




INTEROFFICE MEMORANDUM

October 12, 2018

TO: Master Files

FROM: John Fleming, Division Head, Environmental Division 

SUBJECT: 2019 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 jobs are Tier 1 Categorical Exclusions as described by the ARDOT/FHWA Memorandum of Agreement on Categorical Exclusion Documentation and Processing. Public hearings will not be offered for these projects.

The purpose of these projects is to preserve and rehabilitate the highways. A table listing the projects, their locations, and types of work involved is attached, along with Cultural Resources and SHPO clearances. No endangered species will be impacted by the proposed projects. No Section 404 permits will be required.

JF:SL:mr

Attachments:

- List of Projects
- Cultural Resources and SHPO Clearances
- Environmental Study Checklist

c: Program Management
Right of Way
Districts 1, 2, 4, & 5
FHWA

2019 Pavement Preservation Projects

Job Number	FAP No.	Job Name	County	Route/Section	Bridge Work	Scope	Bridge #s
020639	STPR-0002(40)	Hwy. 173 - North (S)	Ashley	Rt. 165/Sec. 1	-	Mill & Inlay / Chip Seal Shoulders	
040734	NHPP-0057(23)	Mena - South (S)	Polk	Rt. 71/Sec. 8	-	UTBWC	
050346	STPF-0012(39)	Hwy. 25 - Hwy. 25 (Heber Springs) (Sel. Secs.) (S)	Cleburne	Rt. 25B/Sec. 3B	-	Mill & Overlay	
050364	STPF-HSIP-0073(79)	Hwy. 67B - Hwy. 36 (S)	White	Rt. 367/Sec. 16	Yes	Overlay L.M. 0-1.1 / Reconstruction L. M. 1.1-3.99 / Hydrodemolition / Latex Overlay / Joint Work.	05449
110656	NHPP-0054(24)	Hwy. 1 - Hwy. 49B (S)	Phillips	Rt. 49/Sec. 10	-	Mill & Inlay L.M. 17.3-24.9 / UTBWC L.M. 24.9-28.8.	



INTEROFFICE MEMORANDUM

September 6, 2018

TO: Environmental Job Files

FROM: Wm. Lane Shields 

SUBJECT: Archeological Clearance
Job Number 020639
Hwy. 52-North (S)
Route 165, Section 1
Ashley County

This Memo replaces my original Memo dated June 12 with the Project Name of Hwy. 173-North(S). The project has been extended on both ends and renamed.

This job proposes to mill and inlay the roadway and reapply a chip seal to the shoulders along a 10.59 mile stretch of Highway 165 from the intersection of Highway 52 in Wilmot to a location about half way between Sunshine and Portland. The route is adjacent to a rail line except at the Parkdale bypass. The highway is two-lane and there are no bridges along the project corridor. 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.

dispersed settlement along the route that fades away through time. The bypass around Parkdale was built sometime prior to 1953. The oxbow lake north of Sunshine was called Old Cypress Brake on the 1935 quadrangle but uses the modern name of Wilson Brake by 1953.

All work will take place within disturbances now covered by 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

September 26, 2018

TO: Environmental Job Files

FROM: Wm. Lane Shields

SUBJECT: Archeological Clearance
Job Number 040734
Mena-South(S)
Route 71 Section 8
Polk County

This job proposes to apply an ultrathin bonded wearing course (UTBWC) to Highway 71 from south of Thompson Creek for 4.4 miles through the community of Potter Junction to the southwest side of Mena. The highway is two-lane except for the final 0.46 mi./0.74 km. In that final distance the road is a three lane plus turning with two lanes eastbound (0.14 mi./0.23 km) and then a four lane plus turning (0.32 mi./0.51 km). There are three bridges along the corridor; Structure 01919 over Thompson Creek, structure 01920 over McKinney Creek and Structure M1356 over a drainage ditch. 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 16 recorded archeological sites within a 1 mi./1.6 km buffer around the project corridor (Table 1). Only one, 3PL215, which is one of four recorded fields plotted on the 1846 General Land Office (GLO), intersects the project corridor. Most of the sites are small and disturbed. Only one, 3PL872, appears to have intact subsurface deposits. There are four archeological projects within the buffer, none of which intersect the corridor (Bennett and Watkins 1985, Cooper et al. 1998, Godwin et al. 2000, Schleidt-Peñalva 2009).

Table 1. Recorded archeological sites within buffer.

Site Designation	Prehistoric	Historical	Site Designation	Prehistoric	Historical
3PL201		GLO field	3PL867	isolate	scatter
3PL214		GLO field	3PL868	isolate	
3PL215		GLO field	3PL869*	lithics	
3PL216		GLO field	3PL870*	isolate	isolate
3PL823		scatter	3PL871	isolate	
3PL844	lithics	rock wall	3POL872	campsite	
3PL847	lithics		3PL986	redeposited	
3PL848*	campsite		3PL987		dump

* no integrity, bulldozed

The AHPP site files show a single property within the same investigation buffer area, PL253, a Pratt Pony truss bridge deemed not eligible for the NRHP. Built in 1915, it was a single lane, wood decked structure, open to drive on as County Road 50 until October of 2015 when berms and a metal post were placed at each end. There are quite a few structural sites in Mena, especially in the Mena Commercial Historic District, but these are beyond the investigation buffer.

Bridge 01919, is a single span stringer/multi-beam or girder design, 42 ft. in length, spans Thompson Creek. Built in 1935, it does not have any exceptional characteristics such as aesthetic features, distinctive engineering or exceptional length nor a relationship to a historic association and it is not the earliest version. It is evaluated as not significant and is not considered eligible to the NRHP.

Bridge 01920, is a three span stringer/multi-beam or girder design, 94 ft. in length, spans McKinney Creek. Built in 1935, it does not have any exceptional characteristics such as aesthetic features, distinctive engineering or exceptional

length nor a relationship to a historic association and it is not the earliest version. It is evaluated as not significant and not considered eligible to the NRHP.

Bridge M1356, is a two span culvert, 24 ft. in length, spans a drainage ditch. Built in 1939, it does not have any exceptional characteristics such as aesthetic features, distinctive engineering or exceptional length nor a relationship to a historic association and it is not the earliest version. It is evaluated as not significant and is not considered eligible to the NRHP.

The GLO plat for T2S-R31W dates to 1846. Multiple fields and several roads are plotted in the southern half. The corridor crosses the headwaters of an unnamed stream that corresponds to what is now Thompson Creek. In the vicinity of what is now Potter Junction, it crosses a southwest/northeast trending road, labeled 'Road', and then roughly parallels it to the northeast. It is likely that County Road 50 is its descendant. A bridge is recorded as PL253 is along County Road 50, but that bridge dates to 1915. The corridor also crosses an unlabeled stream where McKinney Creek is located. Two roads have T-intersections with that main road, both coming from the southeast. One is labeled 'Road' and the other is identified as the 'Road from Mountain Fork Com [Community?] to Ouachita Com [Community?].

Other records reviewed include the 1936 Polk County highway map and a total of 18 versions of United States Geological Survey (USGS) quadrangles from 1890 to 1989 (printed in 1991). The county map shows houses along the route in the dispersed rural pattern but in less density than is common to the time; only one to three houses per mile are present. The road has been straightened since 1936. The community of Potter is on this map but not Potter Junction. In fact, most of the small communities in the general area today are not on the map. There are actually seven USGS maps with the 11 editions only updates on older editions. The maps from 1890 and 1899, both Poteau Mountain (125,000 scale) plot the community of Potter in the location of Potter Junction. Mena did not exist and there was not a road heading southwest out of Potter. By 1950 (McAlester, Oklahoma, 250,000 scale), there is a road to the southwest from Potter and Mena is a large town. By 1958 (Potter, Arkansas, 24,000 scale) the rural population density is higher than it had been in 1936. Potter had relocated to the west as today and Potter Junction is in place.

All work will take place within disturbances now covered by 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.

References Cited

Bennett, W.J., Jr., and Beverly Watkins

1985 A Cultural Resources Inventory on Selected Portions of the Ouachita National Forest, West-Central Arkansas. Archeological Assessments, Inc., Nashville, Arkansas, Report 37. For Ouachita National Forest. Contract No. 53-43ZP-4-110. On file (AMASDA tracking 1075), Office of the State Archeologist, Fayetteville.

Cooper, Judy Hennessee, Thomas N. Gannon, Carol S. Spears, Margaret J. Guccione and Glenda Cade

1998 An Archeological Survey of the Preferred Alignment of the U.S. 71 Relocation Project Between DeQueen and Interstate 40 in Sevier, Polk, Scott, Sebastian and Crawford Counties, Arkansas. Spears Professional Environmental and Archeological Research Service, Inc., West Fork, Arkansas, Reports 125–126. For Michael Baker Jr., Inc., Coraopolis, Pennsylvania. On file (AMASDA tracking 3644), Office of the State Archeologist, Fayetteville.

Early, Ann M., Hester Davis, Tom Green and George McCluskey

2010 *Appendix B of the Arkansas State Plan: Guidelines for Archeological Fieldwork and Report Writing in Arkansas*. State Archeologist, Arkansas Archeological Survey, University of Arkansas System, Fayetteville.

Godwin, Molly F., Paul Maslyk, George High and William J. Weaver

2000 A Cultural Resources Survey of the Mena, Arkansas to Craig Junction, Oklahoma, 138-kV Transmission Line, Polk County, Arkansas, McCurtain County, Oklahoma. Antiquities Planning & Consulting, Kyle, Texas. Survey Report 17. For URS, Austin. On file (AMASDA tracking 4394), Office of the State Archeologist, Fayetteville.

Maria L. Schleidt-Peñalva

2009 Heritage Resource Survey for Two Mile Watershed (Compartments 906, 923-930, 950, 952, 982 & 983), Mena Ranger District, Polk County, Arkansas. Ouachita National Forest, Hot Springs, Arkansas. Report

Job Number 040734
Archeological Clearance
Page 5 of 5

302. On file (AMASDA tracking 5781, Office of the State Archeologist,
Fayetteville.

Couser, Felicia

From: Theresa Russell <Theresa.Russell@arkansas.gov>
Sent: Friday, September 28, 2018 11:58 AM
To: Wilks, Diana; Environmental Clearance
Cc: Theresa Russell
Subject: Job No. 050346 – Overlay or Resurface/Mill & Inlay – Cleburne County – AHPP No. 102296

The staff of the Arkansas Historic Preservation Program has reviewed the documentation submitted for Overlay or Resurface/Mill & Inlay for Job 050346. 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



Arkansas Historic Preservation Program

A division of the Department of Arkansas Heritage

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INTEROFFICE MEMORANDUM

October 1, 2018

TO: Job File

FROM: Richard Jenkins, Cultural Resources 

SUBJECT: Archeological Clearance
Job Number 050364
Hwy. 67B – Hwy. 36 (S)
Route 367, Section 16
White County

The Arkansas Department of Transportation proposes to rehabilitate a portion of Highway 367 in White County. No new right-of-way will be acquired.

An examination of the Arkansas Archeological Survey's (AAS) records was conducted for previously recorded archeological sites and located the White County Memorial Gardens (3WH726). 3WH726 is an active cemetery that records its earliest interment to be in 1955. This resource is located along the project's route; however, no impacts to this resource will occur due to project's extremely limited scope. The AAS records evaluation also located site 3WH522; a cultivated GLO field that was recorded from an archival map survey which has been displaced by urban development. A records evaluation at the Department of Arkansas Heritage (AHPP) for historic properties or National Register listed or eligible structures was negative. The Searcy topographic quadrangle map was examined for cemeteries, likely historic structures, and landforms conducive to hold archeological sites along the project's route; only the previously mentioned cemetery (3WH726) was found. The General Land Office map only showed the field previously described as site 3WH522. The 1936 White County Highway map shows few structures near this project.

The proposed road improvements will occur in previously disturbed areas inside the current ARDOT right-of-way. No cultural resources are expected to be impacted. This project is subject to the 1999 MOA and fall under the exempted Work Category "Resurfacing." The project is not considered an undertaking and requires no further work or Section 106 review.



ARKANSAS DEPARTMENT OF TRANSPORTATION

ARDOT.gov | IDriveArkansas.com | Scott E. Bennett, P.E., Director

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261
Phone: 501.569.2000 | Voice/TTY 711 | Fax: 501.569.2400

AHPP

↓ 2153
FHWA

September 10, 2018

SEP 10 2018

Ms. Stacy Hurst
Arkansas Historic Preservation Program
1100 North Street
Little Rock, Arkansas 72201

RECEIVED
ARDOT
SEP 17 2018
ENVIRONMENTAL
DIVISION

RE: Job Number 110656
Hwy. 1-Hwy. 49B (S)
Route 49, Section 10
Phillips County

Dear Ms. Hurst:

A Project Identification Form for the referenced project is enclosed. Please review for concurrence with the findings of my staff. If you have any questions or require additional information, contact Scott Smallwood of my staff at (501) 569-2038.

Sincerely,

John Fleming
Division Head
Environmental Division

JF:DW:CSS:fc

Enclosure
PIF

Date **SEP 13 2018**
This undertaking will have
no adverse effect on historic
properties.

State Historic Preservation Officer



ARKANSAS DEPARTMENT OF TRANSPORTATION

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10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261 | Phone: 501.569.2000

INTEROFFICE MEMORANDUM

December 21, 2018

TO: Master Files

FROM: *JF* John Fleming, Division Head, Environmental Division *hfnice*

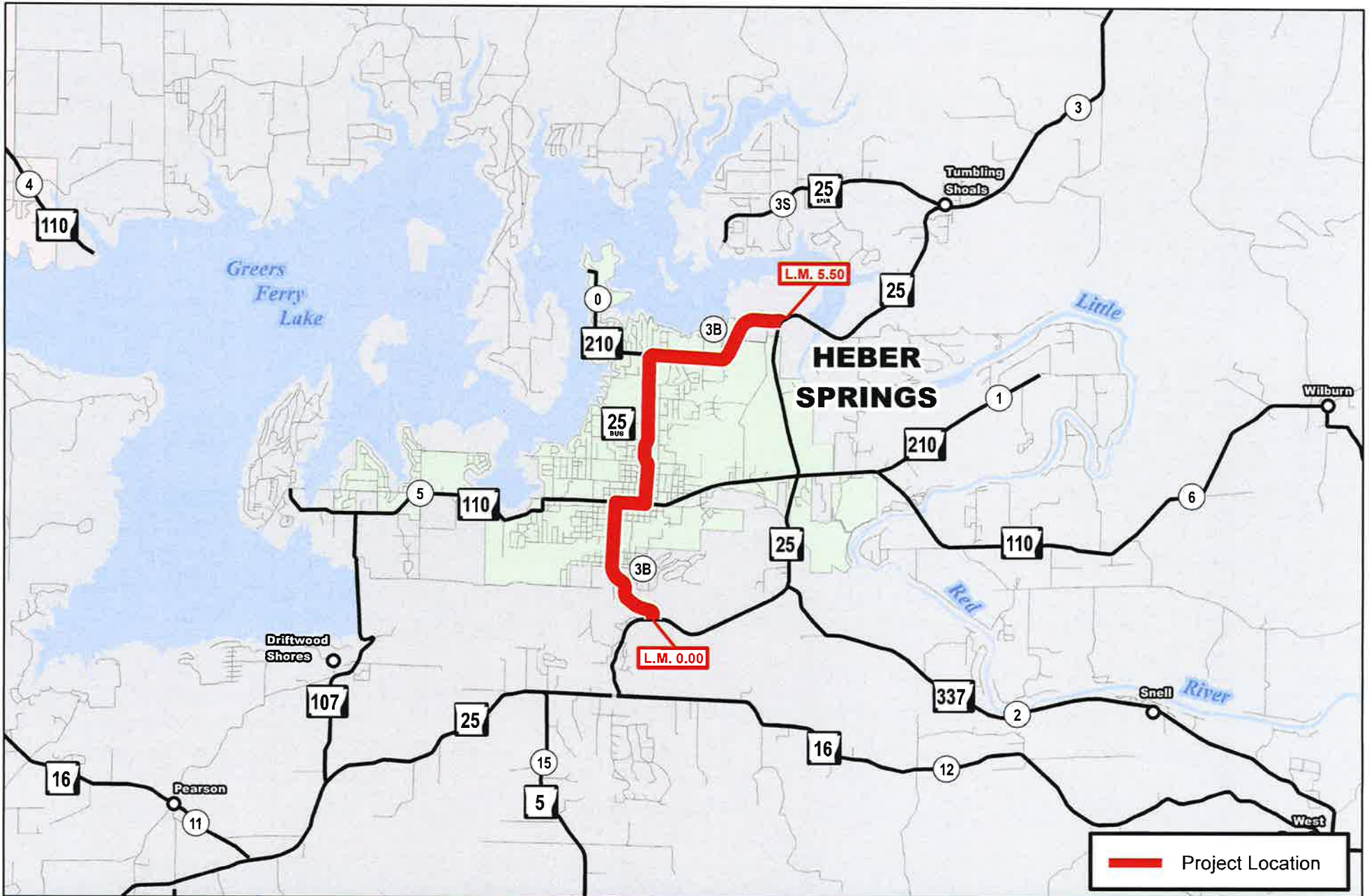
SUBJECT: Job Number 050346
FAP Number STPF-0012(39)
Hwy. 25 – Hwy. 25 (Heber Springs)(S)
Route 25, Section 3B
Cleburne County
Re-evaluation

A Tier 1 Categorical Exclusion was completed for the subject project on October 12, 2018. Since that time, design modifications have resulted in the addition of 0.4 mile of roadway between L.M. 2.10 and L.M. 2.50 to the project. Small selected sections of the original project were also removed. The Environmental Division has reviewed these changes, and no additional environmental impacts were identified. A project location map and a cultural resources clearance memo are attached.

This project will remain a Tier 1 Categorical Exclusion as defined by the ARDOT/FHWA Memorandum of Agreement on the processing of Categorical Exclusions.

JF:SL:fc

c: Program Management
Right of Way
District 5
FHWA



Job 050346

Hwy. 25 - Hwy. 25 (Heber Springs) (S)

Hwy. 25, Sec. 3B

Cleburne County





ARKANSAS DEPARTMENT OF TRANSPORTATION

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INTEROFFICE MEMORANDUM

December 6, 2018

TO: Environmental Job Files

FROM: Wm. Lane Shields 

SUBJECT: Cultural Resources Clearance
Job Number 050346
Hwy. 25-Hwy. 25 (Heber Springs) (S)
Route 25, Section 3B
Cleburne County

The original job proposed to mill and inlay select sections of Highway 25 for a total of 5.1 miles. The job has been modified from the original proposal by removing select sections and adding 0.4 mile of mill and inlay to the project. Despite adding this ca. 0.4 mi./0.6 km section to the project, no additional cultural resources will be impacted. Thus, the original Project Information Form (PIF) research and conclusions by this author stands. The Arkansas Historic Preservation Program concurred with the findings in the PIF on September 28, 2018.

The proposed modification to the project will occur within the existing ROW, and no new ROW will be acquired. No cultural resources are expected to be impacted. The proposed project modification is subject to the 1999 MOA and falls under the exempted Work Category "Reconstruction". The project is not considered an undertaking and requires no further work or Section 106 review.

**ARDOT ENVIRONMENTAL VERIFICATION CHECKLIST
FOR CONSIDERATION OF POTENTIAL IMPACTS**

ARDOT Job Number 050346 FAP Number STPF-0012(39)

Job Title Hwy. 25 –Hwy. 25 (Heber Springs)(S)

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts anticipated
Cultural Resources	X			None in project area
Economic	X			Will not be impacted by project
Endangered Species	X			No impacts
Environmental Justice/Title VI	X			No protected populations in project area
Fish and Wildlife	X			No impacts expected
Floodplains	X			No impacts expected
Forest Service Property	X			None in project area
Hazardous Materials/Landfills	X			No sites in project area
Land Use	X			Will not be impacted by project
Migratory Birds	X			No structures with nests
Navigation/Coast Guard	X			No navigable waterways involved
Noise Levels	X			No increases due to project
Prime Farmland	X			None in project area
Protected Waters	X			None occur in project area
Public Recreation Lands	X			None in project area
Public Water Supply/WHPA	X			None in project area
Relocatees	X			No relocations
Section 4(f)/6(f)	X			4f resources not present
Social	X			No impacts to the social environment
Underground Storage Tanks	X			No USTs in project area
Visual	X			No changes to visual environment
Streams	X			No impacts
Water Quality	X			No runoff issues expected
Wetlands	X			None in project area
Wildlife Refuges	X			None in the area

Section 401 Water Quality Certification Required? N
 Short-term Activity Authorization Required? N
 Section 404 Permit Required? N Type _____

Remarks:
 (Re-evaluation)

Signature of Evaluator Sherry LeBlanc Date 12/18/2018