

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
HWY. 67 - HWY. 51 (ARKADELPHIA BYPASS) P.E.
FAP STPC-9013(10)
ARDOT JOB 070442
CLARK COUNTY, ARKANSAS**

Upon consideration of the approved Environmental Assessment (EA), public comments, and other considerations, the Federal Highway Administration (FHWA) has determined that the Preferred Alternative for the proposed Arkadelphia Bypass project would have no significant impact on the human or natural environment and hereby issues a Finding of No Significant Impact (FONSI) pursuant to 23 CFR 771.121(a).

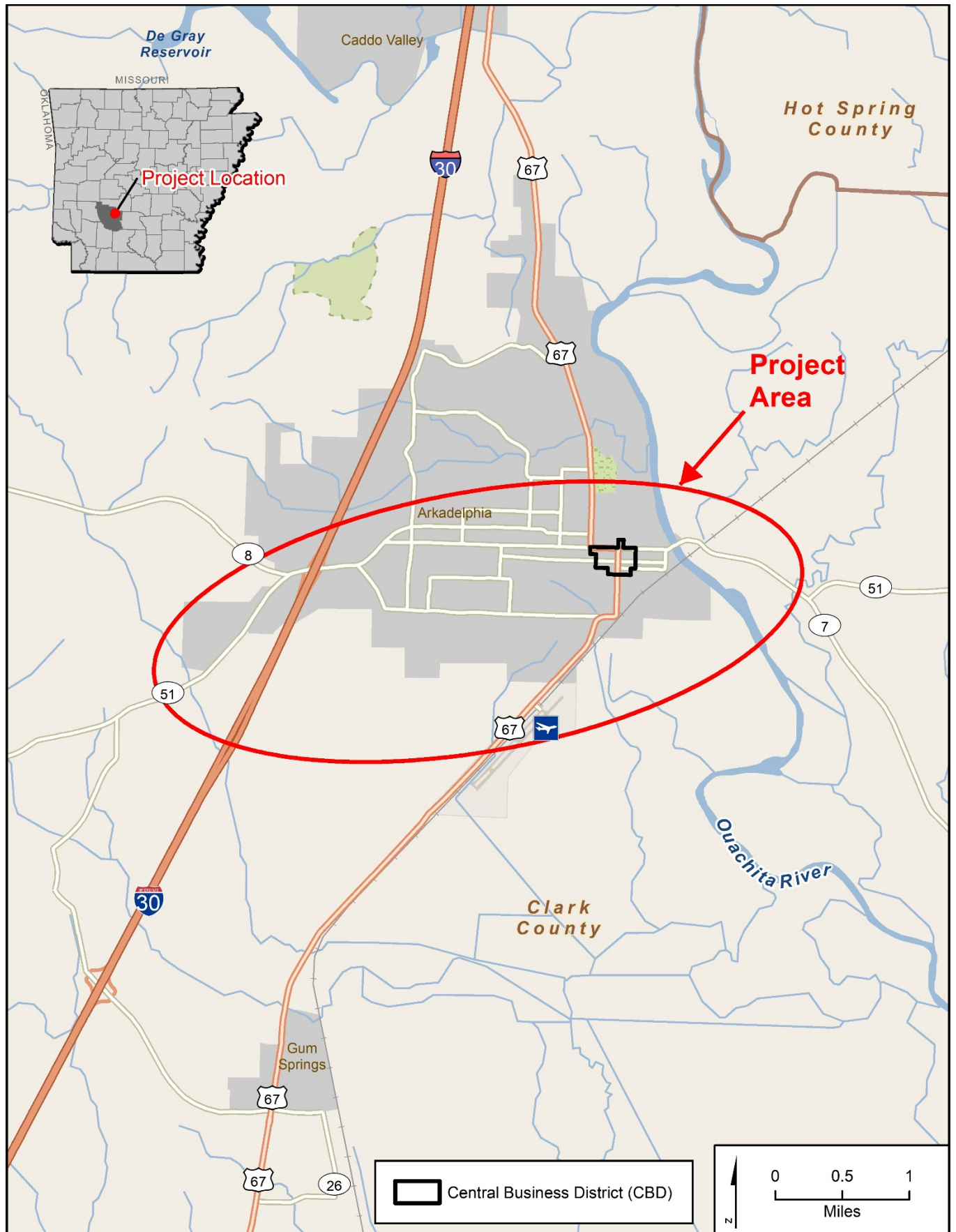
The Arkansas Department of Transportation (ARDOT), in cooperation with FHWA, is proposing to construct a bypass and modify the Interstate 30 (I-30) and Highway (Hwy.) 51 interchange (I-30/Hwy. 51 interchange) in the City of Arkadelphia to improve safety, mobility, and connectivity. The project area is shown in **Figure 1**.

Several ARDOT planning studies have identified the Central Business District (CBD) and the east side of the I-30/Hwy. 51 interchange as areas in Arkadelphia where safety and mobility are inadequate. These studies include the 2006 Arkadelphia Truck Route Study, 2013 Arkadelphia Bypass Study, and the 2020 Arkadelphia Bypass Traffic Study.

The purpose of the project is to improve safety, mobility, and connectivity in Arkadelphia by providing:

- An alternate route to reduce the number of logging and other heavy-duty trucks traveling through the CBD;
- A more direct east-west travel route for both local and through traffic; and
- I-30/Hwy. 51 interchange modifications to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Health Medical Center.

This FONSI is based on the FHWA's independent evaluation. The information contained in the EA has been determined to discuss the need, environmental impacts, and appropriate mitigation measures adequately and accurately for the project. The EA provides sufficient evidence and analysis for determining that no identified impacts would cause significant adverse effects to the natural, cultural, or social environments.

Figure 1: Project Area

Public Involvement

Public and local official involvement was an important part of the alternative development process. This collaboration began in early 2019 and continued throughout the EA process.

A public officials meeting and an open forum public involvement meeting were held on February 5, 2019, at Henderson State University. Including ARDOT and other staff, 19 people attended the public officials meeting, and 145 people attended the public involvement meeting. Alternatives A-G and Interchange Alternatives 1-4 were presented. Fifty-two comment forms and five letters were received. A majority of those who commented expressed a need for a bypass (46 yes; 5 no) and did not prefer improvements to Hwys. 51 and 67 instead.

Input from local, state, and federal agencies, and tribes with interests in the project area, was solicited regarding the proposed Arkadelphia Bypass project from July 2018 to June 2021. Agencies were asked to review the proposed study area and provide any information or identify concerns they may have regarding resources within their jurisdiction or expertise. Additional coordination with local officials and important stakeholders occurred throughout the alignment development process.

Local official and public input from the February 2019 meetings resulted in the development of an additional West Bypass Alternatives to connect the bypass directly to I-30 and an Interchange Alternative was added.

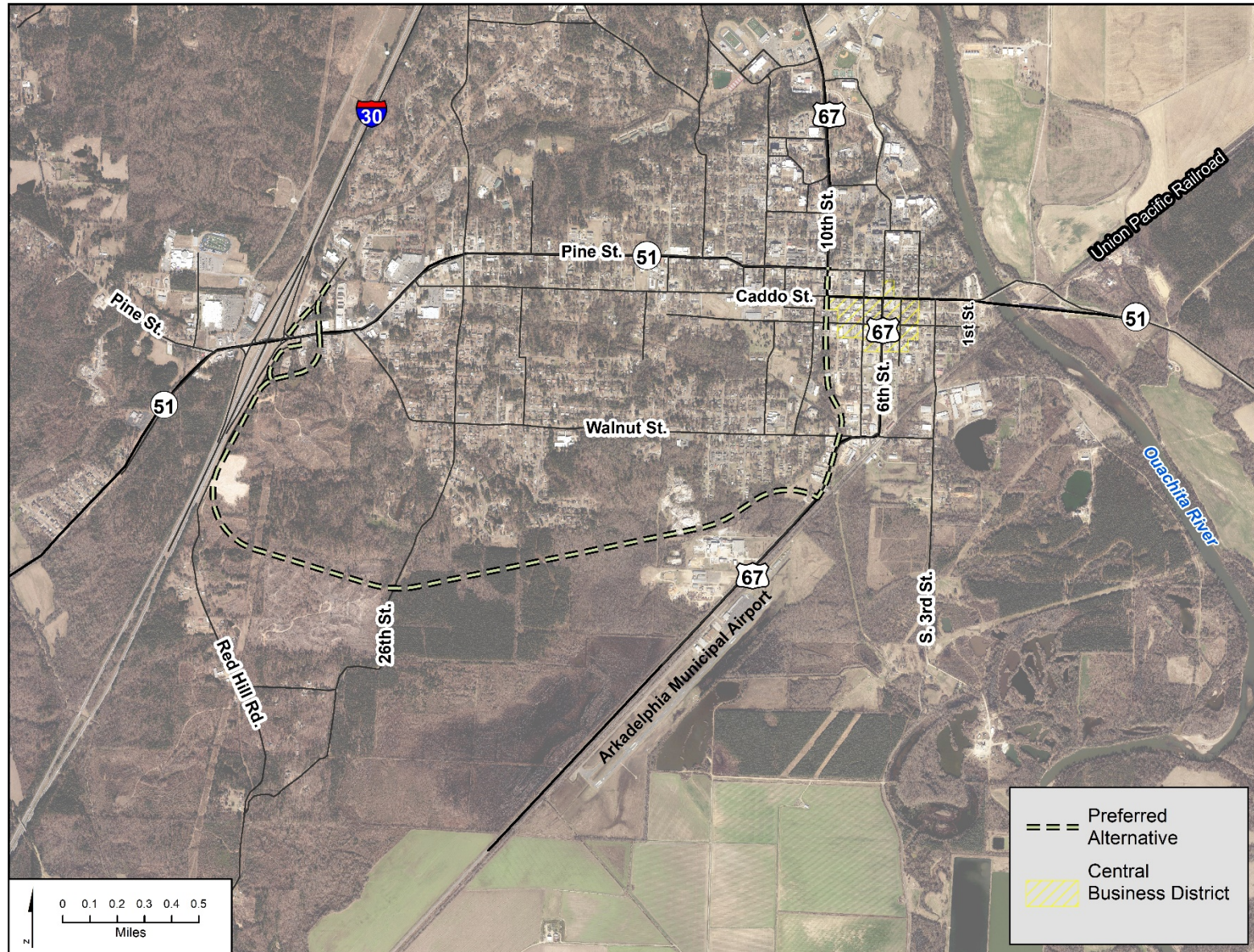
A virtual Location Public Hearing (LPH) was held online at the project website ([Arkadelphiabypass.transportationplanroom.com](https://arkadelphiabypass.transportationplanroom.com)) between October 18 and December 4, 2020. Live virtual meetings with local officials and the public were held on November 19, 2020. A total of 1,839 unique visitors accessed the meeting, 58 officially signed in, and a total of 35 comments (public and public officials) were recorded in the disposition of comments. Overall, the majority of comments were in support of the Arkadelphia Bypass, but there were some comments opposing specific optional segments since a Preferred Alternative had not been identified. The LPH synopsis with the disposition of comments is provided in **Appendix A**.

In response to local officials and ARDOT comments following the LPH, turn lanes were added at the intersection of Caddo Street and Hwy. 67 to better accommodate large truck movements. These improvements were also added to tie together improvements for this project and the planned improvements for Pine Street (ARDOT Job 070439).

The ARDOT Interdisciplinary Team reviewed the public and other stakeholder comments as well as important project information and identified a Preferred Alternative that addressed the purpose and need of the project while minimizing the environmental impact to the greatest extent possible.

The Preferred Alternative is a combination of Alternative D, Alternative B, and Alternative 3 (**Figure 2**).

Figure 2: Preferred Alternative



A virtual Design Public Hearing (DPH) was held at the project website (Arkadelphiabypass.transportationplanroom.com) between May 23 and July 7, 2021. Live virtual meetings with local officials and the public were held on June 22, 2021. A total of 1,117 unique visitors accessed the meeting, 47 officially signed in, and a total of 29 comments (public and public officials) were recorded in the disposition of comments. Overall, the majority of comments were in support of the Preferred Alternative for the Arkadelphia Bypass with six commentors opposed for various reasons. The DPH synopsis with the disposition of comments is provided in Appendix A.

The typical section varies across the bypass as described in the following paragraphs.

The typical section for Hwy. 67 between Pine Street and the interchange with the bypass south of Walnut Street for the initial buildout consist of two travel lanes and a middle turn lane with curb and gutter, sidewalk and open ditches behind the sidewalk (**Figure 3**). The ultimate future buildout for this section, when traffic warrants, would consist of four travel lanes and a continuous left-turn lane with curb and gutter (**Figure 4**). The initial and ultimate future typical section from the north end of Redhill Road to Hwy. 51 is the same as shown in **Figure 5** and **Figure 6** except there will not be open ditches behind the sidewalk.

Figure 3: Hwy. 67 Urban Typical Section - Initial

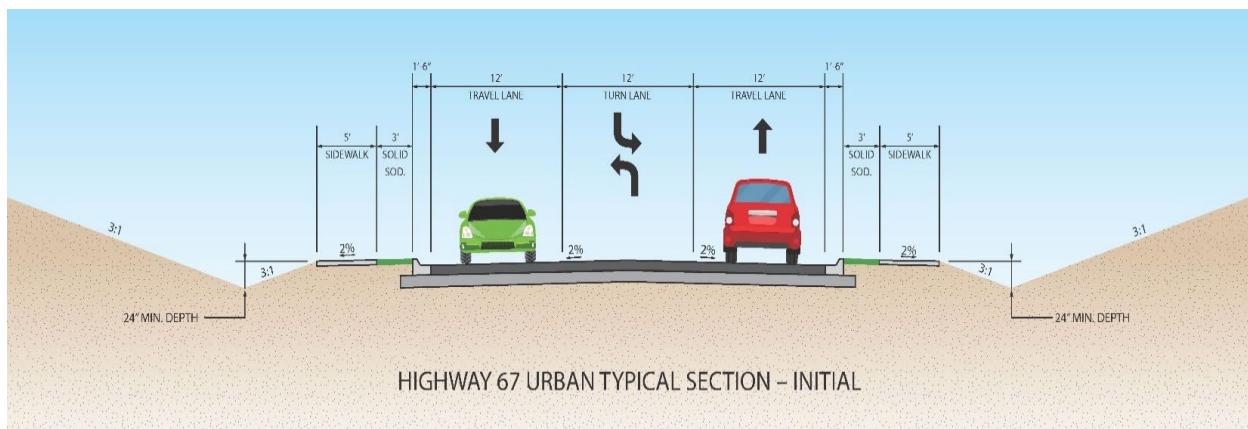
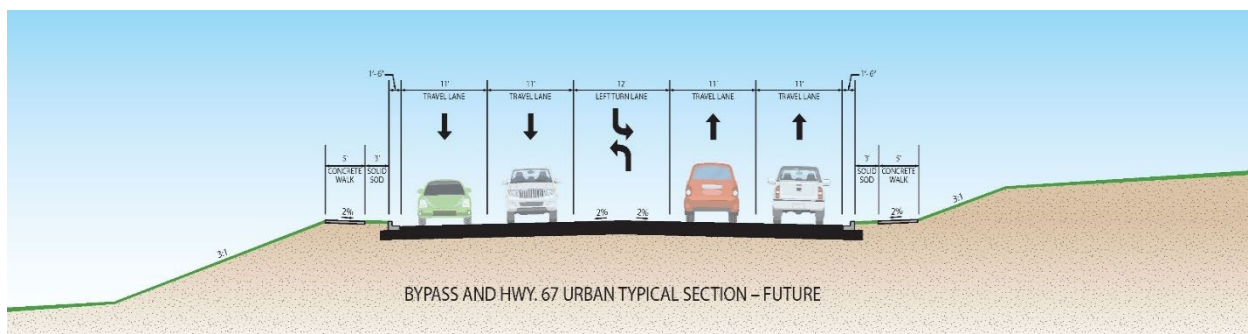


Figure 4: Bypass and Hwy. 67 Urban Typical Section - Future



The typical section for the southern portion of the bypass between Hwy. 67 and the north end of Redhill Road would consist of two travel lanes and a middle turn lane with open shoulders for the initial buildout (Figure 5). The ultimate future buildout for this section, when traffic warrants, would consist of four travel lanes with a painted median and open shoulders (Figure 6).

Figure 5: Bypass Rural Typical Section - Initial

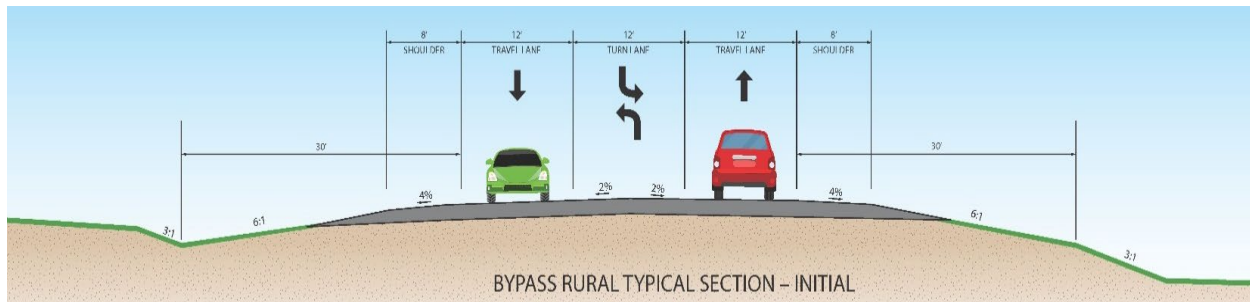
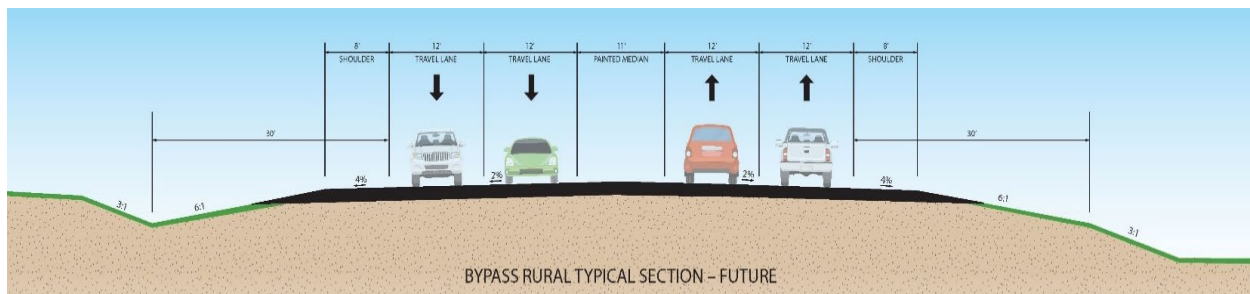


Figure 6: Bypass Rural Typical Section - Future



Environmental Impacts

Environmental impacts changed since the EA was signed and have been updated to reflect the current design. The additional impacts to each resource, if any, were minor. All impacts for the Preferred Alternative are shown in **Table 1** and discussed in the following sections.

The FHWA finds that the project would not impose significant impacts to the social, cultural, or natural environment.

Table 1: Preferred Alternative Impacts

| Resource Category | Preferred Alternative |
|----------------------------------|-----------------------|
| Length (miles) | 4.0 |
| ROW Required (acres) | 112 |
| Total Cost (dollars) | \$37,085,000 |
| Residential Relocations (number) | 2 |

| Resource Category | Preferred Alternative |
|--------------------------------------|-----------------------|
| Business Relocations (number) | 11 |
| Environmental Justice (mobile homes) | 2 |
| 100-Year Floodplain (acres)s | 10 |
| Wetlands (acres) | 36 |
| Stream (acres) | 3 |
| Prime Farmland (acres) | 29 |

Right of Way / Land Use

The Preferred Alternative would require approximately 112 acres of new right of way (ROW). Land would be converted from a mix of undeveloped land and business uses to ARDOT-owned ROW maintained for transportation use.

The FHWA finds that there are no significant impacts to private property or land use anticipated with the Preferred Alternative.

Environmental Justice

This project was developed in accordance with *The Civil Rights Act of 1964*, as amended, and *Executive Order 12898* on Environmental Justice. These federal actions stipulate that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, family composition, age, or income be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. No person was discriminated against or denied the opportunity to comment on the proposed project alternatives.

The Cox Mobile Manor mobile home park on Hwy. 51 just east of I-30 was identified as a low-income neighborhood. Design considerations associated with the Preferred Alternative reduced the number of potential relocations in the mobile home park from 18 to two. The relocation of these two mobile homes is not considered a disproportionately high or adverse impact.

In light of *Executive Order 12898*, a review of the disproportionate effects of the Preferred Alternative was conducted. By using U.S. Census Data, the Health and Human Services Poverty Guidelines, (Federal Register, February 2018), making field observations, and conducting a public involvement meeting and hearings, the determination was made that the Preferred Alternative will not have any disproportionate or adverse impacts on minorities, low-income, elderly, or disabled populations.

The FHWA finds that the Preferred Alternative would not have disproportionately high and adverse effects on minority and low-income populations, and finds that the impacts would not be significant.

Residential and Business Relocations

Two residential properties and 11 businesses may require relocation. During the final design process, opportunities to minimize or avoid impacts to these properties will be considered. Relocation assistance will be provided in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* to mitigate any adverse effects.

The FHWA finds that there are no significant impacts associated with residential or business relocations anticipated with the Preferred Alternative.

Noise

Potential alignment alternatives were screened with a tiered process outlined in the noise screening analysis completed for the EA. As a result of potential traffic noise impacts identified in the screening process, a Traffic Noise Assessment Study was completed and approved in May 2021 (**Appendix B**). The report findings indicated that no receivers will approach or exceed the 67 dBA threshold for Noise Abatement Criteria Category B (residential), and no receivers will be impacted by a substantial increase of 10 dBA or more as defined in the ARDOT Noise Policy. As a result of no anticipated impacts to noise-sensitive receptors, noise mitigation is not proposed for this project.

Minor improvements between Caddo and Pine Streets were proposed after the original noise study was prepared. Consequently, a noise study review was completed. The review indicated that additional noise analysis was not warranted for the proposed improvements.

The FHWA finds that noise impacts are not significant.

Cultural Resources

A cultural resource survey and historic structure survey were completed for the project in accordance with Section 106 of the *National Historic Preservation Act*. Clearance received from the State Historic Preservation Officer in April 2021 concurred that no historic properties will be affected by the Preferred Alternative (**Appendix C**).

The FHWA finds that impacts to cultural resources/historic resources are not anticipated.

Floodplains and Prime Farmland

The Preferred Alternative will impact approximately 10 acres of the 100-year floodplain and not result in a net rise of the floodplain or affect surface water elevations. Overall, the project will be designed to minimize adverse impacts to the floodplain's natural and beneficial values. Implementation of the Preferred Alternative will follow any local or state floodplain management plans, and coordination with the Local Floodplain Administrator will take place for concurrence of the grading plan and project approval.

The Preferred Alternative would acquire approximately 29 acres of Prime Farmland.

The FHWA finds that floodplain and Prime Farmland impacts are not significant.

Wetlands and Streams

Based on the preliminary wetland determination, the Preferred Alternative will impact approximately 36 acres of wetlands and three streams. Approximately 350 feet of an unnamed stream will be realigned and the existing bridge at Walnut Street and Hwy. 67 will be replaced with a box culvert to improve the drainage. A final wetland delineation report will be prepared for the Preferred Alternative and a Section 404 permit application will be submitted to the U.S. Army Corps of Engineers (USACE). An individual permit is anticipated. Mitigation for impacts will first be sought from an approved mitigation bank within the primary service area, and if no banks are available, mitigation will be acquired from the closest approved mitigation bank.

The FHWA finds that impacts to wetlands and waters of the U.S. are not significant.

Protected Species

The U.S. Fish and Wildlife Service (USFWS) Section 7 consultation finalized in July 2021 indicated that no further consultation for any of the listed species is required for the Preferred Alternative. The updated species list is provided in **Table 2** and the USFWS coordination is provided in Appendix C.

Table 2: Threatened and Endangered Species Impacts Associated with the Preferred Alternative

| Species/Critical Habitat | Habitat Determination | USFWS Effects Determination |
|---|------------------------------------|---|
| Eastern Black Rail (<i>Laterallus jamaicensis</i> spp. <i>jamaicensis</i>) | Potential Suitable Habitat Present | Not Likely to Adversely Affect |
| Northern Long-eared Bat (<i>Myotis septentrionalis</i>) | Potential Suitable Habitat Present | May Affect; Action is consistent with activities analyzed in the Programmatic Biological Opinion on Final 4(d) Rule |
| Piping Plover (<i>Charadrius melodus</i>) | No Suitable Habitat | Not Likely to Adversely Affect |
| Red Knot (<i>Calidris canutus rufa</i>) | No Suitable Habitat | Not Likely to Adversely Affect |
| Red-cockaded Woodpecker (<i>Picoides borealis</i>) | Potential Suitable Habitat Present | Not Likely to Adversely Affect |
| Winged Mapleleaf (<i>Quadrula fragosa</i>) | No Suitable Habitat | Not Likely to Adversely Affect |

The FHWA finds that there are no significant impacts to threatened or endangered species.

Hazardous Materials

The Citgo Gas Station located south of Hwy. 51 and east of I-30 and the Phillips 66 gas station located on the corner of Hwy. 67 (10th Street) and Hwy. 51 (Caddo Street) are both directly impacted. However, the underground storage tanks (UST) are not directly impacted for either location. Neither of these sites were determined to be at high risk for the presence of petroleum or other hazardous material contamination.

If required, USTs would be removed by an Arkansas Department of Environmental Quality (ADEQ) licensed contractor qualified for UST removal operations. If hazardous materials are identified, observed, or accidentally uncovered, work would be halted and the appropriate regulatory agencies would be notified. Prior to resuming construction, the type of contaminant and extent of contamination would be identified. If necessary, a remediation and disposal plan would be developed. All remediation work would be conducted in conformance with the ADEQ, Environmental Protection Agency (EPA), and Occupational Safety and Health Administration (OSHA) regulations.

The FHWA finds that hazardous materials impacts are not significant.

Indirect and Cumulative Effects

The Preferred Alternative will have the potential for stormwater runoff due to ground disturbance during construction and, therefore, may temporarily cause indirect impacts to surface water quality, streams, and wetlands. Indirect impacts to land use and other growth effects related to induced changes in the pattern of land use or population density may occur with the Preferred Alternative; however, no reasonably foreseeable projects have been identified by city and county officials.

Aquatic features and wildlife habitat were analyzed for cumulative effects. The estimated impacts to water resources and wildlife habitat are considered minor compared to the amount of each resource within the project area. Additionally, as the proposed project and the reasonably foreseeable projects occur within areas immediately adjacent to already-urbanized areas or adjacent to a roadway, further habitat fragmentation will be minor. Thus, for the above-described reasons, coupled with the use of construction Best Management Practices, substantial cumulative impacts to water resources and wildlife habitat are not expected to influence other areas of the watershed.

The FHWA finds that indirect and cumulative impacts would not be significant.

Commitments

Commitments made for the proposed project are as follows:

- All land acquisitions and relocation assistance will comply with relocation assistance guidelines. A residential relocation plan for the Preferred Alternative will be required prior to

any acquisition of property. A review of sufficient replacement housing within the City of Arkadelphia will be included in a relocation plan prior to acquisition.

- If hazardous materials, unknown illegal dumps, or USTs are identified or accidentally uncovered by ARDOT personnel or its contractors, the type and extent of the contamination will be determined according to the ARDOT's response protocol. In cooperation with the ADEQ, appropriate remediation and disposal methods will be determined.
- An asbestos survey will be conducted by a certified asbestos inspector for any buildings acquired for demolition. All asbestos-containing materials will be removed prior to demolition in accordance with ADEQ, EPA, and OSHA.
- The City of Arkadelphia will ensure that the design meets the requirements of "no net rise" certification for all floodplains and floodways under their jurisdiction impacted by the project.
- All borrow pits, waste areas, and work roads will be surveyed for historic properties when locations become available.
- A final wetland delineation on the Preferred Alternative will be conducted and submitted to the USACE and the appropriate Section 404 permit will be determined at that time. An individual permit is anticipated.
- Project construction will be in compliance with all applicable Clean Water Act, as amended, requirements. This includes obtaining Section 401 Water Quality Certification; Section 402 National Pollutant Discharge Elimination Permit; and Section 404 Permit for Dredged or Fill Material.
- Stream and wetland mitigation will be offered at an approved mitigation bank site with a proximity factor applied as the project is not currently within the service area of any mitigation banks with available credits. The mitigation ratio will be approved during the Section 404 permitting process.
- A Water Pollution Control Special Provision will be incorporated into the contract to minimize potential water quality impacts.
- Appropriate action will be taken to mitigate any permanent impacts to private drinking water sources should they occur due to this project.
- A wildflower seed mix will be included in the permanent seeding for the project.

Council on Environmental Quality Regulations

The 2020 Council on Environmental Quality regulations require consideration of a project's affected environment and degree of effect in determining whether the project would have a significant impact (40 CFR 1501.3).

Regarding the potentially affected environment, “agencies should consider, as appropriate to the specific action, the affected area (national, regional, or local) and its resources, such as listed species and designated critical habitat under the ESA. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend only upon the effects in the local area.”

“In considering the degree of the effects, agencies should consider the following, as appropriate to the specific action: (i) Both short- and long-term effects. (ii) Both beneficial and adverse effects. (iii) Effects on public health and safety. (iv) Effects that would violate Federal, State, Tribal, or local law protecting the environment.”

The following issues are considered in the determination of whether there are significant impacts:

1. Impacts that may be both beneficial and adverse.

In addition to the adverse impacts described above, the Preferred Alternative is also anticipated to improve safety, mobility, and connectivity in Arkadelphia by providing: an alternate route to reduce the number of logging and other large trucks traveling through the CBD; a safer east-west travel route for both local and through traffic; and I-30/Hwy. 51 interchange modifications to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Health Medical Center.

2. The degree to which the project affects public health or safety.

One aspect of the proposed project’s purpose and need was to provide improved access to and from the Baptist Hospital and reduce congestion and safety concerns on Hwy. 51 just east of the I-30 interchange. This safety and access improvement was accomplished through the improved intersections and access roads on the south side of Hwy. 51 and the relocated Professional Park Drive on the north side of Hwy. 51. The project is not anticipated to have any adverse public health or safety impacts.

3. Unique characteristics of the geographical area such as proximity to historic or cultural resources, parks, prime farmland, wetlands, wild and scenic rivers, or ecologically critical areas.

Wetland and stream impacts will be mitigated through the purchase of credits at an approved wetland mitigation bank. Prime farmland impacts will be minimal and not require mitigation. There are no adverse impacts expected to any historic or cultural resources, wild and scenic rivers, or ecologically critical areas.

4. The degree to which the effects on the environment are expected to be highly controversial.

The term “controversial” refers to cases where substantial dispute exists as to the size, nature, or effect of the action rather than to the existence of opposition to a use, the effect of which is

relatively undisputed. A Public Involvement Meeting, an LPH, and a DPH were conducted for the proposed project. Several comments were received in favor of the proposed project and its benefits. Most public feedback was neutral with commenters making design suggestions or inquiring about access, traffic, property values, or environmental impacts. Only a few negative comments were received regarding concerns for business impacts.

5. The degree to which the effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.

The impacts to the human environment are well-documented in the EA. There are no known impacts to the quality of the human environment that can be considered highly uncertain or involve unique or unknown risks.

6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The FHWA's regulations at 23 CFR 771.115(a) list the types of actions normally requiring the preparation of an Environmental Impact Statement. A local improvement project, such as the Arkadelphia Bypass, is not included on the list. The project has logical termini and independent utility and represents a reasonable expenditure; it does not force additional improvements to be made to the transportation system. This action would not set a precedent for future actions with significant effects or represent a decision in principle about a future consideration.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.

As outlined in the EA and this FONSI, only minor cumulative impacts on resources such as streams and wetlands are anticipated. No significant cumulative effects have been identified for the proposed project.

8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss of significant scientific, cultural, or historic resources.

Pursuant to the to Section 106 of the National Historic Preservation Act, the presence of cultural resources in the project area were assessed. No cultural or historic resources were identified and the SHPO has determined that the Preferred Alternative would not impact historic properties.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act.

Although there is potential habitat in the project area for six threatened or endangered species,

the USFWS has made determinations of “not likely to adversely affect” for five of the six species and “may affect; action is consistent with activities analyzed in the Programmatic Biological Opinion on Final 4(d) Rule” for the Northern Long-eared Bat.

10. Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

The proposed action does not knowingly threaten a violation of any federal, state, or local law for the protection of the environment. All applicable permits would be acquired prior to construction.

Conclusion

Based upon the EA, the Public Involvement Meeting and the LPH and DPH comments, the Dispositions of Public Comments, and the foregoing information and other supporting information, the FHWA concludes that the Preferred Alternative will not have a significant impact on the environment. Therefore, no additional NEPA documentation is required for this project. If changes in laws or regulations that apply to the project occur during design or construction, or there are major design changes that result in significantly greater impacts than those described in this document, a re-evaluation of the EA will be performed. The ARDOT has completed the assessment of the proposed project and the FHWA issues a finding of no significant impact for the Hwy. 67 - Hwy. 51 Arkadelphia Bypass project in Arkadelphia, Clark County, Arkansas.



Randal Looney
Environmental Coordinator



Date of Approval



U.S. Department of Transportation
Federal Highway Administration, Arkansas Office

Appendix A – PUBLIC HEARING SYNOPSIS AND DISPOSITION OF COMMENTS

Public Involvement Synopsis

**ARDOT Job Number 070442
Arkadelphia Bypass
Virtual Meeting with Live Event
May 23, 2021 – July 7, 2021**

A Virtual Design Public Hearing was held to present the Arkadelphia Bypass (Hwy. 67 – Hwy. 51) Project in Clark County, Arkansas.

The virtual hearing was held at ArkadelphiaBypass.TransportationPlanRoom.com and ArkadelphiaBypass.es.TransportationPlanroom.com in English and Spanish from Sunday, May 23 through Wednesday, July 7, 2021. A public officials meeting was held via video conference on Tuesday, June 22, 2021. Additionally, a Virtual Design Public Hearing live event was held Tuesday, June 22, 2021. Special efforts to involve minorities and the local community in the virtual public involvement meeting included the following:

- Legal ad published in the Arkansas Democrat Gazette on May 23, 2021
- Display ads placed in the Arkansas Democrat Gazette (June 6 and 20, 2021)
- PSA aired on Power 92.3 FM (2X daily June 19 through June 22, 2021)
- Postcards (282) mailed to attendees from the November 2020 public hearing and potentially impacted property owners
- Letters mailed to public officials
- Emails sent to public officials, agencies, stakeholders, and the public
- Social media blasts: Twitter - ARDOT (May 25, June 2, 7, 11, 16, 21, 22, 28, July 1,6), IDrive Arkansas (20, 21, 22), Facebook – City of Arkadelphia (June 22), VP of Student Development at OBU (June 22), VP of Arkadelphia Alliance & Area Chamber of Commerce (June 22)
- News release published by ARDOT on June 8
- Notification/website link posted on ARDOT website

The live virtual public hearing was held on June 22, 2021 at 5:30 p.m. for one hour. The first 30 minutes consisted of a presentation, including the pre-recorded project video, instructions on how to submit comments and utilize Microsoft Teams, and an overview of the preferred alternative using an interactive project map. The meeting followed with a live question-and-answer session between attendees and subject-matter staff. Participants voiced their questions, comments, and concerns utilizing the Microsoft Teams chat function or by unmuting their device microphones.

Public Involvement Synopsis

Virtual Public Meeting

Table 1 describes the results of the public participation at the virtual public hearing.

| Table 1 | |
|--|--------|
| Public Officials Meeting (June 22) | Totals |
| Public Official Meeting attendees, including staff | 17 |
| Public Hearing Live Virtual Event (June 22) | Totals |
| Attendees, including staff | 104 |
| Virtual Public Involvement Meeting (May 23 – July 7) | Totals |
| Unique Visitors (New Users) | 1,117 |
| Visits to the Website (Sessions) | 1,578 |
| Number of Website Pages Viewed (Pageviews) | 3,690 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 50% |
| Comment Forms, emails, or Letters Received | 19 |
| Comments on Interactive Map | 4 |
| Phone calls | 6 |
| Attendees who Signed Electronic Sign-in Sheet | 47 |

Public Involvement Synopsis

Virtual Public Meeting

Table 2 identifies the information available on the English virtual public hearing website and each page's number of views.

| Table 2 | | |
|---|----------------------|----------------------------------|
| Website Page | Pageviews (3,690) | Excluding Homepage (1,944) |
| Homepage <ul style="list-style-type: none">Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 47% (1,746) | |
| Meeting Registration <ul style="list-style-type: none">Electronic sign-in sheet | 3% (94) | 5% |
| Introduction Video <ul style="list-style-type: none">Recorded video presentation highlighting the purpose of the virtual meeting and live event, the purpose of the project, project history and what has occurred since the November 2020 hearing, an overview of the preferred bypass alternative, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 5% (173) | 9% |
| Project Documents <ul style="list-style-type: none">Public Hearing Packet; Project Summary Sheet; Roll Plot of Preferred Alternative; Hwy. 67 & Caddo St. Intersection Roll Plot; Typical Sections; Environmental Impacts Table; Right of Way Procedures for Acquisition; and Environmental Assessment and appendices previously published during November 2020 Virtual Location Public Hearing | 9% (322) | 17% |
| Interactive Project Map <ul style="list-style-type: none">Link: ArcGIS corridor map on Street View showing the preferred bypass alternative and typical sections, with the ability to leave comments on the mapText: Instructions to use the interactive map | 20% (748) | 38% |
| Live Event Information <ul style="list-style-type: none">Link: Microsoft Teams Live Event MeetingText: Instructions to use the Microsoft Teams Application and how to attend the Live EventVideo recording of live event | 15% (546) | 28% |
| Submit a Comment <ul style="list-style-type: none">Print and electronic versions of the comment form | 1% (52) | 3% |

Table 3 describes the results of the public participation at the Spanish virtual public hearing.

Public Involvement Synopsis

Virtual Public Meeting

| Table 3 | |
|--|-------|
| Virtual Public Involvement Meeting (May 23 – July 7) | Total |
| Unique Visitors (New Users) | 6 |
| Visits to the Website (Sessions) | 13 |
| Number of Website Pages Viewed (Pageviews) | 32 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 67% |
| Comment Forms or Letters Received | 0 |
| Attendees who Signed Electronic Sign-in Sheet | 0 |

Table 4 identifies the information available on the Spanish virtual hearing website and each page's number of views.

| Table 4 | | |
|---|------------------|------------------------------|
| Website Page | Pageviews (6) | Excluding Homepage (2) |
| Homepage <ul style="list-style-type: none">Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 67% (4) | |
| Meeting Registration <ul style="list-style-type: none">Electronic sign-in sheet | 0% (0) | 0% |
| Introduction Video <ul style="list-style-type: none">Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, project history and what has occurred since the November 2020 hearing, an overview of the preferred bypass alternative, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 17% (1) | 50% |
| Project Documents <ul style="list-style-type: none">Public Hearing Packet; Project Summary Sheet; Roll Plot of Preferred Alternative; Hwy. 67 & Caddo St. Intersection Roll Plot; Typical Sections; Environmental Impacts Table; Right of Way Procedures for Acquisition; and Environmental Assessment and appendices previously published during November 2020 Virtual Location Public Hearing | 17% (1) | 50% |
| Interactive Project Map <ul style="list-style-type: none">Link: ArcGIS corridor map on Street View showing the preferred bypass alternative and typical sections, with the ability to leave comments on the mapText: Instructions to use the interactive map | 0% (0) | 0% |
| Live Event Information | 0% | 0% |

Public Involvement Synopsis

Virtual Public Meeting

| | | |
|---|-----------|----|
| <ul style="list-style-type: none">• Link: Microsoft Teams Live Event Meeting• Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event• Video recording of live event | (0) | |
| Submit a Comment <ul style="list-style-type: none">• Print and electronic versions of the comment form | 0% (0) | 0% |

Garver 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.

Summarized Comments

- 6 participants disagree with the bypass. Reasons for disagreement are related to job displacement, impacts to jobs/businesses along the project route, the 60 MPH design for the facility, and concerns about tax dollar spending.
- 11 participants inquired about various project components consisting of potential access to the bypass from their properties, impacted property lines/parking spaces, noise levels, property owner compensation, and general information concerning potential property impacts.
- 1 participant inquired about the outreach methods/when project staff would talk with those directly impacted.
- 1 participant were curious about the funding for the project and the timeline of the project and right-of-way acquisition.
- 3 emails were received concerned about potential property impacts, property owner compensation, and concerns with turning left at the I-30 exit on to Pine Street.
- 5 comments were duplicates of original comments and submitted by a different means (e.g., sending an email and a comment form).
- 1 participant supported the project with no comments or inquiries.

Comments received by those representing:

*additional comments received either did not specify or were follow up comments/inquiries.

Agency/Organization:

Red River Baptist Association, Lighthouse Ministries & RRBA Disaster Relief, Lucky Liquor of Arkadelphia, KFC, Justice of the Peace Clark County District 7, Jim Geels Littlefield Oil Co.

Attachments:

- Screenshots of virtual public meeting site
- Presentation Transcript
- Small-scale display maps and exhibits
- Website analytics reports
- Copies of sign-in sheets and submitted comment forms
- Outreach documents

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comment | Response |
|---------------------|--|---|---|
| 1. Miranda M Childs | Interactive Map (exhibit at end of document) | This building does not have enough parking right now. If you take the parking lot any it will make the building unusable. My office will have to move. This road doesn't need to extend this far. This section of road expansion serves no purpose. | The transition distance to rotate the superelevated roadway of the new curve on Professional Park Dr. back to normal crown is 112.5' from the north end of the curve which requires the road to be rebuilt in front of 312 Professional Park Dr. During construction of the project access will be maintained to properties along Professional Park Dr. |
| 2. Miranda M Childs | Interactive Map (exhibit at end of document) | The road could end here. There is no reason to extend this to extend in front of the building at 312 Professional Park Dr, Arkadelphia, AR. This building houses a dental practice, Baptist Physical Therapy, and Devita Kidney Dialysis. | All efforts will be made to minimize impacts as much as possible, but the improvements will require some impacts to the parking due to its close proximity to the existing roadway. During the right of way acquisition process, ARDOT will assess any possible mitigation for the loss of parking. |
| 3. Joseph Burt | Interactive Map (exhibit at end of document) | According to previous meetings 905 HWY 65 would not be affected by the construction. According to this new markers you are planning on taking a majority of our field and part of Parking. We are a ministry that works with the community. | The right of way is required for the future 5 lane section and bridge over Hwy 67. |
| 4. Billy West | Interactive Map (exhibit at end of document) | Alignment Overview video, at approximately 4:56, states that 10th Street dead ends at Clinton Street where, in fact, it continues on South about 200 feet or so to the West to dead end at Walnut Street. | Thank you for your comment. |
| 5. Jackson Hurst | Online Comment Form | I approve and support ARDOT's Arkadelphia Bypass Project. The aspect that I love about ARDOT's Arkadelphia Bypass Project is that the Arkadelphia Bypass will take logging trucks and freight traffic off of AR 51 which will improve safety and reduce congestion on AR 51. | Thank you for your comment. |
| 6. Laura Pierce | Online Comment Form | I disagree with the bypass. If it passes that 11 Business that some cant relocated because of the law of how many feet to churches, day cares and schools. Those business pay tax money every year to the city and donate to events for more money to the city. I really think this does not need to happen. | Thank you for your comment. |
| 7. Brady Boyette | Online Comment Form | I'm against it because i will lose my job and 10-11 other businesses will close down, people will lose their home, we will have to pay more in taxes all because they dont want log trucks coming down the road. the f*** type of stupid **** is that. this is a college town invest in entertainment instead of *****. | Thank you for your comment. |
| 8. Matthew Norman | Online Comment Form | A waste of my tax dollars which no one will be able to pay because yall want to effect 11 local business's for a by pass we don't even need. | Thank you for your comment. |

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comment | Response |
|-----------------------|---------------------|---|---|
| | | putting so many people out of jobs and an entire trailer park of people who have no where to go or probably the money to go anywhere. I work for the liquor store called lucky's and were supposed to get torn down and we cant even relocate because yall's law of cant be to close to a school day care or church. this effects more businesses and people than yall know. once everyone's taxes get raised to pay for it and the liquor store is gone the city will outrage and get worse than it already has over the years. i vote no against the tax raise and no against the "project" | |
| 9. John Cloud | Online Comment Form | We live a quarter mile from the bypass, and we are concerned about noise from the trucks, jake-breaking for instance. Why can't we locate the bypass farther south away from our homes? We never enforced the jake breaking law, but even heavy trucks are loud no matter what. The serenity of our neighborhood is our best asset by far. | Multiple alternatives were considered for this project and the preferred alternative was identified through a collaboration with city official and the public. |
| 10. Joe Burt | Online Comment Form | Please contact us concerning the land that you may be taking from us. | A member of the project team contacted Mr. Burt. See comment #3 |
| 11. Bill R. Alexander | Online Comment Form | Please reconsider the 60 MPH speed limit on the bypass between Red Hill Road and South 26th/Valleyview Road. Their are a significant number of residences that will have to access Red Hill Road and several other roads from either Red Hill or Valleyview. Neither my wife, nor myself relish having to access or cross the bypass while dodging 60MPH traffic, especially big trucks. | 60 mph is the design speed and will not necessarily be the posted speed. The Average Daily Traffic for the Bypass is expected to be 1400 vehicles per day in the opening year and 1600 vehicles per day, 20 years later. The lower volume should create traffic gaps that safely allow access to and from the Bypass. |
| 12. Roger Lane | Online Comment Form | I watched presentations last night & gentlemen said everyone directly impacted by project has been contacted. I have not been contacted in any form. When will that take place? Thanks Roger Lane | Property owners were mailed meeting notices for the design public hearing. Impacted property owners will be contacted by the ARDOT ROW Division prior to construction. |
| 13. M Mcinerney | Online Comment Form | you want to see a fall out trucks going thru town city complaints you will be a ghost town! delays.Ifunding think im kidding better look at greenville ms,you cant give your home away nor business same thing logging trucks many lost money there in court fighting to get there funds back from the bath and it is a bath good luck on this one | Thank you for your comment. |
| 14. Roger Wingfield | Online Comment Form | I own property at 721 S 7TH Street. I would like road access added to the back of my property to the highway. Also I would like to know about the right-of-way over to the creek. | The project team will look into providing access to the back of the property and having the access approved through ARDOT. Regarding property to the west of the bypass, discussions on property will be part of the process with ARDOT ROW. |

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comment | Response |
|-----------------------------------|---------------------------|--|--|
| 15. Taylor Chaney | Online Comment Form | Clark County passed a bond on June 8, 2021 to fund its portion of this project. During the public meeting on 6/22/21, Garver and ArDOT officials could not answer questions about the priority of this project, or how long it would take. How long does it generally take to complete the EIS process, acquiring the right of way from land owners, and construction for a project of this size? Comparable examples would be Sherridan, Jonesboro, etc. Also, its my understanding there are no issues with the state funding its portion of this project as that money was allocated years ago? The representatives at the public meeting on 6/22/21 were extremely non-committal with respect to this, which indicated to me they were not the right people to ask. With Clark County doing its part, are there any funding issues to prevent this project from moving forward on the state's end? If so, will this project receive any money received from Issue 1 passing in November of 2020? | <p>ARDOT is estimating the start for the Arkadelphia Bypass is summer 2022. The Pine Street widening project is estimated for fall 2021. These dates are preliminary and subject to change.</p> <p>The EA process is expected to be completed this summer or fall. Right-of-way acquisition can take as long as a year, especially with businesses being involved. Construction of the entire project, if completed as a whole, could reasonably be expected to take at least two years. However, this timeline is preliminary and subject to change. Additionally, the approved renewal and bond capacity does provide the money needed to commit to a partnership with ARDOT on the bypass. There is not any indication that the state will not be prepared to move forward with the project. We expect the project row acquisition to begin in summer of 2022. However, this timeline is preliminary and subject to change.</p> |
| 16. Miranda Childs Bebee | Online Comment Form/Email | How will the construction easement in the parking lot and building at 312 Professional park dr affect the operation of the offices located here? Parking is already very limited for the medical and dental offices located here. How long will the timeline of construction be for this section? Also what long term changes will be for this section in front of 312 Professional Park Dr? Thank you. Miranda Childs Bebee | All efforts will be made to minimize impacts as much as possible, but the improvements will require some impacts to the parking due to its close proximity to the existing roadway. During the right of way acquisition process, ARDOT will assess any possible mitigation for the loss of parking. |
| 17. Roger Wingfield | Online Comment Form | I would like a back entrance added to 721 S. 7th Street or Parcel number 74-03773-000 | The project team will look into providing access to the back of the property and having the access approved through ARDOT. |
| 18. Carly Slattery | Online Comment Form | Hello, I work for the company that owns and operates the KFC in Arkadelphia. This project will impact our business to where the business will have to close. This KFC typically employs around 14 people and does fairly well in the City of Arkadelphia. We respectfully ask the City, State and DOT consider another route that would not impact our business as substantially as the current route does so that we can keep the business and continue to provide jobs in the City. | There were two other alternatives considered that would not have impacted your business. The preferred alternative that was selected through a collaborative effort with the local officials and the public will impact this business. We did consider alternative alignments for this section and none could avoid impacting the KFC. |
| 19. Jim Geels Littlefield Oil Co. | Online Comment Form | Based upon the proposed design concept for the bypass, the location of our station at 3039 Pine would be severely impacted if our east exit is to be removed. From a safety standpoint, fuel transports and delivery trucks would no longer be able to make safe deliveries, as their only option would be to back out onto the highway to exit. No longer could they pull through the canopy section and exit. Emergency vehicles, | Agree with you statement. Due to other constraints and alignment issues avoiding this impact was not possible. |

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comment | Response |
|-----------------------|------------------|--|--|
| | | such as firetrucks would also be unable to safely enter or exit the property. Vehicles that are getting fuel under the canopy would have no option, but to back out into the only entrance /exit after fueling, causing an additional safety concern. If a traffic light is placed on the new intersection, westbound traffic would no longer have ease to enter our location. The turn lane could ultimately create congestion in front of the store. Based upon the location of this turn radius, we feel that this design would eventually destroy the business due to ingress and egress difficulties and safety concerns with only one entrance/exit. | |
| 20. Jason Bright | Email | Since the bypass is going right thru my store, what information does ARdot need from me? | After ARDOT has the project FONSI approved by FHWA and design is complete, the department will begin Right of Way (ROW) negotiations with impacted land owners. At that point, ARDOT ROW will contact each land owner and start the process. They do not need any information from impacted property owners until that process begins. It is expected that this process will start next year. However, this timeline is preliminary and subject to change. |
| 21. Jason Bright | Email | I am not a land owner, I just rent my building. Will I qualify for an eminent domain? | ARDOT does have a policy in place to compensate tenants as well as owners of properties, to relocate businesses and individuals who are renting. |
| 22. Matthew Dalton | Phone call | Calling in regards about the bypass and hoping to speak with project staff about more project information. | Provided a contact and number with ARDOT ROW Division. |
| 23. Mark Mc. | Phone call | Wanting to know about the road going downtown through Arkadelphia, when it is going to happen, and compensation as leaser of Napa Parts store. | ROW negotiation will be handled through ARDOT when they advance the project to ROW acquisition. The bypass is estimated to begin ROW acquisition in summer 2022. |
| 24. Joe Burt | Phone call | They won't make the meeting the night of the event, but they are at the end of the bypass on 67 and is hoping for more information about the land that will be taken. | ROW negotiation will be handled through ARDOT when they advance the project to ROW acquisition. |
| 25. Roger Wingfield | Phone call | Roger has property that will be affected and needs project staff to contact him. | The project team will look into providing access to the back of the property and having the access approved through ARDOT. |
| 26. Don Smith | Phone call | He represents Littlefield Oil Company, which has a location at 3039 Pine Street in Arkadelphia. They are concerned about the project, and Mr. Smith has requested a call to discuss if there are any potential property impacts | Discussed possible impacts to property. Similar comment to Mr. Geels in comment # 19. |
| 27. Johnnie Ward-Dunn | Phone call/Email | Ms. Ward called inquiring about the noise levels and requested a callback. | Several ARDOT representatives met with in person and talked with Ms Ward about her concerns. |
| 28. Jenna Scott | Email | You addressed the issue with the I-30 exit to Pine Street, for those who are attempting to turn right, then left onto Professional Park | Relocating Professional Park Dr. further to the east and adding a signal at the Bypass/Pine St. intersection, which will |

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comment | Response |
|-----------|----------------|--|---|
| | | <p>Drive. You did not address the issue of attempting to turn left onto Pine Street from this exit. This is sometimes a huge issue. I have pulled off and seen long lines of cars attempting to turn left here. Why would you not merge Red Hill Road/Bypass with the exit and have ONE stoplight here? Still needs answered.</p> <p>2. Clark County narrowly passed a tax and voted to issue bonds to support this project. We were promised that if we issued the bonds to fund our portion of the project, the project would be completed. Yet, we were left last night with no assurance that this would cover the cost of this project. They were unable to answer questions about funding, timing and prioritizing. There was not even a representative of ARDOT at the meeting to address the issues. It seemed that the representatives had more questions than we did. Can you please address these issues? Why should we issue bonds if you are unwilling to do as promised?</p> | <p>create stop conditions for west bound traffic on Pine St., providing the ability to make left turns from the Pine St. The east bound Exit ramp will be improved. Improvements to the ramp intersection will be studied in the future if warranted.</p> <p>ARDOT is anticipating the property acquisition will start in the summer 2022 for the Arkadelphia Bypass. The Pine Street widening project is estimated to start in the fall 2021. These dates are preliminary and subject to change.</p> |

Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

Attached Exhibits:

- MAP COMMENT 1



Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

- MAP COMMENT 2



Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

- MAP COMMENT 3

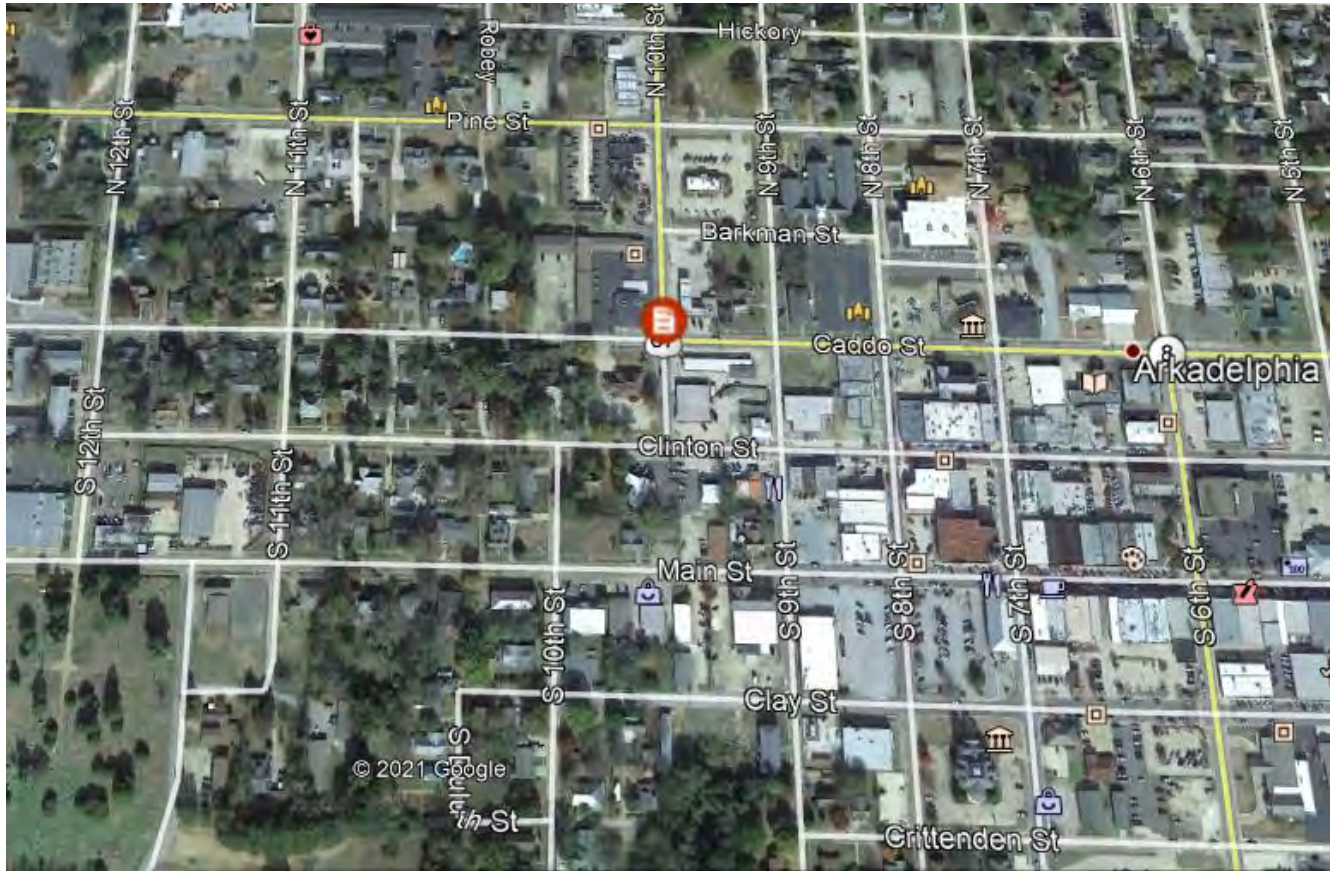


Virtual Design Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

- MAP COMMENT 4



Public Involvement Synopsis

**ARDOT Job Number 070442
Arkadelphia Bypass
Virtual Meeting with Live Event
October 18, 2020 – December 4, 2020**

A Virtual Location Public Hearing was held to present the Arkadelphia Bypass Hwy. 67 – Hwy. 51 Connection Improvement Project in Arkansas.

The virtual meeting was held at ArkadelphiaBypass.TransportationPlanRoom.com and ArkadelphiaBypass.es.TransportationPlanroom.com in English and Spanish from Sunday, October 18 through Friday, December 4, 2020. A public officials meeting was held via video conference on Thursday, November 19, 2020. Additionally, a Virtual Location Public Hearing live event was held Thursday, November 19, 2020. Special efforts to involve minorities and the local community in the virtual public involvement meeting included the following:

- Legal ad published in the Arkansas Democrat Gazette on October 18, 2020
- Display ads placed in the Arkansas Democrat Gazette (November 1 and 15, 2020)
- PSA aired on Power 92.3 FM (3X daily November 16 through November 19, 2020)
- Postcards (155) mailed to attendees from the February 2019 public meeting
- Letters mailed to public officials
- Emails sent to public officials, agencies, stakeholders, and the public
- Social media blasts: ARDOT (October 30, November 2, 4, 10, 12, 16, 18, 19)
- News release published by ARDOT on November 5
- Notification/website link posted on ARDOT website

The live virtual public meeting was held on November 19, 2020 at 5:30 p.m. for one hour. The first 30 minutes consisted of a presentation, including the pre-recorded project video; instructions on how to submit comments, utilize Microsoft Teams, and navigate the virtual location public hearing website; and an overview of the alignment alternatives and intersection options using an interactive project map. The meeting followed with a live question-and-answer session between attendees and subject matter staff. Participants voiced their questions, comments, and concerns utilizing the Microsoft Teams chat function or by unmuting their device microphones.

Public Involvement Synopsis

Virtual Public Meeting

Table 1 describes the results of the public participation at the virtual public meeting.

| Table 1 | |
|---|---------------|
| Public Officials Meeting (November 19) | Totals |
| Public Official Meeting attendees, including staff | 15 |
| Public Hearing Live Virtual Event (November 19) | Totals |
| Attendees, including staff | 75 |
| Virtual Public Involvement Meeting (October 18 – December 4) | Totals |
| Unique Visitors (New Users) | 1,839 |
| Visits to the Website (Sessions) | 2,296 |
| Number of Website Pages Viewed (Pageviews) | 6,019 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 63% |
| Comment Forms or Letters Received | 23 |
| Comments on Interactive Map | 12 |
| Attendees who Signed Electronic Sign-in Sheet | 58 |

Public Involvement Synopsis

Virtual Public Meeting

Table 2 identifies the information available on the English virtual public meeting website and each page's number of views.

| Table 2 | | |
|--|----------------------|----------------------------------|
| Website Page | Pageviews (6,019) | Excluding Homepage (3,029) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 50% (2,990) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 2% (126) | 4% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, project history and what has occurred since the February 2019 meeting, an overview of the bypass alternatives and intersection options, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 6% (348) | 11% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Project Bypass Alternatives; Interchange Alternatives; Typical Sections; Environmental Impacts Table; Environmental Constraints Map; and Right of Way Procedures for Acquisition | 10% (580) | 19% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the three west alignments, three east alignments, and four interchange alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 24% (1,470) | 49% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 5% (284) | 9% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 4% (220) | 7% |

Public Involvement Synopsis

Virtual Public Meeting

Table 3 describes the results of the public participation at the Spanish virtual public meeting.

| Table 3 | |
|---|--------------|
| Virtual Public Involvement Meeting (October 18 – December 4) | Total |
| Unique Visitors (New Users) | 6 |
| Visits to the Website (Sessions) | 13 |
| Number of Website Pages Viewed (Pageviews) | 32 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 67% |
| Comment Forms or Letters Received | 0 |
| Attendees who Signed Electronic Sign-in Sheet | 0 |

Table 4 identifies the information available on the Spanish virtual meeting website and each page's number of views.

| Table 4 | | |
|---|---------------------------|--|
| Website Page | Pageviews (32) | Excluding Homepage (18) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 44% (14) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 9% (3) | 17% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, project history and what has occurred since the February 2019 meeting, an overview of the bypass alternatives and intersection options, typical sections, and submitting comments. A pdf with the voiceover script was also available | 31% (10) | 56% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Project Bypass Alternatives; Interchange Alternatives; Typical Sections; Environmental Impacts Table; Environmental Constraints Map; and Right of Way Procedures for Acquisition | 3% (1) | 6% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the three west alignments, three east alignments, and four interchange alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 3% (1) | 6% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 3% (1) | 6% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 6% (2) | 11% |

Public Involvement Synopsis

Virtual Public Meeting

Garver 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.

| Preferred Western Alignment | |
|-----------------------------|---|
| Alignment A | 6 |
| Alignment B | 9 |
| Alignment H | 4 |

| Preferred Eastern Alignment | |
|-----------------------------|----|
| Alignment D | 10 |
| Alignment F | 2 |
| Alignment G | 4 |

| Preferred Interchange Alternative | |
|-----------------------------------|---|
| Alternative 1 | 4 |
| Alternative 1A | 9 |
| Alternative 2 | 2 |
| Alternative 3 | 1 |

Summarized Comments

- 6 comments opposed Alignment H due to the anticipated cost and threat to relocate businesses/residences along the proposed route.
- Siplast formally rejects all truck bypass routes currently proposed by ARDOT.
- The Executive Director of the nonprofit, Equilibrium, said there is not a need for this project. Also called the project evaluation process into question.
- One commenter indicated that Alignment F appears to impact federal/state grant funded park site (River Park) and posed the concern that impacts to grant funded sites could require replacement of park land.
- Attendees to the public officials who attended the public officials meeting expressed support for Alignment H.
- Three commenters opposed Alignment D due to the threat to relocate businesses/residences along the proposed route.
- One commenter opposed alignments F and G.
- Two commentors opposed Alignment A.
- One commentor opposed Alignment B.
- One commentor opposed Interchange 1 due to the threat to relocate businesses and residences along and the threat to a potential loss of revenue.

Public Involvement Synopsis

Virtual Public Meeting

| Comments received by those representing: | |
|---|----|
| Self / Did Not Specify | 35 |
| Agency/Organization: <ul style="list-style-type: none">Equilibrium of Arkadelphia, Siplast, Grace Fellowship Church of Christ, Lucky Liquor of Arkadelphia, Boyers Auto, Red River Baptist Association, Lighthouse Ministries and RRBA Disaster Relief, Clarks Napa & Ron Trof Parts Warehouse, The Ross Foundation, Chamber of Commerce, Tate's Electric, City of Arkadelphia, Cutway Logging Inc., Rosegail Leatherberry, Law Firm Properties, StewArts Auto, Arkadelphia Lions Club, Williams Funeral Home | 23 |

Attachments:

- Screenshots of virtual public meeting site
- Presentation Transcript
- Small-scale display maps and exhibits
- Website analytics report
- Copies of sign-in sheets and submitted comment forms
- Outreach documents

Virtual Location Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| Commentor | Comment Method | Comments | Response |
|------------------|---|---|---|
| 1. Mark G | Interactive Map (-93.071, 34.10756) | This alternate seems to be passing basically through the backyards of many households. A routing further south, hewing more closely to the Siplast plant would alleviate some of this. [Alignment A] | The alignment was shifted as far as possible to the south onto Siplast property. |
| 2. Chad Hause | Interactive Map (-93.0889, 34.1181) | Alt 1 is the most disruptive and expensive options presented. It displaced the most businesses and residents. Will cause the loss of revenue to the city from property taxes, and sales taxes. I am against this option | Thank you for your comment. |
| 3. Chad Hause | Interactive Map (-93.0917, 34.11671) | Alt 2 appears to be the least disruptive to the community and a less expensive option. | Thank you for your comment. |
| 4. Chad Hause | Interactive Map (-93.0882, 34.11237) | Alt A leads to only 1 intersection option which is the most disruptive and expensive option. I am against this option. | Thank you for your comment. |
| 5. Chad Hause | Interactive Map (-93.0923, 34.10708) | Alt B is a reasonably cost effective option and leaves multiple options at the intersection. | Thank you for your comment. |
| 6. Lori Copeland | Interactive Map (-93.0914, 34.11912) | Can you explain this circular shape and how it affects traffic and log trucks and access to the hospital? [Alternative 3] | The intersection configuration is not determined, it could be a roundabout or a stop sign or stop-light intersection, this decision will be made during final design and based on traffic projections and safety. |
| 7. Lori Copeland | Interactive Map (-93.1004, 34.10397) | Yes, we like this one. Easy accessibility for trucks. Also, when I-30 is closed or slow, it is helpful to have direct access for traffic to get from I-30 to 67 without going through town. [Alignment H] | Thank you for your comment. |

Virtual Location Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

ARDOT Job 070442

| | | | |
|---|---|---|--|
| 8. Lori Copeland | Interactive Map (-93.0573, 34.11902) | This plan cuts off downtown from the rest of the community. Many pedestrians frequent both sides of this proposed road. Downtown is on one side and the elementary school is on the other side. [Alignment D] | Thank you for your comment. |
| 9. Lori Copeland | Interactive Map (-93.0598, 34.1107) | This is a funny shape. Will it be a large interchange or a stop light? Will the green road go over 67 and then turn to meet it? [Intersection of alignments A & F] | The intersection configuration is not determined, it could be a roundabout or a stop sign or stop-light intersection, this decision will be made during final design and based on traffic projections and safety. |
| 10. Joseph E Burt | Interactive Map (-93.0579, 34.1106) | I am concerned that the surveyors were working with measuring our property at 905 Hwy 67 and saying this was a new route. We currently operate a thrift store, and food pantry, feeding many in Clark County and Surrounding areas. This is not a good option [Alignment F] | Thank you for your comment. |
| 11. Randy Roberson | Interactive Map (-93.0474, 34.11966) | Alt F appears to impact fed/state grant funded park site (River Park). Land and Water Conservation Fund grant and Arkansas Matching Grant funds were used to improve park property. Impacts to grant funded sites could require replacement of park land. | Thank you for your comment. |
| 12. Troy Hogue | Interactive Map (-93.0541, 34.10729) | Will the proposed routing north of the airport impact the instrument approach minimums for runway 22? If so, how can that be mitigated so as not to impact approach minimums? And if not, how much leeway is between the proposed route and the IAP corridor? | Airport requirements were considered in the location of the alternatives. Airport activities will not be impacted. |
| 13. Harold Johnson 870-403-3033 | Online Comment Form | I am the Unit Director of the Red River Baptist Association Disaster Relief Team located at 905 Hwy 67 So in Arkadelphia, also the location of Lighthouse Ministries and the Red River Baptist Association office complex. A review of the interactive map shows the bypass north edge at or near our south property line. This location presents no problem for us. However, this week a survey crew told us that you would be taking our property up to or near the 18-foot concrete parking apron extending along the south side of the building. This action would leave the building unusable. The disaster relief team has a bus, 3 trucks, and 5 trailers that deploy trough | The right of way is required for the future 5-lane section and bridge over Hwy 67. However, the ultimate 5-lane section and the bridge over Hwy. 67 construction is not warranted and could be many years until it is. until that ultimate build out is needed the impacts to this property will be much less. |

Virtual Location Public Hearing Public Disposition of Comments

Arkadelphia Bypass Hwy. 67 – Hwy. 51

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| | | <p>out the eastern and central parts of our nation would no longer be able to function from this building. One trailer is 34 feet long, and its tow vehicle extends its length to well over 40 feet. It and the other vehicle cannot enter/exit the building via an 18-foot corridor. We receive food shipments from Sysco Arkansas in 18 wheelers. Lighthouse receives food from Arkansas foodbank in large trucks. Many of their clients and donors make deliveries and collections using trailers. They also need room for parking on a daily basis. The disaster relief team needs long-term parking for its personnel when deployed. If some of our property must be taken, it should end at or near the drainage ditch that crosses the property west to east near the center of the grassy area. The minimum that we can get by with is the area within 60 feet of the building. Please let me know immediately what is planned that would affect us.</p> | |
| 14. Ashley Clark | Mailed Comment Form | Option D makes no sense and would destroy a part of downtown that's full of small businesses | Thank you for your comment. |
| 15. Taylor Chaney 870-230-7743 | Online Comment Form | <p>Building a bridge either over the train tracks or the river aren't financially feasible on the east side. Alternative D is the only feasible option. The bang simply isn't worth the buck for Alternative F and G. Additionally, putting a stoplight at 1st and Caddo for Alternative F is not a feasible option. However, the benefit may justify the expense on the west side for Alternative H. It just depends on how much ArDOT is expecting from Clark County. I would like to be notified of those figures at your earliest convenience. Regardless of which alternative is chosen on the west side, having our southern onramp moved south from its present location is extremely important for us to unlock the commercial benefits of our Interstate access. So if not Alternative H, then Alternative B on the west side.</p> | Thank you for your comment. |
| 16. Dylan Clark | Email | <p>Hello, my name is Dylan Clark. I own "The Olde Rose Tattoo" which is located at 904 main street, here in Arkadelphia. January of 2021 will mark our 4th year at this location. We signed our lease agreement in this location in hopes of it being where we were located for years to</p> | Thank you for your comment. |

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| | | <p>come. This location has benefited us in so many ways and we are very happy here.</p> <p>I am really, really hoping the AR department of transportation decides against the route that comes right through KFC, Napa, Italian Villa, Clark County Porlarole/Probation services, a church, plus various other businesses. I personally feel that downtown Arkadelphia has had enough obstacles to conquer as is. I know what type of hardship it would cause for myself, and my own business; much less the businesses that surround my location.</p> <p>We are already facing hardship with the increasing challenges Covid-19 has presented to us. This is only another blanket of pressure for the small business owners that would be affected by the bypass forcing us to uproot and relocate. We have tens of thousands of dollars invested, much less the hours of labor to make it all happen with our own ambitions and dream.</p> <p>I understand that ultimately the public discussion is just that, public discussion. In the end ARDOT will do what ARDOT wants to do. But, I, like the other business around, pay taxes that helps fund what ARDOT does. I have discussed the topic at hand with every surrounding business and I haven't had a single one of them say they're in favor of this proposal. Frankly we are afraid of what will happen to our livelihood if we are forced to move.</p> <p>This email is probably a complete waste of my time. But a guy has to try. If you have made it this far, I appreciate your time and hope you will consider a route that is less detrimental to small business owners like myself.</p> | |
| 17. Bill R. Alexander 870-210-0648 | Online Comment Form | <p>My wife and I live at the corner of Redhill Road and Meadowlark Drive. We are both opposed to Alternate H on the west end due to (1.) the impact on many of our neighbors and a church, (2.) the fact that trucks needing to go from 8 to 26, or 26 to 8 would have to use the difficult to navigate 8/26 y intersection in front of Allen's Barbeque, and (3.) the tremendous cost of constructing a new overpass and exit/entrance</p> | Thank you for your comment. |

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| | | ramps. It seems that tax money could be better spent elsewhere. | |
| 18. Randy Stewart 870-245-8547 | Online Comment Form | Do you have a projected start date? | |
| 19. Fred Smith 310-503-6146 | Email | Hi, when will the department select their preferred West bypass alternative option (A,B,H) and how can I find out what the decision is? | 11/29 - ARDOT will review the comments received from citizens, public officials, and public agencies and a decision on the preferred Alternative, which will include a western bypass, will be made before the end of the year. The best way to stay connected with the project is to continue to follow our website, arkadelphiabypass.transportationplanroom.com and ardot.gov for updates concerning this project, ARDOT Job No. 070442. Please don't hesitate to reach out to us again if you have any additional questions. |
| 20. Fred Smith | Email | Are you able to share the current recommendation alternative for the west bypass, I understand it is under review and going through the public comment phase and the final decision may change. | 12/1 - Currently, there is no official recommended western bypass alternative for the project as it is still going through the process of receiving public comment. Please let us know if you have any additional questions that we can help you with. |
| 21. Jason Bright Lucky Liquor | Live Event Comment | What is the anticipated timeline for the project? | Right of Way acquisition is anticipated to start in the summer of 2022. That date is subject to change. |
| 22. Jason Bright Lucky Liquor | Comment Form | I own an established business in Arkadelphia on Pine Street, Lucky Liquor of Arkadelphia. Established in 2011, Lucky Liquor is the first legal Liquor store in Arkadelphia since the 18th Amendment, also known as Prohibition (1920). My Business has to adhere to very specific guidelines for it's location of business, specifically distance away from schools and churches. I feel that my business does provide benefit to the community. I understand a | Thank you for your comment. |

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| | | project of this magnitude will permanently affect families, homes, businesses, traffic patterns, wildlife, etc. I understand that there will be many people that will both support and object to this project. I only ask The Powers That Be, to consider plans that affect the least amount of churches, business and homes with higher priority. My business can be moved if necessary, but it requires considerably more "leg work" to relocate. Thank you for taking public input. Best Wishes Jason L Bright OD | |
| 23. David Tate Property/ Tate's Electric Business Owner | Live Event Comment | Mr. Tate voiced that he owns property on Red Hill Road across from the church and owns Tate Electric. Alternative H would impact him personally and professionally, and he is publicly opposed to this alternative. | Thank you for your comment. |
| 24. Elaine Cox Mobile Home Manor Owner | Live Event Comment | Ms. Cox inquired about how Alternative A will impact the mobile home park and if residents would be helped with moving expenses upon acquisition if this alternative were to be chosen. | Yes owners and renters required to relocate will receive assistance from ARDOT to compensate those expenses. |
| 25. Marc G. | Live Event Comment | Marc asked about the connection between the east and west bypass alternatives. Specifically, Marc asked about why the intersection is not farther south and closer to Siplast. | Airport operations restrict the opportunity to align the roadway farther to the south. |
| 26. Tom Curry | Live Event Comment | Tom asked if Alternative D might be adjusted and if it could potentially shift farther west and impact his building. | This alignment shift will be considered. |
| 27. Dan Devun | Live Event Comment | There is no alternative for the bypass location itself? All alternatives follow the same A,B,H corridor? Will you look into alternative routes for east west traffic? | To locate the bypass sections referred to they would have to be located considerably south of the airport creating a very long connection and taking drivers out of their way reducing the benefits of the bypass. |
| 28. Joy Valdez | Live Event Comment | If alt D is not chosen, will loggers still be going down 10th regularly or will it reroute them? | They will continue to use an improved 10 th Street that will be renamed Highway 67. |
| 29. Joe Burt | Live Event Comment | My location is just North of the green stripe going over 67. So if your doing 200' how much of our property will be impacted? | Additional design will be required to answer this question. Another hearing will be held once sufficient design is complete. |

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| 30. Tom Curry | Live Event Comment | Do the maps show the entire right of way of just the road as paved? | Entire ROW. |
| 31. Chuck | Live Event Comment | -For the east bypass options, which city streets that are crossed will have access to the bypass? - Follow up. For Alternative F, will Hemphill Rd and/or Walnut St have access to the bypass? | Alts E and F – Clinton, Clay, Hemphill, Walnut St, and 3 rd St Alt G – Hemphill, Radio Station and 3 rd St |
| 32. Caroline Reed | Live Event Comment | Did you record the meeting you had with community leaders earlier today and if so, will the public have access to those meetings so that we can hear the feedback the community members gave? Additionally, will this session be available for people who were not able to attend? | The recording of the Live Event Public Hearing was uploaded to the project website. |
| 33. Dan Devun | Live Event Comment | These alternatives seem to primarily address interchanges. Are you required to look at additional alternatives for the east west traffic? | Numerous east-west bypass alternatives were considered and studied. |
| 34. Tiffany Burke | Live Event Comment | Is ARDot is leaning toward one alternative over the other? | No |
| 35. Grace Fellowship Church | Live Event Comment | We are Grace Fellowship on Red Hill Rd. It looks like alternate H directly impacts our church. If you choose that route, what kind of time frame are we looking at for relocation? | Row acquisition and relocation can often take 1 to 2 years. It varies a lot and case by case. |
| 36. Joe Burt | Live Event Comment | For the last week you have had alot of surveying going on 67 by other businesses. Specifcly the Red Rlver Baptist Association are you looking at that property, and why have you not contacted owners? | We have notified owners by mail and flyer of the public meeting opportunities so they can raise questions and provide comments. |
| 37. Nikki Tate | Live Event Comment | How do you determine which route to go with? | How each alternative meets the project goals while minimizing the negative impacts to the greatest extent possible is evaluated along with public and local official input to identify the preferred alternative.. |
| 38. Taylor Chaney | Live Event Comment | We committed \$8 mil toward this project several years ago. What are the changes in that figure per alternatives? | These alternatives do not impact that commitment. |

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| 39. Randall Turner 870-246-9223 | Online Comment Form | This is a project with potential benefits. We seem to be the only community around without a bypass. I really like Alt H as it takes traffic from the busy intersection and along with Alt 3 makes access to Baptist Health much better. The current interchange is a problem as I navigate it every day. | Thank you for your comment. |
| 40. Laura Pierce | Online Comment Form | I agree with a by pass from 67 to 51. But to tear down business and move people from there homes on pine street in arkadelphia is not the solution. I think the options for that is too costly. | Thank you for your comment. |
| 41. Jo Elaine Cox | Online Comment Form | I believe that combining Alt A for the West and Alt D for the East will be the most economical and best traffic flow for the Bypass. However; Alt F for the is a good alternative from the East. | Thank you for your comment. |
| 42. Laura Arnold | Online Comment Form | I THINK ITS A WASTE OF THE CITY OF ARKADELPHIA TO COME THRU PINE STREET AND TAKE OUT BUSINESSES AND HOMES FOR A BY PASSTHAT WOULD MAKE THAT AREA A GHOST TOWN | Thank you for your comment. |
| 43. Tracy Rider | Online Comment Form | I think any of the other alternatives are pointless. I think we NEED D and H. If there is any hope of saving our town!! | Thank you for your comment. |
| 44. Nikki Tate | Online Comment Form | NO to Alternative H! | Thank you for your comment. |
| 45. Jamie Gordon | Online Comment Form | No to alternative H | Thank you for your comment. |
| 46. Megan E. Bedell Real Estate Counsel for Siplast, Inc. and GAF Materials LLC | Email/Mail | <p>Dear Ladies and Gentlemen:</p> <p>I am real estate counsel to Siplast, Inc. ("Siplast") and GAF Materials LLC ("GAF"). Siplast and GAF are part of Standard Industries, which is a global building materials company whose businesses range from the world's largest roofing and waterproofing business to aggregates, insulation, and solar energy solutions. Siplast manufactures highly-engineered commercial roofing materials that serve the needs of building owners, roof consultants and architects.</p> <p>Siplast operates two plants within Clark County, Arkansas: a roofing membranes plant located at 1111 Highway 67 ("Subject Property") and a</p> | |

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roofing coatings plant in Gum Springs. Siplast employs more than seventy (70) people combined at the two plants. The products produced by Siplast at its Arkadelphia and Gum Springs facilities are distributed worldwide and are included on the roofs of national and international treasures such as the Library of Congress and the Louvre Museum.

BACKGROUND AND OBJECTION:

Siplast has learned that the Arkansas Department of Transportation ("ARDOT") intends to construct a truck bypass route around the Arkadelphia Central Business District that is intended to connect Highway 51 to Highway 67. Routes A, B, and H as shown on ARDOT's interactive map for the project (collectively, "Western Routes") enter the western (rear) portion of the Subject Property very close to Siplast Road, which is the employee entrance to the facility, and then continue northeast across the Subject Property (passing near Siplast's employee parking lot) and connect with Routes F and Gas shown on ARDOT's interactive map for the project (collectively, "Eastern Routes").

Please be advised that each of the proposed routes adversely affects the Subject Property as discussed in more detail below. Siplast hereby objects to the routes and requests that ARDOT evaluate an alternate route to the south of the Subject Property.

NEGATIVE IMPACT ON FUTURE DEVELOPMENT:

The Western Routes would bisect the currently undeveloped portion of the Subject Property, which would severely constrict, if not entirely prohibit, Siplast from expanding its operations on the Subject Property in the future as that land is the only remaining developable portion of the Subject Property. Similarly, the Eastern Routes would limit expansion options and decrease our frontage along Highway 67. Each of the Western and Eastern Routes would result in an oddly shaped remaining portion of land that would likely be undevelopable.

SAFETY CONCERNS:

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| | | <p>In addition to depriving Siplast of its ability to expand its operations on the Subject Property, the proposed routes create safety concerns for Siplast. In order to properly secure the active manufacturing facility, the Subject Property is fenced and constitutes one contiguous parcel of land. The proposed routes bisect the Subject Property thereby making the Subject Property more difficult and costly to monitor and secure. Additionally, Siplast is worried about the safety of locating a two-lane road (with the apparent ability to expand to five-lanes in the future) near its active manufacturing.</p> <p><u>COST IMPLICATIONS:</u></p> <p>Furthermore, the Western Routes appear to travel through an approximately sixty (60) foot high – ten (10) acre refuse pile located on the Subject Property. The refuse pile presents an obstacle to making the land road-ready and we would expect it to cost many millions of dollars to relocate.</p> <p><u>ALTERNATIVE POTENTIAL ROUTE:</u></p> <p>Siplast also requests that ARDOT evaluate or re-evaluate locating the bypass to the south of the County Fair Association property (which is located directly south of the Subject Property). Such an alternate route could potentially utilize parcels already owned by the State Highway Commission that front on the Highway 67 south of the Subject Property.</p> <p><u>SUMMARY:</u></p> <p>For the foregoing reasons, Siplast objects to each of the truck bypass routes currently proposed by ARDOT. I am happy to organize a virtual meeting with representatives of Siplast and ARDOT to discuss these matters further.</p> | |
| 47. Daniel DeVun | Email/Mail | <p>Please accept my comments pertaining to the Arkadelphia Bypass.</p> <p>Previous Studies</p> <p>Until recently, previously published studies indicated a need for improved intersections, not a need for bypass.</p> | Thank you for your comment. |

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The 2013 Arkadelphia Bypass Study identified existing and projected traffic volumes, as well as current traffic distributions. Based from the study's findings; with an exception of traffic on West Pine Street and I-30, an average increase of 11% in average daily traffic volumes across Arkadelphia and the study area are expected in 2033, representing an additional 620 vehicles per day from 2013 values.

Additionally, the 2010 Highway Capacity Manual analyzed traffic operations on state highways and how they function in the city transportation network. It concluded; in Arkadelphia, "no state highways are expected to reach unacceptable conditions within the study period, traffic problems in Arkadelphia result from large trucks maneuvering through intersections with inadequate turning radii, and are not due to high overall traffic volumes" (Arkadelphia Bypass Study, 2013).

The same study projected only a slight increase of Arkadelphia's traffic in 2033. Additionally, ARDOT concluded from Level of Service analyses that "While some congestion does exist on several routes in Arkadelphia, no state highways are expected to reach unacceptable conditions within the study period." These findings do not warrant the construction of a new east – west bypass south of the town.

Furthermore, the Arkadelphia Bypass Study included data obtained from an origin – destination survey on July 17th and 18th, 2012; which identified the destination of vehicles crossing the Highway 51 Ouachita River Bridge. During those two days, 17% of both passenger cars (450 vehicles) and single unit trucks (10 vehicles) traveled from the river bridge to I-30 and west, while only 5% (10 vehicles) of the tractor trailers made the same voyage. This indicates most vehicles crossing the bridge have destinations within, north and/or south of Arkadelphia; not to I-30 and west of Arkadelphia.

Currently, allocations of money have been made to widen Pine Street and construction is expected to begin soon. This widening project will eventually reduce travel time from east to

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west and is being designed to handle the expected future volumes of traffic.

The recently published (September 2020) Environmental Assessment calls for the purpose of this project to reduce logging trucks traveling through Arkadelphia, to improve safety, to reduce traffic congestion and to improve emergency vehicle access to the hospital. However, it also states previous studies were prepared at the request of the City, the EA includes multiple remarks concerning the City's desire for future growth, and it is known the City has committed millions of dollars of matching funds for the project. However, Arkadelphia's population has not significantly grown in decades, the EA points out Arkadelphia has maintained a flat population curve. Previously, it was recorded due to the potential construction of a pulp mill, a bypass was needed. Projects to this magnitude should not be planned or built from such speculation or to satisfy personal inconveniences.

Requirements

It is understood the EA is required to conduct a social, economic, and environmental effects of the proposed alternatives and to address cumulative impacts. I applaud your efforts in attempts to meet these requirements and others associated with NEPA. It is apparent your efforts have been developed specifically for those reasons.

However, you have not addressed the accumulative economic impacts of the project. Yes, you report the cost of each alternative, but other than project costs, I have not found where you report potential positive or negative impacts to the local economy. Bypasses are designed to route traffic flow away from cities, to fully assess the impacts from the proposed project, it is necessary to assess its economic growth or negative growth potential. Numerous studies cite construction of bypasses result in significant economic losses for towns. Arkadelphia struggles enough, eliminating thru traffic could potentially exacerbate such hardships.

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| | | <p>It is known that reasonable alternatives shall be considered in the EA process. Each identified alternative in this project utilizes a portion of the same route (approximately 1.5 miles) to connect traffic from east of town to west of town. More specifically, there is only one proposed route between HWY 67 to 26th Street. Consideration of alternative routes can provide more in-depth assessment opportunities. Understanding if a FONSI is issued for this project, further alternative assessment is not required because you have selected at minimal two alternatives, including the required No Action Alternative. However, if by a slim chance the FHWA is to identify significant, unmitigable impacts and an EIS is recommended; alternative selections may be considered in more depth. "Although an agency must still give full and meaningful consideration to all reasonable alternatives in an environmental assessment, the agency's obligation under NEPA to discuss alternatives is less than in an EIS." Western Watersheds Project v. Abbey, 719 F.3d 1035, (9th Cir. 2013) Therefore, alternatives to this one and only route should have been considered to this project.</p> <p>Thank you for accepting my comments as part of your required solicitation of public comments to the Arkadelphia Bypass. Although, I do not accept your justification of this project or agree with these alternatives; I do hope your matrixes truly weigh the cumulative social, economic, and environmental impacts of this project, that your alternative selection is the most appropriate for the community, and that your decisions are based on sound science including accurate population models and project needs. This project will impact present and future generations; most importantly, please consider those in your decision-making processes.</p> | |
| 48. Barbara Niven | Mailed Comment Form | <p>Regarding: Arkadelphia Bypass, Comment</p> <p>Dear Mrs. Miller</p> <p>Attached you will find a copy of my comments submitted in February 2019. My concerns continue, most specifically pertaining to alternative routes A, B, and H referenced as West Alignment.</p> | Thank you for your comment. |

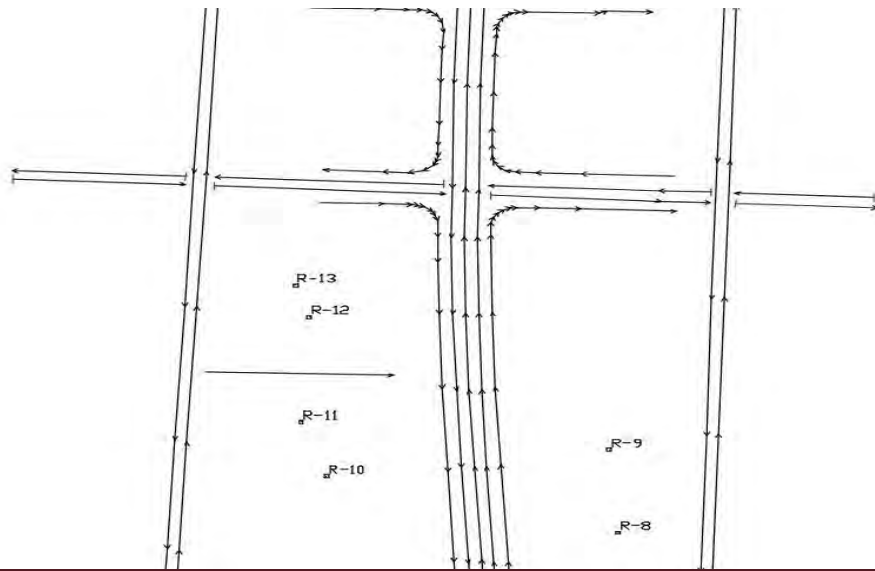
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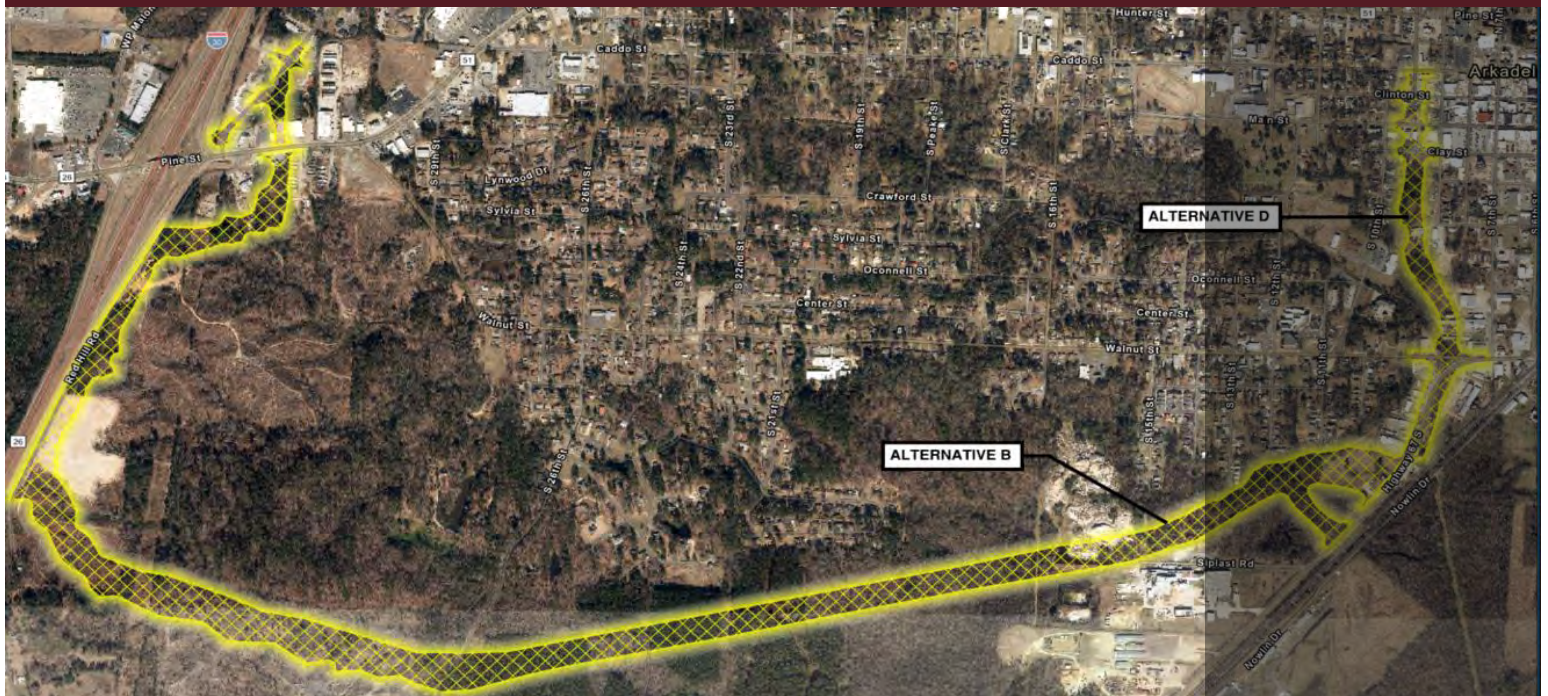
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| | | <p>I was in attendance of the virtual public hearing on November 12, 2020. I, now, have even more concerns with the routes A, B and H due to the fact that all three are the same proposed route. The differences concern the interchanges. I believe that this was noted during the questions and answers and the response from the committee was that the questions was not understood. How can that be justified as “proposed alternative route” when it is the identical route? It was also questioned as to why the bypass could not be moved south of the airport. That would seem to be the most logical route that there already is an exit/interchange to and from I30 which connects to Highway 67 (Gum Springs Exit).</p> <p>I feel that this project is an abuse of tax dollars. Thank you for allowing the opportunity to comment on this project.</p> | |
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Appendix B – Traffic Noise Assessment Study



Traffic Noise Assessment

Hwy. 67 to Hwy. 51 (Arkadelphia Bypass) P.E.
 ARDOT Job No. 070442, FAP No. STPC-9013(10)
 Arkadelphia, Clark County, Arkansas



Prepared For:

Arkansas Department of Transportation

May 10, 2021



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1.0 Executive Summary

This traffic noise assessment examines the potential noise impacts to a proposed Highway 67 bypass through and around the City of Arkadelphia and specifically associated with Preferred Alternatives B, D and 3 as identified in the Environmental Assessment (EA) prepared for the project and shown in **Figure 1**. Alternative B will be referred to as proposed Highway 51 and Alternative D will be referred to as proposed Highway 67. Potential alignment alternatives were screened with a tiered process outlined in the noise screening analysis completed for the EA. As a result of potential traffic noise impacts identified in the screening process associated with portions of proposed Highways 51 and 67, detailed evaluation is required. Additional information pertaining to these alternative alignments can be found in the EA. **Appendix A** depicts the Preferred Alternative portions evaluated in this noise assessment.

Results of the screening noise analysis for proposed Highway 51 indicated potential impacts to one noise-sensitive receptor at the south end of S. 13th Street. Therefore, this detailed traffic noise assessment focuses on this area of potential impacts and extends east from approximately 1,500 feet west of the S. 13th Street on new alignment to existing Highway 67.

Results of the screening noise analysis for proposed Highway 67 indicated potential impacts to eight noise-sensitive receptors located between Walnut Street and Caddo Street. This detailed traffic noise assessment focuses on the area of potential impacts that are located between Walnut Street, Caddo Street, S. 10th Street and S. 9th Street. This alignment alternative crosses Clinton Street, Main Street, Clay Street, and Walnut Street.

This traffic noise assessment was performed using the Federal Highway Administration's (FHWA) computer model Traffic Noise Model (TNM) version 2.5 and complies with the Arkansas Department of Transportation (ARDOT) Policy on Highway Noise Abatement (ARDOT Noise Policy) dated September 13, 2018. ARDOT's Noise Policy was developed in accordance with requirements of the FHWA Noise Standard at 23 Code of Federal Regulations Part 772.

The land uses within the project extents contain commercial and residential properties as shown in **Appendix A**. The noise-sensitive land use within the project corridor is residential dwellings. The commercial properties within the project extents were not noise-sensitive and were therefore not studied for noise-related impacts. Based on field inspections, aerial maps, and 30% conceptual design plans, ten (10) model receivers (R-1 and R-2, and R-8 through R-15), representing twelve (12) receptors were analyzed.

The existing conditions were modeled utilizing 2018 traffic data and represent the baseline data for comparison to the future model evaluated for this project. Based on the future traffic volumes for the proposed highways, no receivers will approach or exceed the 67 dB(A) Leq(h) for NAC Category B, and no receivers will be impacted by substantial increase of 10 dBA or more as defined in the ARDOT Noise Policy. As a result of no anticipated impacts to noise-sensitive receptors, noise mitigation is not proposed for this project.

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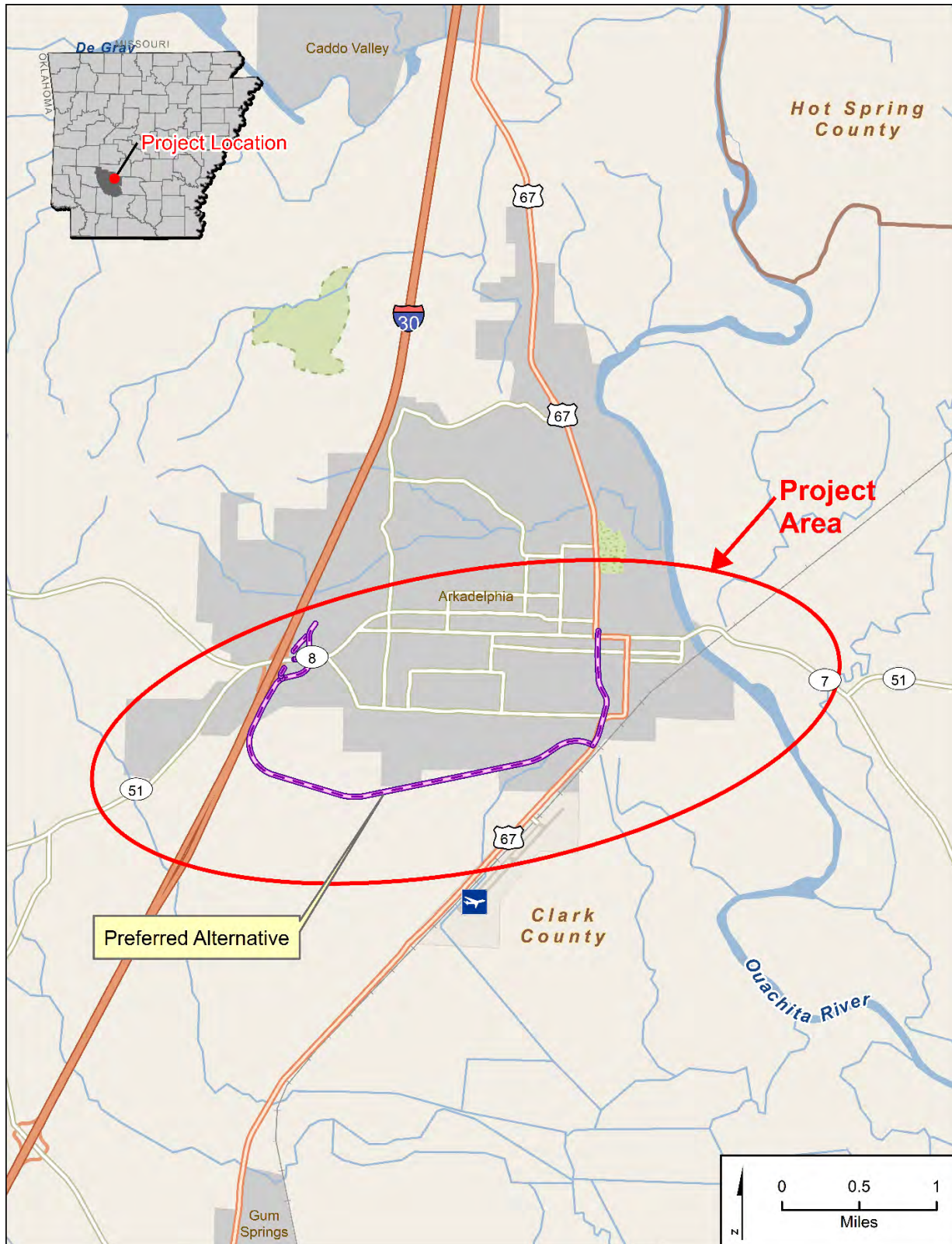


Figure 1: Project Area

2.0 Project Description and Noise Assessment Areas

This Traffic Noise Assessment Report examines the potential noise impacts associated with the Preferred Alternative, which would become Highway 67 through Arkadelphia and Highway 51 around the south side of Arkadelphia. The proposed improvements are located within and outside of existing ARDOT right-of-way. The two noise analysis areas (NAAs) were developed to encompass noise-sensitive receptor groups identified for further review in the screening analysis and are shown in **Appendix A**. Noise-sensitive receptors in these NAAs are identified in this section and include single and multi-family residences.

2.1 NAA 1

NAA 1 includes the residences on the southern end of S. 13th St. near the proposed improvements as shown in **Appendix A**. This highway section will be referred to as Highway 51 in this NAA. The proposed improvements are on a new alignment and have a cross-section of two 12' wide travel lanes with 8' wide shoulders as shown in **Appendix B**. Highway 51 would extend from existing Highway 67 to Pine Street near its interchange with Interstate 30 as identified in the EA and has a design speed of 60 mph.

2.2 NAA 2

NAA 2 includes the residences near the proposed improvements in the area between Caddo Street to the north, Walnut Street to the south, S. 10th Street to the west, and S. 9th Street to the east as shown on **Appendix A**. This highway section will be referred to as Highway 67 in this NAA. The proposed improvements are on a new alignment and have a cross-section of two 12' travel lanes, a 12' center left turn lane with curb and gutter, and five-foot sidewalks as shown in **Appendix B**. This section of Highway 67 would extend from Caddo Street to the proposed intersection of existing Highway 67 as identified in the EA and has a design speed of 45 mph.

3.0 Criteria for Determining Impacts

3.1 Traffic Noise Terminology

Noise is defined as unwanted or undesirable sound. The three basic parameters of how noise affects people are summarized below.

Intensity is determined by the level of sound expressed in units of decibels (dB). A 3 dB change in sound level is barely perceptible to most people in typical outdoor settings. However, a 5 dB increase presents a noticeable change and a 10 dB sound level increase is perceived to be twice as loud. Outdoor conversation at normal levels at a distance of 3 feet becomes difficult when the sound level exceeds the mid-60 dBA range.

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Frequency is related to the tone or pitch of the sound. The amplification or attenuation of different frequencies of sound to correspond to the way the human ear hears these frequencies is referred to as “A-weighting.” The A-weighted sound level in decibels is expressed as dBA.

Variation with time occurs because most noise fluctuates from moment to moment. A single level called the equivalent sound level (Leq) is used to compensate for this fluctuation. The Leq is a steady sound level containing the same amount of sound energy as the actual time-varying sound evaluated over the same time period. The Leq averages the louder and quieter moments, but gives more weight to the louder moments.

For highway noise assessment purposes, Leq is typically evaluated over the worst 1-hour period and written as Leq(h). The Leq(h) commonly describes sound levels at locations of outdoor human use and activity and reflects the conditions that will typically produce the worst traffic noise (e.g., the highest traffic volumes traveling at the highest possible speeds). Traffic noise analysis consists of a comparison of physically measured or modeled noise levels for the existing condition with projected noise levels for the future condition. The analysis was performed using the FHWA’s Traffic Noise Model version 2.5 (TNM 2.5) to model existing and future noise levels based on traffic data, roadway geometry, and receptor sites.

A **receiver** is a discrete point modeled in the TNM program at areas of frequent human use of a property. A **receptor** is defined as a representative location of a noise sensitive area for various land uses. For the purposes of the noise screening, receivers are incrementally placed away from the roadway centerline to determine the distance to which impacts extend. The model assumes that the roadway and receivers were located at the same elevation with no intervening barriers such as topography or dense vegetation. Receptors may be placed in the front or back yard of single-family residences. TNM receivers may be representative of several receptors where common noise environments exist. Conceptual plans developed in February 2021 were utilized for TNM modeling. Refer to **Section 6** for a discussion of the traffic data.

3.2 Noise Abatement Criteria (NAC)

The FHWA has seven noise activity categories based on land use and sound levels, each of which has its own Noise Abatement Criteria (NAC). The NAC categories are listed in **Table 1**. If a project would result in higher Leq(h) values than the NAC values for a given location, then noise abatement or mitigation measures must be evaluated. For the noise-sensitive receptors where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ARDOT Noise Policy. An impact occurs when, at a given receiver, future noise levels approach by one dB(A), meet, or exceed the FHWA NAC for its activity category. An impact also occurs when the future noise levels exceed existing noise levels by 10 dB(A) at a given receiver. Once an impact is identified, then noise abatement is considered for the impacted area. Only those areas for which mitigation is determined to be feasible and reasonable as defined by ARDOT Noise Policy will be recommended.

| Table 1 – Federal Highway Administration Noise Abatement Criteria (NAC) <i>Hourly A-Weighted Sound Level, decibels dB(A)</i> | | |
|--|---|---|
| Activity Category | Activity Criteria¹ Leq(h)² | Activity Description |
| A | 57 (Exterior) | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B ³ | 67 (Exterior) | Residential |
| C ³ | 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 studios, recording studios, recreational 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 or nonprofit institutional structures, radio studios, recording studios, schools, and television studios |
| E ³ | 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 |

¹ The Leq(h) Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.

² The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.

³ Includes undeveloped lands permitted for this activity category.

4.0 Identification of Noise-Sensitive Land Uses and Noise Study Areas

Based on review of aerial photographs and field investigations, noise-sensitive land uses within the NAAs were identified as residential, associated with NAC Category B. The receptors evaluated for noise impacts during this noise study are shown in **Appendix A**.

Evaluation of NAC Categories A, C, D, E or G were not required, modeled, or applied.

5.0 Determination of Existing Sound Levels

For existing noise levels, traffic noise calculations based on 2018 year annual average daily traffic (AADT) volumes were performed using the FHWA TNM 2.5 model. This traffic data was developed by Garver and reviewed by ARDOT and shown in **Table 3**. The modeling assumed all vehicles were traveling at posted speed limits for the existing conditions and design speeds for future conditions.

Model Validation

ARDOT's noise policy requires validation of the FHWA TNM 2.5 program that is used to calculate worst-hour noise levels. Field measurements were performed using a Larson-Davis Model LxT1 precision sound level meter. There are no existing through roadways in close proximity to the proposed Highway 51 alignment; therefore, an ambient noise measurement (A-4) was collected at the end of S. 13th Street and use for validation purposes.

Three back-to-back sound level meter readings were conducted March 4, 2021 and collected for 15 minutes at one location (MV-1) along the proposed Highway 67 alignment. Additionally, two ambient noise measurements were collected within NAA 2 (A-1 and A-3). **Table 2** documents validation and ambient measurement results. Model validation and ambient measurements sites are shown in **Appendix A**.

A traffic count by vehicle type was collected simultaneously with the sound level readings associated with the validation measurements. The TNM model was calibrated using the existing roadway/traffic, and receiver locations. Traffic volumes counted during the short-term measurement periods were scaled up to one hour and entered into the TNM model. Noise measurement data sheets and photographs of the model validation and ambient measurement sites are provided in **Appendix C** and **D**, respectively. Measured versus predicted levels within ± 3 dB(A) range are considered to have a reasonable agreement for validation purposes and indicates that the TNM 2.5 model developed for the study area would provide an acceptably accurate estimate of noise levels under varying future traffic conditions according to ARDOT's Noise Policy. The field data, sound meter calibration certificate, and the modeling results can be provided upon request.

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| Table 2 – Model Validation Measurements Highway 67, Arkadelphia Bypass, Clark County | | | |
|---|--|---|-----------------------------|
| Receiver | Field Record Noise Level dB(A) Leq(h) | TNM Predicted Noise Level dB(A) Leq(h) | Difference (field-model) |
| MV-1A (3:40-3:55pm) | 58.8 | 58.6 | -0.2 |
| MV-1B (4:00-4:15pm) | 57.7 | 60.1 | +2.4 |
| MV-1C (4:18-4:33pm) | 54.4 | 57.0 | +2.6 |
| Ambient Measurements | | | |
| A-1 | 63.4 | -- | -- |
| A-3 | 45.0 | -- | -- |
| A-4 | 50.0 | -- | -- |

Ten (10) receivers representing twelve (12) receptors were selected for modeling purposes to identify noise levels for the existing and future conditions. **Appendix A** depicts the location of the modeled receivers. NAC Activity Category B were utilized during this modeling effort to identify potential impacts to these receivers. Using the 2018 design traffic data and the existing roadway, the 2018 existing noise levels were modeled and the sound levels summarized in **Section 6.4**. The TNM data and results of the existing condition are available upon request.

6.0 Future Sound Levels and Impact Determinations

6.1 Traffic Data

All traffic data and roadway design were provided by Garver and included traffic projections that were developed for the existing 2018 and future 2040 years. Posted speeds on the local streets and existing Highway 67 ranged from 25 mph to 35 mph. Design speeds for the Preferred Alternative studied in this report are proposed to be 45 mph and 60 mph. Existing and future traffic data and roadways modeled in the TNM model runs are identified in **Table 3**.

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| Table 3 – Noise Model Traffic Volumes | | | | | |
|--|--------|-------|-------|---------------|--------------|
| YEAR | AADT | DHV | Cars | Medium Trucks | Heavy Trucks |
| Proposed Highway 51 - NAA 1 | | | | | |
| Proposed Highway 51 (West of Existing Highway 67) | | | | | |
| Existing (2018) | -- | -- | -- | -- | -- |
| Future (2040) | 1,600 | 181 | 175 | 2 | 4 |
| Proposed Highway 67 - NAA 2 | | | | | |
| Caddo St. – West of 10th Street | | | | | |
| Existing (2018) | 3,400 | 340 | 330 | 3 | 7 |
| Future (2040) | 4,500 | 450 | 437 | 4 | 9 |
| Caddo St. – East of 10th Street | | | | | |
| Existing (2018) | 7,200 | 720 | 698 | 6 | 15 |
| Future (2040) | 10,000 | 1,000 | 970 | 9 | 21 |
| S. 10th Street – South of Caddo Street | | | | | |
| Existing (2018) | 1,200 | 120 | 116 | 1 | 3 |
| Future (2040) | 3,500 | 350 | 340 | 3 | 7 |
| N. 10th Street – North of Caddo Street | | | | | |
| Existing (2018) | 7,700 | 770 | 747 | 7 | 16 |
| Future (2040) | 11,500 | 1,150 | 1,116 | 10 | 24 |
| Walnut Street – East of 10th Street | | | | | |
| Existing (2018) | 3,200 | 320 | 307 | 4 | 9 |
| Future (2040) | 3,200 | 320 | 307 | 4 | 9 |
| Main Street – Between S. 10th Street and 1st Street | | | | | |
| Existing (2018) | 1,000 | 100 | 96 | 1 | 3 |
| Future (2040) | 1,000 | 100 | 96 | 1 | 3 |
| Existing Highway 67 | | | | | |
| Existing (2018) | 2,800 | 280 | 272 | 3 | 6 |
| Future (2040) | 4,000 | 400 | 388 | 2 | 5 |

6.2 NAA 1

Using 2040 future design roadway and traffic data, no future noise impacts were determined to occur as a result of substantial increase (10 dB(A) or greater) or that will approach, meet, or exceed the 67 dB(A) Leq(h) for NAC Category B for NAA 1. No other traffic noise impacts are anticipated. Refer to **Section 6.4** for detailed results of the noise study.

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6.3 NAA 2

Using 2040 future design roadway and traffic data, no future noise impacts were determined. No receivers will be impacted as a result of substantial increase (10 dB(A) or greater) or that will approach, meet, or exceed the 67 dB(A) Leq(h) for NAC Category B. No other traffic noise impacts are anticipated for NAA 2. Refer to **Sections 6.4** and **7.** for detailed results associated with NAA 2.

6.4 Impact Determinations

As shown in **Table 4**, based on the proposed project and future traffic volumes for Highways 51 and 67, no receivers, will approach or exceed the 67 dB(A) Leq(h) threshold for NAC Category B. Additionally, no receivers will experience a 10-decibel increase over the current conditions, which is considered to be a substantial increase for noise impact determination. The future noise levels for close receivers are expected to increase up to 9.8 decibels above existing levels. Detailed exhibits for each of the proposed alternatives are provided in **Appendix A**. Supporting data such as roadway typical section data, noise measurement data sheets, photographs and TNM data are located in **Appendices B** through **E**.

Table 4 – Results Summary

| Receiver | Proposed Highway 51 – NAA 1 | | | | | |
|----------|-----------------------------|-----------------------|-------------------|--------------|----------|---------|
| | Category | No. of Dwelling Units | Existing dB(A) | Future dB(A) | Increase | Impact? |
| R-1 | B | 1 | 50.0* | 58.5 | 8.5 | N |
| R-2 | B | 1 | 50.0* | 59.3 | 9.3 | N |
| | Proposed Highway 67 – NAA 2 | | | | | |
| R-8 | B | 1 | 47.7 [†] | 57.5 | 9.8 | N |
| R-9 | B | 1 | 48.0 [†] | 57.7 | 9.7 | N |
| R-10 | B | 1 | 48.3 | 56.9 | 8.6 | N |
| R-11 | B | 3 | 49.7 | 56.8 | 7.1 | N |
| R-12 | B | 1 | 50.2 | 57.5 | 7.3 | N |
| R-13 | B | 1 | 51.0 | 57.5 | 6.5 | N |
| R-14 | B | 1 | 53.9 | 57.8 | 3.9 | N |
| R-15 | B | 1 | 57.6 | 61.3 | 3.7 | N |

*Existing conditions determined by ambient measurements. [†] Represents receiver existing conditions where decibel addition was applied.

7.0 Noise Abatement Evaluation

The consideration to construct a noise barrier in the form of a free-standing sound wall is regarded as the most appropriate form of noise abatement measure for proposed highway improvements due to available right-of-way and other constraining factors. As no receivers were determined to experience traffic noise impacts based on approaching, meeting or exceeding the NAC and substantial increase thresholds identified in Section 6.4, noise abatement was not evaluated in detail.

8.0 Construction Noise

In general, potential construction noise impacts for passing traffic and sensitive noise receptors near the project can be expected as a result of land clearing, grading and paving operations. Sources of construction noise include heavy machinery like backhoes and scrapers, cranes, pile drivers, and trucks transporting materials. Typically, construction noise can be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas and ensuring equipment has appropriate mufflers. ARDOT is concerned about any special noise-sensitive land uses or activities that may be affected by construction noise from the proposed project, and any special measures which are feasible and reasonable will be added to the project plans and specifications. Construction noise along the project may fluctuate, depending on construction phases, but will be temporary in nature.

9.0 Information for Local Officials

Traffic noises that approach, meet, or exceed the sound levels specified in the ARDOT Noise Policy resulting from the proposed Highway 67 project have been identified. To aid in noise compatible land use planning, using TNM 2.5, the approximate distances from the center of the proposed two and three-lane roadways was used to determine the noise impact contours of 66 dB(A). Although, the distances associated with noise impact contour zones vary due primarily to variation in the topography relative to the roadway, different traffic volumes and vehicle speeds associated with the new highway facility, noise impact contour zones of 66dB(A) for both Alternatives B and D fall within the proposed ROW. This technical report identifies where the 66 dB(A) contours are located in relation to the proposed right-of-way on both sides of the proposed Highway 67. Development within the 71dB(A) contour zones on either side of the proposed highway facility should be compatible with elevated traffic noise levels. Residential and other related land use is discouraged within the designated impact zone(s) due to anticipated future noise levels.

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| Table 5 – Noise Contour Impact Zones Proposed Highway 67 | | |
|--|---------------------|---------------------|
| Roadway Section | 66 dB(A) | 71 dB(A) |
| Alternative B Two-Lane Facility, 60 mph along Highway 51 | Within Proposed ROW | Within Proposed ROW |
| Alternative D Three-Lane Facility, 45 mph along Highway 67 | Within Proposed ROW | Within Proposed ROW |

Distances vary along highway by location. Above distances occur at approximate average distances from the contour to the proposed highway centerline.

10.0 References

Arkansas Department of Transportation. September 13, 2018. *Policy on Highway Traffic Noise Abatement*.

Federal Highway Administration. November, 1974. The Audible Landscape: A Manual for Highway Noise and Land Use.
https://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/audible_landscape/index.cfm

Federal Highway Administration. May, 2002. Entering the Quiet Zone: Noise Compatible Land Use Planning. FHWA-EP-02-005.
https://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/index.cfm

Federal Highway Administration. 2018. Environmental Review Toolkit Webpage.
<https://www.environment.fhwa.dot.gov/index.asp>

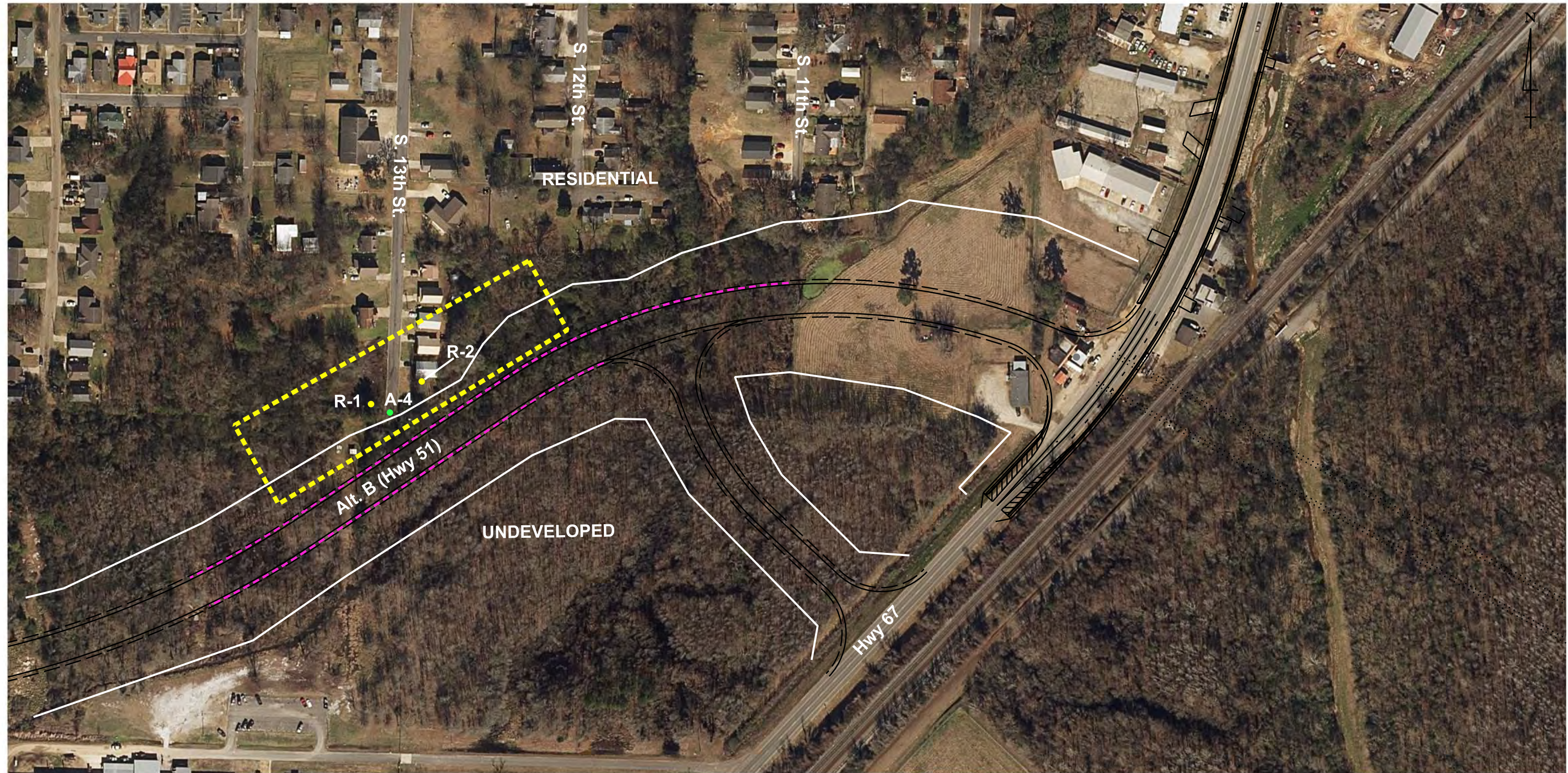
Electronic Code of Federal Regulations (e-CFR). 2018. Webpage. 23 CFR Part 772.
<https://www.ecfr.gov/cgi-bin/text-idx?SID=811ba0fef3d35407d30526d9cdbcadbd&mc=true&node=pt23.1.772&rqn=div5>

APPENDICES

APPENDIX A

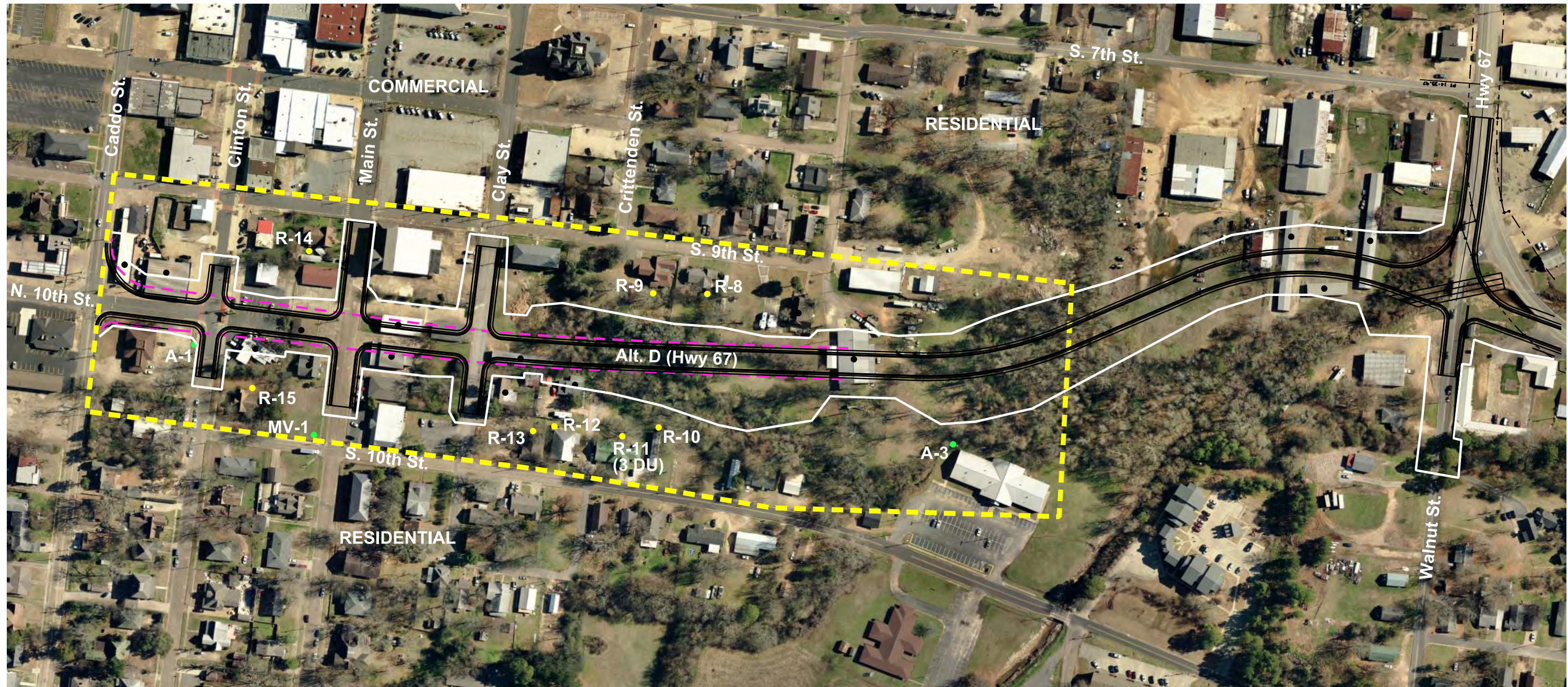
Noise Study Overview And Land Use Exhibits

| DATE REVISED | DATE FILMED | DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|----------------|-----------------|----------------|-----------------------|-------|-----------------------|--------------|-----------------|
| | | | | 6 | ARK. | | | |
| 070442 | | | | JOB NO. | | 070442 | | |
| | | | | FIGURE 1 | | SCALE: 1" = 200' | | |



- PROPOSED ROADWAY (HIGHWAY 51)
- PROPOSED RIGHT OF WAY
- - - NOISE ASSESSMENT AREA
- - - 66DB(A) CONTOUR
- EVALUATED RECEIVER (DU - DWELLING UNITS)
- AMBIENT MEASUREMENT LOCATION
- PROPOSED RELOCATION

| DATE REVISED | DATE FILMED | DATE REVISED | DATE FILMED | FED. RD. DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|----------------|-----------------|----------------|-----------------------|-------|--------------------|--------------|-----------------|
| | | | | 6 | ARK. | | | |
| | | | | JOB NO. | | 070442 | | |
| | | | | FIGURE 2 | | SCALE: 1" = 200' | | |

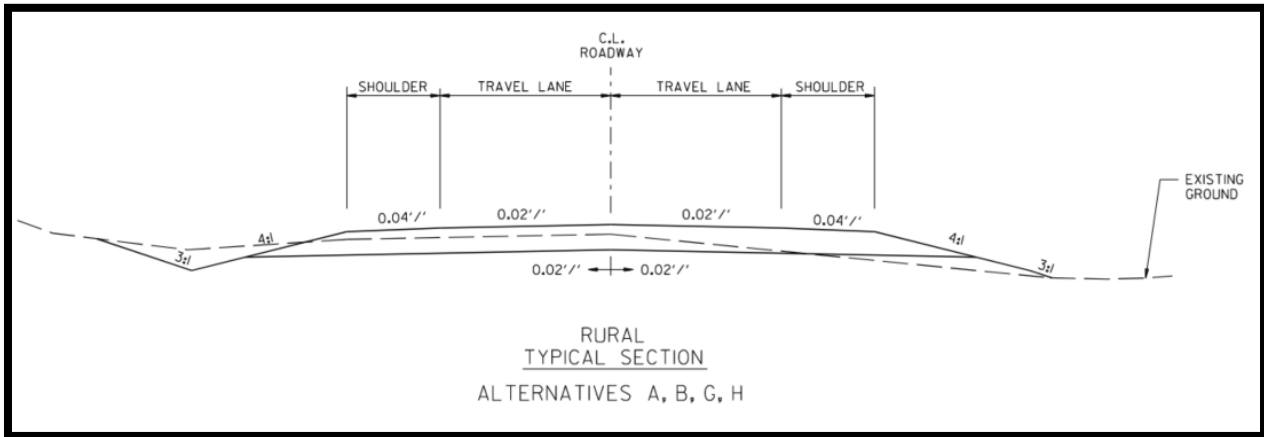


- PROPOSED ROADWAY (HIGHWAY 67)
- PROPOSED RIGHT OF WAY
- NOISE ASSESSMENT AREA
- 66DB(A) CONTOUR
- EVALUATED RECEIVER (DU - DWELLING UNITS)
- AMBIENT AND VALIDATION MEASUREMENT LOCATIONS
- PROPOSED RELOCATION

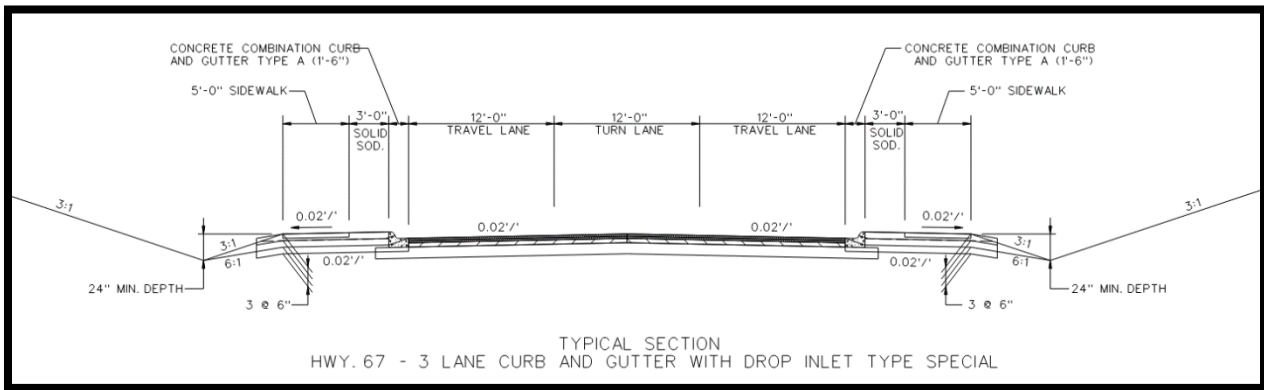
APPENDIX B

Roadway Typical Section Data

Alternative B Typical Section – Two 12' Lanes with 8' Shoulders



Alternative D Typical Section – Three 12' Lanes with Curb and Gutter



APPENDIX C

Noise Measurement Data Sheets

Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|---------------------------------------|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | NE Corner of 10th St. and Clinton St. |
| Observer Name | Bill McAbee |

General Meteorological Conditions

| | |
|-------------------|--------------|
| Temperature(s) | 70 degrees F |
| Wind Speed(s) | 5-10 mph |
| Wind Direction(s) | S |

SLM/Analyzer Information

| | |
|-----------------|-------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | | |
|-------------------|-----------------|------------------|
| | Pre-Measurement | Post-Measurement |
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



Validation of Modeled Sound Levels—Field Log

| Period # | Start Time | Event Description(s) (include event start and stop) |
|-----------------|-------------------|--|
| 1 | 3:00 PM | |
| 2 | 3:15 PM | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |
| 25 | | |
| 26 | | |
| 27 | | |
| 28 | | |
| 29 | | |
| 30 | | |

Notes:

4 diesel school buses
2 motorcycles
Several cars with windows down and loud music

Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|-------------------------------------|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | NW Corner 10th St. & Main St. |
| Observer Name | Bill McAbee |

General Meteorological Conditions

| | |
|-------------------|--------------|
| Temperature(s) | 70 degrees F |
| Wind Speed(s) | 10-15 mph |
| Wind Direction(s) | S |

SLM/Analyzer Information

| | |
|-----------------|-------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | Pre-Measurement | Post-Measurement |
|-------------------|-----------------|------------------|
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



Validation of Modeled Sound Levels—Field Log

| Period # | Start Time | Event Description(s) (include event start and stop) |
|----------|------------|---|
| 1 | 3:40 PM | |
| 2 | 3:55 PM | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |
| 25 | | |

| TRAFFIC DATA SUMMARY | | | | |
|-----------------------|-------------------------------|-------------------------------|-------------|-------------|
| Road Id/Direction: | 10 th North – stop | 10 th South - stop | Main East | Main West |
| Autos: | 16 x 4 = 64 | 6 x 4 = 24 | 20 x 4 = 80 | 12 x 4 = 48 |
| Medium Trucks: | | | | 1 x 4 = 4 |
| Heavy Trucks: | | | | |
| Posted Speed: | 25 | 25 | 25 | 25 |

Notes:**Constant dog barking 1 block away**

Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|--|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | NW Corner 10th St. & Main St. |
| Observer Name | Bill McAbee |

General Meteorological Conditions

| | |
|-------------------|---------------------|
| Temperature(s) | 70 degrees F |
| Wind Speed(s) | 10-15 mph |
| Wind Direction(s) | S |

SLM/Analyzer Information

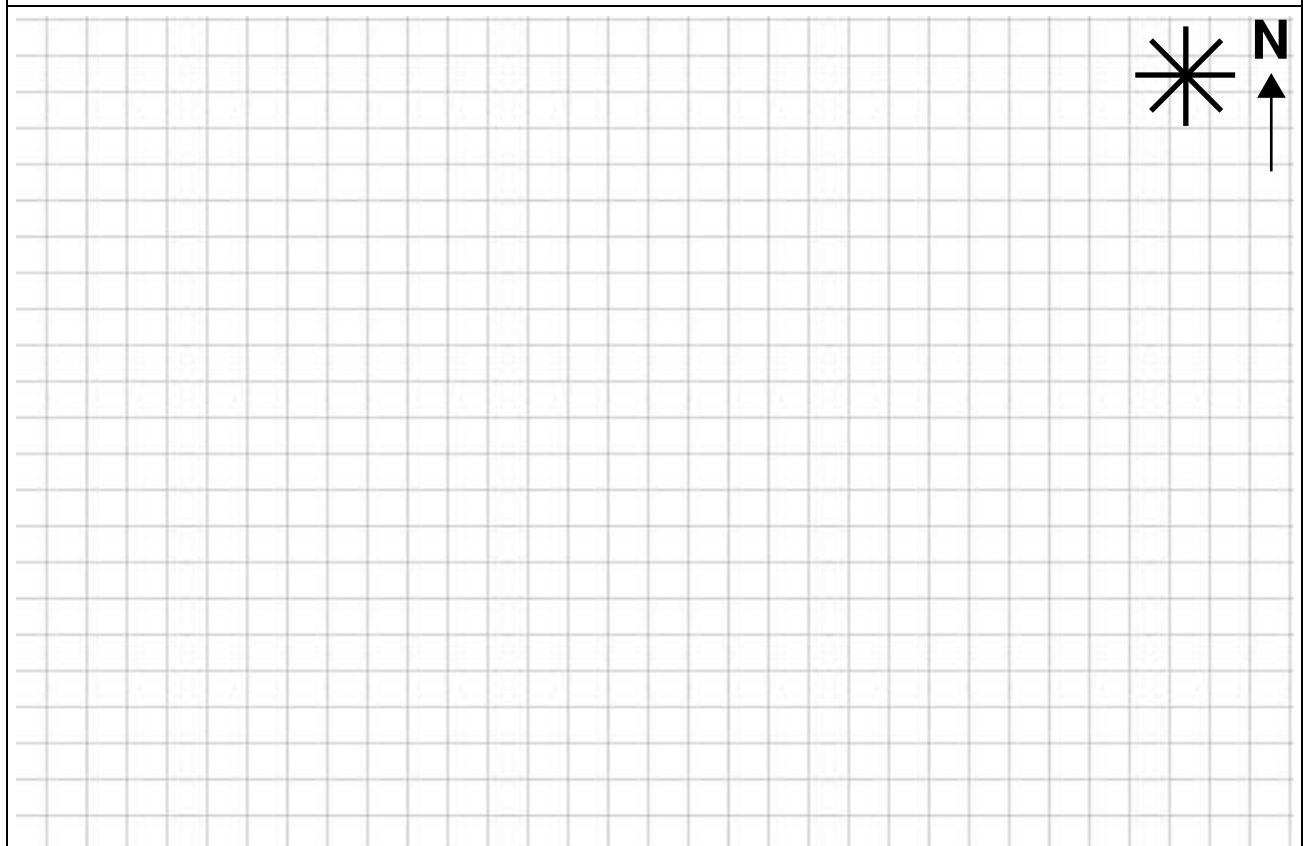
| | |
|-----------------|--------------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | | |
|-------------------|-----------------|------------------|
| | Pre-Measurement | Post-Measurement |
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



Validation of Modeled Sound Levels—Field Log

| Period # | Start Time | Event Description(s) (include event start and stop) |
|----------|------------|---|
| 1 | 4:00 PM | |
| 2 | 4:15 PM | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |

| TRAFFIC DATA SUMMARY | | | | |
|-----------------------|-------------------------------|-------------------------------|------------|------------|
| Road Id/Direction: | 10 th North – stop | 10 th South - stop | Main East | Main West |
| Autos: | 17 x 4 = 68 | 5 x 4 = 20 | 8 x 4 = 32 | 4 x 4 = 16 |
| Medium Trucks: | 1 x 4 = 4 | | | |
| Heavy Trucks: | | | | |
| Posted Speed: | 25 | 25 | 25 | 25 |

Notes:**Constant dog barking 1 block away**

Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|--|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | NW Corner 10th St. & Main St. |
| Observer Name | Bill McAbee |

General Meteorological Conditions

| | |
|-------------------|---------------------|
| Temperature(s) | 70 degrees F |
| Wind Speed(s) | 10-15 mph |
| Wind Direction(s) | S |

SLM/Analyzer Information

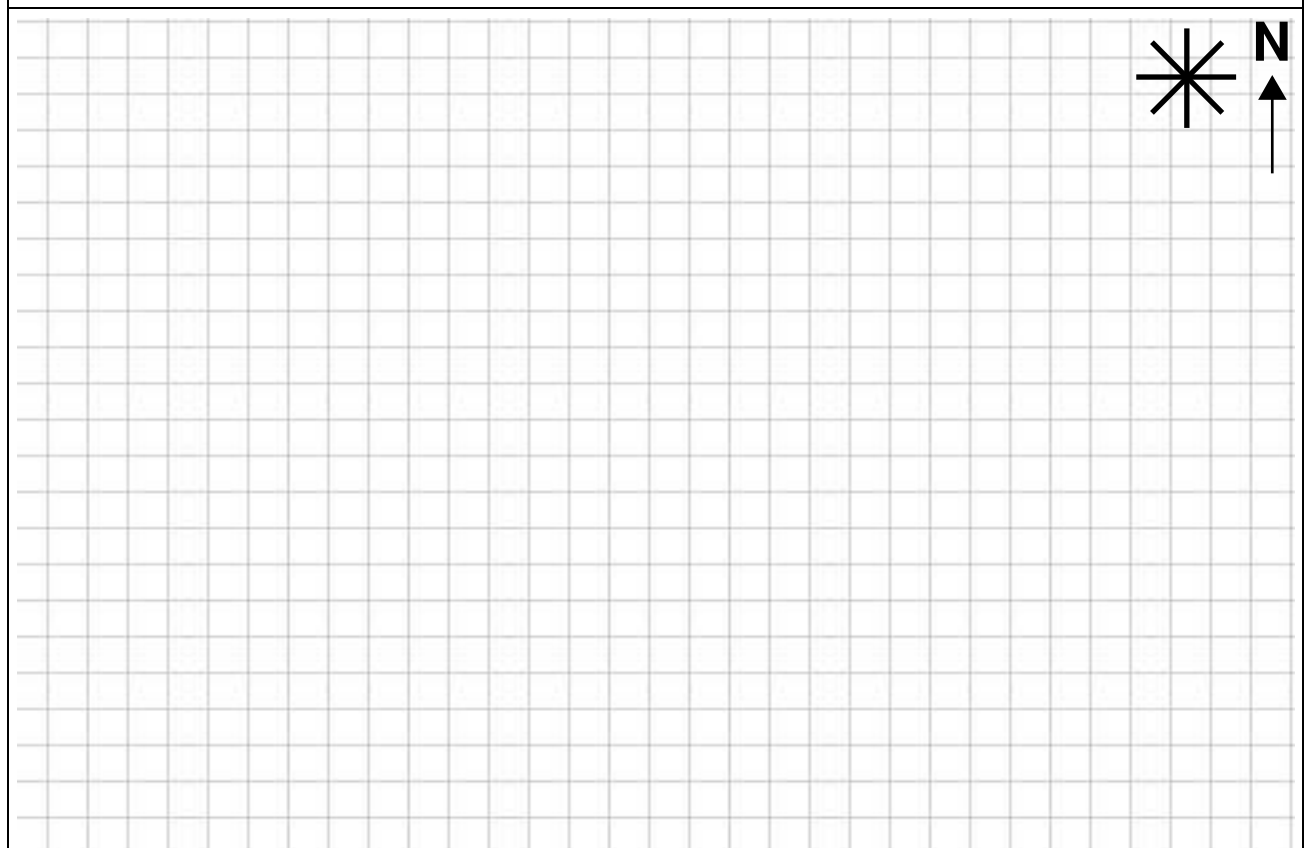
| | |
|-----------------|--------------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | | |
|-------------------|-----------------|------------------|
| | Pre-Measurement | Post-Measurement |
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|-------------------------------------|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | 10th behind Dept. of Human Services |
| Observer Name | Matt Strawn |

General Meteorological Conditions

| | |
|-------------------|------------------------------|
| Temperature(s) | 76 degrees F 68% Humidity |
| Wind Speed(s) | 8 mph |
| Wind Direction(s) | -- |

SLM/Analyzer Information

| | |
|-----------------|-------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | | |
|-------------------|-----------------|------------------|
| | Pre-Measurement | Post-Measurement |
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



Validation of Modeled Sound Levels—Field Log

| | | | | | | | |
|-------------------------------|-------------------------------------|------------|-------------|----------------------------|--------------|---------------|--------------|
| Job 070442 | | | | | | | |
| Noise Measurement Data | | | | Tempurature | 76F | | |
| Date | 5/27/2020 | | | Humidity | 68% | | |
| Site | Ambient 3 | | | Wind | Calm 8mph | | |
| Desc. | 10th behind Dept. of Human Services | | | Sky | Cloudy | | |
| Period # | Time Start | Leq | Lmax | Note | Keep? | Energy | Count |
| 1 | 11:50:05 | 41.8 | 45.9 | | Y | 14999 | 1 |
| 2 | 11:51:05 | 43.7 | 45.6 | | Y | 23200 | 1 |
| 3 | 11:52:05 | 44.3 | 46.0 | | Y | 27003 | 1 |
| 4 | 11:53:05 | 45.9 | 48.5 | | Y | 39029 | 1 |
| 5 | 11:54:05 | 46.5 | 52.3 | | Y | 44351 | 1 |
| 6 | 11:55:05 | 45.9 | 55.4 | | Y | 39164 | 1 |
| 7 | 11:56:05 | 45.3 | 49.1 | | Y | 33500 | 1 |
| 8 | 11:57:05 | 45.9 | 51.8 | | Y | 39220 | 1 |
| 9 | 11:58:05 | 45.7 | 51.8 | | Y | 37141 | 1 |
| 10 | 11:59:05 | 43.7 | 47.2 | | Y | 23303 | 1 |
| 11 | 12:00:05 | 46.4 | 53.1 | | Y | 43811 | 1 |
| 12 | 12:01:05 | 47.1 | 53.0 | <i>Tornado Siren Test</i> | N | 0 | 0 |
| 13 | 12:02:05 | 46.4 | 52.4 | <i>Tornado Siren Test</i> | N | 0 | 0 |
| 14 | 12:03:05 | 42.1 | 44.2 | <i>Tornado Siren Test</i> | N | 0 | 0 |
| 15 | 12:04:05 | 43.3 | 51.0 | | Y | 21568 | 1 |
| 16 | 12:05:05 | 46.3 | 52.6 | | Y | 42243 | 1 |
| 17 | 12:06:05 | 45.2 | 52.1 | | Y | 33335 | 1 |
| 18 | 12:07:05 | 42.2 | 44.8 | | Y | 16739 | 1 |
| 19 | 12:08:05 | 44.3 | 50.8 | | Y | 26988 | 1 |
| 20 | 12:09:05 | 44.6 | 49.4 | | Y | 28733 | 1 |
| | | | | Energy Sum | | 534326 | 17 |
| | | | | Leq of good periods | | 45.0 | |

Validation of Modeled Sound Levels—Measurement Summary Sheet

| | |
|---------------|-------------------------------------|
| Project Name | Arkadelphia Bypass, ARDOT No. 07442 |
| Site/Address | End of 13th Street |
| Observer Name | Matt Strawn |

General Meteorological Conditions

| | |
|-------------------|------------------------------|
| Temperature(s) | 76 degrees F 68% Humidity |
| Wind Speed(s) | 8 mph |
| Wind Direction(s) | -- |

SLM/Analyzer Information

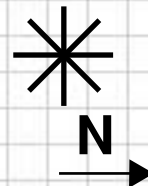
| | |
|-----------------|-------|
| SLM Model/Ser # | LxT 1 |
| File numbers | |
| Microphone Ht. | 5' |

Calibration Information

| | | |
|-------------------|-----------------|------------------|
| | Pre-Measurement | Post-Measurement |
| Calibration Time | -- | -- |
| Calibration Level | | |

Site Sketch

(plan/profile view, distances, roadways, buildings, reflecting surfaces, ground type as appropriate) (Indicate North)



APPENDIX D

Photographs



▲ View of A-1 location near the NE corner of S. 10th Street and Clinton Street.



▲ MV1 A-C location near the NW corner of S. 10th Street and Main Street.



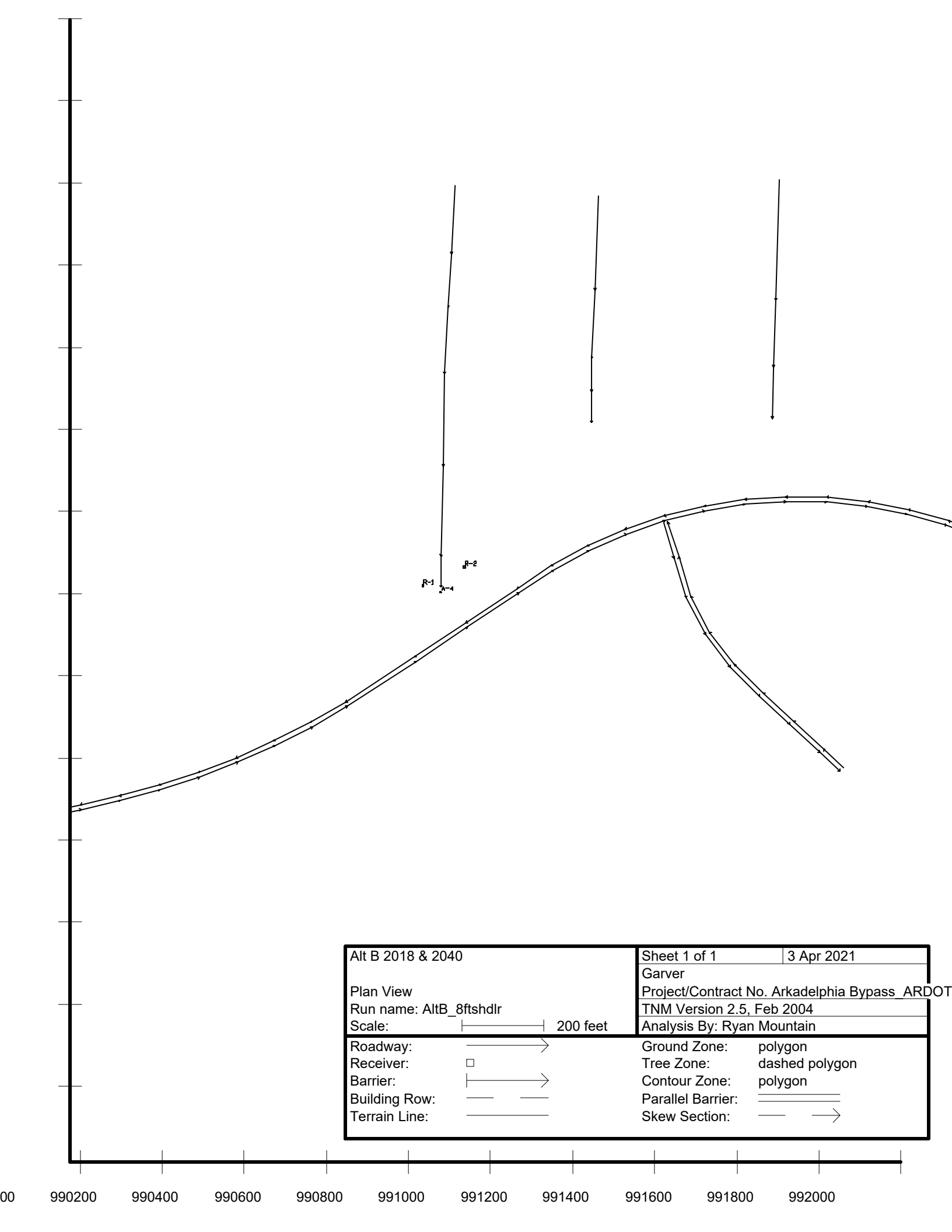
▲ A-3 location looking west.

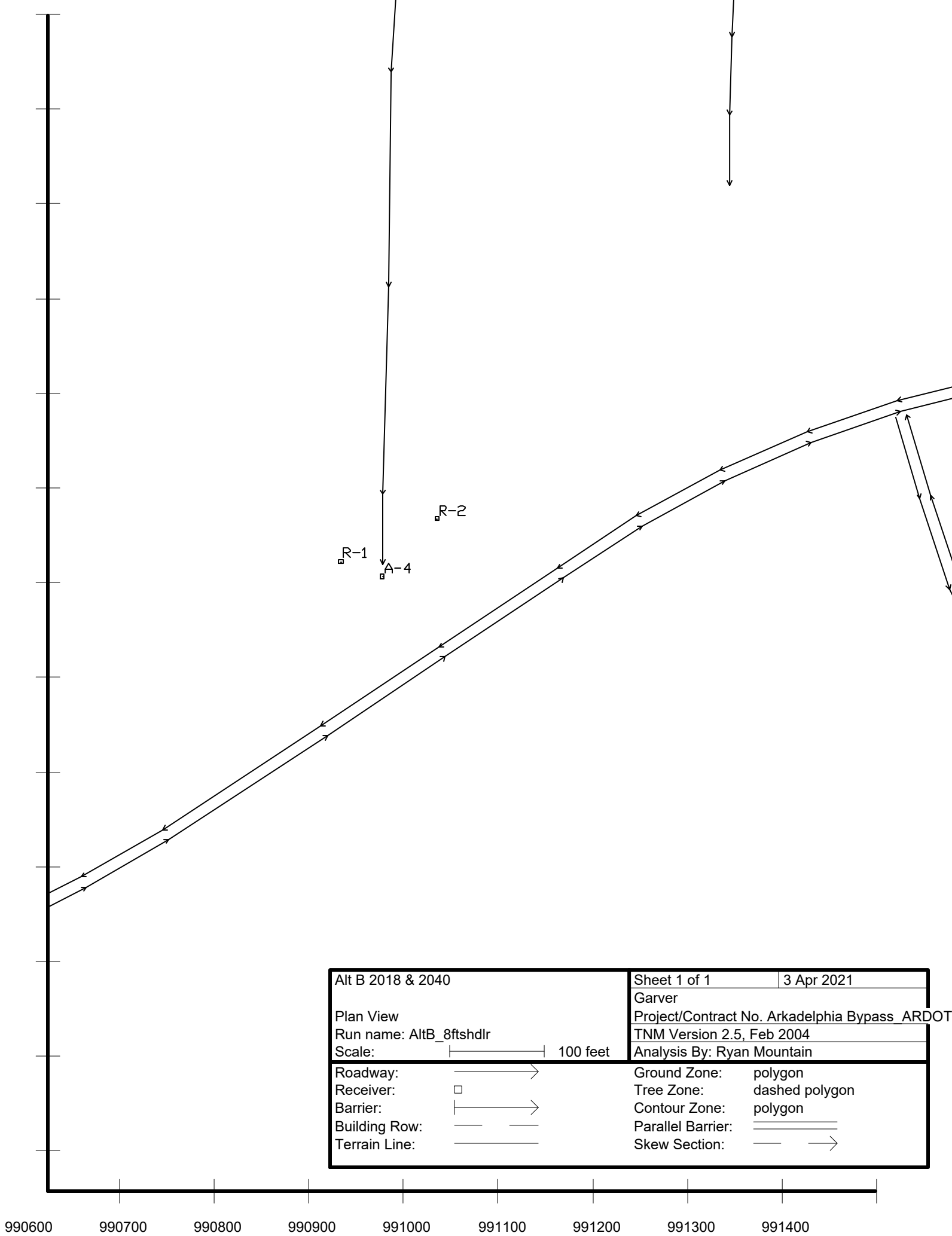


▲ A-4 location looking west with R-1 in the background.

APPENDIX E

TNM Data

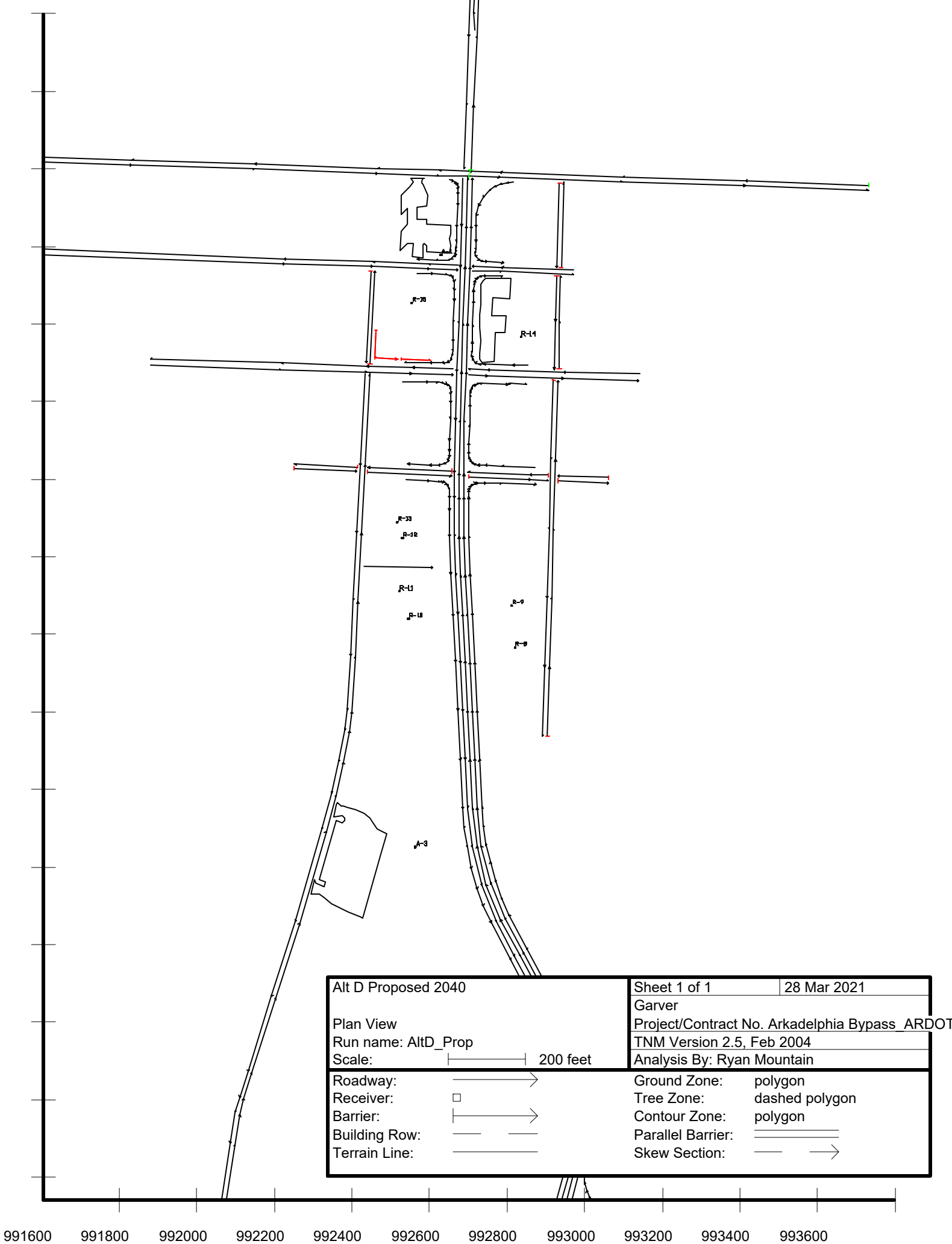


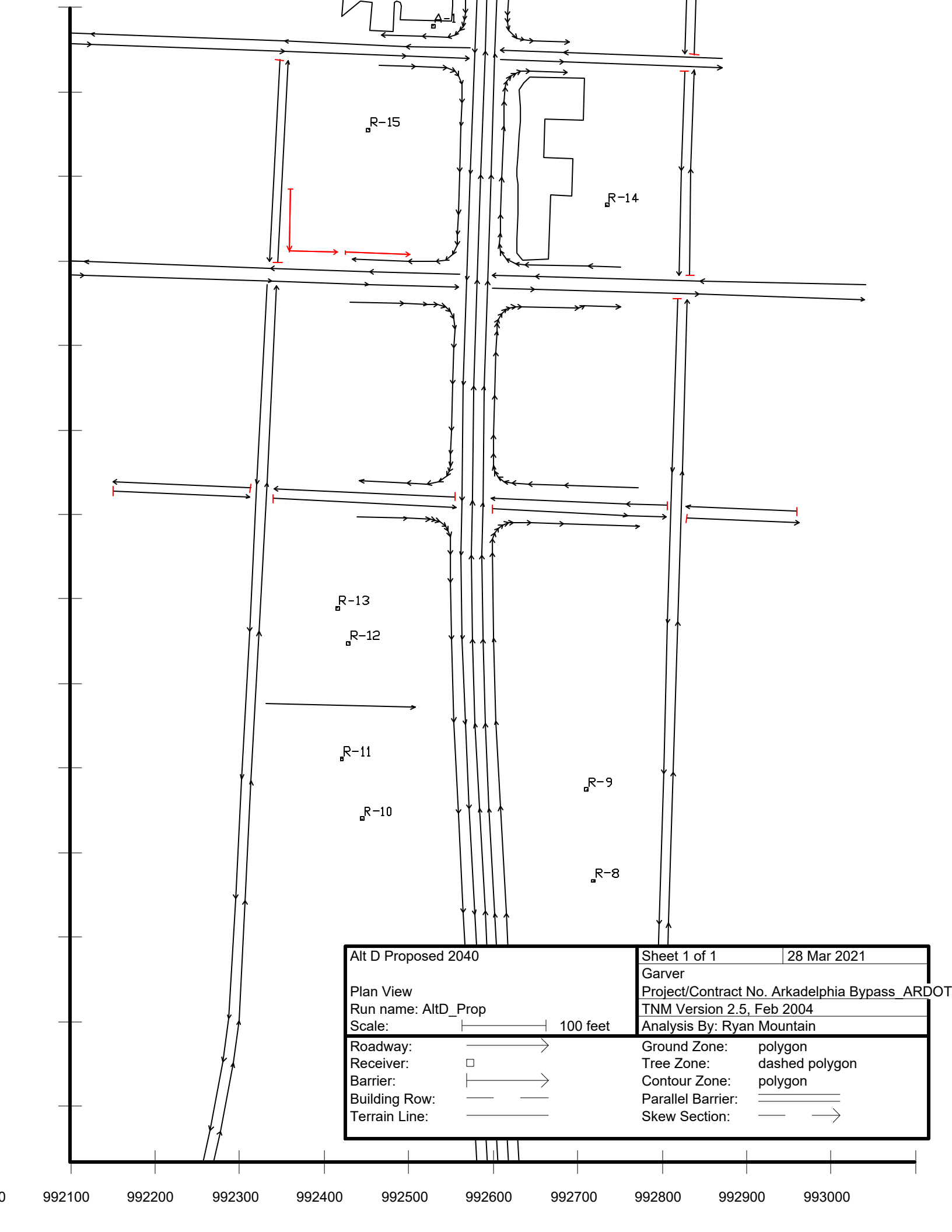










RESULTS: SOUND LEVELS

Arkadelphia Bypass_ARDOT No. 07442

| | | | | | | | | | | | | | |
|------------------------------|------------|--------------|------------------------|-------------------|---------------|-----------|-------------------------------|------------------|---------------------|------------------------|-------------------|-------------|-------------------|
| Garver | | | | | | | | | | | | | |
| Ryan Mountain | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| RESULTS: SOUND LEVELS | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | | | | | | | | | | | | | |
| RUN: | | | | | | | | | | | | | |
| BARRIER DESIGN: | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| ATMOSPHERICS: | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Receiver | | | | | | | | | | | | | |
| Name | No. | #DUs | Existing | No Barrier | | | | | With Barrier | | | | |
| | | | LAeq1h | LAeq1h | | | Increase over existing | Type | Calculated | Noise Reduction | | | |
| | | | | Calculated | Crit'n | | Calculated | Crit'n | Impact | LAeq1h | Calculated | Goal | Calculated |
| | | | | | | | | Sub'l Inc | | | | | minus |
| | | | | | | | | | | | | | Goal |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB | dB |
| R-1 | 23 | 1 | 50.0 | 58.5 | 66 | 8.5 | 10 | ---- | 58.5 | 0.0 | 8 | -8.0 | |
| R-2 | 24 | 1 | 50.0 | 59.3 | 66 | 9.3 | 10 | ---- | 59.3 | 0.0 | 8 | -8.0 | |
| A-4 | 26 | 1 | 50.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 | |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | | |
| | | | dB | dB | dB | | | | | | | | |
| All Selected | | 3 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| All Impacted | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | | |





| | | | |
|---|---|---|---|
| Alt D Proposed 2040 | | Sheet 1 of 1 | 28 Mar 2021 |
| Plan View | | Garver | |
| Run name: AltD_Prop | | Project/Contract No. Arkadelphia Bypass ARDOT | |
| Scale:  100 feet | | TNM Version 2.5, Feb 2004 | |
| | | Analysis By: Ryan Mountain | |
| Roadway: |  | Ground Zone: | polygon |
| Receiver: |  | Tree Zone: | dashed polygon |
| Barrier: |  | Contour Zone: | polygon |
| Building Row: |  | Parallel Barrier: |  |
| Terrain Line: |  | Skew Section: |  |

RESULTS: SOUND LEVELS

Arkadelphia Bypass_ARDOT No. 07442

| | | | | | | | | | | | | | |
|------------------------------|------------|--------------|------------------------|-------------------|---------------|-------------------|-------------------------------|---------------|-------------------|------------------------|-------------|-------------------|--|
| Garver | | | | | | | | | | | | | |
| Ryan Mountain | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| RESULTS: SOUND LEVELS | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | | | | | | | | | | | | | |
| RUN: | | | | | | | | | | | | | |
| BARRIER DESIGN: | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| ATMOSPHERICS: | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Receiver | | | | | | | | | | | | | |
| Name | No. | #DUs | Existing | No Barrier | | | | | | With Barrier | | | |
| | | | LAeq1h | LAeq1h | | | Increase over existing | Type | Calculated | Noise Reduction | | | |
| | | | | Calculated | Crit'n | Calculated | Crit'n | Impact | LAeq1h | Calculated | Goal | Calculated | |
| | | | | | | | Sub'l Inc | | | | | minus | |
| | | | | | | | | | | | | Goal | |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB | |
| R-8 | 8 | 1 | 47.7 | 57.5 | 66 | 9.8 | 10 | ---- | 57.5 | 0.0 | 8 | -8.0 | |
| R-9 | 9 | 1 | 48.0 | 57.7 | 66 | 9.7 | 10 | ---- | 57.7 | 0.0 | 8 | -8.0 | |
| R-10 | 10 | 1 | 48.3 | 56.9 | 66 | 8.6 | 10 | ---- | 56.9 | 0.0 | 8 | -8.0 | |
| R-11 | 11 | 3 | 49.7 | 56.8 | 66 | 7.1 | 10 | ---- | 56.8 | 0.0 | 8 | -8.0 | |
| R-12 | 12 | 1 | 50.2 | 57.5 | 66 | 7.3 | 10 | ---- | 57.5 | 0.0 | 8 | -8.0 | |
| R-13 | 13 | 1 | 51.0 | 57.5 | 66 | 6.5 | 10 | ---- | 57.5 | 0.0 | 8 | -8.0 | |
| R-14 | 14 | 1 | 53.9 | 57.8 | 66 | 3.9 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 | |
| R-15 | 15 | 1 | 57.6 | 61.3 | 66 | 3.7 | 10 | ---- | 61.3 | 0.0 | 8 | -8.0 | |
| A-1 | 18 | 1 | 61.4 | 63.9 | 66 | 2.5 | 10 | ---- | 63.9 | 0.0 | 8 | -8.0 | |
| A-3 | 19 | 1 | 44.0 | 52.4 | 66 | 8.4 | 10 | ---- | 52.4 | 0.0 | 8 | -8.0 | |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | | |
| | | | dB | dB | dB | | | | | | | | |
| All Selected | | 12 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| All Impacted | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | | |



Appendix C – AGENCY COORDINATION



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

Arkansas Division

April 12, 2021

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

In Reply Refer To:
ARDOT Job No. 070442
Hwy. 67 – Hwy. 51
(Arkadelphia Bypass) P.E.
Clark County
HDA-AR

Dr. Andrea Hunter
Tribal Historic Preservation Officer
The Osage Nation
627 Grandview Avenue
Pawhuska, OK 74056

Dear Dr. Hunter:

As part of continuing consultation, we have enclosed for your review the Cultural Resources Survey Report for the above noted job. A copy was submitted to the SHPO for review and concurrence provided. If you have any questions, comments, or need additional information, please contact me at (501) 324-6430 or at randal.looney@dot.gov.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



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

Arkansas Division

April 12, 2021

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

ARDOT Job No. 070442
Hwy. 67 – Hwy. 51
(Arkadelphia Bypass) P.E.
Clark County
HDA-AR

Ms. Tamara Francis
Tribal Historic Preservation Officer
Caddo Nation
P.O. Box 487
Binger, OK 73009

Dear Ms. Francis:

As part of continuing consultation, we have enclosed for your review the Cultural Resources Survey Report for the above noted job. A copy was submitted to the SHPO for review and concurrence provided. If you have any questions, comments, or need additional information, please contact me at (501) 324-6430 or at randal.looney@dot.gov.

Sincerely,

Randal Looney
Environmental Coordinator

Enclosure



Asa Hutchinson
Governor
Stacy Hurst
Secretary

April 1, 2021

Mr. John Fleming
Division Head
Environmental Division
Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

Re: Clark County – Arkadelphia
Section 106 Review – FHWA
Hwy. 67 – Hwy. 51
(Arkadelphia Bypass) (S)
Cultural Resources Survey Report – *Phase I Cultural Resources Survey of the Arkadelphia Bypass (Hwy 67 to Hwy 51), Clark County, Arkansas* (Panamerican Report No. 38044)
ARDOT Job Number 070442
AHPP Tracking Number 101106.03

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the cultural resources survey report for the above-referenced undertaking in Sections 24 and 25 of Township 7 South, Range 20 West and Sections 19, 20, and 30 of Township 7 South, Range 19 West in Arkadelphia, Clark County.

Based on the provided information, including the negative results of the field investigation, the AHPP concurs with a finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** and the recommendation for no further archeological work in advance of the undertaking.

Tribes that have expressed an interest in the area include the Caddo Nation, the Chickasaw Nation, the Choctaw Nation of Oklahoma, the Osage Nation, the Quapaw Nation, and the Shawnee Tribe. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking and thorough reporting. If you have any questions, please contact Eric Mills of my staff at (501) 324-9784 or eric.mills@arkansas.gov.

Sincerely,

for
Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Melissa Zabecki, Arkansas Archeological Survey

Schmidt, Cassie P.

From: Lewis, Lindsey <lindsey_lewis@fws.gov>
Sent: Wednesday, July 21, 2021 3:59 PM
To: Schmidt, Cassie P.
Subject: Re: [EXTERNAL] Arkadelphia Bypass (ARDOT Job 070442) - Consultation code: 04ER1000-2021-TA-1308

Cassie,

As stated in the Consistency Letter, "The Service concurs with these "NLAA" determination(s) for the listed species identified. No further consultation for this project is required for these species. The verification letter confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA)."

Based upon your IPaC submission, the Action is consistent with activities analyzed in the Northern Long-eared Bat (NLEB) PBO. The Action may affect the NLEB; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the NLEB.

The Service recommends that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this key in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Arkansas Ecological Services Field Office should take place before project changes are final or resources committed.

The Service has no additional comments or concerns and concurs with the determinations made through the Arkansas Dkey and NLEB Dkey.

Thanks,

Lindsey Lewis
Biologist

US Fish & Wildlife Service
Arkansas Field Office
110 South Amity Rd., Suite 300
Conway, Arkansas 72032

(501) 513-4489 - voice
(501) 513-4480 - fax
Lindsey_Lewis@fws.gov
<http://www.fws.gov/arkansas-es/>

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>

Sent: Wednesday, July 21, 2021 9:20 AM

To: Lewis, Lindsey <lindsey_lewis@fws.gov>

Cc: Ewing, Anne (Kayti) <Kayti.Ewing@ardot.gov>; McAbee, William C. <WCMcAbee@GarverUSA.com>; Pearson, Mary <Mary.Pearson@ardot.gov>

Subject: [EXTERNAL] Arkadelphia Bypass (ARDOT Job 070442) - Consultation code: 04ER1000-2021-TA-1308

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good Morning Lindsey,

In September 2020 we prepared the attached Protected Species Memo for the proposed Arkadelphia Bypass project (ARDOT Job 070442) in Clark County. This document was included with the FHWA-approved EA. At that time, multiple alternatives were under consideration, including an alternative that crossed the Ouachita River. Thus the original species list had 11 species.

A Preferred Alternative has now been identified and we are in the process of preparing a FONSI document. If you are interested, details on the Preferred Alternative are available on the project website:

<https://arkadelphiabypass.transportationplanroom.com/>

Using a more refined area based on the Preferred Alternative, I evaluated the Preferred Alternative through the Arkansas DKey and the Northern Long-eared Bat Key within the IPaC system. The refined area resulted in only 6 of the original 11 species. Attached are the verification letters received.

We respectfully request your concurrence with the NLAA determinations generated using the Arkansas DKey, concurrence that the Action is consistent with the PBO on the Final 4(d) Rule for the Northern Long-eared Bat, and acknowledgment that this finalizes Section 7 consultation for the proposed project.

Most Sincerely,



Cassie Schmidt

Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-287-4673



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>

In Reply Refer To:

July 20, 2021

Consultation code: 04ER1000-2021-TA-1308

Event Code: 04ER1000-2021-E-03840

Project Name: Arkadelphia Bypass (ARDOT Job 070442)

Subject: Verification letter for 'Arkadelphia Bypass (ARDOT Job 070442)' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Arkansas Determination Key for project review and guidance for federally listed species (Arkansas Dkey).

Dear Garver LLC:

The U.S. Fish and Wildlife Service (Service) received on **July 20, 2021** your effect determination(s) for the 'Arkadelphia Bypass (ARDOT Job 070442)' (the Action) using the Arkansas DKey within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance in the Service's Arkansas DKey, you made the following effect determination(s) for the proposed action.

| Species | Listing Status | Determination |
|---|----------------|---------------|
| Eastern Black Rail (<i>Laterallus jamaicensis ssp. jamaicensis</i>) | Threatened | NLAA |
| Northern Long-eared Bat (<i>Myotis septentrionalis</i>) | Threatened | May affect |
| Piping Plover (<i>Charadrius melodus</i>) | Threatened | NLAA |
| Red Knot (<i>Calidris canutus rufa</i>) | Threatened | NLAA |
| Red-cockaded Woodpecker (<i>Picoides borealis</i>) | Endangered | NLAA |
| Winged Mapleleaf (<i>Quadrula fragosa</i>) | Endangered | NLAA |

Status

The Service concurs with the NLAA determination(s) for the species listed above. Your agency has met consultation requirements by informing the Service of the "No Effect" determinations.

No further consultation for this project is required for these species. This letter confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

FHWA projects should not use the Arkansas Dkey for the Northern Long-eared Bat (NLEB) or Indiana Bat. Please complete the FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat determination key. This key is intended for projects funded or authorized by FHWA, FRA, or FTA, that may affect the endangered Indiana bat and/or the threatened NLEB, which requires consultation with the Service under Section 7 of the ESA.

The Service recommends that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this key in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Arkansas Ecological Services Field Office should take place before project changes are final or resources committed.

Bald and Golden Eagle Protection Act: The following resources are provided to project proponents and consulting agencies as additional information. Bald and golden eagles are not included in this section 7(a)(2) consultation and this information does not constitute a determination of effects by the Service.

The Service developed the National Bald Eagle Management Guidelines to advise landowners, land managers, and others who share public and private lands with Bald Eagles when and under what circumstances the protective provisions of the BGEPA may apply to their activities. The guidelines should be consulted prior to conducting new or intermittent activity near an eagle nest. This document may be downloaded from the following site: <https://www.fws.gov/southeast/our-services/permits/eagles/>

To determine if your proposed activity is likely to take or disturb Bald Eagles, complete our step-by-step online self-certification process, which is located at <https://www.fws.gov/southeast/our-services/eagle-technical-assistance/>.

If the recommendations detailed in the National Bald Eagle Management Guidelines cannot be followed, you may apply for a permit to authorize removal or relocation of an eagle nest in certain instances. The application form is located at <http://www.fws.gov/forms/3-200-72.pdf>.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

Arkadelphia Bypass (ARDOT Job 070442)

2. Description

The following description was provided for the project 'Arkadelphia Bypass (ARDOT Job 070442)':

The Arkansas Department of Transportation (ARDOT) is proposing to construct a bypass and modify the Interstate 30 (I-30) and Highway (Hwy.) 51 interchange (I-30/Hwy. 51 interchange) in the City of Arkadelphia to improve safety, mobility, and connectivity.

Several ARDOT planning studies have identified the Central Business District (CBD) and the east side of the I-30/Hwy. 51 interchange as areas in Arkadelphia where safety and mobility are inadequate. These studies include the 2006 Arkadelphia Truck Route Study, 2013 Arkadelphia Bypass Study, and the 2020 Arkadelphia Bypass Traffic Study.

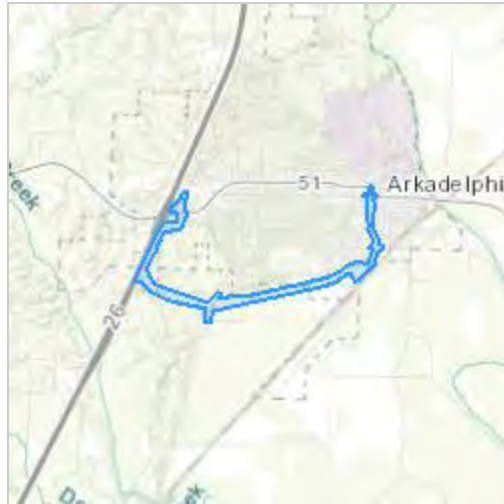
The purpose of the project is to improve safety, mobility, and connectivity in Arkadelphia by providing:

- An alternate route to reduce the number of logging and other heavy-duty trucks traveling through the CBD;
- A more direct east-west travel route for both local and through traffic; and
- I-30/Hwy. 51 interchange modifications to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Hospital.

The typical section for Hwy. 67 between Pine Street and the interchange with the bypass south of Walnut Street is the initial buildout. This section would consist of two travel lanes and a middle turn lane with curb and gutter, sidewalk and open ditches behind the sidewalk. The ultimate future buildout for this section when traffic warrants would consist of four travel lanes and a continuous left-turn lane with curb and gutter. The initial and ultimate future typical section from the north end of Redhill Road to Hwy 51 is the same as described above except there will not be open ditches behind the sidewalk.

The typical section for the southern portion of the bypass between Highway 67 and the north end of Redhill Road would consist of two travel lanes and a middle turn lane with open shoulders for the initial buildout. The ultimate future buildout for this section when traffic warrants would consist of four travel lanes with a painted median.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.112682649999996,-93.09513394138855,14z>



Species Protection Measures

Streambank Stabilization

<https://www.fws.gov/southeast/pdf/species-protective-measures/streambank-stabilization-projects.pdf>

Bridges and Culverts

<https://www.fws.gov/southeast/pdf/species-protective-measures/bridge-and-culvert-projects.pdf>

Pipeline and Linear Projects

<https://www.fws.gov/southeast/pdf/species-protective-measures/pipeline-and-linear-projects.pdf>

Stream or Ditch Relocation

<https://www.fws.gov/southeast/pdf/species-protective-measures/stream-or-ditch-relocation-projects.pdf>

Qualification Interview

1. Have you made an effects determination of "no effect" for all species in the area of the project? A "no effect" determination means the project will have no beneficial effect, no short-term adverse effects, and no long-term adverse effects on any of the species on the IPaC-generated species list for the proposed project or those species habitat. A project with effects that cannot be meaningfully measured, detected or evaluated, effects that are extremely unlikely to occur, or entirely beneficial effects should not have a "no effect" determination. (If unsure, select "No").
No
 2. Is the action authorized, funded, or being carried out by a Federal agency?
Yes
 3. Are you the the action agency or the designated non-federal representative?
No
 4. Choose the agency you represent in this consultation with the U.S. Fish and Wildlife Service:
d. Federal Highway Administration
 5. Will project proponents follow [Special Provisions for avoidance and minimization](#) measures for listed species in Arkansas?
Yes
 6. [Semantic] Does the project intersect designated critical habitat for the Leopard Darter?
Automatically answered
No
 7. [Semantic] Does the project intersect designated critical habitat for the Neosho Mucket?
Automatically answered
No
 8. [Semantic] Does the project intersect designated critical habitat for Yellowcheek Darter?
Automatically answered
No
 9. [Semantic] Does the project intersect designated critical habitat for Rabbitsfoot?
Automatically answered
No
 10. [Semantic] Does the project intersect the American burying beetle consultation area?
Automatically answered
No
 11. [Semantic] Does the project intersect the red-cockaded woodpecker AOI?
Automatically answered
Yes
-

12. [Semantic] Does the project intersect the Eastern black rail AOI?

Automatically answered

Yes

13. Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

No

14. Does the project take place in marshy or flooded open field habitat?

Yes

15. Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Yes

16. Has Eastern Black Rail been detected at the site?

No

17. [Semantic] Does the project intersect the red knot AOI?

Automatically answered

Yes

18. [Semantic (same answer as "8.1.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

19. [Semantic (same answer as "8.2")] Does the project take place in marshy or flooded open field habitat?

Automatically answered

Yes

20. [Semantic (same answer as "8.3")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

21. Are red knots present on the site during the proposed action?

No

22. [Semantic] Does the project intersect the Piping Plover AOI?

Automatically answered

Yes

23. [Semantic (same answer as "8.1.3 or 9.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

24. [Semantic (same answer as "8.3" or "9.9")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

25. [Semantic] Does the project intersect the Whooping Crane AOI?
Automatically answered
No
26. [Semantic] Does the project intersect the interior least tern AOI?
Automatically answered
No
27. [Semantic] Does the project intersect the Gray Bat AOI?
Automatically answered
No
28. [Semantic] Does the project intersect the Ozark Big-eared Bat AOI?
Automatically answered
No
29. [Semantic] Does the project intersect the Indiana bat AOI?
Automatically answered
No
30. [Semantic] Does the project intersect the Northern Long-eared bat AOI?
Automatically answered
Yes
31. [Semantic] Does the project intersect the Benton County Cave Crayfish AOI?
Automatically answered
No
32. [Semantic] Does the project intersect the Hell Creek Cave Crayfish AOI?
Automatically answered
No
33. [Semantic] Does the project intersect the Ozark cavefish AOI?
Automatically answered
No
34. [Semantic] Does the project intersect the Missouri bladderpod AOI?
Automatically answered
No
35. [Semantic] Does the project intersect the Geocarpon AOI?
Automatically answered
No
36. [Semantic] Does the project intersect the running buffalo clover AOI?
Automatically answered
No
37. [Semantic] Does the project intersect the Pondberry AOI?
Automatically answered
No
-

38. [Semantic] Does the project occur within the survey coordination area?

Automatically answered

No

39. Does the project contain any of the following activity types:

Boat Ramps,

Bridges,

Culverts,

Development,

Dams or Impoundments (including berms and levees),

Streambank Stabilization (or other streambank work),

Pipeline and linear projects,

Water intakes/withdrawals, or

Stream or ditch relocation?

Yes

40. Does the project include Streambank Stabilization (or other streambank work)?

Yes

41. Does the project include the Streambank Stabilization species [protective measures](#), as applicable to the project and site characteristics?

Yes

42. Does the project include Boat Ramps?

No

43. Does the project include Bridges and Culverts?

Yes

44. Does the project include the Bridges and Culverts species [protective measures](#), as applicable to the project and site characteristics?

Yes

45. Does the project include Dams and Impoundments (including berms or levees)?

No

46. Does the project include Development?

No

47. Is the project a Pipeline or Linear Project?

Yes

48. Does the project include the Pipeline and Linear Projects species [protective measures](#), as applicable to the project and site characteristics?

Yes

49. Does the project include Water Intakes/Withdrawals?

No

50. Does the project include Stream or Ditch Relocation?

Yes

51. Does the project include the Stream or Ditch Relocation species [protective measures](#), as applicable to the project and site characteristics?

Yes

52. [Semantic] Does the project intersect the rabbitsfoot AOI?

Automatically answered

No

53. [Semantic] Does the project intersect the neosho mucket AOI?

Automatically answered

No

54. [Semantic] Does the project intersect the Spectaclecase AOI?

Automatically answered

No

55. [Semantic] Does the project intersect the snuffbox AOI?

Automatically answered

No

56. [Semantic] Does the project intersect the speckled pocketbook AOI?

Automatically answered

No

57. [Semantic] Does the project intersect the ouachita rock pocketbook AOI?

Automatically answered

No

58. [Semantic] Does the project intersect the fat pocketbook AOI?

Automatically answered

No

59. [Semantic] Does the project intersect the Curtis pearlymussel AOI?

Automatically answered

No

60. [Semantic] Does the project intersect the scaleshell AOI?

Automatically answered

No

61. [Semantic] Does the project intersect the pink mucket AOI?

Automatically answered

No

62. [Semantic] Does the project intersect the Arkansas fatmucket AOI?

Automatically answered

No

63. [Semantic] Does the project intersect the winged mapleleaf AOI?

Automatically answered

Yes

64. [Semantic] Does the project intersect the leopard darter AOI?

Automatically answered

No

65. [Semantic] Does the project intersect the Yellowcheek darter AOI?

Automatically answered

No

66. [Semantic] Does the project intersect the Ozark hellbender AOI?

Automatically answered

No

67. [Semantic] Does the project intersect the harperella AOI?

Automatically answered

No

68. [Semantic] Does the project intersect the pallid sturgeon AOI?

Automatically answered

No



United States Department of the Interior



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In Reply Refer To:

July 20, 2021

Consultation code: 04ER1000-2021-TA-1308

Event Code: 04ER1000-2021-E-03836

Project Name: Arkadelphia Bypass (ARDOT Job 070442)

Subject: Verification letter for the 'Arkadelphia Bypass (ARDOT Job 070442)' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Garver LLC:

The U.S. Fish and Wildlife Service (Service) received on July 20, 2021 your effects determination for the 'Arkadelphia Bypass (ARDOT Job 070442)' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"^[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with ESA Section 7(a)(2) only for the northern long-eared bat. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* Threatened
- Piping Plover *Charadrius melodus* Threatened
- Red Knot *Calidris canutus rufa* Threatened
- Red-cockaded Woodpecker *Picoides borealis* Endangered
- Winged Mapleleaf *Quadrula fragosa* Endangered

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

Arkadelphia Bypass (ARDOT Job 070442)

2. Description

The following description was provided for the project 'Arkadelphia Bypass (ARDOT Job 070442)':

The Arkansas Department of Transportation (ARDOT) is proposing to construct a bypass and modify the Interstate 30 (I-30) and Highway (Hwy.) 51 interchange (I-30/Hwy. 51 interchange) in the City of Arkadelphia to improve safety, mobility, and connectivity.

Several ARDOT planning studies have identified the Central Business District (CBD) and the east side of the I-30/Hwy. 51 interchange as areas in Arkadelphia where safety and mobility are inadequate. These studies include the 2006 Arkadelphia Truck Route Study, 2013 Arkadelphia Bypass Study, and the 2020 Arkadelphia Bypass Traffic Study.

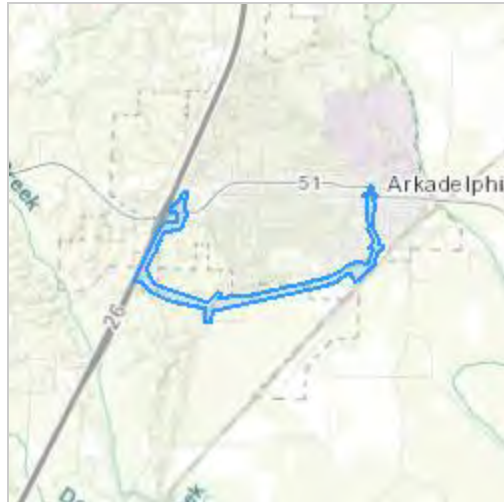
The purpose of the project is to improve safety, mobility, and connectivity in Arkadelphia by providing:

- An alternate route to reduce the number of logging and other heavy-duty trucks traveling through the CBD;
- A more direct east-west travel route for both local and through traffic; and
- I-30/Hwy. 51 interchange modifications to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Hospital.

The typical section for Hwy. 67 between Pine Street and the interchange with the bypass south of Walnut Street is the initial buildout. This section would consist of two travel lanes and a middle turn lane with curb and gutter, sidewalk and open ditches behind the sidewalk. The ultimate future buildout for this section when traffic warrants would consist of four travel lanes and a continuous left-turn lane with curb and gutter. The initial and ultimate future typical section from the north end of Redhill Road to Hwy 51 is the same as described above except there will not be open ditches behind the sidewalk.

The typical section for the southern portion of the bypass between Highway 67 and the north end of Redhill Road would consist of two travel lanes and a middle turn lane with open shoulders for the initial buildout. The ultimate future buildout for this section when traffic warrants would consist of four travel lanes with a painted median.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.112682649999996,-93.09513394138855,14z>



Determination Key Result

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

Yes

2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

No

3. Will your activity purposefully **Take** northern long-eared bats?

No

4. [Semantic] Is the project action area located wholly outside the White-nose Syndrome Zone?

Automatically answered

No

5. [Semantic] Is the project action area located within 0.25 miles of a known northern long-eared bat hibernaculum?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

Automatically answered

No

6. [Semantic] Is the project action area located within 150 feet of a known occupied northern long-eared bat maternity roost tree?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

Automatically answered

No

Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

42

2. If known, estimated acres of forest conversion from April 1 to October 31

42

3. If known, estimated acres of forest conversion from June 1 to July 31

42

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0
