing the community with enhanced circulation and accessibility for local citizens and travelers alike by shortening access from Highway 36 to Highway 67. Direct adverse impacts to the social environment would result due to traffic related noise and visual effects due to the loss of vegetative screening associated with new facilities.

Public Land

There are no public parks, recreational lands, or wildlife refuges impacted by this project.

Wetland, Stream, and Floodplain Impacts

Impacts to wetlands, streams and floodplains will occur with each construction alternative. It is the responsibility of the AHTD to avoid, minimize and/or mitigate impacts to wetlands, streams and floodplains. Impacts to these resources are summarized in Table 5 and their locations are shown on Figures 6 and 7.

Table 5
Wetland, Stream and Floodplain Impacts

Alternative	Wetland acres	# of Stream Crossings	Stream Relocation (linear feet)	Floodplain Crossings (linear feet)
No Action	0	0	0	0
Red	2.3	13	500	7,500
Yellow	1.5	11	500	6,000
Green	1.5	8	200	5,700

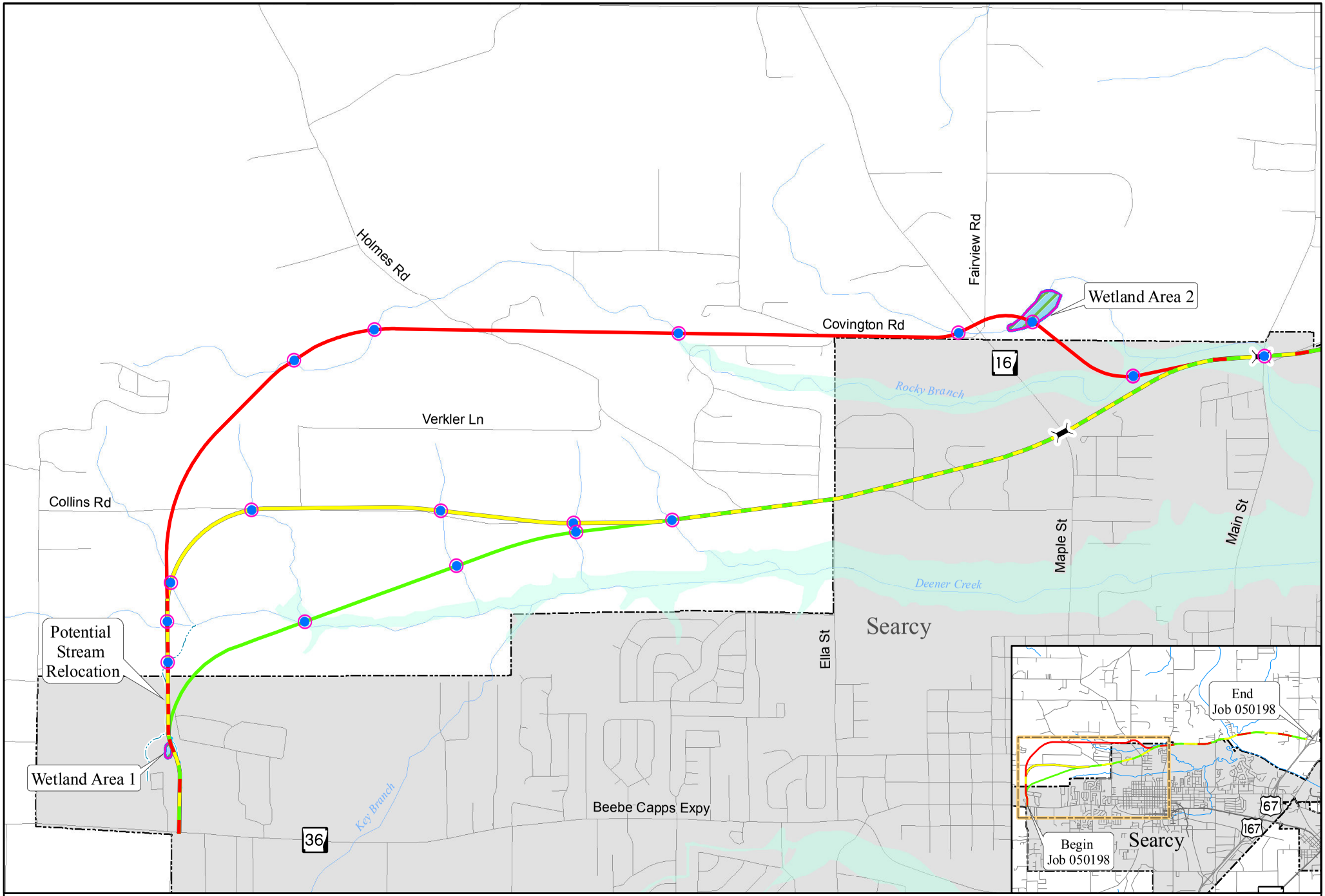


Figure 6
Wetland and Stream Impacts
Western Section

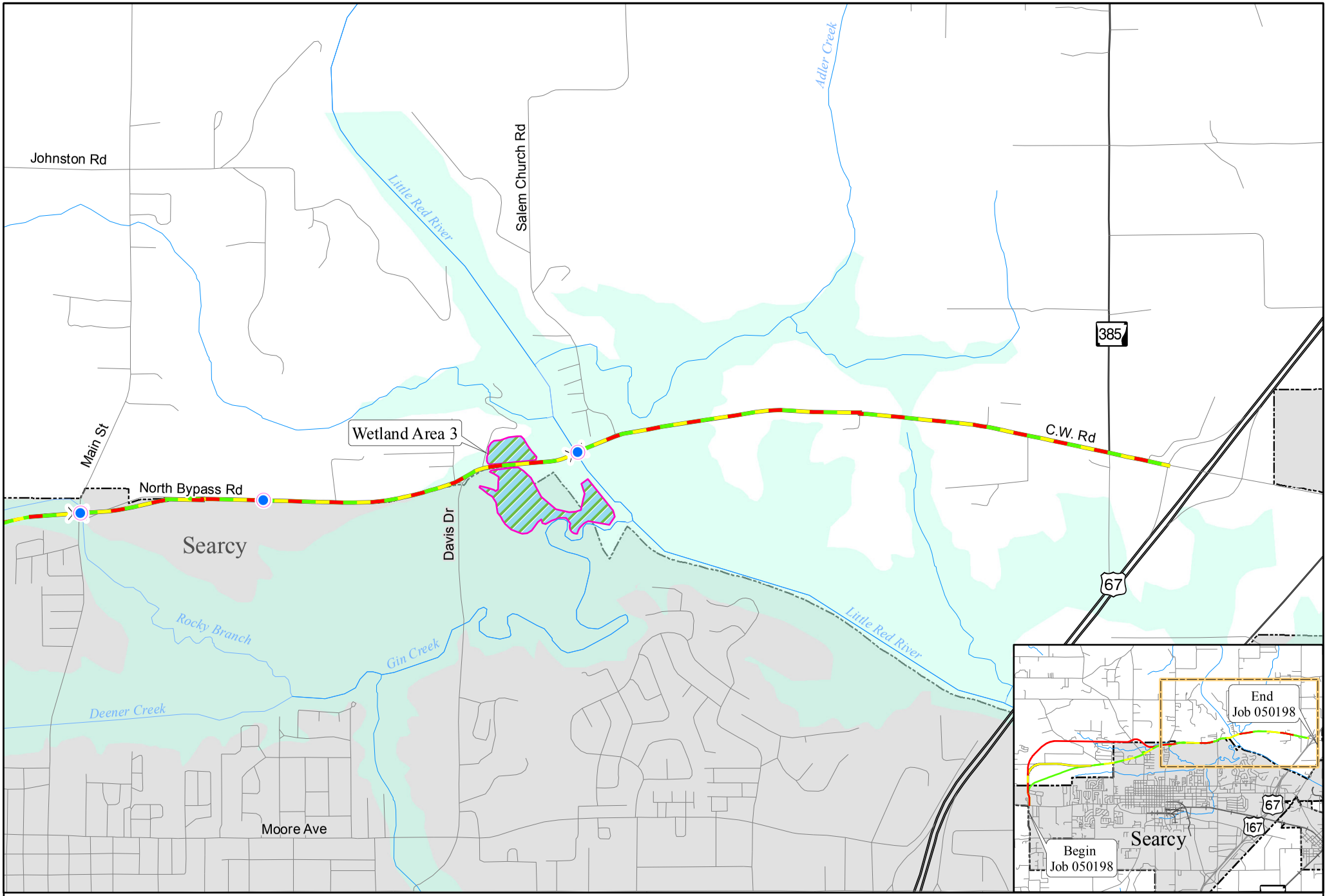


Figure 7
Wetland and Stream Impacts
Eastern Section

Wetland Impacts

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

There are three wetland areas that could be impacted depending upon which alternative is chosen. The first area is located on the western end of the project approximately 1000 feet north of Highway 36. The second area is approximately 200 feet east of Highway 16 across from Covington Road. The third area is located just west of the Little Red River on C.W. Road.

Wetland Area 1 is an herbaceous/forested wetland located between an ephemeral stream and a local drainage. The wetland is dominated by willow oak (*Quercus phellos*), sweet gum (*Liquidambar styraciflua*), fescue (*Festuca paradoxa*), and various sedges (*Carex spp.*). The ephemeral stream and local drainage converge north of the wetland boundary. All of the construction alternatives would impact 0.5 acre of this wetland.

Wetland Area 2 is an herbaceous/forested wetland located around an intermittent stream below a constructed pond. The wetland is dominated by sweet gum, water oak (*Quercus nigra*), American elm (*Ulmus americana*), soft rush (*Juncus effuses*), smartweed (*Polygonum spp.*), lotus (*Nelumbo lutea*), and buttonbush (*Cephalanthus occidentalis*). The Red Alternative would impact 0.8 acre of wetlands at this location.

Wetland Area 3 is a scrub/shrub and forested wetland. Wetland areas are located on both sides of C.W. Road. The wetland area north of C.W. Road is a borrow pit/pond with a vegetated wetland fringe. The borrow pit/pond is dominated by black willow (*Salix nigra*), buttonbush, soft rush, and cattail (*Typha domingensis*). The wetland area south of C.W. Road is directly opposite the borrow pit/pond. The wetland area is dominated by

bottomland hardwood species including: sweet gum, black willow (*Salix nigra*), willow oak, and American elm. All of the construction alternatives would impact 1.0 acre of these wetlands. Impacts to wetlands are summarized in Table 5 and their locations are shown on Figures 6 and 7.

Stream Impacts

Streams are bodies of water that flow confined within a bed or a stream bank. They may be either perennial (flowing continuously all year), intermittent (ceases to flow periodically) or ephemeral (flowing only during and immediately after precipitation).

Preliminary surveys of the three proposed alternatives associated with this project were conducted to assess stream impacts. There are multiple intermittent streams, three perennial streams, and one ephemeral stream that will be impacted by the three alternatives. Impacts to streams are summarized in Table 5 and their locations are shown on Figures 6 and 7.

The Red Alternative would cross the Little Red River, which is considered a perennial stream (see Figure 8), two additional perennial streams, nine intermittent streams, and one ephemeral stream. The ephemeral stream, Deener Creek, (Figure 9) is located at the western end of the job and will require approximately 500 linear feet of stream relocation of a small unnamed tributary to Deener Creek due to roadway construction.

The Yellow Alternative would cross the Little Red River, two additional perennial streams, seven intermittent streams, and one ephemeral stream. A tributary of Deener Creek located on the western end of the job would be impacted and would require approximately 500 linear feet of stream relocation due to the roadway construction.

The Green Alternative would cross the Little Red River, two additional perennial streams, four intermittent streams, and one ephemeral stream. A tributary of Deener Creek would require approximately 200 linear feet of stream relocation due to the roadway construction.

Figure 8. Little Red River

Figure 9. Deener Creek

The intermittent, perennial, and ephemeral streams are all tributaries of the Little Red River. Impacts to the Little Red River, intermittent streams, and perennial streams are estimated to be less than 0.1 acre per crossing for each construction alternative. There are multiple drains throughout the project area, but no ordinary high water marks were identified. These areas are classified as local drains and are not regulated by the U. S. Army Corp of Engineers (USACE)-Little Rock District. Construction of the drainage structures will require a Section 404 Permit from the USACE.

Floodplain Impacts

A floodplain is flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. It includes the floodway, which consists of the stream channel, and adjacent areas that carry flood flows. Appendix E includes the Hydraulics Study that was used to identify the Special Flood Hazard Area (SFHA). A SFHA is the area covered by a flood that has a 1% chance of occurring (or being exceeded) each year, also known as a 100-year flood. The SFHA crossings are derived from Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The streams listed in these sections are Waters of the United States, under the jurisdiction of the U.S. Army Corps of Engineers. Some SFHAs include streams which may or may not fall under U.S. Army Corps of Engineers jurisdiction.

All construction alternatives would share two SFHA crossings: a 1,000 ft. crossing over Rocky Branch and a 4,500 ft. crossing over the Little Red River. The Red Alternative would have an additional 2,000 ft. crossing of Rocky Branch, east of Maple Street, resulting in total floodplain crossings of 7,500 linear feet. The Yellow Alternative would have an additional 500 ft. crossing over Deener Creek, resulting in total floodplain crossings of 6,000 linear feet. The Green Alternative would have an additional 200 ft. crossing over a tributary of Denner Creek resulting in total floodplain crossings of 5,700 linear feet.

Impacts to floodplains are summarized in Table 5 and their locations are shown in Figures 6 and 7.

Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. These values include: fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, forestry, natural moderation of floods, water quality, maintenance, and groundwater recharge. Customary design measures to minimize floodplain impacts include (1) avoiding longitudinal encroachments, (2) sufficient bridging and/or drainage structures to minimize adverse effects from backwater, (3) sufficient bridging and/or drainage structures to minimize increases in water velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation during construction, and (6) 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. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project.

Additional cumulative impacts to floodplains may be expected for the new location alternatives. Similar projects have shown that additional development may be expected along a new alignment that bypasses an established community. All development projects are subject to a floodplain permitting process and therefore further impacts will be minimized. Cumulative impacts should be similar for all three construction alternatives.

Threatened and Endangered Species

A threatened species is one that is likely to become endangered in the near future. An endangered species is one that is in danger of extinction throughout all or a significant portion of its range.

A records check of the Arkansas Natural Heritage Commission (ANHC) database of sensitive species was completed for each of the three construction alternatives. The ANHC tracks federally designated threatened or endangered species, as well as those that are considered sensitive species within Arkansas. No threatened or endangered species records were found within the three proposed corridors; however, the northern crawfish frog (*Rana areolata circulosa*) has been identified from an area along Highway 16 near the proposed crossing of all three alternatives.

The northern crawfish frog has a S2G4T4 conservation ranking. This means that the species is imperiled within Arkansas but is considered apparently secure globally. Northern crawfish frogs have been found in several different habitats, including open wet woodlands, wooded valleys, prairies, river floodplains, pine forests, and meadows (Dundee and Rossman, 1989; Lanoo, 2005). Adults are adapted for digging and burrowing, seldom emerging from abandoned crayfish or other small animal burrows they use as shelter outside of the breeding season. They have also been found under logs, in road-side banks, and in sewers (Dundee and Rossman, 1989; Lanoo, 2005). Burrows may exceed 2-3 feet in depth, often have flattened platforms at the entrance, and may be located several feet away from breeding ponds (Johnson, 1987; Lanoo, 2005). Individuals migrate from overwintering sites to breeding ponds in early spring (Johnson, 1987; Dundee and Rossman, 1989; Busby and Brecheisen, 1997; Lanoo, 2005). Females leave breeding ponds shortly after laying their eggs. A variety of breeding habitats are utilized, including shallow ditches, temporary ponds, flooded overflows along small streams, livestock ponds, and prairie wetlands (Dundee and Rossman, 1989, Lanoo, 2005).

Based on the similarity of habitat types impacted by the proposed construction alternatives, potential impacts (direct, indirect, and cumulative) to the species will not vary substantially among alternatives or affect the conservation status of the species.

Water Quality

The project area lies within the Arkansas River Valley Ecoregion where the primary turbidity standard set by Arkansas Department of Environmental Quality (ADEQ) for streams is 21 Nephelometric Turbidity Units (NTUs) and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments contributed during construction 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.

Public/Private Water Supplies

The project area is not within a public drinking water system's Wellhead Protection Area. No direct, indirect, or cumulative impacts to public drinking water supplies are anticipated due to this project. However, the main water source aqueduct for the City of Searcy will be crossed at North Bypass Road between Main Street and Davis Drive. The

Searcy Water Treatment Plant serves approximately 50,000 people, processing 15 million gallons of water each day.

If any permanent impacts to private drinking water sources were to occur due to this project, the AHTD would 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.

Wild and Scenic Rivers

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

Hazardous Materials

A hazardous material is any item or chemical that can cause harm to people, plants, or animals when released into the environment. The presence of hazardous materials within the project area was assessed by visual reconnaissance and government records. One permitted landfill (Old Searcy Landfill), four illegal dumps, two above ground storage tanks, and one house with asbestos siding were identified. Their impacts are summarized in Table 6 and their locations are shown in Figure 10.

Table 6
Hazardous Materials Impacts

Alternative	Illegal Dumps	Above Ground Storage Tanks	Houses with asbestos
No Action	0	0	0
Red	4	2	1
Yellow	3	2	0
Green	3	2	0

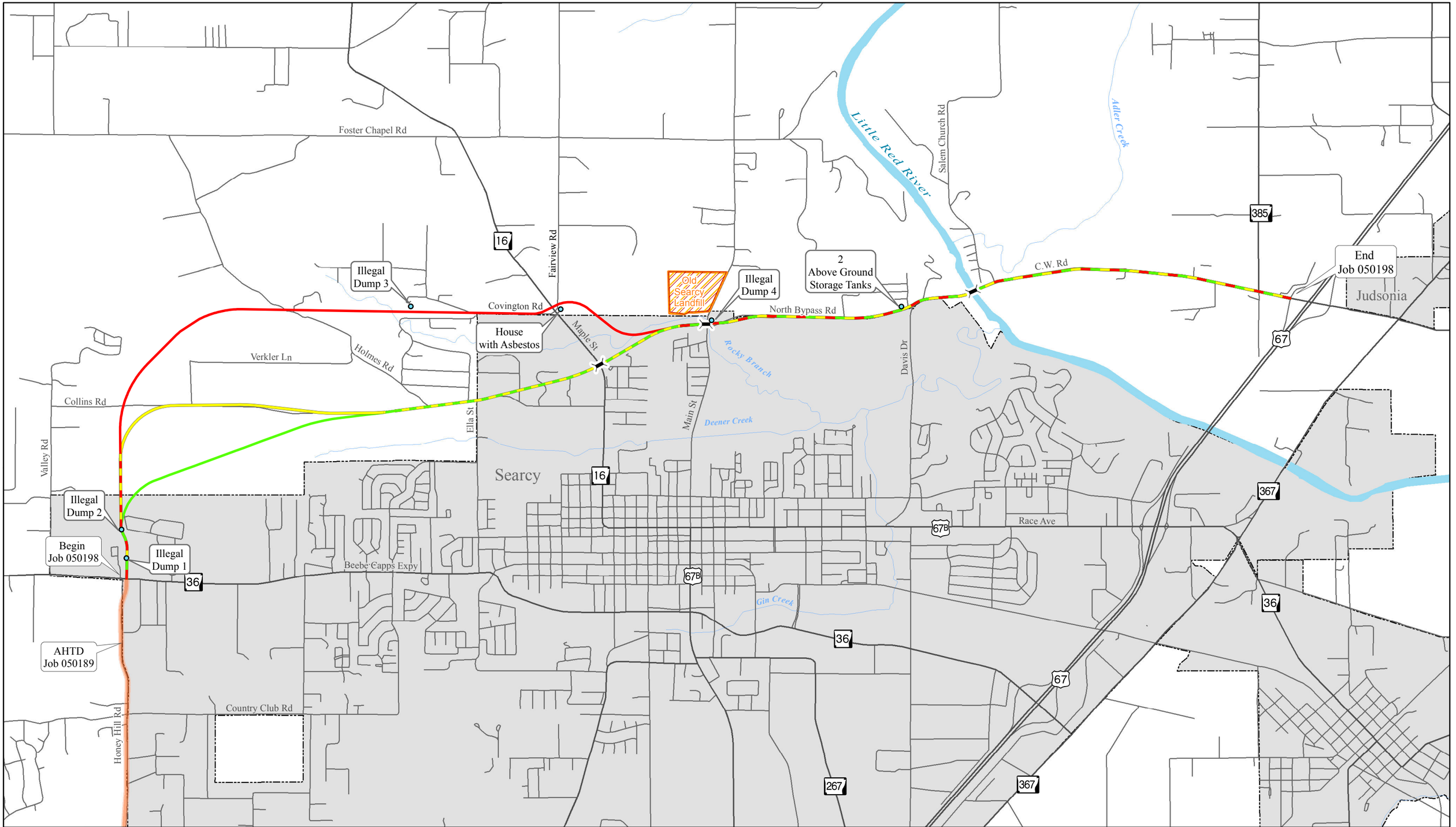
Illegal dump 1 was found on the northern border of a vacant mobile home park property (Figure 11). This location would be impacted by all three construction alternatives. The illegal dump consists of glass bottles, paper, trash bags, tires and other household items usually associated with illegal dumps. The area is 15 feet wide by 30 feet long and 2 feet thick. No hazardous materials were identified. Two mobile home remnants would also be impacted at this location (Figure 12). No hazardous materials are in the mobile home remnants. Approximately 63 cubic yards of debris would be removed at this location and taken to an approved landfill.

Illegal dump 2 is located just north of an old and abandoned railroad bed and its location is common to all three construction alternatives. The dump consists of bottles, metal and small debris. The dump appears to be at least 30 years old and is not a hazardous materials threat. Approximately 30 cubic yards of material would be removed from this site.

Illegal dump 3 is located along the Red Alternative close to Swain Lane (Figure 13). This solid waste disposal site consists of construction/demolition debris including stumps, tree limbs, brush and drilling mud and/or cuttings. The property is presently under investigation by ADEQ and the property owner has been ordered to clean up the site. Approximately 500 cubic yards of waste are at this site.

A house with asbestos siding is located along the Red Alternative on Fairview Road. The residence is presently occupied and the presence of any interior asbestos containing materials will have to be identified after acquisition.

The old Searcy landfill is located west of North Main Street on the north side of Backbone Ridge near all three alternatives. All three alternatives have avoided impacting this landfill because of the associated problems in dealing with landfills. The landfill has played a significant role in the development of alternatives for this project.



N 0 1,500 3,000 Feet

Job 050198
AHTD-Environmental GIS-Perry
March 13, 2012

Red Alternative
Green Alternative
Yellow Alternative

Figure 10
Hazardous Materials

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Illegal dump 4 is located along all three construction alternatives in the northeastern quadrant of Main Street and North Bypass Road (Figure 14). The dump consists of glass bottles and metal usually associated with older illegal dumps. The area is 15 feet wide by 25 feet long and 2 feet deep with a volume of approximately 25 cubic yards. No hazardous materials were identified.

Two aboveground storage tanks (AST's) are located in the northwest quadrant of the intersection of Davis Drive and North Bypass Road (Figure 15). This location will be impacted by all three construction alternatives. These AST's are part of an old concrete plant that has been out of operation for more than 12 years. The property owner expects to move the tanks very soon.

If any other hazardous materials are identified, observed or accidentally uncovered by any AHTD personnel, contracting company(s) or state regulatory agency, it will be the AHTD's responsibility to determine the type, size and extent of contamination. The AHTD will identify the type of contaminant, develop a remediation plan and coordinate disposal methods to be employed for the particular type of contamination. All remediation work will be conducted in conformance with 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.

Figure 11. Illegal dump 1

Figure 12. Mobile home remnant

Figure 13. Illegal dump 3

Figure 14. Illegal dump 4

Figure 15. Two above ground storage tanks

Important Farmland

Important Farmland is defined by the U.S. Department of Agriculture as land suited to food, feed, forage, fiber, and oilseed crops. Prime Farmland has the best combination of physical and chemical characteristics for the production of crops, while Farmland of Statewide Importance is land other than prime farmland which has a good combination of these characteristics. The Important Farmlands affected by all three construction alternatives include both Prime Farmland and Farmland of Statewide Importance.

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

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

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

Form NRCS-CPA-106, The Farmland Conversion Impact Rating, can be found in Appendix F. The amount of important farmland estimated to be converted to highway right of way is shown in Table 7.

Table 7
Important Farmland Impacts

Alternative	Acres Impacted
No Action	0
Red	37
Yellow	36
Green	31

Cultural Resources

Cultural resources include elements of the built environment (buildings, structures, or objects) or evidence of past human activity (archeological sites). Those that are listed, or eligible for inclusion, in the National Register of Historic Places (NRHP) are defined as historic properties (36 CFR Part 800.16(l)). Impacts to historic properties are avoided, minimized, or mitigated through a variety of methods that vary depending on the nature of the property. Those that are not eligible for inclusion in the NRHP do not require protection. Coordination with historically affiliated tribes was conducted to ascertain if any sites of religious or cultural significance are present, see Appendix H.

From records checks and field observations, it has been determined that none of the alternatives impact known historic properties and the areas they cross have the same probability of containing undiscovered resources. Presently, adverse effects are not anticipated, as the design plans have been modified to avoid any identified historic properties.

Once a Preferred Alternative is identified, an intensive cultural resources survey will be conducted. If no additional historic properties are identified, the project will be documented on an AHTD Project Identification Form and submitted to the SHPO with a recommendation of no further work. If historic or Native American archeological 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(s) will be evaluated to determine if a Phase II evaluation is necessary. Should any of the sites be found eligible for inclusion on the NRHP and avoidance is not possible, then site specific data recovery plans will be prepared and data recovery excavations will be carried out at the earliest practicable time.

Noise

"Noise" is defined as an unwanted sound that interferes with an activity or disturbs the person hearing it. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds, so this study uses sound levels weighted towards these frequencies, measured in A-weighted decibels (dBAs).

Existing ambient noise levels along the three alternatives were measured and varied from 43-63 dBA. If a proposed project results in noise levels at a noise receptor exceeding 66 dBA or results in a change of over 10 dBA for the noise receptor, the FHWA and the AHTD considers that receptor to be impacted.

Noise levels will increase along the three construction alternatives and in the surrounding areas. All three construction alternative locations are within predominantly rural areas with low existing ambient noise levels and are predicted to have an increase in noise levels greater than 10 dBA. The distance the noise impacts extended from the centerline of the proposed alternatives was calculated and mapped, and then the number of impacted noise receptors was counted for each alternative (Table 8).

Table 8
Estimated Noise Receptors

Alternative	> 66 Leq dBA Increase	> 10 Leq dBA Increase over Existing Noise Levels	Total Impacts
Red	14	36	50
Yellow	14	26	40
Green	14	37	51

Because these receptors are in rural areas with a very low density of homes, standard noise mitigation, such as noise walls or berms are not cost effective. Necessary breaks for driveways and other access points also make the barriers ineffective.

Existing sound levels for receptors along Highways 36, 67, and 16 will vary dependent upon highway width, distance from pavement, traffic volume, and terrain. Future sound levels for these receptors can be estimated by comparing existing traffic volumes with future traffic projections. Design year 2032 traffic volumes on the existing highways are predicted to be approximately 33-83% higher than existing volumes, dependant on the section evaluated. This increase in traffic will increase existing sound levels at nearby receptors by approximately 1-3 dB. Diversion of this traffic onto a new route would decrease traffic along the No Action Alternative thereby reducing sound levels at these receptors.

Construction noise on the three new location alternatives will be temporary and relatively minor. The complete noise analysis with detailed methods and results can be found in Appendix G.

Air Quality

Utilizing the Mobile Source Emission Factor Model 5.0a and CALINE 3 dispersion model, air quality analysis was 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

The project is located in the Arkansas Valley Hills Ecoregion. The landform is relatively level land to rolling hills, narrow valleys, and steep ridges. The main geological feature in the project area is Backbone Ridge. Elevations range from approximately 240 feet above mean sea level (msl) at the eastern terminus up to 450 feet msl on Backbone Ridge.

Surface geology in the project area includes the middle part of the Atoka Formation and the Bloyd Shale. These formations consist of consolidated rock, including fractured sandstone, limestone, and shale. Underlying the Atoka Formation and Bloyd Shale are various layers of shale and sandstone, including Fayetteville Shale, which is known for

its natural gas occurrences. This natural gas field is in the process of being drilled and many landowners have leased mineral rights to gas companies (Figure 16). Known wells were avoided during the alternatives development process.

Soils in the project area are predominantly loamy soils of the Linker-Steprock, Leadvale-Barling-Taft, and Steprock-Enders soil associations (Soil Survey of White County Arkansas, 1981). Loamy and sandy soils of the Rexor-Nugent soil associations do occur in the bottom lands of the Little Red River.

Water resources in the project area include the Little Red River and its tributaries, Alder Creek, Deener Creek, and Rocky Branch of Deener Creek. Alder Creek drains land east of the Little Red River. Deener Creek drains lands west of the river. There are numerous stock ponds that dot the landscape that are formed from damming headwater streams and springs. The Little Red River flows southeast to the White River.

Natural vegetation in the project area was historically hardwood forests and savannah. Most of the more level land has been converted to pastures and hayfields. The most common pasture grass is the native broom-sedge grass, especially in the eastern portion of the project area. Other pastures have been planted with the non-native grass tall fescue. Historically, logging was followed by cotton and strawberry cultivation.

Slopes are forested with oak-hickory and mixed oak-pine community types. The driest woods are predominately post oak, blackjack oak, eastern red cedar, and black hickory. Moderately moist woods are predominantly white oak and southern red oak. The pine component of mixed oak-pine communities is shortleaf pine. Loblolly pine, which is not endemic to the area, has been planted on several sites that were formerly pastured, and extensively as a yard tree. It also colonizes nearby abandoned pastures and disturbed woods. Abandoned pastures elsewhere generally grow into cedar groves. The lower south-facing slopes of Backbone Ridge are primarily eastern red cedar. Riparian areas are diverse and generally have bald cypress on the edge of, or in, the water channel and

may include box elder, sweet gum, sycamore, water oak, and green ash. Black willow colonizes disturbed wet sites.

Due to the intensive human impacts already inflicted on the local environment, primarily the historical conversion of savanna and forest to cropland and later to pasture, no impacts to local biodiversity are expected. Secondary impacts to the terrestrial environment may possibly include the spread of invasive plant species onto new roadside right of way. Invasive species noted in the project area include Chinese privet, Japanese honeysuckle, and Callery pear.

Users of the road would include local, commuter, commercial, and recreational traffic. Highway 16 provides access to Greers Ferry Lake northwest of Searcy. The visual quality of the viewshed varies. All construction alternatives view pasture and roadside vegetation east of the Little Red River. West of the river, the viewshed for the Yellow and Green Alternatives would be primarily the lower slopes of Backbone Ridge to the north and pasture to the south, sometimes with suburban development in the background. The Red Alternative would view more roadside oak-hickory forest. The Red Alternative would require a large cut through Backbone Ridge. Typical views in the project area are shown in Figures 17-19.

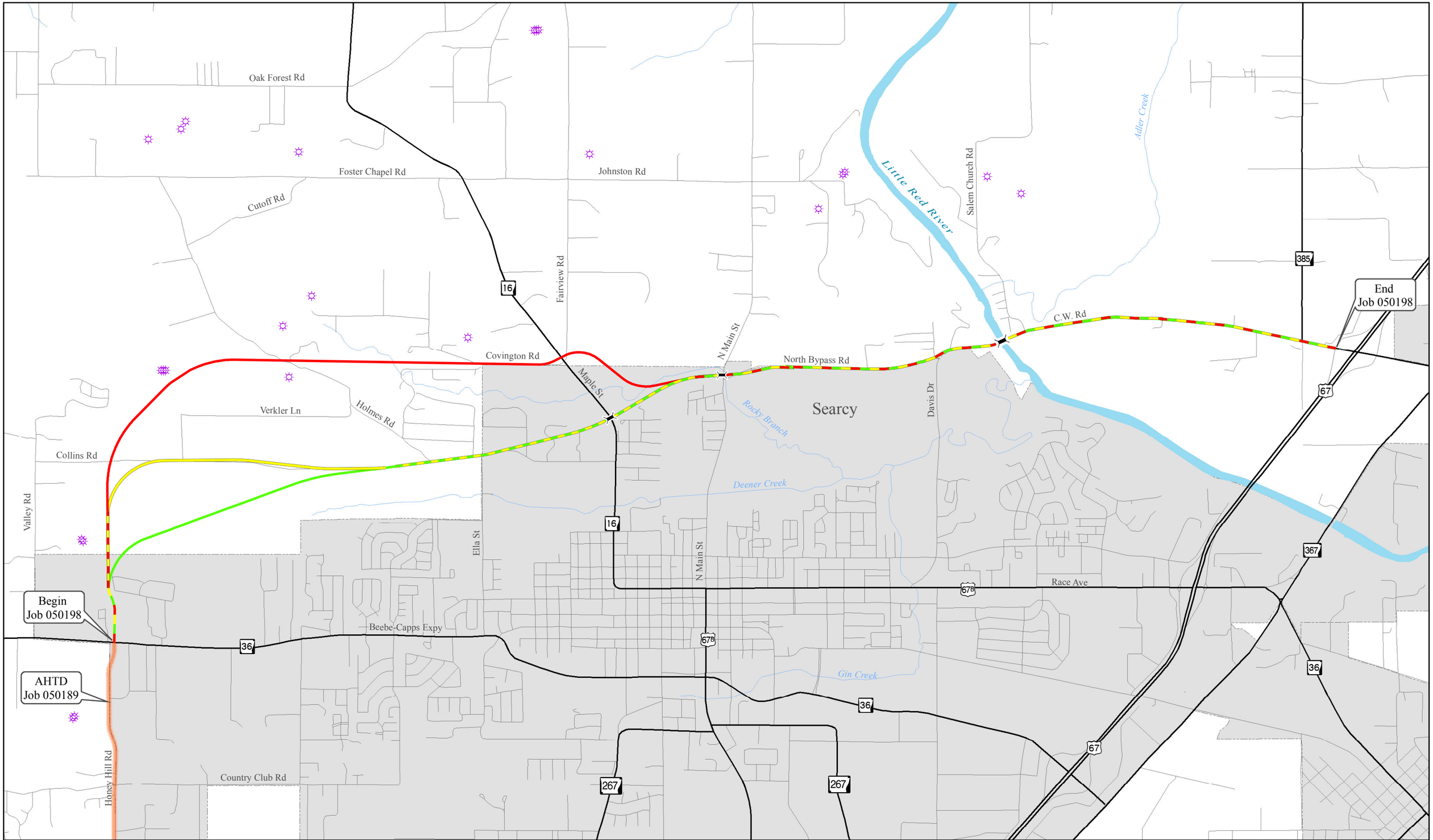

Figure 16
Natural Gas Wells

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Figure 17. Typical roadway view in the project area

Figure 18. View to the south from Collins Road

Figure 19. View of the bridge over the Little Red River

Land Use

Direct impacts to land use include the conversion of land from existing uses to highway right of way. Estimated land use impacts for each alternative are listed in Table 9. Land use categories were digitized into a Geographic Information System using aerial imagery interpretation. Spatial analysis was used to estimate conversion by acre to roadway. The Red Alternative would convert more oak-hickory forest into a transportation use than the other alternatives. The Yellow Alternative utilizes more of the existing roadways. The Green Alternative converts more pasture. Otherwise, there are no notable differences among the alternatives. Secondary impacts may include new residential and commercial construction along the roadway.

Table 9
Estimated Land Use Impacts (Acres)

Cover/Use Type	Red Alternative	Yellow Alternative	Green Alternative
Residential	14	17	15
Commercial	1	1	1
City property	1	1	1
Pasture/field	13	14	25
Oak/Hickory	34	17	15
Pine	6	4	2
Cedar	1	4	1
Wooded riparian	3	2	0
Miscellaneous	3	0	0
Existing roadway	31	42	33
Total Acreage	107	102	93

COMMENTS AND COORDINATION

Coordination

In February 2009, during the initial planning for this project, the AHTD distributed a scoping letter to officials of interested federal, state and local agencies and other interested parties asking for their assistance in identifying any constraints or concerns associated with the proposed project. These agencies were asked to identify unique environmental features or environmentally sensitive areas, socio-economic issues, proposed urban developments, major utilities and permits or approvals that should be obtained prior to construction of the project.

A copy of the scoping letter and responses can be found in Appendix H. Additional coordination materials are also included in Appendix H.

Public Involvement

The AHTD provided the opportunity for early public input into the development of the project on September 20, 2011, at the Searcy Central Fire Station and at Valley Baptist Church just outside of Searcy. Public officials and the public were given the opportunity to discuss the proposed project with AHTD personnel. There were 17 individuals present at the Public Official's Meeting and 119 in attendance at the Public Involvement Meeting. The overall response by the officials and the public was generally positive. The Public Involvement Meeting Synopsis is located in Appendix C.

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 D.

- 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 affected, 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 impacted, consultation led by FHWA with the appropriate Native American Tribe will be conducted and the site(s) 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 NHRP and avoidance is

not possible, then site specific treatment plans will be prepared and 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.

- Stream and wetland mitigation will be offered at an USACE approved mitigation bank site at a ratio approved by the USACE during the Section 404 permitting process.

- Stream crossings along the Selected Alternative will be designed so as not to cause an increase in flooding depth within and close to the Special Flood Hazard Area.

- The AHTD will comply with all requirements of the *Clean Water Act*, as amended, for the construction of this project. This includes Section 401, Water Quality Certification; Section 402, NPDES; and Section 404, Permit for Dredged or Fill Material.

- 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.

RECOMMENDATIONS

A preferred alternative has not been identified for this project. After the Environmental Assessment is signed and approved for public dissemination, a Location Public Hearing will be held.

After a review of comments received from citizens, public officials, and public agencies, the next step in the environmental process will be to indentify a preferred alternative based on the information contained in the EA and the comments received. Table 10 contains a comparison of the alternatives.

Table 10
Alternative Comparisons

Alternative	Length (miles)	Construction Cost (million) (2011$)	ROW Cost (million) (2011$)	Total Cost (million) (2011$)	Wetland Impacts (acres)	Waters of the U.S. crossings	Floodways/ Floodplains (linear feet)	Stream Relocation (linear feet)	Hazardous Materials Dumps/AST's /Asbestos
No Action	0	0	0	0	0	0	0	0	0
Red	8.2	22.6	11.1	33.7	2.3	13	7,500	500	4 / 2 / 1
Yellow	7.7	21.6	15.2	36.8	1.5	11	6,000	500	3 / 2 / 0
Green	7.3	21.0	12.2	33.2	1.5	8	5,700	200	3 / 2 / 0

Alternative	Projected Traffic Volume 2012 (vpd)	Projected Traffic Volume 2032 (vpd)	Projected Traffic Volume Diverted from CBD 2032 (vpd)	2012 / 2032 LOS	Noise Receptors Impacted	Important Farmland (acres)	Total Land Use Impacts (acres)	Residential Relocatees	Business Relocatees
No Action	0	0	0	-	0	0	0	0	0
Red	5,500	8,000	4,900	B / B	50	37	107	19	10
Yellow	6,000	9,000	5,400	B / B	40	36	102	19	9
Green	6,000	9,000	5,400	B / B	51	31	93	17	9

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Appendix A

Level of Service

The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with level of service F the worst.

In general, the various levels of service are defined as follows for uninterrupted flow facilities.

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.

DESCRIPTIONS OF LEVEL OF SERVICE

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.

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Appendix B

Arkansas Highway Commission Minute Order 2008-164

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Five

County: White

Category: Miscellaneous

WHEREAS, Minute Order 2005-013 authorized studies of several roadway facilities that could possibly reduce traffic flow problems and improve access in the City of Searcy; and

WHEREAS, the Transportation Improvement Study – City of Searcy has been prepared that analyzed an east-west route in northern Searcy that could connect Highways 36 West, 16 and 67; and

WHEREAS, the study also evaluated possible improvements for the Highway 67 Frontage Road and Brantley Road to enhance industrial development.

NOW THEREFORE, the study is adopted as a planning guide for future improvements in the area.

FURTHERMORE, the Director is authorized to proceed with environmental studies, surveys, design, right of way acquisition, and construction of the northern Searcy connector route as funds become available.

050198 - North Searcy Connector P.E.

Approved:

Chairman

Vice-Chairman

Member

Member

Member

P&R:SP:CM:al

Form 19-456
Rev. 11/02/2005

Submitted By:

Assistant Chief Engineer - Planning

Approved:

Director

Minute Order No. 2008 164

Date Passed NOV 19 2008

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

Appendix C

Public Involvement Meeting Synopsis

PUBLIC OFFICIALS' AND PUBLIC INVOLVEMENT MEETING SYNOPSIS

Job Number 050198
Hwy. 36 – Hwy. 67 Connector (Searcy)
White County
Tuesday, September 20, 2011

PUBLIC OFFICIALS MEETING

A Public Officials Meeting for the proposed Highway 36 to Highway 67 Connector was held at the Searcy Fire Department, Station #1 at 501 West Beebe Capps Expressway in Searcy, Arkansas from 2:00 p.m. to 3:00 p.m. on September 20, 2011.

The following information was available for inspection and comment.

- Aerial photograph displays illustrating the two alternative corridors at a scale of 1 inch equals 1000 feet.

Handouts for the public officials included a comment sheet and a small-scale map illustrating the project alternatives, which was identical to the aerial photograph display. Copies of the handouts are attached.

Table 1 describes the results of the official's participation at the meeting.

TABLE 1

Officials Participation	Totals
Attendance at meeting (including AHTD Staff)	17
Comments received	1

The following is a compilation of verbal comments received from public officials concerning issues associated with this project:

- Several officials requested that an additional alignment, located north of the current corridors, be evaluated.

PUBLIC INVOLVEMENT MEETING

An open forum Public Involvement Meeting for the proposed Highway 36 to Highway 67 Connector was held at the Searcy High School Cafeteria on 301 North Ella Street in Searcy, Arkansas from 4:00 p.m. to 7:00 p.m. on September 20, 2011. Special efforts to involve minorities and the public in the meeting included the following:

- Display advertisement placed in *The Daily Citizen* on Sunday, September 11, 2011 and Sunday, September 18, 2011.
- Distribution of flyers in the project area.
- Outreach to minority ministers letters.

Handouts for the public included the same information that was presented to the public officials which consisted of a comment sheet and a small-scale location map illustrating the alternatives. Copies of these are attached.

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

TABLE 2

Public Participation	Totals
Attendance at meeting (including AHTD staff)	119
Comments received	39

AHTD staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

An analysis of the responses received as a result of the public survey is summarized in Table 3 and further discussed in the following information.

TABLE 3	
Survey Results	**Totals**
Believes there is a need for the proposed connector route	28
Does not believe there is a need for the proposed connector route	10
No response	2
Prefers Alternative 1	5
Prefers Alternative 2	10
Prefers No-Build Alternative	18

Comments received about each alternative are listed below.

Alternative 1
Individuals who preferred Alternative 1 thought that utilizing existing roads for the new route made the most sense.

Alternative 2
The respondents thought this corridor would be less disruptive, a shorter route, would utilize existing right of way and increase traffic speed.

No-Build Alternative
The individuals who selected this option preferred not to build the project because it would negatively impact the area. They thought that the money could be used on other projects; property values would decrease; increased traffic congestion and the corridors were too close to the city.

The following were general comments received about the proposed project:

- Nine citizens requested the alternative alignment to be moved further north…not so close to town.
- Follow Valley Road or Nicholson/Crosby Road.
- Connect Hwy. 16 at Foster Chapel Road; go east connect with CW Road.
- Shelve the idea for 10 years. The Whole Route! Until the 4 mile Hwy. 13 segment is upgraded so that it doesn't flood annually and has shoulders, the whole route should be postponed.
- Give the Hwy. 13 exit off Hwy. 67 North a 2 lane exit.

- Should go up to Foster Chapel Road.
- Maintain existing right of way usage as much as is practical in order to preserve as much of the natural environment & privacy as possible.
- Drainage problems in the Searcy area have been discussed. This should be a major consideration in the project plan.
- Covington Road would be the best route and would affect the least number of people.
- Davis Drive needs to be straightened to intersect with Benton between Entergy and W-W Ford.
- Should be 2 lanes with a center turning lane!
- Don't do it.
- Not needed. Wasteful. Poorly timed.
- Create an Alternate 3 using the northern route that connects with Covington Rd.

Attachments: Blank comment form
Small-scale project location map

RJ RJ
DN DN

TT:sj

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER 050198
Hwy. 36 – Hwy. 67 Connector (Searcy, AR)
WHITE COUNTY

LOCATION:
SEARCY HIGH SCHOOL
(CAFETERIA)
301 NORTH ELLA
SEARCY, AR
4:00 – 7:00 P.M.
TUESDAY, SEPTEMBER 20, 2011

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261.

Yes	No	
☐	☐	Do you feel there is a need for the proposed connector route from Highway 36 to Highway 67 in Searcy? Comment (optional)_____
☐	☐	Do you know of any historical sites, family cemeteries, or archaeological sites in the project area? Please note and discuss with staff. _____
☐	☐	Do you know of any environmental constraints, such as such as UST's, asbestos, endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project? Please note and discuss with AHTD staff. _____

(Continued on back)

Yes No

☐ ☐ Do you have a suggestion that would make this proposed project better serve the needs of the community? _____

_____

_____

_____

_____

☐ ☐ Do you feel that the proposed project will have any impacts (☐ Beneficial or ☐ Adverse) on your property and/or community (economic, environmental, social, etc.)? Please explain.

_____

_____

_____

Which Alternative Alignment would you consider to be your preferred alternative for the proposed Highway 36 – Highway 67 Connector in Searcy?

☐ Alternative 1 (Yellow)

☐ Alternative 2 (Green)

☐ NO BUILD Alternative

Why is that your preference? _____

_____

_____

It is often necessary for the AHTD to contact property owners along potential routes. If you are a property owner along or adjacent to the proposed alternatives under consideration, please provide information below. Thank you.

Name: _____(*Please Print*)

Address: _____ Phone: (_____) _____--_____

_____

_____

E-mail: _____

Please make additional comments here._____

_____

_____

_____

_____

Job 050198
Hwy. 36 - Hwy. 67 Connector
White County
Preliminary
Subject to Revision
Alternative Corridor 1
Alternative Corridor 2
Highway 13 Extension
2010 NAIP Photography
AHTD Environmental GIS Party
Map Date - September 13, 2011
Map Date - September 30, 2011
Public Involvement Meeting Handout
0
1,500
3,000 Feet
Begin
Job 050198
End
Job 050198
Honey Hill Rd
County Club Rd
Beebe Carpentry
Searcy
High School
Collum Rd
Yoder Ln
Thompson St
Foster Chapel Rd
Ella St
N Spruce St
Main St
Main St
North Bypass Rd
Davis Dr
Salem Church Rd
C.W. Rd
LITTLE ROCK RIVER
Notes:

Appendix D

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: January 9, 2012
SUBJECT: Job 050198
Hwy. 36 – Hwy 67 Connector P.E.
White County
CONCEPTUAL STAGE RELOCATION STATEMENT

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, as amended. 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 price differential payment of up to $22,500.00 for the increased cost of a replacement dwelling. A tenant may receive a rental assistance payment of up to $5,250.00 for the increased cost of a replacement dwelling. The eligible amount for a replacement housing payment is determined by a study of comparable replacement dwellings currently available on the 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. Tenants may elect to purchase a replacement dwelling and receive a downpayment assistance payment up to the amount of their rental assistance eligibility. 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.

==========

Based on an aerial photograph including the preliminary right of way corridor and estimated right of way width for the three alternatives and an on-site project review, it is estimated that the alternatives for the subject project could cause the following displacements and costs:

Alternative Corridor 1, Red Line

13 Residential Owners	$455,000
6 Residential Tenants	75,000
8 Businesses	160,000
2 Landlord Businesses	20,000
23 Personal Properties	130,000
Services	150,000
TOTAL	**$990,000**

Alternative Corridor 2, Yellow Line

13 Residential Owners	$455,000
6 Residential Tenants	75,000
7 Businesses	140,000
2 Landlord Businesses	20,000
24 Personal Properties	132,500
Services	148,000
TOTAL	**$970,500**

Alternative Corridor 3, Green Line

12 Residential Owners	$420,000
5 Residential Tenants	62,500
7 Businesses	140,000
2 Landlord Businesses	20,000
23 Personal Properties	130,000
Services	140,000
TOTAL	**$912,500**

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 a Relocation Coordinator. The Relocation Coordinator utilized area demographic data, visual inspections, experience, and knowledge in making this determination.

An available housing inventory has been compiled and indicates there are at least one hundred and fifty comparable replacement dwellings available for sale, and twenty-four comparable replacement dwellings available for rent or lease within reasonable proximity of the project area. A commercial property inventory has also been completed and indicates there are at least forty-six properties available within reasonable proximity of the project area. Twenty of the commercial properties are improved properties for sale, eight of the properties are vacant commercial sites for sale, and eighteen of the properties are improved commercial spaces for lease.

A breakdown of the available properties is as follows:

Residential for Sale Listing Price	**Number of Properties** Single Family Residential
$ 50,000 - $99,999	31
$100,000 - $149,999	39
$150,000 - $199,999	35
$200,000 - $249,999	16
$250,000 - $299,999	16
$300,000 - $349,999	7
$350,000 - $400,000	6
Total	**150**

Residential for Rent / Lease Listing Price	**Number of Properties** Single Family Residential
$400.00 - $499.99	6
$500.00 - $599.99	4
$600.00 - $699.99	7
$700.00 - $799.99	3
$800.00 - $899.99	1
$900.00 - $999.99	2
$1,000.00 and Over	1
Total	**24**

Commercial Properties for Sale Listing Price	**Number of Properties**
$ 0 - $ 99,999	1
$ 100,000 - $199,999	6
$ 200,000 - $299,999	4
$ 300,000 - $399,999	0
$ 400,000 - $499,999	0
$ 500,000 - $599,999	3
$ 600,000 and over	6
Total	**20**

Commercial Land for Sale Listing Price	**Number of Properties**
$ 0 - $249,999	2
$ 250,000 - $499,999	3
$ 500,000 - $749,999	2
$ 750,000 and over	1
Total	**8**

Alternative Corridor 1, Red

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONCEPTUAL STAGE RELOCATION INVENTORY
Job No. 050198 Job Name Hwy. 36 - Hwy. 67 Connector Date of Inventory 12-30-2011

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	13	$35,000.00 - $325,000.00	2	1	2	2	3	
Residential Tenants	6	$400.00 - $800.00	1	1	1	1	4	
Businesses	8							28 - 40
Landlord Businesses	2							1 - 5
Nonprofit Organizations	0							
Personal Properties	23							
Totals	52	N/A	3	2	3	3	7	

Alternative Corridor 2, Yellow ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE RELOCATION INVENTORY

Job No. 050198 Job Name Hwy. 36 - Hwy. 67 Connector Date of Inventory 12-30-2011

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	13	$35,000.00 - $250,000.00	1	1	1	2	2	
Residential Tenants	6	$400.00 - $800.00	1	1	1	1	3	
Businesses	7							22 - 32
Landlord Businesses	2							1 - 5
Nonprofit Organizations	0							
Personal Properties	24							
Totals	52	N/A	2	2	2	3	5	

Alternative Corridor 3, Green ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE RELOCATION INVENTORY

Job No. 050198 Job Name Hwy. 36 - Hwy. 67 Connector Date of Inventory 12-30-2011

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	12	$35,000.00 - $250,000.00	1	1	1	2	2	
Residential Tenants	5	$400.00 - $1,500.00	1	1	1	1	2	
Businesses	7							22 - 32
Landlord Businesses	2							1 - 5
Nonprofit Organizations	0							
Personal Properties	23							
Totals	49	N/A	2	2	2	3	4	

INTER OFFICE MEMORANDUM

Date: January 31,2012

TO: Mr. Lynn Malbrough, Division Head of Environmental Division

FROM: Michael D. Fugett, Engineer of Roadway Design MDF

SUBJECT: Job No.: 050198
Job Title: Highway 36 – Highway 67 Connector P.E.
Route: Section:
County: White

Roadway has revised the following construction cost estimates. The Main street connector bridge was added to all the alternates. East Rocky Branch was added to the Main St. bridge length. West Rocky Branch was removed from Alternates 2 and 3. Alternates provided for analysis have the following revised costs.

Alternative 1 (red)	$19,680,000
Alternative 2 (yellow)	$18,824,000
Alternative 3 (green)	$18,233,000

If you have any questions, please contact Linda Gunn at extension 2529.

MDF:MSE

c: Urban Design

Job 050198 North Searcy Connector
OPEN SHOULDER AND CURB AND GUTTER

	TYPE OF CONSTRUCTION	LENGTH (MILE)	COST PER MILE	SQ. FT.	COST PER SQ. FT.	COST
ALTERNATIVE 1	COLLECTOR (URBAN)	3.39	$2,100,000			$7,119,000
	COLLECTOR (RURAL-OTHER)	2.80	$1,700,000			$4,760,000
	COLLECTOR (RURAL-MOUNTIANOUS)	1.82	$1,900,000			$3,458,000
	BRIDGE DEENER CREEK	0.03		6,563		$750,000
	BRIDGE WEST ROCKY BRANCH	0.02		4,624		$610,000
	BRIDGE MAIN STREET	0.06		9,333		$1,560,000
	BRIDGE MAIN STREET CONN.	0.01		5,426		$623,000
	WIDEN LITTLE RED RIVER	0.08				$900,000
	TOTAL LENGTH	8.21			TOTAL =	$19,680,000
ALTERNATIVE 2	COLLECTOR (URBAN)	3.19	$2,100,000			$6,699,000
	COLLECTOR (RURAL-OTHER)	4.26	$1,700,000			$7,242,000
	BRIDGE DEENER CREEK	0.03		6,563		$750,000
	BRIDGE HWY 16	0.04		9,333		$1,050,000
	BRIDGE MAIN STREET	0.06		13,958		$1,560,000
	BRIDGE MAIN STREET CONN.	0.01		5,426		$623,000
	WIDEN LITTLE RED RIVER	0.08				$900,000
	TOTAL LENGTH	7.67			TOTAL =	$18,824,000
ALTERNATIVE 3	COLLECTOR (URBAN)	3.20	$2,100,000			$6,720,000
	COLLECTOR (RURAL-OTHER)	3.90	$1,700,000			$6,630,000
	BRIDGE DEENER CREEK	0.03		6,563		$750,000
	BRIDGE HWY 16	0.04		9,333		$1,050,000
	BRIDGE MAIN STREET	0.06		13,958		$1,560,000
	BRIDGE MAIN STREET CONN.	0.01		5,426		$623,000
	WIDEN LITTLE RED RIVER	0.08				$900,000
	TOTAL LENGTH	7.32			TOTAL =	$18,233,000

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Appendix E

Hydraulic Study

INTER OFFICE MEMORANDUM

DATE: December 15, 2011

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

FROM: Michael D. Fugett, Engineer of Roadway Design Division

SUBJECT: AHTD Job Number 050198
FAP Number L24E-9386-021
Highway 36 - Highway 67 Connector P.E.
White County

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

Yellow Alternate
This alternate alignment would include two crossings over Special flood Hazard Areas as shown on Panel 0005 of the City of Searcy Flood Insurance Rate Map. The first is approximately 1000 ft. over Rocky Branch, east of Main Street. The second crossing is approximately 4500 ft. wide over Little Red River.

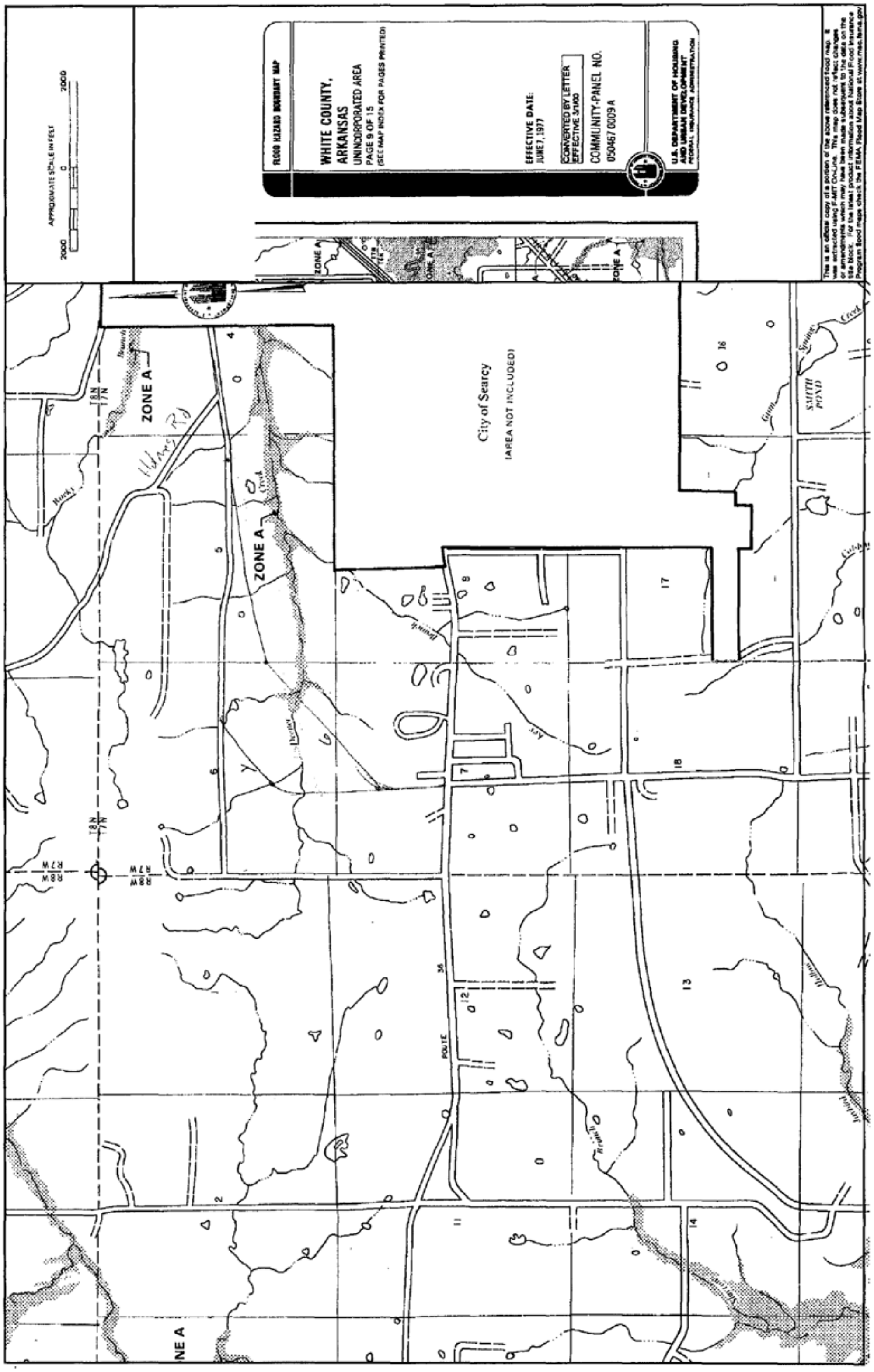
Green Alternate
This alternate alignment includes the same crossings as the Yellow Alternate and an additional crossing of approximately 200 ft., north of Deener Creek.

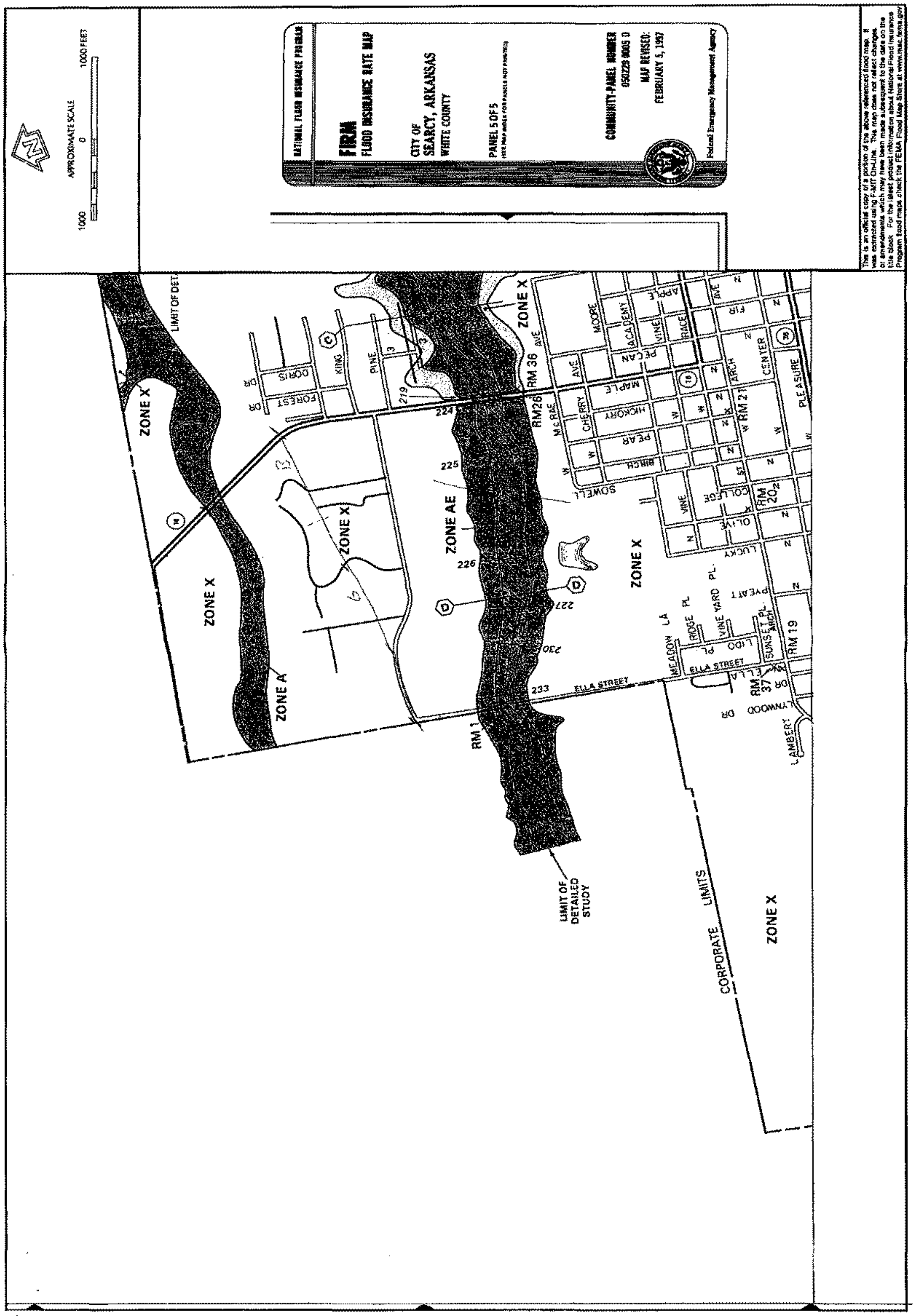
Red Alternate
This alternate alignment also includes the crossings of the Yellow Alternate and an additional crossing approximately 2000 ft. wide over Rocky Branch, east of Maple Street.

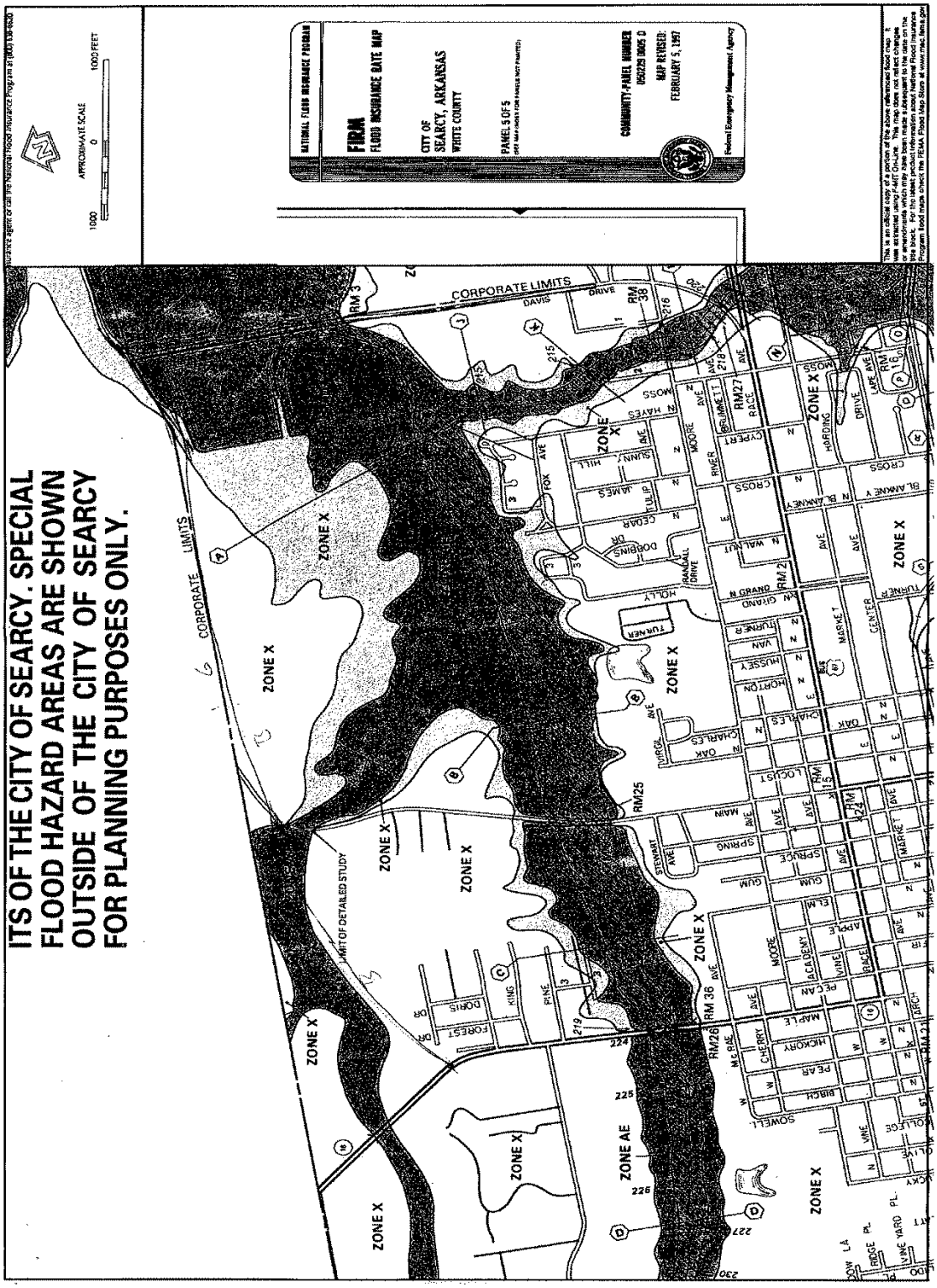
Copies of portions of the White County and the City of Searcy Flood Insurance Rate Maps are attached.

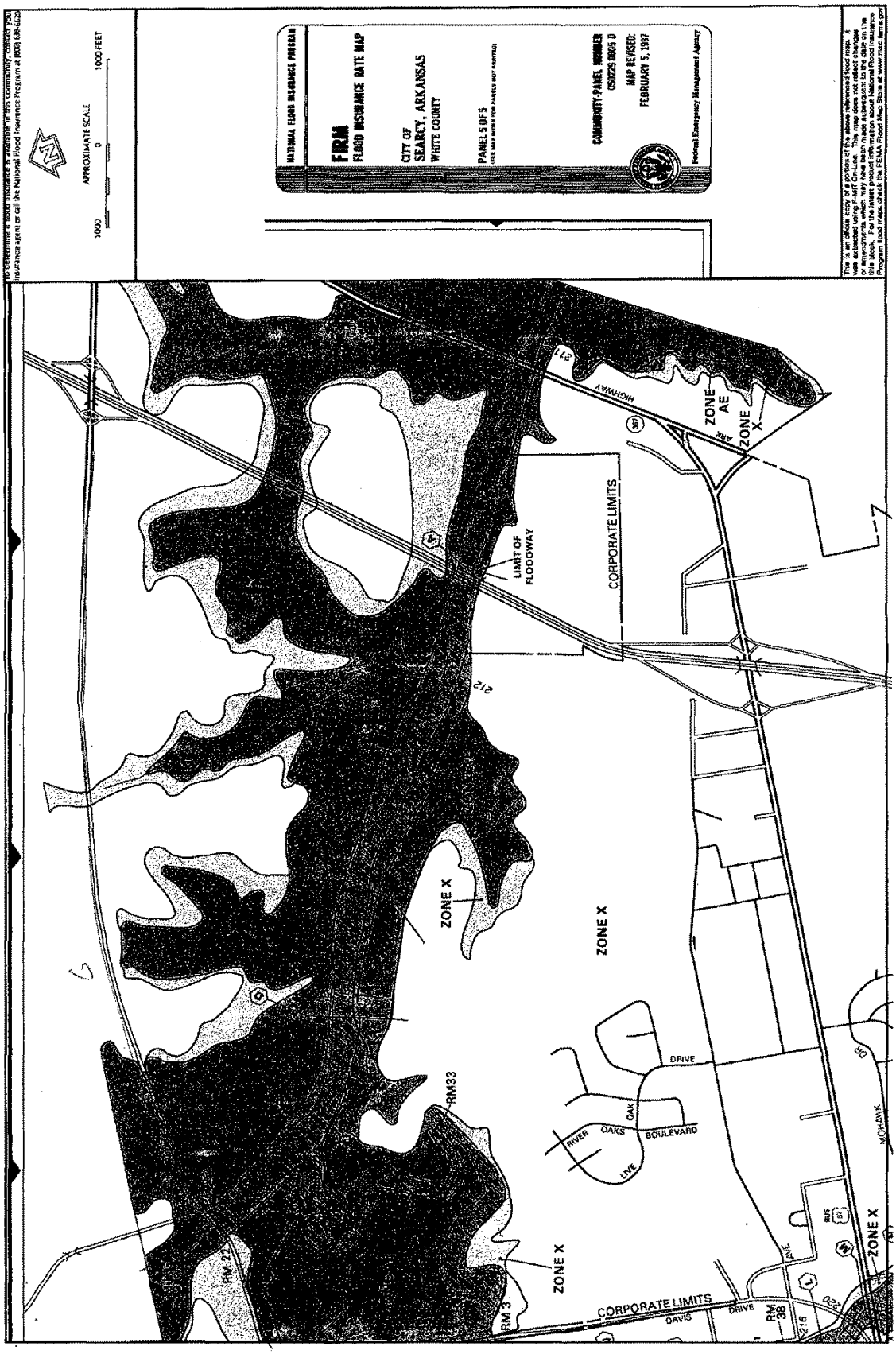
If there are any questions concerning this analysis, please contact Nena De Sousa in the Hydraulics Section at 2587.

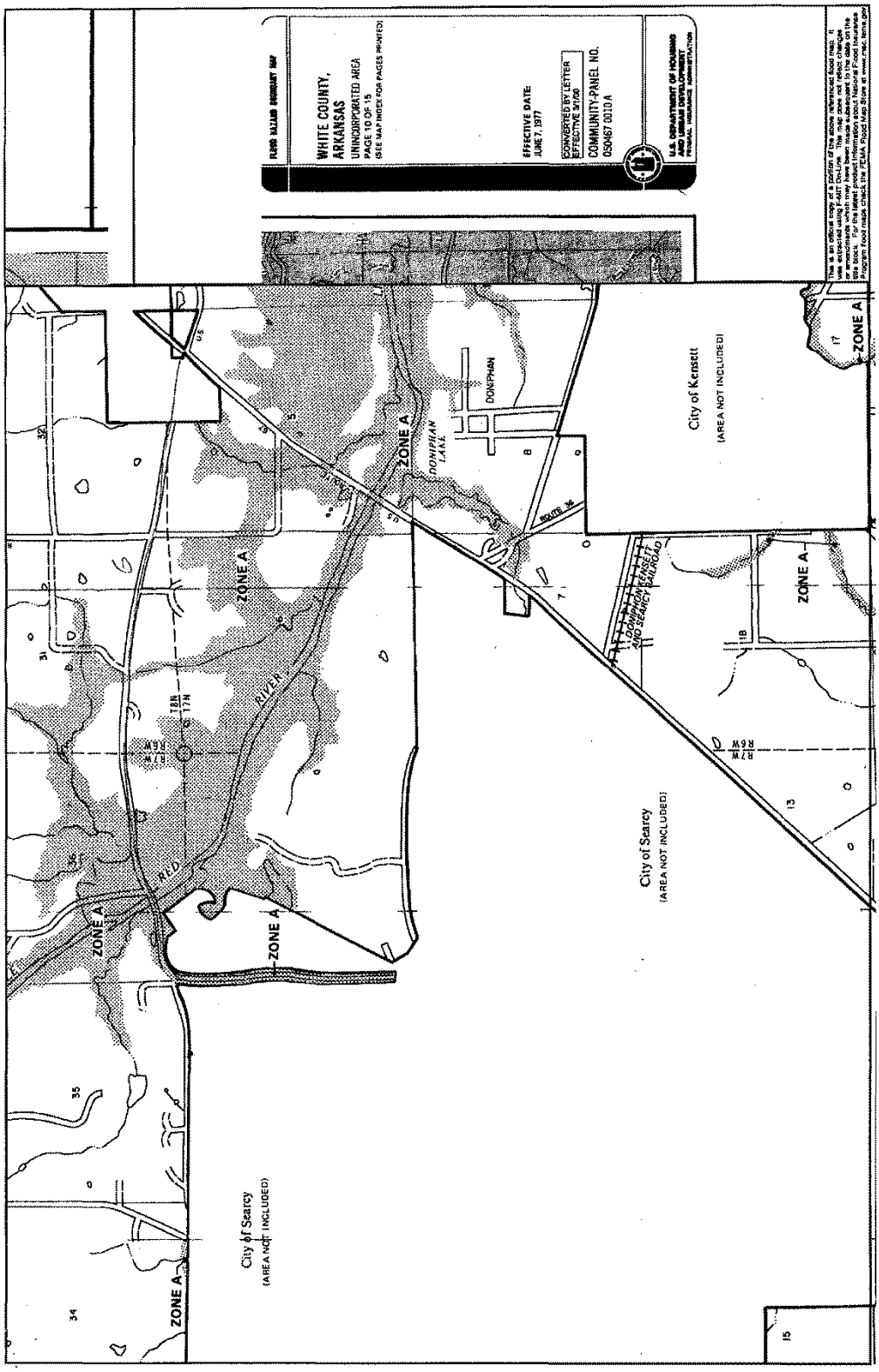
MDF/BB
cc: File: Job 050198


FLOOD HAZARD BOUNDARY MAP
WHITE COUNTY, ARKANSAS
UNINCORPORATED AREA
PAGE 9 OF 15
EFFECTIVE DATE: JUNE 7, 1977
COMMUNITY-PANEL NO.
050467 0009 A
City of Searcy
(AREA NOT INCLUDED)
ZONE A


NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
SEARCY, ARKANSAS
WHITE COUNTY
PANEL 5 OF 5
COMMUNITY-PANEL NUMBER
050229 0005 D
MAP REVISED:
FEBRUARY 5, 1997
Federal Emergency Management Agency
APPROXIMATE SCALE
1000
0
1000 FEET
ZONE X
ZONE AE
ZONE A
LIMIT OF DETAILED STUDY
CORPORATE LIMITS
ELLA STREET


ITS OF THE CITY OF SEARCY. SPECIAL
FLOOD HAZARD AREAS ARE SHOWN
OUTSIDE OF THE CITY OF SEARCY
FOR PLANNING PURPOSES ONLY.
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
SEARCY, ARKANSAS
WHITE COUNTY
PANEL 5 OF 5
COMMUNITY-PANEL NUMBER
050229 0005 D
MAP REVISED:
FEBRUARY 5, 1997
Federal Emergency Management Agency
APPROXIMATE SCALE
1000 FEET
CORPORATE LIMITS
LIMIT OF DETAILED STUDY
ZONE X
ZONE AE


NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
SEARCY, ARKANSAS
WHITE COUNTY
PANEL 5 OF 5
COMMUNITY-PANEL NUMBER
050229 0005 D
MAP REVISED:
FEBRUARY 5, 1997
Federal Emergency Management Agency
APPROXIMATE SCALE
1000 0 1000 FEET
ZONE X
ZONE AE
ZONE X
ZONE X
ZONE X
ZONE X
LIMIT OF FLOODWAY
CORPORATE LIMITS
CORPORATE LIMITS
HIGHWAY
RIVER OAKS DRIVE
OAK LIVE BOULEVARD
MOHAWK
DAVIS DRIVE
RM 2
RM33
RM 3
RM 38
BUS 67
67
16
212
367


FLOOD INSURANCE RATE MAP
WHITE COUNTY, ARKANSAS
UNINCORPORATED AREA
PAGE 10 OF 15
(SEE MAP INDEX FOR PAGES PRINTED)
EFFECTIVE DATE: JUNE 7, 1977
CONVERTED BY LETTER EFFECTIVE 9/1/00
COMMUNITY-PANEL NO. 050467 0010 A
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION
ZONE A
City of Kensett
(AREA NOT INCLUDED)
City of Searcy
(AREA NOT INCLUDED)
DONIPHAN
DONIPHAN LAKE
ROUTE 36
RIVER
RED
T 8N
T 7N
R 7W
R 6W

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Appendix F

Form NRCS-CPA-106

The Farmland Conversion Impact Rating

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

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

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)* 050196	3. Date of Land Evaluation Request 3/7/12	4. Sheet 1 of 1
1. Name of Project Hwy 36 - Hwy 67 Connector	5. Federal Agency Involved FHWA	
2. Type of Project	6. County and State White AR	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated / Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment Red Yellow Green			
		Corridor 1	Corridor 2	Corridor 3	Corridor
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		33.5	34.5	23.5	
B. Total Acres Statewide And Local Important Farmland		3.5	1.5	7.5	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	10	10	10	
2. Perimeter in Nonurban Use	10	5	5	5	
3. Percent Of Corridor Being Farmed	20	10	10	10	
4. Protection Provided By State And Local Government	20	0	0	0	
5. Size of Present Farm Unit Compared To Average	10	6	6	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	6	0	
10. Compatibility With Existing Agricultural Use	10	0	0	0	
TOTAL CORRIDOR ASSESSMENT POINTS	160	030	030	030	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	100	100	100	
Total Corridor Assessment (From Part VI above or a local site assessment)	160	030	030	030	0
TOTAL POINTS *(Total of above 2 lines)*	260	0130	0130	0130	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
None at this Time	See Section IV		YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: [signature] DATE 3/7/12

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

Appendix G

Noise Analysis

NOISE ANALYSIS
AHTD JOB NUMBER 050198

A noise analysis has been conducted for this project utilizing the following: FHWA's Traffic Noise Model 2.5 (TNM), existing and proposed roadway information, existing traffic data, and projected traffic data for the design year of 2032.

Fundamentals of Noise

"Noise" is defined as an unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These "A-weighted" sounds are measured using the decibel unit dBA. Because the dBA is based on a logarithmic scale, a 10 dBA increase in sound level is generally perceived as twice as loud while a 3 dBA increase is just barely perceptible to the human ear.

Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. Noise levels for this study are reported in hourly equivalent sound levels or Leq. Leq is defined as the equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as a time-varying sound level during the same time period. Leq is expressed in units of dBA, which are decibels on the A-weighted scale.

Noise Impact Criteria

Noise levels were compared to FHWA's Noise Abatement Criteria (NAC), which include seven different Activity Categories based on land use (Table 1). According to AHTD's "Policy on Highway Traffic Noise Abatement", a noise receptor is considered impacted

under the following scenarios: (1) if predicted noise levels approach, equal, or exceed the NAC Activity Criteria (Table 1), or (2) if future predicted noise levels exceed existing noise levels greater than 10 dBA. The term "approach" is considered to be 1 Leq dBA less than the NAC Leq dBA (i.e., 66 Leq dBA for residential structures).

Table 1
Noise Abatement Criteria

Activity Category	Activity Critieria L_{eq} dBA	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	–––	–––	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities, (water resources, water treatment, electrical), and warehousing.
G	–––	–––	Undeveloped lands that are not "permitted".

Existing Conditions

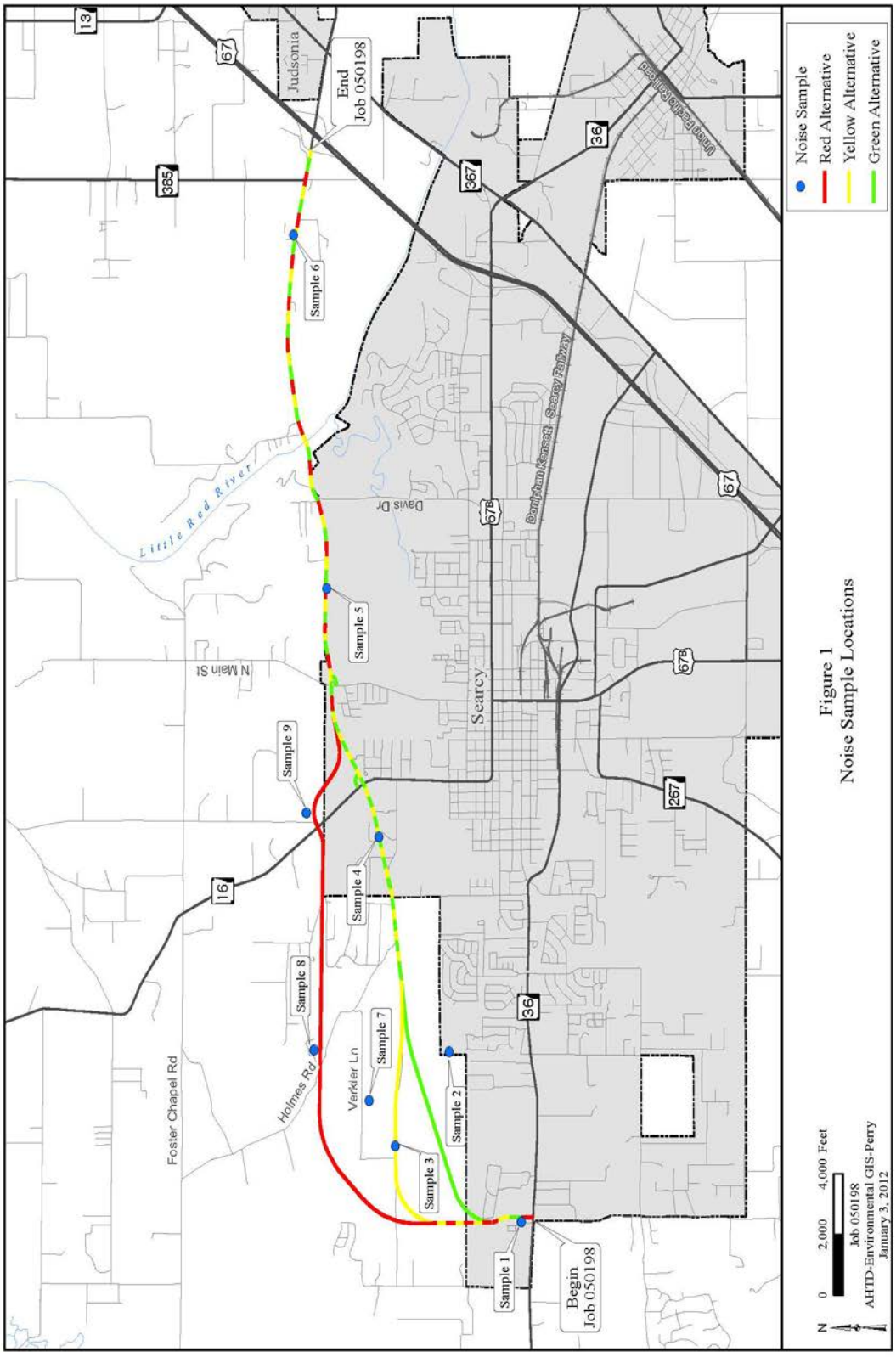
All proposed Build Alternatives pass through rural areas dominated by undeveloped land with few residential structures. Developing residential areas are located near both ends of the proposed project. Existing noise levels were measured at nine representative locations near rural as well as more populated areas (Figure 1). These measurements

were collected using a Larson-Davis 812 noise meter for 15 minute durations. The sample locations were selected to represent sensitive receptors that are likely to be affected by the project. Table 2 shows the Leq dBA values recorded at the nine sample locations. Areas west of Highway 16 had lower noise values than areas east of Highway 16. These lower values are a result of lower traffic volumes in the western sections of the proposed project. These values were used to determine whether receptors near the Build Alternatives experienced a substantial increase in sound levels.

Table 2
Ambient Noise Readings[1]

Sample No.	Location	dBA
1	Western terminus approximately 440 ft. from Hwy. 36	48
2	Subdivision near Alternative 2	49
3	Collins Road	46
4	Rocky Parkway Road	47
5	North Bypass Road	58
6	CW Road	63
7	Verkler Lane	43
8	Oakes Trail	44
9	Fairview Road	54

[1]Noise readings taken on March 25, May 16, and December 21, 2011.


Noise Sample
Red Alternative
Yellow Alternative
Green Alternative
Figure 1
Noise Sample Locations
Begin
Job 050198
End
Job 050198
Judsonia
Searcy
Little Red River
Foster Chapel Rd
Holmes Rd
Verkler Ln
N Main St
Davis Dr
Sample 1
Sample 2
Sample 3
Sample 4
Sample 5
Sample 6
Sample 7
Sample 8
Sample 9
0 2,000 4,000 Feet
Job 050198
AHTD-Environmental GIS-Perry
January 3, 2012
N

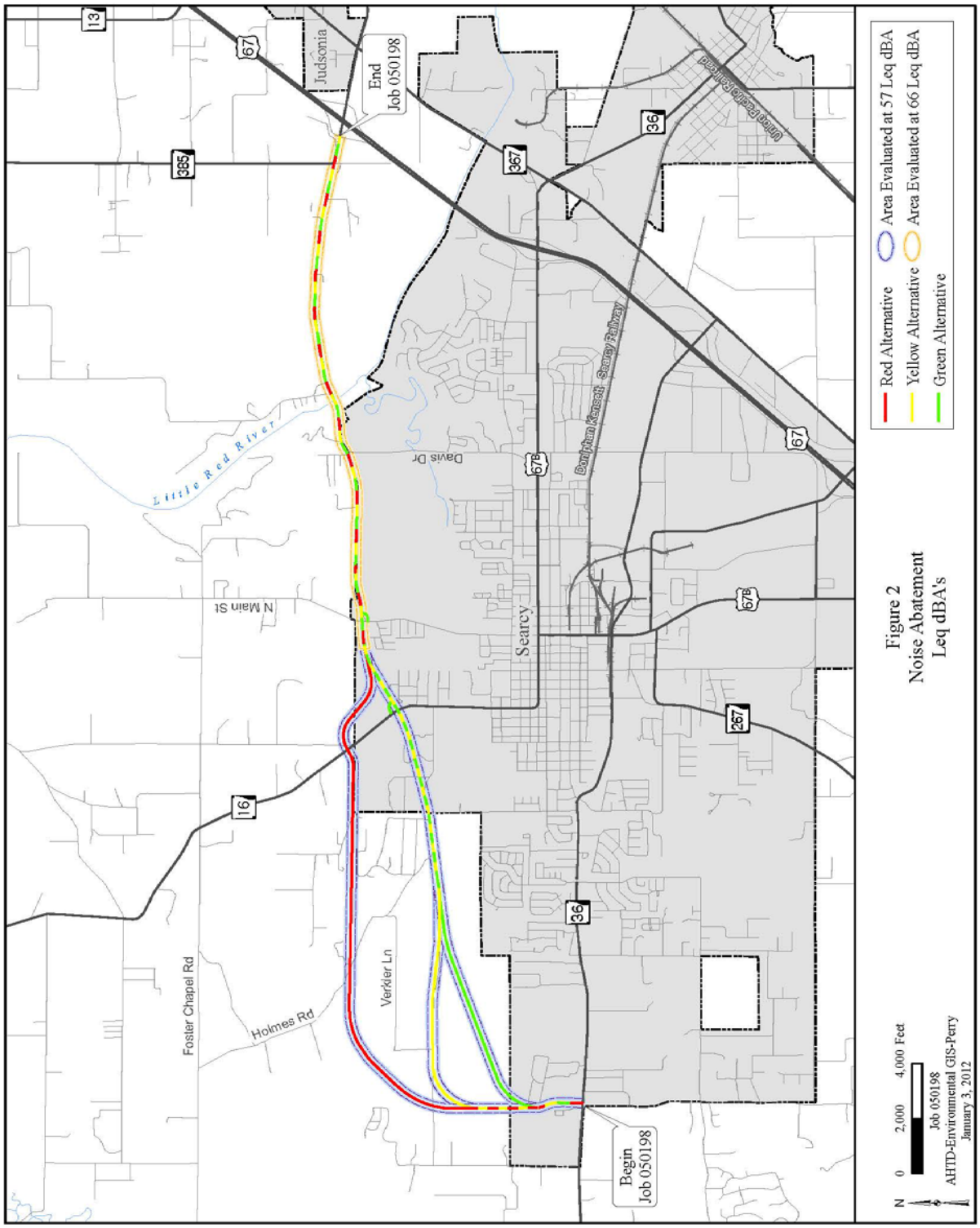
Traffic Noise Model 2.5 Setup

The Traffic Noise Model 2.5 (TNM) was used to predict traffic noise levels for all Build Alternatives. Analyses were performed for each Build Alternative utilizing a rural and urban cross-section. The rural cross-section was modeled with two 12-foot wide paved travel lanes and 8 foot paved shoulders. The urban portion of the project was modeled by two 14-foot wide travel lanes with curb and gutter. Traffic noise analysis for the No Action Alternative was evaluated by analyzing existing and future traffic volumes.

Sound levels for the No Action Alternative can be reasonably estimated by evaluating existing and future traffic volumes on Highways 36 West, 67, and 16. Doubling the traffic on a roadway would result in a 3 dB increase in the sound level at a given receiver assuming all other conditions remain the same. Design year 2032 traffic volumes on the existing routes are predicted to be approximately 33 - 83% higher than existing volumes, dependant on section evaluated. This increase in traffic would increase existing sound levels at nearby residences by approximately 1-3 dB.

Traffic Noise Analysis

In order to account for the variation of existing noise levels, the project was divided into a western and eastern study area (Figure 2). The western section of the project was evaluated using a noise abatement level of 57 Leq dBA. This number is based on a 10 dBA increase over the average existing noise level of 47 dBA. The eastern section has an average existing noise level of 61 dBA. Therefore, the noise abatement standard of 66 Leq dBA was used in the study to determine impacts in the eastern section of the project. This is the level that “approaches” the NAC Activity Criteria level for residential properties (Table 1).


Red Alternative
Yellow Alternative
Green Alternative
Area Evaluated at 57 Leq dBA
Area Evaluated at 66 Leq dBA
Figure 2
Noise Abatement
Leq dBA's
Begin
Job 050198
End
Job 050198
Judsonia
Searcy
Little Red River
Davis Dr
N Main St
Foster Chapel Rd
Holmes Rd
Verkler Ln
Barnhart Kensett - Searcy Railway
Union Pacific Railroad
13
67
385
367
36
678
267
16
0
2,000
4,000 Feet
Job 050198
AHTD-Environmental GIS-Perry
January 3, 2012

Effects of Build Alternatives

The traffic noise estimates result in noise abatement distances for each Build Alternative as shown in Table 3. These distances are measured from the centerline of each Build Alternative.

Table 3
Noise Abatement Standard Distance For 2031

Alternative	> 66 Leq dBA (feet)	> 10 Leq dBA Increase over Existing Noise Levels (feet)
No Action	Approx. 175*	-
Red - Rural	73	207
Red - Urban	80	231
Yellow - Rural	73	207
Yellow - Urban	80	231
Green - Rural	73	207
Green - Urban	80	231

*Dependant on section of existing highway evaluated

The estimated impacted noise receptor counts for the three Build Alternatives are listed in Table 4. These values are estimates and have been made using preliminary design details. The No Action Alternative will increase sound levels by 1 to 3 dBA for receptors located along Highways 36 West, 16, and 67 due to an increase of traffic volumes along these routes. Several receptors along these existing routes are currently impacted under present conditions. An increase in traffic volumes along these highways will increase sound levels for these impacted receptors. Also, receptors currently not impacted will be impacted as a result of increase traffic volumes.

Table 4 Estimated Noise Receptors Impacted			
Alternative	> 66 Leq dBA Increase	> 10 Leq dBA Increase over Existing Noise Levels	Total Impacted
Red	14	36	50
Yellow	14	26	40
Green	14	37	51

Traffic Noise Abatement

Noise impacts are predicted to occur within 500 feet of the proposed Build Alternatives. Therefore, the feasibility and reasonableness of potential noise abatement measures must be evaluated. Based upon AHTD's "Policy on Highway Traffic Noise Abatement", any noise abatement effort using barrier walls or berms is not warranted for any of the proposed Build Alternatives. In order to provide direct access to the highway from adjacent properties, breaks in the barrier walls or berms would be required. These necessary breaks for highway access would render any noise barrier ineffective.

To avoid noise levels that approach or exceed the design year NAC, future receptors should be located a minimum of 10 feet beyond the distance that the noise abatement standard is projected to occur (Table 3). These distances are measured from the centerline of each Build Alternative. This distance should be used as a general guide and not a specific rule since the noise will vary depending upon the roadway grades and other noise contributions.

Noise from construction is expected to be localized and temporal. 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 the project area.

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

Appendix H

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

February 11, 2009

«Prefix» «FirstName» «LastName»
«Title»
«OrganizationName»
«Address»
«Address_2»
«City», «State» «PostalCode»

RE: Job Number 050198
North Searcy Connector
White County

Dear «Prefix» «LastName»:

The Arkansas State Highway and Transportation Department (AHTD) is preparing an Environmental Assessment for a proposed project to construct approximately 7.5 to 7.9 miles of two lane highway, requiring a variable right-of-way of 75 to 150 feet. The project would be built on new location to connect Highway 36, 16 and 67 around the City of Searcy, Arkansas. A study area map is enclosed. Please keep in mind that in the early planning stages we are studying corridors within which the highway can be built and final roadway alignment will be decided upon within the study corridor boundaries.

Your assistance is requested in identifying any design or location issues, such as 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 would be helpful to our project planners in the timely identification of adverse impacts to the project and is greatly appreciated

If additional information is needed, please contact Terry Tucker of this office at (501) 569-2281. Information and comments may be returned to the Environmental Division at the address above.

Sincerely,

Lynn P. Malbrough
Division Head

Enclosure

LPM:TT:trb

Table H-1
Scoping Letter Recipients

Name	Title	Agency	Address	City	State	Zip
Ms. Teresa Marks	Director	Arkansas Department of Environmental Quality	5301 Northshore Drive	North Little Rock,	AR	72118
Dr. Paul K. Halverson	Director	Arkansas Department of Health	4815 West Markham Street	Little Rock,	AR	72205
Mr. Richard Davies	Director	Arkansas Department of Parks and Tourism	One Capitol Mall	Little Rock,	AR	72201
Mr. Scott Henderson	Director	Arkansas Game and Fish Commission	2 Natural Resources Drive	Little Rock,	AR	72205
Ms. Bekki White	RPG	Arkansas Geological Survey	3815 W. Roosevelt Road	Little Rock,	AR	72204
Mr. George McCluskey	Senior Archeologist	Arkansas Historic Preservation Program	323 Center St., 1500 Tower Bldg	Little Rock,	AR	72201
Ms. Karen Smith	Director	Arkansas Natural Heritage Commission	323 Center St., 1500 Tower Bldg	Little Rock,	AR	72201
Mr. J. Randy Young, P.E.	Executive Director	Arkansas Natural Resources Commission	101 East Capitol, Suite 350	Little Rock,	AR	72201
Ms. Joyce Perser	Chief, Regulatory Division	US Army Corps of Engineers, Little Rock District	700 West Capitol, CESWL-PR. P.O. Box 867	Little Rock,	AR	72201
Mr. Gregg Cooke	Chief	US Environmental Protection Agency	1445 Ross Avenue, Suite 1200	Dallas,	TX	75202
Dr. Brian Haggard	Director	Arkansas Water Resources Center	University of Arkansas, 203 Engineering Hall	Fayetteville,	AR	72701
Mr. John Paul Capps	Arkansas State Senator	Arkansas Senate	914 James	Searcy,	AR	72143
Mr. Monty Betts	Arkansas State Representative	Arkansas House of Representatives	191 Deere Trail	Searcy,	AR	72143
Mr. Rick Hardester	Region Engineer	CenterPoint Energy/Gas Transmission	4500 West 61st Street	Little Rock,	AR	72209
Mr. Kevin Varner		AT&T Arkansas	220 Prospect Avenue, Room 400	Hot Springs,	AR	71902
Mr. Monty Harrel	Senior Engineer	Entergy Transmission	5155 Thibault Road	Little Rock,	AR	72206
Mr. Lee Peden		Entergy Distribution	2005 East Moore Street	Searcy,	AR	72143
Mr. Michael Lincoln	White County Judge	White County	300 North Spruce Street	Searcy,	AR	72143
Ms. Belinda LaForce	Mayor	City of Searcy	401 W. Arch Avenue	Searcy,	AR	72143

at&t

Engineering and Construction
PO Box 6505
Hot Springs, AR 71902
Telephone 501-321-3200
Fax 501-321-3215

08/01/2008

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

Ref: Job # 050198
North Searcy Connector
White County

Dear Ms. Malbrough:

We have reviewed the area proposed for the North Searcy Connector project, and have identified no conflicts with the design and location of the project, with respect to AT&T facilities.

If there are any questions or comments please feel free to contact the engineer for the area, Dennis Fant (501) 373-3309

Sincerely,

Kevin Varner – Area Manager Construction & Engineering

Entergy

RECEIVED
AHTD

MAR 4 2010

ENVIRONMENTAL
DIVISION

February 1, 2010

Mr. Lynn P. Malbrough
Arkansas State Highway & Transportation Dept.
P.O. Box 2261
Little Rock, AR 72203-2261

RE: Job 050198
North Searcy Connector
White County

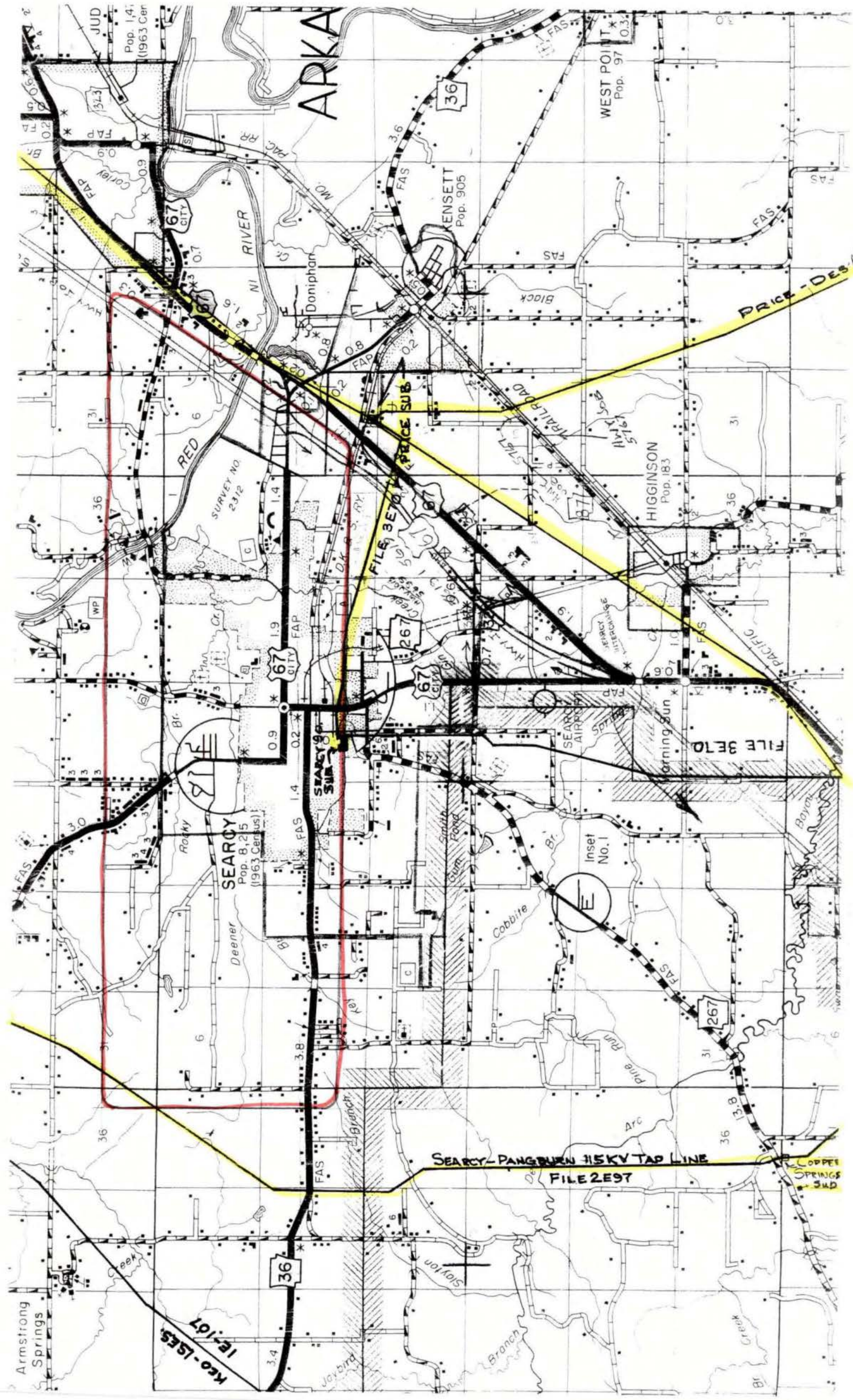
Dear Mr. Malbrough:

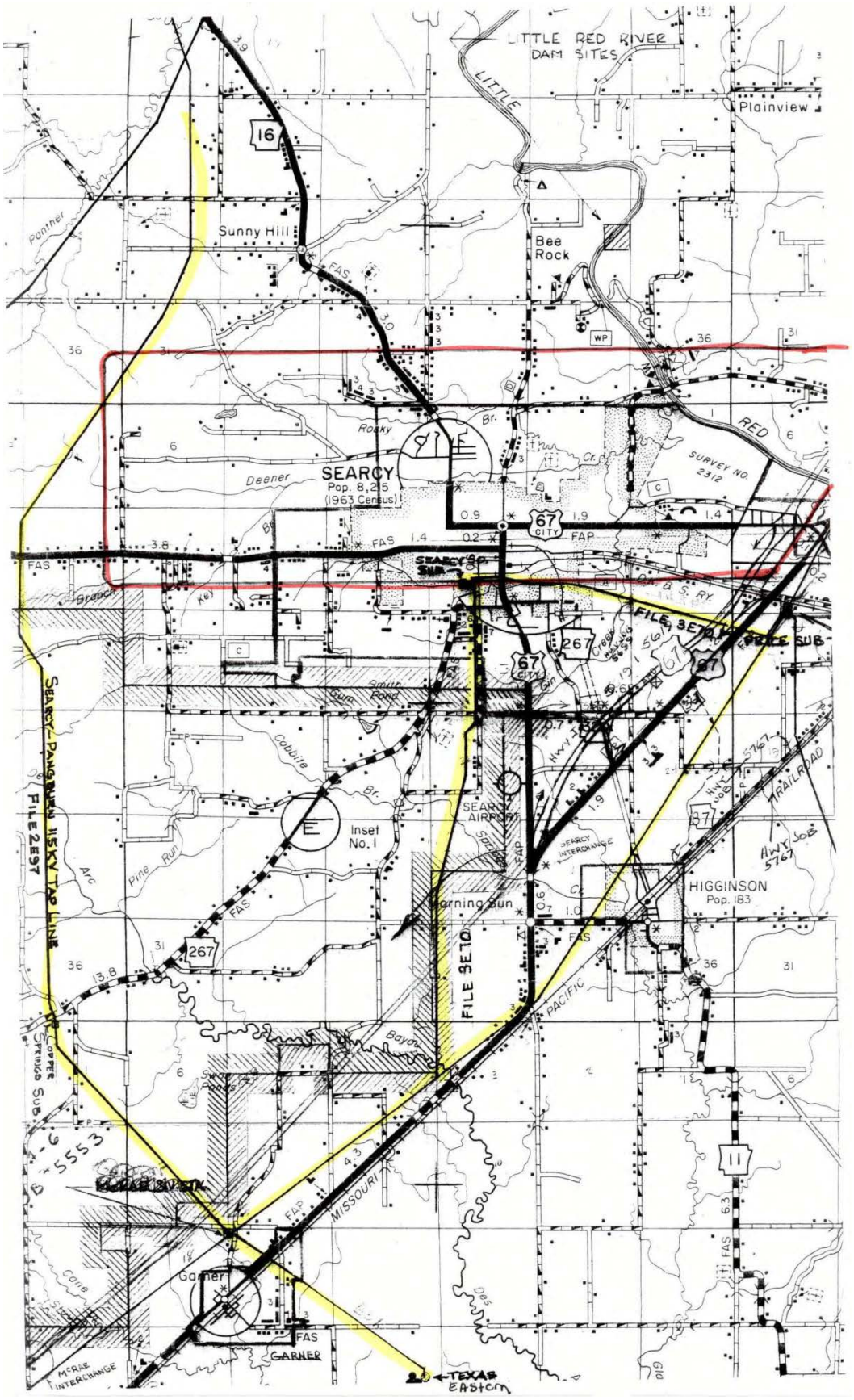
In your letter of February 11, 2010, you requested that ENTERGY identify any location issues associated with your proposed North Searcy Connector, Job No. 050198 .

We are enclosing a county map with ENTERGY Transmission Lines indicated within your "Project Area " At this time we see no adverse impact if the project is constructed in the northern portion of the " Project Area" , as we have no transmission lines in this area. If we can be of further assistance please advise.

Monty Harrell
Manager, Transmission Lines

cc: Robert Durham
Jerry Reed
Jim Bounds


SEARCY-PANGBURN 115KV TAP LINE
FILE 2E97
FILE 3E10
PRICE SUB
KENSETT
Pop. 905
HIGGINSON
Pop. 183
WEST POINT
Pop. 97
Doniphan
Armstrong Springs


LITTLE RED RIVER
DAM SITES
LITTLE
Plainview
16
Sunny Hill
Bee
Rock
WP
SEARCY
Pop. 8,255
(1963 Census)
67
CITY
FAP
FAS
SURVEY NO.
2312
RED
Deener
Rocky
Br.
Cr.
SEARCY
SUB.
B. S. RY.
FILE 3E70
PRICE SUB
267
Cobuila
Pine Run
Inset
No. 1
SEARCY
AIRPORT
SEARCY
INTERCHANGE
HIGGINSON
Pop. 183
RAILROAD
Morning Sun
FILE 3E70
PACIFIC
Bayou
MISSOURI
SEARCY-PANGBURN 11 KV TAP LINE
FILE 2E97
Garner
GARNER
TEXAS
Eastern
MCRAE
INTERCHANGE

050198

ARKANSAS GEOLOGICAL SURVEY

VARDELLE PARHAM GEOLOGY CENTER - 3815 WEST ROOSEVELT ROAD - LITTLE ROCK, ARKANSAS 72204

Mike Beebe
Governor

Bekki White
Director and State Geologist

February 17, 2010

RECEIVED
AHTD
FEB 18 2010
ENVIRONMENTAL
DIVISION

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

Dear Mr. Malbrough:

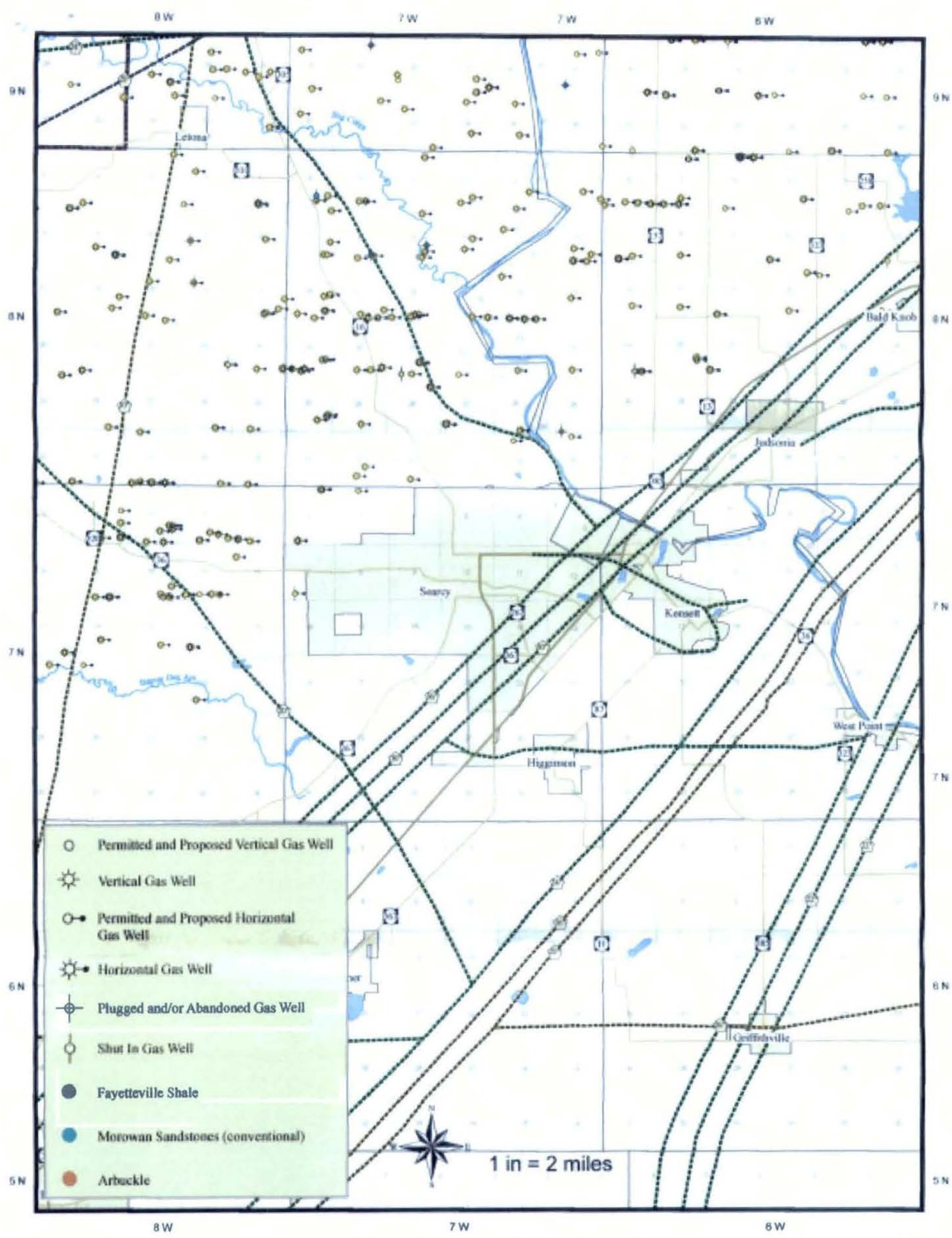
This letter is a response to your request for information concerning the area around and in the City of Searcy, White County, Arkansas with regards to the North Searcy Connector with the Job number of 050198. Attached is a location map for major gas lines and gas wells in the area and was last updated February 12, 2010. I hope this provides the type of information you needed.

If you have questions please feel free to contact me.

Sincerely,

William Lee Prior
Geologist Supervisor

PHONE: (501) 296-1877; FAX: (501) 663-7360
ags@arkansas.gov
www.geology.arkansas.gov
An equal opportunity employer


8 W
7 W
7 W
6 W
9 N
8 N
7 N
6 N
5 N
Lehma
Bald Knob
Judsonia
Searcy
Kensett
West Point
Higginson
Griffithville
Permitted and Proposed Vertical Gas Well
Vertical Gas Well
Permitted and Proposed Horizontal Gas Well
Horizontal Gas Well
Plugged and/or Abandoned Gas Well
Shut In Gas Well
Fayetteville Shale
Morowan Sandstones (conventional)
Arbuckle
1 in = 2 miles

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

February 23, 2010

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

Re: Job 050185, North Searcy Connector, White County

Ms. Malbrough:

The subject Environmental Assessment has been reviewed for possible conflicts with CenterPoint Energy Gas Transmission facilities. As indicated on the marked up map, CenterPoint Energy Gas Transmission has a high-pressure 3-inch natural gas pipeline that starts on the north side of East Park Avenue and proceeds east on the south side of the street. A 6-inch natural gas pipeline starts on the north side of East Park Avenue and proceeds north on the east side of Highway 16 through the project limits that you have indicated. These facilities could potentially be in conflict with the proposed project. CenterPoint Energy Distribution may also have facilities that are with the limits of the proposed project.

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

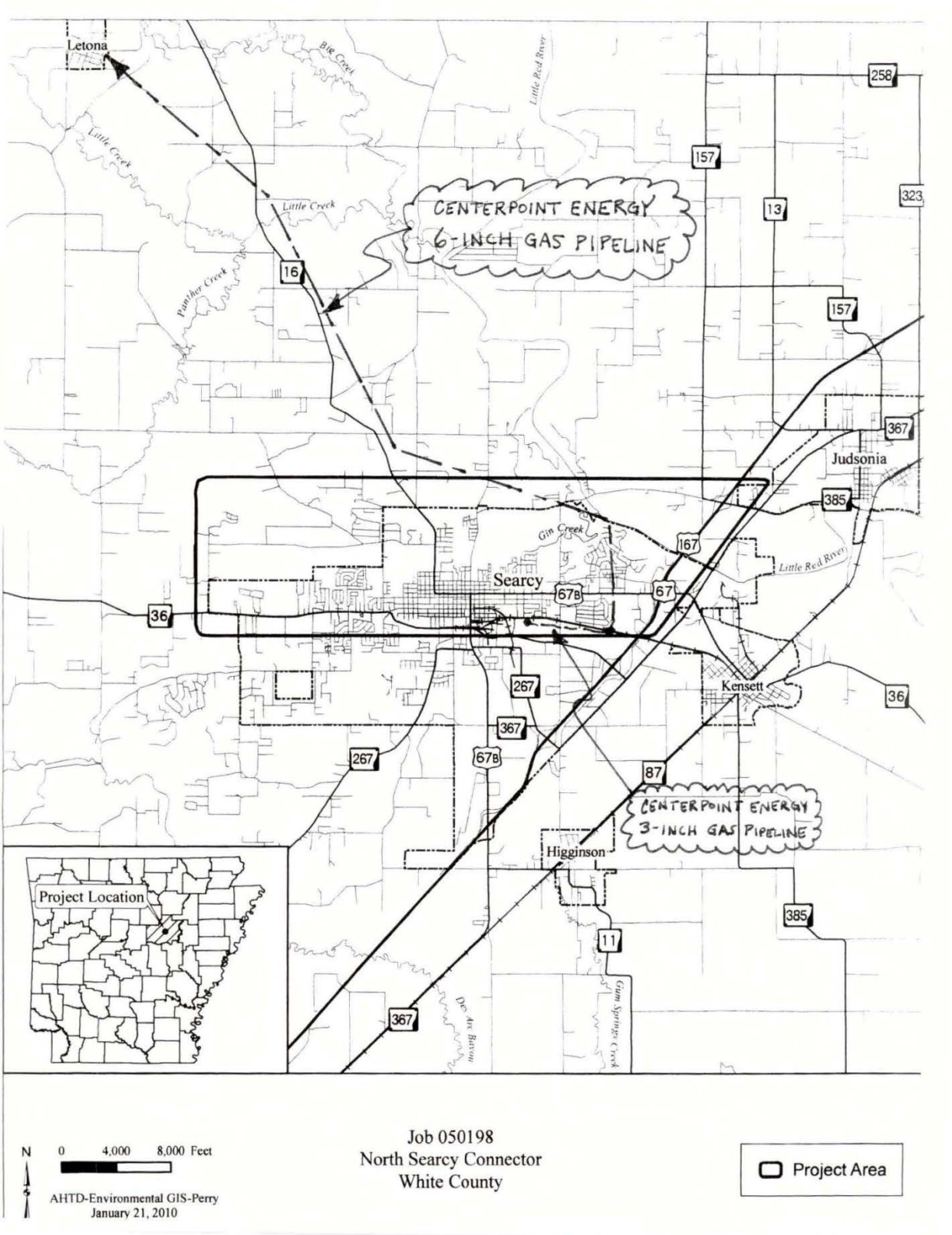
Sincerely,

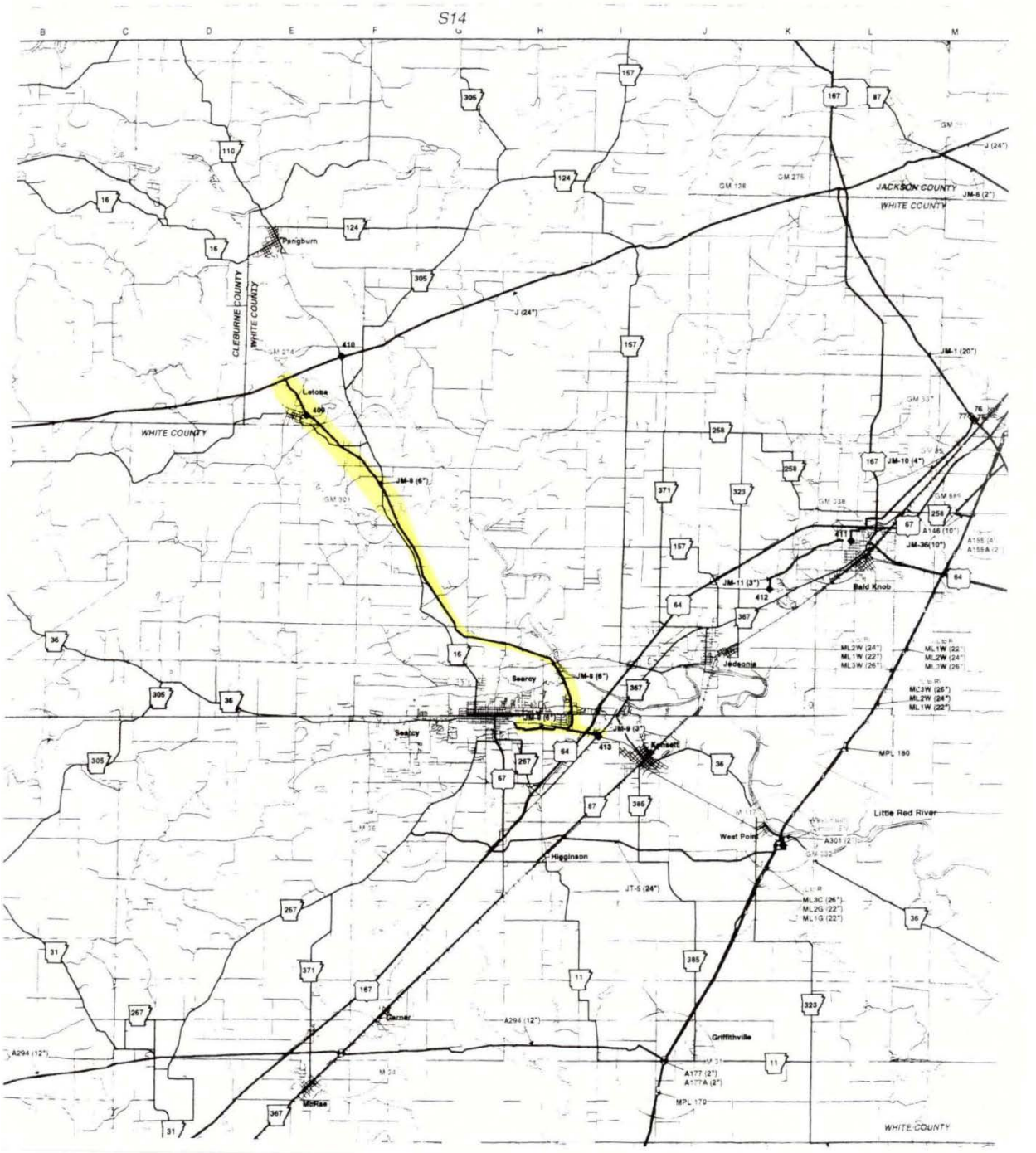
Jake White

Jake White
CenterPoint Energy Gas Transmission

Attachments

Cc: Rick Hardester
Region Engineer
CenterPoint Energy Gas Transmission


Letona
Bir Creek
Little Red River
Little Creek
Little Creek
CENTERPOINT ENERGY
6-INCH GAS PIPELINE
Panther Creek
16
258
157
13
323
157
367
Judsonia
385
Gin Creek
167
Little Red River
Searcy
67B
67
36
267
Kensett
36
367
267
67B
87
CENTERPOINT ENERGY
3-INCH GAS PIPELINE
Higginson
385
11
Gum Springs Creek
Dee Ann Bayou
367
Project Location
N
0
4,000
8,000 Feet
AHTD-Environmental GIS-Perry
January 21, 2010
Job 050198
North Searcy Connector
White County
Project Area


S14
JACKSON COUNTY
WHITE COUNTY
CLEBURNE COUNTY
Heber Springs
Quitman
Clinton
Searcy
Bald Knob
Judsonia
Kensett
West Point
Higginson
Griffithville
Garner
Letona
Little Red River
MPL 180
MPL 170
JM-1 (20")
JM-6 (2")
JM-8 (6")
JM-9 (6")
JM-9 (3")
JM-10 (4")
JM-11 (3")
JM-36 (10")
JT-5 (24")
A294 (12")
A177 (2")
A177A (2")
A146 (10")
A301 (2")
ML2W (24")
ML1W (22")
ML3W (26")
ML3C (26")
ML2G (22")
ML1G (22")

United States Department of the Interior

FISH AND WILDLIFE SERVICE
110 South Amity Road, Suite 300
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480

IN REPLY REFER TO:

March 2, 2011

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

Re: AHTD Job # 050198, Searcy Bypass Northern Alignment, White County, Arkansas

Dear Mr. Malbrough,

This letter provides U.S. Fish and Wildlife Service (Service) technical assistance concerning the above referenced project and is in response to a phone call from your staff on March 1, 2011, requesting comments. Our response is submitted in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and the Endangered Species Act of 1973 (87 stat. 884, as amended; 16 U.S.C. 1531 et seq.).

A review of the project area revealed no documented federally listed threatened or endangered species occurrences within the action area. The proposed construction of a new northern roadway route to bypass the city of Searcy, Arkansas begins at Highway 36 on the western edge of the Searcy city limits, crosses the Little Red River and terminates at U.S. Highway 67/167 near Judsonia, Arkansas. The Service requests that the Arkansas Highway and Transportation Department (AHTD) explore potential alternatives to accomplish purpose and need for the proposed project that do not require an additional crossing of the Little Red River, if feasible. Service personnel will work with AHTD to explore any such alternatives during development of an environmental assessment or other National Environmental Policy Act document for the proposed project.

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

Sincerely,

Melvin Tobin
Deputy Project Leader

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

March 11, 2010

Terry Tucker
Arkansas State Highway and Transportation Department
P. O. Box 2261
Little Rock, AR 72203-2261

SUBJECT: Scoping Comments for Searcy Highway Project. Job Number 050198

Dear Mr. Tucker:

The Environmental Protection Agency (EPA) Region 6 has received your correspondence dated February 11, 2010, regarding the proposed construction of two lane highway near Searcy, Arkansas. In accordance with the National Environmental Policy Act, our agency is providing the following comments to assist you in developing your NEPA documents:

1. There may be rare, threatened, or endangered species or habitat less than 1 mile from the proposed project. You should contact your state agency or US Fish and Wildlife Service for more specific information.
2. There are several properties listed on the National Register of Historic Places in close proximity to the proposed project.
3. There are two hospitals and several schools near the proposed project.
4. There are five Toxic Release Inventory (TRI) sites within 0.16 miles of the proposed project.
5. There are several regulated facilities within 0.50 miles of the proposed project.
6. There may be a geology that supports the presence of an aquifer within the proposed project.
7. There is a high percentage of unemployed persons (15.91%) within the proposed project.
8. There is surface water present within the proposed project.

In the future, it would be helpful to have latitude and longitude coordinates or a GIS file format in order to expedite review of your projects. We appreciate the opportunity to provide comments to aid you in the development of your NEPA documents. If you have questions or wish to coordinate further, please contact Dr. Sharon L. Osowski, of my staff at osowski.sharon@epa.gov or by phone at 214-665-7506.

Sincerely,

Cathy Gilmore
Chief, Office of Planning and
Coordination

P&C

FV's sig.

SEB

Scott

Frank

SEARCY PUBLIC SCHOOLS

"STRIVING FOR EDUCATIONAL EXCELLENCE"

801 NORTH ELM

SEARCY, ARKANSAS 72143

501-268-3517 • FAX 501-278-2220

RECEIVED

JUN 20 2011

DEPUTY DIRECTOR AND CHIEF ENGINEER'S OFFICE

June 15, 2011

Mr. Dan Flowers, Director
Arkansas Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203-2261

Reference: Study Area
Job 050198
Highway 36—Highway 67 Connector

Dear Mr. Flowers:

We as a school district understand the extreme benefit to the city of Searcy and to the rest of White County of the Highway 36—Highway 67 Connector in development and future expansion of the city and region. In regard to the proposed route, however, the members of the Searcy School Board and I request that the northern segment be located as far north in the proposed study area as possible. This preferred route would be north of the ridge that runs from east to west along the study area.

The possibility that the designated route of the northern segment could be along Holmes Road is a source of concern for us. This street is just north of Searcy High School and already is a route for much of the traffic before, during, and after school. To increase the traffic on this route with possibly increased traffic speed could be a potential safety issue for some of our student and other drivers. For this reason, we urge you to locate the designated route further north.

Your consideration of this request would be most appreciated.

Sincerely,

Diane Barrett

Diane Barrett
Superintendent

cc: Mr. Scott Bennett, Interim Director

RECEIVED

JUN 20 2011

Asst. Chief Engr.-Planning

Incoming

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Phone (501) 569-2000 Fax (501) 569-2400

P.O. Box 2261
Little Rock, Arkansas 72203-2261
WWW.ARKANSASHIGHWAYS.COM

July 5, 2011

Ms. Diane Barrett, Superintendent
Searcy Public Schools
801 North Elm Street
Searcy, AR 72143

Re: Job 050198
Hwy. 36-Hwy. 67 Connector P.E.
White County

Dear Ms. Barrett:

Reference is made to your recent letter to Director Dan Flowers regarding the preferred location of the subject project.

The Department is currently developing and analyzing alternative alignments for this project through the required environmental clearance process. The completion of this process will result in the identification of the selected location. Your comments will be considered as project development continues.

Please be aware that the Department has limited funding available for this project and the construction schedule could be impacted by the financial commitment made by the City of Searcy and White County. As you may know, White County recently committed $3.0 million toward the project and it has been requested that the City also commit an equal amount.

If I can be of further assistance in this matter, please advise.

Sincerely,

Frank Vozel

Frank Vozel
Deputy Director and
Chief Engineer

c: Commissioner John Burkhalter
Director
Assistant Chief Engineer-Planning
Programs and Contracts
Environmental
Planning and Research
District 5
Job 050198 'C' File

FV/TF/tf F:\P&C-DIV_PROJDEV\Programs\Partnering\050198_SearcySchoolDistLocReq.doc

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

DAVID MORRIS
Mayor

MARGARET MEADS
City Clerk-Treasurer

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

October 6, 2011

The Honorable John Burkhalter
Arkansas Highway Commission
Arkansas Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203-2261

Reference: Study Area
Job 050198
Highway 36 – Highway 67 Connector
White County

Dear Mr. Burkhalter:

Enclosed you will find a copy of a Resolution that was adopted by a unanimous vote by the Searcy City Council on September 30, 2011 requesting consideration be given to locate the designated route of the proposed highway out in the northern-most region of the proposed study area. This northern most route would give the city ample room for future growth and expansion. Also it would help move traffic off of the already congested city streets that lie within the study area.

Specifically, we are requesting that this project not be located along the Collins Road / Holmes Road route, but follow the area along Covington Road. This will avoid the route going through the Headlee Heights Subdivision and will avoid the intersection at North Ella Street, which is a major concern due to its proximity to Searcy High School. Your consideration to this request would be most appreciated.

We look forward to working with you and the other officials of the Arkansas Highway and Transportation Department on this project. If I may be of any assistance to you and your staff, please do not hesitate to contact me.

With the kindest of personal regards, I remain

Sincerely,

David Morris
Mayor of Searcy

cc: The Honorable Mike Beebe, Governor
Emily Jordan-Cox, Office of the Governor
Scott Bennett, Director
Mr. Frank Vozel, Deputy Director and Chief Engineer
Terry Tucker, Environmental Division
Randy Ort, Public Affairs Division
Lyndal Waits, District Engineer

RESOLUTION NO. 2011-11

A RESOLUTION OF THE SEARCY CITY COUNCIL IN SUPPORT OF LEVY OF GROSS RECEIPTS TAX TO PROVIDE MATCHING FUNDS FOR STATE HIGHWAY PROJECTS SERVICE THE CITY OF SEARCY, ARKANSAS; REFLECTING THE DESIRE FOR A NORTHERLY ROUTE SELECTION; AND ENCOURAGING ELECTORS OF THE CITY OF SEARCY TO SUPPORT INFRASTRUCTURE IMPROVEMENTS

WHEREAS, the Arkansas State Highway Department has presented a $60 million proposal to White County and the City of Searcy to construct certain State Highway improvements benefitting the City of Searcy, Arkansas, and other communities in White County; and

WHEREAS, The City of Searcy would be required to provide matching funds in the amount of $3,000,000.00, which is a part of the total matching funds of $6,000,000.00, to provide the for the construction of a project estimated to be equal to or greater than $60,000,000.00 for the construction of improvements to, and extensions of, State Highways benefitting the City of Searcy; and

WHEREAS, the Searcy City Council desires, as an expression of the will of the Searcy City Council, to utilize the proposed project funding which is expected to contribute substantially to job promotion and economic development within the City of Searcy; and

WHEREAS, the contemplated improvements to the said State Highways are expected to enhance the marketability of the region to potential business and industry and fuel sustained residential, industrial and commercial development; and

WHEREAS, the City of Searcy has experienced increased traffic on the streets, roads and ways maintained by the City of Searcy and that the contemplated improvements to the State Highways would serve to address this increased traffic and to provide for further development of ancillary streets, roads and ways and improve issues related to crowding and enhance public safety; and

WHEREAS, the Searcy City Council recognizes that the City of Searcy could incur certain construction expenses associated with improvements to certain connecting arteries to the said improvements to the State Highways; and

WHEREAS, the Searcy City Council wishes to convey a good faith assurance to the Arkansas State Highway Department that a genuine effort will be undertaken, and is currently being undertaken, to meet the required matching funds, in conjunction with White County, to fund the contemplated improvements to the State Highway; and

WHEREAS, the Searcy City Council wishes to express its desire for the construction of any State Highway project to take a northerly route around the City of Searcy, and not to utilize Holmes Road or Collins Road and to minimize interference with existing residential developments and provide for the safety of the residents of the City of Searcy and others who drive upon these roads; and

WHEREAS, the Searcy City Council wishes to encourage the electors of the City of Searcy to confirm the levy of the gross receipts tax to provide for the construction of highway and street improvements to promote the growth and development of residential, commercial and industrial services within the City of Searcy and to promote job growth.

NOW, THEREFORE, BE IT RESOLVED BY THE SEARCY CITY COUNCIL:

Section 1. That the Searcy City Council does hereby resolve, and does hereby, convey our good faith assurance to the Arkansas State Highway and Transportation Department that a genuine effort is being undertaken, and will be undertaken, to meet the required matching funds for the contemplated improvements to State Highways serving White County, and the City of Searcy the development of a North Bypass Loop connecting Honey Hill Road with State Highways 67/167. (the "Project")

Section 2. That due to concerns for the safety of the citizens of the City of Searcy, and others, who use Collins Road and Holmes Road on a daily basis, the Searcy City Council wishes to express its desire that any proposed route for the Project adopt a more northerly route and not use either Collins Road or Holmes Road for the Project route.

Section 3. That the Searcy City Council wishes to encourage the citizens of the City of Searcy to vote in favor of the levy of this gross receipts tax and to reflect the desire of the City of Searcy to promote commercial, industrial and residential development in our community.

This Resolution is made this 29th day of September, 2011.

David Morris, Mayor

Attest:

Margaret Meads, Clerk-Treasurer

FV

SEARCY

RECEIVED
JAN 27 2012
DEPUTY DIRECTOR AND
CHIEF ENGINEER'S
OFFICE

January 26, 2012

Mr. Scott Bennett, Director
Arkansas Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203-2261

Reference: Study Area
Job 050198
Highway 36 – Highway 67 Connector

Dear Mr. Bennett:

On behalf of the Board of Directors of the Searcy Regional Economic Development Corporation we urge and request that consideration be given in the planning stage of this project to locate the designated route of the proposed highway out in the northern most region of the proposed study area. It is our preference that the designated route is north of the ridge that runs from east to west along the study area. This northern most route would give the city ample room to grow and expand outward to the new highway and also would help move traffic off of already congested city streets that lie within the study area. Your consideration to this request would be most appreciated.

Sincerely,

Buck Layne

Buck Layne
Agent

RECEIVED
JAN 27 2012
Asst. Chief Engr.-Planning

cc: Mr. John Burkhalter, Commissioner
Mr. Frank Vozel, Assistant Director
Mr. David Morris, Searcy Mayor

RECEIVED
JAN 27 2012
[illegible] OFFICE
ARKANSAS HIGHWAY AND
TRANSPORTATION DEPARTMENT

mWTT

The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811
e-mail:
info@arkansaspreservation.org
website:
www.arkansaspreservation.com

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February 27, 2012

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

RE: White County – General
Section 106 Review – FHWA
Request for Technical Assistance
Job Number 050198
Hwy. 36 – Hwy 67 Connector P.E.
AHPP Tracking Number: 71324

Dear Mr. Malbrough:

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents that pertain to this undertaking and has determined that the two additional structures included in this undertaking, structures H, and I pictured in the documentation provided with your February 16, 2012, letter are both eligible for inclusion in the National Register of Historic Places as part of a homestead.

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

Sincerely,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration

From: Mitch_Wine@fws.gov
To: Price, Brenda
Cc: Fleming, John; Nichols, Don
Subject: Job # 050198 Searchy northern bypass
Date: Wednesday, May 02, 2012 11:08:02 AM

Brenda et al.,

After reviewing the draft EA, the Service has only minor comments on the proposed project. Basically just the standard concerns, such as try to avoid stream relocations and wetlands to the greatest extent possible and avoid unnecessary encroachment on the floodplain of the Little Red River with the proposed bridge. Stormwater management both during and post construction should be considered to ensure receiving waters are not contaminated by surface runoff. If you have any questions, feel free to give me a call and thanks for the early review opportunity.

****

Mitch Wine
Fish & Wildlife Biologist

United States Fish and Wildlife Service
Ecological Services
110 South Amity Road, Suite 300
Conway, AR 72032

(501) 513-4488 (voice)
(501) 513-4480 (fax)
(501) 350-7663 (cell)
email: mitch_wine@fws.gov
http://www.fws.gov/arkansas-es/

U.S. Department of Transportation
Federal Highway Administration

Arkansas Division

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

June 4, 2012

In Reply Refer To:
AHTD Job 050198
Hwy. 36-Hwy. 67 Connector
White County, Arkansas
HDA-AR

Dr. Andrea A. Hunter
Director, Tribal Historic Preservation Officer
Osage Nation
Post Office Box 779
Pawhuska, Oklahoma 74056

Dear Dr. Hunter:

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

The Arkansas Highway and Transportation Department (AHTD) plans to construct a two-lane connector between State Highways 36 and 67 in White County, Arkansas (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and several sites have been found near the project area. Archeological sites 3WH0026, 3WH0120 and 3WH0453 are documented as containing historic and/or prehistoric artifacts while 3WH0498 and 3WH0501 and 3WH0210 are recorded solely from archival sources (General Land Office plats). In an effort to assess the known sites and locate other undocumented archeological sites within the area of potential effects, the AHTD is planning to conduct a cultural resources survey of the project area.

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.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure

U.S.Department
of Transportation
Federal Highway Administration

Arkansas Division

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

June 4, 2012

In Reply Refer To:
AHTD Job 050198
Hwy. 36-Hwy. 67 Connector
White County, Arkansas
HDA-AR

Ms. Jean Ann Lambert
Tribal Historic Preservation Officer
Quapaw Tribe of Oklahoma (O-Gah-Pah)
Post Office Box 765
Quapaw, Oklahoma 74363-0765

Dear Ms. Lambert:

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

The Arkansas Highway and Transportation Department (AHTD) plans to construct a two-lane connector between State Highways 36 and 67 in White County, Arkansas (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and several sites have been found near the project area. Archeological sites 3WH0026, 3WH0120 and 3WH0453 are documented as containing historic and/or prehistoric artifacts while 3WH0498 and 3WH0501 and 3WH0210 are recorded solely from archival sources (General Land Office plats). In an effort to assess the known sites and locate other undocumented archeological sites within the area of potential effects, the AHTD is planning to conduct a cultural resources survey of the project area.

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.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure

U.S. Department of Transportation
Federal Highway Administration

Arkansas Division

700 West Capitol Ave
Suite 3130
Little Rock AR 72201
(501) 324-6430

June 4, 2012

In Reply Refer To:
AHTD Job 050198
Hwy. 36-Hwy. 67 Connector
White County, Arkansas
HDA-AR

Mr. Earl J. Barbry, Jr.
Tribal Historic Preservation Officer
Tunica-Biloxi Tribe of Louisiana, Inc.
Post Office Box 1589
Marksville, Louisiana 71351

Dear Mr. Barbry:

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

The Arkansas Highway and Transportation Department (AHTD) plans to construct a two-lane connector between State Highways 36 and 67 in White County, Arkansas (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and several sites have been found near the project area. Archeological sites 3WH0026, 3WH0120 and 3WH0453 are documented as containing historic and/or prehistoric artifacts while 3WH0498 and 3WH0501 and 3WH0210 are recorded solely from archival sources (General Land Office plats). In an effort to assess the known sites and locate other undocumented archeological sites within the area of potential effects, the AHTD is planning to conduct a cultural resources survey of the project area.

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.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure

U.S. Department of Transportation
Federal Highway Administration

Arkansas Division

700 West Capitol Ave., Room 3130
Little Rock, AR 72201-3298
501-324-5625
Fax: 501-324-6430

June 4, 2012

In Reply Refer To:
AHTD Job 050198
Hwy. 36-Hwy. 67 Connector
White County, Arkansas
HDA-AR

Ms. Lisa Larue-Baker
Historic Preservation Coordinator
United Keetoowah Band of Cherokee Indians
Post Office Box 746
Tahlequah, Oklahoma 74465

Dear Ms. Larue-Baker:

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

The Arkansas Highway and Transportation Department (AHTD) plans to construct a two-lane connector between State Highways 36 and 67 in White County, Arkansas (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and several sites have been found near the project area. Archeological sites 3WH0026, 3WH0120 and 3WH0453 are documented as containing historic and/or prehistoric artifacts while 3WH0498 and 3WH0501 and 3WH0210 are recorded solely from archival sources (General Land Office plats). In an effort to assess the known sites and locate other undocumented archeological sites within the area of potential effects, the AHTD is planning to conduct a cultural resources survey of the project area.

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.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure

Job 050198
Hwy. 36 - Hwy. 67 Connector
White County
Alternative 1
Alternative 2
Alternative 3
City Limits
USGS Topographic Maps
Kensett 1994, Latonia 1980, Judsonia 1994, & Garner 1981
0
1,500
3,000 Feet
AHTD-Environmental GIS-Perry
January 23, 2012
Begin Job 050198
Highway 13 Extension
End Job 050198
GRAY
BACKBONE RIDGE
SEARCY
Little Red River