



INTEROFFICE MEMORANDUM

January 18, 2018

TO: Master Files

FROM: JF1 John Fleming, Division Head, Environmental Division *bfm*

SUBJECT: Various Pavement Preservation Program Projects
Multiple Job and FAP Numbers
Various Counties
Tier 1 Categorical Exclusion

After appropriate environmental review, it has been determined that the subject job is a Tier 1 Categorical Exclusion as described by the ARDOT/FHWA Memorandum of Agreement on Categorical Exclusion Documentation and Processing.

The purpose of these projects is to preserve and rehabilitate the highways. A table listing the projects, their locations, and type of work involved is attached, along with cultural resources clearances. No endangered species will be affected by the proposed projects. No Section 404 permits will be required. Public hearings will not be offered for these projects.

JF:SL:fc

Attachments:

- List of Projects
- Section 106 Clearances
- Environmental Study Checklist

c: Program Management
Right of Way
Districts 8 & 10
FHWA

2018 Pavement Preservation Projects

Job No.	FAP No.	Job Name	County	Route	Type of Work
080551	NHPP-0049(19)	Twin Creek Rd. - Garland Co. Line (S)	Montgomery	Hwy. 270	Level up or Rut Milling and Overlay / Polymer Overlay / Joint Work
080558	STPR-0071(34)	Conway Co. Line - Hwy. 65 (S)	Van Buren	Hwy. 9	Scrub Seal, Overlay, Microsurfacing, UTBWC, and Fog Seal
100910	STPC-HSIP- 9421(4)	Hwy. 69S East & West (Trumann) (S)	Poinsett	Hwy. 69	Overlay

Couser, Felicia

From: Theresa Russell <Theresa.Russell@arkansas.gov>
Sent: Wednesday, January 03, 2018 11:36 AM
To: Wilks, Diana; Environmental Clearance
Cc: Theresa Russell
Subject: Job No. 080551 - Montgomery County - AHPP No. 99883

The staff of the Arkansas Historic Preservation Program has reviewed the documentation submitted for Overlay or Resurface for Job 080551. Based on the information provided, we concur that the proposed undertaking will have no effect on historic properties. This effect determination could change should additional information come to light. Your hard copy should go out soon.

Theresa Russell
Section 106 Structure Reviewer



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INTEROFFICE MEMORANDUM

December 13, 2017

TO: Environmental Job Files

FROM: Wm. Lane Shields

A handwritten signature in black ink, appearing to read 'Wm. Lane Shields', is written over the printed name.

SUBJECT: Archeological Clearance
Job 080558
Conway Co. Line-Hwy. 65 (S)
Van Buren County

This job proposes to scrub, seal, then apply multiple treatments that include thin overlay, microsurfacing, UTBWC (UltraThin Bonded Wearing Course) and fog sealing along 7.23 miles on Highway 9 from the county line south of Formosa to Choctaw, all in Van Buren County. No new right of way (ROW) or temporary construction easements will be required. The project is being conducted as a STIP job and no Native American consultation is required.

An archeological and historic records review was conducted for this project which includes the Arkansas Archeological Survey (AAS) site files of documented Native American and historical archeological sites, structures or features as well as the Arkansas Historic Preservation Program (AHPP) recorded structures and site/properties files. The National Register of Historic Places (NRHP) eligibility status is determined by the AHPP but presented in three databases. The NRHP status for archeological sites is in the AAS database, the status for architectural sites is in the AHPP database and the ARDOT tracks the status for bridges.

The AAS site files revealed no recorded prehistoric properties along the corridor with the two closest sites about a mile away. The AHPP site file sites near the corridor include: VB11, known as the Bowman Boarding House, VB1, known as the Martin Place, and VB3, known as the Stobaugh Place. The first two have an unknown NRHP status while the last has been delisted. There are three other

structural sites within a mile of the corridor. Four bridges, all built in 1952, are along the corridor. From south to north they are designated M0268 over the East Fork of Point Remove Creek, 02822 over Slick Rock Creek, M0269 over an unnamed stream, and 02823 over Dry Fork Creek. The two 'M' bridges are box culverts while the other two are a common reinforced concrete slab bridge type. All four are evaluated as not significant and not eligible for nomination for inclusion in the NRHP (Advisory Council on Historic Preservation's 2012 Program Comment).

Other records reviewed include the 1842 General Land Office (GLO) plat for T10N-R14W, the 1936 Van Buren County highway map and a total of 20 versions of United States Geological Survey (USGS) quadrangles from 1892 to 1992. It appears that about a third of the corridor, primarily in the south, overlays a GLO road that is labeled '*Branch from Bloomington to Lewisburg*'. The remainder of the corridor roughly parallels the road although in one area it deviates about $\frac{3}{4}$ of a mile. Four fields, all close to the road, are also shown on the GLO. While GLO fields are often recorded as archeological sites, these are not recorded. The current highway goes near two of those fields. It is unknown where the community of Bloomington was located but Lewisburg, now within the southeastern portion of Morrilton, was the Conway County seat from 1831 to 1833. The 1936 map's scale is problematic but it shows many more houses along the corridor than are present today. The route shown in 1936 only differs from the current alignment along about a mile near the middle of the corridor. Most of the early USGS quadrangles are at scales that do not include structures. The community of Choctaw is shown on quadrangles from 1892 through 1955 about two miles east of its current location. Following the completion of Greers Ferry Lake sometime prior to 1964, that location was water covered. Its current location at the confluence of two roads was already a concentration of houses in 1936.

All work will take place on existing paved surfaces, no earthwork will be involved and the recorded cultural resources will not be directly or indirectly impacted. As a result, this project is subject to the 1999 MOA (enclosed) and falls under the exempted Work Category "Reconstruction". The project is not considered an undertaking and requires no further archeological research, fieldwork or Section 106 review.



INTEROFFICE MEMORANDUM

December 5, 2017

TO: Environmental Job Files

FROM: Wm. Lane Shields

SUBJECT: Archeological Clearance
Job 100910
Hwy. 69S East & West (Trumann) (S)
Poinsett County

This job proposes to overlay 2.0 miles of road surface on Highway 69 in Trumann, Poinsett County. The highway is also known as W. Speedway Street west of the Burlington Northern Railroad, E. Speedway Street east of the tracks and after it turns to the north, either E. or N. Speedway Street. No new right of way (ROW) or temporary construction easements will be required. The project is being conducted as a STIP job and no Native American consultation is required.

An archeological and historic records review was conducted for this project which includes the Arkansas Archeological Survey (AAS) site files of documented Native American and historical archeological sites, structures or features as well as the Arkansas Historic Preservation Program (AHPP) recorded structures and site/properties files. The National Register of Historic Places (NRHP) eligibility status is determined by the AHPP but presented in three databases. The NRHP status for archeological sites is in the AAS database, the status for architectural sites is in the AHPP database and the ARDOT tracks the status for bridges.

The AAS site files revealed no recorded archeological properties along the corridor with the closest site about a mile away. The AHPP site file sites near the corridor include: PO14, the Trumann Railroad Depot, about one block away; PO13, [an unnamed] Public School, about three blocks away; and a US Department of Housing and Urban Development (HUD) rehabilitation house

about two blocks away. The first two are no longer extant. Eight other historic structures are recorded within a mile radius. Three of these are listed in the NRHP (PO16, Poinsett Community Club; PO34, Poinsett Lumber and Manufacturing Company's Manager's House; PO199, Maxie Theater), two are not eligible, one is unknown and two are HUD related houses. None of the 11 sites within a mile of the corridor will be impacted even indirectly. The bridge over the highway for the train tracks was built in 2005 and thus not evaluated in terms of the NRHP.

Other records reviewed include the 1846 and 1849 General Land Office (GLO) plats for T12N-R5E (sections 11–14) and T12N-R6E (sections 7 and 18), the 1936 Poinsett County highway map and a total of nine versions of United States Geological Survey (USGS) quadrangles from 1940 to 1986. No cultural resources were found in association with the GLO archival maps although the 'Road from Little River to Maumelle Prairie' is shown skirting the west side of the Sunken Lands east of the corridor. The 1936 map's scale is problematic but it shows multiple houses in and near Trumann. The 1940 and 1941 quadrangles at a scale of 62,500 show many more structures than are now present as well as multiple train tracks and a switching yard. For example, there are several houses and a road and train track where the Oak Street Park is now located.

The curve where the highway crosses under the train tracks is so the road is perpendicular to the tracks. However, the curve probably dates to 2005 when the current bridge was built as prior to that another train track crossed in the immediate vicinity. That track, along with almost all of the other tracks, have now been salvaged and little trace of those transportation corridors remains.

All work will take place on existing paved surfaces, and as the recorded cultural resources are well away from the highway and because there will be no earthwork involved, no cultural resources are affected by this project. This project is thus subject to the 1999 MOA and falls under the exempted Work Category "Reconstruction". The project is not considered an undertaking and requires no further archeological research, fieldwork or Section 106 review.

WLS:DW:fc

