ENVIRONMENTAL ASSESSMENT
Job 100682

Future Interstate 555 Access Road Study
(U.S. Highway 63)

Poinsett County

by

U.S. Department of Transportation
Federal Highway Administration
and
Arkansas State Highway and Transportation Department

Environmental Assessment

AHTD Job Number 100682
FAP Number STDP-005(26)
Future Interstate 555 Access Road Study
(U.S. Highway 63)
Poinsett County

Submitted Pursuant to 42 U.S.C. 4332(2)
by the
U.S. Department of Transportation
Federal Highway Administration
and
Arkansas State Highway and Transportation Department

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Federal Highway Administration

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PROJECT DESCRIPTION

As directed by Congress, the Federal Highway Administration (FHWA), in cooperation with the Arkansas State Highway and Transportation Department (AHTD), is studying an access road located between Marked Tree and Payneway, Arkansas, in Poinsett County. This highway access road is proposed to be located adjacent to Highway 63 which will be converted to Interstate 555 (I-555) in the near future. Figure 1 shows the study area.

The proposed project includes six bridges, which will span the St. Francis River and numerous waterbodies within the St. Francis Sunken Lands (Sunken Lands). The roadway typical cross-section (Figure 2) consists of two ten-foot (3.0 meter) wide travel lanes, one in each direction, with four-foot (1.2 meter) wide outside shoulders. The total length of the proposed project is approximately 4.7 miles (7.6 kilometers).

PURPOSE AND NEED

Purpose of the Project

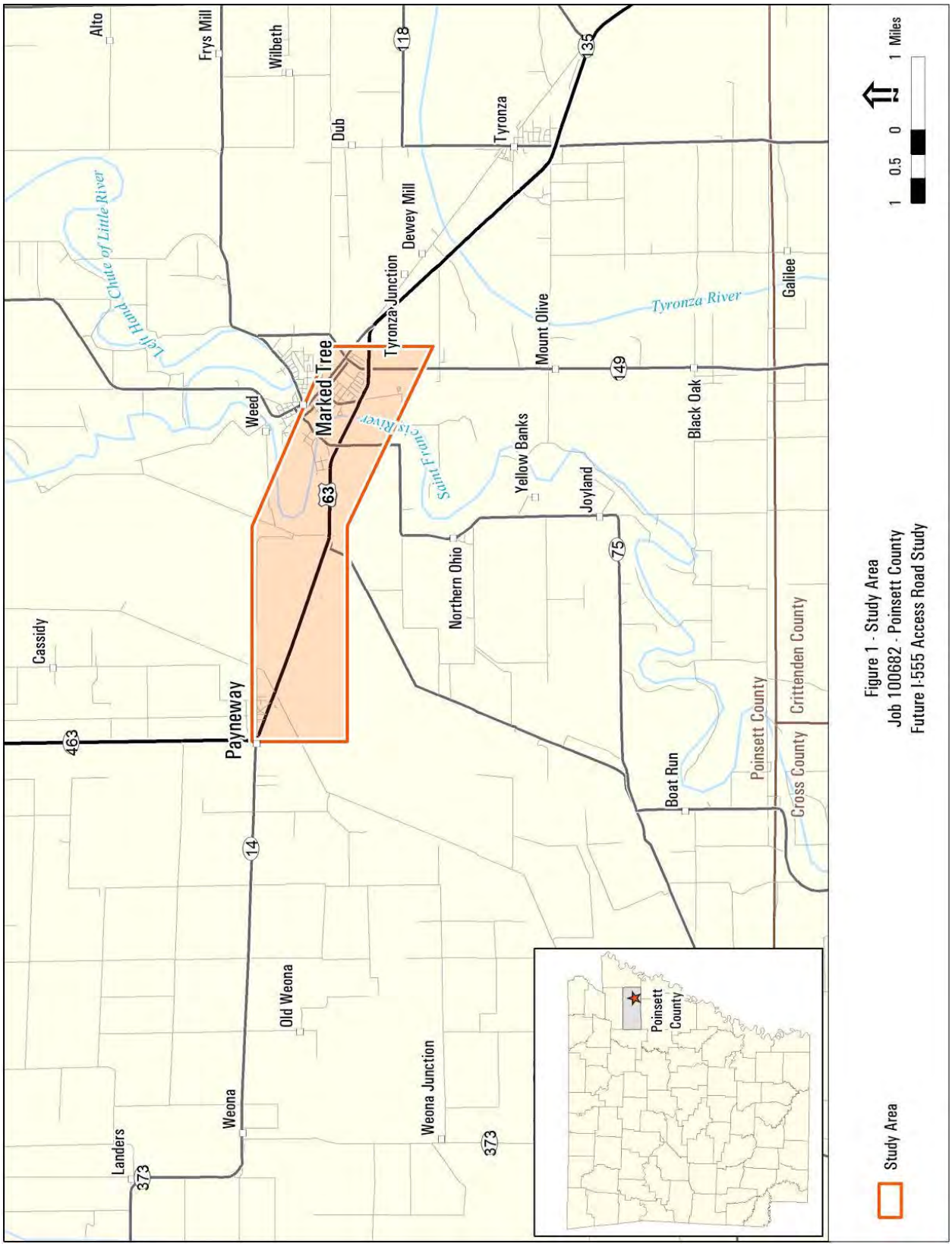
The purpose of the proposed project is to construct an access road that will provide an alternate route across the Sunken Lands once access control has been established to convert Highway 63 to I-555.

Needs Analysis

Highway 63, future I-555, provides the only transportation artery across the Sunken Lands in the study area. Once this existing highway is converted to interstate standards, cotton module trucks and other agricultural equipment will be denied access under current law. Without an alternative route across the floodway for non-permitted traffic, the following impacts will occur:

- A 90- to 120-mile roundtrip detour to travel between Payneway and Marked Tree via the nearest northern and southern routes across the floodway (Figure 3).
- Access to the Sunken Lands Wildlife Management Area, south of Highway 63 for recreational users, wildlife area managers, and emergency service providers, will be severed once access control on Highway 63 has been established.
- Increased environmental and economic impacts due to increased fuel usage.
- Increased congestion on the state and local roads in the study area used as a detour.
- Increased risk of accidents as agricultural equipment will be forced to travel on narrow state highways and local roads as part of the detour.
- Travel across the Sunken Lands could be severed as a result of a seismic event. Existing bridges crossing the Sunken Lands on Highway 63 and the nearest detours were not designed to handle the high potential of a seismic event in the area.

In addition, comments received during the public involvement meeting held on April 1, 2010 in Marked Tree revealed a need to address the movement of non-permitted traffic across the St. Francis River after Highway 63 is converted to interstate standards.


Alto
Frys Mill
Wilbeth
Dub
Tyronza
Dewey Mill
Tyronza Junction
Mount Olive
Galilee
Left Hand Chute of Little River
Tyronza River
Marked Tree
Weed
Saint Francis River
Yellow Banks
Joyland
Black Oak
Northern Ohio
Cassidy
Payneway
Boat Run
Poinsett County
Crittenden County
Cross County
Old Weona
Weona
Weona Junction
Landers
118
135
149
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Poinsett County
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Study Area
Figure 1 - Study Area
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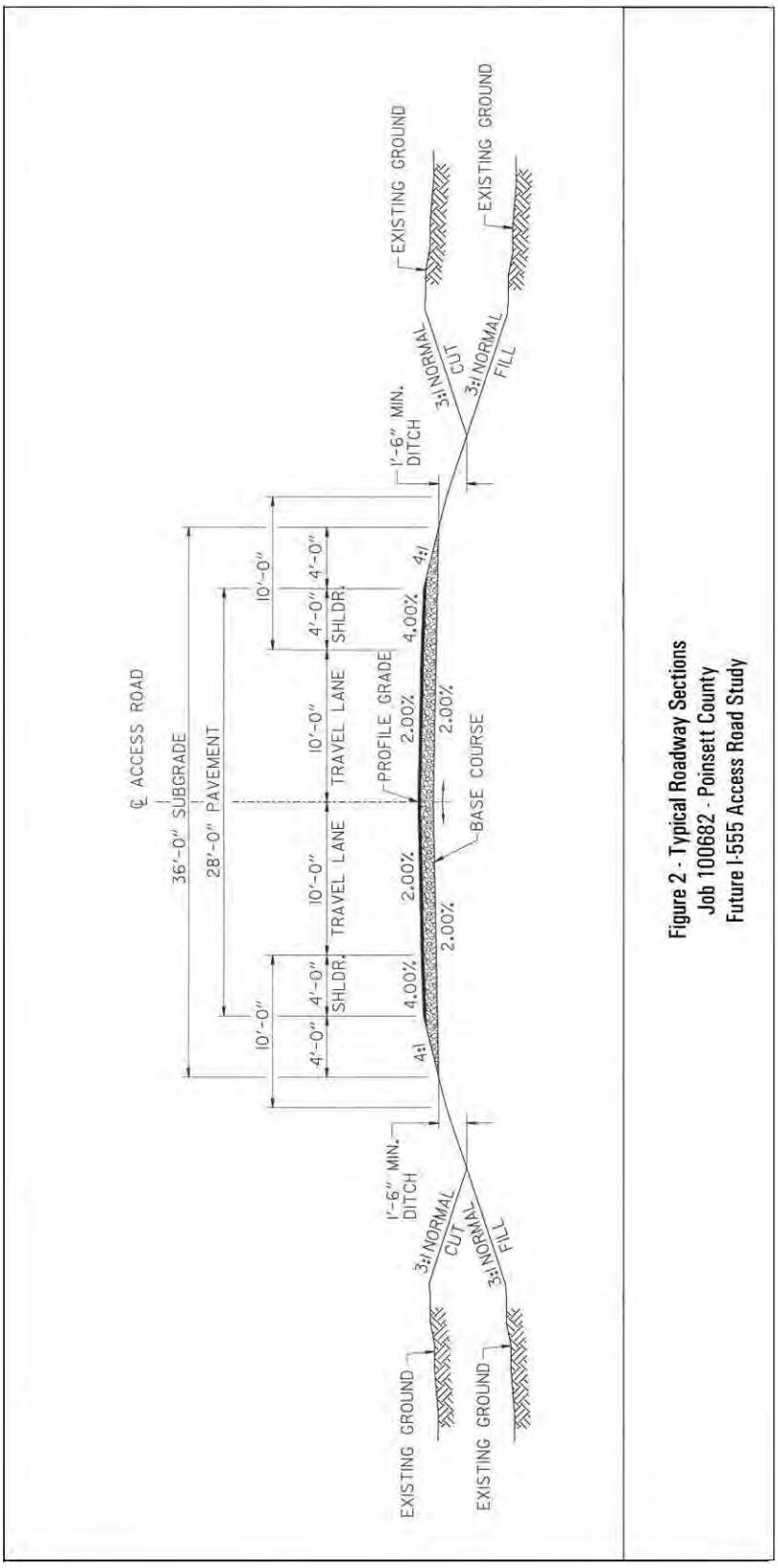

Figure 2 - Typical Roadway Sections
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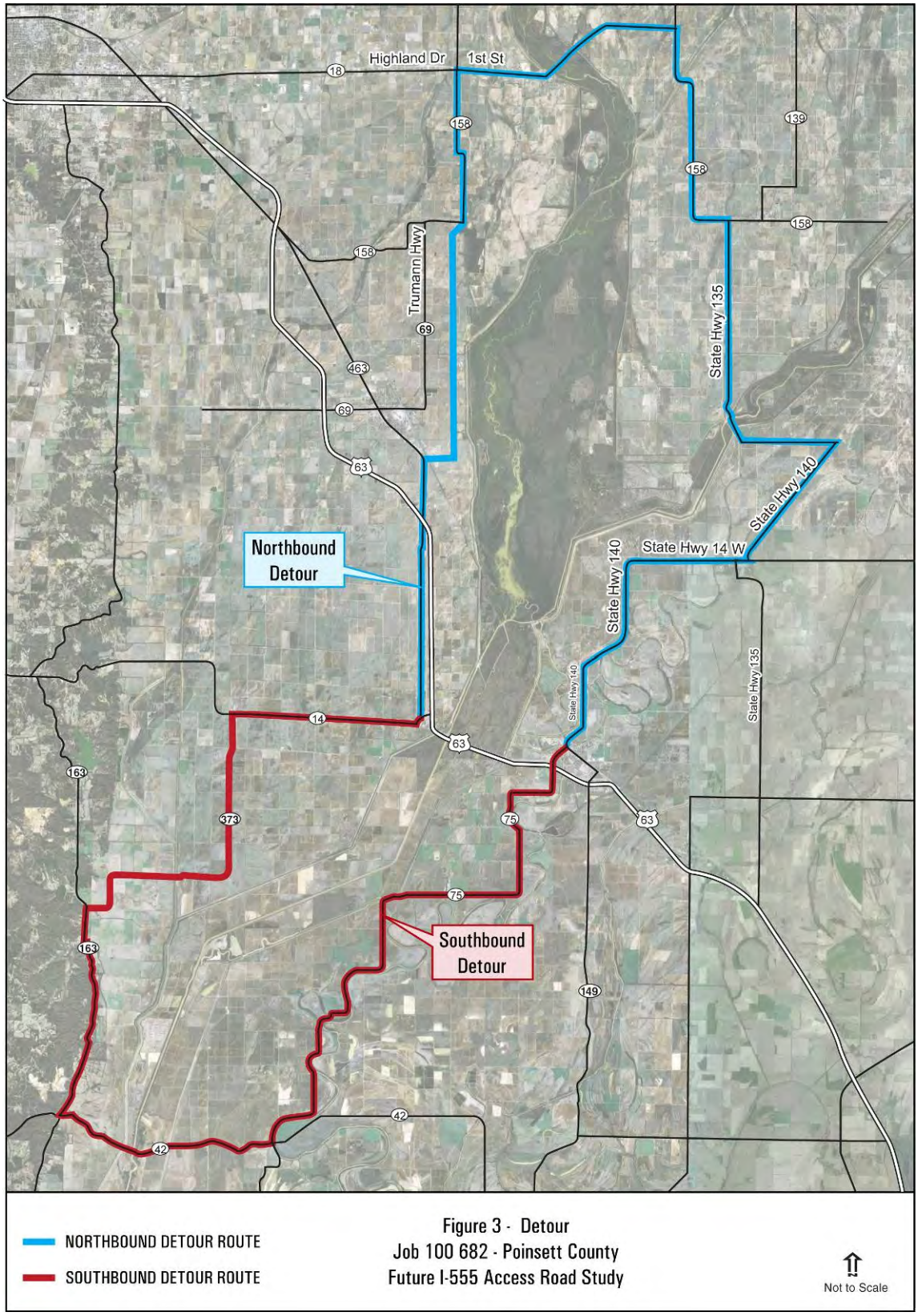

Figure 3 - Detour
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Existing Highway Conditions

Highway 63 is an approximately 1,300-mile highway that runs north-south from Ruston, Louisiana, to Benoit, Wisconsin. Between Marked Tree and Payneway, Highway 63 is classified as a principal arterial. Within the study area this facility consists of four 12-foot wide (3.6 meter) lanes, 10-foot (3.0 meter) shoulders, and a mix of grass or barrier separated medians with a speed limit of 65 miles per hour (105 kilometers/hour). Highway 63 has full access control between its intersection with Interstate 55 and Jonesboro, Arkansas, with the exception of the segment crossing the Sunken Lands. Driveways intersect Highway 63 within this section providing access to the Sunken Lands, as well as private land immediately adjacent to the Sunken Lands.

Highway 63 provides the only route across the Sunken Lands for the movement of agricultural equipment within approximately 45 miles. Agricultural equipment is moved across the Sunken Lands for numerous reasons. Many farmers own land on both sides of the Sunken Lands, and move equipment as needed. Agricultural goods are processed at a variety of locations in the region, so harvested crops are moved throughout the region. Also, two equipment dealerships in Marked Tree use Highway 63 to both accept and deliver a wide range of agricultural equipment throughout the region.

There are an estimated 20 to 30 daily trips by agricultural equipment across the St. Francis Sunken Lands via Highway 63. This number increases to 40 to 60 daily trips during the harvest season, which given the variety of crops produced in Poinsett County, extends from June through December. Additionally, storage of grain crops can create additional trips outside of harvest season.

Future Highway Conditions

The Federal Highway Administration designated the 44 mile segment of Highway 63 from Interstate 55 (I-55) to Highway 49 in Jonesboro as a future part of the Interstate System, Future Interstate 555 (I-555), under 23 U.S.C 103(c)(4)(B) on December 1, 2000. Highway 63 from Marked Tree to I-55 was designated as High Priority Corridor 39 in the Transportation Equity Act for the 21st Century (TEA-21) to facilitate the upgrade of this four-lane divided route to interstate standards. Highway 63 had previously been upgraded to interstate standards from Jonesboro to Payneway. To date, all upgrades to interstate standards have been completed on Highway 63 from Jonesboro to I-55. In order to be added to the Interstate System, Future I-555 must have access control implemented across the Sunken Lands. When access control is implemented the current access to the Sunken Lands and adjacent private lands from Highway 63 will be removed. In addition, agricultural equipment, which travels at low speeds and can often exceed the weight or width limits imposed on interstate traffic, will not be permitted on I-555.

ALTERNATIVES

Four alternatives, A, B, C, and the No-Action Alternative, were initially considered for the proposed project (Figure 4). After receiving input at the public involvement meeting held on

April 1, 2010 in Marked Tree, two additional alternatives, A1 and BC1, were developed to address concerns related to the lack of future access for agricultural equipment across the St. Francis River at Marked Tree.

The alternatives studied use a typical frontage road section consisting of two 10-foot (3.0 meter) wide lanes and 4-foot (1.2 meter) wide paved shoulders, as shown in Figure 2. This typical section is consistent with the recently constructed frontage roads along Highway 63 in Marked Tree. The anticipated agricultural equipment that will use the access road ranges in width from 10-feet (3.0 meters) to 14-feet (4.2 meters). Therefore, this typical section will provide sufficient width to maintain two way traffic and passing with wider equipment using the paved shoulder.

The typical section for alignments immediately adjacent to the existing Highway 63 embankment crossing the Sunken Lands was reviewed for both grass and barrier separated medians. It was determined that the cost difference between the two median types was minimal. Therefore, the grass median, having a wider footprint, was used in the evaluation of the alternatives to facilitate the use of either median type during the design process.

The northern most alternative C, was eliminated from further consideration due to public comment, potential impacts and its inability to fully meet project needs. Alternatives A, A1, B, BC1 and the No-Action Alternative were retained for further study. Alternatives A and A1 have be combined and represent an alignment located south of existing Highway 63. Alternatives B and BC1 have been combined and represent an alignment north of existing Highway 63. See Table 1 for an alternative screening summary and the discussion below for additional detail regarding the alternatives development and screening methodology.

Table 1: Alternative Screening Summary

Alternative	Length miles(km)	Approximate Cost (2010)			Relocations	Retained (Y/N)
		Right-of—Way	Construction	Total		
			($ millions)			
No-Action	n/a	$0	$0	$0	0	Y
A	3.0 (4.8)	$6,600	$18.7	$21.5	0	Y
A1	0.9 (1.4)	$40,300	$2.6	$3.0	0	Y
B	2.7 (4.3)	$12,500	$18.9	$21.8	0	Y
C	3.0 (4.8)	$111,000	$20.7	$23.8	0	N
BC1	1.3 (2.1)	$842,000	$3.3	$3.7	5 residential relocations, 2 partial takes of commercial properties	Y

Figure 4 - Alternatives Map
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Alternatives Considered and Dismissed

Alternative C

Alternative C is located north of existing Highway 63 beginning at the east end of Cottonwood Road in Payneway continuing east following the old Highway 63 roadbed (improved Sunken Lands access road) which turns south at the eastern levee of the Sunken Lands to join with the north Highway 63 Frontage Road in Marked Tree. The total length of this alternative is approximately 3.0 miles (4.8 kilometers) with five bridges. This alternative would require an estimated 56 acres (23 hectares) of new right of way with an estimated construction cost of cost of $20.7 million (2010 dollars).

This alternative has been dismissed from further consideration for the following reasons:

- It would eliminate vehicular access to the fishing and hunting areas located immediately south of Highway 63 and increase the accessible areas of the Sunken Lands with low visibility, thereby increasing the potential for poaching.
- It would eliminate access to the agricultural areas located south of Highway 63. Landowners currently access their land in this location directly from eastbound Highway 63, traveling through the Sunken Lands on unimproved roads.
- The existing unpaved road is overtopped with water for several months every year. In order to meet design standards and safety requirements, this alternative requires approximately twice as much embankment to avoid overtopping of the roadway. This would result in right of way and wetland impacts more than double those associated with Alternative A.
- This alternative has had fewer disturbances in and adjacent to the waterways in the Sunken Lands, indicating there is an increased potential for the occurrence of the fat pocketbook mussel, a federally listed endangered species.
- The roadway would impact the site of a former landfill.
- Traffic would be routed through a commercial section of Marked Tree at Highway 75 and a more densely populated residential area of Payneway.
- The AGFC oppose this alternative as it eliminates public access, as well as agency and emergency responder access, to the recreation areas located south of Highway 63.
- Little public support for this alternative

Alternatives Under Consideration

No-Action Alternative

The No-Action Alternative would provide no additional access across the St. Francis Sunken Lands between Marked Tree and Payneway. As Highway 63 is converted to I-555 access to this facility by agricultural equipment will be eliminated. Non-permitted traffic will be forced to detour either north through Lake City, a distance of approximately 60 miles one way, or south through Bird Eye, a distance of approximately 48 miles one way (Figure 3). The roads used by both detours have varying cross-sections and sections with no shoulders, creating safety hazards

for motorists. In addition, vehicular access to the Sunken Lands south of Highway 63 will be eliminated.

The next two alternatives, Alternative A and Alternative A1, are located in different segments of the study area and have been combined to represent Alternative A/A1, located south of existing Highway 63.

Alternative A/A1

Alternative A begins south of existing Highway 63 at the east end of Highway 14B, on the southeast side of Payneway, and continues eastward immediately adjacent and parallel to Highway 63, ultimately joining the south Frontage Road in Marked Tree. The total length of this alternative is approximately 3.0 miles (4.8 kilometers) with five bridges. This alternative will require an estimated 3.3 acres (1.3 hectares) of new right of way with an estimated construction cost of cost of $18.7 million (2010 dollars).

Alternative A1 lies south of existing Highway 63, beginning on the east side of the intersection of Highway 75 and the south Highway 63 Frontage Road in Marked Tree. The access road continues eastward adjacent and parallel to Highway 63, ultimately joining the south Frontage Road (Black Oak Road) at the intersection with Dawson Street. The total length of this alternative is approximately 0.9 miles (1.4 kilometers) with one bridge over the St. Francis River. This alternative will require an estimated 6.7 acres (2.7 hectares) of new right of way with an estimated construction cost of cost of $2.6 million (2010 dollars).

The next two alternatives, Alternative B and Alternative BC1, are be located in different segments of the study area and have been combined to represent Alternative B/BC1, located north of existing Highway 63.

Alternative B/BC1

Alternative B is north of existing Highway 63 beginning on the east side of Payneway at Cottonwood Road and moves southeast to Highway 63 then parallel Highway 63 moving eastward to join with the north Highway 63 Frontage Road in Marked Tree. The total length of this alternative is approximately 2.7 miles (4.3 kilometers) and includes five bridges. This alternative will require an estimated 6.2 acres (2.5 hectares) of new right of way with an estimated construction cost of $18.9 million (2010 dollars).

Alternative BC1 is north of existing Highway 63 beginning at the Highway 75 intersection with the north Highway 63 Frontage Road in Marked Tree and continuing eastward parallel to Highway 63 joining with the State Highway 149 (Highway 149) north of the interchange with Highway 63. The total length of this alternative is approximately 1.3 miles (2.1 kilometers) with one bridge over the St. Francis River. This alternative will require an estimated 6.3 acres (2.5 hectares) of right of way with an estimated construction cost of $3.3 million (2010 dollars).

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Land Use

Predominant land uses along the route are recreational, agricultural, residential and commercial. Wildlife management and recreation land uses are generally located in the Sunken Lands property, while agricultural uses are located in the eastern and western portions of the study area and just south of the study area. Single family residences and commercial businesses including gas stations, small shops, and agricultural related businesses, are located in the City of Marked Tree.

The proposed project is compatible with existing land uses along the route. Implementation of the proposed project would not alter general land uses within the study area. However, right-of-way acquisitions would occur in areas adjacent to the existing Highway 63 right of way where land is needed to accommodate the proposed project.

The No-Action Alternative would result in no impacts to land uses.

Alternative A/A1would directly impact a pecan orchard south of Highway 63 and east of the St. Francis River by converting agricultural uses to transportation uses. In addition, land immediately adjacent to Highway 63 within the St. Francis Sunken Lands (currently owned by the U.S. Army Corps of Engineers) would be acquired. However, the proposed project would not negatively impact the Sunken Lands, and access would be maintained as a result of the proposed project.

Alternative B/BC1 would result in the partial acquisition of a commercial property, five residences and one outbuilding (see the following section, *Right of Way – Relocations*). In addition, land immediately adjacent to Highway 63 within the St. Francis Sunken Lands (currently owned by the U.S. Army Corps of Engineers) would be acquired. Access to the Sunken Lands north of Highway 63 would be maintained. Access to the Sunken Lands south of Highway 63, where a majority of the recreation occurs, would be severed.

For any person(s) whose real property interests will be impacted by this proposed project, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable treatment of all such persons.

Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of “just compensation.” All impacted owners will be provided notification of the acquiring agency’s intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A right of way specialist will be assigned to each property owner to assist them with this process.

There may be instances that require the removal and relocation of personal property from a right of way acquisition. In those circumstances, the owners of the displaced personal property are entitled to relocation benefits and advisory services under the Uniform Act. Relocation benefits will be provided to all eligible persons regardless of race, color, religion, sex, or national origin. Benefits under the Uniform Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail by an assigned right-of-way specialist.

Social and Economic Environment

The study area consists of residential, recreational, commercial and agricultural property. As of 2009 an estimated 2,618 people live in the City of Marked Tree. Economic activity in Marked Tree consists of smaller shops, gas stations, restaurants and agricultural-related businesses. Outside of Marked Tree agriculture is the predominant land use and economic activity. The exception to this is the Sunken Lands Wildlife Management Area, which is not actively cultivated.

The No-Action Alternative would sever access to the Sunken Lands and substantially increase travel time and cost for the movement of agriculture equipment across the Sunken Lands as a result of the access control imposed with future I-555.

Alternative A/A1 results in improved local accessibility for agricultural equipment and other non-permitted traffic that will be denied access to future I-555. Recreational users, AGFC managers, and emergency service providers, would also benefit from continued access to the Sunken Lands Wildlife Management Area south of future I-555. Community facilities and services would not be disrupted, nor neighborhoods divided. Temporary impacts would include construction related noise and air quality impacts.

Alternative B/BC1 would result in a partial take of a commercial property and acquisition of five residences. While local access would be improved for agricultural equipment and other non-permitted traffic that will be denied access to future I-555, access to areas of the Sunken Lands south of Highway 63 would be severed. In addition, the movement of agricultural equipment and other non-permitted traffic would be routed across Highway 75, increasing traffic and the potential for accidents with the larger, slower moving non-permitted traffic at the primary entry into Marked Tree's central business district. Temporary impacts would include construction related noise and air quality impacts.

Environmental Justice and Title VI

As a result of the No-Action Alternative, there would not be any disproportionate impacts to any minority, low-income, elderly, or disabled populations.

Both Alternative A/A1 and Alternative B/BC1 are 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 2000 U.S. Census data, the Health and Human Service Poverty Guidelines, making field observations, and

conducting a public involvement meeting, the determination was made that the build alternatives would not have any disproportionate or adverse impacts on minority, low-income, elderly, or disabled populations.

With the implementation of the proposed project, minority and low-income residents within and around the study area would benefit from improved mobility across the Sunken Lands. Additionally, the proposed Alternative A/A1 would reduce traffic for residents of Marked Tree and Payneway by providing an alternative route for agricultural equipment and other non-permitted traffic that does not pass directly through these areas. The proposed project would not disproportionately impact minority or low-income populations.

Right of Way - Relocations

The existing Highway 63 comprises two lanes (with shoulders on both sides) in the northbound and southbound directions with an existing right of way width of 350 feet. See figure 2 for the typical cross section

Table 2 details the additional right of way needs and relocations for each alternative.

Table 2: Estimated Right of Way and Relocations

Alternative	Right of Way Takes acres (hectares)	Relocations		
		Residences	Business	Non-profit Organization
No-Action	0/0	0	0	0
A/A1	10.0 (4.0)	0	0	0
B/BC1	12.5 (5.1)	5	0	0

The No-Action Alternative would require no additional right-of-way or result in any relocations or displacements.

Alternative A/A1 would require the acquisition of approximately 10 acres of right of way to accommodate the improvements. No acquisitions of residences or commercial businesses are anticipated, but 1.5 acres of agricultural land, an approximately 115 acre active pecan orchard, will be impacted via conversion to transportation uses.

Alternative B/BC1 would require the acquisition of approximately 12.5 acres of right-of-way to accommodate the improvements. This would result in five residential property takes, the loss of one outbuilding (storage shed) and a partial take of one commercial business.

Public Recreational Lands [Section 4(f) and Section 6(f) Properties]

There are two public recreational lands located in the study area, the Sunken Lands Wildlife Management Area and the Marked Tree Sports Complex.

The Sunken Lands Wildlife Management Area is located along approximately 30 miles of the St. Francis River Floodway, is approximately 26,000 acres in size and owned predominantly by the State. Within the study area the U.S. Army Corps of Engineers owns approximately 10,000 acres

and leases the land to the State. This land lies between the main levees of the St. Francis River. It is anticipated that the State will acquire this land from the U.S. Army Corps of Engineers in the near future, pending civil works funding.

The Sunken Lands, while an active wildlife management area, do not serve as a wildlife refuge of either national, State or local significance. Recreation opportunities exist primarily in the form of waterfowl hunting and fishing. This recreation is dispersed, with few existing facilities to concentrate use in specific areas. There is no evidence of recreational facilities or amenities, other than the access points to fishing and hunting areas, within the likely footprint of the proposed project. Therefore, this land is not protected by Section 4(f) of the DOT Act.

The Sunken Lands provide dispersed recreational opportunities in the form of hunting and fishing. Waterfowl hunting accounts for the majority of recreational days, however terrestrial wildlife, such as deer and turkey, are present. Uncontrollable flooding hampers management efforts and limits animal populations[1]. Fishing occurs at two unnamed ponds located south of Highway 63. Access to these ponds is directly off the highway on an unimproved dirt road with a parking area at the base of the fill slope of Highway 63.

The Marked Tree Sports Complex, a park owned by the City of Marked Tree, includes four ball fields and concessions and is equipped for both day and night games. This complex is used for both local sports and hosting regional tournaments.

The No-Action Alternative would remove the existing roadside access points to the Sunken Lands from Highway 63. Recreationalists use these access points to reach fishing and hunting areas, and emergency service providers and the AGFC use these access points in support of each agency's individual mission

Alternative A/A1 would modify, but maintain, the existing access along the south side of Highway 63 into the Sunken Lands. This access would be used by recreational users, the AGFC for management purposes, and as needed, emergency service providers. The AGFC support the construction of Alternative A (Appendix A).

Alternative B/BC1 would maintain the existing northern access points into the Sunken Lands, but would sever access to the areas of the Sunken Lands located south of Highway 63, which is where most of the use is concentrated. This alternative can be constructed without impacts to the ball fields at the Marked Tree Sports Complex.

Public Services and Utilities

There are both overhead and buried utilities located along Highway 63. Overhead transmission lines, a buried fiber optic line, and a buried gas line are adjacent to northbound Highway 63 (Figure 5). A buried fiber optic cable is adjacent to southbound Highway 63.

[1] Arkansas Game and Fish Commission, AGFC Wildlife Management Areas < http://www.agfc.com/data-facts-maps/maps/wildlife-mgt-areas/st-francis-sunken-lands.aspx>

Figure 5: Overhead Transmission Lines North of Highway 63

Under the No-Action Alternative, no construction would occur, therefore, no impacts to public services or utilities would occur.

Alternative A/A1 will require coordination with telephone services providers to minimize potential service impacts should the fiber optic line require relocation. The fiber optic line is located at the edge of the proposed improvements and would likely not be impacted. The location of the fiber optic line will be field verified during design.

Alternatives B/BC1 will require coordination with telephone and electric service providers to minimize potential service impacts. The local power lines and the fiber optic line located at the edge of the proposed improvements and would likely not be impacted. The high voltage line and the gas line are outside the limits of construction of the proposed improvements.

Before construction begins, all utility locations must be identified and field verified. Exposed utilities will be protected during construction.

Wild and Scenic Rivers

There are no designated wild and scenic rivers in the study area.

Threatened and Endangered Species (including state listed sensitive species)

A records check of the Arkansas Natural Heritage Commission (ANHC) database of sensitive species indicated two federally listed endangered species known to occur in Poinsett County, the Fat Pocketbook Mussel (*Potamilus capax*) and Pondberry (*Lindera melissifolia*)[2].

[2] Arkansas Natural Heritage Commission. < http://www.naturalheritage.com/research-data/rarespecies-search.aspx**>.** Accessed August 31, 2010.

Fat Pocketbook Mussel

The fat pocketbook mussel was listed in June 1976 as a federally endangered species in its entire range, which included the St. Francis River System, within the study area.

Bivalve surveys were conducted August 27-29, 2010, at the six waterway crossings associated with the proposed project. The waterbodies, in northwest to southeast order, were:

- Ditches 35 and 103
- Ditch 60
- Ditch 61
- Sand Slough
- Flood Relief
- St. Francis River

Each waterway survey consisted of searching for bivalves 100 feet (~33 meters) upstream and 300 feet (100 meters) downstream of the proposed project centerline crossings. The surveys consist of timed searches that transverse the waterway from bank to bank to cover the habitat(s) extensively via wading, snorkeling, or SCUBA, depending on waterway depth in which the area covered was delimited and recorded. Overall, three live fat pocketbook mussels and one relic shell were collected from three of the six water bodies surveyed (Flood Relief, Ditch 60, and the Saint Francis). A total of 158 live mussels were encountered from the 6 sites ranging from 0 to 50 individuals. Catch per unit effort of the 6 sites ranged from 0.00 to 0.27 per minute. A total of 15 live species (richness) were encountered from the 6 sites with species richness ranging from 0 to 11 for the 6 sites. Thus, the environmental consequences of the proposed project consist of 3 potential freshwater mussel impacts including 3 instances of live fat pocketbook mussels.

The No-Action Alternative would result in no additional impacts to fat pocketbook mussel.

For both Alternative A/A1 and Alternative B/BC1 avoidance and minimization of impacts to the fat pocketbook mussel will be implemented during design of the proposed project. AHTD will cooperate with the U.S. Fish and Wildlife Service to implement the terms and conditions of any Biological Opinion that is issued regarding impacts to the fat pocketbook mussel.

For more information see Appendix B, *Potamilus capax* Survey Report

Pondberry

Pondberry was listed in July 1986, as a federally endangered species in its entire range. Its primary habitat is shaded wetlands, such as bottomland and hardwoods, which occur in the study area.

In consultation with the U.S. Fish and Wildlife Service, it was determined that there are no known occurrences of pondberry in the study area. In addition, surveys for pondberry were conducted on April 1, 2010 and April 14, 2010, with no occurrences observed.

Other Sensitive Species

In addition to those species that are federally designated as threatened and endangered species, the ANHC tracks those that are considered sensitive species with Arkansas. A single species, Bicknell's sedge (*Carex opaca*), is listed as occurring in Poinsett County. This species has a global conservation status ranking of G5T4. This ranking indicates that the species is demonstrably and/or apparently secure, though it may be quite rare in parts of its range, especially at the periphery. This ranking indicates that even if the Alternative A/A1 and Alternative B/BC1 may impact local populations it would not have deleterious impacts on the species as a whole.

Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was conducted to evaluate the potential of encountering soil and/or groundwater contamination along the Highway 63 corridor from Highway 149 to Highway 14, Poinsett County, Arkansas. The assessment is based on information obtained from an environmental regulatory records review, an environmental database search of Federal and state listed hazardous material locations, historic sanborn maps, topographic maps, an interview, and visual site inspection of the study area.

Land use within the study area consists mostly of undeveloped land, agricultural uses, recreational areas, and small towns near the project termini. The City of Marked Tree, near the eastern terminus, is characterized by residential development surrounding a concentrated downtown retail/commercial core. Payneway, near the western terminus, consists of mostly residential development.

A review of environmental regulatory records identified six properties that have faced regulatory fines and/or violations. However, remedial action has been conducted and no further action (NFA) is required at this time for all but one property; a diesel fuel spill site at Highway 63 and Highway 75. According to the Arkansas Department of Environmental Quality (ADEQ), five sites were found in the database files with potential *recognized environmental conditions* (see Table 1 and Figure 2, Appendix C).

On-site inspection revealed several sites observed in the study area as having potential indications *of recognized environmental conditions.* However, property acquisitions are not required at any of these sites. Therefore, these sites do not pose a risk (see Table 2 and Figure 2, Appendix C).

The No-Action Alternative would result in no additional impacts to hazardous materials.

The following discussion is for both Alternative A/A1 and B/BC1.

Based on the Phase I ESA report, there are *recognized environmental conditions* identified within the study area. The proposed project would not result in acquisitions of sites with *recognized environmental conditions*. The risk of environmental contamination is low but not absent due to the listed spill site in the proposed right-of-way. Precaution should be taken in the area where the diesel fuel spill occurred and construction personnel should be trained to recognize possible signs of diesel fuel contamination.

It is recommended that discarded building materials, asphalt, timber, concrete, or other waste encountered in the proposed right-of-way be disposed of at an appropriate disposal facility in accordance with local, state, and federal waste disposal regulations.

Undocumented waste located on the proposed project site could present a health risk that would be considered a potentially significant impact unless mitigation is performed. If unexpected contamination is encountered during construction, it would be properly managed. Construction personnel need to be trained to recognize signs of possible contamination in soil such as odors and staining.

Geology and Seismicity

The study area is located in the New Madrid Seismic Zone. Since 1811, at least 20 damaging earthquakes have occurred in the New Madrid Seismic Zone, including Poinsett County[3]. The existing bridges along Highway 63 have not been seismically retrofitted and are therefore at risk of failure in the case of a seismic event.

Under the No-Action Alternative, no construction would occur. Therefore, were the existing bridges to fail in the case of a seismic event access through the Sunken Lands via Highway 63 would be severed.

For both Alternative A/A1 and Alternative B/BC1, the bridges constructed will be designed in accordance with the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) *LRFD Bridge Design Specifications* to include seismic loadings. In the case of a seismic event the proposed project will provide a much higher probability of continued access through the Sunken Lands than existing Highway 63.

Farmlands

The study area is located in the Mississippi River Alluvial Plain in an area that is favorable to intense agricultural activity because of the level land and fertile soil. Poinsett County is generally rural in nature and agriculture is a major land use and source of employment. Agricultural activities consist of row cropping soybeans, corn, rice, and cotton.

The No-Action Alternative would result in no direct impacts to farmlands. Without the proposed project non-permitted vehicles, such as agricultural equipment, will be required to take a 90- to 120-mile detour to travel between Marked Tree and Payneway, resulting in additional costs to transport agricultural goods and equipment.

Right-of-way acquisition for the proposed project will reduce the amount of land held by some farmers.

[3] AGS. Accessed August 17, 2010. http://www.geology.ar.gov/geohazards/earthquakes.htm

Alternative A/A1 would require approximately 20 acres[4] of farmland to be converted to a transportation use. The site assessment, based on Form NRCS-CPA-106, the Farmland Conversion Impact Rating, did not exceed the 160-point criteria, indicating the proposed project will not have a substantial impact on farmlands. Form NRCS-CPA-106 can be found in Appendix A.

Alternative B/BC1 would convert approximately the same amount of farmland acreage to a transportation use as Alternative A/A1. The site assessment, based on Form NRCS-CPA-106, the Farmland Conversion Impact Rating, did not exceed the 160-point criteria, indicating the proposed project will not have a substantial impact on farmlands. Form NRCS-CPA-106 can be found in Appendix A.

Construction of the proposed project will result in many benefits to the agricultural sector, including maintaining the existing farm to market access and facilitating movement of agricultural equipment. Without the proposed project farmers will face a 45-60 mile one-way trip to cross the Sunken lands between Marked Tree and Payneway.

Floodplains

The No-Action Alternative would result in no additional impacts to floodplains.

Analysis of floodplains examined the placement of fill in Zone A Special Flood Hazard Areas (SFHA) identified on the Poinsett County Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Agency (FEMA). The majority of these areas are located adjacent to existing Highway 63, along the existing fill slopes. These areas include the Oak Donnick–St. Francis Bay Floodway, which extends across the entirety of the Sunken Lands, from levee to levee, as well as the St. Francis River. Table 3 details the fill in Zone A SFHAs.

Table 3: Fill in Zone A Special Flood Hazard Areas

Alternative	Fill cubic yards (cubic meters)
No-Action	0
A/A1	306,200 (234,107)
B/BC1	345,800 (264,283)

No detailed studies have been performed to determine the actual 100-year water surface elevation and limits of the 100-year floodplain, therefore the SFHA limits shown on the FIRMs are approximate.

This proposed project will serve as an arterial and, as such, will serve emergency vehicles in times of disaster. The proposed project will be designed to avoid roadway overtopping by the 50-year flood, and, therefore, will not have a significant potential for vehicular traffic interruption or termination due to flooding.

[4] NRCS farmland data included existing roadway, approximately 9 acres of farmland will be converted, which still does not exceeds the 160-point criteria.

During design of the project a hydraulic analysis of the Oak Donnick – St. Francis Bay Floodway and the St. Francis River crossing will be performed to determine what effects, if any, the proposed project would have on the 100-year floodplain. The requirements for construction within a Zone A SFHA restrict backwater due to construction of an new improvement to a maximum of one foot.

Bridges and 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 design measures to minimize 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 increase 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.

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 proposed project will not increase incompatible use or development of the floodplain because the adjacent areas are predominantly owned by the U.S. Army Corps of Engineers and no new access is being provided. Adjacent properties should not be impacted or have greater flood risk than existed before construction of the proposed project. None of the floodplain crossings will constitute a significant floodplain encroachment or a significant risk to property or life.

Wetlands and Waters of the United States

The study area lies within the St. Francis Lowlands ecoregion, which is part of the larger Mississippi Alluvial Plain ecoregion. The St. Francis ecoregion is flat and partly covered with undulating sand sheets. The sand “blows” and sunken lands that occur in this ecoregion have been attributed to the New Madrid earthquakes of 1811-1812. Hydrology can vary over short distances, with the natural vegetation community varying with site characteristics. Much of the area has been cleared for farmland, with soybeans, corn, rice, and cotton comprising the primary crops grown. Streams in this region have very low gradients and fine-grained substrates, such as sands, silts, and clays, and most have been channelized.

The proposed project is within the Sunken Land Wildlife Management Area. Within the Sunken Lands there are four major tributaries (ditches), all of which have been extensively channelized. There are several unnamed tributaries flowing through the Sunken Lands, some of which have not been greatly altered or channelized. Much of the Sunken Lands are forested, and the AGFC has planted several species of hardwoods to provide food and cover for wildlife.

Preliminary surveys were conducted to assess potential impacts to streams and wetlands (Table 4). Streams potentially impacted by the proposed project include Ditch 35/103, Ditch 60 (Figure 6), Ditch 61 (Figure 7), Sand Slough (Figure 8), Flood Relief, St. Francis River (Figure 9), and

numerous unnamed tributaries. All streams discussed in this section have been determined to be Waters of the United States as defined by Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.

Based on a desktop survey and preliminary field investigation, nearly all of the land between the levees that is within the Sunken Lands in the study area is wetland. The areas south of Highway 63 are predominantly forested wetlands (Figure 10 and. Figure 11). Areas north of Highway 63 are a mix of herbaceous and forested wetlands. The areas impacted by both build alternatives are largely within the existing right of way for Highway 63, and are predominantly herbaceous wetlands due to previous disturbance resulting from roadway construction and utility installation.

Table 4: Stream and Wetlands Impacts

Alternative	Total wetland impacts acres (ha)	Number of Waters of the U.S. Crossings	Stream impacts feet (m)
No-Action	0	0	0
A/A1	23.1 (9.4)	6	675 (205.7)
B/BC1	24.9 (10.1)	6	700 (213.4)

The Sunken Lands, adjacent to Highway 63 has been planted with several species of hardwoods that are approximately 10-12 years old. This wetland area is dominated by pin oak (*Quercus palustris*), Nuttall's oak (*Quercus texana*), water oak (*Quercus nigra*), sawtooth oak (*Quercus acutissima*), and black willow (*Salix nigra*). Black willow and swamp rosemallow (*Hibiscus moschuetos*) are restricted to the banks of the roadside ditch that runs parallel to the road base. The understory is dominated by poison ivy (*Toxicodendron radicans*), southern dewberry (*Rubus trivialis*), giant ragweed (*Ambrosia trifida*), coffee bean (*Sesbania herbacea*), Chinese bushclover (*Lespedeza cuneata*), trumpet creeper (*Campsis radicans*), and ladies' eardrops (*Brunnichia ovata*).

Figure 6: Ditch 60
Taken from eastbound lane Highway 63, looking south

Figure 7: Ditch 61
Looking northeast, illustrating the high spring flows

Figure 8: Sand Slough
Taken from eastbound lane Highway 63, looking south

Figure 9: St. Francis River
Taken from eastbound lane Highway 63, looking south

Figure 10: Inundated Wetland Along Alternative A
Taken immediately south of Highway 63, looking east, along Alternative A

Figure 11: Bottomland Hardwoods Along Alternative A
Typical view of forested wetland, taken immediately south of Highway 63, looking east, along Alternative A

Wetland and stream impacts will be minimized to the greatest extent possible during design. There are no alternatives that will avoid stream and wetland impacts completely. Temporary and permanent erosion control measures will be used to minimize impacts to streams and adjacent wetlands during construction.

The wetland findings are pursuant to Executive Order 11990 and DOT Order 5660.1A on the Protection of Wetlands. There is no practicable alternative to construction in the streams and wetlands of the proposed project, though the bridges crossing each stream would reduce the need for fill in the wetlands in order to maintain the flow of water during storm events. All practicable measures to minimize impacts to streams and wetlands shall be implemented during design. Wetland mitigation will be offered to the Memphis District Corps of Engineers at AHTD's Glaise Creek Wetland Mitigation Bank site at the ratio determined by the Charleston Method during the Section 404 permitting process. There are no known stream mitigation sites currently approved for the study area; however, any stream relocations (mainly in the form of existing roadside ditches) will be mitigated on site at the ratio determined by the Charleston Method during the Section 404 permitting process.

Public/Private Water Supplies

The study area is within Wellhead Protection Areas for Trumann Rural Water Association's active Well #2WTP (434601), Marked Tree Waterworks' inactive Well #2 Liberty Street (430101) and inactive Well #4 (430201).

The No-Action Alternative would result in no additional impacts to public/private water supplies.

The following discussion is applicable to both Alternative A/A1 and Alternative B/BC1. Due to the depths of the wells, and characteristics of the aquifers tapped (a confined aquifer) the proposed project should not have an adverse impact on public water supply wells. The potential of hazardous waste spills will not increase due to the proposed project. Other potential entry points for contamination of the aquifer would be around improperly cased wellheads. Drainage will be diverted away from wellheads by the use of roadside ditches, constructed as part of the proposed project.

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

Archaeological/Historical

A Phase I cultural resources survey of the study area was completed. The survey consisted of a review of existing site records and a pedestrian survey of the study area. The survey was conducted in order to identify any obvious archaeological sites or historic properties that might be affected by the proposed project.

A literature and records search indicated that there are no previously recorded sites within the study area. Three recorded sites located in close proximity to the proposed project were noted,

but field investigations found them to have been destroyed. An intensive survey, including 178 shovel test locations and three borings was conducted. No artifacts, soil stains, or historic properties were encountered.

Because there are no archaeological sites or historic properties listed, eligible, or potentially eligible for listing on the National Register of Historic Places within the study area no further cultural resource investigations are recommended.

In a letter dated December 29, 2010, the State Historic Preservation Officer concurred that no historic properties would be affected by the proposed project.

Noise

A noise analysis has been conducted for the proposed project. The approved FHWA Traffic Noise Model 2.5 (TNM 2.5) was used to assess potential noise impacts for existing, no build, and build conditions.

Noise sensitive receivers within the study area include residential development, cemetery, and commercial development. Noise sensitive receivers are those areas where frequent outdoor human use would occur. Noise levels are expected to increase as a result of the proposed project. Table 3 in the Noise Analysis Report (Appendix D) summarizes noise levels for existing, no build, and build conditions. Several receivers were modeled and Figure 12 depicts those receivers impacted as a result of the proposed project as well as selective receivers to show where noise impacts do not occur.

The No-Action Alternative will result in noise levels at 16 noise sensitive receivers that will approach or exceed the FHWA Noise Abatement Criteria (NAC) for Category B of 67 dBA . There are additional noise impacts under the No-Action Alternative due to higher traffic volumes along Highway 63 compared to build traffic volumes. However, since there are no proposed improvements for no-build conditions, noise abatement measures were not considered for these impacted receivers.

For this proposed project, there are no noise sensitive receivers that will experience a substantial noise increase of 10 dBA or more above existing noise levels or 7 dBA or more above no-build noise levels.

Alternative A/A1 will result in noise levels at 18 noise sensitive receivers that will approach or exceed the FHWA NAC for Category B of 67 dBA. However, the majority of the noise sensitive receivers within the project area are impacted as a result of the US 63 traffic and not from the new frontage road (Alternative A/A1) alone. Therefore, since improvements are not proposed along Highway 63, noise abatement measures were not considered for the impacted receivers adjacent to Highway 63.

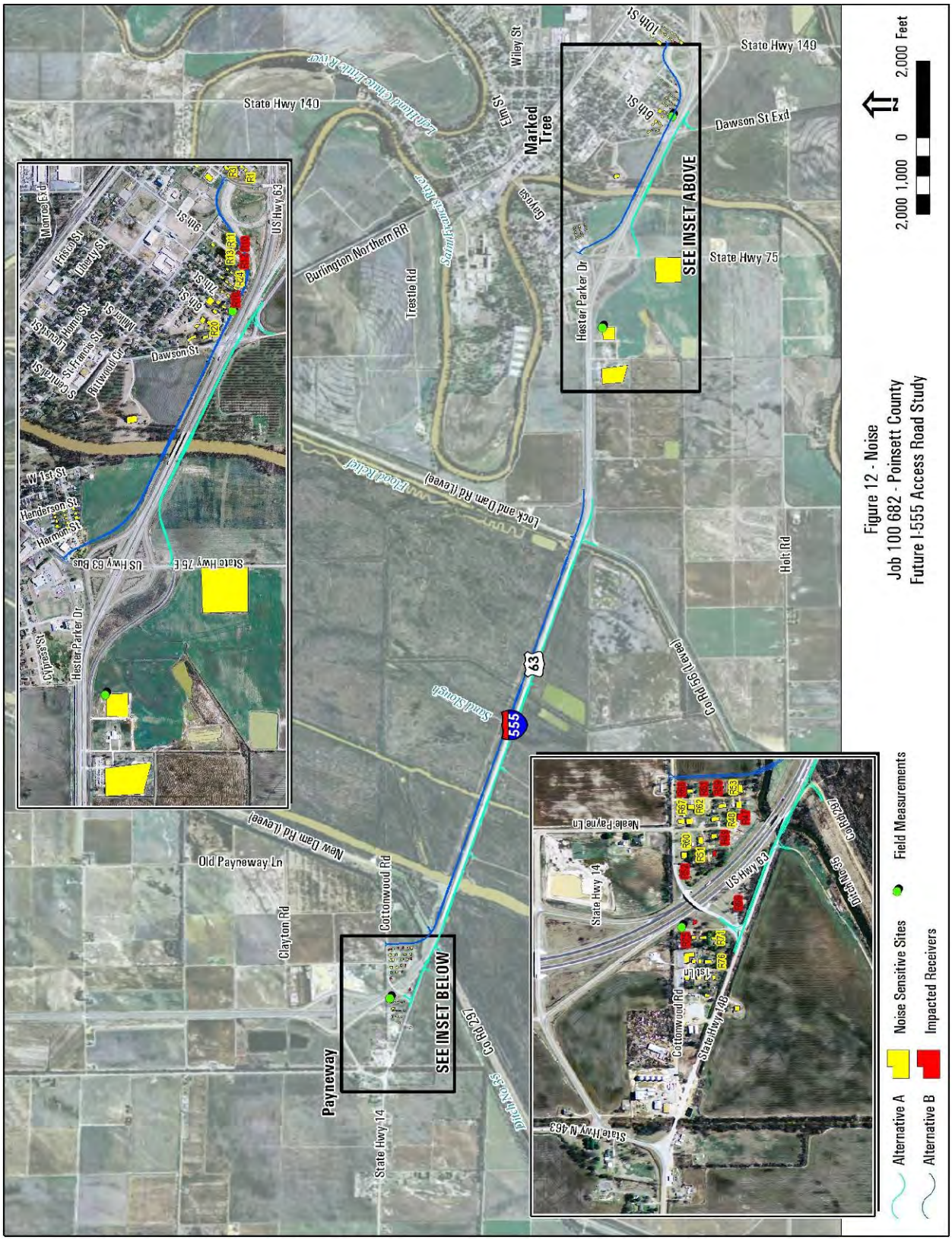
Figure 12 - Noise
Job 100 682 - Poinsett County
Future I-555 Access Road Study
2,000 Feet
2,000 1,000 0
Noise Sensitive Sites
Field Measurements
Impacted Receivers
Alternative A
Alternative B
SEE INSET ABOVE
SEE INSET BELOW
State Hwy 140
State Hwy 149
State Hwy 75
State Hwy 14
Marked Tree
Payneway
Burlington Northern RR
Trestle Rd
Lock and Dam Rd (Levee)
New Dam Rd (Levee)
Old Payneway Ln
Cottonwood Rd
Clayton Rd
Holt Rd
Dawson St Exd
Hester Parker Dr
Neale Fayne Ln
US Hwy 63
State Hwy 148
State Hwy N 463
Co Rd 231
Co Rd 55 Levee
Co Rd N 55
Co Rd 232
Dutch No 35
Wiley St
E Main St
6th St
10th St
Dawson St
US Hwy 63
State Hwy 75 E
US Hwy 63 Bus
W 1st St
Henderson St
Harmon St
Cypress St
Monroe St
Frisco St
Liberty St
Home St
St Francis St
Pittwood Cir
S Cedar St
1st Avenue
Lagoland Chute Little R Levee
Saint Francis River
Ditch
Sand Slough

Alternative B/BC1 will result in noise levels at 13 noise sensitive receivers that will approach or exceed the FHWA NAC for Category B of 67 dBA. However, as mentioned above, a majority of the noise sensitive receivers within the project area are impacted as a result of the Highway 63 traffic and not from the new frontage road (Alternative B/BC1) alone. Therefore, since improvements are not proposed along Highway 63, noise abatement measures were not considered for the impacted receivers adjacent to Highway 63.

There are three noise sensitive receivers that will experience a substantial noise increase of 7 dBA or more above No-Action noise levels as a result of Alternative B/BC1. Therefore, noise abatement measures were considered for these impacted receivers.

At this time, noise barriers for this project do not meet AHDT's feasible and reasonable criteria, because a reduction of 10dB or more cannot be achieved for any receivers and the cost exceeds AHTD's cost criteria. Therefore, noise mitigation is not recommended. If future substantial changes are made to design elements of the project from what has been analyzed, the noise analysis will be re-assessed in order to evaluate the impact of those changes.

Air Quality

The U.S. Environmental Protection Agency (EPA) has set National Ambient Air Quality Standards (NAAQS) for six criteria pollutants to protect the public from health hazards associated with air pollution. These criteria pollutants are carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_x), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and sulfur dioxide (SO_2). The State of Arkansas has adopted the NAAQS for these criteria pollutants. The ADEQ is the lead agency responsible for monitoring ambient air quality concentrations and enforcing applicable regulations within the State of Arkansas. The pollutants and the standard concentrations are listed in Table 5. Transportation is a large contributor to air emissions. An area is designated as non-attainment when one or more of the criteria pollutants violate the NAAQS. Conversely, an area is designated as attainment when one or more of the criteria pollutants meet the NAAQS.

Table 5: National Ambient Air Quality Standards			
Pollutant	Averaging Time	National	
		Primary Standard	Secondary Standard
Ozone	1 hour (applies only in limited areas)	0.12 ppm	0.12 ppm
Ozone	8 hour	0.075 ppm	0.075 ppm
Carbon Monoxide	1 hour	35 ppm	n/a
Carbon Monoxide	8 hour	9 ppm	n/a
Sulfur Dioxide	3 hour	n/a	0.5 ppm
Sulfur Dioxide	24 hour	0.14 ppm	n/a
Sulfur Dioxide	Annual	0.03 ppm	n/a
Nitrogen dioxide	Annual	0.053 ppm	0.053 ppm
Particulate Matter (PM_{10})	24 hour	150 µg/m^3	150 µg/m^3
Particulate Matter (PM_{10})	Annual	revoked	revoked
Particulate Matter ($PM_{2.5}$)	24 hour	35 µg/m^3	35 µg/m^3
Particulate Matter ($PM_{2.5}$)	Annual	15 µg/m^3	15 µg/m^3
Lead	Rolling 3 month average	0.15 µg/m^3	0.15 µg/m^3
Lead	Calendar quarter	1.5 µg/m^3	1.5 µg/m^3

ppm=parts per million by volume

µg/m^3=micrograms per cubic meter

Source: Environmental Protection Agency (EPA)

Air Quality Existing Conditions

The proposed project is located within a portion of Poinsett County, which is designated as an attainment area for all criteria pollutants.

The overall study area consists of a combination of undeveloped land, agricultural uses, recreational areas, and small towns near the project termini. The City of Marked Tree, near the eastern terminus, is characterized by residential development surrounding a concentrated downtown retail/commercial core. Payneway, near the western terminus, consists mostly of residential development with minor commercial development.

Air Quality Impacts

Poinsett County, including the study area, is in attainment for all criteria pollutants. Therefore, the conformity provisions of the Clean Air Act do not apply and ADEQ concurrence of our findings is not required. Further, there is no data regarding ambient levels of ozone, carbon monoxide, or particulate matter which are the criteria pollutants of concern on transportation projects, since the study area is located within an attainment area.

Air Quality Mitigation

Neither Alternative A/A1 nor Alternative B/BC1 is expected to result in any exceedance of the NAAQS; therefore, air quality mitigation is not necessary.

Natural and Visual Environment

The study area is located within the Mississippi Alluvial Plain, or Delta. The region is characterized by Holocene alluvium and late Pleistocene terrace deposits of the Mississippi River and its tributaries. In the study area, the landform is flat and elevations range from approximately 215 feet (65.5 meters) above mean sea level on the eastern end of the proposed project, to approximately 226 feet (68.9 meters) above mean sea level along Highway 63, where the road is elevated above the St. Francis Sunken Lands.

The major water resources in the area are the St. Francis River and the ditches and sloughs located in the Sunken Lands. The St. Francis River has been affected by floodway projects, which divert water from the St. Francis River into Ditches 60 and 61.

Natural vegetation has been denuded from the study area outside of the Sunken Lands for conversion to agricultural purposes (Figure 13), with residential and commercial development mostly confined to Marked Tree and Payneway. Historically, the land was covered with bottomland hardwood forest. Secondary growth of this vegetation type is found in the Sunken Lands, much of it from reforestation efforts led by AGFC (Figure 14). Vegetation in this area includes pin oak (*Quercus palustris*), Nuttall's oak (*Quercus texana*), water oak (*Quercus nigra*), sawtooth oak (*Quercus acutissima*), black willow (*Salix nigra*), poison ivy (*Toxicodendron radicans*), southern dewberry (*Rubus trivialis*), giant ragweed (*Ambrosia trifida*), coffee bean (*Sesbania herbacea*), Chinese bushclover (*Lespedeza cuneata*), trumpet creeper (*Campsis radicans*), and ladies' eardrops (*Brunnichia ovata*).

The No-Action Alternative would result in no additional impacts to the natural and visual environment.

Alternative A/A1 and Alternative B/BC1 would have direct impacts on the natural environment. These impacts are confined to the Sunken Lands. Bottomland hardwoods would be removed prior to roadway construction. This would primarily affect secondary growth forest planted by AGFC in the 1990s, immediately south of Highway 63. Secondary impacts could include the spread of invasive plant species.

The proposed project would have no direct impacts on visual resources. Figures 15-18, which include visual simulations, provide both the existing visual conditions and the appearance post-construction. Negative impacts to the visual environment due to construction would be temporary.

Figure 13: Agricultural Field
Taken at the eastern end of the project, looking north towards Highway 63

Figure 14: Bottomland Hardwoods in the St. Francis Sunken Lands
Typical view of bottomland hardwoods, taken immediately south of Highway 63, looking south

Figure 15: Existing Visual Conditions
Taken along the southern embankment of existing Highway 63, looking west

Figure 16: Post-construction Visual Conditions
Design visualization along the southern embankment of existing Highway 63, looking west

Figure 17: Existing Visual Conditions
Taken at Ditch 61, looking north towards Highway 63

Figure 18: Post-construction Visual Conditions
Design visualization at Ditch 61, looking north towards Highway 63

COMMENTS AND COORDINATION

Public Involvement

Jacobs provided the opportunity for early public input into the development of the proposed project on April 4, 2010, at the Arkansas State University Technical Center in Marked Tree, Arkansas. Visitors were given the opportunity to discuss the proposed project and view aerial photographs showing the potential alignments. The overall response to the proposed project by the public was positive. Approximately 19 citizens attended and 20 written comments were received. Of the written comments, 17 stated a preference for Alternative A/A1, 2 for Alternative B/B1, and 1 for Alternative C/C1.

A copy of the Public Involvement Meeting Synopsis is located in Appendix E.

Agency Coordination

Jacobs held a scoping meeting with the U.S. Army Corps of Engineers and the AGFC on October 1, 2009. This meeting allowed for input from these two agencies, which are the landowners and managers most affected by the proposed project.

Jacobs distributed a scoping letter to officials of interested federal, state and local agencies and other interested parties asking for their assistance in identifying any constraints or concerns associated with the proposed project. These agencies were asked to identify unique environmental features or environmentally sensitive areas, socio-economic issues, and permits or approvals that should be obtained prior to construction of the proposed project. In addition to the scoping letter, Jacobs held a public agency scoping meeting on March 31, 2010 and an elected officials meeting on April 1, 2010, in the City of Marked Tree.

Comments received included the following:

- AGFC noted the high incident of flooding in areas north of Highway 63. In addition, AGFC noted Alternative A would adequately maintain access for their needs and that the high visibility due to adjacency to Highway 63 would limit the opportunity for poaching.
- Alternatives A and B would require approximately half the fill of Alternative C, as the existing fill slopes along Highway 63 would be used
- The Arkansas Geologic Survey provided information regarding seismic activity in the area and stressed the need for seismicity awareness during the design phase.
- The U.S. Army Corps of Engineers commented that flood conveyance must be maintained through any new structures and there can be no increase in flood profile elevation since the Sunken Lands are a designated floodway.
- USFWS noted that fat pocketbook mussels are less likely to occur in areas of existing disturbance, areas such as the existing bridges along Highway 63.

A copy of the Agency Scoping Materials is located in Appendix A.

RECOMMENDED PREFERRED ALTERNATIVE

Alternative A/A1 has been identified as the Preferred Alternative for the following reasons:

- No relocations are required
- Has lower estimated costs
- Less wetland impacts
- Greater agency and public support so as to maintain access to the Sunken Lands south of Highway 63
- Provides direct access to the southern portion of the Sunken Lands

The environmental analysis of the proposed project did not identify any significant impact to the natural and social environment.

Alternative B/B1 was not selected as the Recommended Preferred Alternative for the following reasons:

- Would require five residential relocations and impact commercial properties
- Has a higher potential for cultural resources impacts on the north side of Highway 63 near the St. Francis River
- Traffic would be routed through a commercial section of Marked Tree at Highway 75, as well as immediately adjacent to residential developments near Highway 149 and in Payneway.
- Greater number of wetland impacts
- Less public support
- Does not provide access to the southern portion of the Sunken Lands and the properties beyond.
- Greater estimated cost to construct

COMMITMENTS

AHTD standard commitments associated with relocation procedures, hazardous waste abatement, and control of water quality impacts have been in association with the proposed project.

- If hazardous materials are identified, observed, or accidentally uncovered by any AHTD personnel, contracting company(s) 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.
- The AHTD will comply with all requirements of the Clean Water Act, as amended, for the construction of the proposed project. This includes Section 401; Water Quality Certifications, Section 402; NPDES, and Section 404: Permit for Dredged or Fill Material.

- Stream and wetland impacts will be minimized as much as possible during the design of the proposed project. A Section 404 Permit will be obtained after an appropriate design is completed.
- Wetland mitigation will likely be offered at the Glaise Creek Mitigation Bank site at the ratio approved during the Section 404 permitting process. Stream and wetland mitigation will be coordinated with the US Army Corps of Engineers during the permitting process.
- Bridges and/or drainage structures will be sized sufficiently to minimize impacts on natural and beneficial floodplain values. The design measures to minimize 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 increase 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 will be designed in accordance with the latest edition of the AASHTO *LRFD Bridge Design Specifications* to include seismic loadings and the locally anticipated agricultural equipment loads.
- Bridges will maintain the full approach pavement width to accommodate the locally anticipated agricultural equipment widths.
- If any permanent impacts to private drinking water sources occur due to the proposed project AHTD will take the appropriate action to mitigate these impacts.

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Appendix A
Agency Coordination

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Public Agency
Scoping Meeting

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Public Agency Scoping Letter Recipients:

Mr. Mark Wilcox
Arkansas Commissioner of State Lands
109 State Capitol Building
Little Rock, AR 72201

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Director
Arkansas Department of Environmental Quality
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Paul Haverson
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Arkansas Department of Health
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Maria Luisa M. Haley
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Dr. Ann Early
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Mr. Melvin Tobin
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Mr. Kalven Trice
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Mr. J. Randy Young
Arkansas Soil and Water Conservation Commission
101 East Capitol, Suite 350
Little Rock, AR 72201

Mr. John Blevins
US Environmental Protection Agency
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Mr. Keith Garrison
Arkansas Waterways Commission
101 E. Capitol, Suite 370
Little Rock, AR 72201

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FUTURE INTERSTATE 555
ACCESS ROAD STUDY

Meeting: **Public Agency Scoping Meeting**

Project: AHTD Job No. 100682; FAP No. STDP-005(026) Jacobs, WLXL3300

Present:
Mark Asher, Jacobs
Bill Richardson, Jacobs
Gina McAfee, Jacobs
Sandy Beazley, Jacobs
Brian Murphy, USACE
Andy Gaines, USACE
Scott Owen, Jacobs
Laura Owen, Jacobs
Bob Leonard, AGFC
Randall Looney, FHWA
John Harris, AHTD
Scott Ausbrooks, AGS
David Johnston, AGS
Jeremy Brown, AGFC
Nat Nehns, ADEQ
Jerry King, AGFC
Lynn Malbrough, AHTD

Date: 31-Mar-10

1. Introductions

2. Mark Asher provided a project description, including the Purpose and Need.

3. USFWS: There is already a Biological Opinion written for the bridge project on Ditch 61 (construction has been completed). The future I-555 access road project will require another Biological Opinion.

4. USFWS: If access is provided from the north, can access to the southern portion of the Sunken Lands be provided beneath the existing structure at Slough Ditch? This could eliminate the need for a structure over Ditch 61.
    a. Project Team: To maintain access between Marked Tree and Payneway a structure will be required over Ditch 61.
    b. AGFC: Access to the south of US 63 would be preferred as there are less concerns regarding flooding. Water often overtops existing roads north of US 63 as water pools behind the elevated roadway, whereas to the south water typically stays within the drainage ditches

5. Mark asked if there are farmers who gain access to their fields through the Sunken Lands.
    a. AGFC: Yes, the Sunken Lands provide access to numerous cultivated fields south of US 63. Alternative access requires the use of an antiquated wooden bridge, which given the size of weight of agricultural equipment and agricultural goods, is not done. North of US 63, there is one farm, a 60 acre conservation plot.

6. Will agricultural fields be bisected by the new road?
    a. No

7. USFWS: The project teams needs to map the highest mussel density locations and the highest quality wetlands and discuss avoidance measures.

8. AGFC: The past few years the flooding has extended from levee to levee, overtopping Old US 63. The Sunken Lands north of US 63 were flooded for seven months in 2009.

9. USFWS: Mussel habitat is patchy in the area. The closer a new bridge structure is to previously disturbed areas the less likely we are to encounter them.

10. AGFC: If an Alternative A is constructed, then the two access points on the north side of US 63 can be closed for the conversion to I-555, yet access to the Sunken Lands adequately maintained.

11. Would this be a gravel road, similar to the existing road on old US 63?

    a. No, this road would be paved.

12. Project Team: The cross-sectional requirements are not yet known, but will have to accommodate large agricultural equipment. The bridge openings will be similar to existing US 63 and likely at the same elevation.

13. FHWA: Who will take ownership and maintain the road?

14. AGFC: Based on visual observation the proposed access road will likely carry corn, rice, beans and cotton. Some farm equipment is nearly 40' wide.

15. FHWA: For Purpose and Need, use the same language as in the earmark.

16. AGFC: Access south of US 63 is needed for hunting (waterfowl) and fishing at the ponds. Also, the college goes there for birding purposes. The area has been reforested and would likely be subject to timber harvest in ~40 years.

17. Some farmers live in Marked Tree, but own farms up by Payneway.

18. Would it be possible to put a parking area/south access from future I-555 for the recreational purposes and instead put a new road further south? Would this have fewer impacts?

    a. The project teams is meeting with public officials and the public in an effort to determine access needs and travel patterns for agricultural purposes. An access road further south would increase the distance that non-permitted traffic would have to travel.

19. Alternative C, the northern alternative on old US 63, would have the largest bridge opening due to existing flood issues. This access would make it hard to enforce fish and

game regulations on AGFC lands. Alternative A would be adjacent to the new roadway; the visibility would limit the opportunity for poaching.

20. Alternative B, on the northern side, may have fewer impacts due to maintenance of the existing utility easement, but would require relocation of some existing utilities, which include a gas line, and possibly a fiber optic cable.

21. Project Team: Alternative A and B would require 1/3 – 1/2 the fill as Alternative C since it would use the existing fill in place for US 63.

22. USACE and AGFC: The land transfer from USACE to AGFC will be finished by the end of the year. AHDT and AGFC would likely completely a transfer of land for transportation purposes after that date, so it would only require state agency – state agency coordination.

23. USFWS: Unless an exceptionally large aggregation of mussels were to occur, which is unlikely, then the occurrence of mussels or habitat would not require the realignment of an alternative.

24. USFWS: A responsible party for wetland mitigation needs to be identified and involve the USFWS in any 404 permit action.

    a. FHWAS is the lead federal agency and will coordinate accordingly on 404 issues needs/issues.

25. Are the Sunken Lands a Section 4(f) property?
    a. AHDT and FHWA: It is publicly owned land, but is not specifically listed as a refuge. A Wilderness Management Areas is not treated as 4(f). It is unlikely a 4(f) resource and the project team will research further and provide a memo for AHTD and FHWA to review..

26. AGS: This is an epicenter for earthquakes. The area has seen numerous earthquakes with a periodicity of 500 years. AGS stresses awareness and consideration during the design process.

27. USFWS: Will there be pressure to reduce the size of the bridge opening to save money? Would this lead to increased fill in open waters?
    a. If the road cannot be built to meet existing code and within the existing regulatory framework then it would not be built.

28. Once the proposed access road is complete will it be a minor action to complete the conversion of US 63 to I-555?
    a. Minimal improvements would be required such as fencing and signage.

29. AGFC: Would be open to having a borrow site on their lands as this could provide additional fishing opportunity, but they would likely need access provided.

30. USACE: There is bank widening that needs to be assumed in our bridge design. From a hydraulics and biological perspective, a clear span is ideal.

31. USACE: The Sunken Lands are a designated floodway. Flood conveyance must be maintained through any new structures and there can be no increase in flood profile elevations from any proposed alternative.

Arkansas Department of Health

4815 West Markham Street • Little Rock, Arkansas 72205-3867 • Telephone (501) 661-2000
Governor Mike Beebe
Paul K. Halverson, DrPH, FACHE, Director and State Health Officer

Engineering Section, Slot 37 Ph 501-661-2623 Fax 501-661-2032
www.HealthyArkansas.com/eng/ After Hours Emergency 501-661-2136

March 19, 2010

Mark Asher, PE
Jacobs Engineering
10816 Executive Center Drive, Suite 300
Little Rock, AR 72211

RE: Future I-555 Access Road Environmental Assessment
Payneway/Marked Tree, Poinsett County
10-74223

Dear Mr. Asher:

The preliminary engineering report for the above captioned project, dated 3/4/10, prepared by Jacobs Engineering and submitted to the Engineering Section on 3/9/10, have been reviewed and we concur, with the following comments:

1. Plans and specifications of the proposed improvements (e.g., any water and/or sewer utility relocations) shall be submitted to and approved by the Engineering Section prior to beginning construction.

The report is being retained for our records.

When submitting correspondence pertaining to this project, please include our plan identification number 10-74223.

Sincerely,

Jeff A. Stone, P.E.
Chief Engineer
Engineering Section

JAS:GAG:SGB:sgb

cc: Terry Paul, ADH
Wayne Hendrix, Marked Tree Waterworks (PWS 430)
James Pagan, Trumann Rural Water (PWS 434)

Arkansas Department of Health

4815 West Markham Street • Little Rock, Arkansas 72205-3867 • Telephone (501) 661-2000
Governor Mike Beebe
Paul K. Halverson, DrPH, FACHE, Director and State Health Officer

Engineering Section, Slot 37 Ph 501-661-2623 Fax 501-661-2032
www.HealthyArkansas.com/eng/ After Hours Emergency 501-661-2136

September 24, 2010

Mr. Sandy Beazley
Environmental Planner
Jacobs Engineering
707 17th Street, Suite 2300
Denver, CO 80202

RE: AHTD Job Number 100682 – Future I-555 Access Road Study, Poinsett County

Dear Mr. Beazley:

Proposed Alternative A is located within the designated Wellhead Protection Areas for Trumann Rural Water Association's active Well #2 WTP (434601), Marked Tree Waterworks' inactive Well #2 Liberty Street (430101) and Marked Tree Waterworks' inactive Well #4 (430201). Proposed Alternative B is located within the designated Wellhead Protection Areas for Marked Tree Waterworks' inactive Well #2 Liberty Street (430101) and Marked Tree Waterworks' inactive Well #4 (430201). Proposed Alternative C is not located within a designated Wellhead Protection Area.

I have reviewed the well construction and hydrogeology of the area and have determined that the proposed project should not have an adverse impact on the public water supply wells listed above. This determination is based on several factors including well construction and the characteristics of the aquifer tapped. The total depth of the wells range from 1,200 to 1,300 feet and the casing/grouting depth ranges from 1,153 to 1,220 feet. The aquifer tapped is the Wilcox Group and it is considered as a confined aquifer.

Standard Wellhead Protection Area procedures, established by the Arkansas Department of Health and the AHTD, are to be used within the designated Wellhead Protection Areas.

Feel free to contact me at 501-661-2623 if you have any questions or if I can be of any further assistance.

Sincerely,

Daniel Smith, P.G.
Geology Supervisor
Engineering Section

CC: Mr. Lynn Malbrough, Division Head, Arkansas State Highway and Transportation Department Environmental Division, P.O. Box 2261, Little Rock, Arkansas 72203-2261
Mr. Robert Hodges, Trumann Rural Water Association, 13171 Woodruff Lane, Trumann, AR 72472
Mr. Wayne W. Hendrix, Marked Tree Waterworks, 1 Elm Street, Marked Tree, AR 72365

GG: SB: JS: LJ: LG: DS: ds

Asher, Mark A.

From: Daniel M Wagner [dwagner@usgs.gov]
Sent: Tuesday, March 09, 2010 1:34 PM
To: Asher, Mark A.
Cc: Jaysson E Funkhouser
Subject: I-555 Access Road agency scoping meeting

Mr. Asher:

Thank you for sending notification of the agency scoping meeting regarding the future I-555 Access Road Environmental Assessment.

The USGS will not be attending this meeting, as there are no USGS stream gages or other USGS property that will be impacted by this study.

There is, however, a US Army Corps of Engineers, Memphis District-operated gage in the study area. The gage is located on the St. Francis River at the US Hwy 63 bridge. Please contact Andy Gaines (Roger.A.Gaines@usace.army.mil) at the Memphis Corps for more information.

Thank you,
Dan

Dan Wagner
Hydrologist
US Geological Survey Arkansas Water Science Center
Fayetteville Field Office
700 W. Research Center Blvd. MS 36
Fayetteville, AR 72701
(479) 442-4888
dwagner@usgs.gov

Arkansas Natural Resources Commission

J. Randy Young, PE
Executive Director

101 East Capitol, Suite 350
Little Rock, Arkansas 72201
http://www.anrc.arkansas.gov/

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: anrc@arkansas.gov

Mike Beebe
Governor

March 22, 2010

Mr. Mark Asher, P.E.
Project Manager
Jacobs Engineering
10816 Executive Center Drive
Suite 300
Little Rock, Arkansas 72211

Re: Environmental Assessment
New access road to US Highway 63 (future Interstate 555)
Poinsett County, Arkansas

Dear Mr. Asher:

Thank you for the opportunity to comment on the proposed project for an addition of a new access road to US Highway 63 (future Interstate 555) between Payneway and Marked Tree, Arkansas in Poinsett County, Arkansas.

All potential impacts to wetlands and streams need to be fully explored utilizing the mitigation process (avoid, minimize, compensate). Should any potential impacts be identified during the planning phase of the proposed project appropriate methodologies should be implemented when determining the extent of unavoidable impacts and compensation ratios for wetlands (Charleston Method) and streams (Little Rock Method), as well as, determining the appropriate amount of compensatory mitigation required to offset the impacts to insure the mitigation is appropriate to "obtain no overall net loss to wetlands" as agreed to within the 1990 EPA/Corps MOA concerning the Determination of Mitigation Under the Clean Water Act Section 404(b)(1) Guidelines.

Additionally, I recommend that the most current best management practices (BMPs) be made a part of the Environmental Report, and scheduled to be implemented in the pre-construction phase and maintained post-construction until the site stabilizes. Any place, especially if on a slope where soil disturbance will occur due to digging, appropriate methods such as hydro seeding, or providing cover in order to prevent or minimize sedimentation should be implemented, along with BMPs pertaining to erosion and sediment control practices, construction in sensitive areas, stormwater management controls, waste disposal practices, petroleum and chemical spill prevention and control procedures, stream crossing procedures, measures to minimize offsite tracking of sediments by construction vehicles, and maintenance and inspection procedures. These efforts will help minimize erosion and maintain water quality in the area.

If you need further assistance, please contact John Turner of my staff at 501-682-1608. Again, thank you for the opportunity to comment on the proposed project to add a new access road. I look forward to receiving and reviewing the Environmental Report.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/jt

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Section 106

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The Department of
Arkansas
Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
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fax: (501) 324-9184
tdd: (501) 324-9811
e-mail:
info@arkansaspreservation.org
website:
www.arkansaspreservation.com

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March 9, 2010

Mr. Mark Asher, P.E.
Project Manager
Jacobs Engineering Group, Inc.
10816 Executive Center Drive
Suite 300
Little Rock, Arkansas 72211-4383

RE: Poinsett County - General
Section 106 Review - FHwA; AHPP Tracking#71506
Proposed Future I-555 Access Road Environmental Assessment Between Payneway And Marked Tree, Arkansas

Dear Mr. Asher:

This letter is written in response to your inquiry, regarding properties of architectural, historical, or archeological significance in the area of the proposed referenced project.

In order for the Arkansas Historic Preservation Program (AHPP) to complete its review of the proposed project, we will need the additional information checked below:

✓ a 7.5 minute 1:24,000 scale U.S.G.S. topographic map clearly delineating the project area;

✓ a project description detailing all aspects of the proposed project;

✓ the location, age, and photographs of structures (if any) to be renovated, removed, demolished, or abandoned as a result of this project;

✓ photographs of any structures 50 years old or older on property directly adjacent to the project area.

Once we have received the above information, we will complete our review as expeditiously as possible. If you have any questions, please contact me at (501) 324-9880.

Sincerely,

George McCluskey
Section 106 Review Coordinator

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JACOBS

10816 Executive Center Drive, Suite 300
Little Rock, Arkansas U.S.A.
(501) 223-0515 Fax: (501) 223-2407

August 26, 2010

George McCluskey
Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, AR. 72201

Re: Poinsett County – General Section 106 Review – FHWA; AHPP Tracking # 71506
Future I-555 Access Road Environmental Assessment Between Payneway and Marked Tree, Arkansas

Dear Mr. McCluskey:

In response to your letter of March 9, 2010, we are providing you with additional information to assist in the Section 106 compliance activities for the referenced project. A proposed route has been identified for the proposed access road parallel to U.S. Highway 63 between the communities of Payneway and Marked Tree in Poinsett County, Arkansas. The proposed route is anticipated to be a two-lane frontage road facility immediately adjacent to the south side of existing Highway 63. The proposed alignment has two sections on new alignment connecting to existing frontage roads between the intersections of Highway 63 with Highway 149 and Highway 14. The total length between the two interchanges is 5.5 miles with 3.9 miles of new roadway or roadway improvements. The entire length of the project will be constructed on fill above the existing ground surface. Improvements to the existing roadways are anticipated to consist of resurfacing and shoulder work near Payneway. The number and length of purposed bridges are anticipated to be the same but potentially slightly longer than the existing bridges on Highway 63.

The majority of the proposed alignment falls within existing Highway 63 right of way requiring only 10 acres of new right of way. The average width of the additional right of way south of existing Highway 63 is less than 7 feet. The proposed right of way will extend future out at the southeast quadrant of the Highway 63/Highway 75 interchange and at the reworked access drives to the Sunken Lands.

There are no structures in the proposed right-of-way. We have enclosed photos of the structures adjacent to the proposed roadway. All of the existing structures are along existing Highway 14B on the northwest side of the Sunken Lands or the Highway 63 frontage road just southeast of the Sunken Lands.

Please find enclosed with this letter a 7.5 minute 1:24,000 scale U.S.G.S topographic map with the proposed alignment shown on it. We have indicated the location of the enclosed photos on the U.S.G.S topographic map with corresponding numbers to the photos. Should you have any questions or need additional information, please do not hesitate to call me at 501.223.0515 or e-mail me at mark.asher@jacobs.com. Thank you for you attention to this matter.

Sincerely,

Mark Asher, PE
Project Manager

Attachments

cc: Randal Looney, FHWA
Lynn Malbrough, AHTD
Jessie Jones, AHTD

Payneway
ST FRANCIS
DONNICK
CAK
RIVER
Weed
Marked Tree
Marked Tree Airport
Marked Tree Cem
Delta Voc Tech Sch
Northern Ohio
Neiswander Ch
ALTERNATIVE ALIGNMENT
ALTERNATIVE ALIGNMENT A11
ST FRANCIS BUNKEN LANDS STATE WILDLIFE MANAGEMENT AREA
POINSETT COUNTY
T11N
T10N
R6E
R7E
35° 30′
90°30′
27′ 30″
430000 FEET
2450000 FEET
GRAPHIC SCALE IN FEET
0 400 600 1200 1600

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY ..... USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1976
FIELD CHECKED ..... 1979. MAP EDITED 1983
PROJECTION ..... LAMBERT CONFORMAL CONIC
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR ..... ZONE 15
10,000-FOOT STATE GRID TICKS ..... ARKANSAS, NORTH ZONE
UTM GRID DECLINATION ..... 1°29′ EAST
1983 MAGNETIC NORTH DECLINATION ..... 3°00′ EAST
VERTICAL DATUM ..... NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM ..... 1927 NORTH AMERICAN DATUM

SCALE 1:24 000

1 .5 0 1 MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10 000 FEET
1 .5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000

CONTOUR INTERVAL 5 FEET

ARKANSAS
QUADRANGLE LOCATION

1 Trumann
2 Hatchie Coon

JACOBS

1. Southeast of Highway 14 and Highway 14B

2. Southeast of Highway 14 and Highway 14B

3. Southeast of Highway 14B & Cottonwood Rd

4. North of Highway 14B & Cottonwood Rd

5. Northeast of Highway 14B & Cottonwood Rd

6. Northeast of Highway 14B & Cottonwood Rd

7. East of Highway 14B & Cottonwood Rd

8. East of Highway 14B & Cottonwood Rd

9. North of Highway 14B & East of 1st Ln

10. North of Highway 14B & East of 1st Ln

11. North of Highway 14B & East of 1st Ln

12. North of Highway 14B & West of 1st Ln

13. North of Highway 14B & West of 1st Ln

14. North of Highway 14B & East of 1st Ln

15. North of Highway 14B & West of 1st Ln

16. North of Highway 14B & East of 1st Ln

17. North of Highway 14B & West of 1st Ln

18. North of Highway 14B & East of 1st Ln

19. Southwest of Highway 14B & 1st Ln

20. Northeast of Highway 14B & Overpass Blvd.

21. Northeast of Highway 14B & Overpass Blvd.

22. West of Highway 75 & South of US 63 Frontage Rd

23. West of Highway 75 & South of US 63 Frontage Rd

24. West of Highway 75 & South of US 63 Frontage Rd

25. West of Highway 75 & South of US 63 Frontage Rd

26. West of Highway 75 & South of US 63 Frontage Rd

27. West of Highway 75 & South of US 63 Frontage Rd

28. West of Highway 75 & South of US 63 Frontage Rd

29. West of Highway 75 & South of US 63 Frontage Rd

30. West of Highway 75 & South of US 63 Frontage Rd

31. West of Highway 75 & South of US 63 Frontage Rd

The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
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Arkansas Natural Heritage Commission
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Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

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www.arkansaspreservation.com

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September 21, 2010

Mr. Mark Asher, PE
Project Manager
Jacobs
10816 Executive Center Drive, Suite 300
Little Rock, Arkansas 72211

RE: Poinsett County – Marked Tree
Section 106 Review – FHWA
Proposed Future I-555 Access Road Between
Paneway and Marked Tree, Arkansas
AHPP Project Number 71506

Dear Mr. Asher:

This letter is written in response to your inquiry regarding properties of archeological, historical, or architectural significance in the area of the proposed referenced project.

The staff of the Arkansas Historic Preservation Program has reviewed the records that pertain to the area in question. The staff has reported that two archeological sites (3PO46 and 3PO59) are located in or adjacent to the construction area. One of these sites (3PO46) is a large prehistoric Indian mound site with human remains, and is probably eligible for inclusion in the National Register of Historic Places. Additionally, site 3PO59 is potentially significant. Therefore, in order to determine if these sites and any unknown sites will be impacted, we recommend that a cultural resources survey be conducted of the project area.

Thank you for the opportunity to comment on this undertaking. If you have any questions, please contact George McCluskey of my staff at (501) 324-9880.

Sincerely,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration
Quapaw Tribe of Oklahoma
Arkansas State Highway and Transportation Department
Arkansas Archeological Survey

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US Army Corps of Engineers
and
Arkansas Game and Fish Commission
Scoping Meeting

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FUTURE INTERSTATE 555
ACCESS ROAD STUDY

PROJECT: Future I-555 Access Road Study
FAP NO. STDP-005(26)

USACOE and AGFC Scoping Meeting Minutes

PROJECT NO.: AHTD - 100682
Jacobs - WLXL3300

PRESENT:

Josh Bright, USACE	Robert Zachary, AGFC
Johnny McLean, USACE	Craig Uyeda, AGFC
John Adams, USACE	Mark Asher, Jacobs
Miles Pillars, USACE	Troy Halouska, Jacobs
John Adams, USACE	Bill Richardson, Jacobs
David Goad, AGFC	Sarah Owen, Jacobs
Jerry King, AGFC	Scott Owen Jacobs

DATE: Oct. 1, 2009
9:00 A.M.

The following is our understanding of the subject matter covered and decisions made in this meeting. If this differs from your understanding, please notify us within five working days.

---

1. Introductions

Meeting participants introduced themselves around the room as Mr. Asher passed out the sign-in sheet, meeting agenda, and Draft Public and Agency Involvement Plan.

2. Project Background/Description

A brief description and background of the project was discussed.

3. Purpose and Need/Project Goals

The following draft project goals were presented:

- Provide direct connectivity between Marked Tree and Payneway for the transport and movement of agricultural equipment and goods after Highway 63 is upgraded to become Interstate 555.
- Maintain access to the Sunken Lands south of existing Highway 63 after it is upgraded to become Interstate 555. The AGFC concurred with this goal.
- Avoid and/or minimize adverse impacts to the natural and human environments.
- Minimize flood plain impacts.
- Provide practical and financially realistic transportation improvements for the movement of goods and emergency response.

4. Study Area

The study area was defined as one mile wide along existing Highway 63 from the Highway 14 interchange to the Highway 149 interchange.

5. Project Schedule

This phase of the project is to be completed by April 22, 2011.

6. Plans for Public and Agency Involvement

A draft Public and Agency Involvement Plan was handed out for folks to review. Two public meeting are planed with locally elected officials meetings to precede each public meeting.

7. Possible Project Alternatives

Mr. Asher described that there are three possible alignment alternatives at this point and pointed them out on an aerial showing the conceptual alignments. Alternative 1 is to the north of the existing US 63 following the alignment of the old US 63 roadbed. Alternative 2 is adjacent to the north side of the existing US 63. Alternative 3 is adjacent to the south side of the existing US 63.

It was noted that a new bridge was just completed along the old US 63 roadbed over Ditch 61.

8. Discussion of Issues and Concerns

The Corps is in the process of deeding the ownership of the land to AGFC. Currently the Sunken Lands are leased to AGFC. The current lease expires in December of 2009. The deeding process probably will not be complete for several more years. They are in the environmental review process right now.

The initial concern for the AGFC is the loss of access to the area south of the existing highway when US 63 becomes I-555. There is good fishing in the ponds to the south. Access to these ponds will be greatly reduced when control of access is enforced on future I-555. It is essential that access be maintained across the Sunken Lands for AGFC as well as for logging and farming equipment, and other maintenance reasons.

Looking at the three alternative options, AGFC prefers Alternative 3 – the southern alignment adjacent to the existing US 63. There are several concerns with the alternative that runs along the old US 63 alignment. This alternative would have to be elevated significantly due to all the yearly flooding in the area. The Paneway gage has water elevations ranging between 218 and 270. The area between the levees flood unpredictably. The old US 63 is often underwater and access needs to be maintained year round. Plus, AGFC is not interested in seeing a brand new road through the property creating another north-south barrier. This would make regulation enforcement more difficult due to the open access that a new road would bring.

From an environmental and wildlife management perspective, Alternative 3 makes the most sense. In addition, this option would allow AGFC to maintain easier access to the southern portion of their property. There is a lot of hunting in the area from October through February and a lot of fishing that occurs as well. As mentioned, with a new road bisecting the Sunken Lands property, it would be very difficult for AGFC to enforce hunting and fishing regulations, as well as, impact wildlife and hunting in the vicinity of the new roadway. AGFC also mentioned that there may be private landowners accessing their property though their lease area south of the existing highway. If the new roadway were placed adjacent to the south side of existing US 63 the AGFC would work with the local landowners should they need access across their property.

There are a lot of utilities on the north side of US 63 that would interfere with Alternative 2. AGFC has no plans for future development on the Sunken Lands due to the flooding issue.

The AGFC would welcome the use of borrow from their future property for the construction of the new roadway to enlarge the ponds south of existing US 63.

For protected species, other than the muscle, there may be occurrences of pondberry. There is also corkwood in the floodway, but that is not a federally protected species, it is state protected. AGFC does not expect that we will find either in the project area but wanted to make us aware of the potential. The Biology Department at ASU has information on T & E species surveys. Also, the Arkansas Natural Heritage Commission keeps an up to date protected species list.

There is no known planned development in the area mostly due to the floods. They have performed a lot of habitat work in the area and reforested roughly 3100 acres in the early 1990's. There may be some temporary logging roads constructed, and AGFC may do some additional habitat work and plantings. The calorie pear is an invasive species in the area. There may be plans to try to take it out.

The Sunken Lands are indeed a wildlife management area and not a refuge.

Little Rock Corps processes all of the 404 permits for AHTD projects, but the Memphis district will be in charge of providing background information and being in the field for the delineation surveys. Concurrence will be needed from the Corps before we get too far into the process with mitigation. It is believed that there are not any wetland bank credits left in the Memphis District. There are still some on going flood control projects in the area.

Drainage District No. 17 in Marked Tree owns some property in the area. There may be restriction of easement.
It would be good to get a land use permit from AGFC for the use of four wheelers, but there are no access restrictions. AGFC is happy to meet on site if necessary for any work needed.

Participating Agency status for the Corps and AGFC may be a good idea because of the ownership of the Sunken Lands property.

9. USACE Involvement

Contact is Josh Bright for Regulatory; Miles Pillars for Right-of-Way.

10. AGFC Involvement

Contact is Robert Zachary until September 30, 2010; Jeremy Brown in Wildlife Management Division; Jerry King in Construction and Engineering.

11. Next Steps

The next steps are to have a scoping meeting with all agencies with jurisdiction and then to have a public meeting for the project.

Josh Bright will contact planning to get background on the Sunken Lands related to work performed in the area and wetland mitigation.
Mike Pillar will research the status of the lease

REPORTED BY: Mark Asher; Troy Halouska

Asher, Mark A.

From: Pillars, Miles D MVM [Miles.D.Pillars@mvm02.usace.army.mil]
Sent: Wednesday, December 01, 2010 10:16 AM
To: Asher, Mark A.
Cc: Rupe, Terry MVM
Subject: RE: Future I-555 Access Road Study (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: FOUO

Mark,

Environmental fieldwork has been completed on the project. Real Estate is working on the transfer, we estimate completion in late Spring of 2011.

Miles Pillars

901-544-3605

-----Original Message-----
From: Asher, Mark A. [mailto:Mark.Asher@jacobs.com]
Sent: Monday, November 29, 2010 4:03 PM
To: Pillars, Miles D MVM; Bright, Joshua K MVM
Cc: Beazley, Sandy
Subject: Future I-555 Access Road Study

Josh and Miles,

We are about to submit our draft of the EA for the Access Road Study across the Sunken Lands and just wanted to verify something. Are you all still on target to transfer the land in the Sunken Lands to AGFC this month? If not, when do you anticipate the transfer taking place?

I hope you both enjoyed the Thanksgiving holiday.

Thank you very much,

Mark Asher

Jacobs

Transportation Manager, Little Rock

501.223.0515

501.837.5639 cell

501.223.2470 fax

mark.asher@jacobs.com

10816 Executive Center Dr., Suite 300

Little Rock, AR 72211-4383

Classification: UNCLASSIFIED
Caveats: FOUO

Natural Resources Conservation Service

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United States Department of Agriculture

NRCS
Natural Resources Conservation Service
Room 3416, Federal Building
700 West Capitol Avenue
Little Rock, Arkansas 72201-3225

APR 02 2010

Mark Asher, PE
Project Manager
Jacobs Engineering
10816 Executive Center Drive, Suite 300
Little Rock, Arkansas 72211-4383

Dear Mr. Asher:

This letter is in response to your request for information related to Prime Farmland and Farmland of Statewide Importance for the future I-555 Access Road between Payneway and Marked Tree, located in Poinsett County, Arkansas. The area does contain about 242 acres of Prime Farmland and about 235 acres of Farmland of Statewide Importance. In determining this acreage, I used the buffer of the project from the map you supplied and subtracted any urban built up areas and the present Arkansas Highway 63 corridor. This area will not impact any WRP land in the area. Enclosed are form CPA-1061 and a map for your use.

Should you have any questions or need additional information, please call me at (501) 301-3172 or email at edgar.mersiovsky@ar.usda.gov.

Sincerely,

EDGAR P. MERSIOVSKY
Assistant State Soil Scientist

Enclosure

cc:
Luis Hernandez, Soil Survey Region 16 Leader/State Soil Scientist, NRCS, Little Rock, AR

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 3/4/10	4. Sheet 1 of _____
1. Name of Project I-555 Access Road	5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Highway	6. County and State Poinsett County, Arkansas	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 3/8/10	2. Person Completing Form Edgar Mersiovsky
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 289,927	Average Farm Size 852
5. Major Crop(s) Soybeans	6. Farmable Land in Government Jurisdiction Acres: 439,341 % 90	7. Amount of Farmland As Defined in FPPA Acres: 439,341 % 90
8. Name Of Land Evaluation System Used SCS-LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 4/2/10

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				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0.0	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	242.00			
B. Total Acres Statewide And Local Important Farmland	235.00			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.1100			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	97			
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)*	74			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15				
2. Perimeter in Nonurban Use — 10				
3. Percent Of Corridor Being Farmed — 20				
4. Protection Provided By State And Local Government — 20				
5. Size of Present Farm Unit Compared To Average — 10				
6. Creation Of Nonfarmable Farmland — 25				
7. Availablility Of Farm Support Services — 5				
8. On-Farm Investments — 20				
9. Effects Of Conversion On Farm Support Services — 25				
10. Compatibility With Existing Agricultural Use — 10				
TOTAL CORRIDOR ASSESSMENT POINTS — 160				
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	74			
Total Corridor Assessment (From Part VI above or a local site assessment) — 160				
TOTAL POINTS *(Total of above 2 lines)* — 260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

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

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

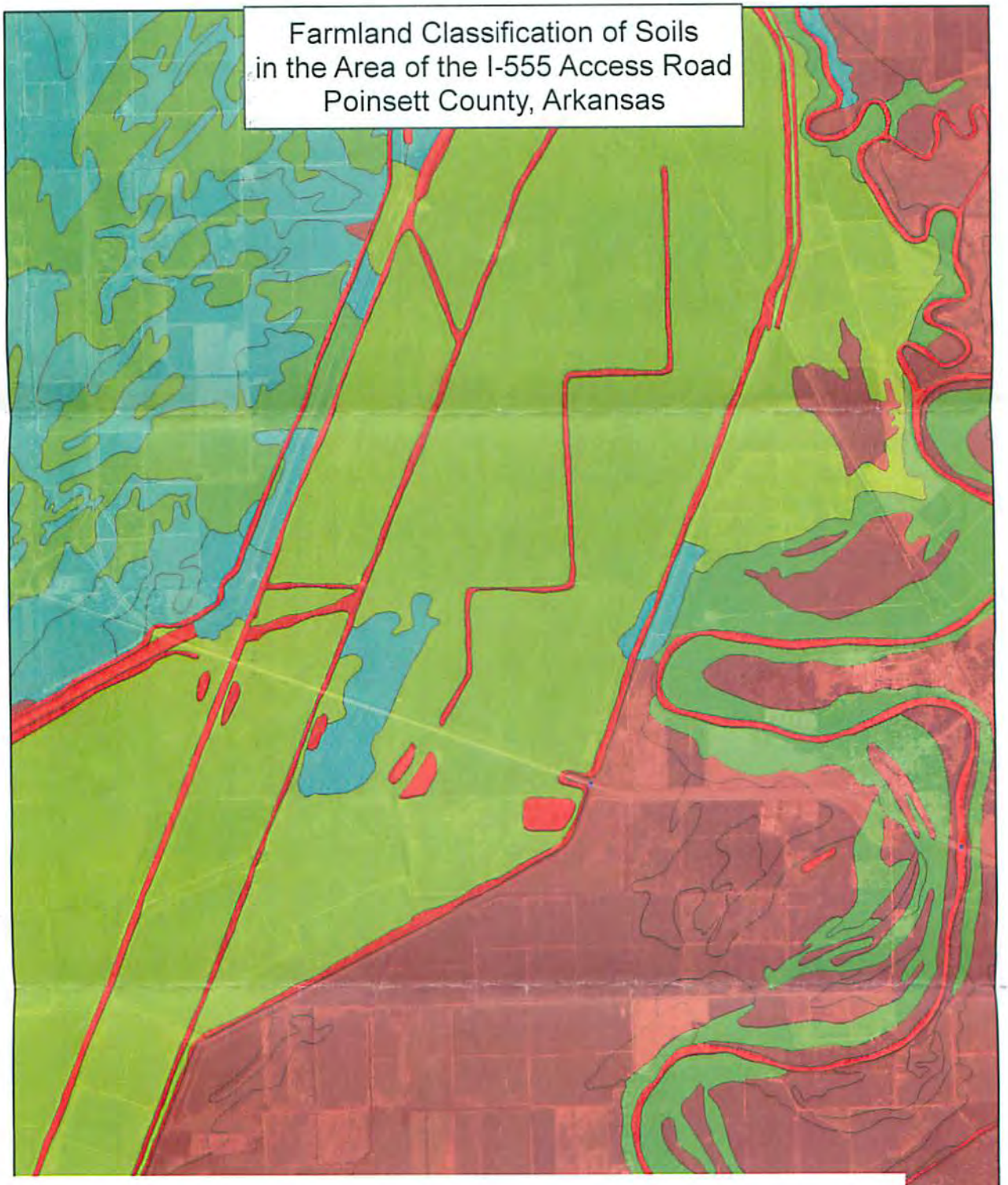
(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Farmland Classification of Soils in the Area of the I-555 Access Road Poinsett County, Arkansas



Farmland Classification

{NAN, <}

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance

N

NRCS

U.S. DEPARTMENT OF AGRICULTURE
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NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 9/20/10	4. Sheet 1 of _____
1. Name of Project **Future I-555 Access Road**	5. Federal Agency Involved **Federal Highway Admin., AHTD**	
2. Type of Project **Highway**	6. County and State **Poinsette County, Arkansas**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 9/20/10	2. Person Completing Form **Edgar Mersiovsky**
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 **289,927** / Average Farm Size **852**
5. Major Crop(s) **Soybeans**	6. Farmable Land in Government Jurisdiction Acres: **439,341** % **90**	7. Amount of Farmland As Defined in FPPA Acres: **439,341** % **90**
8. Name Of Land Evaluation System Used **SCS-LESA**	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS **9/29/10**

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	20.0			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	20.0	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	11.00			
B. Total Acres Statewide And Local Important Farmland	7.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0040			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	89			
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)*	74			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15			
2. Perimeter in Nonurban Use — 10	5			
3. Percent Of Corridor Being Farmed — 20	0			
4. Protection Provided By State And Local Government — 20	0			
5. Size of Present Farm Unit Compared To Average — 10	1			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	5			
8. On-Farm Investments — 20	10			
9. Effects Of Conversion On Farm Support Services — 25	1			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	37			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	74			
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	37			
TOTAL POINTS *(Total of above 2 lines)* — 260	111			

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
Corridor A	20		YES ☐ NO ☑

5. Reason For Selection:

Minimizes environmental impacts & meets purpose + need of project

Signature of Person Completing this Part: _____ DATE 9/29/10

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

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Appendix B

Potamilus capax Survey Report

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Potamilus capax survey
by Alan D. Christian

AHTD Job Number 100682

Future Interstate 555 Access Road Study (U.S. Highway 63)

FAP Number STDP-005(26)

EXECUTIVE SUMMARY

The fat pocketbook, *Potamilus capax*, was designated as "Endangered" in June 1976 by the USFWS in the entire range of the species. The present general distribution of *P. capax* has been reported from the upper Mississippi River on the boarders of Minnesota, Wisconsin, Iowa, Illinois, and Missouri, the Ohio River System on the boarders of Indiana, Illinois, and Kentucky, especially its tributary the Wabash River in Indiana and Illinois, the White River of Missouri and Arkansas, and the St. Francis River system in Arkansas. Bivalve surveys were conducted at 6 of the waterway corridor crossings from August 27th – 29th 2010 for the I-555 frontage road between Payneway and Marked Tree, Poinsett County, Arkansas. The waterbodies, in northwest to southeast order, were Ditch 35 & 103, Ditch 60, Ditch 61, Sand Slough, Flood Relief, and the Saint Francis River. Each waterway survey consisted of searching for bivalves 100 feet (~33 m) upstream and 300 feet (100 m) downstream of the proposed centerline corridor extent crossings. The surveys consist of timed searches that transverse the waterway from bank to bank to cover the habitat(s) extensively via wading, snorkeling, or SCUBA, depending on waterway depth in which the area covered was delimited and recorded. Overall, 3 live *Potamilus capax* and 1 relic *P. capax* shell were collected from 3 of the 6 waterbodies surveyed (Flood Relief, Ditch 60, and the Saint Francis). A total of 158 live mussels were encountered from the 6 sites ranging from 0 to 50 individuals. CPUE of the 6 sites ranged from 0.00 to 0.27 per minute. A total of 15 live species (richness) were encountered from the 6 sites with species richness ranging from 0 to 11 for the 6 sites. Thus, the environmental consequences of the U.S. 63 (Future I-555) alternative consist of 3 potential freshwater mussel impacts including 3 instances of live *P. capax*.

1. AFFECTED ENVIORNMENT

Literature Review

The fat pocketbook, *Potamilus capax*, was designated as "Endangered" in June 1976 by the USFWS in the entire range of the species. The present general distribution of *P. capax* has been reported from the upper Mississippi River on the boarders of Minnesota, Wisconsin, Iowa, Illinois, and Missouri, the Ohio River System on the boarders of Indiana, Illinois, and Kentucky,

especially its tributary the Wabash River in Indiana and Illinois, the White River of Missouri and Arkansas, and the St. Francis River system in Arkansas (Oesch 1984; U.S. Fish and Wildlife Service 1989; Cummings and Mayer 1992). General habitat of *P. capax* is reported as slow-flowing water in large rivers in mud, sand, and clay substrates (Oesch 1984; U.S. Fish and Wildlife Service 1989; Cummings and Mayer 1992) as well as successfully colonizing drainage ditches of sand and mud substrates in Arkansas and Missouri (Jenkinson and Ahlstedt 1988; Ahlstedt and Jenkinson 1991; Jenkinson and Ahlstedt 1993-1994).

The St. Francis River system is inhabited by the federally endangered fat pocketbook (*Potamilus capax*)(Jenkinson and Ahlstedt 1988; Ahlstedt and Jenkinson 1991; Jenkinson and Ahlstedt 1993-1994). Ahlstedt and Jenkinson (1991) summarized the results of 144 main stem and tributary (ditch) sites covering approximately 400 river kilometers (250 river miles) and Jenkinson and Ahlstedt (1993-1994) qualitatively sampled 256 more sites covering 380 miles of stream and ditch. They (Ahlstedt and Jenkinson 1991) sampled 10 sites along the "middle region" Saint Francis River (sunken lands) near Lake City, Arkansas, but reported no live *P. capax*. Jenkinson and Ahlstedt (1993-1994) surveyed 34 sites in the area between Manila and Dell, Arkansas in the Right Hand Chute Little River and the upper ditch of that drainage, which included the State Line Outlet Ditches. From those 34 sites, they reported 129 *P. capax* individuals from 20 sites. Jenkinson and Ahlstedt (1993-1994) surveyed 22 sites along the Left Hand Chute Little River west of Dell, Mississippi County, Arkansas and reported no live *P. capax.*

METHODS

Bivalve surveys were conducted at 6 of the waterway corridor crossings from August 27th – 29th 2010 for the I-555 frontage road between Payneway and Marked Tree, Poinsett County,

Arkansas (Table 1). The waterbodies, in northwest to southeast order, were Ditch 35 & 103, Ditch 60, Ditch 61, Sand Slough, Flood Relief, and the Saint Francis River (Figs. 1-7). Each waterway survey consisted of searching for bivalves 100 feet (~33 m) upstream and 300 feet (100 m) downstream of the proposed centerline corridor extent crossings. However, prior to verifying the survey extent, 2 waterbodies, Floodway Relief Ditch and Sand Slough, were surveyed using the previous US Fish and Wildlife Service guidance of 100 m upstream to 300 m downstream. These 2 waterbodies were not re-surveyed as the 400 m survey lengths were more extensive than the current 133 m survey lengths.

Each waterway corridor extent crossing survey started 33 m upstream of the project most upstream corridor crossing and preceded downstream to 100 m below the lower most corridor extent. A GPS unit was used to locate the midpoint bridge crossings (Table 1; TB) based on coordinates provide by Jacobs Engineering and to establish the limits of the survey areas. Surveys consisted of timed searches for a minimum of 180 person minutes; 33 m upstream and 100 m downstream (total length of 133 m [~400 ft]) of each of the 6 bridge crossings. Each 133 m survey length was broken up into 5 transects. Starting 33 m upstream of the crossing was transect A (TA), which extended to the proposed bridge crossing. Transect B (TB) started at the bridge crossing and extended 33 m downstream. Transect C (TC) started 33 m below TB and extended 33 meters downstream. Transect D (TD) started 33 m below TC and extended 33 m downstream which represented the downstream extent, transect E (TE) of the mussel survey. Each transect was broken into a left (L) and right (R) half resulting in eight sections (2 sections upstream of the bridge crossing; 6 sections downstream of the bridge crossing), with 4 sections on the right side (facing downstream) of the channel and 4 sections on the left side (facing downstream) of the channel with center channel separating the right and left sides. The most

upstream search transect was labeled “A” and the downstream most transect was designated “E” with the left bank side being labeled “L” and the right bank side being labeled “R”. This allowed for the delineation of 8 survey sections [TAR (1st 33 m, right side), TAL (1st 33 m, left side), TBR (2nd 33 m, right side), TBL (2nd 33 m, left side), TCR (3rd 33 m, right side), TCL (3rd 33 m, left side), TDR (4th 33 m, right side), TDL (4th 33 m, left side)]. If mussels were found within 5m upstream or downstream of the project centerline, they were relocated per the USFWS guidance.

The surveys consist of timed searches that transverse the waterway from bank to bank to cover the habitat(s) extensively via wading, snorkeling, or SCUBA, depending on waterway depth in which the area covered was delimited and recorded. Encountered bivalves were collected in a nylon mesh bag, unless densities are too high to reasonably collect all individuals, at which time representative individuals were collected. Bivalves were identified to species and recorded on standardized field data sheets. Live freshwater mussel catch per unit effort (CPUE; individuals per minute) for each section and reach were estimated by dividing the number of live individuals collected in each cell by the survey time (minutes) for each cell.. Survey limits were documented using Global Positioning Systems (decimal degrees; WGS84). The length (m), width (m), and depth (m) of each cell were recorded and the area of each cell was calculated.

SUMMARY OF RESULTS

A total of 6 sites were surveyed along the alternative alignment for the I-555 frontage road between Payneway and Marked Tree, Poinsett County, Arkansas from 27 – 29 August, 2010 (Table 1). Table 1 summarizes the date codes, drainage system, water body, county,

decimal degrees (WGS84), and datum information, water body search location, water body search width, water body search area, and notes on the water body.

Overall, 3 live *Potamilus capax* and 1 relic *P. capax* shell were collected from 3 of the 6 waterbodies surveyed; Flood Relief, Ditch 60, and the Saint Francis (Tables 2-7). A total of 158 live mussels were encountered from the 6 sites ranging from 0 to 50 individuals (Tables 2-7). CPUE of the 6 sites ranged from 0.00 to 0.27 per minute (Tables 2-7). A total of 15 live species (richness) and 13 dead species were encountered from the 6 sites with species richness ranging from 0 to 11 for the 6 sites (Tables 2-7).

The Ditch 35 & 105 1980 m^2 search area was surveyed for 188 minutes resulting in 48 live mussels from 6 species (Table 2). No live or relic *P. capax* were observed in the survey area. Overall CPUE at the site was 0.26 individuals per minute with individual cell CPUE ranging from 0.00 to 0.60 individuals per minute.

The Ditch 60 6600 m^2 search area was surveyed for 165 minutes resulting in 13 live mussels from 4 species (Table 3). One live *P. capax* was observed in the survey area. Overall CPUE at the site was 0.08 individuals per minute with individual cell CPUE ranging from 0.00 to 0.24 individuals per minute.

The Ditch 60 3300 m^2 search area was surveyed for 176 minutes resulting in 2 live mussels from 2 species (Table 4). No live or relic *P. capax* were observed in the survey area. Overall CPUE at the site was 0.01individuals per minute with individual cell CPUE ranging from 0.00 to 0.05 individuals per minute.

The Sand Slough 8000 m^2 search area was surveyed for 60 minutes resulting in no live mussels, but 12 relic shells from 2 species (Table 5). No live or relic *P. capax* were observed in the survey area. Sand Slough was dry (Figure 5) except for 1 small pool area.

The Flood Relief 3500 m^2 search area was surveyed for 185 minutes resulting in 50 live mussels from 9 species (Table 6). One live and 1 relic *P. capax* were observed in the survey area. Overall CPUE at the site was 0.27 individuals per minute with individual cell CPUE ranging from 0.07 to 0.65 individuals per minute.

The Saint Francis 5280 m^2 search area was surveyed for 179 minutes resulting in 45 live mussels from 11 species (Table 7). One live *P. capax* was observed in the survey area. Overall CPUE at the site was 0.25 individuals per minute with individual cell CPUE ranging from 0.00 to 0.52 individuals per minute.

ENVIRONMENTAL CONSEQUENCES

ASSESSMENT OF IMPACTS

The environmental consequences of the U.S. 63 (Future I-555) alternative consist of 5 potential bivalve impacts. The first potential impact is at Ditch 60, where 13 live individual from 4 species were observed including 1 live *Potamilus capax* (Table 3). The live *P. capax* was observed in section TAL cell, which was 0 to 33 meters upstream of the proposed bridge crossing (Table 3). The second potential impact is Flood Relief, where 50 live individuals from 9 species were observed, including 1 live and 1 relic *P. capax*, (Table 6). However, the live *P. capax* was observed in the TCL and TCR section that was between 100 and 200 meters downstream of the bridge crossing (Table 6). As mentioned in the methods, Flood Relief and Sand Slough had larger than required survey areas. Thus, at Flood Relief, the *P. capax* was found outside of the current U.S. Fish and Wildlife survey limits. The third potential impact is the Saint Francis, where 45 live individuals from 11 species were observed including 1 live P.

capax (Table 7). The live *P. capax* was observed in TAL cell, which was 0 to 33 meters upstream of the proposed bridge crossing.

Literature Cited

Ahlstedt, S. A. and J. J. Jenkinson (1991). "Distribution and abundance of Potamilus capax and other freshwater bivalves in the St. Francis river system, Arkansas and Missouri, U.S.A." Walkerana **4**(14): 225-261.

Cummings, K. S. and C. A. Mayer (1992). "Field guide to freshwater bivalves of the Midwest." Manual No. 5 Illinois Natural History Survey, Champaign, IL: 194 pp.

Jenkinson, J. J. and S. A. Ahlstedt (1988). A search for additional populations of Potamilus capax in the St. Francis and Cache River watersheds, Arkansas and Missouri. Memphis, Tennessee, Prepared for U.S. Army Corps of Engineers, Memphis District**:** 304.

Jenkinson, J. J. and S. A. Ahlstedt (1993-1994). "A search for additional populations of Potamilus capax in the St. Francis and Cache River watersheds, Arkansas and Missouri, U.S.A." Walkerana **7**(17/18): 71-157.

Oesch, R. D. (1984). Missouri Naiads: a guide to the bivalves of Missouri. Jefferson City, Missouri, Missouri Department of Conservation.

U.S. Fish and Wildlife Service (1989). A recovery plan for the fat pocketbook pearly bivalve Potamilus capax (Green 1832). Atlanta, Georgia, U.S. Fish and Wildlife Service**:** 22.

Table 1. GPS coordinates (decimal degrees; WGS84), length (m), average width (m), search area (m^2), and average depth for the 6 I-555 frontage road alternative water bodies surveyed for freshwater mussels from 27 – 29 August 2010.

Waterbody	Transect	Cell	N	W	Length (m)	Ave. Width (m)	Search Area (m^2)	Ave. Depth (m)
35 & 103	A	L	35.53994	90.49249	33	7.5	247.5	0.40
	A	R			33	7.5	247.5	0.40
	B	L	35.53994	90.49249	33	7.5	247.5	0.20
	B	R			33	7.5	247.5	0.20
	C	L	35.53959	90.49275	33	7.5	247.5	0.30
	C	R			33	7.5	247.5	0.30
	D	L	35.53943	90.49287	33	7.5	247.5	0.25
	D	R			33	7.5	247.5	0.25
	E		35.53934	90.49306				
	Totals				**132**	**7.5**	**1980**	**0.2875**
Ditch 60	A	L	35.53764	90.48577	33	15	495	7.00
	A	R			33	15	495	7.00
	B	L	35.53733	90.48582	33	20	660	4.00
	B	R			33	20	660	5.00
	C	L	35.53705	90.48596	33	20	660	7.00
	C	R			33	20	660	6.00
	D	L	35.53679	90.48621	33	45	1485	6.00
	D	R			33	45	1485	6.00
	E							
	Totals				**132**	**25**	**6600**	**6**
Ditch 61	A	L	35.53560	90.47843	33	7.5	247.5	0.50
	A	R			33	7.5	247.5	0.50
	B	L	35.53550	90.47841	33	15	495	0.66
	B	R			33	15	495	0.66
	C	L	35.53509	90.47858	33	15	495	0.25
	C	R			33	15	495	0.75
	D	L	35.53484	90.47868	33	12.5	412.5	0.33
	D	R			33	12.5	412.5	0.33
	E							
	Totals				**132**	**12.5**	**3300**	**0.4975**

Table 1. Continued. GPS coordinates (decimal degrees; WGS84), length (m), average width (m), search area (m^2), and average depth for the 6 I-555 frontage road alternative water bodies surveyed for freshwater mussels from 27 – 29 August 2010.

Waterbody	Transect	Cell	N	W	Length (m)	Ave. Width (m)	Search Area (m^2)	Ave. Depth (m)
Sand Slough	A	L/R	35.53300	90.46811	100	20	2000	0.00
	B	L/R	35.53267	90.46898	100	20	2000	0.00
	C	L/R	35.53100	90.46900	100	20	2000	0.00
	D	L/R	35.53104	90.47026	100	20	2000	0.00
	E		35.53105	90.47096				
	Totals				**400**	**20**	**8000**	**0**
Flood Relief	A	L/R	35.52961	90.45695	100	10	1000	1.00
	B	L/R	35.52927	90.45765	100	10	1000	1.00
	C	L/R	35.52894	90.45746	100	10	1000	0.25
	D	L/R	35.52849	90.45644	100	5	500	0.33
	E		35.52760	90.45681				
	Totals				**400**	**8.75**	**3500**	**0.645**
Saint Francis	A	L	35.52353	90.43484	33	20	660	0.50
	A	R			33	20	660	1.00
	B	L	35.52330	90.42477	33	20	660	1.00
	B	R			33	20	660	0.75
	C	L	35.52290	90.44930	33	20	660	1.25
	C	R			33	20	660	0.40
	D	L	35.52610	90.42490	33	20	660	1.25
	D	R			33	20	660	1.25
	E		35.52238	90.42500				
	Totals				**132**	**20**	**5280**	**0.925**

Table 2. Ditch 35 & 103 transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

			Species																		
			Amblema plicata		*Fusconaia flava*		*Lampsilis cardium*		*Lasmigona complantata*		*Obliquaria reflexa*		*Potamilus purpuratus*		*Quadrula pustulosa*		*Tritogonia verrucosa*				
Tran.	**Cell**	**Search Time (min)**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**Abund. (#)**	**CPUE (#/min)**	**Rich. (#)**
A	L	25	1	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.08	2
A	R	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0.20	1
B	L	25	7	8	1	0	1	0	0	0	0	0	0	0	0	1	1	0	10	0.40	4
B	R	25	15	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0.60	1
C	L	22	4	3	1	0	0	1	0	0	1	0	0	0	2	0	0	0	7	0.32	4
C	R	22	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0.18	2
D	L	22	2	2	2	0	0	0	0	1	0	0	0	1	1	0	0	0	5	0.23	3
D	R	22	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.00	0
Totals		**188**	**37**	**38**	**5**	**0**	**1**	**2**	**0**	**1**	**1**	**0**	**0**	**2**	**3**	**1**	**2**	**0**	**48**	**0.26**	**6**

Table 3. Ditch 60 transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

			Lampsils teres		*Leptodea fragilis*		***Potamilus capax***		*Potamilus ohiensis*		*Potamilus purpuratus*				
Tran.	**Cell**	**Search Time (min)**	**L**	**D**	**L**	**D**	**L**	**D**	L	D	**L**	**D**	**Abund. (#)**	**CPUE (#/min)**	**Rich. (#)**
A	L	25	0	0	2	1	**1**	**0**	0	2	3	0	6	0.24	3
A	R	25	0	0	0	1	**0**	**0**	0	0	5	0	5	0.20	1
B	L	20	0	0	0	0	**0**	**0**	0	0	0	0	0	0.00	0
B	R	25	0	0	1	2	**0**	**0**	0	0	0	3	1	0.04	1
C	L	20	0	0	0	0	**0**	**0**	0	0	0	0	0	0.00	0
C	R	20	1	0	0	0	**0**	**0**	0	0	0	0	1	0.05	1
D	L	15	0	0	0	2	**0**	**0**	0	0	0	0	0	0.00	0
D	R	15	0	0	0	0	**0**	**0**	0	0	0	0	0	0.00	0
Totals		**165**	**1**	**0**	**3**	**6**	**1**	**0**	**0**	**2**	**8**	**3**	**13**	**0.08**	**4**

Table 4. Ditch 61 transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

			Species								
			Obliquaria reflexa		*Leptodea fragilis*		*Potamilus purpuratus*				
Tran.	**Cell**	**Search Time (min)**	**L**	**D**	**L**	**D**	**L**	**D**	**Abund. (#)**	**CPUE (#/min)**	**Rich. (#)**
A	L	22	1	0	0	0	0	1	1	0.05	1
A	R	22	0	0	0	0	1	0	1	0.05	1
B	L	22	0	0	0	0	0	0	0	0.00	0
B	R	22	0	0	0	1	0	0	0	0.00	0
C	L	22	0	0	0	0	0	0	0	0.00	0
C	R	22	0	0	0	0	0	0	0	0.00	0
D	L	22	0	0	0	0	0	0	0	0.00	0
D	R	22	0	0	0	0	0	0	0	0.00	0
Totals		**176**	**1**	**0**	**0**	**1**	**1**	**1**	**2**	**0.01**	**2**

Table 5. Sand Slough transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

		Species						
		Lampsilis teres		*Pyganodon grandis*				
Tran.	**Search Time (min)**	**L**	**D**	**L**	**D**	**Abund. (#)**	**CPUE (#/min)**	**Rich. (#)**
A	15	0	1	0	1	0	0.00	0
B	15	0	1	0	5	0	0.00	0
C	15	0	3	0	1	0	0.00	0
D	15	0	0	0	0	0	0.00	0
Totals	**60**	**0**	**5**	**0**	**7**	**0**	**0.00**	**0**

Table 6. Flood Relief transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

			Species																				
			Amblema plicata		*Lampsils teres*		*Lasmigona complanata*		*Leptodea fragilis*		***Potamilus capax***		*Potamilus purpuratus*		*Pyganodon grandis*		*Quadrula quadrula*		*Toxolasma texasensis*				
Tran.	**Cell**	**Search Time (min)**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**Abund. (#)**	**CPUE (#/min)**	**Rich. (#)**
A	L/R	46	0	0	2	1	0	0	0	0	**0**	**0**	0	1	3	1	0	1	0	1	5	0.11	2
B	L/R	46	0	0	0	0	0	0	0	0	**0**	**0**	0	1	2	0	1	2	0	0	3	0.07	2
C	L/R	46	1	0	0	0	0	0	3	1	**1**	**0**	1	0	21	4	1	0	2	0	30	0.65	7
D	L/R	46	1	0	2	1	1	0	0	0	**0**	**1**	2	0	6	1	0	0	0	3	12	0.26	5
Totals		**184**	**2**	**0**	**4**	**2**	**1**	**0**	**3**	**1**	**1**	**1**	**3**	**2**	**32**	**6**	**2**	**3**	**2**	**4**	**50**	**0.27**	**9**

Table 7. Saint Francis transect and cell search time live and dead mussel counts, live abundance, live catch per unit effort, and live species richness.

			Species																								
			Alasmidonta marginata		*Amblema plicata*		*Fusconaia flava*		*Lampsilis teres*		*Lasmigona complanata*		*Leptodea fragilis*		*Pleurobema sp*		***Potamilus capax***		*Potamilus purpuratus*		*Pyganodon grandis*		*Quadrula nodulata*		*Quadrula pustulosa*		*Qua qua*
Tran.	**Cell**	**Search Time (min)**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	L	D	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**	**D**	**L**
A	L	22	0	0	0	2	0	0	0	1	0	1	0	0	0	0	**1**	**0**	1	1	0	0	1	0	0	0	0
A	R	22	0	0	1	1	1	1	0	0	1	0	0	2	0	0	**0**	**0**	1	5	0	0	0	0	2	0	1
B	L	25	0	0	5	10	1	0	0	0	1	1	1	1	0	0	**0**	**0**	1	2	1	3	0	0	1	3	0
B	R	22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**0**	**0**	0	0	0	0	0	0	0	0	0
C	L	22	0	0	4	5	0	0	0	1	1	0	0	3	0	1	**0**	**0**	2	4	1	0	1	0	2	1	0
C	R	22	0	0	1	0	0	0	0	0	0	0	0	1	0	0	**0**	**0**	0	0	0	0	0	0	0	0	0
D	L	22	0	1	1	1	0	0	0	3	0	0	0	2	0	0	**0**	**0**	2	3	0	2	0	0	1	0	1
D	R	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	3	1	0	0	0	0	2	0	0
E																											
Totals		**179**	**0**	**1**	**12**	**20**	**2**	**1**	**0**	**5**	**3**	**2**	**1**	**9**	**0**	**1**	**1**	**0**	**10**	**16**	**2**	**5**	**2**	**0**	**8**	**4**	**2**

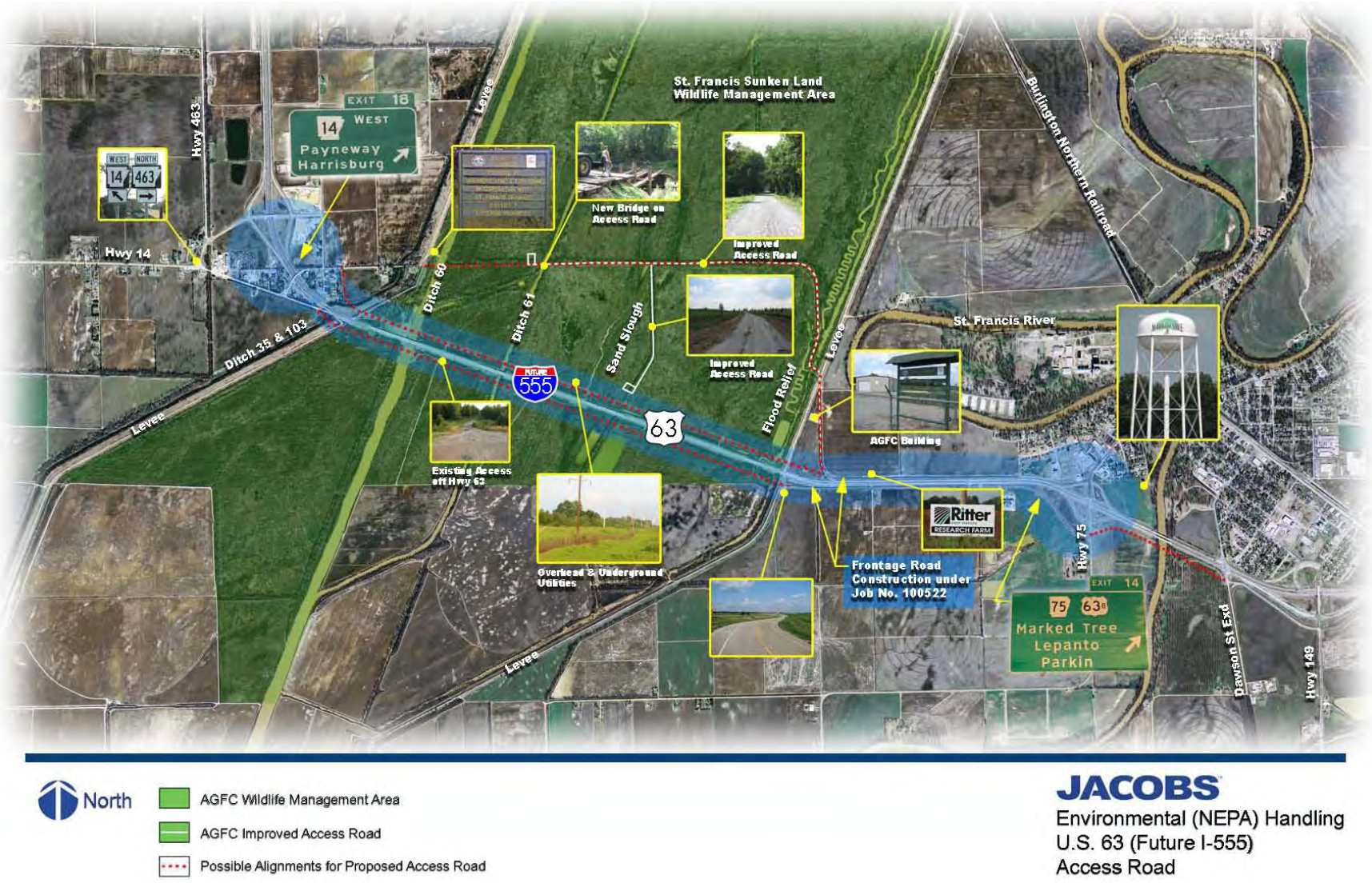

Figure 1. U.S. 63 (Future I-555) acces road alternative area between Payneway and Marked Tree, Poinsett County, Arkansas.

Figure 2. Ditch 35 & 103 downstream facing upstream (top) and picture illustrating snorkel searching.

Figure 3. Ditch 60 downstream facing upstream (top) and picture illustrating the *P. capax* collected at Ditch 60.

Figure 4. Ditch 61 downstream facing upstream (top) and picture illustrating snorkel searching (bottom).

Figure 5. Sand Slough facing upstream in section upstream of proposed bridge crossing(top) and picture illustrating downstream section (bottom). Note, Sand Slough was dry except on small pool area .

Figure 6. Flood Relief downstream facing upstream (top) and picture illustrating *P. capax* collected at Flood Relief (bottom).

Figure 7. Saint Francis downstream facing upstream (top) and picture illustrating *P. capax* collected at the Saint Francis(bottom).

Appendix C

Phase I Environmental Assessment

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Phase I Environmental Site Assessment

Future I-555 Access Road Study from State Highway 149 to State Highway 14

Poinsett County, Arkansas

Prepared for:

Arkansas Highway and Transportation Department
Little Rock, Arkansas

Project No. 100682

Prepared by:

Jacobs Engineering, Inc.

Project Number: WLXL3300

December 2010

Phase I Environmental Site Assessment

Future I-555 Access Road Study

from State Highway 149 to State Highway 14

Poinsett County, Arkansas

Prepared for:

Arkansas Highway and Transportation Department

Little Rock, Arkansas

December 2010

Prepared by:

Dana Ragusa
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Gina McAfee
Senior Project Manager

Jacobs Engineering, Inc.

Project Number: WLXL3300

Table of Contents

Executive Summary

Jacobs Engineering, Inc. (Jacobs) performed a Phase I Environmental Site Assessment (ESA) of the US Highway 63 (Future I-555 Access Road) corridor from State Highway 149 (SH 149) to SH 14, Poinsett County, Arkansas (**Figure 1**). The Phase I ESA was performed in accordance with the scope and limitations of the American Society for Testing and Materials (ASTM) Standard Practice E 1527-05. The study was intended to be a screening of properties located within ½ mile of the proposed project improvements for the possible presence of *recognized environmental conditions*.

The project area is located in Sections 30 - 34, Township 11 North, and Range 6 East, and Sections 1 - 4, Township 10 North, and Range 6 East, Poinsett County, Arkansas (**Appendix Section 2**). Land use within the project area consists mostly of undeveloped land, agricultural uses, recreational areas, and small towns near the project termini. The City of Marked Tree, near the eastern terminus, is characterized by residential development surrounding a concentrated downtown retail/commercial core. The Town of Payneway, near the western terminus, consists mostly of residential development.

Based on a review of topographic maps and on observations made during an on-site inspection, the project area is presently and has historically been used for agricultural uses and recreational areas (**Appendix Section 3**).

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for Poinsett County (**Appendix Section 4**) indicate that portions of the project area are located in a special flood hazard area inundated by the 100-year flood.

A review of environmental regulatory records identified 6 properties that have faced regulatory fines and/or violations. However, remedial action has been conducted and no further action (NFA) is required at this time for all but one property; spill site at Highway 63 and Highway 75. According to the Arkansas Department of Environmental Quality (ADEQ), three sites were found in the database files with potential *recognized environmental conditions.* However, there are no reported violations for these sites. **Table 1** below lists and summarizes the status of the GeoSearch and ADEQ potential recognized environmental condition (REC) sites with potential to impact the project area and **Figure 2** (Potential REC Sites) depicts the location of these sites.

Table 1: GeoSearch and ADEQ Potential REC Sites

Radius Map ID #	Facility	Address	Database	Status	Risk
1	Spill	Hwy 63 & 75	ERI	Diesel spill reported in June 2008 which was cleaned up; site pending contractor report and inspection report	Low
1	Wilburn Carroll's Exxon; vacant lot	Highway 63 & 75	LRST	Free product discovered and recovered in monitoring well; NFA	None
2	Delta Technical Institute / VO-Tech Delta	33500 Highway 63 East	RST	Five tanks (4-gasoline and 1-unknown) removed in July 1997; no reported violations	None
2	Delta Technical Institute / VO-Tech Delta	33500 Highway 63 East	RCRAG	Conditionally exempt small quantity generator; no reported violations	None

Radius Map ID #	Facility	Address	Database	Status	Risk
3	Cenex	201 Hester Parker Drive	RST, LUST	4 tanks in-service (3-gasoline and 1-diesel); listed as LUST; free product discovered and recovered in monitoring well; compliance inspection on 2/3/10; NFA required.	None
4	Vaughin Ford	115 Hwy 63 West	RST	5 tanks (4-gasoline and 1-unknown) removed in February 1999; no reported violations	None
5	E Ritter Oil CO – Bulk Plant	116 Hwy 63 West	RST	6 USTs (4-gasoline and 2-diesel) removed in August 1996; 7 USTs in-service (2-gasoline and 5-diesel); 7 ASTs out of use (3-diesel, 2-gasoline, 1-kerosene, 1-varsol); 2 ASTs in-service (2-gasoline); no reported violations	None
6	Marked Tree Public School	9th Street	RST	Registered storage tank in-service; no reported violations.	None
n/a	The Chicken Stop	113 Hwy 63 B West	RST	Registered storage tank in-service; no reported violations.	None
n/a	JRM 3 LLC (Citgo Service Station)	104 Hwy 63 B	RST	Registered storage tank in-service; no reported violations.	None
n/a	Payneway Conoco (Abandoned)	SH 14	RST	Registered as having one UST and one AST; no violations reported	None

Notes:
ERI=Emergency Response
LRST=Leaking Registered Storage Tank
RST=Registered Storage Tank
RCRAG= Resource Conservation and Recovery Act – Generator Facilities
n/a = sites found in ADEQ tank files
Source: GeoSearch and Arkansas Department of Environmental Quality

An on-site inspection conducted by Jacobs revealed six sites in the project area as having potential indications *of recognized environmental conditions.* However, property acquisitions are not required at any of these sites. Therefore, these sites do not pose a risk as a result of project implementation. **Table 2** below lists and summarizes the status of the observed sites with potential to impact the project area and **Figure 2** (Potential REC Sites) depicts the location of these sites.

Table 2: Observed Sites

Facility	Address	Status	Risk
Potential Auto Body Shop in Payneway	SH 148	Appeared to be active auto body shop; no files found at ADEQ; located approximately 1,800 feet northwest from proposed improvements; no property acquisition	None
Agricultural Site	SH 148	ASTs were observed on site; no files found at ADEQ; located approximately 1,500 feet northwest from proposed improvements; no property acquisition	None
K & N Diesel	SH 148	ASTs, tires, and construction debris observed on site; no files found at ADEQ; located approximately 650 feet northwest from proposed improvements; no property acquisition	None
Nelson's Garage	Neale Payne Lane	Appeared to be active auto body shop; no files found at ADEQ; located approximately 350 feet north from proposed improvements; no property acquisition	None
Farming Equipment Storage Site	SH 75	ASTs and farming equipment observed on site; no files found at ADEQ; located approximately 2,200 feet south from proposed improvements; no property acquisition	None

Facility	Address	Status	Risk
Auto Body Shop	Gayosa Street	Appeared to be active auto body shop; no files found at ADEQ; located approximately 2,200 feet north from proposed improvements; no property acquisition	None

Source: Jacobs

Several pole-mounted electrical transformers were observed within the project area. There were no signs of leaks.

Jacobs concludes that, at the time of this Phase I ESA, there are *recognized environmental conditions* identified within the project area. The proposed alignment would not result in acquisitions of sites with *recognized environmental conditions*. The risk of environmental contamination is low due to the listed spill site in the proposed right-of-way. Precaution should be taken in the area where the spill occurred and construction personnel need to be trained to recognize signs of possible contamination in soil such as odors and staining.

Assessment Objectives

Jacobs has conducted a Phase I ESA for properties in the vicinity of the proposed project improvements between SH 149 and SH 14, in the City of Marked Tree, Poinsett County, Arkansas (**Figure 1**). This assessment was performed in part to satisfy one of the requirements of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) innocent landowner defense; that is, the practices that constitute "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice," as defined in 42 USC 9601(35)(B).

The objective of the Phase I ESA was to identify, to the extent feasible pursuant to the processes prescribed in ASTM Standard Practice E1527-05, "Environmental Site Assessments: Phase I Environmental Site Assessment Process," *recognized environmental conditions* in connection with the subject area.

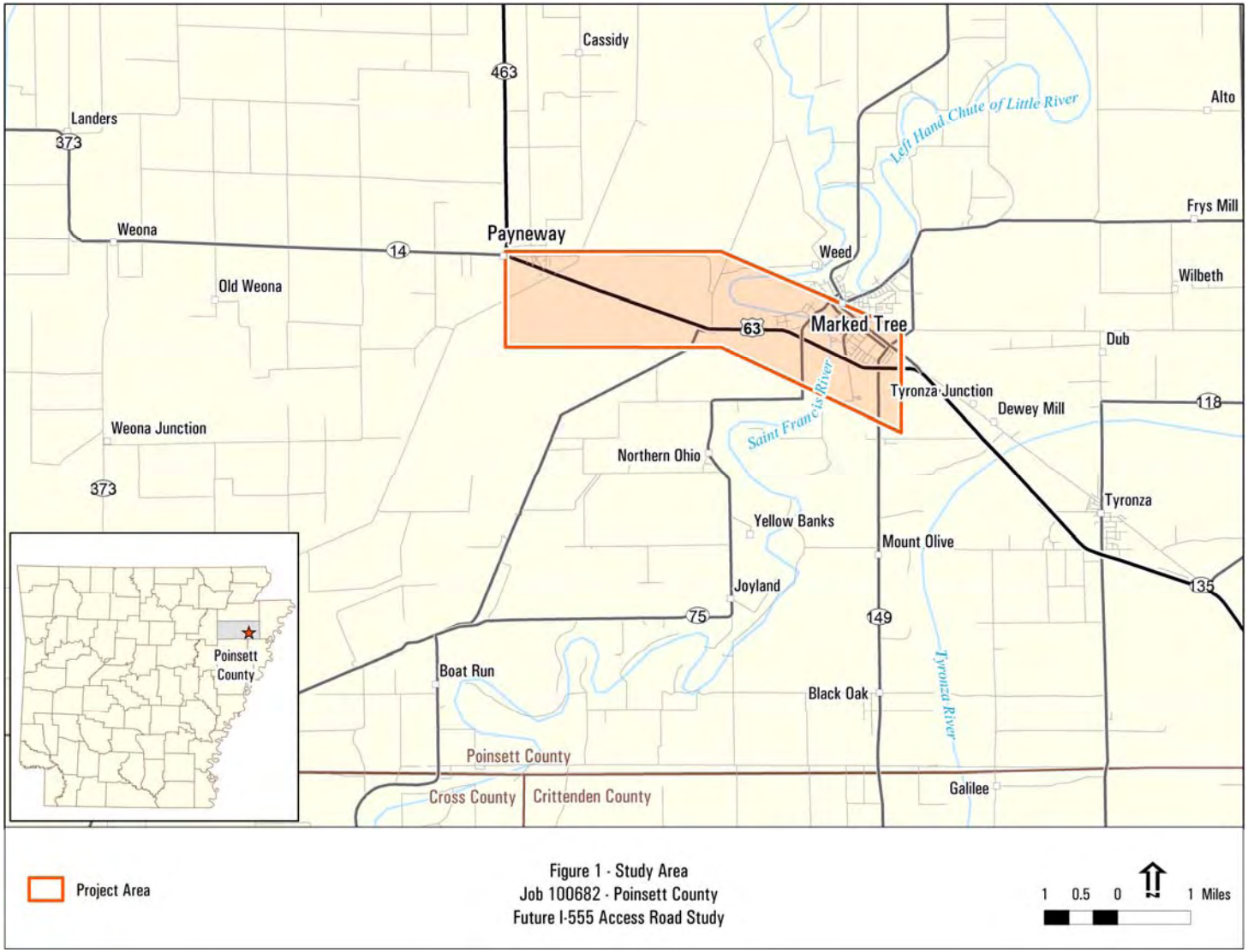
Recognized environmental conditions are the presence or likely presence of hazardous substances, hazardous waste or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any such substances into structures on the property or into the ground, groundwater, or surface water of the property. Definitions of hazardous substances, hazardous waste and petroleum products are included in **Appendix Section 1**. The term *recognized environmental conditions* is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The following components, as prescribed in the ASTM practice, comprise the fundamental scope under which the Phase I ESA was performed:

- An overview of the area, including location, general description, use and occupancy;
- A summary of site background information and a review of historic sanborn maps;
- A description of the environmental setting of the site;
- Results of the on-site inspection, including a visual inspection for indications of soil, groundwater, and surface water contamination and other hazards, and an evaluation of the environmental condition of the areas surrounding the site;
- A review of federal and state regulatory records to determine if area properties have faced or are currently facing any regulatory actions, fines, or violations, and whether there are any active or abandoned oil and gas wells located on or near the subject property;
- Interview with person knowledgeable of the project area and the surrounding areas; and
- Conclusion and recommendations.

Topographic, sanborn, and FEMA maps, regulatory records, and site photographs used in the preparation of this report are included in the **Appendix**.

Figure 1: Project Location Map



Conditions and Limitations

This Phase I ESA was authorized by and prepared for the Arkansas Highway and Transportation Department (AHTD) for use in evaluating potential environmental risks and liabilities associated with the subject corridor. This Phase I ESA cannot wholly eliminate uncertainty regarding the potential for *recognized environmental conditions* in connection with the subject corridor. Performance of the ASTM Practice is intended to reduce, but not eliminate, uncertainty regarding the potential for such conditions, and the ASTM Practice recognizes reasonable limits of time and cost.

The Phase I ESA Report and the opinions expressed herein concerning the potential for environmental impairment liabilities from regulated sites are partially based on published information. Undetectable environmental risks may be present and not documented by regulatory agency files. Therefore, Jacobs does not warrant, guarantee, or certify the accuracy or completeness of such regulatory information. Jacobs disclaims any and all liability for errors, omissions, or inaccuracies in such information and data, and for any and all inaccurate conclusions, inadvertent or otherwise, which may be based on such inaccurate information and data obtained from third parties.

Some substances may be present on a property in quantities and under conditions that may lead to contamination of the property, or nearby properties, but are not included in CERCLA's definition of hazardous substances or do not otherwise present potential liability.

This report does not constitute an appraisal of value or legal opinion, and Jacobs makes no representations or warranties of the fitness of the property for any use. Jacobs shall not be liable for any special, consequential or exemplary damages resulting, in whole or in part, from use of this report. Liability on the part of Jacobs is limited to the monetary value paid for this report. Jacobs assumes no responsibility for misinterpretation or improper use of this report.

Corridor Overview

The study corridor is located in Sections 30 - 34, Township 11 North, and Range 6 East, and Sections 1 - 4, Township 10 North, and Range 6 East, Poinsett County, Arkansas. The project area includes all properties within ½ mile of the proposed project improvements.

Based on a review of topographic maps and on observations made during an on-site inspection, the project area is presently and has historically been used for agricultural uses and recreational areas.

Land use within the project area consists mostly of undeveloped land, agricultural uses, recreational areas, and small towns near the project termini. The City of Marked Tree, near the eastern terminus, is characterized by residential development surrounding a concentrated downtown retail/commercial core. The Town of Payneway, near the western terminus, consists mostly of residential development.

Corridor Usage History

The following sections provide information on the history of the subject area as determined through an analysis of a topographic map, sanborn maps, Arkansas Oil and Gas Commission (AOGC) records, and an interview.

Topographic Map

A topographic map was reviewed for the project area. The map is included in **Appendix Section 2**.

The map shows that the project area is relatively flat ranging from approximately 210 feet above sea level to approximately 228 feet above sea level. The Saint Francis River is located near the City of Marked Tree in the eastern portion of the project.

Sanborn Maps

Sanborn maps dated 1908, 1919, and 1933 were reviewed for the project area (**Appendix Section 3**). Historic businesses observed on the sanborn maps include: the Frisco Railroad Freight & Passenger Deport, Sowell Lumber Company, E. Ritter Company Cotton Gin, Mann's Mill, Marked Tree Lumber Company, the Western Handle Company, and the Chapman & Dewey Lumber Company. Majority of these businesses are located within the City of Marked Tree which are approximately ½ mile or more north from the proposed improvements.

Oil/Gas Wells and Production Facilities Documentation

According to records from the Arkansas Oil and Gas Commission (AOGC), there are no oil and gas wells or pipelines within the project area.

Interview

The objective of interviews as part of the Phase I ESA process is to obtain information about the environmental condition of a site from a person or persons knowledgeable about the history of activities within the project area.

On August 16, 2010, Ritter Arnold, a local business owner in the City of Marked Tree, was interviewed for this Phase I ESA. Ritter has lived and worked in the City of Marked Tree for about 30 to 35 years. He is familiar with the Future I-555 project area. He mentioned that the main operations that occur in the project area mostly consist of agricultural activities. He also stated that the 2.5 mile alignment section, in between the two levees, was part of a flood control project. This area was prone to flooding until the Army Corp of Engineers (ACOE) purchased some of the land to be used as mitigation. The ACOE planted this area for natural revegetation of the habitat to occur. Other historic activities in the area include light industrial uses in the City of Marked Tree, but it is limited to an industrial park. In addition, the City had a dump site located approximately ½ mile north from Highway 63 which has been closed for over 20 years.

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Environmental Setting

Flood Plain Maps

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for Poinsett County (**Appendix Section 4**) indicate that the project area is located in following flood zones:

- Zone A - Special flood hazard area inundated by the 100-year flood. No base flood elevations determined.
- Zone A3 – Areas of 100-year flood; base flood elevations and flood hazard factors determined.
- Zone C – Areas of minimal flooding.

Surface Water Drainage

The St. Francis River is the major water resource in the project area. The project area was subject to flooding until the natural drainage systems were historically altered by major ditches and levees. This extensive activity has allowed the landscape to be converted to agricultural land, primarily for rice, winter wheat, cotton, and soybeans.

Groundwater

Groundwater flow within the project area is unknown due to the alteration of the drainage systems and the meandering of the St. Francis River. Jacobs did not determine site-specific groundwater information for the project area.

Regulatory and Governmental Agency Inquiries

A review of environmental regulatory records was performed to determine if adjacent or nearby properties have faced or are currently facing any regulatory actions, fines, or violations for conditions that may have an environmental impact on the corridor.

The following federal and state information sources were reviewed by Geo-Search to determine suspected or confirmed sites of environmental concern within one mile of the subject corridor.

Environmental Database Sites

Tables 3 details sites found in Geo-Search's available ("reasonably ascertainable") government records within the search area for the following databases:

Table 3: ASTM Standard Sites

Federal ASTM Standard	
Site	**Description**
AIRSAFS	Aerometric Information Retrieval System/Air Facility Subsystem
BRS	Biennial Reporting System
CDL	Clandestine Drug Laboratory Locations
DOCKETS	EPA Docket Data
EC	Federal Engineering Institutional Control Sites
ERNS	Emergency Response Notification System
FRS	Facility Registry System
HMIRS	Hazardous Materials Incident Reporting System
ICIS	Integrated Compliance Information System (Formerly Dockets)
ICISNPDES	Integrated Compliance Information System National Pollutant Discharge Elimination System
MLTS	Material Licensing Tracking System
NPDES	National Pollutant Discharge Elimination System
PADS	PCB Activity Database System
PCS	Permit Compliance System
SFLIENS	CERCLIS Liens
SSTS	Section Seven Tracking System
TRI	Toxics Release Inventory
TSCA	Toxic Substance Control Act Inventory
NLRRCRAG	No Loner Regulated RCRA Generator Facilities
RCRAG	Resource Conservation & Recovery Act – Generator Facilities
BF	Brownfields Management System
CERCLIS	Comprehensive Environmental Response Compensation & Liability Information System
LUCIS	Land Use Control Information System
NFRAP	No Further Remedial Action Planned Sites
NLRRCRAT	No Longer Regulated RCRA Non-Corracts TSD Facilities
ODI	Open Dump Inventory
RCRAT	Resource Conservation & Recovery Act – Treatment, Storage & Disposal Facilities
DNPL	Delisted National Priorities List
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
NLRRCRAC	No Longer Regulated RCRA Corrective Action Facilities
NPL	National Priorities List
PNPL	Proposed National Priorities List
RCRAC	Resource Conservation & Recovery Act – Corrective Action Facilities
RODS	Record of Decision System
State ASTM Standard	
Site	**Description**
AIRS	Air Permitted Facilities
ASBESTOS	Asbestos Notification of Intent Database

ERI	Emergency Response Incidents
NOV	Notice of Violation Information Database
PDS	Permit Data System
SC	Sites with Controls
RST	Registered Storage Tanks
CAFOP	Confined Animal Feeding Operation Permits
LRST	Leaking Registered Storage Tanks
RMD	Recycling Marketing Directory
SWF	Solid Waste Facilities
SWIDD	Solid Waste Illegal Dumps Database
RATFA	Remedial Action Trust Fund Act Priority List
RBFVCP	Record of Brownfields - Voluntary Cleanup Priorities
Tribal Records	
Site	**Description**
USTR06	Underground Storage Tanks on Tribal Lands
LUSTR06	Leaking Underground Storage Tanks on Tribal Lands
ODINDIAN	Open Dump Inventory on Tribal Lands
INDIANRES	Indian Reservations

Geo-Search Mapped Environmental Database Sites

Within the project area and the surrounding vicinity, 6 sites were found in the radius search of available government records. However, remedial action has been conducted and no further action (NFA) is required at this time for all but one property; spill site at Highway 63 and Highway 75 (see description below). According to the Arkansas Department of Environmental Quality (ADEQ), three sites were found in the database files with potential *recognized environmental conditions.* However, there are no reported violations for these sites. **Table 1** in **Appendix Section 5** lists and summarizes the status of the Geo-Search and ADEQ potential REC sites with potential to impact the project area and **Figure 2** (Potential REC Sites) depicts the location of these sites.

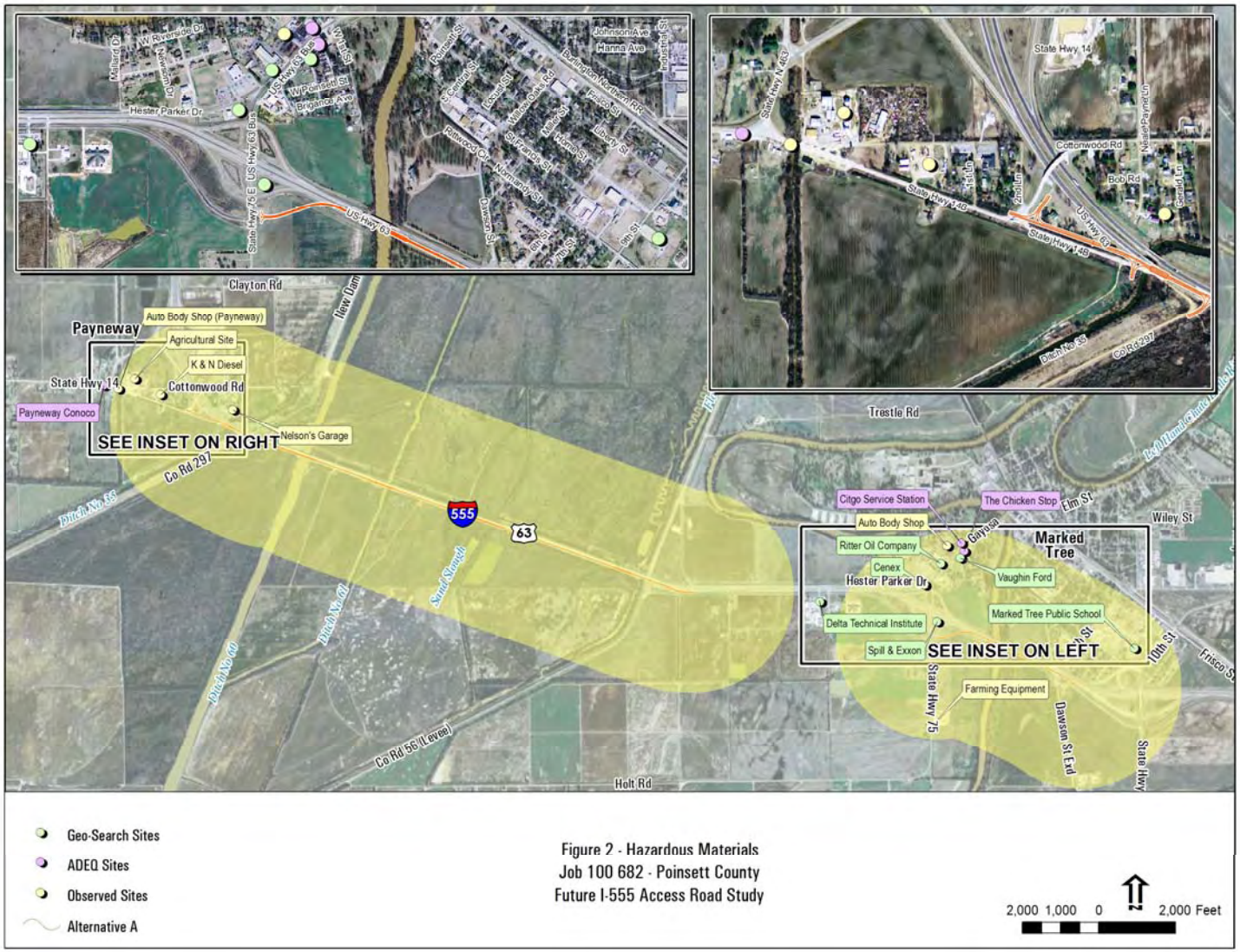
- **EDR Map Id # 1 – Spill Site – Highway 63 and Highway 75 –** A spill was reported at the intersection of Highway 63 and Highway 75 in Marked Tree. According to the regulatory report, there was a roll-over truck accident which released diesel into the highway dry ditch area. The spill was cleaned up. However, the site is pending a contractor report and inspection report. There were no files found at the ADEQ office. Since the spill occurred two years ago and the area was cleaned up, it is assumed no further action is required for this site.

  Proposed improvements are located in this area. Therefore, since no records were found indicating NFA, this site was rated as a low risk to the project area. Precaution should be taken in this area and construction personnel need to be trained to recognize signs of possible contamination in soil such as odors and staining.

Analysis of "Unlocatable" Sites

Geo-Search listed 3 sites as "unlocatable sites," meaning that the Radius Report could not pinpoint the location of the sites. Jacobs has reviewed these sites and determined that none of these sites are listed in databases that are considered to represent a *recognized environmental condition* likely to be impacted by the project. The database files of most concern are leaking registered storage tanks.

Figure 2: Potential REC Sites



On-Site Inspection

Ms. Dana Ragusa, Environmental Planner with Jacobs, conducted an on-site inspection of the corridor on March 25 and 26, 2010. The inspection revealed that property usage along the corridor includes undeveloped land, agricultural uses, recreational areas, and commercial and residential development in populated areas.

The inspection included:

- Visual inspection of the ground surface for signs of contamination;
- Inspection of the corridor for other items of environmental concern; and
- Visual inspection of the environmental condition of adjacent properties.

Photographs of the project area and sites with potential *recognized environmental conditions* taken during the site reconnaissance are included in Appendix, Section 6. However, since there are numerous properties, only those sites listed with a potential risk to the project area are included in the appendix.

Hazardous Substances

There were six sites observed in the project area as having potential indications *of recognized environmental conditions*. **Table 2** in **Appendix Section 5** lists and summarizes the status of the observed sites with potential to impact the project area and **Figure 2** (Potential REC Sites) depicts the location of these sites.

Possible Polychlorinated Biphenyls (PCBs)

Pole-mounted electrical transformers were observed within the project area. All of the transformers observed in the project area appear to be in good condition and are not expected to contain regulated polychlorinated biphenyls (PCBs). No indications of leaks were observed in association with any of the transformers.

Oil/Gas Wells and Production Facilities

There were no oil and gas wells or production facilities observed within the project area.

Conclusions and Recommendations

Jacobs has conducted a Phase I ESA for properties in the vicinity of the proposed project improvements between SH 149 and SH 14, in the City of Marked Tree, Poinsett County, Arkansas. The Phase I ESA was performed in accordance with the scope and limitations of the American Society for Testing and Materials (ASTM) Standard Practice E 1527.

A review of environmental regulatory records identified 6 properties that have faced regulatory fines and/or violations. However, remedial action has been conducted and no further action (NFA) is required at this time for all but one property; spill site at Highway 63 and Highway 75 (see description below). According to the Arkansas Department of Environmental Quality (ADEQ), five sites were found in the database files with potential *recognized environmental conditions.* However, there are no reported violations for these sites.

- **EDR Map Id # 1 – Spill Site – Highway 63 and Highway 75 –** A spill was reported at the intersection of Highway 63 and Highway 75 in Marked Tree. According to the regulatory report, there was a roll-over truck accident which released diesel into the highway dry ditch area. The spill was cleaned up. However, the site is pending a contractor report and inspection report. There were no files found at the ADEQ office. Since the spill occurred two years ago and the area was cleaned up, it is assumed no further action is required for this site.

  Proposed improvements are located in this area. Therefore, since no records were found indicating NFA, this site was rated as a low risk to the project area. Precaution should be taken in this area and construction personnel need to be trained to recognize signs of possible contamination in soil such as odors and staining.

An on-site inspection conducted by Jacobs revealed six sites in the project area as having potential indications *of recognized environmental conditions*. However, property acquisitions are not required at any of these sites. Therefore, these sites do not pose a risk to the project area.

Jacobs concludes that, at the time of this Phase I ESA, there are *recognized environmental conditions* identified within the project area. The proposed alignment would not result in acquisitions of sites with *recognized environmental conditions*. The risk of environmental contamination is low due to the listed spill site in the proposed right-of-way. Precaution should be taken in the area where the spill occurred and construction personnel need to be trained to recognize signs of possible contamination in soil such as odors and staining.

References

Jacobs does not warrant the data of regulatory agencies or other third parties supplying information used in the preparation of this report. Documents and commercial information services used in the preparation of this report, as listed below, are all current as most recently published.

Documents

American Society for Testing and Materials (ASTM) Designation: E 1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process

Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (Poinsett County)

Commercial Services

GeoSearch, Austin, Texas

- Geo-Search Radius Report (regulatory database search)
- Topographic Map

Mid-Continent Public Library

- Sanborn Maps for 1908, 1919, and 1933

APPENDIX

SECTION 1

DEFINITIONS

DEFINITIONS

For purposes of conducting a Phase I Environmental Site Assessment pursuant to ASTM Practice 1527-97, the following definitions relate to *hazardous substance, hazardous waste*, and *petroleum products* in this report:

Hazardous Substance--A substance defined as a hazardous substance pursuant to CERCLA 42 USC 9601(14), as interpreted by EPA regulations and the courts: "(A) any substance designated pursuant to Section 1321(b)(2)(A) of Title 33, (B) any element, compound, mixture, solution, or substance designated pursuant to Section 9602 of this title, (C) any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act (42 USC 6921) (but not including any waste the regulation of which under the Solid Waste Disposal Action (42 USC 6901 *et seq.*) has been suspended by Act of Congress, (D) any toxic pollutant listed under Section 1317(a) of Title 33, (E) any hazardous air pollutant listed under Section 112 of the Clean Air Act (42 USC 7412), and (F) an imminently hazardous chemical substance or mixture with respect to which the Administrator (of EPA) has taken action pursuant to Section 2606 of Title 15. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under subparagraphs (A) through (F) of this paragraph, and the term does not include natural gas, natural gas, liquefied natural gas, or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas)."

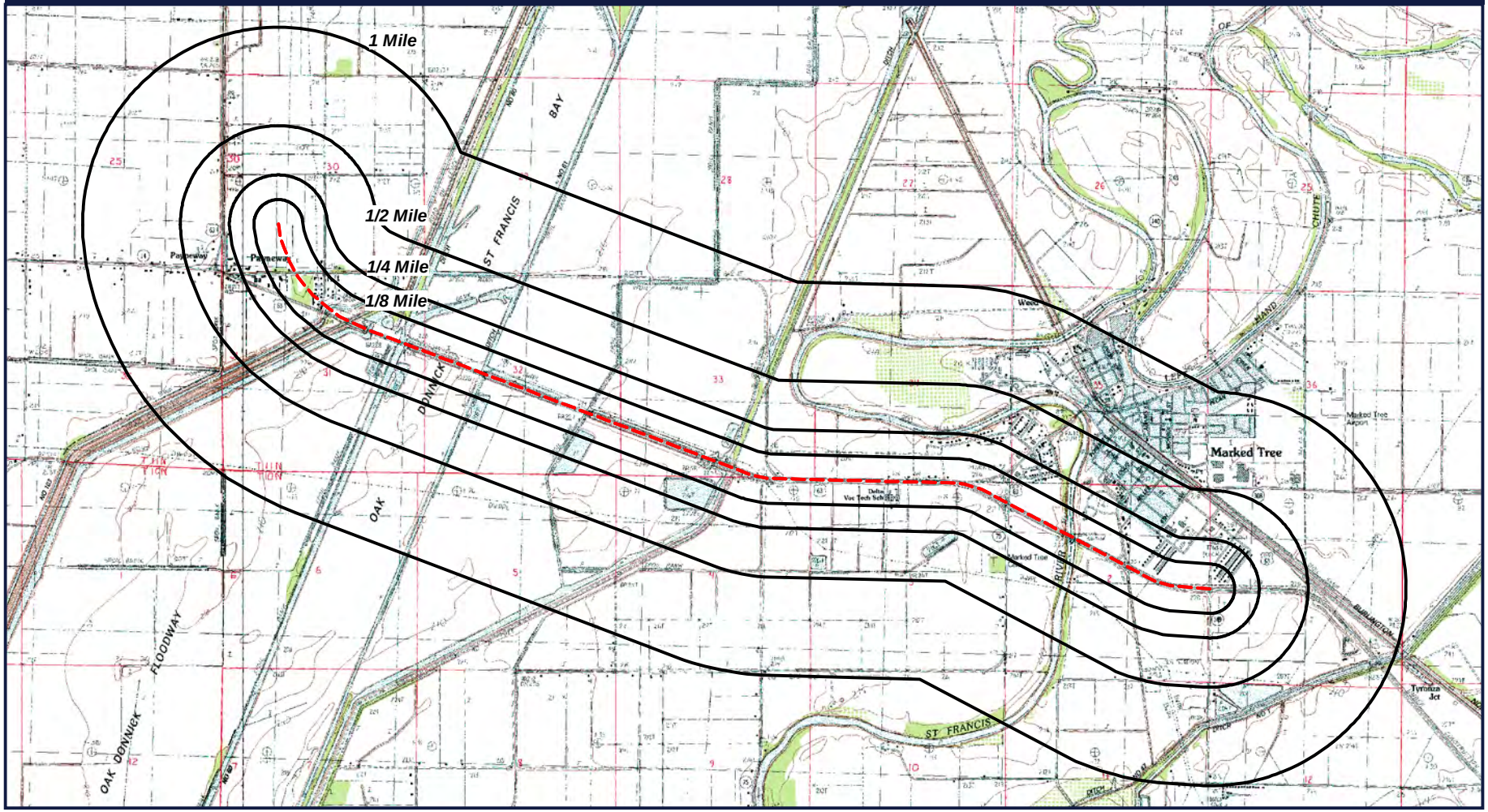
Hazardous Waste--any solid waste having the characteristics identified under or listed pursuant to Section 3001 of the Solid Waste Disposal Action (42 USC 6921) (but not including any waste the regulation of which under the Solid Waste Disposal Act (42 USC 6901 *et seq.* has been suspended by Act of Congress). The Solid Waste Disposal Act of 1980 amended RCRA. RCRA defines hazardous waste, in 42 USC 6903, as: "a solid waste, or combination of solid wastes, which because of its quantity, concentration or physical, chemical, or infectious characteristics may--(A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed."

Petroleum Products--those substances included within the meaning of the *petroleum exclusion* to CERCLA, 42 USC 9601(14), as interpreted by the courts and EPA, that is: petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Subparagraphs (A) through (F) of 42 USC 9601(14), natural gas, natural gas liquids, liquefied natural gas, and synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas). The word fraction refers to certain distillates of crude oil, including gasoline, kerosene, diesel oil, jet fuels, and fuel oil, pursuant to *Standard Definitions of Petroleum Statistics, American Petroleum Institute*.

SECTION 2

TOPOGRAPHIC MAP

TOPOGRAPHIC MAP



Target Property (TP)

Quadrangle(s): Marked Tree
Source: USGS, 1992
Highway 63
Marked Tree, Arkansas
72365

N
W E
S

0' 2100' 4200' 6300'

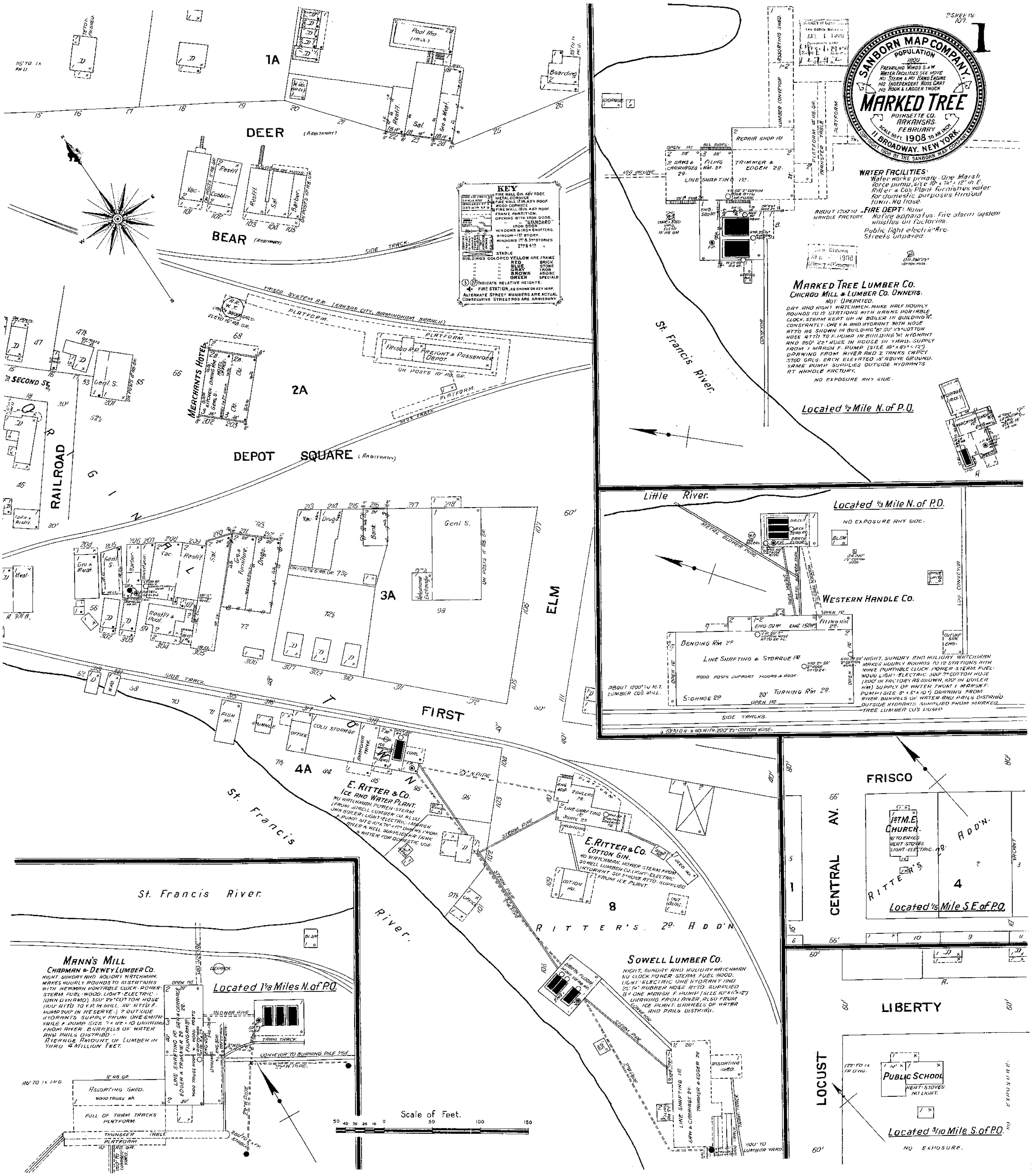
SCALE: 1" = 4200'

GeoSearch *2705 Bee Caves Rd, Suite 330 - Austin, Texas 78746 - phone: 866-396-0042 - fax: 512-472-9967*

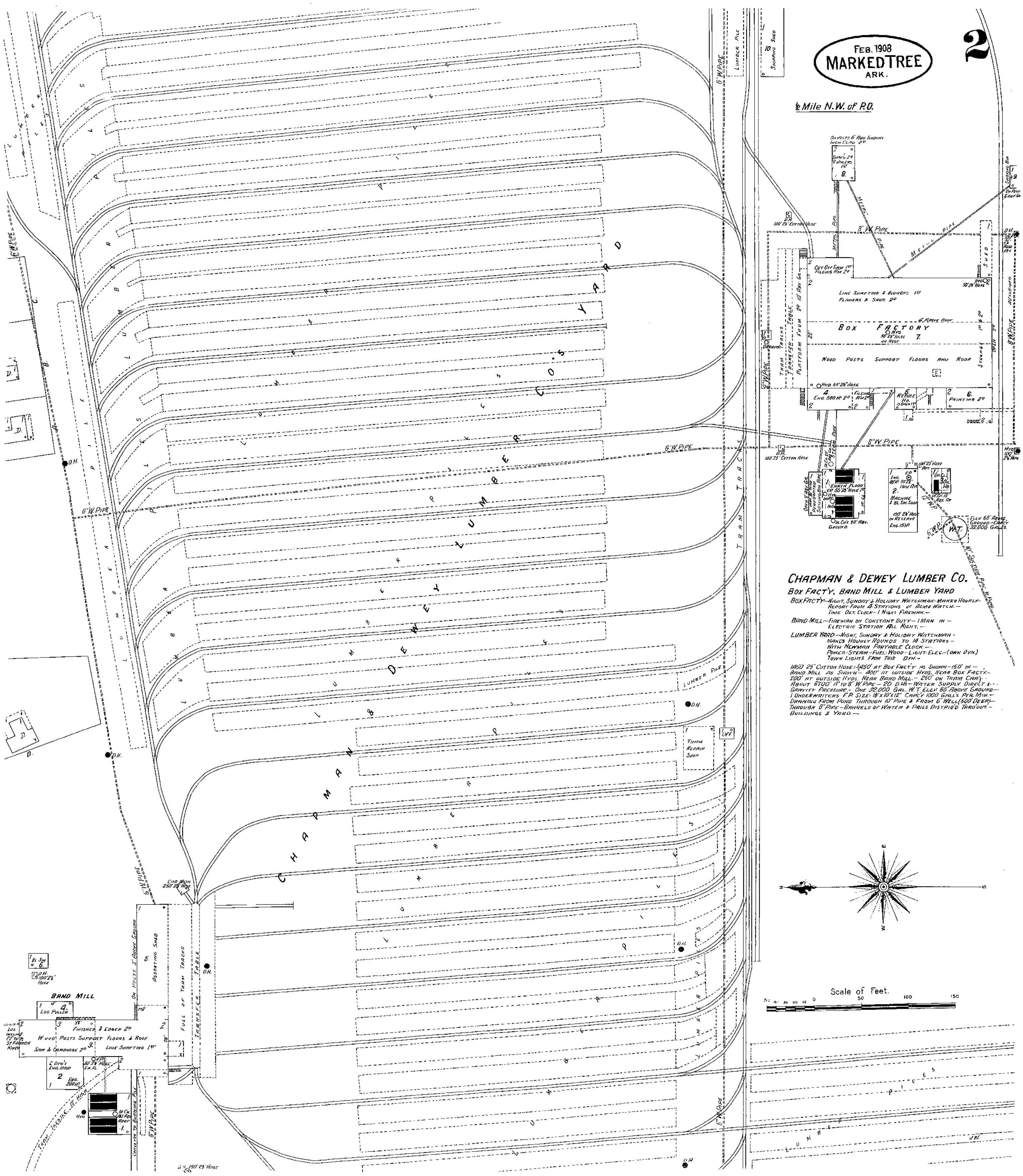
JOB #: 15746 - 3/24/2010

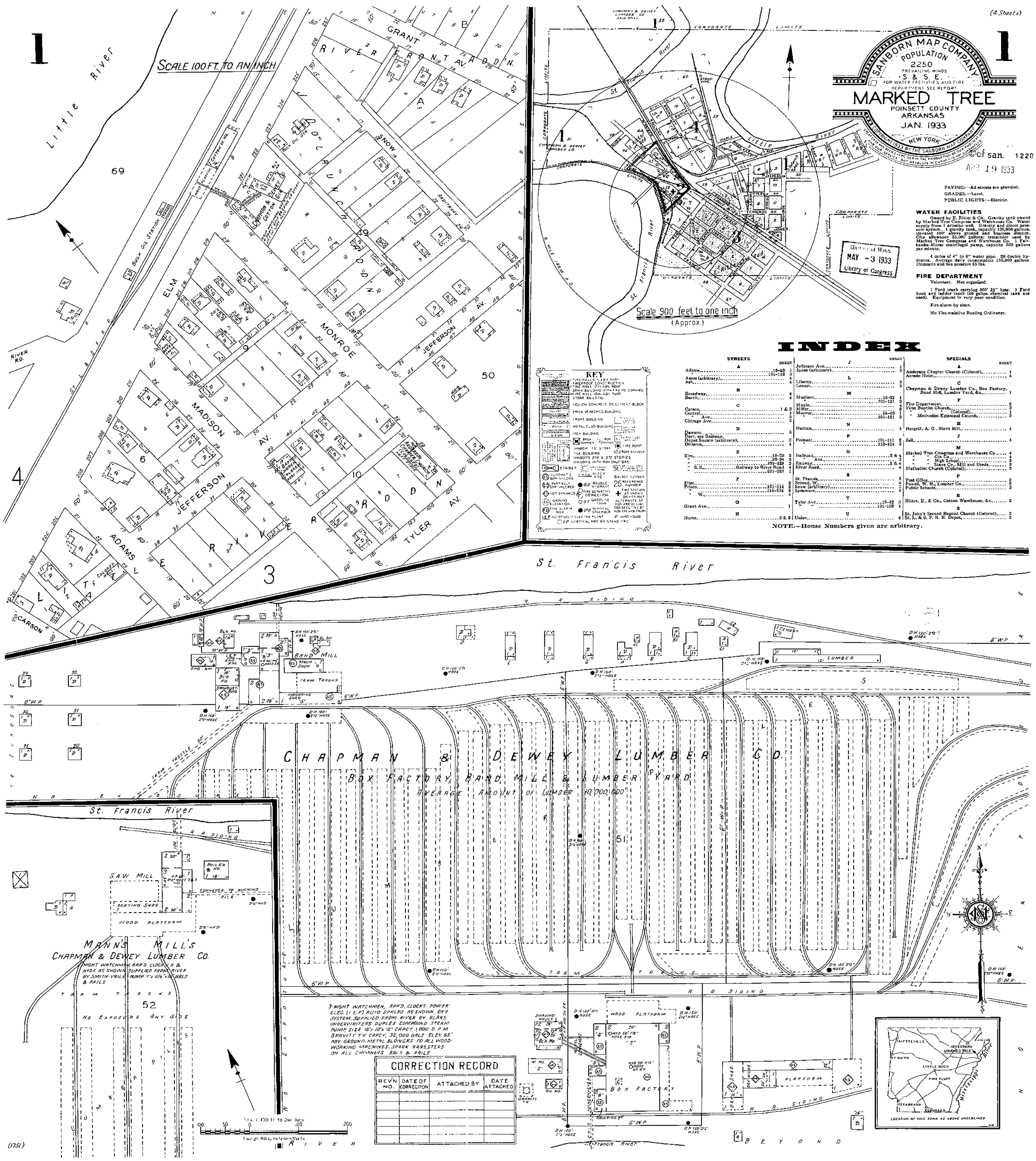
SECTION 3

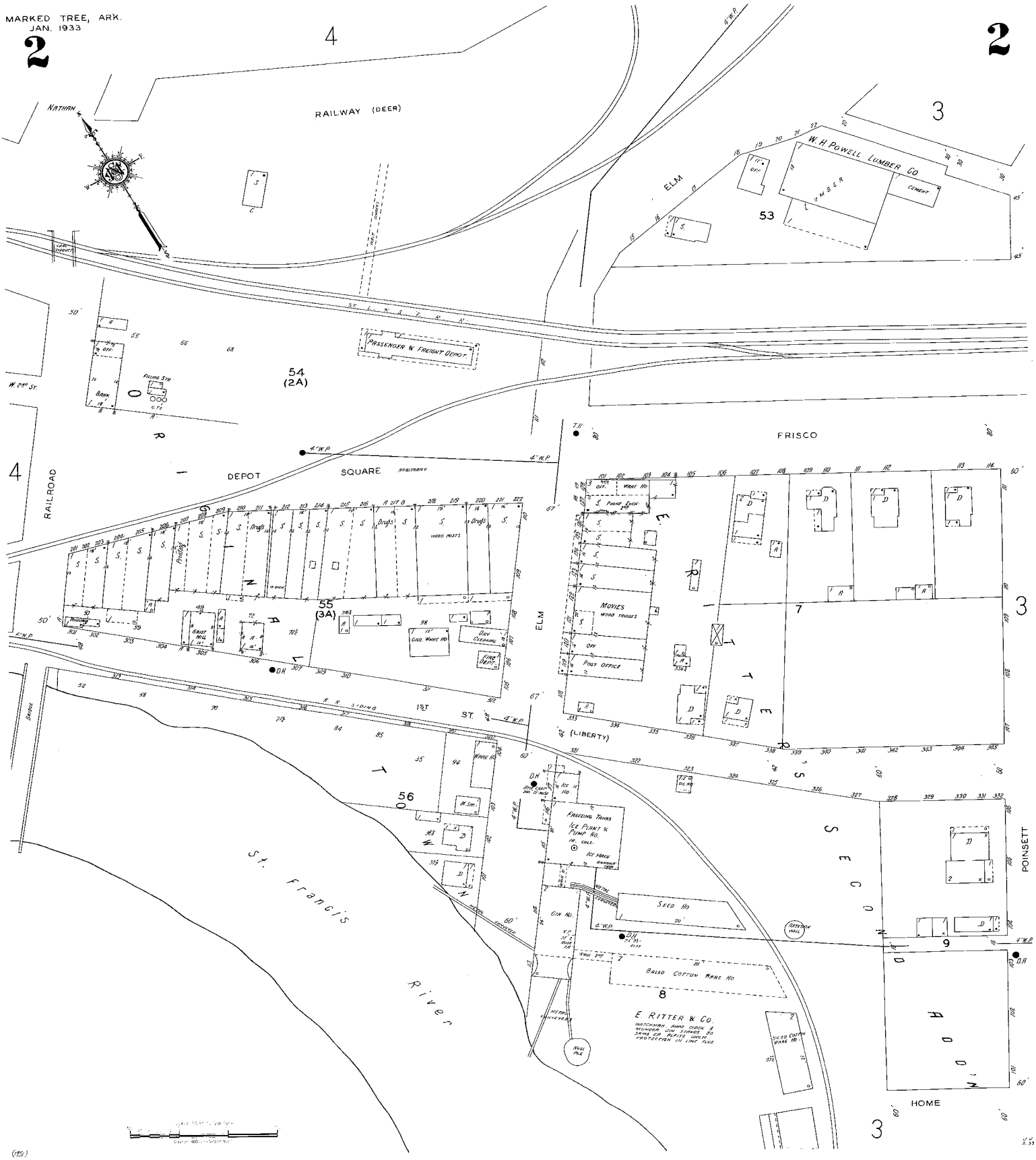
SANBORN MAPS



SANBORN MAP COMPANY
MARKED TREE
POINSETTE CO. ARKANSAS.
FEBRUARY 1908
11 BROADWAY, NEW YORK.
1
WATER FACILITIES:
FIRE DEPT:
KEY
Scale of Feet.
DEER
BEAR
DEPOT SQUARE
RAILROAD
FIRST
ELM
1A
2A
3A
4A
8
MERCHANTS HOTEL
FRISCO SYSTEM R.R. (KANSAS CITY, BIRMINGHAM BRANCH)
Frisco R.R. Freight & Passenger Depot
St. Francis River
E. RITTER & Co. Ice and Water Plant.
E. RITTER & Co. Cotton Gin.
RITTER'S 2D ADD'N
SOWELL LUMBER CO.
MARKED TREE LUMBER CO.
CHICAGO MILL & LUMBER CO. OWNERS.
NOT OPERATED.
Located ½ Mile N. of P.O.
Little River.
Located ⅓ Mile N. of P.O.
NO EXPOSURE ANY SIDE.
WESTERN HANDLE CO.
MANN'S MILL
CHAPMAN & DEWEY LUMBER CO.
Located 1⅛ Miles N. of P.O.
FRISCO
CENTRAL AV.
1ST M.E. CHURCH.
Located ⅕ Mile S.E. of P.O.
LIBERTY
LOCUST
PUBLIC SCHOOL
Located 3/10 Mile S. of P.O.
NO EXPOSURE.

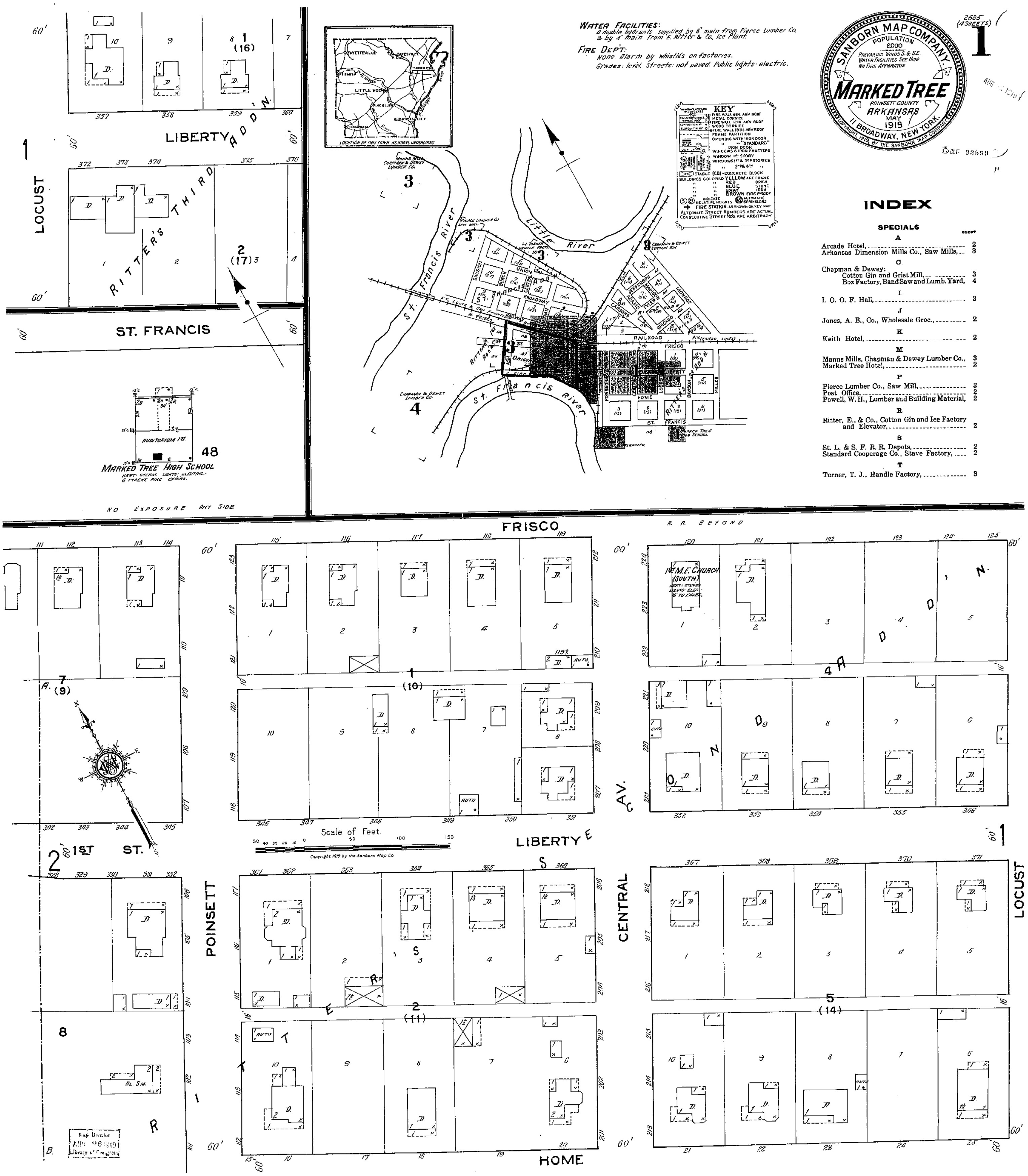

2
FEB. 1908
MARKED TREE
ARK.
½ Mile N.W. of P.O.
CHAPMAN & DEWEY LUMBER CO.
BOX FACT'Y, BAND MILL & LUMBER YARD
BOX FACT'Y.—NIGHT, SUNDAY & HOLIDAY WATCHMAN—MAKES HOURLY REPORT FROM 4 STATIONS OF ACME WATCH.—TIME DET. CLOCK—1 NIGHT FIREMAN.—
BAND MILL:—FIREMAN ON CONSTANT DUTY—1 MAN IN ELECTRIC STATION ALL NIGHT.—
LUMBER YARD:—NIGHT, SUNDAY & HOLIDAY WATCHMAN—MAKES HOURLY ROUNDS TO 14 STATIONS—WITH NEWMAN PORTABLE CLOCK.—
POWER: STEAM—FUEL: WOOD—LIGHT: ELEC.—(OWN DYN.) TOWN LIGHTS FROM THIS DYN.—
1450' 2½" COTTON HOSE:—(450' AT BOX FACT'Y AS SHOWN—150' IN BAND MILL AS SHOWN.—400' AT OUTSIDE HYDS. NEAR BOX FACT'Y.—200' AT OUTSIDE HYDS. NEAR BAND MILL.—250' ON TRAM CAR).—ABOUT 6700' 4" TO 8" W. PIPE—20 D.H's—WATER SUPPLY DIRECT & GRAVITY PRESSURE.—ONE 32,000 GAL. W.T. ELEV. 65' ABOVE GROUND.—1 UNDERWRITERS F.P. SIZE: 16"x10"x12" CAPC'Y 1000 GALL'S PER MIN.—DRAWING FROM POND THROUGH 10" PIPE & FROM 6" WELL (500' DEEP) THROUGH 6" PIPE—BARRELS OF WATER & PAILS DISTRIB'D THRO'OUT BUILDINGS & YARD.—
CHAPMAN & DEWEY LUMBER CO'S YARD
LUMBER PILES
BOX FACTORY
WOOD POSTS SUPPORT FLOORS AND ROOF
BAND MILL
TRAM TRACK
TRANSFER TABLE
ASSORTING SHED
ELEV. 65' ABOVE GROUND—CAPC'Y 32,000 GALL'S.
W.T.
10" SUCTION PIPE TO POND
Scale of Feet.

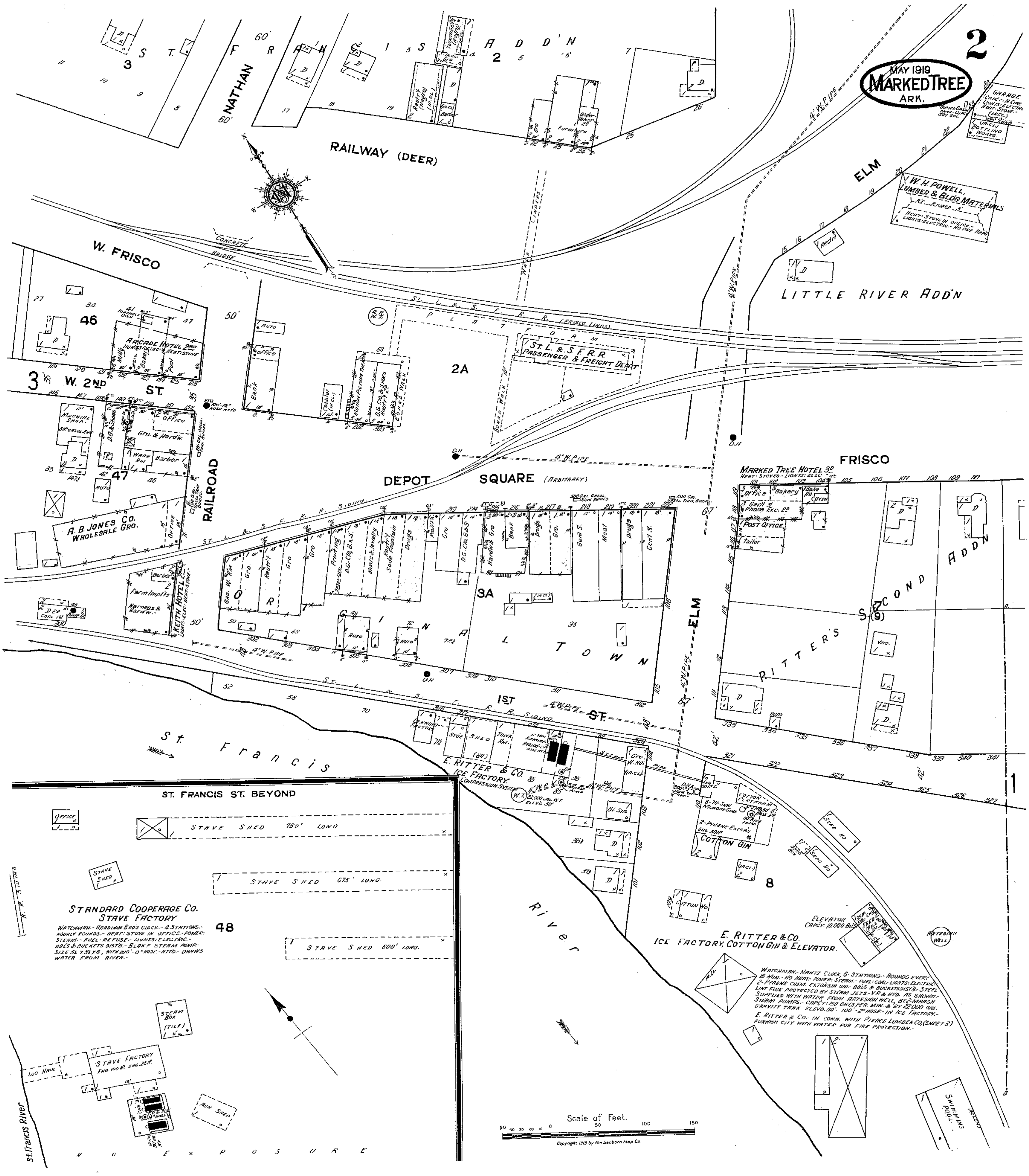

(4 Sheets)
1
SANBORN MAP COMPANY
POPULATION 2250
PREVAILING WINDS S. & S. E.
FOR WATER FACILITIES AND FIRE DEPARTMENT SEE REPORT
MARKED TREE
POINSETT COUNTY
ARKANSAS
JAN. 1933
NEW YORK
COPYRIGHT 1933 BY THE SANBORN MAP COMPANY
GREAT CARE HAS BEEN EXERCISED IN THE PRODUCTION OF OUR PUBLICATIONS AND OUR SERVICE, BUT ABSOLUTE ACCURACY IS NOT GUARANTEED
©cl san. 1220
APR 19 1933
Division of Maps MAY -3 1933 Library of Congress
PAVING:—All streets are graveled.
GRADES:—Level.
PUBLIC LIGHTS:—Electric.
WATER FACILITIES
Owned by E. Ritter & Co. Gravity tank owned by Marked Tree Compress and Warehouse Co. Water supply from 1 artesian well. Gravity and direct pressure system. 1 gravity tank, capacity 136,000 gallons, elevated 100' above ground and business district. City allowance 35,000 gallons; remainder used by Marked Tree Compress and Warehouse Co. 1 Fairbanks-Morse centrifugal pump, capacity 300 gallons per minute.
4 miles of 4" to 6" water pipe. 20 double hydrants. Average daily consumption 100,000 gallons. Domestic and fire pressure 65 lbs.
FIRE DEPARTMENT
Volunteer. Not organized.
1 Ford truck carrying 500' 2½" hose. 1 Ford hook and ladder truck (40 gallon chemical tank not used). Equipment in very poor condition.
Fire alarm by siren.
No Fire-resistive Roofing Ordinance.
Scale 900 feet to one inch (Approx.)
INDEX
STREETS
Adams 15–23 1; 101–118 3
Amos (arbitrary) 4
Ash 4
Broadway 4
Burch 4
Carson 1 & 3
Central 4
Central Ave. 3
Chicago Ave. 3
Dawson 3
Deer, see Railway.
Depot Square (arbitrary) 2
Division 4
Elm 15–22 3; 23–34 3; 101–128 2; S.S. Railway to River Road 4; 201–227 1
First 2
Frisco 101–114 2; 115–134 3
Frisco W. 4
Grant Ave. 1
Home 2 & 3
Jefferson Ave. 1
Jones (arbitrary) 3
Liberty 3
Locust 3
Madison 15–32 1; 101–121 3
Maple 4
Miller 3
Monroe 15–40 1; 101–121 3
Nathan 4
Poinsett 101–111 2; 112–124 3
Railroad 2 & 4
Railroad Ave. 3
Railway 2 & 4
River Road 4
St. Francis 3
Second, W. 4
Snow (arbitrary) 1
Sycamore 4
Tyler Ave. 15–32 3; 101–108 1
Union 4
SPECIALS
Anderson Chapter Church (Colored) 1
Arcade Hotel 4
Chapman & Dewey Lumber Co., Box Factory, Band Mill, Lumber Yard, &c. 1
Fire Department 2
First Baptist Church 3
First Baptist Church (Colored) 1
First Methodist Episcopal Church 3
Hergett, A. G., Stave Mill 4
Jail 4
Marked Tree Compress and Warehouse Co. 4
Marked Tree Gin Co. 4
Marked Tree High School 3
Marked Tree Stave Co. Mill and Sheds 3
Methodist Church (Colored) 3
Post Office 2
Powell, W. H., Lumber Co. 2
Public Schools 3
Ritter, E., & Co., Cotton Warehouse, &c. 2
St. John's Second Baptist Church (Colored) 3
St. L. & S. F. R. R. Depot 2
NOTE.—House Numbers given are arbitrary.
KEY
SCALE 100 FT. TO AN INCH
Little River
St. Francis River
GRANT
RIVER FRONT ADD'N.
ELM
MADISON AV.
MONROE
JEFFERSON AV.
JEFFERSON
ADAMS
TYLER AV.
CARSON
RIVER ADD'N
CHAPMAN & DEWEY LUMBER CO.
BOX FACTORY, BAND MILL & LUMBER YARD
AVERAGE AMOUNT OF LUMBER 10,000,000'
BAND MILL
BOX FACTORY
PLATFORM
WOOD PLATFORM
TRAM TRACKS
R. R. SIDING
LUMBER
SAW MILL
SORTING SHED
MANNS MILL'S
CHAPMAN & DEWEY LUMBER CO.
NO EXPOSURE ANY SIDE
3-NIGHT WATCHMEN, APP'D. CLOCKS. POWER ELEC. (I.E.P.) AUTO SPKLRS. AS SHOWN, DRY SYSTEM. SUPPLIED FROM RIVER BY BLAKE UNDERWRITERS DUPLEX COMPOUND STEAM PUMP, SIZE 16"x 10"x 12" CAPCY. 1,000 G.P.M. GRAVITY T'K CAPCY. 50,000 GALS. ELEV. 65' ABV. GROUND. METAL BLOWERS TO ALL WOOD-WORKING MACHINES. SPARK ARRESTERS ON ALL CHIMNEYS. BBLS. & PAILS
CORRECTION RECORD
REV'N NO. | DATE OF CORRECTION | ATTACHED BY | DATE ATTACHED
LOCATION OF THIS TOWN AS ABOVE UNDERLINED
FAYETTEVILLE
FT. SMITH
JONESBORO
MARKED TREE
LITTLE ROCK
PINE BLUFF
TEXARKANA
Mississippi River
Copyright 1933 by the Sanborn Map Co.
(1751)

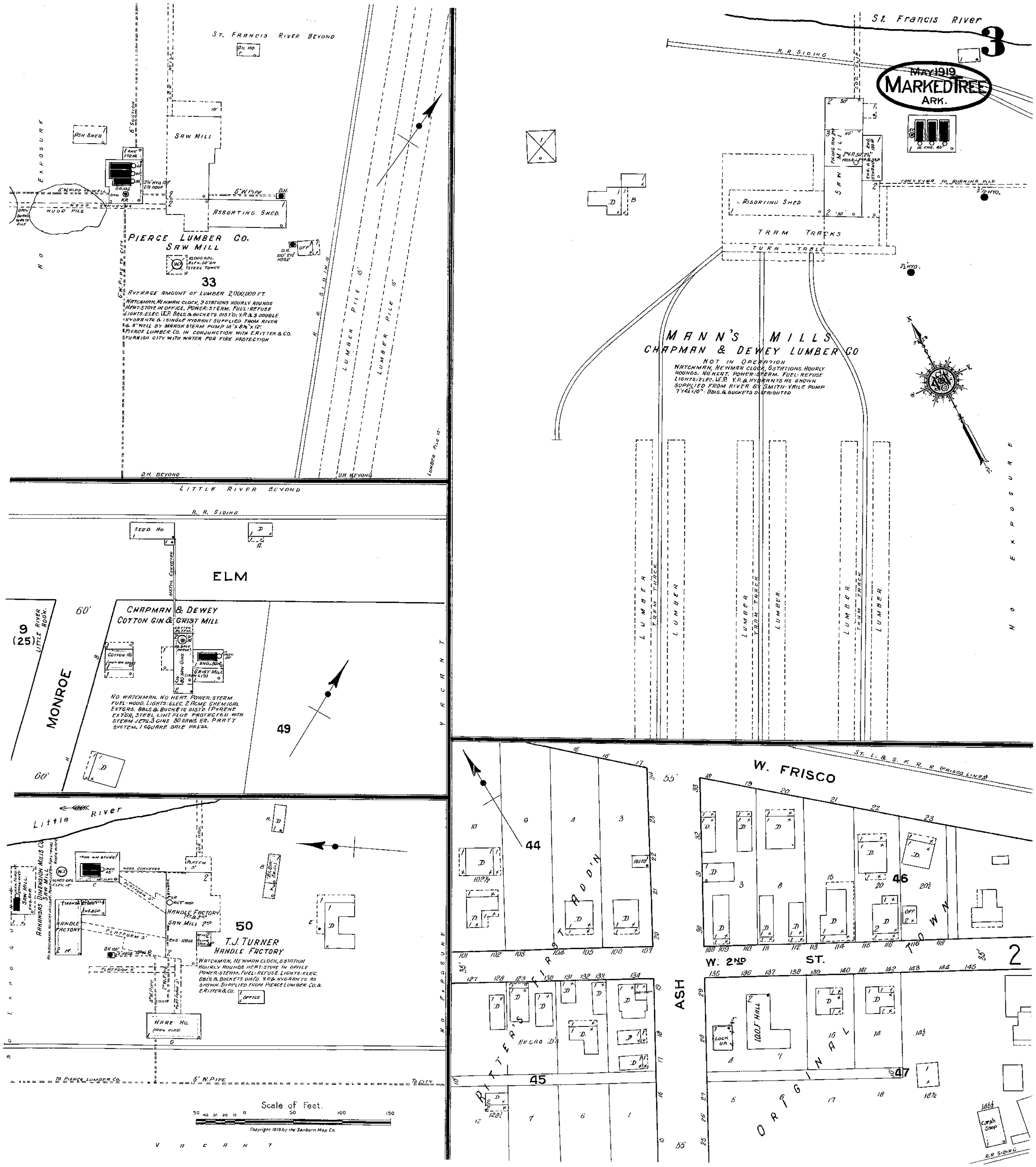

MARKED TREE, ARK.
JAN. 1933
2
4
RAILWAY (DEER)
NATHAN
2
3
W. H. POWELL LUMBER CO.
LUMBER
CEMENT
ELM
53
ST. L. K. S. F. R. R.
PASSENGER & FREIGHT DEPOT
54
(2A)
W. 2ND ST.
BANK
FILLING STN
DEPOT SQUARE
ARBITRARY
FRISCO
4" W.P.
RAILROAD
4
MAIN
55
(3A)
Drugs
WOOD POSTS
Printing
GRIST MILL
GRO. WARE HO.
DRY CLEANING
FIRE DEPT.
ELM
MOVIES
WOOD TRUSSES
POST OFFICE
OFF.
PHONE
CLOCK
WARE HO.
7
3
1ST ST.
R. R. SIDING
(LIBERTY)
56
ICE PLANT & PUMP HO.
FREEZING TANKS
ICE MACH.
SEED HO.
GIN HO.
BALED COTTON WARE HO.
E. RITTER & CO.
WATCHMAN, RADIO CLOCK & REMINDER ON TYPHOID 30 SAMA CP. PLASTIC GREEN PROTECTION IN UNT PAGE
ST. FRANCIS
River
SECOND
POINSETT
9
8
HOME
GASOLINE WELL
CEMENT WALK
CONCRETE
O.H.


3
MARKED TREE, ARK.
JAN. 1933
SCALE 100 FT. TO AN INCH.
ST. L. & S. F. R. R.
ELM
CARSON
ADAMS
TYLER AV.
MADISON
MONROE
CHICAGO AV.
JONES
RAILROAD AV.
NOT OPEN RAILROAD AV.
FRISCO
LIBERTY
1ST ST.
POINSETT
CENTRAL AV.
LOCUST
DAWSON
MILLER
HOME
ST. FRANCIS
METHODIST CHURCH
ST. JOHN'S BAPTIST CHURCH
PUBLIC SCHOOL
AUTO SALES & SERVICE
M.E. CHURCH
PUBLIC SCHOOL
BAPTIST CHURCH
TRANSFORMER YARD
SWIMMING POOL
MARKED TREE STAVE COMPANY
MARKED TREE HIGH SCHOOL
GYMNASIUM
STAVE MILL
St. Francis River
48
57
NOT OPENED

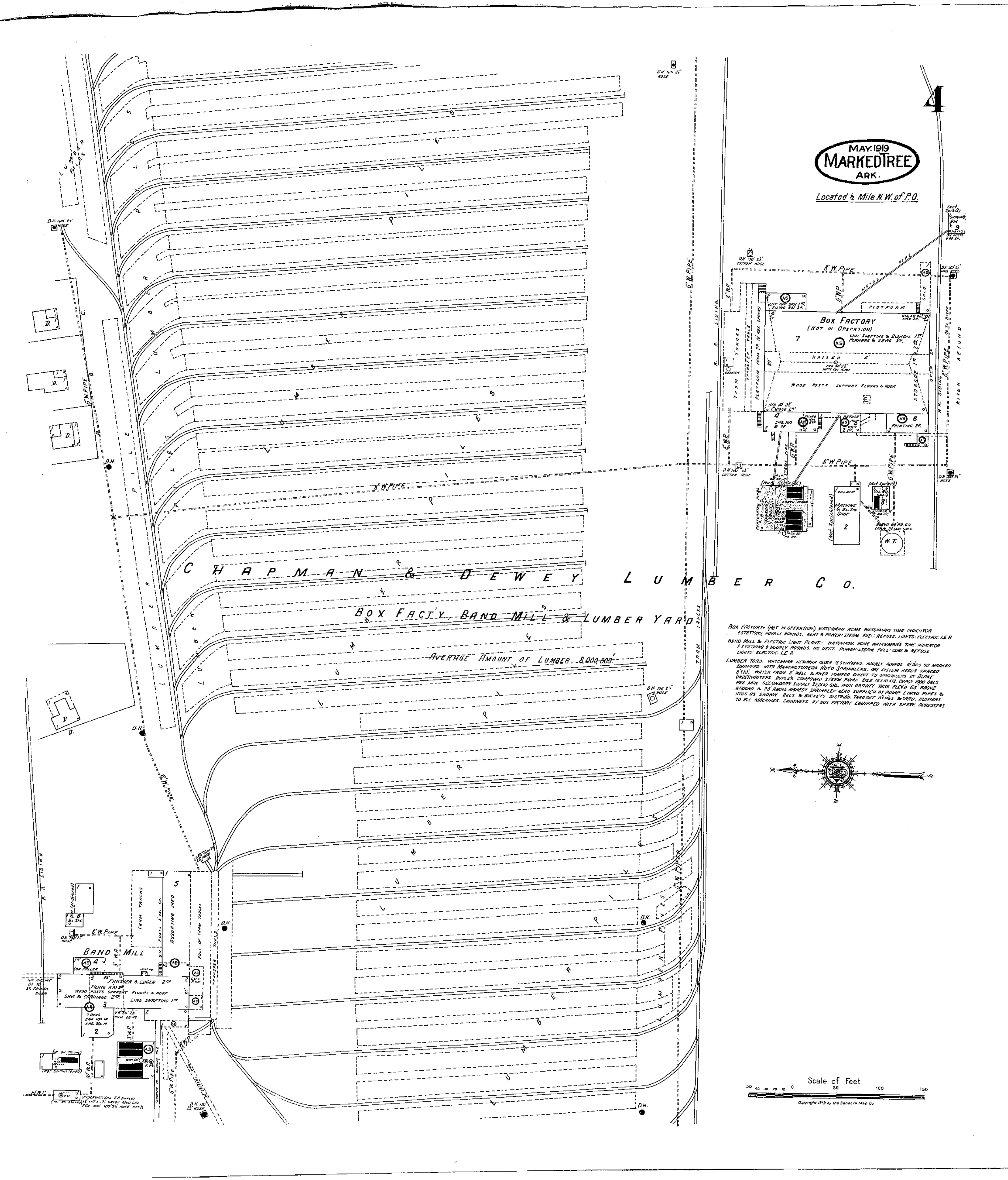

MARKED TREE, ARK.
JAN. 1933
Little River
FOURTH ADDN
RIVER CO. LBR. CO.
CHAPMAN ADDN
SYCAMORE
MAPLE
MADISON
RHOMS
CARSON
ELM
UNION
DIVISION
BURCH
CENTRAL
NATHAN
BROADWAY
RAILWAY
RAILWAY (DEER)
W. FRISCO
NOT OPER.
FIRST ADDN
WEST SECOND
ASH
RAILROAD
MARKED TREE GIN CO.
MARKED TREE COMPRESS & WARE HO. CO.
COTTON WARE HO.
GRAVITY TANK
A.G. HERGETT STAVE MILL
AMOS
St. Francis River
ST. L. S. F. R. R.
NO EXPOSURE


2685 (4 SHEETS)
1
SANBORN MAP COMPANY,
POPULATION 2000
PREVAILING WINDS S. & S.E.
WATER FACILITIES SEE NOTE
NO FIRE APPARATUS
MARKED TREE
POINSETT COUNTY
ARKANSAS
MAY 1919
11 BROADWAY, NEW YORK.
COPYRIGHT, 1919, BY THE SANBORN MAP COMPANY
WATER FACILITIES:
4 double hydrants supplied by 6" main from Pierce Lumber Co. & by 4" main from E. Ritter & Co., Ice Plant.
FIRE DEP'T:
None. Alarm by whistles on factories.
Grades: level. Streets: not paved. Public lights: electric.
KEY
FIRE WALL 6 IN. ABV ROOF
METAL CORNICE
FIRE WALL 12 IN. ABV ROOF
WOOD CORNICE
FIRE WALL 18 IN. ABV ROOF
FRAME PARTITION
OPENING WITH IRON DOOR
" " "STANDARD" IRON DOOR
WINDOWS & IRON SHUTTERS
WINDOW 1ST STORY
WINDOWS 1ST & 3RD STORIES
" 2ND & 4TH "
STABLE (C.B) - CONCRETE BLOCK
BUILDINGS COLORED YELLOW ARE FRAME
" " RED BRICK
" " BLUE STONE
" " GRAY IRON
" " BROWN FIRE PROOF
INDICATE RELATIVE HEIGHTS
AUTOMATIC SPRINKLERS
FIRE STATION, AS SHOWN ON KEY MAP
ALTERNATE STREET NUMBERS ARE ACTUAL
CONSECUTIVE STREET NO'S ARE ARBITRARY
INDEX
SPECIALS
SHEET
A
Arcade Hotel, 2
Arkansas Dimension Mills Co., Saw Mills, 3
C
Chapman & Dewey:
Cotton Gin and Grist Mill, 3
Box Factory, Band Saw and Lumb. Yard, 4
I
I. O. O. F. Hall, 3
J
Jones, A. B., Co., Wholesale Groc., 2
K
Keith Hotel, 2
M
Manns Mills, Chapman & Dewey Lumber Co., 3
Marked Tree Hotel, 2
P
Pierce Lumber Co., Saw Mill, 3
Post Office, 2
Powell, W. H., Lumber and Building Material, 2
R
Ritter, E., & Co., Cotton Gin and Ice Factory and Elevator, 2
S
St. L. & S. F. R. R. Depots, 2
Standard Cooperage Co., Stave Factory, 2
T
Turner, T. J., Handle Factory, 3
LOCATION OF THIS TOWN AS ABOVE UNDERLINED
St. Francis River
Little River
RAILROAD AV.
LIBERTY
LOCUST
RITTER'S THIRD ADD'N.
ST. FRANCIS
MARKED TREE HIGH SCHOOL
AUDITORIUM 1ST.
NO EXPOSURE ANY SIDE
FRISCO
R. R. BEYOND
1ST M.E. CHURCH (SOUTH)
POINSETT
CENTRAL AV.
1ST ST.
HOME
Scale of Feet.
Copyright 1919 by the Sanborn Map Co.


2
MAY 1919
MARKED TREE
ARK.
ST. FRANCIS ADD'N
NATHAN
RAILWAY (DEER)
W. FRISCO
W. 2ND ST.
RAILROAD
DEPOT SQUARE (ARBITRARY)
ST. L. & S. F. R. R. PASSENGER & FREIGHT DEPOT
PLATFORM
ELM
FRISCO
LITTLE RIVER ADD'N
W. H. POWELL LUMBER & BLDG MATERIALS
ARCADE HOTEL
A. B. JONES CO. WHOLESALE GRO.
KEITH HOTEL
MARKED TREE HOTEL
POST OFFICE
ORIGINAL TOWN
RITTER'S SECOND ADD'N
1ST ST.
St Francis River
E. RITTER & CO. ICE FACTORY
COTTON GIN
E. RITTER & CO. ICE FACTORY, COTTON GIN & ELEVATOR.
ST. FRANCIS ST. BEYOND
STAVE SHED 750' LONG
STAVE SHED 675' LONG
STAVE SHED 600' LONG
STANDARD COOPERAGE CO. STAVE FACTORY
STAVE FACTORY
NO EXPOSURE
SWIMMING POOL
Scale of Feet.
Copyright 1919 by the Sanborn Map Co.

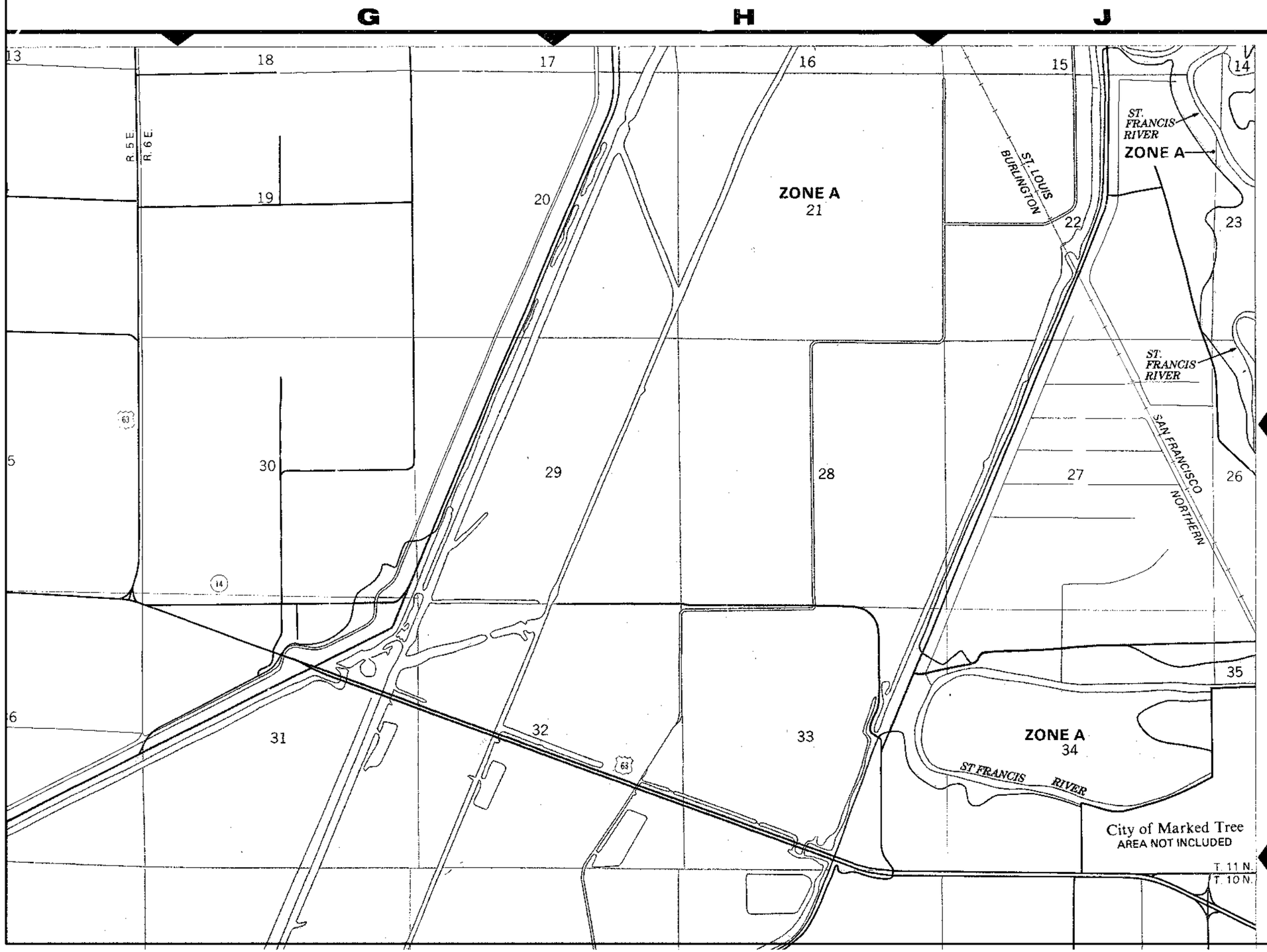


May 1919
MARKED TREE
ARK.
3
St. Francis River
R.R. Siding
St. Francis River Beyond
Oil Ho.
Ash Shed
Saw Mill
Assorting Shed
Wood Pile
No Exposure
Pierce Lumber Co.
Saw Mill
33
Average amount of lumber 2,000,000 ft.
Watchman, Newman clock, 3 stations hourly rounds. Heat: stove in office. Power: steam. Fuel: refuse. Lights: elec. I.E.P. Bbls & buckets dist'd. V.R. & 3 double hydrants & 1 single hydrant supplied from river & 6" well by Marsh steam pump 10" x 8¾" x 12". Pierce Lumber Co. in conjunction with E. Ritter & Co. furnish city with water for fire protection.
R.R. Siding
Lumber Pile 15'
Lumber Pile 14'
Mann's Mills
Chapman & Dewey Lumber Co
Not in operation
Watchman, Newman clock, 6 stations hourly rounds. No heat. Power: steam. Fuel: refuse. Lights: elec. I.E.P. V.R. & hydrants as shown supplied from river by Smith-Vaile pump 7¼ x 4½ x 10". Bbls. & buckets distributed
Assorting Shed
Tram Tracks
Turn Table
Conveyer to burning pile
Lumber
Tram Track
No Exposure
Little River Beyond
R. R. Siding
Seed Ho.
ELM
Chapman & Dewey
Cotton Gin & Grist Mill
Cotton Ho.
Grist Mill
No watchman. No heat. Power: steam. Fuel: wood. Lights: elec. 2 Acme chemical extgrs. Bbls & buckets dist'd. 1 Pyrene extgr. Steel lint flue protected with steam jets. 3 gins 80 saws ea. Pratt system. 1 square bale press.
9
(25)
Little River Road.
MONROE
49
Vacant
Little River
Arkansas Dimension Mills Co. Saw Mill
Wood Conveyer
Handle Factory
Saw Mill
Platform
T.J. Turner
Handle Factory
50
Watchman, Newman clock, 6 station hourly rounds. Heat: stove in office. Power: steam. Fuel: refuse. Lights: elec. Bbls & buckets dist'd. V.R. & hydrants as shown. Supplied from Pierce Lumber Co. & E. Ritter & Co.
Office
Ware Ho.
To Pierce Lumber Co.
6" W. Pipe
To City
No Exposure
Scale of Feet.
Copyright 1919 by the Sanborn Map Co.
Vacant
W. FRISCO
St. L. & S. F. R. R. (Frisco Lines)
44
Ritter's First Add'n
Negro D's
45
ASH
46
W. 2ND ST.
2
I.O.O.F. Hall
Lock Up
Original Town
47
Carp. Shop
R.R. Siding


4
MAY 1919
MARKED TREE
ARK.
Located ½ Mile N.W. of P.O.
CHAPMAN & DEWEY LUMBER CO.
BOX FACT'Y, BAND MILL & LUMBER YARD
AVERAGE AMOUNT OF LUMBER 8,000,000'
LUMBER PILES
BOX FACTORY
(NOT IN OPERATION)
BAND MILL
MACHINE & BL. SM. SHOP
W.T.
BOX FACTORY- (NOT IN OPERATION) WATCHMAN, ACME WATCHMANS TIME INDICATOR 4 STATIONS, HOURLY ROUNDS. HEAT & POWER: STEAM. FUEL: REFUSE. LIGHTS: ELECTRIC. I.E.P.
BAND MILL & ELECTRIC LIGHT PLANT.- WATCHMAN. ACME WATCHMAN'S TIME INDICATOR. 2 STATIONS ½ HOURLY ROUNDS. NO HEAT. POWER: STEAM. FUEL: COAL & REFUSE. LIGHTS: ELECTRIC. I.E.P.
LUMBER YARD. WATCHMAN. NEWMAN CLOCK 15 STATIONS. HOURLY ROUNDS. BLDGS SO MARKED EQUIPPED WITH MANFACTURERS AUTO SPRINKLERS. DRY SYSTEM. HEADS SPACED 8'X10'. WATER FROM 6" WELL & RIVER. PUMPED DIRECT TO SPRINKLERS BY BLAKE UNDERWRITERS DUPLEX COMPOUND STEAM PUMP. SIZE 18X10X12. CAPCY 1000 GALS. PER MIN. SECONDARY SUPPLY 32,000 GAL. IRON GRAVITY TANK ELEVD 65' ABOVE GROUND & 25' ABOVE HIGHEST SPRINKLER HEAD SUPPLIED BY PUMP STAND PIPES & HYDS AS SHOWN. BBLS. & BUCKETS DISTRIBD. THRO'OUT BLDGS & YARD. BLOWERS TO ALL MACHINES. CHIMNEYS AT BOX FACTORY EQUIPPED WITH SPARK ARRESTERS
Scale of Feet.
50 40 30 20 10 0 50 100 150
Copyright 1919 by the Sanborn Map Co.

SECTION 4

FEMA MAPS



APPROXIMATE SCALE IN FEET

2000 0 2000

LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- **ZONE A** No base flood elevations determined.
- **ZONE AE** Base flood elevations determined.
- **ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- **ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
- **ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- **ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

- **ZONE X** Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

- **ZONE X** Areas determined to be outside 500-year flood plain.
- **ZONE D** Areas in which flood hazards are undetermined.

Flood Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

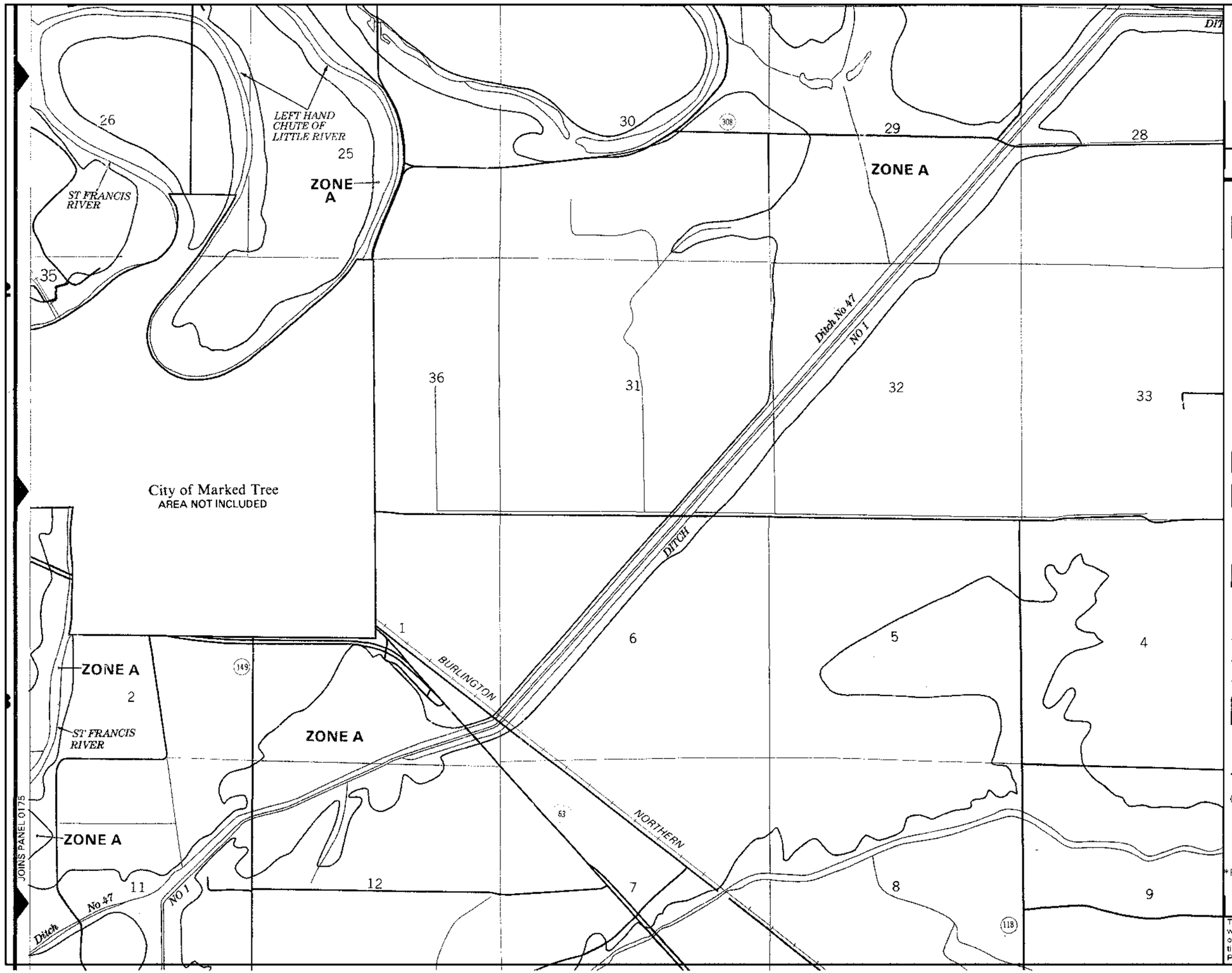
513 Base Flood Elevation Line; Elevation in Feet*

D — D Cross Section Line

(EL 987) Base Flood Elevation in Feet Where Uniform Within Zone*

$RM7_X$ Elevation Reference Mark

*Referenced to the National Geodetic Vertical Datum of 1929



APPROXIMATE SCALE IN FEET

2000 0 2000

LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- **ZONE A** No base flood elevations determined.
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- **ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
- **ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- **ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

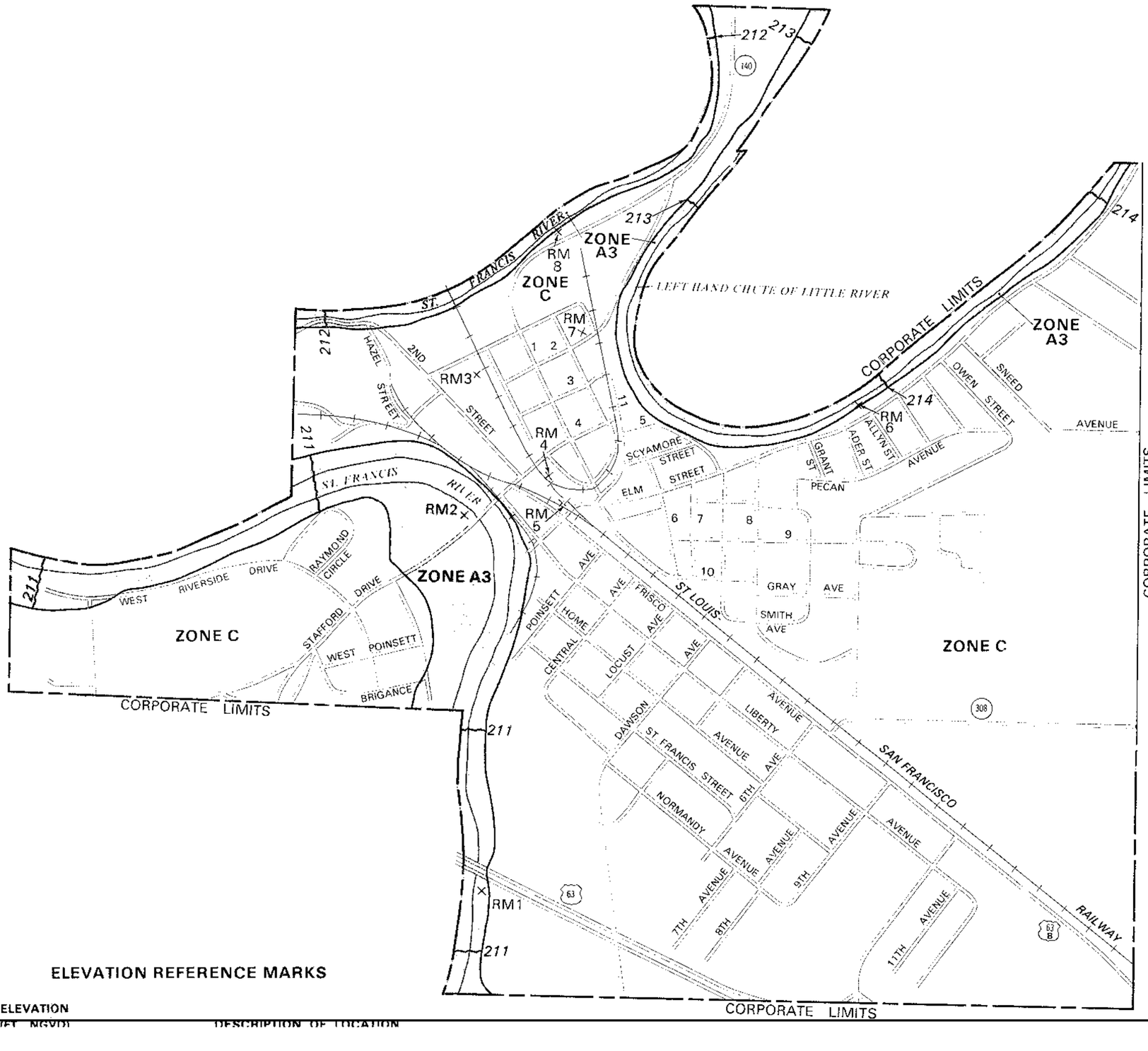
- **ZONE X** Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

- **ZONE X** Areas determined to be outside 500-year flood plain.
- **ZONE D** Areas in which flood hazards are undetermined.

- Flood Boundary
- Floodway Boundary
- Zone D Boundary
- Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.
- 513 — Base Flood Elevation Line; Elevation in Feet*
- D — D — Cross Section Line
- (EL 987) — Base Flood Elevation in Feet Where Uniform Within Zone*
- RM7X — Elevation Reference Mark

*Referenced to the National Geodetic Vertical Datum of 1929



ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION (FT. NGVD)	DESCRIPTION OF LOCATION

N

APPROXIMATE SCALE

1000 0 1000 FEET

KEY TO MAP

500-Year Flood Boundary	ZONE B
100-Year Flood Boundary	ZONE A2 DATE / ZONE A1 DATE
Zone Designations* With Date of Identification e.g., 12/2/74	
100-Year Flood Boundary	ZONE B
500-Year Flood Boundary	
Base Flood Elevation Line With Elevation In Feet**	513
Base Flood Elevation in Feet Where Uniform Within Zone**	(EL 987)
Elevation Reference Mark	RM7×
River Mile	•M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Area. of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

SECTION 5

GEO-SEARCH RADIUS REPORT (on enclosed CD)

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GeoSearch
On time. On target. In touch.™

Radius Report

http://www.geo-search.net/QuickMap/index.htm?DataID=Standard0000015746

Click on link above to access the map and satellite view of current property

Target Property:

Highway 63
Marked Tree, Poinsett County, Arkansas 72365

Prepared For:

Jacobs Engineering - Colorado

Order #: 6795
Job #: 15746
Project #: WLXL3300
Date: 03/24/2010

2705 Bee Caves Rd, Suite 330 · Austin, Texas 78746 · phone: 888-396-0042 · fax: 512-472-9967 · www.geo-search.net

TARGET PROPERTY SUMMARY

Highway 63
Marked Tree, Poinsett County, Arkansas 72365

USGS Quadrangle: ***Marked Tree, AR***
Target Property Geometry: ***Corridor***

Target Property Longitude(s)/Latitude(s):
(-90.496888, 35.546720), (-90.496888, 35.546720), (-90.496723, 35.545849), (-90.496394, 35.545045), (-90.495818, 35.543906), (-90.495159, 35.542901), (-90.493759, 35.541494), (-90.492360, 35.540556), (-90.491372, 35.539952), (-90.488985, 35.539014), (-90.457455, 35.529366), (-90.453997, 35.528294), (-90.452433, 35.528025), (-90.435310, 35.527690), (-90.434569, 35.527623), (-90.433004, 35.527221), (-90.417198, 35.520454), (-90.415799, 35.520119), (-90.412259, 35.519918)

County/Parish Covered:
Poinsett (AR)

Zipcode(s) Covered:
Marked Tree AR: 72365
Trumann AR: 72472
Tyronza AR: 72386

State(s) Covered:
AR

****Target property is located in Radon Zone 3.***
Zone 3 areas have a predicted average indoor radon screening level less than 2 pCi/L.

DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
FEDERAL				
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	1	Target Property
BIENNIAL REPORTING SYSTEM	BRS	0	0	Target Property
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	Target Property
EPA DOCKET DATA	DOCKETS	0	0	Target Property
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	Target Property
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNS	0	1	Target Property
FACILITY REGISTRY SYSTEM	FRS	2	0	Target Property
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRS	0	0	Target Property
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	Target Property
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	0	Target Property
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	Target Property
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDES	0	0	Target Property
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	Target Property
PERMIT COMPLIANCE SYSTEM	PCS	0	0	Target Property
CERCLIS LIENS	SFLIENS	0	0	Target Property
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	Target Property
TOXICS RELEASE INVENTORY	TRI	0	0	Target Property
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	Target Property
NO LONGER REGULATED RCRA GENERATOR FACILITIES	NLRRCRAG	0	0	Target Property and Adjoining
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR FACILITIES	RCRAG	1	0	Target Property and Adjoining
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	0.5000
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY INFORMATION SYSTEM	CERCLIS	0	0	0.5000
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	0.5000
NO FURTHER REMEDIAL ACTION PLANNED SITES	NFRAP	0	0	0.5000

DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	0.5000
OPEN DUMP INVENTORY	ODI	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	1.0000
DEPARTMENT OF DEFENSE SITES	DOD	0	0	1.0000
FORMERLY USED DEFENSE SITES	FUDS	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	1.0000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	1.0000
RECORD OF DECISION SYSTEM	RODS	0	0	1.0000
SUB-TOTAL		**3**	**2**	

STATE (AR)

AIR PERMITTED FACILITIES	AIRS	0	0	Target Property
ASBESTOS NOTIFICATION OF INTENT DATABASE	ASBESTOS	0	0	Target Property
EMERGENCY RESPONSE INCIDENTS	ERI	2	0	Target Property
NOTICE OF VIOLATION INFORMATION DATABASE	NOV	0	0	Target Property
PERMIT DATA SYSTEM	PDS	1	0	Target Property
SITES WITH CONTROLS	SC	0	0	Target Property
REGISTERED STORAGE TANKS	RST	6	1	0.2500
CONFINED ANIMAL FEEDING OPERATION PERMITS	CAFOP	0	0	0.5000
LEAKING REGISTERED STORAGE TANKS	LRST	1	0	0.5000
RECYCLING MARKETING DIRECTORY	RMD	0	0	0.5000
SOLID WASTE FACILITIES	SWF	0	0	0.5000
SOLID WASTE ILLEGAL DUMPS DATABASE	SWIDD	0	0	0.5000

DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
REMEDIAL ACTION TRUST FUND ACT PRIORITY LIST	RATFA	0	0	1.0000
RECORD OF BROWNFIELDS - VOLUNTARY CLEANUP PROPERTIES	RBFVCP	0	0	1.0000
SUB-TOTAL		**10**	**1**	
TRIBAL				
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	USTR06	0	0	0.2500
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR06	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	0.5000
INDIAN RESERVATIONS	INDIANRES	0	0	1.0000
SUB-TOTAL		**0**	**0**	
TOTAL		**13**	**3**	

DATABASE FINDINGS SUMMARY (DETAIL)

ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
FEDERAL								
AIRSAFS		.0200	0	0	0	0	0	0
BRS		.0200	0	0	0	0	0	0
CDL		.0200	0	0	0	0	0	0
DOCKETS		.0200	0	0	0	0	0	0
EC		.0200	0	0	0	0	0	0
ERNS		.0200	0	0	0	0	0	0
FRS	2	.0200	0	0	0	0	0	2
HMIRS		.0200	0	0	0	0	0	0
ICIS		.0200	0	0	0	0	0	0
ICISNPDES		.0200	0	0	0	0	0	0
MLTS		.0200	0	0	0	0	0	0
NPDES		.0200	0	0	0	0	0	0
PADS		.0200	0	0	0	0	0	0
PCS		.0200	0	0	0	0	0	0
SFLIENS		.0200	0	0	0	0	0	0
SSTS		.0200	0	0	0	0	0	0
TRI		.0200	0	0	0	0	0	0
TSCA		.0200	0	0	0	0	0	0
NLRRCRAG		.1250	0	0	0	0	0	0
RCRAG	1	.1250	0	0	0	0	0	1
BF		.5000	0	0	0	0	0	0
CERCLIS		.5000	0	0	0	0	0	0
LUCIS		.5000	0	0	0	0	0	0
NFRAP		.5000	0	0	0	0	0	0
NLRRCRAT		.5000	0	0	0	0	0	0
ODI		.5000	0	0	0	0	0	0
RCRAT		.5000	0	0	0	0	0	0

DATABASE FINDINGS SUMMARY (DETAIL)

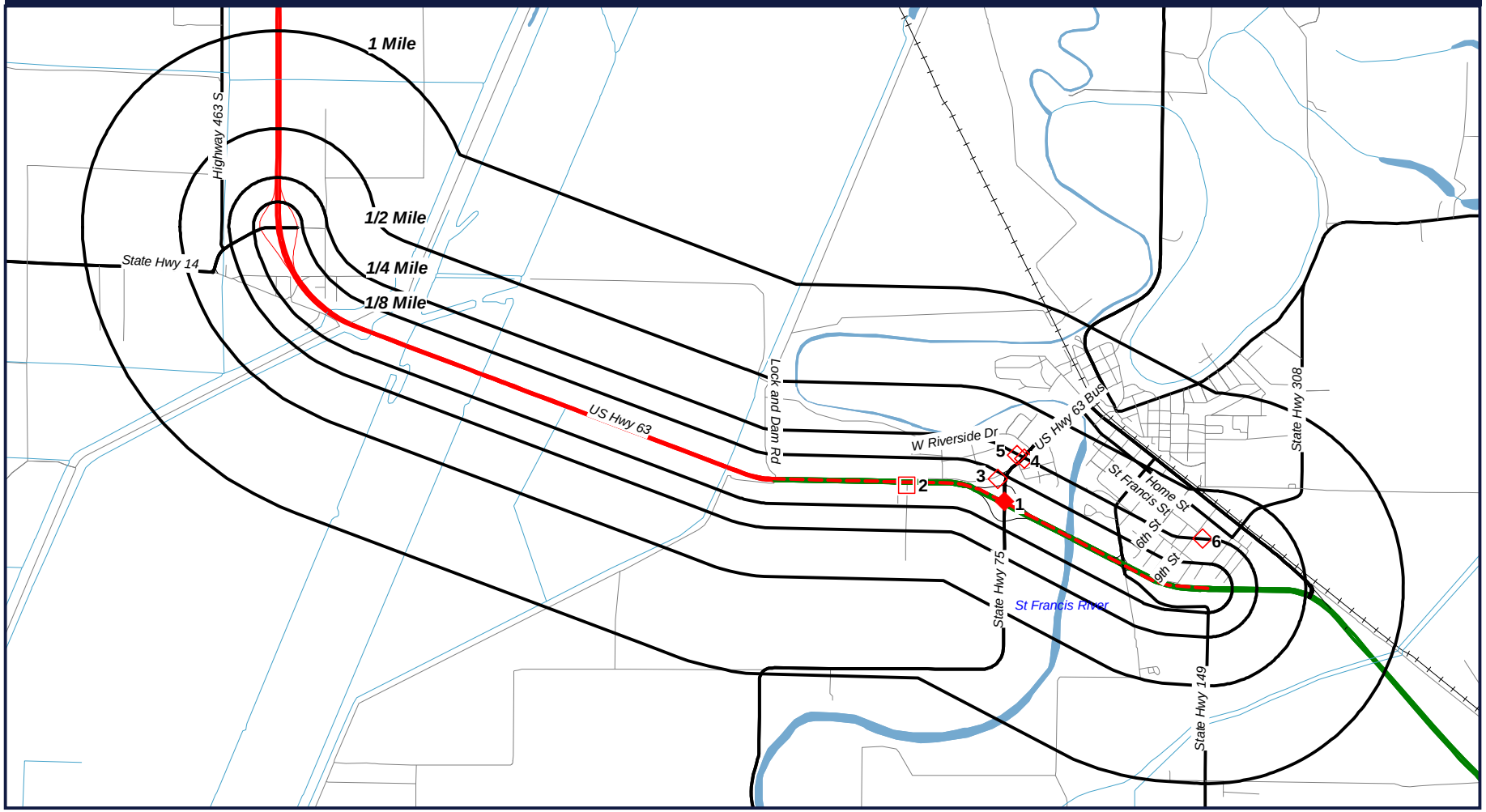
ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
DNPL		1.000	0	0	0	0	0	0
DOD		1.000	0	0	0	0	0	0
FUDS		1.000	0	0	0	0	0	0
NLRRCRAC		1.000	0	0	0	0	0	0
NPL		1.000	0	0	0	0	0	0
PNPL		1.000	0	0	0	0	0	0
RCRAC		1.000	0	0	0	0	0	0
RODS		1.000	0	0	0	0	0	0
SUB-TOTAL	**3**		**0**	**0**	**0**	**0**	**0**	**3**
STATE (AR)								
AIRS		.0200	0	0	0	0	0	0
ASBESTOS		.0200	0	0	0	0	0	0
ERI	2	.0200	0	0	0	0	0	2
NOV		.0200	0	0	0	0	0	0
PDS	1	.0200	0	0	0	0	0	1
SC		.0200	0	0	0	0	0	0
RST	1	.2500	1	4	0	0	0	6
CAFOP		.5000	0	0	0	0	0	0
LRST	1	.5000	0	0	0	0	0	1
RMD		.5000	0	0	0	0	0	0
SWF		.5000	0	0	0	0	0	0
SWIDD		.5000	0	0	0	0	0	0
RATFA		1.000	0	0	0	0	0	0
RBFVCP		1.000	0	0	0	0	0	0
SUB-TOTAL	**5**		**1**	**4**	**0**	**0**	**0**	**10**

TRIBAL

DATABASE FINDINGS SUMMARY (DETAIL)

ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
USTR06		.2500	0	0	0	0	0	0
LUSTR06		.5000	0	0	0	0	0	0
ODINDIAN		.5000	0	0	0	0	0	0
INDIANRES		1.000	0	0	0	0	0	0
SUB-TOTAL			**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**8**		**1**	**4**	**0**	**0**	**0**	**13**

RADIUS MAP



Target Property (TP)
LRST
RCRAG
RST

Highway 63
Marked Tree, Arkansas
72365

N
W E
S

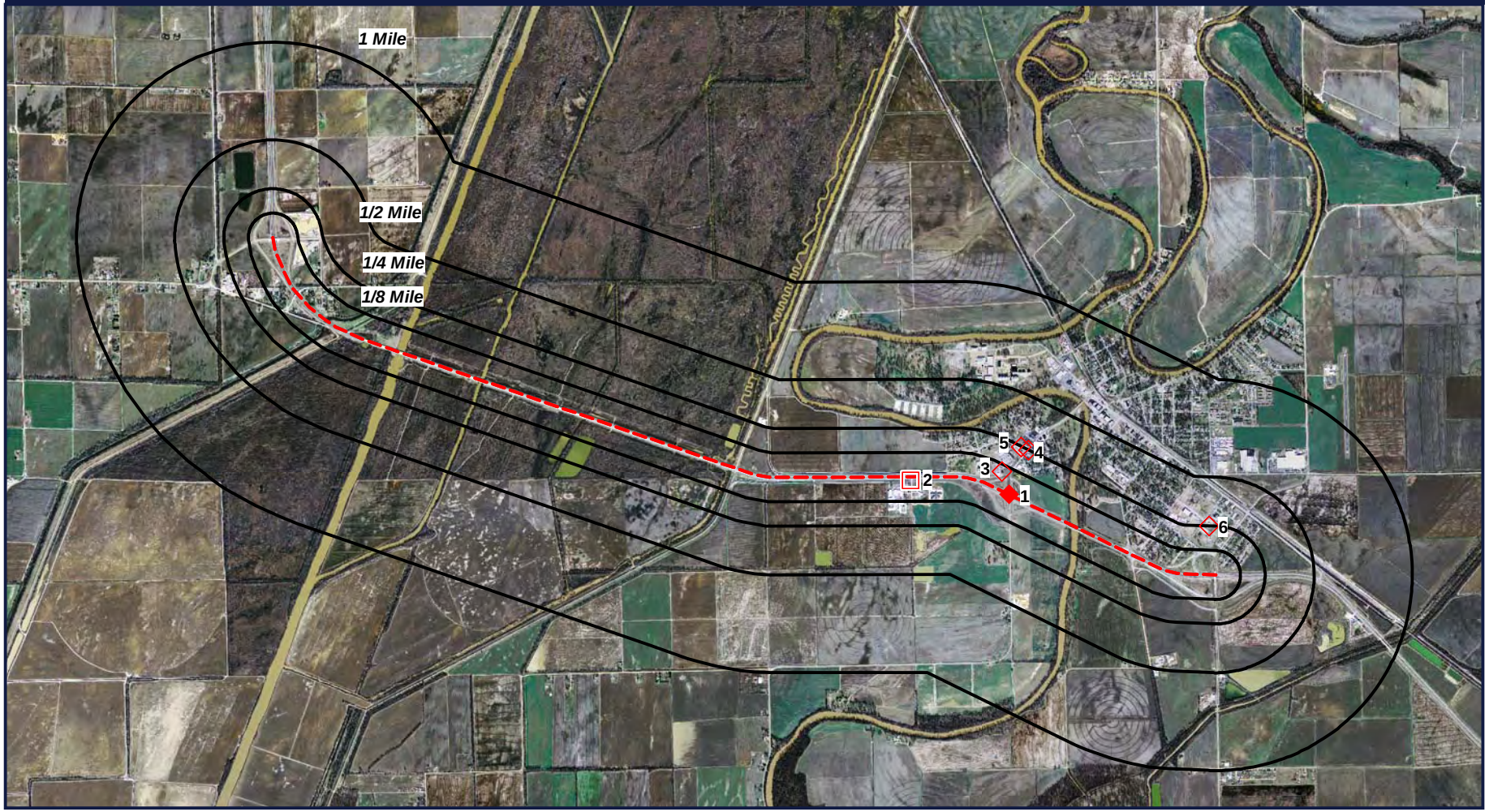
0' 2100' 4200' 6300'

SCALE: 1" = 4200'

GeoSearch *2705 Bee Caves Rd, Suite 330 - Austin, Texas 78746 - phone: 866-396-0042 - fax: 512-472-9967*

JOB #: 15746 - 3/24/2010

ORTHOPHOTO MAP



Target Property (TP)
LRST
RCRAG
RST

Quadrangle(s): Marked Tree
Source: USGS (02/06/01)
Highway 63
Marked Tree, Arkansas
72365

N
W E
S

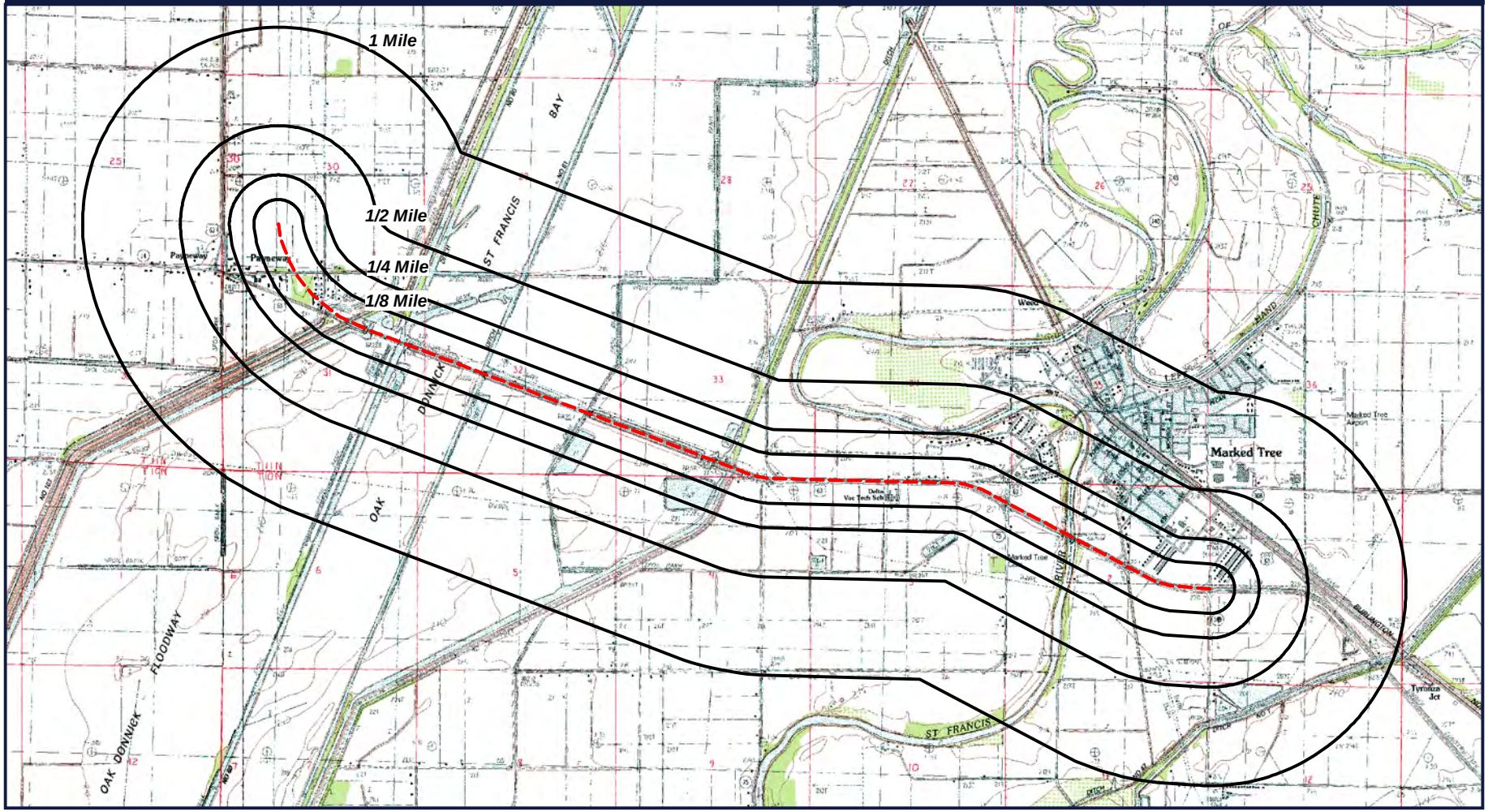
0' 2100' 4200' 6300'

SCALE: 1" = 4200'

GeoSearch 2705 Bee Caves Rd, Suite 330 - Austin, Texas 78746 - phone: 866-396-0042 - fax: 512-472-9967

JOB #: 15746 - 3/24/2010

TOPOGRAPHIC MAP



Target Property (TP)

Quadrangle(s): Marked Tree
Source: USGS, 1992
Highway 63
Marked Tree, Arkansas
72365

N
W E
S

0' 2100' 4200' 6300'

SCALE: 1" = 4200'

GeoSearch *2705 Bee Caves Rd, Suite 330 - Austin, Texas 78746 - phone: 866-396-0042 - fax: 512-472-9967*

JOB #: 15746 - 3/24/2010

REPORT SUMMARY OF LOCATABLE SITES

MAP ID#	DATABASE NAME	SITE ID#	DISTANCE FROM SITE	SITE NAME	ADDRESS	CITY, ZIP CODE	PAGE #
1	ERI	08-001452	0.010 NW		HWY 63 AT 75	MARKED TREE	1
1	LRST	5600205	0.010 NW	WILBURN CARROLL'S EXXON	HIGHWAY 63 & 75	MARKED TREE, 72365	9
1	ERI	08-001452	0.010 NW				--
2	RST	56000031	0.020 SW	DELTA TECHNICAL INSTITUTE	33500 HIGHWAY 63 EAST	MARKED TREE, 72365	18
2	FRS	110006035566	0.020 SW	DELTA TECHNICAL INSTITUTE MARKED TREE	33500 HWY 63 E	MARKED TREE, 72365	20
2	FRS	110024982027	0.020 SW	VO-TECH DELTA	33500 HWY 63 E	MARKED TREE, 72365	21
2	RCRAG	ARD099179376	0.020 SW	DELTA TECHNICAL INSTITUTE MARKED TREE	33500 HWY 63 E	MARKED TREE, 72365	22
2	PDS	5600087	0.020 SW	VO-TECH DELTA	33500 HWY 63 E	MARKED TREE, 72365	24
3	RST	56000013	0.100 N	CENEX	201 HESTER PARKER DR	MARKED TREE, 72365	25
4	RST	56001633	0.250 N	VAUGHN FORD	115 HWY 63 WEST	MARKED TREE, 72365	29
5	RST	56000091	0.250 N	E RITTER OIL CO - BULK PLANT	116 HWY 63 WEST	MARKED TREE, 72365	34
5	RST	56001645	0.250 N	RITTER EQUIPMENT CO	116 HWY 63 W	MARKED TREE, 72365	49
6	RST	56000064	0.250 N	MARKED TREE PUBLIC SCHOOL	9TH STREET - BUS GARAGE	MARKED TREE, 72365	51

EMERGENCY RESPONSE INCIDENTS (ERI)

MAP ID# 1 **Distance from Property: 0.01 mi. NW**

GS ID: **08-001452**
CASE#: **08-0453**
LOCATION OF SPILL: **HWY 63 AT 75**
CITY/ZIP: **MARKED TREE**
COUNTY: **POINSETT**

NRC#: **None** AFIN: **56-00000** LOG NUMBER: **08-0453**
SPILL DATE: **06/17/08**
RESPONSIBLE PARTY: **PENN TRANS**
RESPONSIBLE CONTACT: **NOT REPORTED**
CATEGORY: **PETROLEUM**
TYPE: **TRANSPORT**
STATUS: **PENDING CONTRACTOR RPT PENDING INSPECTOR RPT.**
RELEASE: **DIESEL**
AMOUNT REPORTED: **Ongoing**
AMOUNT ACTUAL: **NOT REPORTED**
CLEANUP: **HEPACO, MEMPHIS RICHARD BRADLEY (901-481-2402)**
DESCRIPTION:
0440 UPDATE OEM (KRAFT): PENN TRANS TANKER RELEASING TO HIGHWAY/DRY DITCH " A COUPLE OF GALLONS PER MINUTE" THROUGH COMPARTMENT #1 (1748 GAL CAPACITY) WHICH IS FRACTURED & LEAKING, COMPARTMENT #2 (1752 CAPACITY) HATCH LEAKING FOLLOWING ROLL-OVER ACCIDENT
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LEAKING REGISTERED STORAGE TANKS (LRST)

MAP ID# 1 **Distance from Property: 0.01 mi. NW**

SITE INFORMATION

FACILITY ID: **56000013**
AFIN: **5600205**
NAME: **WILBURN**
ADDRESS: **HIGHWAY 63 & 75**
MARKED TREE, AR 72365
PHONE: **8703583009**

OWNER INFORMATION

OWNER ID: **000847**
OWNER NAME: **E. RITTER OIL CO.**

LEAK INFORMATION DETAILS

LUST ID#: **560006**
DATE NOTIFIED: **NOT REPORTED**
RECEIVED BY: **NOT REPORTED**
TANK TYPE: **UNKNOWN**
AMOUNT: **NOT REPORTED**

GASOLINE:	**NO**	KEROSENE:	**NO**
JET FUEL:	**NO**	PETROLEUM:	**NO**
DIESEL:	**NO**	UNKNOWN:	**NO**

DISCOVERY: **OTH**
CAUSE: **UNKNOWN**
DAMAGE: **UNKNOWN**
COMMENTS:
METHOD OF DISCOVERY: FREE PRODUCT DISCOVERED IN MONITORING WELL

BEGIN FREE PRODUCT RECOVERY AND LINE LEAK TESTS

NO FURTHER ACTION IS REQUIRED AT THIS SITE AT THIS TIME.

NOTIFIER INFORMATION

DATE: **04/30/1999**
NOTIFIER: **LORI BURKE, RADFORD EQUIP. CO.**
3100 I-30
LITTLE ROCK, AR72216
PHONE: **5013744825**

MAP ID# 1 **Distance from Property: 0.01 mi. NW**

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MAP ID# 2 **Distance from Property: 0.02 mi. SW**

FACILITY INFORMATION

FACILITY ID#: **56000031**
AFIN: **5600087**
NAME: **DELTA TECHNICAL INSTITUTE**
ADDRESS: **33500 HIGHWAY 63 EAST**
MARKED TREE, AR 72365
CONTACT NAME: **KEITH STEELE**
CONTACT TITLE: **PRESIDENT**
CONTACT PHONE: **8703582117**
LATITUDE: **0.00000**
LONGITUDE: **0.00000**
ABOVEGROUND:
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **KEITH STEELE**
TITLE: **PRESIDENT**
DATE SIGNED: **8/1/1997**
DATE REG. CERT. ISSUED: **06/03/1997**

OWNER INFORMATION

ID#: **000843**
NAME: **DELTA TECHNICAL INSTITUTE**
ADDRESS: **P O BOX 280**
MARKED TREE, AR 72365
PHONE: **8703582117**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **5000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **GALVANIZED STEEL**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1986**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **7/21/1997**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

REGISTERED STORAGE TANKS (RST)

TANK ID **2**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **GALVANIZED STEEL**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1972**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **7/22/1997**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

ABOVEGROUND TANK INFORMATION **- NO ABOVEGROUND STORAGE TANK INFORMATION WAS FOUND**

FACILITY REGISTRY SYSTEM (FRS)

MAP ID# 2 **Distance from Property: 0.02 mi. SW**

FACILITY INFORMATION

REGISTRY ID: **110006035566**

NAME: **DELTA TECHNICAL INSTITUTE MARKED TREE**

LOCATION ADDRESS: **33500 HWY 63 E**
MARKED TREE , AR 72365

COUNTY: **POINSETT**

EPA REGION: **06**

FEDERAL FACILITY: **NO DATA PROVIDED**

TRIBAL LAND: **NO**

PROGRAM/S LISTED FOR THIS FACILITY

RCRAINFO - RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

NO SIC DATA REPORTED

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

FACILITY REGISTRY SYSTEM (FRS)

MAP ID# 2 **Distance from Property: 0.02 mi. SW**

FACILITY INFORMATION

REGISTRY ID: **110024982027**
NAME: **VO-TECH DELTA**
LOCATION ADDRESS: **33500 HWY 63 E**
MARKED TREE , AR 72365
COUNTY: **POINSETT**
EPA REGION: **06**
FEDERAL FACILITY: **NO DATA PROVIDED**
TRIBAL LAND: **NO**
ALTERNATIVE NAME/S:
VO-TECH DELTA
PROGRAM/S LISTED FOR THIS FACILITY
PDS - PERMIT DATA SYSTEM
STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)
NO SIC DATA REPORTED
NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)
NO NAICS DATA REPORTED

MAP ID# 2 **Distance from Property: 0.02 mi. SW**

FACILITY INFORMATION

EPA ID#: **ARD099179376**
NAME: **DELTA TECHNICAL INSTITUTE MARKED TREE**
ADDRESS: **33500 HWY 63 E**
MARKED TREE, AR 72365
CONTACT NAME: **BARBARA ADAMS**
CONTACT ADDRESS: **PO BOX 280**
MARKED TREE, AR 72365
CONTACT PHONE: **(870)358-8211**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
INDUSTRY CLASSIFICATION (NAICS) **- NO NAICS INFORMATION REPORTED**

OWNER TYPE: **STATE**
OWNER NAME: **STATE OF ARKANSAS**
OPERATOR TYPE: **NOT REPORTED**
OPERATOR NAME: **NOT REPORTED**

ACTIVITY INFORMATION

GENERATOR STATUS: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **UNKNOWN**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NOT REPORTED**
TRANSFER FACILITY: **NOT REPORTED**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**
OFF-SITE WASTE RECEIPT: **VERFIED TO BE NON-COMMERCIAL**

COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**
VIOLATIONS **- NO VIOLATIONS REPORTED -**
ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

HAZARDOUS WASTE

D001 **IGNITABLE WASTE**
D006 **CADMIUM**
D007 **CHROMIUM**
D008 **LEAD**
D018 **BENZENE**
D035 **METHYL ETHYL KETONE**
D039 **TETRACHLOROETHYLENE**
D040 **TRICHLORETHYLENE**
F003 **THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS;**

	AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
F005	THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE,CARBON DISULFIDE, ISOBUTANOL, PYRIDINE,BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001,F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

MAP ID# 2 **Distance from Property: 0.02 mi. SW**

FACILITY INFORMATION

AFIN#: **5600087**
NAME: **VO-TECH DELTA**
ADDRESS: **33500 HWY 63 E**
MARKED TREE, AR 72365
PHONE: **8703582117**
STANDARD INDUSTRIAL DESCRIPTION: **VOCATIONAL SCHOOL,NEC**

CONTACT INFORMATION

NAME: **KEITH STEELE**
ADDRESS: **DELTA TECHNICAL INSTITUTE 33500 HIGHWAY**
MARKED TREE, AR 72365
PHONE: **8703582117**

FACILITY DETAILS

PERMIT#: **56000031**
PERMIT ISSUED: **/ /**
PERMIT EXPIRATION: **/ /**
STATUS: **NOT REPORTED**
PERMIT STATUS DATE: **/ /**
MEDIA DESCRIPTION: **RST**
TYPE: **NOT REPORTED**

PERMIT#: **ARD099179376**
PERMIT ISSUED: **/ /**
PERMIT EXPIRATION: **/ /**
STATUS: **ACTIVE**
PERMIT STATUS DATE: **/ /**
MEDIA DESCRIPTION: **HAZ WASTE EPAID**
TYPE: **NOT REPORTED**

MAP ID# 3 **Distance from Property: 0.10 mi. N**

FACILITY INFORMATION

FACILITY ID#: **56000013**
AFIN: **5600205**
NAME: **CENEX**
ADDRESS: **201 HESTER PARKER DR**
MARKED TREE, AR 72365
CONTACT NAME: **RON MCCRELESS**
CONTACT TITLE: **LOCATION MGR**
CONTACT PHONE: **8703583009**
LATITUDE: **35.52782**
LONGITUDE: **-90.43138**
ABOVEGROUND:
UNDERGROUND: **X**
LEAK: **X**
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **RON MCCRELESS**
TITLE: **LOCATION MGR**
DATE SIGNED: **2/4/2010**
DATE REG. CERT. ISSUED: **/ /**

OWNER INFORMATION

ID#: **000847**
NAME: **E RITTER OIL CO**
ADDRESS: **118 HWY 63 W**
MARKED TREE, AR 72365
PHONE: **8703584645**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **6000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STIP-3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN, AUTO SHUTOFF VALVE
PIPING MATERIAL: **FRP, X-TRU COATED ST**
PIPING TYPE: **PRESSURE**
PIPING RELEASE DETECTION: **AUTO LEAK DETECTOR, PLLD'S**
PIPING CORROSION PROTECTION: **FRP**

INSTALL DATE: **1/1/1987**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT REPORTED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **8/15/1999**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **001063**
INSTALL DATE: **8/1/1999**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000107**

TANK ID **2**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **6000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STIP-3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN, AUTO SHUTOFF VALVE
PIPING MATERIAL: **FRP**
PIPING TYPE: **PRESSURE**
PIPING RELEASE DETECTION: **AUTO LEAK DETECTOR, PLLD'S**
PIPING CORROSION PROTECTION: **FRP**

INSTALL DATE: **1/1/1987**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT REPORTED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **8/15/1999**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **001063**
INSTALL DATE: **8/1/1999**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000107**

TANK ID **3**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **6000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STIP-3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN, AUTO SHUTOFF VALVE
PIPING MATERIAL: **FRP**
PIPING TYPE: **PRESSURE**
PIPING RELEASE DETECTION: **AUTO LEAK DETECTOR, PLLD'S**
PIPING CORROSION PROTECTION: **FRP**

INSTALL DATE: **1/1/1987**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT REPORTED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **8/15/1999**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **001063**
INSTALL DATE: **8/1/1999**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000107**

REGISTERED STORAGE TANKS (RST)

TANK ID **4**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **6000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STIP-3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN, AUTO SHUTOFF VALVE
PIPING MATERIAL: **FRP**
PIPING TYPE: **PRESSURE**
PIPING RELEASE DETECTION: **AUTO LEAK DETECTOR, PLLD'S**
PIPING CORROSION PROTECTION: **FRP**

INSTALL DATE: **1/1/1987**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT REPORTED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **8/15/1999**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **001063**
INSTALL DATE: **8/1/1999**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000107**

ABOVEGROUND TANK INFORMATION **- NO ABOVEGROUND STORAGE TANK INFORMATION WAS FOUND**

MAP ID# 4 **Distance from Property: 0.25 mi. N**

FACILITY INFORMATION

FACILITY ID#: **56001633**
AFIN: **5600359**
NAME: **VAUGHN FORD**
ADDRESS: **115 HWY 63 WEST**
MARKED TREE, AR 72365
CONTACT NAME: **EUGENE VAUGHN**
CONTACT TITLE: **OWNER**
CONTACT PHONE: **8703582822**
LATITUDE: **0.00000**
LONGITUDE: **0.00000**
ABOVEGROUND:
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **EUGENE VAUGHN**
TITLE: **OWNER**
DATE SIGNED: **11/20/1998**
DATE REG. CERT. ISSUED: **01/19/1999**

OWNER INFORMATION

ID#: **008149**
NAME: **VAUGHN, EUGENE**
ADDRESS: **115 HWY 63 WEST**
MARKED TREE, AR 72365
PHONE: **8703582822**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, GASOLINE, USED OIL**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1960**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **2/12/1999**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **2**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, GASOLINE**
TANK MATERIAL: **UNKNOWN**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1960**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **2/12/1999**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **3**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, GASOLINE**
TANK MATERIAL: **UNKNOWN**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1960**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **2/12/1999**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **4**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, GASOLINE**
TANK MATERIAL: **UNKNOWN**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1970**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **2/12/1999**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

REGISTERED STORAGE TANKS (RST)

TANK ID **5**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, UNKNOWN**
TANK MATERIAL: **UNKNOWN**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1971**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **2/12/1999**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

ABOVEGROUND TANK INFORMATION **- NO ABOVEGROUND STORAGE TANK INFORMATION WAS FOUND**

MAP ID# 5 **Distance from Property: 0.25 mi. N**

FACILITY INFORMATION

FACILITY ID#: **56000091**
AFIN: **5600273**
NAME: **E RITTER OIL CO - BULK PLANT**
ADDRESS: **116 HWY 63 WEST**
MARKED TREE, AR 72365
CONTACT NAME: **RON MCCRELESS**
CONTACT TITLE: **LOCATION MGR**
CONTACT PHONE: **8703584645**
LATITUDE: **35.52939**
LONGITUDE: **-90.43033**
ABOVEGROUND: **X**
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **RON CCRELESS**
TITLE: **LOCATION MGR**
DATE SIGNED: **2/4/2010**
DATE REG. CERT. ISSUED: **/ /**

OWNER INFORMATION

ID#: **000847**
NAME: **E RITTER OIL CO**
ADDRESS: **118 HWY 63 W**
MARKED TREE, AR 72365
PHONE: **8703584645**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **19780**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS, GROUNDWATER MONITORING**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING INSTALLED: 1/1/1981
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#:

NOT REPORTED

TANK ID **2**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **19780**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS, GROUNDWATER MONITORING**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **3**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **11163**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS, GROUNDWATER MONITORING**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **4**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **20026**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING INSTALLED: 1/1/1981
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

TANK ID **5**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **19308**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING INSTALLED: 1/1/1981
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

TANK ID **6**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **17552**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **INVENTORY CONTROLS**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING INSTALLED: 1/1/1981
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION:
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

INSTALL DATE: **1/1/1981**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **8/14/1996**
TANK STATUS CHANGE: **REMOVED**

TANK ID **7**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **8**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **9**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **10**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **11**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **12**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **20000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
CATHODIC PROTECTION SYSTEM INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

TANK ID **13**

UNDERGROUND STORAGE TANK IN USE: **YES**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **N**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **20000**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL, STIP3**
TANK RELEASE DETECTION: **AUTO TANK GAUGING**
TANK CORROSION PROTECTION:
EXT.DIELECTRIC COATING INSTALLED: 8/15/1996
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **BARESTEEL**
PIPING TYPE: **SUCTION TCV**
PIPING RELEASE DETECTION: **LINE TIGHTNESS TEST**
PIPING CORROSION PROTECTION: **CATHODIC PROTECTION**

INSTALL DATE: **8/15/1996**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTD**
TANK STATUS CHANGE: **NOT APPLICABLE**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **9/6/1996**
COMPANY LICENSE#: **000156**
TESTER LICENSE#: **000793**
INSTALL DATE: **8/15/1996**
INSTALLER COMPANY LICENSE#: **000156**
INSTALLER LICENSE#: **000157**

ABOVEGROUND TANK INFORMATION

TANK ID **1**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL): **19780**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **2**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL): **19780**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **3**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**
TANK CAPACITY (GAL): **11163**
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **4**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**
TANK CAPACITY (GAL): **20026**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **5**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**
TANK CAPACITY (GAL): **19308**
TANK SUBSTANCE: **KEROSENE**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **6**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1967**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**
TANK CAPACITY (GAL): **17552**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **7**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **1/1/1972**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**
TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **HAZARDOUS, VARSOL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

REGISTERED STORAGE TANKS (RST)

TANK ID **8**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **7/1/2005**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS: **N/A**
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **GASOLINE, MOTOR OIL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **UNKNOWN**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **9**

ABOVEGROUND STORAGE TANK IN USE: **YES**
INSTALL DATE: **7/1/2005**
TANK STATUS: **IN USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS: **N/A**
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL): **10000**
TANK SUBSTANCE: **GASOLINE, MOTOR OIL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **UNKNOWN**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

MAP ID# 5 **Distance from Property: 0.25 mi. N**

FACILITY INFORMATION

FACILITY ID#: **56001645**
AFIN: **5600273**
NAME: **RITTER EQUIPMENT CO**
ADDRESS: **116 HWY 63 W**
MARKED TREE, AR 72365
CONTACT NAME: **SCOTT BOLAND**
CONTACT TITLE: **MANAGER**
CONTACT PHONE: **8703582555**
LATITUDE: **35.52985**
LONGITUDE: **-90.43007**
ABOVEGROUND:
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **WILLIAM FORD,**
TITLE: **CONTRACTOR**
DATE SIGNED: **10/4/2006**
DATE REG. CERT. ISSUED: **/ /**

OWNER INFORMATION

ID#: **010525**
NAME: **RITTER EQUIPMENT CO**
ADDRESS: **106 FRISCO STREET**
MARKED TREE, AR 72365
PHONE: **8703582555**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS: **N/A**
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **EMPTY, USED OIL**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **MANUAL TANK GAUGING**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING
SPILL OVERFLOW PROTECTION:
SPILL CATCHMENT BASIN
PIPING MATERIAL: **SEC. CONT**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **1/1/1998**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **9/5/2006**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

REGISTERED STORAGE TANKS (RST)

ABOVEGROUND TANK INFORMATION - NO ABOVEGROUND STORAGE TANK INFORMATION WAS FOUND

MAP ID# 6 **Distance from Property: 0.25 mi. N**

FACILITY INFORMATION

FACILITY ID#: **56000064**
AFIN: **5600251**
NAME: **MARKED TREE PUBLIC SCHOOL**
ADDRESS: **9TH STREET - BUS GARAGE**
MARKED TREE, AR 72365
CONTACT NAME: **GARY LASTER**
CONTACT TITLE: **MANAGER**
CONTACT PHONE: **5013583348**
LATITUDE: **0.00000**
LONGITUDE: **0.00000**
ABOVEGROUND:
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **GARY LASTER**
TITLE: **MANAGER**
DATE SIGNED: **3/23/1993**
DATE REG. CERT. ISSUED: **05/24/1996**

OWNER INFORMATION

ID#: **000847**
NAME: **E RITTER OIL CO**
ADDRESS: **118 HWY 63 W**
MARKED TREE, AR 72365
PHONE: **8703584645**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **1000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **MANUAL TANK GAUGING**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING INSTALLED: 1/1/1981
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **UNKNOWN**
PIPING TYPE: **SUCTION PCV, SUCTION TCV**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **COATED/WRAPPED**

INSTALL DATE: **1/1/1980**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **3/4/1997**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

REGISTERED STORAGE TANKS (RST)

ABOVEGROUND TANK INFORMATION - NO ABOVEGROUND STORAGE TANK INFORMATION WAS FOUND

REPORT SUMMARY OF UNLOCATABLE SITES

DATABASE TYPE	SITE ID#	SITE NAME	ADDRESS	CITY	ZIP CODE
AIRSAFS	0577700205	HOGAN, BEN M.,CO#804	HWY 63	MARKED TREE	72365
ERNS	1238322176	SITE SPECIFIC	HWY 63	MARKED TREE	
RST	56000075	PAYNEWAY CONOCO	HIGHWAY 14	PAYNEWAY	72472

GeoSearch *2705 Bee Caves Rd, Suite 330 · Austin, Texas 78746 · phone: 888-396-0042 · fax: 512-472-9967*

AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM (AIRSAFS)

SITE INFORMATION

ID#: **0577700205**

NAME: **HOGAN, BEN M.,CO#804**

ADDRESS: **HWY 63**
MARKED TREE, AR

CLASSIFICATION: **POTENTIAL UNCONTROLLED EMISSIONS<100 TONS/YEAR**

OPERATING STATUS: **PERMANENTLY CLOSED**

PRIMARY SIC CODE: **2951 - ESTABLISHMENTS PRIMARILY ENGAGED IN MANUFACTURING ASPHALT AND TAR PAVING MIXTURES; AND PAVING BLOCKS MADE OF ASPHALT AND VARIOUS COMPOSITIONS OF ASPHALT OR TAR WITH OTHER MATERIALS.**

EPA COMPLIANCE STATUS: **IN COMPLIANCE - INSPECTION**

ENFORCEMENT ACTIONS

DATE: **03/19/1993** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **06/15/1990** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **08/02/1989** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/07/1987** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/31/1986** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **04/01/1986** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/04/1984** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **06/07/1984** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/28/1982** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/15/1981** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/21/1980** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **10/10/1979** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **04/17/1979** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

DATE: **12/01/1978** PROGRAM: **SIP SOURCE**
ACTION TYPE: **7C -**

DATE: **11/28/1978** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**

AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM (AIRSAFS)

DATE: **10/11/1978** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**
DATE: **08/28/1978** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**
DATE: **06/30/1977** PROGRAM: **SIP SOURCE**
ACTION TYPE: **FS -**
DATE: **02/14/1977** PROGRAM: **SIP SOURCE**
ACTION TYPE: **PX -**

INCIDENT INFORMATION

GSID#: **1238322176**
NRC ID#: **578584**
INCIDENT LOCATION: **NOT REPORTED**
INCIDENT ADDRESS: **HWY 63**
INCIDENT CITY: **MARKED TREE**
INCIDENT STATE: **AR**
INCIDENT ZIP: **NOT REPORTED**
INCIDENT COUNTY: **POINSETT**

RESPONSIBLE PARTY

COMPANY: **CONSOLIDATED**
ADDRESS: **16400 SOUTH EAST CF WAY**
CITY: **VANCOUVER**
STATE: **WA**
ZIP: **98683**

INCIDENT DETAILS

INCIDENT DATE: **01-SEP-01**
INCIDENT CAUSE: **OPERATOR ERROR**
MATERIAL REACHED WATER: **UNKNOWN**
REMEDIAL ACTION: **CALLER STATES:NOTHING WILL BE DONE TO CLEAN UP THE FUEL SPILLED ONTO THE SOIL**
INCIDENT DESCRIPTION: **PORTABLE FARM DIESEL TANK BEING TOWED BY A PICKUP TRUCK WAS STRUCK BY A CF TRACTOR TRAILER. DIESEL FUEL WAS SPILLED FROM THE PORTABLE DIESEL TANK.**
MATERIAL RELEASED/AMOUNT: **OIL, FUEL: NO. 2-D/0 UNKNOWN AMOUNT**

FACILITY INFORMATION

FACILITY ID#: **56000075**
AFIN: **5600259**
NAME: **PAYNEWAY CONOCO**
ADDRESS: **HIGHWAY 14**
PAYNEWAY, AR 72472
CONTACT NAME: **HOWARD L. LATHRON SR**
CONTACT TITLE: **MANAGER**
CONTACT PHONE: **5013582176**
LATITUDE: **0.00000**
LONGITUDE: **0.00000**
ABOVEGROUND: **X**
UNDERGROUND: **X**
LEAK:
1998 DEADLINE COMPLIANCE: **X**
CERTIFIED NAME: **HOWARD L. LATHRON**
TITLE: **MANAGER**
DATE SIGNED: **9/6/1995**
DATE REG. CERT. ISSUED: **05/24/1996**

OWNER INFORMATION

ID#: **005142**
NAME: **BARRON TANK CORPORATION *INA***
ADDRESS: **P.O. BOX 337**
MARKED TREE, AR 72365
PHONE: **5013582176**

UNDERGROUND TANK INFORMATION

TANK ID **1**

UNDERGROUND STORAGE TANK IN USE: **NO**
SITE ASSESSMENT DATE: **NOT REPORTED**
SITE ASSESSMENT LEAK CHECK: **NOT REPORTED**
CERCLA NAME: **NOT REPORTED**
TANK COMMENTS:
TANK CAPACITY (GAL): **3000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
TANK RELEASE DETECTION: **UNKNOWN**
TANK CORROSION PROTECTION:
EXT. ASPHALT COATING, UNKNOWN
SPILL OVERFLOW PROTECTION:
UNKNOWN
PIPING MATERIAL: **GALVANIZED STEEL**
PIPING TYPE: **UNKNOWN**
PIPING RELEASE DETECTION: **UNKNOWN**
PIPING CORROSION PROTECTION: **UNKNOWN**

INSTALL DATE: **NOT REPORTED**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **5/2/1991**
TANK STATUS CHANGE: **REMOVED**

CERTIFICATE OF COMPLIANCE TESTING INFORMATION

DATE: **NOT REPORTED**
COMPANY LICENSE#: **NOT REPORTED**
TESTER LICENSE#: **NOT REPORTED**
INSTALL DATE: **NOT REPORTED**
INSTALLER COMPANY LICENSE#: **NOT REPORTED**
INSTALLER LICENSE#: **NOT REPORTED**

ABOVEGROUND TANK INFORMATION

TANK ID **1**

ABOVEGROUND STORAGE TANK IN USE: **NO**
INSTALL DATE: **2/22/1993**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL): **3000**
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **GALVANIZED STEEL**

TANK ID **2**

ABOVEGROUND STORAGE TANK IN USE: **NO**
INSTALL DATE: **NOT REPORTED**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL):
TANK SUBSTANCE: **GASOLINE**
TANK MATERIAL: **UNKNOWN**
INTERNAL CORROSION PROTECTION: **UNKNOWN**
EXTERNAL CORROSION PROTECTION: **UNKNOWN**
PIPING: **UNKNOWN**

TANK ID **3**

ABOVEGROUND STORAGE TANK IN USE: **NO**
INSTALL DATE: **NOT REPORTED**
TANK STATUS: **PERMANENTLY OUT OF USE**
TANK STATUS DATE: **NOT REPORTED**
TANK COMMENTS:
REMOVED: **NOT REPORTED**
GALS REMAINING: **NOT REPORTED**

TANK CAPACITY (GAL):
TANK SUBSTANCE: **DIESEL**
TANK MATERIAL: **STEEL**
INTERNAL CORROSION PROTECTION: **NONE**
EXTERNAL CORROSION PROTECTION: **PAINTED**
PIPING: **BARESTEEL**

ENVIRONMENTAL RECORDS DEFINITIONS - FEDERAL

AIRSAFS Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 3/2009

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BF Brownfields Management System

VERSION DATE: 1/2010

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains the activities, including grantee assessment, cleanup and redevelopment, of the various Brownfield grant programs through the Brownfields Management System database.

BRS Biennial Reporting System

VERSION DATE: 1/2003

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The purpose of this report is to communicate the findings of EPA's Biennial Reporting System (BRS) data collection efforts to the public, government agencies, and the regulated community.
Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 8/2009

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

ENVIRONMENTAL RECORDS DEFINITIONS - FEDERAL

CERCLIS Comprehensive Environmental Response, Compensation & Liability Information System

VERSION DATE: 2/2010

CERCLIS is the repository for site and non-site specific Superfund information in support of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This United States Environmental Protection Agency database contains an extract of sites that have been investigated or are in the process of being investigated for potential environmental risk.

DNPL Delisted National Priorities List

VERSION DATE: 2/2010

This database includes sites from the United States Environmental Protection Agency's Final National Priorties List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

DOCKETS EPA Docket Data

VERSION DATE: 12/2005

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location.

DOD Department of Defense Sites

VERSION DATE: 12/2005

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

EC Federal Engineering Institutional Control Sites

VERSION DATE: 12/2009

This database includes site locations where Engineering and/or Institutional Controls have been identified as part of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ERNS Emergency Response Notification System

VERSION DATE: 12/2009

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRS Facility Registry System

VERSION DATE: 6/2009

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

FUDS Formerly Used Defense Sites

VERSION DATE: 9/2009

The 2008 FUDS inventory includes properties previously owned by or leased to the United States and under Secretary of Defense jurisdiction. The remediation of these properties is the responsibility of the Department of Defense.

HMIRS Hazardous Materials Incident Reporting System

VERSION DATE: 11/2009

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 3/2009

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 3/2009

ICIS-NPDES is an information management system maintained by the United States Environmental Protection Agency's Office of Compliance to track permit compliance and enforcement status of facilities regulated by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act. ICIS-NPDES is designed to support the NPDES program at the state, regional, and national levels.

LUCIS Land Use Control Information System

VERSION DATE: 9/2006

The LUCIS database is maintained by the U.S. Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 2/2010

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

NFRAP No Further Remedial Action Planned Sites

VERSION DATE: 2/2010

This database includes sites which have been determined by the United States Environmental Protection Agency, following preliminary assessment, to no longer pose a significant risk or require further activity under CERCLA. After initial investigation, no contamination was found, contamination was quickly removed or contamination was not serious enough to require Federal Superfund action or NPL consideration.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 12/2009

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NLRRCRAG No Longer Regulated RCRA Generator Facilities

VERSION DATE: 12/2009

This database includes RCRA Generator facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly generated hazardous waste.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 12/2009

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

NPDES National Pollutant Discharge Elimination System

VERSION DATE: 4/2007

Information in this database is extracted from the Water Permit Compliance System (PCS) database which is used by United States Environmental Protection Agency to track surface water permits issued under the Clean Water Act. Refer to the PCS and/or ICIS-NPDES database as source of current data.

NPL National Priorities List

VERSION DATE: 2/2010

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

ODI Open Dump Inventory

VERSION DATE: 6/1985

The open dump inventory was published by the United States Environmental Protection Agency. An “open dump” is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

PADS PCB Activity Database System

VERSION DATE: 2/2010

The PCB Activity Database System (PADS) is used by the United States Environmental Protection Agency to monitor the activities of polychlorinated biphenyls (PCB) handlers.

PCS Permit Compliance System

VERSION DATE: 3/2009

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the

Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels.

PNPL Proposed National Priorities List

VERSION DATE: 2/2010

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 12/2009

This database includes hazardous waste sites listed with corrective action activity in the RCRAInfo system. The Corrective Action Program requires owners or operators of RCRA facilities (or treatment, storage, and disposal facilities) to investigate and cleanup contamination in order to protect human health and the environment. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RCRAG Resource Conservation & Recovery Act - Generator Facilities

VERSION DATE: 12/2009

This database includes sites listed as generators of hazardous waste (large, small, and exempt) in the RCRAInfo system. See RCRA Description page for more information. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RCRAT Resource Conservation & Recovery Act - Treatment, Storage & Disposal Facilities

VERSION DATE: 12/2009

This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste in the RCRAInfo system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and

the Biennial Reporting System (BRS).

RODS Record of Decision System

VERSION DATE: 1/2010

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

SFLIENS CERCLIS Liens

VERSION DATE: 2/2010

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

SSTS Section Seven Tracking System

VERSION DATE: 12/2006

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory

VERSION DATE: 12/2007

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/2002

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the

United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

AIRS Air Permitted Facilities

VERSION DATE: 11/2009

This database, maintained by the Arkansas Department of Environmental Quality, contains information on Permitted Faciltity Emissions and Stack Data.

ASBESTOS Asbestos Notification of Intent Database

VERSION DATE: 11/2009

This database, maintained by the Arkansas Department of Environmental Quality, contains information on Regulation 21(the Arkansas Asbestos Abatement Regulation). This regulation was developed in 1990 to regulate work practices during demolitions and renovations of facilities, as well as to license asbestos supervisors and workers. The regulation was revised in 1997 to regulate work practices during demolitions, renovations, and response actions; certify contractor/supervisors, inspectors, management planners, project designers, air monitors, and workers; license asbestos training providers, contractors, and consultants; and establish a fee system.

CAFOP Confined Animal Feeding Operation Permits

VERSION DATE: 2/2010

The Arkansas Department of Environmental Quality maintains this list of facilities with Confined Animal Feeding Operation Permits. These facilities require a Regulation 5 permit for managing hog, poultry or dairy farms or other confined animal operations using liquid animal waste management systems.

ERI Emergency Response Incidents

VERSION DATE: 12/2009

The ADEQ Emergency Response Section maintains records of spills which occur in Arkansas from any source, including transportation or fixed manufacturing or storage facilities. The spills registry is maintained on a continuously updated computer data file which was begun in October 1989.

LRST Leaking Registered Storage Tanks

VERSION DATE: 2/2010

The ADEQ Regulated Storage Tank (RST) Division maintains this list of aboveground and underground storage tank facilities that have reported at least one release. The controlling regulation for regulated storage tanks in Arkansas is the Arkansas Pollution Control and Ecology Commission s Regulation 12. In Regulation 12, a release is defined as any spilling, leaking, emitting, discharging, escaping, leaching or disposing from a storage tanks into the groundwater, surface water or subsurface soils of the state.

NOV Notice of Violation Information Database

VERSION DATE: 2/2010

This listing of Consent Administrative Orders and Notice of Violations is maintained by the Arkansas Department of Environmental Quality. These legal orders are issued in various ADEQ Programs including Hazardous Waste, Solid Waste, Air, Water and Regulated Storage Tanks.

PDS Permit Data System

VERSION DATE: 11/2009

The Arkansas Department of Environmental Quality s Permit Data System contains facilities with Air, Mining, Solid Waste and Water permits.

RATFA Remedial Action Trust Fund Act Priority List

VERSION DATE: 1/2010

This listing is maintained by the Arkansas Department of Environmental Quality's Hazardous Waste Division. The Arkansas Remedial Action Trust Fund Act, or “RATFA”, Ark. Code Ann. §8-7-501 et seq. provides the State of Arkansas with the funds and authority to investigate, control, prevent, abate, treat or contain releases of hazardous substances for the protection of human health and the environment. The RATFA also enables the state to participate in response actions pursuant to the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980, also known as Superfund. Clean ups under RATFA may be on a voluntary basis, or pursuant to an Order issued by the Department or through suit brought by the state or any party authorized to bring suit for relief under the law.

RBFVCP Record of Brownfields - Voluntary Cleanup Properties

VERSION DATE: 11/2009

The Arkansas Department of Environmental Quality (ADEQ) defines a Brownfield as a parcel of property where commercial, industrial, or agricultural use may have contaminated the site with a hazardous substance, thereby complicating prospects for expansion, redevelopment, or reuse. The ADEQ is administering the Brownfields Program to redevelop properties with either real or perceived hazardous substance contamination. The ADEQ considers voluntary cleanup properties as brownfield properties.

RMD Recycling Marketing Directory

VERSION DATE: 12/2009

The Arkansas Recycling Marketing Directory is maintained by the ADEQ and includes a list of recycling facilities.

RST Registered Storage Tanks

VERSION DATE: 2/2010

The ADEQ Regulated Storage Tank (RST) Division drafts, administers and enforces state regulations pertaining to underground storage tanks as prescribed by 40 CFR 280, as well as aboveground petroleum storage tanks. These tanks are located primarily at retail gasoline and diesel sales facilities, but may also include bulk petroleum storage facilities, private fleet fueling facilities, and emergency generating stations.

SC Sites with Controls

VERSION DATE: 11/2009

The Arkansas Department of Environmental Quality (ADEQ) tracks Institutional and Engineering Controls by implementing them as part of a remedial action through the state Brownfields Program. These controls may restrict access to and/or use of the property to minimize the potential for exposure to real or perceived contamination.

SWF Solid Waste Facilities

VERSION DATE: 2/2010

This listing of permitted Solid Waste Facilities is maintained by the Arkansas Department of Environmental Quality. Permits are required for various classes of landfills, composting, transfer stations, material recovery and waste tire processing facilities.

SWIDD Solid Waste Illegal Dumps Database

VERSION DATE: 2/2010

This database of illegal dump sites is maintained by the Arkansas DEQ Solid Waste Management Division.

INDIANRES Indian Reservations

VERSION DATE: 1/2000

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

LUSTR06 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 5/2009

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/2006

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

USTR06 Underground Storage Tanks On Tribal Lands

VERSION DATE: 5/2009

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

RCRA DESCRIPTIONS

Acronyms

RCRAG - Generator
RCRAT - Treatment, Storage & Disposal (Non-Corracts)
RCRAC - Corrective Action

Generator Types

Large Quantity Generators

- Generate 1,000 kg or more of hazardous waste during any calendar month; or
- Generate more than 1 kg of acutely hazardous waste during any calendar month; or
- Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or
- Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or
- Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.

Small Quantity Generators

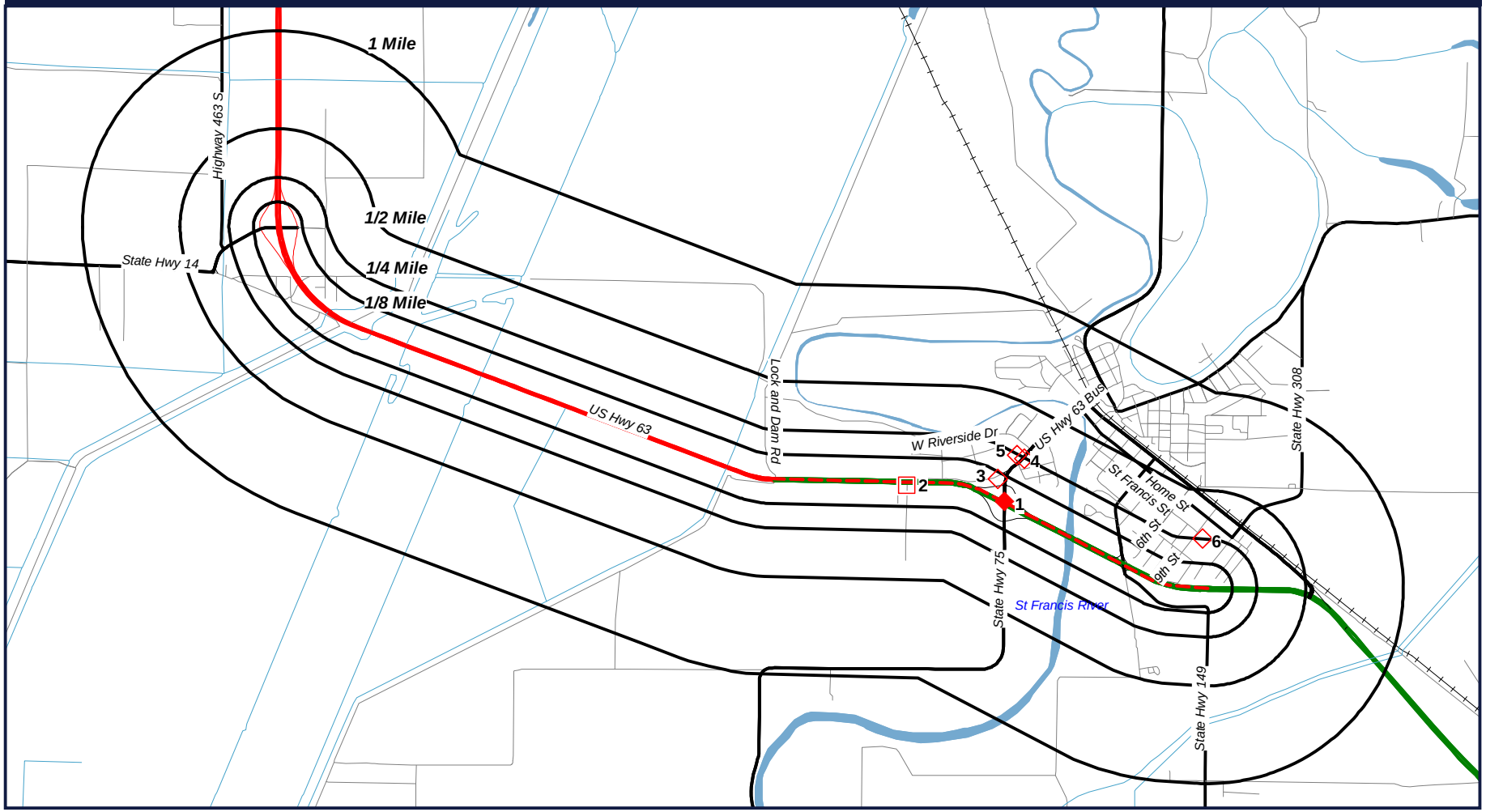
- Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or
- Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.

Conditionally Exempt Small Quantity Generators

- Generate 100 kilograms or less of hazardous waste per calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or
- Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time:
  - 1 kg or less of acutely hazardous waste; or
  - 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or
- Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time:
  - 1 kg or less of acutely hazardous waste; or
  - 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

Note: Descriptions also apply to No Longer Regulated RCRA sites (NLRRCRAG, NLRRCRAT, and NLRRCRAC)

RADIUS MAP



Target Property (TP)
LRST
RCRAG
RST

Highway 63
Marked Tree, Arkansas
72365

N
W E
S

0' 2100' 4200' 6300'

SCALE: 1" = 4200'

GeoSearch *2705 Bee Caves Rd, Suite 330 - Austin, Texas 78746 - phone: 866-396-0042 - fax: 512-472-9967*

JOB #: 15746 - 3/24/2010

SECTION 6

Photographs

Future I-555 Arkansas Project
Photographs March 2010

Photo #1: Highway 63 looking west


Photo #2: Highway 63 looking northeast

Photo #3: Spill Site at Highway 63 and Highway 75

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Appendix D
Noise Report

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Future I-555 Access Road
From
State Highway 149 to State Highway 14

Noise Analysis

Prepared for:

Arkansas Highway and Transportation Department
Job Number 100682

Prepared by:

JACOBS™

June 2011

Table of Contents

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Introduction

A noise analysis has been conducted for the Future I-555 Access Road from State Highway (SH) 149 to SH 14 in Poinsett County, Arkansas. The approved Federal Highway Administration (FHWA) Traffic Noise Model 2.5 (TNM 2.5) was used to assess potential noise impacts for existing, no build, and build conditions. Proposed improvements include a new access road to serve as an alternative route across the St. Francis Floodway and Sunken Lands once access control has been established to convert US Highway 63 (US 63) to Interstate 555 (I-555). Cotton module trucks and other agricultural equipment will be the primary sources of transportation using the access road.

The Arkansas State Highway and Transportation Department (AHTD) is committed to incorporating all reasonable and feasible mitigation measures into projects to minimize noise impacts and enhance the surrounding noise environment in accordance with the FHWA noise regulations (23 CFR Part 772). The FHWA Noise Abatement Criteria (NAC) has defined noise levels for land activity categories (see **Table 1** for various land use categories).

Table 1: Noise Abatement Criteria, Hourly A-Weighted Sound Level Decibels (dBA)

Activity Category	Leq(h)	Description of Activity Category
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)	Picnic area, recreational areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	None	Undeveloped lands.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Federal Highway Administration, Noise Analysis and Abatement Guidelines, December 2002

The AHTD has adopted these FHWA NAC and defines a noise impact that if approached (within less than 1 dBA) or exceeded, require noise abatement consideration. FHWA guidelines also state that noise abatement should be considered when the noise levels substantially exceed the existing noise levels (23 CFR 772.5(g)). This criterion is defined by AHTD as increases in the Leq of 10 dBA or more above existing noise levels or 7 dBA or more above no build noise levels.

Traffic Data

AHTD provided traffic volumes for existing (2009) and future (2029) conditions which were used to derive peak hour volumes for use in the noise model for this study. According to the AHTD traffic data, the peak hour traffic volumes are 10 percent of annual average daily traffic (AADT). The existing, no build, and build alternative traffic data inputs are summarized in **Table 2**.

The vehicle mix assumed was 77 percent automobiles and 23 percent trucks. As provided by AHTD, of the 23 percent of trucks, 90 percent would be heavy trucks and 10 percent would be medium trucks. The traffic distribution was 53 percent northbound and 47 percent southbound. The posted speed limit is 65 miles per hour (mph) along US 63 and 45 mph along the frontage/access roads which will remain for future conditions.

Table 2: Traffic Data for Future I-555

Existing Condition (2009) vehicles per hour				Future Conditions (2029) vehicles per hour		
Average Peak Hour	Auto	Medium Truck	Heavy Truck	Auto	Medium Truck	Heavy Truck
US 63 from SH 14 to SH 75	1002	30	269	1232	37	331
US 63 south of SH 75	848	25	228	1058	32	285
Existing Frontage Road	538	17	145	770	23	207
SH149 on-ramp	308	9	83	462	14	124
New Access Road from SH 14 to CR 56 (Alt A)	n/a	n/a	n/a	78	2	20
New Access Road from SH 75 to CR 149 (Alt A1)	n/a	n/a	n/a	58	2	15
New Access Road from SH 14 to CR 56 (Alt B)	n/a	n/a	n/a	78	2	20
New Access Road from SH 75 to CR 149 (Alt BC1)	n/a	n/a	n/a	107	4	29

Source: Jacobs

Existing Conditions

Noise sensitive receivers within the project area include residential development, a cemetery, and commercial development. Noise sensitive receivers are those areas where frequent outdoor human use would occur. The noise sensitive receivers are depicted on **Figure 1**.

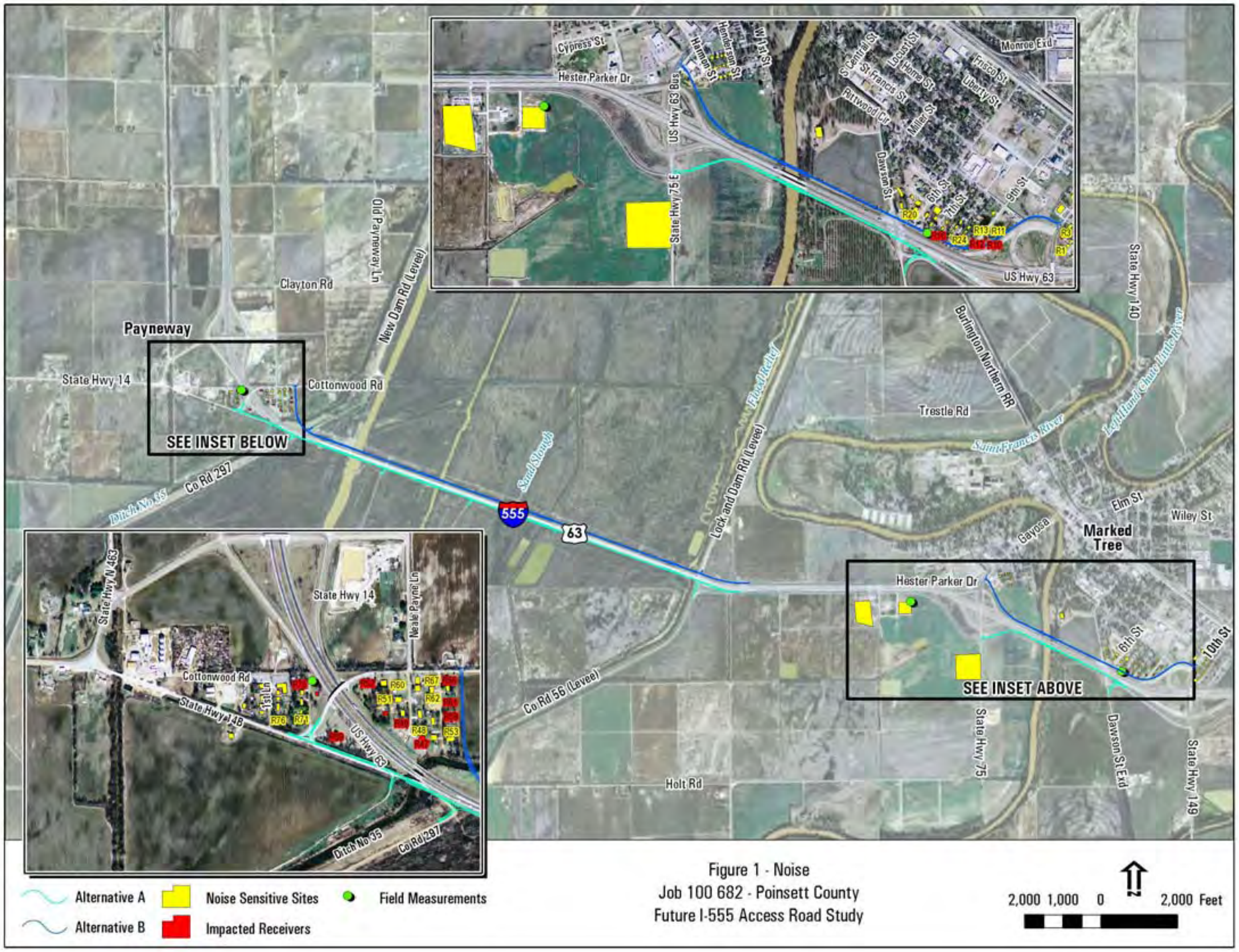
Future Noise

Currently, there are two alternate routes (north and south of Highway 63) for the cotton module trucks and other agricultural equipment to cross the St. Francis Sunken Lands State Wildlife Management Area. The routes are

approximately 48 to 59 miles, one-way. Therefore, traffic noise is anticipated to increase along these routes as a result of the No Build Alternative. In addition, noise levels are expected to increase within the project area as a result of the Future I-555 access road. Two alternatives (A/A1 and B/BC1) are being considered for the future I-555 access road. **Table 3** summarizes noise levels for existing, no build, and build conditions. Several receivers were modeled and **Figure 1** depicts those receivers impacted as a result of the proposed improvements, as well as selective receivers to show where noise impacts do not occur.

Table 3: Modeled Noise Sensitive Receivers

Receiver	# of receivers by activity (house or units)	Corresponding NAC (dBA) Leq(h)	Existing	No Build	Impact	Alternative A/A1	Difference between build and existing	Difference between build and no build	Impact	Alternative B/BC1	Difference between build and existing	Difference between build and no build	Impact
Receiver1	1	67	63	64	No	64	1	0	No	63	0	-1	No
Receiver2	1	67	64	**66**	**Yes**	**66**	2	0	**Yes**	59	-5	-7	No
Receiver3	7	67	63	65	No	65	3	1	No	59	-4	-6	No
Receiver10	1	67	65	**66**	**Yes**	**66**	1	0	**Yes**	65	0	-1	No
Receiver11	1	67	61	63	No	63	1	0	No	60	-1	-3	No
Receiver12	1	67	64	65	No	**66**	1	0	**Yes**	64	0	-1	No
Receiver13	1	67	60	61	No	62	1	0	No	60	-1	-2	No
Receiver14	2	67	71	**72**	**Yes**	**72**	1	0	**Yes**	n/a	n/a	n/a	No
Receiver16	1	67	66	**67**	**Yes**	**68**	1	0	**Yes**	**68**	2	1	**Yes**
Receiver17	3	67	67	**68**	**Yes**	**68**	1	0	**Yes**	n/a	n/a	n/a	No
Receiver20	2	67	62	63	No	63	1	0	No	64	2	1	No
Receiver22	2	67	67	**68**	**Yes**	**69**	1	0	**Yes**	**69**	1	0	**Yes**
Receiver24	23	67	64	65	No	65	1	0	No	64	0	-1	No
Receiver47	1	67	64	65	No	**66**	2	1	**Yes**	**66**	2	0	**Yes**
Receiver48	1	67	62	63	No	64	1	0	No	64	1	0	No
Receiver49	2	67	65	**66**	**Yes**	**66**	1	0	**Yes**	**66**	1	0	**Yes**
Receiver51	1	67	63	64	No	64	1	0	No	65	1	0	No
Receiver52	1	67	65	**66**	**Yes**	**66**	2	1	**Yes**	**66**	1	0	**Yes**
Receiver53	6	67	58	59	No	59	1	0	No	63	5	4	No
Receiver59	1	67	56	57	No	57	2	1	No	64	8	**7**	**Yes**
Receiver60	1	67	59	60	No	60	1	0	No	60	1	0	No
Receiver61	1	67	55	56	No	56	2	0	No	62	8	**6**	**Yes**
Receiver62	4	67	56	57	No	57	1	0	No	58	2	1	No
Receiver66	1	67	53	54	No	54	1	0	No	61	8	**7**	**Yes**
Receiver67	2	67	54	55	No	55	1	0	No	57	3	2	No
Receiver69	2	67	64	**66**	**Yes**	**66**	1	0	**Yes**	**66**	1	0	**Yes**
Receiver71	4	67	59	60	No	61	2	1	No	60	1	0	No
Receiver75	1	67	65	**66**	**Yes**	**66**	1	0	**Yes**	**66**	1	0	**Yes**
Receiver76	11	67	56	56	No	58	3	2	No	57	1	0	No


Payneway
State Hwy 14
Cottonwood Rd
Clayton Rd
Old Payneway Ln
New Dam Rd (Levee)
SEE INSET BELOW
Co Rd 297
Ditch No 35
Sand Slough
555
63
Lock and Dam Rd (Levee)
Flood Relief
Burlington Northern RR
Trestle Rd
Saint Francis River
Marked Tree
Elm St
Wiley St
Gayosa
State Hwy 140
Hester Parker Dr
SEE INSET ABOVE
6th St
10th St
Co Rd 56 (Levee)
Holt Rd
State Hwy 75
Dawson St Ext
State Hwy 149
Cypress St
US Hwy 63 Bus
State Hwy 75 E
Monroe Ext
US Hwy 63
Cottonwood Rd
State Hwy 14B
State Hwy 14
Neale Payne Ln
US Hwy 63
Ditch No 35
Co Rd 297
Alternative A
Alternative B
Noise Sensitive Sites
Impacted Receivers
Field Measurements
Figure 1 - Noise
Job 100 682 - Poinsett County
Future I-555 Access Road Study
2,000 1,000 0 2,000 Feet

For this project, there are no noise sensitive receivers that would experience a substantial noise increase of 10 dBA or more above existing noise levels.

No Build

Noise levels at 16 noise sensitive receivers would approach or exceed the FHWA NAC for Category B of 67 dBA for No Build conditions. However, since there are no proposed improvements for No Build conditions, noise abatement measures were not considered for these impacted receivers.

Alternative A/A1

Noise levels at 18 noise sensitive receivers would approach or exceed the FHWA NAC for Category B of 67 dBA as a result of Alternative A/A1. However, the majority of the noise sensitive receivers within the project area are impacted as a result of the US 63 traffic and not from the new frontage road (Alternative A/A1) alone. Therefore, since improvements are not proposed along US 63, noise abatement measures were not considered for the impacted receivers adjacent to US 63.

Alternative B/BC1

Noise levels at 13 noise sensitive receivers would approach or exceed the FHWA NAC for Category B of 67 dBA as a result of Alternative B/BC1. However, as mentioned above, the majority of the noise sensitive receivers within the project area are impacted as a result of the US 63 traffic and not from the new frontage road (Alternative B/BC1) alone. Therefore, since improvements are not proposed along US 63, noise abatement measures were not considered for the impacted receivers adjacent to US 63.

There are three noise sensitive receivers that would experience a substantial noise increase of 7 dBA or more above No-Action Alternative noise levels as a result of Alternative B/BC1. Therefore, noise abatement measures were considered for these impacted receivers.

Noise Mitigation Analysis

A noise barrier is the most common form of noise abatement on transportation projects and must be reasonable and feasible to mitigate

for noise impacts. AHTD requires a 10 dBA noise reduction for at least one receiver to be considered feasible. Reasonableness is a more subjective criterion than feasibility. Therefore, the following criteria are used to determine if the noise mitigation is reasonable. AHTD uses a weighted system to rate each factor as a "yes", "no", "high", or "low". The "yes" means the noise abatement measure is reasonable and the "no" means the noise abatement measure is not reasonable. The "high" and "low" indicate difference in relative importance.

- **Mitigation Cost** - The cost of the noise abatement measure should be no more than $36,000/benefited receiver. Benefited is defined as a minimum decrease in noise levels of 5 dBA Leq(h).
- **Opinion of Residents** – Greater than 80 percent of impacted residents want a noise abatement measure.
- **Date of Residents** – Greater than 80 percent of noise sensitive developments have been in place for at least ten years.
- **Future Build Noise Level** - Build noise levels would approach or exceed 67 dBA for NAC B.
- **Substantial Noise Increase over Existing** – Future Build noise levels are at least 10 dBA greater than existing noise levels.
- **Substantial Noise Increase over No Build** - Future Build noise levels are at least 7 dBA greater than No Build noise levels.

As shown in **Table 4**, a noise reduction of at least 10 dBA for one receiver can not be achieved. In addition, as shown in **Table 5**, the cost per benefited receiver exceeds AHTD cost reasonableness criteria of $36,000. Therefore, a noise barrier is not feasible and reasonable for the impacted residents adjacent to Alternative B/BC1 (see attached Noise Abatement Measure Worksheet).

Table 4: Noise Mitigation Analysis for Residents Adjacent to Alternative B/BC1

Benefited Receptor	2029 Predicted Noise Level Without Mitigation (dBA)	2029 Predicted Noise Level w/ Mitigation (dBA)	Noise Reduction (Decibel)
R45	63.3	60.1	-3.2
R46 – 2nd row	62.4	62.1	-0.3
R53	63.4	59.0	-4.4
R54 – 2nd row	60.4	59.9	-0.5
R59	63.7	57.2	-6.5
R61	62.2	56.4	-5.8
R62 – 2nd row	58.0	57.0	-1.0
R64	60.3	55.3	-5.0
R65 – 2nd row	57.4	56.4	-1.0
R66	60.6	54.7	-5.9
R67 – 2nd row	56.7	55.6	-1.1

Note: Noise levels were left in decibel form to show exact noise reduction.

Table 5: Noise Barrier Analysis for Residents Adjacent to Alternative B/BC1

Barrier	Total Length of Barrier (feet)	Height of Barrier (Feet)	Total Cost of Barrier*	# of Benefited Receptors	Cost/ Receptor/ dBA
1	**765**	**14**	**321,300**	**5**	**64,260**

Recommendations

At this time, noise barriers for this project would not meet AHDT's feasible and reasonable criteria. Therefore, noise mitigation is not recommended. If future substantial changes are made to design elements of the project from what has been analyzed, the noise analysis will be re-assessed in order to evaluate the impact of those changes.

Now that criteria for reasonableness and feasibility have been established, the following checklist can be used:

NOISE ABATEMENT MEASURE WORKSHEET

FEASIBILITY

	Yes	No
Can a 10 dBA Leq (h) noise reduction be achieved?		X

REASONABLENESS

Reasonableness Factors	Yes		No	
	High	Low	Low	High
Cost/Residence				X
Resident's Desires				
Development vs. Highway Timing	X			
Development Existence	X			
Build Level 57 dBA Leq (h) for NAC Category "A"				
Build Level 67 dBA Leq (h) for NAC Category "B"		X		
Build Level 72 dBA Leq (h) for NAC Category "C"				
Build Level 10 dBA Leq (h) Greater Than Existing			X	
Build Level 7 dBA Leq (h) Greater Than No-Build		X		
Additional Considerations				

DECISION

	Yes	No
Are noise abatement measures feasible?		X
Are noise abatement measures reasonable?		X
Will a noise barrier be constructed at this site?		X

REASONS FOR DECISION: A NOISE BARRIER DOES NOT PROVIDE AN INSERTION LOSS OF AT LEAST 10 dBA FOR ONE RECEIVER AND THE COST PER BENEFITTED RECEIVER EXCEEDS AHTD COST REASONABLE CRITERIA.

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Appendix E
Public Involvement

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Elected Officials Meeting

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ELECTED OFFICIALS MEETING SYNOPSIS

AHTD Job Number 100682
Future Interstate I-555 Access Road Study
(U.S. Highway 63)
Poinsett County
April 1, 2010

A meeting was held with local elected officials on April 1, 2010, at the Marked Tree City Hall.

The following information was available for inspection and comment:

- A scroll maps showing the three potential alignments.
- Display boards describing the purpose of the meeting, the environmental process and how to be involved.

Seven elected officials or their representatives were able to attend the meeting. No comment sheets were completed by meeting attendees, but meeting minutes are attached, which illustrate overall support for the project.

FUTURE INTERSTATE 555
ACCESS ROAD STUDY

Meeting: **Public Officials Meeting**

Project: AHTD Job No. 100682;
FAP No. STDP-005(026)
Jacobs Job No. WLXL3300

Present: Mark Asher, David Penn, Gina McAfee, Bill Richardson (Jacobs)
Frank Bateman (Office of Senator Mark Pryor)
Roger Fisker (Office of Senator Blanche Lincoln)
Charles Nix (Poinsett County Judge)
Hal Hyneman (Southern Pioneer)
Mayor Dixon Chandler (Marked Tree)
Ritter Arnold
Dan Hatzenbuehler

Date: April 1, 2010

Copies: Mark Asher, David Penn, Bill Richardson, Gina McAfee, Sandy Beazley, Chris Primus, Dana Ragusa, File (WLXL3300)

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1. Mark Asher presented to the group the information that we are planning to have at tonight's (April 1) public meeting, including project goals, purpose and need, and the planned process.
2. Point was made that AHTD is not the sponsoring agency for this project. There really isn't a sponsoring agency and it would be helpful if a lead agency was identified. AHTD will not hinder project development, but they are not volunteering to lead or fund the project at this time.
3. Question: The alternatives we developed along the north side will tie into where?
4. Hal has a farm on the west. The cotton gin is located in Marked Tree. If US 63 is not available, you have to go to Highway 12 (Cold Water) or Lake City—through Black Oak—maybe 100 miles round trip.
5. There are farmers who farm land on both sides of the floodway.
6. The width of the equipment would take an entire two-lane road now.
7. The module truck is narrower—maybe 18 to 20 feet.
8. Field equipment (combined) is maybe 40 feet wide. The custom application equipment is getting wider and wider.
9. Dan Kennedy is a contact with Ritter Arnold's business. We could also contact the John Deere factory to find out dimensions.
10. There is a lot of traffic coming south from Payneway.
11. From farmers perspective, current alternatives A & B are in best possible location
12. Could we also look at a second bridge over St. Francis River east of US 75 to connect to Dawson?

FUTURE INTERSTATE 555
ACCESS ROAD STUDY

13. Alternative C would result in a damming effect which could flood this area. It also could encourage poaching.
14. Corps of Engineers is transferring the land to Arkansas Game & Fish by the end of this year.
15. Options A and B would have better visibility if there was an emergency situation.
16. There could be telephone cables on the south side.
17. Schedule is to complete FONSI by April 2011.
18. Another purpose for an access road could be in case the five US 63 bridges fail in an earthquake.
19. The new bridges may need to have a longer span.
20. Wayne Hines at Water District 7 would have information about ditch capacity.
21. The non-interstate eligible traffic would eventually go on the road north to Payneway. It would be easier than winding through Payneway—like on Option B or Option C.
22. Module trucks were the initial concern, but the general farm equipment has gotten larger and larger.
23. County forces would prefer to stay off future Interstate 555 and would make use of proposed access road.
24. In order to receive Interstate designation, access must be controlled and farm equipment will not be allowed to use Interstate.
25. There are several other gins that would also use this road.
26. At the Marked Tree cotton gin, there are approximately 3,200 trips a year—this assumes two trips each (one empty and one fully loaded). The farm equipment volumes would be way more than that.
27. Module trucks carry 50-55K tons on 3 axles. Farmers go back and forth when farming both sides.
28. How do farmers access farm land to south? Levy or Hwy. 63?
29. The John Deere and Case distributorships also need to move farm equipment.
30. There is an NRCS office in Harrisburg—they would have information on the number of farms in the area and who has land on both sides.
31. The representative from Blanche Lincoln's office offered to provide language on the earmark—plus letters and presentations would be helpful. Ritter Arnold said he could provide this.
32. According to Ritter Arnold (his phone number is 870-358-2200) the Old Town Dump used to be along the Levee Road close to alignment. This was used as a landfill for 30 years.

There are old gas stations in Payneway. There is an old gas station in the southeast corner of US 75 and US 63.

33. There is an Indian burial ground much farther north than Alignment C.
34. Nobody aware of any archeological sites within the project area.
35. There is an endangered mussel species within the project site.
36. Mr. Ritter has letters and presentations that he can provide for documentation.
37. An issue with the Alignment B is that traffic would have to come through the more congested commercial area where McDonald's is.
38. The town is trying to encourage more economic development/commercial land uses along the south Frontage Road.
39. A concern with the wide shoulders is that the hunters will park there.
40. One issue that still needs to be resolved is who will own and maintain this road. We should check with the language used in communications related to the earmark to see if this was called a frontage road or an access road.
41. There is a big windmill factory in Jonesboro that may transport large equipment.

ACTION ITEMS:
None.

PUBLIC INVOLVEMENT MEETING SYNOPSIS

AHTD Job Number 100682
Future I-555 Access Road Study
Poinsett County
April 1, 2010

An open forum public involvement meeting for the proposed Future I-555 Access Road Study was held at the Arkansas State University, Technical Training Center in Marked Tree, AR from 4:00 – 7:00 p.m. on April 1, 2010. Media news releases, advertisements, public service announcements channel of local cable TV, flyers, and notices to local churches were utilized to inform the public of the meeting. Special efforts to involve minorities and the public in the meeting included:

- Display and classified advertisement placed in the Jonesboro Sun on Sunday, May 28, 2010.
- Distribution of flyers in the project area including local churches, post office, libraries, gas stations, restaurants, drug store and in other public places.
- Display on the local cable Community Calendar.
- Public Service Announcement to WKIM-FM 98.9 (Adult Hits); WKNO-FM 91.1 (Public Radio); WHRK-FM 97.1 (Hip Hop); KJMS-FM 101.1 (Urban Contemporary); WEGR-FM 102.7 (Classic Rock); KFIN-FM 107.9 (Country); WREC-AM 600 (News/Talk); WDIA-AM 1070 (Urban Contemporary); KHLS-FM 96.3 (Country); KEGI-FM 100.5 (Classical Hits); KDXY-FM 104.9 (Country); KJBX-FM 106.7 (Hot AC); WMC-AM 790 (Country); WRVR- FM 104.5 (Adult Contemporary); WMC-FM 99.7 (Hot AC) on Tuesday March 2^{4th} , 2010

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

- Two scroll maps showing three potential alignments for the proposed Access Road at a scale of one-inch to 400 feet.
- Display boards describing the purpose of the meeting, the environmental process and how to be involved. A copy is attached.

Comment sheets were given to all attendees, and attendees were encouraged to take comment sheets to anyone who was interested in the project but unable to attend the meeting. A copy of the comment sheet is attached.

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

TABLE 1	
Public Participation	**Totals**
Attendance at meeting	32
Comments received	20
Oral statements	0
Total comments received	**20**
Petitions received	0

Project 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.

A tabulation of the responses received on the comment sheets is shown in Table 2.

TABLE 2 ANALYSIS OF COMMENTS	
Alternative Preferred	**Totals**
Improvements to Existing Highway 63	0
Alternative A (Preferred Alternative)	16
Alternative B	2
Alternative C	1
No-Action	0
2 or more selected	0
No response	1
None of the Alternatives presented	0
Questions	
Do you feel there is a need for the proposed access road?	
Yes	20
No	0
Do you feel the proposed project will have any beneficial or adverse impacts?	
Beneficial	17
Adverse	0
Unanswered	3
Total Comments Received	**20**

General comments received focused on safety, economic impacts and the ultimate conversion of Highway 63 to Interstate designation. Samples of general comments regarding the project follow:

- If Highway 63 is to be upgraded to an interstate it is absolutely critical "non-interstate" traffic be provided a route across the St. Francis Floodway, otherwise it is a 100+ mile roundtrip.
- It will be very beneficial to farmers moving equipments, increase safety and allow interstate designation to the highway thereby enhancing economic benefit to the whole area.
- This project will be beneficial for all of Northeast Arkansas from an economic development standpoint. Having an interstate will benefit the entire region in regard to industrial recruitment. Industrial prospects want to have interstate access. The project will also greatly improve safety along future I-555.
- This crossing is vital to the agricultural economy of our region.
- Do not connect Highway 63 to I-555 without completion of the proposed access road. Poinsett County would be severely damaged from an economic standpoint for the benefit others disproportionately.
- Access road would allow the area agriculture based companies and farmers to transport their equipment across the floodway without accessing Future I-555, which would improve safety for all motorists on the interstate and also for farm equipment.
- The proposed road should be wide enough to accommodate two way traffic and agricultural equipment with plenty of shoulder room.
- If US-63 is allowed to become I – 555 without an access road from Marked Tree to Payne way, vehicle not permitted on interstates will have to detour over 30 miles to either north or south.
- The initial design of I – 555 was extremely remiss is not providing adequate service roads for farm equipment. The attitude of Highway Department people at the meeting gave the impression that they didn't care if this service road was ever build.
- Over $200 million has been spent on the Future I-555 up to this point. This figure includes improvement from HWY 63 in Jonesboro to Marked tree and on to Interstate I - 555. It seems logical to complete this project to bring HWY 63 to Interstate standard. The cost is minimal compared to the cost of the entire project.

A number of comments were in favor of Alternative A. Sample comments include:

- Alternative "A" would avoid the in-town congestion faced by Alternative "B", avoids the old landfill that was proposed in Alternative "C".
- Alternative "A" will be safe route and a huge help to the farm equipment and trucks moving east and west on the interstate.
- Alternative "A" seems to make more sense providing an access road as presented.
- The proposed Alternative "A" will have least impact in relocating the utilities.

Comments associated with Alternative B include:

- Loaded module and grain trucks traveling east would not have to cross Highway 63 and overpass potentially slowing the traffic.

Comments associated with Alternative C include:

- The proposed Alternative "C" is through Marked Tree City landfill.

Comments associated with the no-build option include:

- The restrictions imposed on the existing highway will leave no alternative route for agriculture and other industrial users.
- Farm traffic and slow vehicles are very dangerous for a 70MPH road.

Attachments: agency scoping meeting attendee list, public meeting attendee list, small-scale versions of displays, and citizen comment form.

MA
VE
SB

FUTURE 555 FUTURE INTERSTATE 555
ACCESS ROAD STUDY

PUBLIC MEETING REGISTER
ASU Technical Training Center
Marked Tree, Arkansas
AHTD Job No. 100682
Date: April 1, 2010

Please Print Name	Street or P.O Box	City, State and Zip	Email Address	Representing: Organization or Self
1 Mark Asher	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	mark.asher@jacobs.com	Jacobs Engineering Group
2 David Penn	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	david.penn@jacobs.com	Jacobs Engineering Group
3 Gina McAfee	707 17th Street, Suite 2300	Denver, CO. 80202	gina.mcafee@jacobs.com	Jacobs Engineering Group
4 Sandy Beazley	707 17th Street, Suite 2300	Denver, CO. 80202	sandy.beazley@jacobs .com	Jacobs Engineering Group
5 Dana Ragusa	707 17th Street, Suite 2300	Denver, CO. 80202	dana.ragusa@jacobs.com	Jacobs Engineering Group
6 Charles Andrew	6922 Gerald Ln	Trumann, AR. 72472	Danny Andrew@ymail.	Payne way, AR. Self
7 Linda Ross	6885 Goodland	Trumann, AR. 72472		
8 Don Hosman	2102 Vail Dr.	Jonesboro AR 72404	adhosman@suddenlink.net	self
9 CRAIG YOUNG	617 PRIMROSE LN	TRUMANN, AR 72472	CYOUNG@Rittermail.com	Ritter Communications
10 Jeremy Brown	401 West State Street	Caraway, AR 72419	jdbrown@agfc.state.ar.us	AGFC
11 Randal Looney	700 West Capitol Ave	Little Rock, AR 72201	randal.looney@dot.gov	FHWA
12 Buddy Lovell	201 W RIVERSIDE	MARKED TREE, AR 72365	blovell@RITTER.NET	STATE REP
13 Sara Owen		Cabot, AR		Jacobs
14 MIKE CAMERON	1612 Leaf Cove	~~Jonesboro~~, AR. 72401		SELF

FUTURE 555

FUTURE INTERSTATE 555

ACCESS ROAD STUDY

PUBLIC MEETING REGISTER
ASU Technical Training Center
Marked Tree, Arkansas
AHTD Job No. 100682
Date: April 1, 2010

	Please Print Name	Street or P.O Box	City, State and Zip	Email Address	Representing: Organization or Self
60	Danny Andrew Jr	6922 Gerald Ln	Payneway AR 72472	DannyAndrew@ymail.com	Self
61	Dewey Grissom	6884 Gerald LN	Payneway AR 72472		Self
62	Charles Nix	401 Market Street	Harrisburg, AR 72432	poinsettcountyjudge@acsii.com	Poinsett County Judge
63	Dan Hosman	3905 Thousand Oaks	J'boro AR 72401	dmhosman @[illegible]	self
64	Wayne Nichols	304 Poinsett ST.	Marked Tree AR 72365	wNichols@rittermail.com	Self
65	Buddy Hosman	2810 Woodthrush Cir.	Jonesboro AR 72401		Self
66	Deborah Robbins	617 Primrose	Trumann, AR 72472		self
67	John Fleming	P.O Box 2261 ~~LR AR~~ ~~72203~~	Little Rock 72203	john.fleming@arkansashighways.com	AHTD
68	Scott Owen	13727 Sumner Cem. Rd.	Cabot, AR, 72023	scott.owen@swbell.net	Jacobs
69	Ed Way	1709 Covey Drive	Jonesboro, AR 72404	eway@mylibertybank.com	Jonesboro Regional Chamber of Comm.
70	Robert Fox	5497 MB Lane	Tyronza AR 72386	riverside_00@yahoo.com	Riverside Ambulance
71	Aaron Love	2206 Needham #4	Jonesboro Ar 72401	aaron-love@att.net	Riverside Ambulance
72	Ritter Arnold	230 Riverside	Marked Tree, Ar 72365	rittera@ritterhermann.com	self
73					
74					

FUTURE 555 FUTURE INTERSTATE 555
ACCESS ROAD STUDY

PUBLIC MEETING REGISTER
ASU Technical Training Center
Marked Tree, Arkansas
AHTD Job No. 100682
Date: April 1, 2010

	Please Print Name	Street or P.O Box	City, State and Zip	Email Address	Representing: Organization or Self
75	Barbara Adams	PO Box 302	Marked Tree, AR 72365	banna52@hotmail.com	Self
76	Michael Milkey		Jonesboro Sun	MWilKey@jonesborosun.com	
77	Walter McMillan	P.O. Box 98	Paragould		AHTD
78	DERIC WYATT	1169 S. HWY 119	OSCEOLA, AR 72370		AHTD
79	Bill Richardson				Jacobs
80					
81					
82					
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FUTURE INTERSTATE 555

ACCESS ROAD STUDY

Open House

WELCOME!

Future Interstate 555 Access Road

Please Sign the Attendance Roster

Thursday, April 1, 2010
4:00 pm to 7:00 pm

PURPOSE OF TONIGHT'S MEETING

- Explain the National Environmental Policy Act (NEPA) process
- Introduce you to the project
- Listen to your suggestions, concerns, and issues to be considered
- Answer questions and take comments about the project
- Identify ways for you to continue to stay involved
- Describe the next steps in the process

PROJECT DESCRIPTION

The project consists of studying location alternatives for a US Highway 63 (Future I-555) access road between Payneway and Marked Tree, Arkansas in Poinsett County, a distance of approximately 5 miles.

The project will include the following:

- Developing feasible alignment alternatives
- Determining the most economical, effective and environmentally acceptable route
- Preparing conceptual designs
- Completing environmental analysis, including traffic analysisand appropriate hydrological studies

The anticipated level of NEPA documentation is an Environmental Assessment.

DRAFT PROJECT PURPOSE AND NEED

Project Purpose:

To construct an access road that will provide an alternative route across the Sunken Lands once access control has been established to convert US Highway 63 to Interstate 555.

Project Needs:

1. There is no safe alternative route across the Sunken Lands for nonpermittable traffic, resulting in the following impacts:
    - A lengthy detour for non-permitted traffic
    - Increased environmental impacts due to increased fuel usage
    - Increased congestion on the local roads used as a detour
2. Access to the Sunken Lands south of US Highway 63, for recreational users and emergency service providers, will be severed once access control on US Highway 63 has been established.
3. The need to comply with the congressional earmark obtained by the project sponsors.

PROJECT GOALS

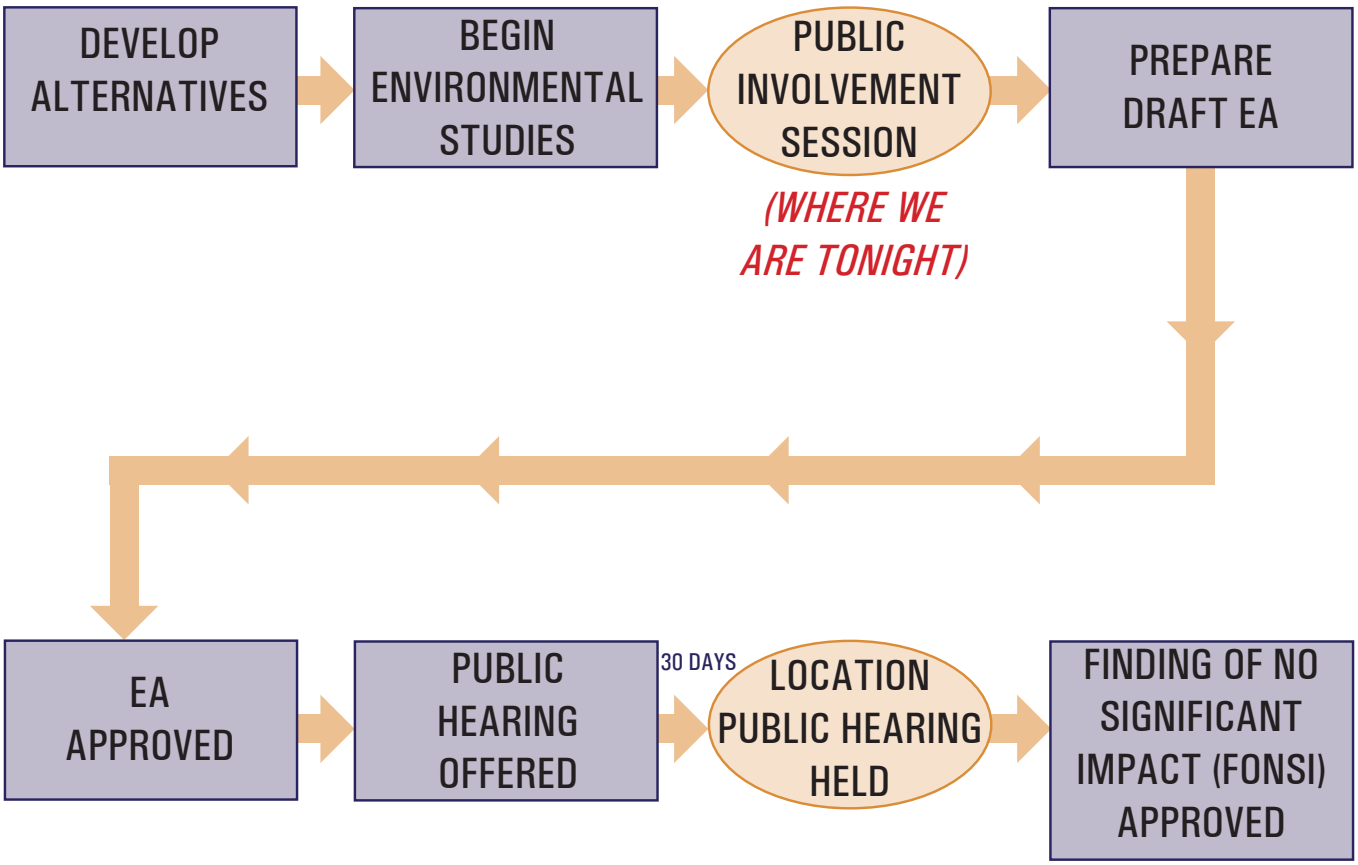
Four project goals have been developed to guide the alternatives development and screening process:

1. Provide direct connectivity between Marked Tree and Payneway for the transport and movement of non-permitted traffic, specifically agricultural equipment and goods after US Highway 63 is upgraded to access controlled Interstate 555.
2. Maintain access to the Sunken Lands south of existing US Highway 63, for both recreational users and emergency access, after it is upgraded to access controlled Interstate 555.
3. Avoid and/or minimize adverse impacts to the natural and human environments, including floodplain impacts.
4. Provide practical and financially realistic transportation improvements for the movement of goods and emergency response.

ENVIRONMENTAL ASSESSMENT (EA) PROCESS

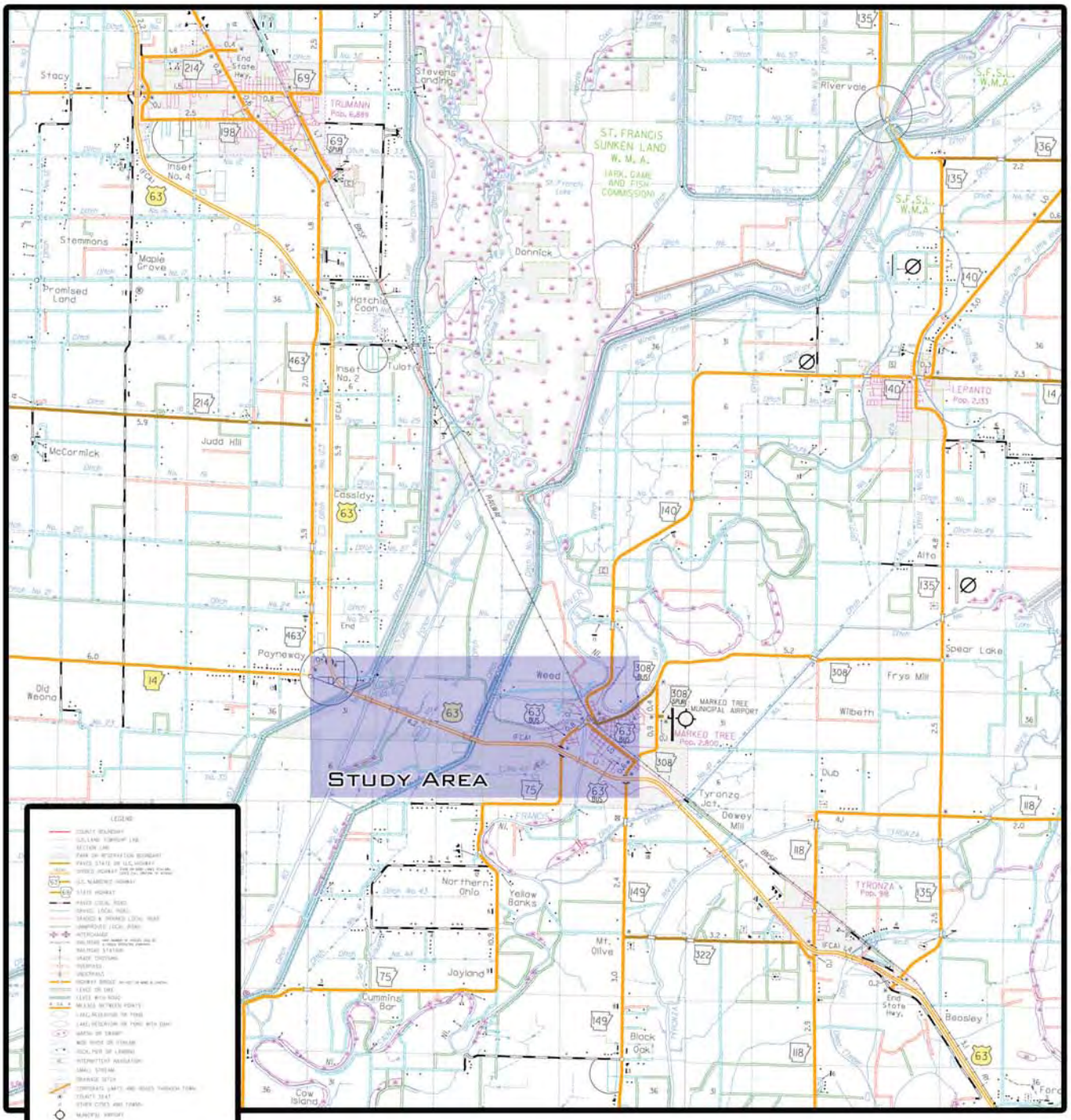
NEPA ensures that information on the environmental impacts of any federal, or federally funded, action is available to public officials and citizens before decisions are made and before actions are taken.

An Environmental Assessment (EA) is being prepared for the Future Interstate 555 Access Road Study. An EA is prepared for a project where the significance of the environmental impact is not clearly established. The process is shown below.



WHAT'S NEXT

- Analyze comments received at tonight's public meeting
- Analyze existing and future traffic conditions
- Continue collecting and analyzing environmental data
- Further develop and evaluate reasonable alternatives
- Prepare the Environmental Assessment document
- Distribute the Environmental Assessment for public review
- Present findings of the Environmental Assessment at a Public Hearing and receive public comments
- Prepare final Decision Document



EASTERN PORTION OF
POINSETT COUNTY
ARKANSAS

FUTURE INTERSTATE 555

ACCESS ROAD STUDY

Thank You!

FOR COMING TO TONIGHT'S PUBLIC MEETING

NOTICE OF NONDISCRIMINATION:

The Arkansas State Highway and Transportation Department (AHTD) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to:

James B. Moore, Jr.
Section Head - EEO/DBE (ADA/504/Title VI Coordinator)
P. O. Box 2261
Little Rock, AR 72203
(501) 569-2298 (Voice/TTY 711)

or the following email address:
james.moore@arkansashighways.com

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in braille.

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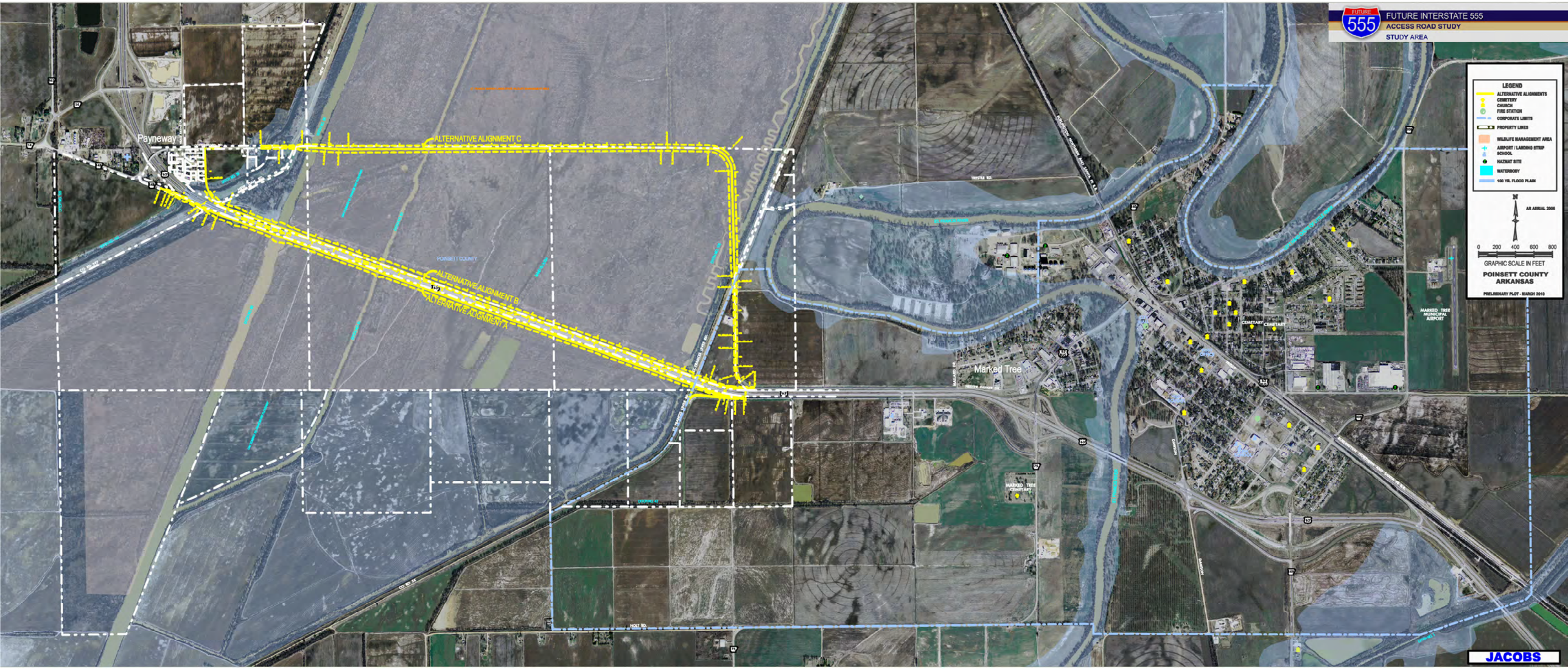

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