



INTEROFFICE MEMORANDUM

October 17, 2019

TO: Master Files

FROM: John Fleming, Division Head, Environmental Division 

SUBJECT: Job Number 020630
FAP Number NHPP-0135(2)
Wabaseka – Stuttgart (Passing Lanes) (S)
Route 79, Sections 10 & 11
Jefferson & Arkansas Counties
Tier 2 Categorical Exclusion

The Environmental Division reviewed the referenced project and has determined it falls within the definition of a Tier 2 Categorical Exclusion under 23 Code of Federal Regulations, Section 771.117, and the ARDOT/FHWA Memorandum of Agreement on the processing of Categorical Exclusions. A public hearing will not be offered for this project.

The purpose of this project is improve the capacity along four sections of Highway 79 between Wabaseka and Stuttgart in Jefferson and Arkansas Counties by constructing passing lanes and improving the highway cross section. The project would have four 1-mile long alternating northbound and southbound passing lanes. A project location map is attached.

The existing cross section consists of two 11' wide travel lanes with 6' paved shoulders. The proposed cross section would consist of three 12' wide travel lanes with 6' paved shoulders on the passing lane side and 8' paved shoulders on the non-passing lane side. The existing average right of way width varies between 120'-310'. Most of the improvements will be constructed within existing right of way, but where right of way acquisition would be required, the proposed average right of way width would vary between 140'-310'. A total of 5.5 acres of new right of way and 0.1 acre of temporary construction easements will be needed for the project.

Design data for this project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2020	3,900 vpd	19	55 mph
2040	4,700 vpd		

The proposed project would not involve relocations, underground storage tanks, hazardous materials, environmental justice issues, streams, or cultural resources. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic concerns. Approximately 2.9 acres of prime farmland would be converted to highway right of way. The Farmland Conversion Impact Rating form and State Historic Preservation Officer clearance are attached.

Construction of the proposed project would impact approximately 10.1 acres of scrub/shrub wetlands. The wetlands are primarily located in the man-made borrow ditches adjacent to the existing roadway. Approximately 78.78 wetland mitigation credits debited from the ARDOT Ink Bayou Mitigation Bank located in Pulaski County will be required to mitigate for the wetland impacts. Construction of this project should be covered under the terms of a Nationwide Permit 23 for Approved Categorical Exclusions.

The U.S. Fish and Wildlife Service Information for Planning and Consultation official species list for the proposed project lists the Eastern Black Rail (*Laterallus jamaicensis*), the Ivory-billed Woodpecker (*Campephilus principalis*), and the Piping Plover (*Charadrius melodus*) as species that may occur within the project area. Based on the lack of habitat in the project area, it has been determined that the proposed project will have “no effect” on all listed species.

Jefferson and Arkansas Counties participate in the National Flood Insurance Program. The project lies within a Zone A, Special Flood Hazard Area. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project. None of the encroachments will constitute a substantial floodplain encroachment or a risk to property or life.

A screening level noise analysis using the FHWA TNM 2.5 software program was completed for the project. Although a minor noise level increase (< 1 dB) was predicted under future build conditions, no noise sensitive receptors were identified. The noise assessment is attached.

A public involvement meeting for the proposed project was held on Thursday, August 8, 2019. The public involvement meeting synopsis is attached.

Attachments:

Project Location Map
Farmland Rating Form
SHPO Clearance
USFWS Species List
Noise Assessment
PI Synopsis
Environmental Study Checklist
Design Sheet

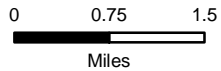
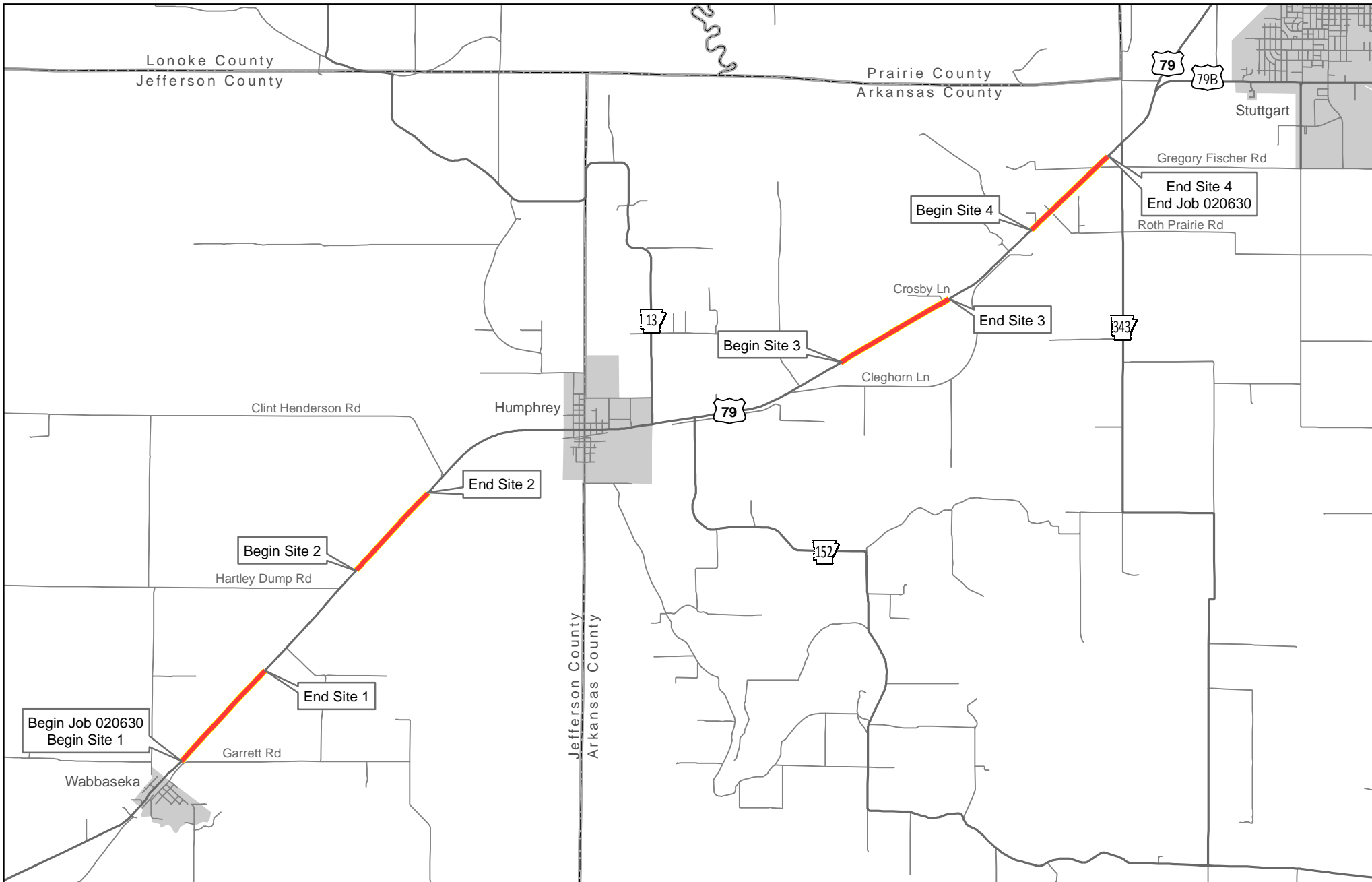
Approved:




Kevin Thornton
Assistant Chief Engineer-Planning

JF:SS:am

c: Program Management
Right of Way
Roadway Design
District 2
FHWA



Job 020630
 Wabaseka - Stuttgart
 (Passing Lanes) (Hwy. 79)
 Arkansas & Jefferson Counties

 Project Location



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

July 5, 2019

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

RE: Arkansas and Jefferson Counties — General
Section 106 Review — FHWA
Response Letter: Wabaseka-Stuttgart (Passing Lanes) (S)
Route 79, Sections 10 & 11
ARDOT Job Number: 020630
AHPP Tracking Number: 104135

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the Project Identification Form for the above-referenced job. The undertaking entails construction of two northbound and two southbound passing lanes on Arkansas Highway 79 in Arkansas and Jefferson Counties. The total new right-of-way acquisition for the northbound lanes totals 2.2 hectares (5.4 acres). The total length of the project is 7.72 kilometers (4.8 miles).

Based on the provided information and the negative results of the cultural resources investigation, the AHPP concurs with the finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** for the proposed undertaking.

Tribes that have expressed an interest in the area include the Caddo Nation (Ms. Tamara Francis), the Cherokee Nation (Ms. Elizabeth Toombs), the Chickasaw Nation (Ms. Karen Brunso), the Choctaw Nation of Oklahoma (Mr. Daniel Ragle), the Jena Band of Choctaw Indians (Ms. Alina J. Shively), the Muscogee (Creek) Nation (Ms. Corain Lowe-Zepeda), the Osage Nation (Dr. Andrea Hunter), the Quapaw Nation (Mr. Everett Bandy), and the Shawnee Tribe of Oklahoma (Ms. Tonya Tipton). We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Eric Mills of my staff at 501-324-9784 or email eric.mills@arkansas.gov.

Sincerely,

Scott Kaufman
Director, AHPP

cc: Mr. Randall Looney, Federal Highway Administration
Dr. Ann Early, Arkansas Archeological Survey

Arkansas Arts Council

Arkansas Historic
Preservation Program

Arkansas Natural
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



ARKANSAS HISTORIC
PRESERVATION PROGRAM



1100 North Street
Little Rock, AR 72201

(501) 324-9880
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info@arkansaspreservation.org
www.arkansaspreservation.com

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency) Job 020630	3. Date of Land Evaluation Request 10/4/19	4. Sheet 1 of
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1. Name of Project Wabaseka - Stuttgart (Passing Lanes) (Hwy. 79)	5. Federal Agency Involved FHWA
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2. Type of Project Passing Lanes	6. County and State Arkansas & Jefferson AR.
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
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3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES NO	4. Acres Irrigated Average Farm Size
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5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
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8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D

A. Total Acres To Be Converted Directly				
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B. Total Acres To Be Converted Indirectly, Or To Receive Services				
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C. Total Acres In Corridor				
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PART IV (To be completed by NRCS) Land Evaluation Information				
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A. Total Acres Prime And Unique Farmland	2.90			
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B. Total Acres Statewide And Local Important Farmland				
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C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
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D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
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PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
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1. Area in Nonurban Use	15	15			
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2. Perimeter in Nonurban Use	10	10			
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3. Percent Of Corridor Being Farmed	20	20			
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4. Protection Provided By State And Local Government	20	0			
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5. Size of Present Farm Unit Compared To Average	10	0			
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6. Creation Of Nonfarmable Farmland	25	0			
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7. Availability Of Farm Support Services	5	5			
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8. On-Farm Investments	20	0			
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9. Effects Of Conversion On Farm Support Services	25	0			
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10. Compatibility With Existing Agricultural Use	10	0			
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TOTAL CORRIDOR ASSESSMENT POINTS	160	50			
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PART VII (To be completed by Federal Agency)					
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Relative Value Of Farmland (From Part V)	100	100			
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Total Corridor Assessment (From Part VI above or a local site assessment)	160	50			
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TOTAL POINTS (Total of above 2 lines)	260	150			
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1. Corridor Selected: New <input type="checkbox"/> Existing <input checked="" type="checkbox"/>	2. Total Acres of Farmlands to be Converted by Project: 2.90 acres of Prime Farmland	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:	DATE
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John Baber

10/4/19

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



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:

September 19, 2019

Consultation Code: 04ER1000-2019-SLI-1550

Event Code: 04ER1000-2019-E-03171

Project Name: 020630 Wabbaseka - Stuttgart (Passing Lanes)

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies endangered, threatened, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). **This letter only provides an official species list and technical assistance; if you determine that listed species and/or designated critical habitat may be affected in any way by the proposed project, even if the effect is wholly beneficial, consultation with the Service will be necessary.**

If you determine that this project will have no effect on listed species and their habitat in any way, then you have completed Section 7 consultation with the Service and may use this letter in your project file or application.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found on our website.

Please visit our website at <http://www.fws.gov/arkansas-es/IPaC/home.html> for species-specific guidance to avoid and minimize adverse effects to federally endangered,

threatened, proposed, and candidate species. Our web site also contains additional information on species life history and habitat requirements that may be useful in project planning.

If your project involves in-stream construction activities, oil and natural gas infrastructure, road construction, transmission lines, or communication towers, please review our project specific guidance at <http://www.fws.gov/arkansas-es/IPaC/ProjSpec.html>.

The karst region of Arkansas is a unique region that covers the **northern third of Arkansas** and we have specific guidance to conserve sensitive cave-obligate and bat species. **Please visit <http://www.fws.gov/arkansas-es/IPaC/Karst.html> to determine if your project occurs in the karst region and to view karst specific-guidance.** Proper implementation and maintenance of best management practices specified in these guidance documents is necessary to avoid adverse effects to federally protected species and often avoids the more lengthy formal consultation process.

If your species list includes any mussels, Northern Long-eared Bat, Indiana Bat, Yellowcheek Darter, Red-cockaded Woodpecker, or American Burying Beetle, your project may require a presence/absence and/or habitat survey prior to commencing project activities. Please check the appropriate species-specific guidance on our website to determine if your project requires a survey. We strongly recommend that you contact the appropriate staff species lead biologist (see office directory or species page) prior to conducting presence/absence surveys to ensure the appropriate level of effort and methodology.

Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

Through the consultation process, we will analyze information contained in a biological assessment that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a habitat conservation plan) is necessary to harm or harass federally listed threatened or endangered fish or wildlife species. In either case, there is no mechanism for authorizing incidental take "after-the-fact." For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at www.fws.gov/endangered/esa-library/index.html#consultations.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to

federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, **the accuracy of this species list should be verified after 90 days**. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arkansas Ecological Services Field Office

110 South Amity Suite 300

Conway, AR 72032-8975

(501) 513-4470

Project Summary

Consultation Code: 04ER1000-2019-SLI-1550

Event Code: 04ER1000-2019-E-03171

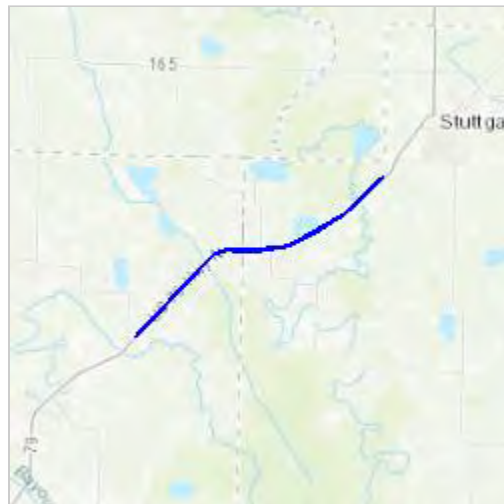
Project Name: 020630 Wabbaseka - Stuttgart (Passing Lanes)

Project Type: TRANSPORTATION

Project Description: construct 4 passing lane sections

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/34.41779792975778N91.73156602596428W>



Counties: Arkansas, AR | Jefferson, AR

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Proposed Threatened
Ivory-billed Woodpecker <i>Campephilus principalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8230	Endangered
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

NOISE ASSESSMENT REPORT
SCREENING LEVEL NOISE ANALYSIS
ARDOT JOB NUMBER 020630
WABBASEKA – STUTTGART (PASSING LANES) (HWY. 79)

Fundamentals of Sound and Noise

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 a common outdoor setting. 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.

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 (L_{eq}) is used to compensate for this fluctuation. The L_{eq} 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 L_{eq} averages the louder and quieter moments, but gives more weight to the louder moments.

For highway noise assessment purposes, L_{eq} is typically evaluated over the worst 1-hour period and written as $L_{eq}(h)$. The $L_{eq}(h)$ 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).

Noise Impact and Abatement Criteria

Traffic noise impacts are determined by comparing design year $L_{eq}(h)$ values to: (1) a set of Noise Abatement Criteria (NAC) for different land use categories; and (2) existing $L_{eq}(h)$ values. A noise impact occurs when design year (future build) levels approach, meet, or exceed the NAC value or when a substantial increase in noise occurs. “Approach” is defined as a level within 1 dBA of the NAC value, and a substantial increase is defined as 10 dBA or greater than existing noise levels. For screening level noise analysis (screening analysis) purposes, the

ARDOT *Policy on Highway Traffic Noise Abatement* requires determining noise levels within 4 decibels of the NAC.

A *noise sensitive receptor* (receptor) is defined as a representative location of a noise sensitive area for various land uses. Most receptors associated with highway traffic noise analysis are categorized as NAC Activity Category B (residential) and C (e.g., parks, hospitals, schools, places of worship). Since the NAC for Activity Categories B and C is 67 dBA, noise impacts would occur at the approach level of 66 dBA. The screening analysis threshold would be 63 dBA.

Consideration of noise abatement measures is required when the NAC value is approached or exceeded, or when a substantial increase is predicted. Noise barriers (e.g., walls or berms) are the most common noise abatement measures.

Screening Level Noise Analysis

A screening analysis may be performed for projects that are unlikely to cause noise impacts and/or where noise abatement measures are likely to be unfeasible for acoustical or engineering reasons. Factors common to these types of projects include low traffic volumes, slower speeds, the presence of few or no receptors, and the need for roadway access points (e.g., driveways, Main Street scenarios, etc.).

Screening analysis results represent a worst-case scenario with higher sound levels than would be expected in detailed modeling, and may be used to determine the need for detailed analysis if noise impacts are likely and the placement of noise barriers is feasible. It may also be used for projects that lack receptors in order to assess impacts on undeveloped or developing land.

The FHWA Traffic Noise Model Version 2.5 (TNM) software program is used to predict existing and future Leq(h) traffic noise levels. The TNM straight line model uses the existing year and design year traffic and roadway information. Receivers (discrete points modeled in the TNM program) are incrementally placed away from the roadway centerline to determine the distances to which noise impacts and noise levels within 4 dBA of the NAC 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.

Project Evaluation and Screening Analysis Results

Few potential receptors exist along the Highway 79 corridor, which has relatively low traffic volumes. Noise barriers would likely not be feasible for engineering reasons because established land uses require driveways and intersecting

roadways. A screening analysis was therefore considered appropriate for this project.

TNM modeling was completed using the existing year 2020 and design year 2040 (future build) traffic and roadway information. Receivers were incrementally extended from the centerline of Highway 79 to a maximum distance of 400 feet. The distances correlating to the 66 dBA noise impact level for existing and future build conditions and the 63 dBA screening analysis threshold for future build conditions were determined. The tenth value was used for rounding the decibel levels (e.g., 65.7 dBA reported as 66 dBA). The model calculation tables and input data are attached. The predicted noise impact and screening analysis distances are summarized below.

No receptors were identified within either the existing noise impact distance (approximately 100 feet from the centerline) or the predicted noise impact distance under future build conditions (approximately 125 feet from the centerline). No receptors were identified within the predicted screening analysis threshold distance under future build conditions (approximately 200 feet from the centerline). No substantial increases (≥ 10 dBA) were predicted. A detailed noise analysis is therefore not necessary for this project.

Information for Local Officials

The ARDOT encourages local communities and developers to practice noise compatibility planning. As presented in **Table 1**, noise level predictions for future build conditions were made at distances of 125, 250, 300, and 400 feet. Exterior areas of Activity B and C land uses would be impacted within a distance of approximately 125 feet from the centerline of Highway 79. These predictions do not represent noise levels at every location at a particular distance back from the roadway. Noise levels will vary with changes in terrain and other site conditions.

Table 1. Noise Levels for Compatibility Planning

Distance (ft)*	Leq(h), dBA**
125	66
250	60
300	58
400	55

* Perpendicular to centerline of Highway 79

** Rounded to tenth value

Table 2 presents the NAC. This information is included to inform local officials and planners of anticipated noise levels so that future development will be

compatible. In compliance with federal guidelines, a copy of this screening analysis will be transmitted to the Southeast Arkansas Regional Planning Commission for land use planning purposes.

Table 2. Noise Abatement Criteria (NAC)

Activity Category	L _{eq(h)} dBA	Evaluation Location	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*	67	Exterior	Residential properties.
C*	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E*	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

* Includes undeveloped lands permitted for this activity category.

RESULTS: SOUND LEVELS

Job 020630

ARDOT
M.Pearson

7 October 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Job 020630

RUN:

Existing 2020

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier			
			LAeq1h	LAeq1h	Crit'n	Calculated	Crit'n		Calculated	Noise Reduction	Goal	Calculated minus Goal
			Calculated	Calculated	Sub'l Inc	LAeq1h	Calculated		dB	dB		
dBA	dBA	dBA	dB	dB	dBA	dB	dB	dB				
25	1	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
50	2	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
75	3	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
100	4	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
125	5	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
150	6	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
175	7	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
200	9	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
225	10	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
250	11	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
275	12	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
300	13	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
325	14	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
350	15	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
400	16	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	15	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

RESULTS: SOUND LEVELS

Job 020630

ARDOT
M.Pearson

7 October 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Job 020630

RUN:

Proposed 2040

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing	No Barrier			Increase over existing		Type Impact	With Barrier			
			L _{Aeq} 1h	L _{Aeq} 1h	Crit'n	Calculated	Crit'n	Calculated		Noise Reduction	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
35	1	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0	
50	2	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0	
75	3	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0	
100	4	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0	
125	5	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0	
150	6	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0	
175	7	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0	
200	9	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0	
225	10	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0	
250	11	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0	
275	12	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0	
300	13	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
325	14	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0	
350	15	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0	
400	16	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0	

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	15	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NOISE DATA WORKSHEET

Job No:
Job Name:
Roadway Reference:
County:
Design Year:
Year(s) To Be Modeled:

Roadway Cross-Sections:

Operating Speed: **Kfactor**

Note: $DHV = (ADT)(K)$
 $DDHV = (ADT)(K)(D)$
 K - Percent of ADT occurring in design hour
 D - Directional Distribution

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
					10%	90%			
				0	0	0	0	0	0
2020	3,900	19%	429	347	8	73	174	4	37

NOISE DATA WORKSHEET

Job No:

Job Name:

Roadway Reference:

County:

Design Year:

Year(s) To Be Modeled:

Roadway Cross-Sections:

Note: $DHV = (ADT)(K)$
 $DDHV = (ADT)(K)(D)$
 K - Percent of ADT occurring in design hour
 D - Directional Distribution

Operating Speed:

Traffic Data:

YEAR	ADT	%TRUCK	DHV	CARS	MT	HT	CARS/2	MT/2	HT/2
					10%	90%			
				0	0	0	0	0	0
2040	4,700	19%	517	419	10	88	209	5	44

PUBLIC INVOLVEMENT MEETING SYNOPSIS

Job Number 020630

Wabaseka – Stuttgart (Passing Lanes) (Hwy. 79) (S)

Arkansas & Jefferson Counties

Thursday, August 8, 2019

An open forum public involvement meeting for the proposed passing lanes on Highway 79 between Wabaseka and Stuttgart was held at the Stuttgart First Baptist Church from 4:00 – 7:00 p.m. on Thursday, August 8, 2019. Efforts to involve minorities and the public in the meeting included:

- Outreach letters mailed to elected officials, local residents, and citizens
- Display advertisement placed in the *Stuttgart Daily Leader* on Friday, July 26, and Friday, August 2, 2019.
- Public Service Announcement advertised on Cumulus Media – Power 92.3 FM from Monday, August 5, 2019 through Thursday, August 8, 2019.
- Distribution of flyers in the project area.

The following information was available for inspection and comment. Small-scale copies of the displays are attached.

- Displays of an aerial-based project location map.
- Preliminary project design plans at a scale of 200:1.

Handouts for the public included a comment form and a small-scale project location map. Copies of these are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting (including ARDOT staff)	29
Comments received	8
Letters received	2

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

An analysis of the responses received as a result of the public survey is shown in Table 2.

TABLE 2	
Survey Results	Totals
Feels there is a need for the project	4
Does not feel there is a need for the project	3
Did not indicate if they felt there was a need for the project	1
Property limitations to the project	4
Suggestions for the proposed project	3
Beneficial impacts due to the proposed project	2
Adverse impacts due to the proposed project	3
Did not indicate beneficial or adverse impacts	3

A listing of general comments concerning the proposed project follows:

- Traffic does not historically or currently back up in the project area.
- Money should be spent on repairing roads in Stuttgart, not on the proposed project.
- The project would have adverse property impacts on adjacent landowners, including loss of vegetation in front of residences and vehicle movement at businesses.
- Area property owners should have been notified before the project plans were developed as the project is not needed.
- The project could disrupt farm irrigation and other utilities, impacting area property owners. These impacts should be avoided.
- The project would cause increased traffic and delays during construction, and following construction would increase the speed on Highway 79 which would make the highway more dangerous.
- The whole highway needs to be resurfaced.
- The passing lanes are too short to relieve congestion.
- The existing highway drainage ditch is not adequately maintained, and should be improved as part of the proposed project.

Attachments: Blank comment form
Small-scale display copies

RJ 
DN 

SS:am

**ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
CITIZEN COMMENT FORM**

**ARDOT JOB NUMBER 020630
WABBASEKA-STUTTGART (HWY. 79)
ARKANSAS AND JEFFERSON COUNTIES**

**LOCATION:
STUTTGART FIRST BAPTIST CHURCH
(ACTIVITY CENTER)
2115 S PRAIRIE STREET
STUTTGART, AR 72160
THURSDAY, AUGUST 8, 2019
4:00 – 7:00 P.M.**

Make your comments on this form and leave it with ARDOT personnel at the meeting or mail it by 4:30 p.m. on August 20, 2019 to: Arkansas Department of Transportation, Environmental Division, P.O. Box 2261, Little Rock, AR, 72203-2261. Email: environmentalpimeetings@ardot.gov.

Yes No
 Do you feel there is a need for the proposed two Northbound and two Southbound lanes for Highway 79 between Wabaseka and Stuttgart? Comment (optional) _____

 Do you know of any historical sites, family cemeteries, or archaeological sites in the project area? Please note and discuss with staff. _____

 Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project? Please note and discuss with ARDOT staff. _____

 Does your home or property offer any limitations to the project, such as septic systems, that the Department needs to consider in its design? _____

Yes No

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

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

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

Name : _____ (Please Print)

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

E-mail: _____

Please make additional comments here. _____

For additional information, please visit our website at www.ardot.gov.

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

ARDOT Job Number 020630 FAP Number NHPP-0135(2)

Job Title Wabbaseka – Stuttgart (Passing Lanes) (S)

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts anticipated
Cultural Resources	X			"No historic properties affected"
Economic	X			Improved capacity for commercial traffic
Endangered Species	X			"No effect" on all listed species
Environmental Justice/Title VI	X			No impacts anticipated
Fish and Wildlife	X			Temporary during construction
Floodplains		X		Zone A SFHAs
Forest Service Property	X			None in project area
Hazardous Materials/Landfills	X			No impacts anticipated
Land Use		X		Proposed 5.5 acres ROW, 0.1 acre TCE
Migratory Birds	X			Migratory Bird SP included in contract
Navigation/Coast Guard	X			No navigable waterways in project area
Noise Levels	X			No sensitive noise receptors impacted
Prime Farmland		X		2.9 acres prime farmland to be converted
Protected Waters	X			No impacts anticipated
Public Recreation Lands	X			No impacts anticipated
Public Water Supply/WHPA	X			Wellhead SP for Offsite Areas in contract
Relocatees	X			No relocations
Section 4(f)/6(f)	X			No impacts to 4(f) properties anticipated
Social	X			No impacts anticipated
Underground Storage Tanks	X			No impacts anticipated
Visual	X			No impacts anticipated
Streams	X			No impacts anticipated
Water Quality		X		Temporary impacts during construction
Wetlands		X		10.1 acres impacted*
Wildlife Refuges	X			None in project area

Section 401 Water Quality Certification Required? No
 Short-term Activity Authorization Required? Yes
 Section 404 Permit Required? Yes Type Nationwide Permit 23

Remarks: *Wetland mitigation credits to be debited from the ARDOT Ink Bayou Mitigation Bank

Signature of Evaluator *Susan Stapfeld* Date October 11, 2019

ROADWAY DESIGN REQUEST

Job Number 020630 FAP No. NHPP-0135(2) County Arkansas & Jefferson

Job Name Wabbaseka - Stuttgart (Passing Lanes) (S)

Design Engineer Garver Environmental Staff _____

Brief Project Description Construct passing lanes at four locations

A. Existing Conditions:

Roadway Width: 34' Shoulder Type/Width: 6' paved

Number of Lanes and Width: 2-11' Existing Right-of-Way: 120'-310'

Sidewalks? N/A Location: _____ Width: _____

Bike Lanes? N/A Location: _____ Width: _____

B. Proposed Conditions:

Roadway Width: 50' Shoulder Type/Width: 8'(travel lane)/6'(pass lane)

Number of Lanes and Width: 3-12' Proposed Right-of-Way: 140'-310'

Sidewalks? N/A Location: _____ Width: _____

Bike Lanes? N/A Location: _____ Width: _____

C. Construction Information:

If detour: Where: N/A Length: _____

D. Design Traffic Data:

2020 ADT: 3900 2040 ADT: 4700 % Trucks: 19
Avg. Run Speed: 55 m.p.h.

E. Approximate total length of project: 5.235 mile(s)

F. Justification for proposed improvements: Traffic volume exceeding capacity

G. Total Relocatees: 0 Residences: 0 Businesses: 0

H. Have you coordinated with any outside agencies (e.g., FHWA, City, County, etc.)? N/A

Agency/Official	Person Contacted	Date