

ENVIRONMENTAL ASSESSMENT

AHTD JOB NUMBER 009702

FAP NUMBER STP-0008(24)

**Highway 62 Improvements (Green Forest)
Carroll County**

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

by the

U.S. Department of Transportation

Federal Highway Administration

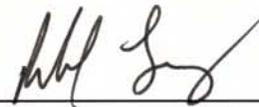
and the

Arkansas State Highway and Transportation Department

April 2012

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Date of Approval



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PROJECT DESCRIPTION

In conjunction with the Federal Highway Administration (FHWA), the Arkansas State Highway and Transportation Department (AHTD) is proposing improvements to Highway 62 in Carroll County. The proposed project is located in the City of Green Forest and consists of five alternatives, which include the No Action Alternative, upgrading the existing highway, and three new location alternatives. The project study area is shown in Figure 1.

PURPOSE AND NEED

Purpose of the Proposed Project

The AHTD is proposing improvements to approximately three miles of Highway 62 in Green Forest. The purpose of the proposed project is to improve east-west travel, reduce congestion, and enhance safety.

Needs Analysis

Highway 62 provides a continuous east-west route across northern Arkansas and connects several cities including Pocahontas, Mountain Home, Harrison, and Rogers. It is concurrently signed with several highways, including Interstate 540 and Highway 71 between Fayetteville and Bentonville, Highway 412 through much of the state, Highway 65 through Harrison, and Highways 63 and 67 in northeast Arkansas.

Existing Conditions

Green Forest is located in Carroll County approximately 20 miles northwest of Harrison on the Ozark Plateau. Highway 62 is the only east-west highway in Green Forest and intersects north-south Highways 103 and 311. Job 090229 is a recently completed project that upgraded Highway 62 to a four-lane facility to the east of Green Forest, while Job 090330 is a future project to widen Highway 62 to the west of Green Forest. In the

vicinity of Green Forest, Highway 62 primarily consists of two 12-foot lanes, although a left turn lane is provided for a short distance along Highway 62 in the center of the city.

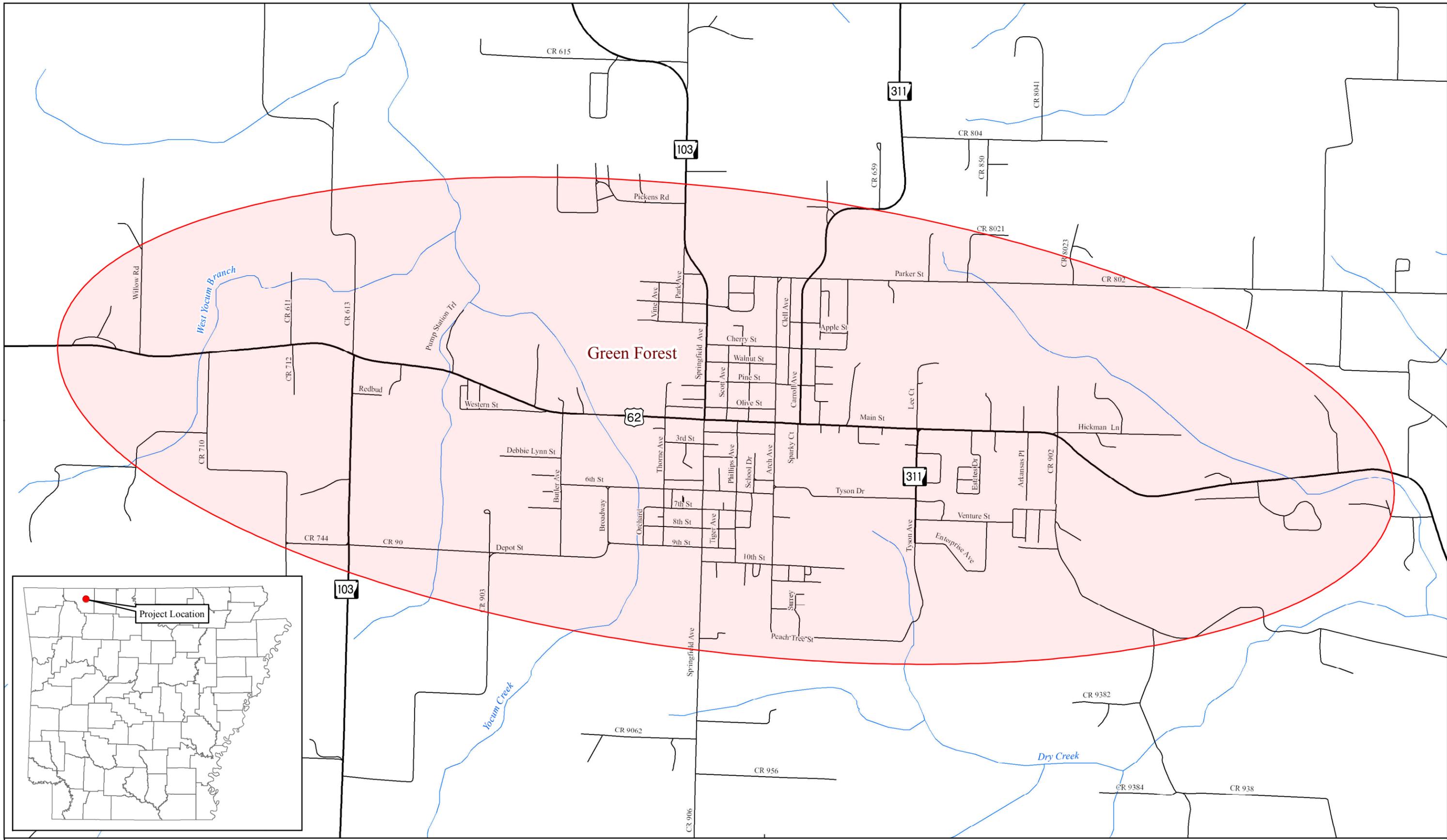
Operational Analysis

In 2012, traffic on Highway 62 ranged from around 8,500 vehicles per day (vpd) on either side of Green Forest to 10,000 vpd in the center of the city. Future (2032) traffic on Highway 62, in and around Green Forest, is forecasted to range from 11,300 vpd to 13,300 vpd.

The level of service (LOS) has been calculated for Highway 62 in Green Forest. See Appendix A for a description of each level of service. The LOS for 2012 is C on either side of Green Forest and D in the center of the city. The forecasted (2032) LOS is D along all segments of Highway 62 in Green Forest. Because LOS D is considered unacceptable for this type of facility, there is a need to provide additional capacity to accommodate the 20-year traffic forecast.

Safety Analysis

The relative safety of a route can be determined by comparing the route's crash rate, the number of crashes per million vehicle miles (mvm) traveled, to a statewide crash rate for similar routes. Crash data for 2008, 2009 and 2010 (the three most recent years for which data are available) were analyzed to determine crash rates for each of the three years on Highway 62 through Green Forest (Table 1). Of the 77 crashes that occurred during the three-year period within the study area on Highway 62, one fatality was reported in 2009. The single fatality was the result of a single vehicle crash on dry pavement during daylight hours. During each of the three years analyzed, the crash rates on Highway 62 were determined to be much higher than the statewide average crash rates for similar facilities.



Green Forest

Project Location

Figure 1
Project Study Area

0 1,250 2,500
Feet
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February 22, 2012
AHTD - Environmental GIS - Strawn/DeMasi

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Based on an analysis of the crash records, 34 of the 77 crashes (44 percent) reported from 2008 through 2010 were rear-end crashes. The large number of intersections and driveways along the two-lane section of Highway 62 have contributed to the high percentage of rear-end crashes. A potential safety enhancement to reduce the number of rear-end crashes on the existing route would be to provide a continuous, two-way, left turn lane to accommodate the turning movements at these intersections and driveways. According to the Highway Safety Manual (2010), the installation of a two-way, left turn lane on a rural two-lane highway can reduce crashes related to turning maneuvers. Also, a study conducted by the Iowa Department of Transportation indicated that “traffic volumes in excess of 10,000 to 12,000 vehicles per day would warrant consideration of a two-way, left turn lane on a four lane facility.” In addition, turning movement studies at intersections in this area support the need for the continuous, two-way, left turn lane.

Another means of reducing the number of crashes on the highway system in the Green Forest area would be the construction of a four-lane divided new location route. A new location route would divert some of the through traffic from the existing two-lane Highway 62 route to a new four-lane divided route.

Type of Roadway (length)	Year	Number of Crashes	Average ADT	Crash Rates (per mvm*)	Statewide Average Crash Rates (per mvm*)
Rural two-lane, undivided (4.36 miles)	2008	25	8,800	1.78	1.12
	2009	25	8,900	1.77	0.81
	2010	27	8,900	1.91	1.01

*million vehicle miles

ALTERNATIVES

Five alternatives, including the No Action Alternative, were considered for this project. Details are given in the following sections, and the location of the build alternatives are shown on Figure 2. Non-traditional highway improvement alternatives (public transit, pedestrian facilities, bike lanes, etc.) were not evaluated as they would not meet the purpose and need for this project and do not adequately address the identified traffic congestion in this setting.

No Action Alternative

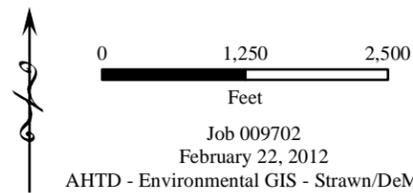
The No Action Alternative would provide only routine maintenance for Highway 62. By taking no action other than routine maintenance, the No Action Alternative would not address the existing and forecasted unacceptable levels of traffic operation within this highway corridor.

Upgrade Existing Alternative

To address capacity issues, improvements to existing Highway 62 would include widening Highway 62 along the existing alignment from approximately 0.5 mile east of County Road 902 on the east side of the city (the terminus of AHTD Job 090229) to the intersection with Highway 103 South on the west side of Green Forest (the terminus of AHTD Job 090330). The typical section would consist of four 11-foot travel lanes, curb and gutter and a continuous, two-way, left turn lane, as shown in Figure 3. This alternative is approximately 3.0 miles in length and is estimated to cost \$29.7 million.

New Location Alternatives

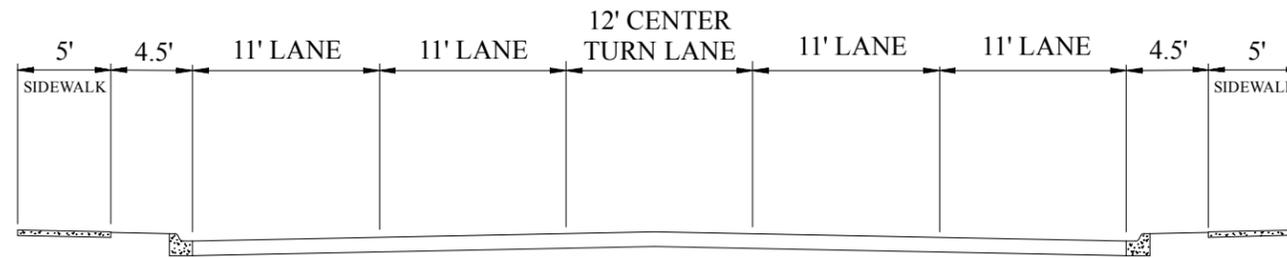
Three new location alternatives were evaluated. The typical section for the new location alternatives would consist of four 12-foot lanes with a divided median (Figure 3).



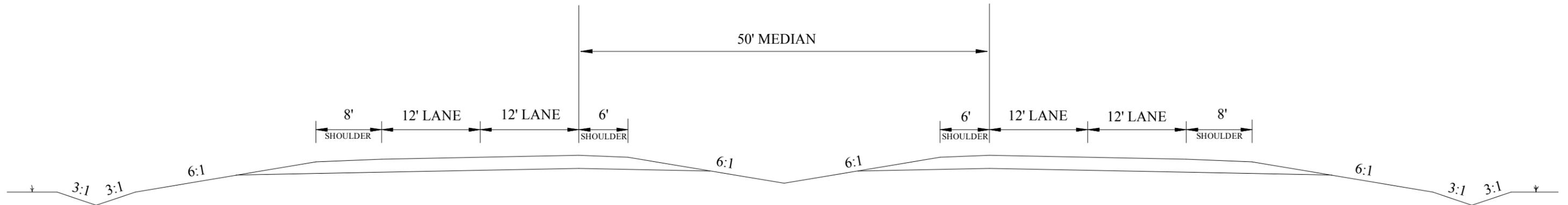
- Blue Alternative
- Green Alternative
- Red Alternative
- Upgrade Existing

Photography Date: NAIP Summer 2010

Figure 2
Alternatives



UPGRADE EXISTING ALTERNATIVE
4 LANE WITH CONTINUOUS TURN LANE
CURB AND GUTTER



NEW LOCATION ALTERNATIVES
4 LANE DIVIDED
OPEN SHOULDERS

Figure 3
Typical Sections

Blue Alternative

The Blue Alternative begins 0.5 miles east of County Road 902 and follows existing Highway 62 to the west and then northwest on new location at County Road 902. After crossing County Road 802/Parker Street and County Road 8021, the alignment veers west crossing Highway 311 and Highway 103 North, after which it turns southwest. The alignment crosses Pump Station Trail before joining existing Highway 62 and ending at the intersection of Highway 103 South. The Blue Alternative is approximately 3.5 miles in length and is estimated to cost \$25.8 million.

Green Alternative

The Green Alternative begins on Highway 62 east of Green Forest at the same location as the Blue Alternative. It trends southwest, crossing County Road 902 before paralleling Peach Tree Street to the north. The alignment crosses Springfield Avenue and turns northwest, crossing Depot Street. North of County Road 903, the alignment veers north and intersects existing Highway 62, ending at the intersection with Highway 103 South. The Green Alternative is approximately 3.5 miles in length and is estimated to cost \$25.8 million.

Red Alternative

The Red Alternative and the Green Alternative share the same alignment from Highway 62 east of Green Forest until the Green Alternative veers north near County Road 903. At that location, the Red Alternative continues northwest, crossing Highway 103 and County Road 710 before rejoining existing Highway 62. It is approximately 4.5 miles in length and is estimated to cost \$31.9 million.

Operational Analysis

With the Upgrade Existing Alternative, LOS B would be maintained on Highway 62 during the 20-year study period (Table 2). Each new location alternative (Blue, Green, and Red) is estimated to divert 4,500 vpd in 2012 and approximately 6,000 vpd in 2032, resulting in LOS A throughout the study period. With each of the new location alternatives, traffic operations on the existing Highway 62 route through Green Forest would improve from LOS D, which is unacceptable, to LOS C, which is acceptable.

Table 2						
Operational and Cost Summary						
Alternative	Traffic Volumes (ADT)		Level of Service		Length (miles)	Total Cost* (millions 2011\$)
	Year 2012	Year 2032	Year 2012	Year 2032		
No Action	10,000	13,300	D	D	--	--
Upgrade Existing	10,000	13,300	B	B	3.0	\$29.7
Blue						
Existing Highway 62	5,500	7,300	C	C		
New Location	4,500	6,000	A	A	3.5	\$25.8
Green						
Existing Highway 62	5,500	7,300	C	C		
New Location	4,500	6,000	A	A	3.5	\$25.8
Red						
Existing Highway 62	5,500	7,300	C	C		
New Location	4,500	6,000	A	A	4.5	\$31.9

*Includes engineering, construction, right of way, relocation, and utility costs.

Alternative Considered and Discarded

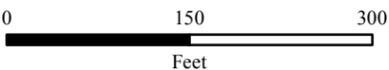
Widening the highway to four lanes with a continuous, two-way left turn lane through the city was estimated to result in 52 business relocations, 14 residential relocations, and one non-profit relocation. The number of available, improved commercial properties for sale or for lease in the area is not adequate to fulfill the needs of the 52 businesses estimated to be displaced. These relocations also include 15 historic structures on, or eligible for inclusion in, the National Register of Historic Places (see Figure 4 for the locations of the 13 downtown historic structures).

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of publicly owned parks, national wildlife and refuge areas, and significant historic sites unless it can be shown that there is no prudent and feasible alternative that meets the project's purpose and need and would avoid use of the resource. Turning movement studies were conducted to determine if a 4-lane section with left turn bays (instead of a continuous center turn lane) could be utilized in the downtown area to avoid impacts to historic structures. The study determined that the amount and length of turn bays required did demonstrate the need for a continuous, two-way left turn lane. Therefore, impacts to historic structures could not be avoided.

When an impact to a historic structure occurs, a Section 4(f) analysis is required to prove that there was not another prudent and feasible alternative that would not impact the historic structure. All three new location alternatives are feasible, prudent, and will meet the project's purpose and need by enhancing safety and reducing crash rates as a result of lower traffic volumes and improved levels of service on existing Highway 62 and the new location route.

Widening existing Highway 62 to four lanes with a continuous, two-way left turn lane through Green Forest would meet the project's purpose and need by enhancing safety and creating an acceptable level of service within the project area throughout the study period. However, because it would result in substantially higher relocation impacts and

the use of Section 4(f) historic sites, it is not considered a prudent alternative and was dropped from further evaluation.



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 March 1, 2012
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● NRHP Eligible Structure

Figure 4
 Downtown Historic Structures

Photography Date: AHTD Winter 2008-2009

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IMPACT ASSESSMENT

This section presents information related to the potential environmental consequences and mitigation options within the project area for each alternative.

Relocations

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

Estimated right of way widths were used in determining potential structures to be relocated. Cost estimates, a conceptual stage relocation study, and an available housing inventory are provided in Appendix B. Results of the conceptual stage relocation study are provided in Table 3.

Alternative	Residential Owners	Businesses	Non-Profit Organizations	Total
No Action	0	0	0	0
Blue	7	0	0	7
Green	3	0	0	3
Red	2	0	0	2

The No Action Alternative would not require the relocation of any residences, businesses, or non-profit organizations.

Each proposed new location alternative passes through areas that are primarily undeveloped agricultural land. These alternatives would not sever any subdivisions or urban neighborhoods, and each would create benefits for the community by enhancing circulation and accessibility for local citizens and travelers.

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

There are no minority families that would be relocated as a result of this project.

Environmental Justice Impacts and Title VI Compliance

This proposed project is in compliance with Title VI and Executive Order 12898. The AHTD public involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability. By using the 2010 U.S. Census Data, the Health and Human Services Poverty Guidelines, making field observations, and conducting a public involvement meeting, the determination was made that the proposed project would not have any disproportionate or adverse impacts on minorities, low-income, elderly, or disabled populations.

Social Environment

The geographic area considered for analysis of existing social conditions and impacts consists of the City of Green Forest within Carroll County. The project study area consists of commercial, agricultural, industrial, and residential development.

The Blue, Green and Red Alternatives would not directly impact any businesses. Although the new location alternatives may draw traffic to the new location route, there is a large potential for growth in Green Forest and along the proposed highway. Each new location alternative would create benefits for the community by increasing

circulation and accessibility throughout the area for citizens, tourists, and industrial facilities in the City of Green Forest.

Public Land

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of publicly owned parks, national wildlife and refuge areas, and significant historic sites unless it can be shown that: 1) There is no prudent and feasible alternative that meets the project’s purpose and need that would avoid use of the land; 2) All possible planning to minimize harm to the property has been examined; and 3) A mitigation plan can be developed to compensate for the direct and indirect impacts.

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

Wetland, Stream and Floodplain Impacts

Impacts to water resources such as wetlands, streams, and floodplains can affect the human and natural environment and require permits from federal and state agencies. Impacts to these resources as a result of the new location alternatives are summarized in Table 4 and their locations are shown on Figure 6.

Table 4				
Wetland, Stream, and Floodplain Impacts				
Alternative	Wetlands (acres)	Stream Crossings	Stream Relocations (linear feet)	SFHA* Crossings (linear feet)
No Action	0	0	0	0
Blue	0	4	650	700
Green	< 1	3	0	650
Red	< 1	3	0	650

*Special Flood Hazard Area

Wetlands

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

A field review of the project area revealed one wetland area (Figure 5). Wetland A, located in a pasture at the junction of the Green and Red Alternatives (Figure 6), is confined to a small swale oriented south to north.



Figure 5: Wetland A

The Blue Alternative will not impact wetlands. If the Green or Red Alternative is selected, a detailed delineation will be completed during the Section 404 permitting process and reasonable efforts would be made to avoid and minimize impacts to the

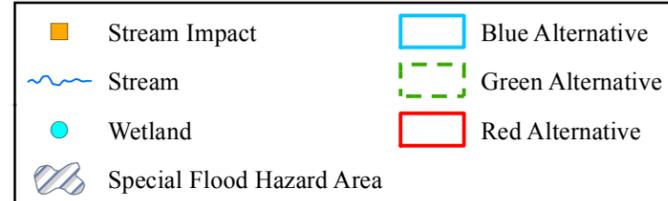
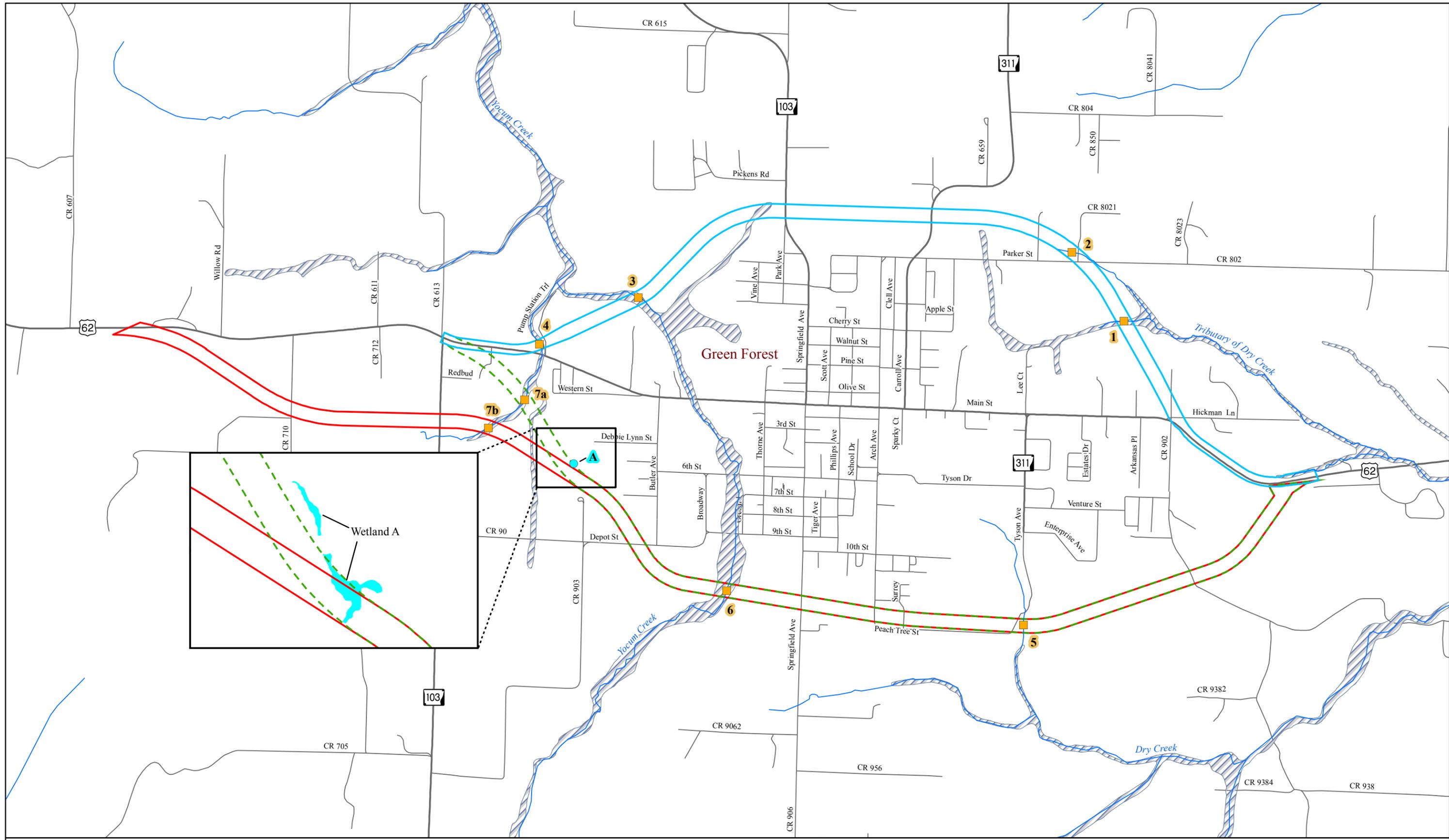


Figure 6
Wetlands, Streams, and Floodplains

0 1,250 2,500
Feet
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wetland during final design. Total acreages of wetland impacts are expected to be less than an acre for either of these alternatives.

Streams

Streams are bodies of water that flow confined within a bed or a stream bank. They may be either perennial (flowing continuously all year), intermittent (ceases to flow periodically) or ephemeral (flowing only during and immediately after precipitation). The locations of stream impacts for each new location alternative are shown on Figure 6.

The Blue Alternative would result in stream crossing impacts to a small unnamed intermittent tributary to Dry Creek (Stream Impact 1) and 650 feet of stream relocation impacts to the upper reaches of an unnamed ephemeral tributary to Dry Creek (Stream Impact 2). These streams are shown in Figures 7 and 8.

The Blue Alternative would also have stream crossing impacts to Yocum Creek (Stream Impact 3) and an unnamed tributary to Yocum Creek (Stream Impact 4), both intermittent streams. These streams are shown in Figures 9 and 10.

The Green and Red Alternatives share a common alignment at the crossing of an unnamed intermittent tributary to Dry Creek (Stream Impact 5), and at a crossing of the headwaters of Yocum Creek (Stream Impact 6). These streams are shown in Figures 11 and 12. A small ephemeral stream would be impacted at two different locations on the western end of the Green and Red Alternatives, as shown on Figure 6 (Stream Impacts 7a and 7b).

Stream crossings associated with the Green and Red Alternatives would require the construction of box culverts under a Nationwide 14 Section 404 Permit. If the Blue Alternative is selected, an Individual Section 404 Permit would be required due to the relocation of the unnamed ephemeral tributary to Dry Creek.



Figure 7: Stream Impact 1
Unnamed intermittent tributary to Dry Creek



Figure 8: Stream Impact 2
Unnamed ephemeral tributary to Dry Creek



Figure 9: Stream Impact 3
Yocum Creek

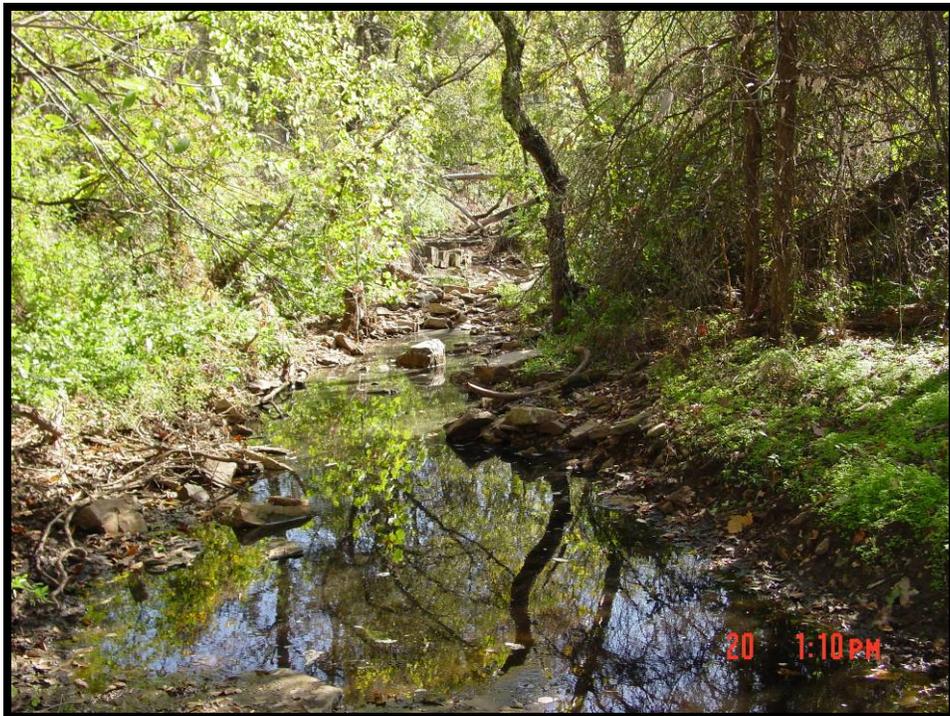


Figure 10: Stream Impact 4
Unnamed intermittent tributary to Yocum Creek



Figure 11: Stream Impact 5
Unnamed intermittent tributary to Dry Creek

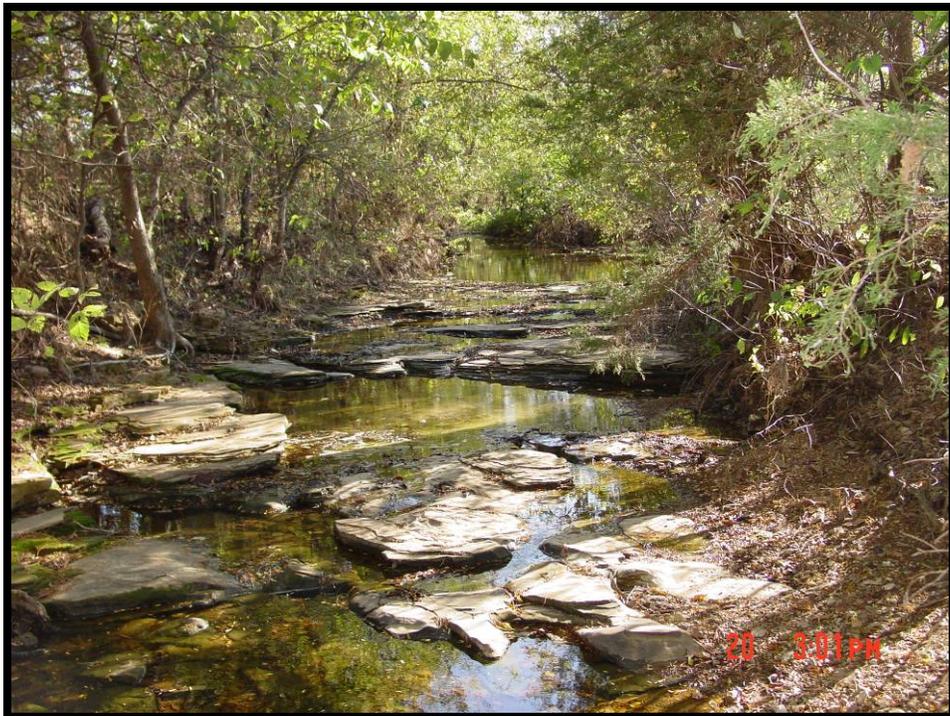


Figure 12: Stream Impact 6
Yocum Creek

Floodplains

A floodplain is flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. It includes the floodway, which consists of the stream channel, and adjacent areas that carry flood flows. Special Flood Hazard Area (SFHA) crossings were identified within the study area and are shown on Figure 6. A SFHA is the area covered by a flood that has a 1% chance of occurring (or being exceeded) each year, also known as a 100-year flood. The SFHA crossings are derived from Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and may differ from the impacted streams identified in previous sections. The streams listed in these sections are Waters of the United States, under the jurisdiction of the U.S. Army Corps of Engineers. Some SFHAs include streams or flood prone areas which may or may not fall under U.S. Army Corps of Engineers jurisdiction.

Four SFHA crossings were identified for the Blue Alternative: a 300-foot crossing over an unnamed tributary to Dry Creek, a 100-foot crossing over an unnamed tributary to Yocum Creek, a 200-foot crossing over Yocum Creek, and a 100-foot crossing over an unnamed tributary to Yocum Creek.

The Green Alternative crosses three SFHAs: a 450-foot crossing over Yocum Creek, a 150-foot crossing over an unnamed tributary to Yocum Creek, and a 50-foot crossing over an unnamed tributary to Yocum Creek.

The Red Alternative would impact three SFHAs: a 450-foot crossing over Yocum Creek, a 100-foot crossing over an unnamed tributary to Yocum Creek, and a 100-foot crossing over an unnamed tributary to Yocum Creek.

The construction alternatives would serve as a collector route and, as such, would serve emergency vehicles in time of disaster. This project would be designed to avoid roadway overtopping by a 25-year flood event and, therefore, would not have a significant potential for vehicular traffic interruption due to flooding.

The design measures to minimize floodplain impacts include (1) avoiding longitudinal encroachments, (2) sufficient bridging and/or drainage structures to minimize adverse effects from backwater, (3) sufficient bridging and/or drainage structures to minimize increases in water velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation, and (6) utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts. Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. These values include, but are not limited to, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquiculture, forestry, natural moderation of floods, water quality, maintenance, and groundwater recharge.

The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. The project will not support incompatible use or development of the floodplain. Adjacent properties should not be impacted nor have a greater flood risk than existed before construction of the project.

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

Threatened and Endangered Species

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

A records check of the Arkansas Natural Heritage Commission (ANHC) database of sensitive species indicated that no tracked species are known to occur within the project

area. The ANHC tracks federally designated threatened or endangered species, as well as those that are considered sensitive species within Arkansas.

Two small cave openings were identified near the Blue Alternative. In October 2011, representatives of the AHTD and U.S. Fish and Wildlife Service (USFWS) investigated these caves and found no evidence of use by threatened or endangered species; however, the full extent of the underlying karst resources within the project area remains unknown. Five threatened or endangered species dependent upon caves and/or karst resources have been identified from the region. These species include the gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), Ozark big-eared bat (*Corynorhinus townsendii ingens*), Ozark cavefish (*Amblyopsis rosae*), and cave crayfish (*Cambarus aculabrum*). Although these species are unknown from the project area, impacts to karst resources have the potential to impact these species or their habitats. A cave discovery special provision would be included into the contract to minimize potential impacts to karst resources. No karst resources have been found on the Red or Green Alternatives.

Water Quality

The project area lies within the Ozark Highlands Ecoregion where the primary turbidity standard set by Arkansas Department of Environmental Quality (ADEQ) for streams is 10 Nephelometric Turbidity Units (NTUs) and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments contributed during construction would likely result in localized, short-term adverse water quality impacts. Temporary exceedances of state water quality standards for turbidity may occur. Other potential sources of water quality impacts include petroleum products from construction equipment, highway pollutants from the operations of the facility, and toxic and hazardous material spills.

The AHTD will comply with all requirements of The Clean Water Act, as amended, for the construction of this project. This includes Section 401; Water Quality Certification, Section 402; National Pollutant Discharge Elimination Permit (NPDES), and Section

404; Permits for Dredged or Fill Material. The NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include all specifications and best management practices (BMPs) needed for control of erosion and sedimentation. This will be prepared when the roadway design work has been completed in order to best integrate the BMPs with the project design.

Public/Private Water Supplies

The project area is not within a public drinking water system's Wellhead Protection Area. No direct, indirect, or cumulative impacts to public drinking water supplies are anticipated due to this project.

If any permanent impacts to private drinking water sources occur due to this project, the AHTD would take appropriate action to mitigate these impacts. Impacts to private water sources due to the contractor neglect or misconduct are the responsibility of the contractor.

Wild and Scenic Rivers

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

Hazardous Materials

A hazardous material is any item or chemical that can cause harm to people, plants, or animals when released into the environment. The presence of hazardous materials within the project area was assessed by visual reconnaissance and government records.

The Blue, Red, and Green Alternatives would not impact any hazardous waste facilities, illegal dumps or areas of concern for hazardous materials. An abandoned City of Green Forest landfill, shown in Figure 13, was identified in a wooded area north of Lee Court.

It was verified that the impact area of the Blue Alternative avoided the known boundaries of the landfill.

During construction of this project, should hazardous materials be identified, observed or accidentally uncovered by any AHTD personnel, contracting company, or state regulatory agency, it will be the AHTD's responsibility to determine the type, size and extent of contamination. The AHTD will identify the type of contaminant, develop a remediation plan and coordinate disposal methods to be employed for the particular type of contamination. All remediation work will be conducted in conformance with Arkansas Department of Environmental Quality (ADEQ), Environmental Protection Agency (EPA) and Occupational Safety and Health Administration (OSHA) regulations.



Figure 13: Abandoned Landfill

Important Farmland

Important farmland is defined by the U.S. Department of Agriculture as land suited to food, feed, forage, fiber, and oilseed crops. Prime Farmland has the best combination of physical and chemical characteristics for the production of crops, while Farmland of

Statewide Importance is land other than Prime Farmland which has a good combination of these characteristics. The Important Farmland acres impacted by this project are shown in Table 5 and include both Prime Farmland and Farmland of Statewide Importance. The Farmland Conversion Impact Rating can be found in Appendix C.

Agriculture activity in the study area consists mainly of pastures utilized for grazing and hay production for beef cattle. Carroll County is a major producer of poultry and beef. The beef production is greatly dependent upon the poultry industry. Because of shallow infertile soils, the land is not productive for pasture without the use of chicken litter for fertilizer.

Right of way acquisition for the proposed facility would reduce the amount of land available for production. Splitting these farms with a new highway would not only convert farmland to highway right of way, but would also result in the disruption of some farm operations. The construction of the new facility would also result in positive impacts by providing easier farm to market access and more efficient transportation of farm supplies.

Table 5	
Important Farmland Impacts	
Alternative	Acres
No Action	0
Blue	34
Green	47
Red	58

Cultural Resources

Cultural resources include elements of the built environment (buildings, structures, or objects) or evidence of past human activity (archeological sites). Those that are listed, or eligible for inclusion, in the National Register of Historic Places (NRHP) are defined as historic properties (36 CFR Part 800.16(1)). Impacts to historic properties are avoided, minimized, or mitigated through a variety of methods that vary depending on the nature of the property. Those that are not eligible for inclusion in the NRHP do not require protection.

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

Once a final alignment has been selected, an intensive cultural resources survey will be conducted. If no additional historic properties are identified, the project will be documented on an AHTD Project Identification Form and submitted to the State Historic Preservation Officer (SHPO) with a recommendation of no further work. If historic or Native American archeological sites are identified, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are identified, consultation with the appropriate Native American Tribes will be initiated and the site, or sites, will be evaluated to determine if Phase II evaluation is necessary. Should any of the sites be found eligible for inclusion on the NRHP and avoidance is not possible, then site specific data recovery plans will be prepared and data recovery excavations will be carried at the earliest practicable time.

Noise

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

Existing ambient noise levels throughout the project study area were measured and vary from 43-53 dBA. If traffic noise levels for a sensitive noise receptor increase as a result of the proposed project to over 66 dBA, or result in a change of over 10 dBA, the FHWA considers that receptor to be impacted. Sensitive noise receptors are residences or businesses that have a special sensitivity to noise, such as schools, churches, libraries, and parks. Table E-1 lists the noise receptor categories and can be found in the noise analysis in Appendix E.

The construction of a new location route would partially divert traffic from existing Highway 62, resulting in lower noise levels through downtown Green Forest. Noise levels would increase on the three new location alternatives and their surrounding areas from this diverted traffic. All three new location alternatives are within predominantly rural areas with low ambient noise levels and are projected to result in an increase in traffic noise levels of over 10 dBA. The distance the noise impacts extended from the centerline of the proposed alternatives was calculated and mapped, and the number of sensitive noise receptors was estimated for each alternative (Table 6).

<p style="text-align: center;">Table 6 Noise Receptors Impacted</p>		
Alternative	> 66 Leq dBA	10 Leq dBA Increase Over Existing Noise Levels
No Action	33	-
Blue	-	2
Green	-	24
Red	-	24

Design year 2032 traffic volumes on Highway 62 are predicted to increase by 3,300 vehicles per day. This increase in traffic would increase sound levels at receptors along existing Highway 62. The receptors estimated to be impacted by the No Action Alternative may be currently impacted or will be as a result of this increased volume of vehicles on Highway 62.

Since the impacted receptors along the new location alternatives are in rural areas with a very low density of homes, standard noise mitigation, such as noise walls or berms, are not cost effective. Necessary breaks for driveways and other access points also cause barriers to be ineffective. Construction noise on the three new location alternatives would be temporary and relatively minor.

Air Quality

Utilizing the Mobile Source Emission Factor Model 5.0a and CALINE 3 dispersion model, air quality analysis was conducted on previous projects for carbon monoxide. These analyses incorporated information relating to traffic volumes, weather conditions, vehicle mix, and any vehicle operating speeds to estimate carbon monoxide levels for the design year.

These computer analyses indicate that carbon monoxide concentrations of less than one part per million (ppm) would be generated in the mixing cell for a project of this type. This computer estimate, when combined with an estimated ambient level of 1.0 ppm, would be less than 2.0 ppm and well below the national standards for carbon monoxide.

This project is located in an area that is designated as in attainment for all transportation pollutants. Therefore, the conformity procedures of the Clean Air Act, as amended, do not apply.

Natural and Visual Environment

The project is located within the Springfield Plateau of the Ozark Highlands Ecoregion. Outliers of the Upper Boston Mountains lie just to the south of the project area, and rise up from the Springfield Plateau. The topography in the immediate project area is relatively flat to rolling hills. Figure 14 shows an example of the typical topography and view in the project area. Elevations range from approximately 1300 feet above mean sea level (msl), towards the eastern terminus of the project area to approximately 1500 feet msl at the western terminus. The mountains rise up abruptly to as high as 1900 feet msl.

The geologic rock type in the project area consists of Pitkin Limestone, Fayetteville Shale, and Batesville Sandstone. Green Forest, and the surrounding flat to rolling terrain, is on Batesville Sandstone, while the higher mountains consist of limestone, shale, chert, and dolomite.

Soils in the project area are mapped as Linker-Cane-Mountainburg. This soil association consists of soils that are deep to shallow, gently sloping to moderately steep, well drained and moderately well drained, stony, loamy, and very stony soils that were derived from sandstone.



Figure 14: Typical Viewshed in the Project Area

Numerous stock ponds dot the landscape. Water in the project area flows generally north and northeast to Table Rock Lake.

Natural vegetation historically consisted of mixed hardwood forests and savanna. Two prairies were delineated during surveys conducted in 1837 and 1839. Prairie openings in savanna were selected by the earliest European settlers for use as fields and homesteads. The early 1800s town was named Scott's Prairie before being renamed Green Forest in 1895. No prairie remnants remain in the project area.

Oak-hickory woodland occupies steep slopes on the nearby mountains. Common trees include black oak (*Quercus velutina*), post oak (*Q. stellata*), white oak (*Q. alba*), blackjack oak (*Q. marilandica*), black hickory (*Carya texana*), mockernut hickory (*C. tomentosa*), and bitternut hickory (*C. cordiformis*). Eastern red cedar (*Juniperus virginiana*) occupies some disturbed areas and forest edges.

Riparian woodlands have a variety of trees including black willow (*Salix nigra*), box elder (*Acer negundo*), silver maple (*Acer saccharinum*), American elm (*Ulmus americana*), red maple (*A. rubrum*), sycamore (*Platanus occidentalis*), river birch (*Betula nigra*), and green ash (*Fraxinus pennsylvanica*).

Modern pastures have been planted with a variety of non-native grasses, primarily tall fescue (*Festuca arundinacea*), but also with Bermuda grass (*Cynodon dactylon*), Dallis grass (*Paspalum dilatatum*), orchard grass (*Dactylis glomerata*), and Kentucky bluegrass (*Poa pratensis*). See Figure 15 for a view of typical pasture land in the project area.



Figure 15: Typical Pasture Land

Manmade structures, primarily adjacent to the existing roadway, include numerous businesses, residences, and churches. Confined poultry structures are common throughout the project area. See Figures 16 and 17 for views of typical manmade structures along the new location alternatives.

Users of the road include tourist traffic as well as commercial, commuter, and local traffic. Highway 62 is designated as a state scenic highway and it is a primary east-west route in northwest Arkansas. The visual quality is only moderate in the project area, with numerous structures along the existing roadway, and largely pastures and confined poultry structures outside of town. The Green and Red Alternatives would provide greater opportunity to view the mountains to the south. During construction there would be unavoidable negative impacts to both viewers of the road and viewers from the road.

The proposed new location alternatives do not differ substantially with regard to impacts to the natural environment. The direct impact to the natural environment would be conversion of modern pasture and some riparian woodland to right of way. Due to the intensive human impacts already inflicted on the local environment, primarily the historical conversion of prairie and forest to cropland and then to modern pasture, expected impacts to local biodiversity would be negligible. Secondary impacts to the terrestrial environment may possibly include the spread of invasive plant species onto newly disturbed roadside right of way.



Figure 16: Typical Residence



Figure 17: Typical Confined Poultry Operation

Land Use/Land Cover

During the 1800s settlers cleared much of the more level forest and savanna for cropland, largely for subsistence farming. Beginning during the Great Depression of the 1930s, many farms were abandoned and the rural population decreased rapidly. Much of the old cropland grew over into woodland. During the 1950s, the livestock industry became more commercialized and confined poultry production became an established industry. Today, aside from increasing residential and commercial development at Green Forest, land use is largely pastures and confined poultry operations. Secondary impacts to existing land use are expected to occur with each new location alternative due to increased development on new location corridors.

Existing land use was digitized using aerial imagery interpretation and spatial analysis to estimate conversions to roadway (Table 7).

Land Use/Land Cover	Blue Alternative (acres)	Green Alternative (acres)	Red Alternative (acres)
Pasture	57	71	101
Woodland	11	8	8
Residential	10	9	8
Commercial	0	1	0
Existing Roadway	9	4	3
Agricultural Compound	1	0	0
Total Impacts	88	93	120

COMMENTS AND COORDINATION

The AHTD provided the opportunity for early public input into the development of the proposed project on September 8, 2011, at the Green Forest High School Alumni Center. Proposed corridors were available for review, and visitors were given the opportunity to discuss the proposed project with AHTD staff. Approximately 184 citizens attended the meeting. A copy of the Public Involvement Synopsis is located in Appendix F.

COMMITMENTS

The AHTD's standard commitments associated with relocation procedures, hazardous waste abatement, and control of water quality impacts have been made in association with this project. They are as follows:

- See Relocation procedures located in Appendix B.
- If hazardous materials, unknown illegal dumps or underground storage tanks are identified or accidentally uncovered by AHTD personnel or its contractors, the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD, in cooperation with the ADEQ, will determine the remediation and disposal methods to be employed for that particular type of contamination. The proposed project will be in compliance with local, state, and Federal laws and regulations.
- An asbestos survey will be conducted by a certified asbestos inspector on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with ADEQ, EPA and OSHA asbestos abatement regulations.

- Once a Preferred Alternative has been identified, an intensive cultural resources survey will be conducted. If sites are affected, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are impacted, consultation led by FHWA with the appropriate Native American Tribe will be conducted and the site(s) evaluated to determine if Phase II testing is necessary. Should any of the sites be found to be eligible or potentially eligible for nomination to the NHRP and avoidance is not possible, then site specific treatment plans will be prepared and data recovery will be conducted at the earliest practicable time. All borrow pits, waste areas and work roads will be surveyed for cultural resources when locations become available.
- Stream and wetland mitigation, if required, will be determined during the Section 404 permitting process, and will be coordinated with the USACE.
- The AHTD will comply with all requirements of the Clean Water Act, as amended, for the construction of this project. This includes Section 401, Water Quality Certification; Section 402, NPDES; and Section 404, Permit for Dredged or Fill Material.
- A Water Pollution Control Special Provision will be incorporated into the contract to minimize potential water quality impacts.
- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.
- A wildflower seed mix will be included in the permanent seeding for the project.

RECOMMENDATIONS

A Preferred Alternative has not been designated for this project. After the Environmental Assessment (EA) is signed and approved for public dissemination, a Location Public Hearing will be held.

After a review of comments received from citizens, public officials, and public agencies, the next step in the environmental process will be to select an alternative based on the information contained in the EA and the comments received.

The environmental analysis of the proposed project did not identify any significant impact to the natural and social environment. Table 8 shows a comparison of the alternative information, impacts, and costs.

Table 8

Alternatives Comparison

Alternative	Length (miles)	Total cost millions (2011\$)	Relocations	Wetlands (acres)	Stream Crossings	Stream Relocation (feet)	Floodplains (feet)	Important Farmland (acres)	Noise Receptors	Cultural Resources
No Action	3	0	0	0	0	0	0	0	33	0
Blue	3.5	25.8	7 residential	0	4	650	700	34	2	0
Green	3.5	25.8	3 residential	<1	3	0	650	47	24	0
Red	4.5	31.9	2 residential	<1	3	0	650	58	24	0

REFERENCES

Arkansas Department of Environmental Quality. Arkansas Hazardous Waste Generators Facility Access 2000 Database Summary, http://www.adeq.state.ar.us/hazwaste/rcra2/facil_sum.asp. (October 10, 2011).

Arkansas Department of Environmental Quality. Regulated Storage Tanks (RST) Data Files, http://www.adeq.state.ar.us/rst/tankstats/quick_stat.asp. (October 10, 2011).

Arkansas Department of Environmental Quality. Solid Waste–Illegal Dumps Data Files, http://www.adeq.state.ar.us/solwaste/branch_enforcement/illegal_dumps.asp, (October 10, 2011).

Arkansas Department of Environmental Quality. Solid Waste-Permitted Facilities Data Files, http://www.adeq.state.ar.us/solwaste/branch_technical/permitted_facils/permit_list.asp (October 10, 2011).

APPENDIX A

Level of Service Descriptions

Multi-Lane Highway

LOS A - LOS A describes free-flow operations where free-flow speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.

LOS B - LOS B represents reasonably free-flow operations where FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

LOS C - LOS C provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.

LOS D - LOS D is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

LOS E - LOS E describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

LOS F - LOS F is determined when the demand flow rate exceeds capacity. At this level, traffic flow has broken down. Whenever queues due to a breakdown exist, they have the potential to extend upstream for considerable distances.

Two-Lane Highway

LOS A - At LOS A, motorists experience high operating speeds and little difficulty in passing. A small amount of platooning would be expected. Drivers should be able to maintain operating speeds close or equal to the free-flow speed (FFS) of the facility.

LOS B - At LOS B, passing demand and passing capacity are balanced. Platooning becomes noticeable. It becomes difficult to maintain FFS operation, but the speed reduction is still relatively small.

LOS C - At LOS C, most vehicles are traveling in platoons. Speeds are noticeably reduced on all three classes of highway.

LOS D - At LOS D, platooning increases significantly. Passing demand is high but passing capacity approaches zero. A high percentage of vehicles are now traveling in platoons, and percent time-spent-following (PTSF) is quite noticeable. The fall-off from FFS is now significant.

LOS E - At LOS E, demand is approaching capacity. Passing is virtually impossible, and PTSF is more than 80%. Speeds are seriously reduced. Speed is less than two-thirds the FFS. The lower limit of this LOS represents capacity.

LOS F - LOS F exists whenever demand flow in one or both directions exceeds the capacity of the segment. Operating conditions are unstable, and heavy congestion exists on all two-lane highways.

APPENDIX B

Conceptual Stage Relocation Study

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

February 10, 2012

TO: Lynn Malbrough, Division Head, Environmental Division

FROM: Perry M. Johnston, Division Head, Right of Way Division



SUBJECT: Cost Estimate
Job 009702
Hwy. 62 Improvements (Green Forest) (S)
Carroll County

Per your request, cost estimates for acquiring right of way and adjusting utilities for the identified alternatives for this project are summarized:

<u>Alternate</u>	<u>Property Acquisition</u>	<u>Relocation</u>	<u>Reimb. Utility Adjustments</u>	<u>Non-Reimb. Utility Adjustments</u>	<u>Total</u>
Blue	\$2,475,000	\$295,000	\$1,002,500	\$40,000	\$3,812,500
Red	1,725,000	91,000	1,845,000	90,000	3,751,000
Green	2,125,000	149,000	1,552,500	80,000	3,906,500
Yellow	12,275,000	1,704,000	1,350,000	305,000	15,634,000

A Conceptual Stage Relocation Statement and copies of the cost estimates are attached. Please note the premises under which the estimates were provided; particularly those related to utility conflicts.

If you need additional information, please contact Kay Crutchfield at 2311.

Attachments

RECEIVED
AHTD

FEB 13 2012

ENVIRONMENTAL
DIVISION

INTEROFFICE MEMORANDUM

TO: Kay Crutchfield, Asst. Division Head
Right of Way Division

FROM: Neil Palmer, Appraisal Section Head
Right of Way Division

DATE: January 27, 2012

SUBJECT: Job Cost Estimates (1-11-2012 Alternatives)
Job # 009702
Hwy. 62 Improvements (Green Forest)
Carroll County

Based on information provided by the right of way map and preliminary market research, a total estimate of right of way cost is provided. This estimate is made subject to the following premises and conditions:

1. No owner contact has been made.
2. No right of way staking was in place.
3. Only a preliminary, aerial map with potential routes was provided to the appraiser, therefore acquisition areas, relocations, and damaged improvements were estimated.
4. Only a limited market study has been completed.
5. This is not an appraisal.

Considering the above factors, the estimated right of way costs are:

TOTALS:

NORTHERN ROUTE (BLUE ALTERNATIVE)

\$2,475,000.00

Two Million Four Hundred Seventy Five Thousand Dollars

SOUTHERN ROUTE (RED ALTERNATIVE)

\$1,725,000.00

One Million Seven Hundred Twenty Five Thousand Dollars

SOUTHERN ROUTE (GREEN ALTERNATIVE)

\$2,125,000.00

Two Million One Hundred Twenty Five Thousand Dollars

UPGRADE EXISTING (YELLOW ALTERNATIVE)

\$12,275,000.00

Twelve Million Two Hundred Seventy Five Thousand Dollars

NP:AL

Cc: Job Cost Estimate File
Administrative File

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
RIGHT OF WAY DIVISION RELOCATION SECTION

INTEROFFICE MEMORANDUM

TO: Lynn P. Malbrough, Environmental Division Head
FROM: Perry M. Johnston, Right of Way Division Head
DATE: January 31, 2012
SUBJECT: Job 009702
Hwy 62 Improvements (Green Forest) (S)
Carroll County
CONCEPTUAL STAGE RELOCATION STATEMENT



GENERAL STATEMENT OF RELOCATION PROCEDURE

Persons displaced as a direct result of acquisition for the subject project will be eligible for relocation assistance in accordance with Public Law 91-646, Uniform Relocation Assistance Act of 1970. The Relocation Program provides advisory assistance and payments to minimize the adverse impact and hardship of displacement upon such persons. No lawful occupant shall be required to move without receiving a minimum of 90 days advance written notice. All displaced persons: residential, business, farm, nonprofit organization, and personal property occupants are eligible for reimbursement for actual reasonable moving costs.

Construction of the project will not begin until decent, safe, and sanitary replacement housing is in place and offered to all residential occupants. It is the Department's Policy that adequate replacement housing will be made available, built if necessary, before any person is required to move from their dwelling. All replacement housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex, or national origin.

There are two basic types of residential relocation payments: (1) Replacement Housing Payments and (2) Moving Expense Payments. Replacement housing payments are made to qualified owners and tenants. An owner may receive a price differential payment of up to \$22,500.00 for the increased cost of a replacement dwelling. A tenant may receive a rental assistance payment of up to \$5,250.00 for the increased cost of a replacement dwelling. The eligible amount for a replacement housing payment is determined by a study of comparable replacement dwellings currently available on the market. Owners may also be eligible for payments to compensate them for the increased interest cost for a new mortgage and the incidental expenses incurred in connection with the purchase of a replacement dwelling. Tenants may elect to purchase a replacement dwelling and receive a downpayment assistance payment up to the amount of their rental assistance eligibility. Replacement Housing Payments are made in addition to Moving Expense Payments.

Businesses, farms, and nonprofit organizations are eligible for Reestablishment Payments, not to exceed \$10,000.00. Reestablishment Expense Payments are made in addition to Moving Expense Payments. A business, farm, or nonprofit organization may be eligible for a fixed payment in lieu of the moving costs and reestablishment costs if relocation cannot be accomplished without a substantial loss of existing patronage. The fixed payment will be

computed in accordance with the Code of Federal Regulations and cannot exceed \$20,000.00.

If the displaced person is not satisfied with the amounts offered as relocation payments, they will be provided a form to assist in filing a formal appeal. A hearing will be arranged at a time and place convenient for the displaced person, and the facts of the case will be promptly and carefully reviewed.

Relocation services will be provided until all persons are relocated or their relocation eligibility expires. The Relocation Office will have listings of available replacement housing and commercial properties. Information is also maintained concerning other Federal and State Programs offering assistance to displaced persons.

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

Existing - Yellow Alternate

14 Residential Owners	\$ 490,000.00
52 Businesses	\$ 910,000.00
1 Non Profit Organization	\$ 20,000.00
Services	\$ 284,000.00
TOTAL	\$1,704,000.00

Northern – Blue Alternate

7 Residential Owners	\$245,000.00
Services	\$ 50,000.00
TOTAL	\$295,000.00

Southern – Green Alternate

3 Residential Owners	\$105,000.00
6 Personal Properties	\$ 19,000.00
Services	\$ 25,000.00
TOTAL	\$149,000.00

Southern – Red Alternate

2 Residential Owners	\$ 70,000.00
3 Personal Properties	\$ 6,000.00
Services	\$ 15,000.00
TOTAL	\$ 91,000.00

The general characteristics of the displaced persons are listed on the Conceptual Stage Inventory Record forms in the back of this report. The general characteristics have been determined by a visual inspection of the potential displacements by a Relocation Coordinator. The Relocation Coordinator utilized area demographic data, visual inspections, experience, and knowledge in making this determination.

An available housing inventory has been compiled and indicates there are at least forty-nine comparable replacement dwellings available for sale within twenty miles of the project, including twenty within the project area. At least twenty-two commercial properties are currently for sale within twenty miles of the project, including three within the project area. At least nine commercial properties are available for lease within twenty miles of the project but no available commercial properties were located for lease within the project area. Sites for residential and commercial construction are also available within twenty miles of the subject project. A breakdown of the available properties is as follows:

<u>Residential for Sale</u> <u>Listing Price</u>	<u>Number of Units</u> <u>Single Family Residential</u>
\$ 35,000 – \$ 50,000	7
\$ 51,000 - \$75,000	5
\$ 76,000 - \$100,000	13
\$101,000 - \$125,000	3
\$126,000 - \$150,000	9
\$151,000 - \$175,000	2
\$176,000 - \$200,000	3
\$201,000 - \$225,000	0
\$226,000 - \$250,000	0
\$251,000 - \$275,000	4
\$276,000 - \$300,000	1
\$301,000 - \$325,000	0
\$326,000 - \$350,000	1
\$351,000 - \$375,000	<u>1</u>
TOTAL	49

<u>Vacant Land for Sale</u> <u>Listing Price</u>	<u>Residential</u> <u>Sites</u>
Under \$20,000	5
\$21,001 - \$30,000	<u>2</u>
TOTAL	7

<u>Commercial for Sale</u>
<u>Listing Price</u>
Under \$100,000
\$101,000 - \$200,000
\$201,000 - \$300,000
\$301,000 - \$400,000
\$401,000 - \$500,000
\$501,000 - \$900,000
\$901,000 - \$1,000,000
TOTAL

<u>Number of Units</u>
<u>Improved Commercial</u>
5
9
4
0
3
0
<u>1</u>
22

<u>Commercial for Lease</u>
<u>Monthly Rent</u>
Under \$1,000
\$1,001 - \$2,000
\$2,001 - \$3,000
\$3,001 - \$4,000
\$4,001 - \$5,000
\$5,001 - \$6,000
TOTAL

<u>Number of Units</u>
<u>Improved Commercial</u>
3
2
1
2
0
<u>1</u>
9

<u>Vacant Land for Sale</u>
<u>Listing Price</u>
Under \$25,000
\$26,000 - \$50,000
\$51,000 - \$75,000
TOTAL

<u>Commercial</u>
<u>Sites</u>
2
3
<u>1</u>
6

This is a highway improvement and/or new location project for Hwy. 62 in Green Forest, AR. The number of dwellings and properties currently available on the market are adequate and comparable to provide replacement housing for the families displaced from the subject project for each alternate. The real estate housing markets should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event replacement housing is not available at the time of displacement or Replacement Housing Payments exceed the monetary limits, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

The replacement property inventory was compiled from data obtained from real estate companies, web sites, and local newspapers for the subject area. The dwellings contained in the inventory have been determined to be comparable and decent, safe, and sanitary. The locations of the comparable dwellings are not less desirable in regard to public utilities and public and commercial facilities, reasonably accessible to the displaced persons' places of employment, adequate to accommodate the displaced persons, and in neighborhoods which are not subject to unreasonable adverse environmental factors. It has also been determined that the available housing is within the financial means of the displaced persons and is fair housing open to all persons regardless of race, color, sex, religion, or national origin

consistent with the requirements of 49 CFR, Subpart A, Section 24.2 and Title VIII of the Civil Rights Act of 1968. Appropriate measures will be taken to ensure that each displaced person is fully aware of their benefits, entitlements, and available courses of action.

All displaced persons will be offered relocation assistance under provisions in the applicable FHWA regulations. At the time of displacement another inventory of available housing in the subject area will be obtained and an analysis of the market made to ensure that there are dwellings adequate to meet the needs of all displaced residential occupants. Also, special relocation advisory services and assistance will be administered commensurate with displaced persons' needs, when necessary. Examples of these include, but are not limited to, Housing of Last Resort as previously mentioned and consultation with local officials, social and federal agencies and community groups.

The number of available improved commercial properties for sale or for lease is not adequate to fulfill the needs for the fifty-two businesses estimated to be displaced on the Existing-Yellow Alternate. The number of employees estimated to be affected by the displacement of the fifty-two businesses would be detrimental to the individuals, families, and the community these businesses support.

Northern - Blue Alternate - 1/31/12 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONCEPTUAL STAGE RELOCATION INVENTORY
 Job No.: 009702 Job Name: Hwy. 62 Improvements (Green Forest) Date of Inventory: 1.25.12

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	7	\$50,000 - \$325,000	0	0	0	0	0	
Residential Tenants	0							
Businesses	0							
Landlord Businesses	0							
Nonprofit Organizations	0							
Personal Properties	0							
Totals	7	N/A	0	0	0	0	0	

Existing - Yellow Alternate - 1/31/12 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONCEPTUAL STAGE RELOCATION INVENTORY
 Job No.: 009702 Job Name: Hwy. 62 Improvements (Green Forest) Date of Inventory: 10/13/11

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	14	\$10,000 - \$125,000	0	0	0	2	1	
Residential Tenants	0							
Businesses	39							152-177
Landlord Businesses	13							13
Nonprofit Organizations	1							3
Personal Properties								
Totals	67	N/A	0	0	0	2	1	168-193

Southern - Green Alternate - 1/31/12 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONCEPTUAL STAGE RELOCATION INVENTORY

Job No.: 009702 Job Name: Hwy. 62 Improvements (Green Forest) Date of Inventory: 1/25/12

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	3	\$60,000 - \$250,000	0	0	0	0	0	
Residential Tenants	0							
Businesses	0							
Landlord Businesses	0							
Nonprofit Organizations	0							
Personal Properties	6							
Totals	9	N/A	0	0	0	0	0	

Southern - Red Alternate - 1/31/12 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONCEPTUAL STAGE RELOCATION INVENTORY

Job No.: 009702 Job Name: Hwy. 62 Improvements (Green Forest) Date of Inventory: 1/26/11

Type Relocation	Number	Residential Property Values or Rental Rates	Large Family Households	Disabled Person Households	Minority Households	Elderly Households	Low Income Households	Employees Affected (Range)
Residential Owners	2	\$80,000- \$100,000	0	0	0	0	0	
Residential Tenants	0							
Businesses	0							
Landlord Businesses	0							
Nonprofit Organizations	0							
Personal Properties	3							
Totals	5	N/A	0	0	0	0	0	

APPENDIX C

Farmland Conversion Impact Rating

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency) 009702		3. Date of Land Evaluation Request 3/7/12	4. Sheet 1 of _____
1. Name of Project Hwy 62 Improvement (Green Ford)		5. Federal Agency Involved FHWA	
2. Type of Project Inputs to Existing Bypass		6. County and State Carroll AR	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor B	Corridor C	Corridor R	Corridor E ₁
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information	Corridor B	Corridor C	Corridor R	Corridor E ₁
A. Total Acres Prime And Unique Farmland	0	19.4	26.7	0
B. Total Acres Statewide And Local Important Farmland	33.7	27.8	31.5	2.8
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Corridor B	Corridor C	Corridor R	Corridor E ₁
1. Area in Nonurban Use	15	10	10	10	5
2. Perimeter in Nonurban Use	10	7	7	7	3
3. Percent Of Corridor Being Farmed	20	15	15	15	5
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)	Corridor B	Corridor C	Corridor R	Corridor E ₁
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0

1. Corridor Selected: None of this time	2. Total Acres of Farmlands to be Converted by Project: see part IV	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
--------------------------------------------	------------------------------------------------------------------------	-----------------------	--------------------------------------------------------------------------------------------------

5. Reason For Selection:

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

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

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APPENDIX D

Cultural Resources Survey Information

Cultural Resources Survey Information

A reconnaissance level cultural resources survey of the project area was conducted by an AHTD staff archeologist over several days in 2010 and 2011. The survey consisted of a review of all appropriate site records and pedestrian survey of alignments identified as of October 2011. The survey was conducted in order to identify any obvious archeological sites or historic properties that might be affected by the project and to see if any of the alternatives were located within areas having a high probability for the occurrence of undiscovered cultural resources.

A variety of records were checked to determine if previously documented cultural resources were known in the project area. These include the States archeological site files which are maintained by the Arkansas Archeological Survey (AAS) in Fayetteville and the States historic structures files at the Arkansas Historic Preservation Program (AHPP) in Little Rock. Several early maps were also reviewed to gather information regarding early historic settlement in the project area. The pedestrian survey consisted of walking and shovel testing all of the identified alignments. All of the surrounding land is composed of similar terrain (broad, flat uplands intersected by seasonal drainages) that would likely support scattered Native American sites primarily in and along creeks and streams, and scattered historic sites and structures virtually anywhere but on steep slopes. The existence of limestone caves has been noted by locals and these caves very often contain important Native American habitation sites.

A review of the AAS and AHPP site files revealed no previously recorded archeological sites or historic structures within or near the project area. The review of the relevant historic maps showed no specific concerns other than scattered homesteads. The field survey identified numerous structures as potentially eligible to the National Register of Historic Places (NRHP) in and within a few blocks of downtown Green Forest. Several structures were also identified in the southern alignment, and one of them is potentially eligible for inclusion to the NRHP as well. Photographs of these structures have been submitted to the AHPP for determination of eligibility to the NRHP. Any of these structures that are determined eligible should be avoided and any impacts to them will require 4(f) treatment. Two new Native American sites identified in the northern alignment of the project but they do not appear to warrant further archeological testing and are believed to be ineligible for inclusion to the NRHP. Two new historic sites were also identified in the southern alignment, but investigation thus-far do not indicate that they contain elements that would make them eligible for inclusion in the NRHP.

Table D-1 lists the number of potential historic properties that were identified along, or near, each of the alternative routes. The structures listed in the table have been determined eligible to the NRHP by the State Historic Preservation Officer (SHPO). None of the structures will be impacted. Of the 20 structures identified, 19 were along

existing Highway 62. None of the four archeological sites is considered eligible, however these assessments have not yet been reviewed by the SHPO.

Table D-1		
Potential Historic Properties in the Vicinity of each Alternative		
Alternative	Eligible Structures	Archeological Sites
No Action	19	0
Blue	0	2
Green	1	2
Red	1	2

APPENDIX E

Noise Analysis

Highway 62 (Green Forest) Noise Analysis

A noise assessment has been conducted for this project utilizing the following: FHWA's Traffic Noise Model 2.5 (TNM), existing and proposed roadway cross sections, existing traffic data, and projected traffic data for the design year of 2031.

Fundamentals of Noise

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

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

Noise Impact Criteria

Noise levels were compared to FHWA's Noise Abatement Criteria (NAC), which include seven different Activity Categories based on land use (Table E-1). According to AHTD's “Policy on Highway Traffic Noise Abatement”, a noise receptor is considered impacted under the following scenarios: (1) if predicted noise levels approach, equal, or exceed the NAC Activity Criteria Leq dBA (Table E-1), or (2) if future predicted noise levels exceed existing noise levels greater than 10 dBA. The term “approach” is considered to be 1 Leq dBA less than the NAC Leq dBA (i.e., 66 Leq dBA for residential structures).

**Table E-1
Noise Abatement Criteria**

Activity Category	Activity Criteria ¹ Leq dBA	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ²	67	Exterior	Residential
C ²	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, recreation areas, Section 4(f) sites ⁴ , schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ²	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 ³	---	---	Undeveloped lands that are not "permitted".

- ¹ The Leq dBA Activity Criteria values are for impact determination only, and are not design standards for noise Abatement.
- ² Includes undeveloped lands that have been permitted for this Activity Category.
- ³ Indicates no building permits on or before the date of public knowledge.
- ⁴ Section 4(f) property means publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance, as initially defined in Section 4(f) of the Department of Transportation Act of 1966 and addressed in 23 CFR 774, Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites.

Existing Conditions

All proposed Build Alternatives pass through rural areas dominated by undeveloped land with few residential structures. Existing noise levels were measured at eight representative locations near rural as well as more developed areas (Figure E-1). The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the Build Alternatives. The existing noise measurements were collected between 1430 and 1735 hours on February 1, 2012. The temperature ranged from 59 to 63 °F and winds were light and variable, having little effect on sound propagation over moderate distances. The noise measurements were collected using a Larson-Davis 812 sound level meter in 15 minute intervals. The noise measurement locations and ambient noise levels are listed in Table E-2. Areas south of Highway 62 exhibited lower noise values than areas north of Highway 62.

Sample No.	Location Description	Leq dBA
1	County Road 8021	51.8
2	Church on Pickens Road	52.6
3	Pump Station Trail	52.1
4	County Road 710	51.7
5	Butler Avenue	43.2
6	Surrey Road	45.0
7	Tyson Avenue	46.2
8	County Road 902	45.2

¹ Noise readings taken on February 1, 2012 from 1430 to 1735 hours.

Traffic Noise Model 2.5 Setup

FHWA's Traffic Noise Model 2.5 (TNM) was used to predict traffic noise levels for the future No Action and three Build Alternatives. Traffic noise analyses were performed for each of the new Build Alternatives utilizing a roadway cross-section of four 12-foot wide

paved travel lanes with a 50-foot wide grass median. Traffic noise analysis for the No Action Alternative was modeled using the current Highway 62 cross-section of two 12-foot wide travel lanes. Current and future traffic data used in the TNM 2.5 model are listed in Table E-3.

Table E-3 Current and Future Average Daily Traffic (ADT)					
Design Year	No Action	Build Alternatives	Directional Distribution	Percent Trucks	Design Speed (mph)
2011	10,000	4,500	50/50	12	35
2031	13,300	6,000	50/50	12	55

Traffic Noise Analysis

The noise measurement data collected at the eight sample locations were used to create an average Leq dBA for the three Build Alternatives (Table E-4). The Green and Red Alternatives were divided into two sections in order to better represent actual noise conditions (i.e., Green A and B - Red A and B) (Figure E-1). These average Leq dBA values were then used to determine the distance from the centerline noise levels increased by 10 Leq dBA. The existing roadway was evaluated using 66 Leq dBA. This is the level that “approaches” the NAC Activity Criteria level for residential properties (Table E-1).

Table E-4 Leq dBA used in Analysis	
Alternative	Leq dBA Applied
No Action	66
Blue	52
Green A	52
Green B	45
Red A	52
Red B	45

Effects of Project Alternatives

The traffic noise estimates result in noise abatement distances for each Build Alternative, as shown in Table E-5. These distances are measured from the centerline (CL) of each Build Alternative.

Table E-5 Noise Abatement Standard Distance For 2031		
Alternative	> 66 Leq dBA ¹ (feet from CL)	> 10 Leq dBA Increase over Existing Noise Levels (feet from CL)
No Action	73	-
Blue	-	174
Green A	-	174
Green B	-	329
Red A	-	174
Red B	-	329

¹ Value that “approaches” the NAC level of 67 Leq dBA

The estimated impacted noise receptor counts for the No Action and three Build Alternatives are listed in Table E-6. The No Action Alternative impacts the greatest number of receptors. This is due to the high volume of residential structures located along Highway 62. The Blue Alternative is estimated to impact two receptors. The Green and Red Alternatives impact 24 receptors each. There are no receptors anticipated to be impacted in the Green A and Red A sections of the Green and Red Build Alternatives.

<p style="text-align: center;">Table E-6 Estimated Noise Receptors Impacted</p>		
Alternative	> 66 Leq dBA ¹ (feet from CL)	> 10 Leq dBA Increase over Existing Noise Levels (feet from CL)
No Action	33	-
Blue	-	2
Green	-	24
Red	-	24

¹ Value that “approaches” the NAC level of 67 Leq dBA

Traffic Noise Abatement

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

To avoid noise levels that approach or exceed the design year NAC, future receptors should be located a minimum of ten feet beyond the distance that the noise abatement standard is projected to occur (Table E-5). These distances are measured from the centerline of each Build Alternative. This distance should be used as a general guide and not a specific rule since the noise will vary depending upon the roadway grades and other noise contributions.

Noise from construction is expected to be localized and temporal. Any excessive project noise, due to construction operations, should be of short duration and have a minimum adverse effect on land uses or activities associated with the project area.

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

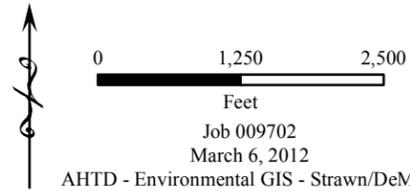
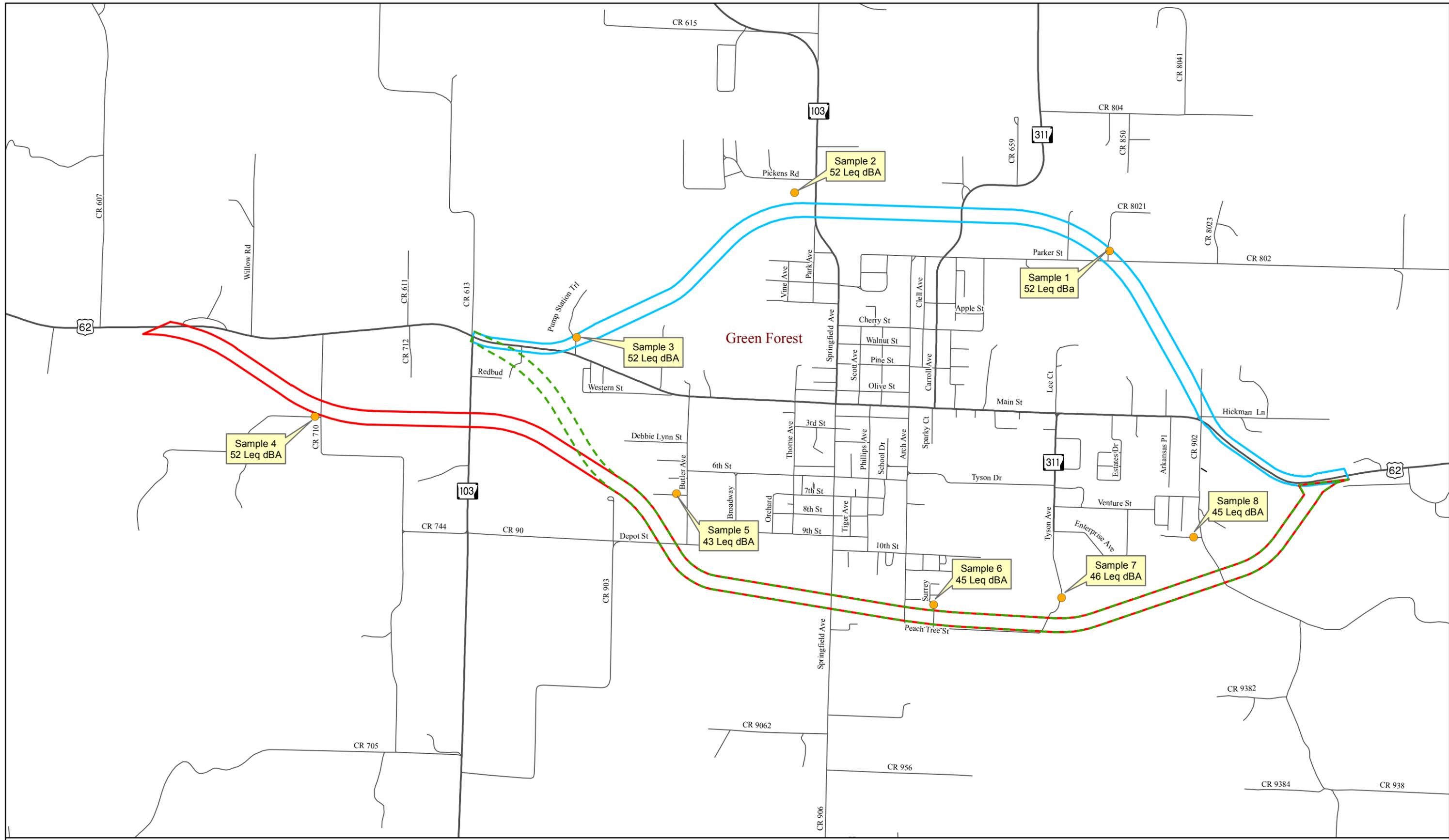


Figure E-1
Noise Measurement Sites

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APPENDIX F

Public Involvement Synopsis

PUBLIC INVOLVEMENT MEETING SYNOPSIS

Job Number 009702
Highway 62 Improvements
(Green Forest)
Carroll County
September 8, 2011

An open forum Public Involvement Meeting was held for the proposed project at the Alumni Center on the Green Forest High School campus from 4:00 – 7:00 p.m. on September 8, 2011. Efforts to inform the public and involve minorities in the meeting included:

- Display advertisement placed in the Carol County News-Midweek Thursday, August 30, 2011 and Tuesday, September 6, 2011.
- Public Service Announcement to La Zeta 95.7 FM which aired on Thursday, September 5, 2011 through Thursday, September 8, 2011.
- Distribution of Spanish and English flyers in project area.

Three copies of an aerial photograph display at a scale of one inch equals 600 feet were available for inspection and comment.

Handouts for the public included a comment sheet and a small-scale map that was identical to the aerial photograph display. 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 AHTD staff)	184
Comments received	91

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

Analyses of the responses received as a result of the public survey are shown in Table 2.

TABLE 2	
Survey Results	Totals
Believes a need exists to improve Highway 62 in Green Forest	57
Does not believe a need exists to improve Highway 62 in Green Forest	29
No response	5
Prefers the Orange Alternative	28
Prefers the Blue Alternative	24
Prefers the Red Alternative	15
Prefers the Green Alternative	17
Prefers Orange and Red Alternatives	1
Prefers Red and Green Alternatives	2
No alternative preference	4

Comments received about the proposed alternatives were as follows:

Orange Alternative (Existing location)

- Less disruption to business operation and risk of business loss.
- Would impact an individual’s home and livelihood.
- Widen to four lanes on the north of downtown, removing the buildings.
- Remove on street parking, build three lanes through town with dedicated turn area.
- Proposed five lanes will not improve traffic flow.
- The church sign should be replaced and left in good condition.

Blue Alternative (North)

- Allows for greater city growth because of access to Highways 103 and 311.
- Local cemeteries: Douglas and Pickens.
- Native American sites.
- Landfill in the area.
- Less impact to personal properties.
- Present intersection with Highway 103 is hazardous.
- Would impact individual homes and livelihood.
- Bats and caves in the area.

- Flash flooding occurs where Blue would cross CR 802.
- Would “destroy” the Douglas Community.

Green and Red Alternatives (South)

- Impacts to the City’s gas, water, and sewer lines.
- Would inhibit plans to construct a public recreation area Southeast of town.
- Green would impact an elderly couples home.
- Would impact less homes and personal property.
- Would provide better access to the school and businesses.
- Would better distribute traffic.
- Would support industrial area in the south of town.
- Impacts to the Hale property.

General comments and suggestions included:

- Complaints about contractor’s performance on project 090229; requests that he not be hired to construct 009702.
- This project is not necessary.
- Native American artifacts have been found on the Northeast side of town, near Running Creek.
- A bypass is not needed; better signalization and improved intersections on existing would solve the traffic problems.
- A signal light is needed at the square.
- Former dump located close to Parker/CR 802.
- Septic systems are located along Hickman Lane.
- Old city landfill located approximately 1600 feet north of Highway 62 near Lee Court and Thunderbird Court.
- Headwaters of Baby Yocum Creek located at Southeast Highway 103.
- A bypass alternative would destroy the City.
- A bypass would provide growth opportunity for the City.
- Improvements on existing would destroy the businesses in the center of town.
- Improve Highway 412 between Alpena and Huntsville.

Attachments: Blank comment form
Small-scale project alternatives handout

RJ RT
DN IN

RS: sj

CITIZEN COMMENT FORM

AHTD JOB NUMBER 009702
Hwy. 62 Improvements (Green Forrest)
CARROLL COUNTY

LOCATION:
GREEN FORREST SCHOOL
(ALUMNI CENTER)
610 S. ARCH AVENUE
GREEN FORREST, AR
4:00 – 7:00 P.M.
THURSDAY, SEPTEMBER 8, 2011

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

Yes No
 Do you feel there is a need for the proposed improvements of Highway 62 in Green Forrest? 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 UST's, asbestos, endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project? Please note and discuss with AHTD staff. _____

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

(Continued on back)

Yes No

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

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

Which Alternative Alignment would you consider to be your preferred alternative for the proposed improvements of Hwy. 62 in Green Forrest?

Alternative 1 (Blue) Improvements on existing (Orange)

Alternative 2 (Green)

Alternative 3 (Red)

Why is that your preference? _____

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

Name : _____ (Please Print)

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

E-mail: _____

Please make additional comments here. _____

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