

ENVIRONMENTAL ASSESSMENT

AHTD JOB NUMBER 100663

FAP NUMBER STP-9399 (8)

Hwy. 18 Improvements (Blytheville)

Mississippi County

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

by the

U.S. Department of Transportation

Federal Highway Administration

and the

Arkansas State Highway and Transportation Department

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Date of Approval



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PROJECT DESCRIPTION

The Arkansas State Highway and Transportation Department, in cooperation with the Federal Highway Administration, is proposing to improve Highway 18 from its intersection with Highway 61 on the west side of Blytheville to the east end of the existing Highway 18 one-way couplet, just east of the Central Business District (CBD). The proposed improvements include the widening of Highway 18 and the construction of a grade separated crossing over the Burlington North Santa Fe Railway (BNSF) main line. Figure 1 illustrates the project study area. The proposed roadway typical cross-section consists of four 11-foot (3.3 meter) wide travel lanes and a 12-foot (3.6 meter) wide continuous, two-way center left-turn lane with curb and gutter and six-foot (1.8 meter) wide sidewalks, as shown in Figure 2.

PURPOSE OF PROPOSED PROJECT

The primary purpose of the proposed improvements is to provide a grade separated crossing for Highway 18 traffic over the BNSF Railway (BNSF) main line, which currently carries about 20 trains per day and bisects the CBD. Some of these trains travel at slow speeds for switching to a nearby spur line to reach local industries. In addition, train volumes are expected to increase in the future due to increased regional demand, the expansion of the switchyard in Blytheville, and the growth of industries to the south. The proposed project will also enhance traffic flow on Highway 18 by eliminating several ninety degree turns on the existing route.

Needs Analysis

Blytheville is located in Mississippi County along Interstate 55, approximately 180 miles (290 kilometers) northeast of Little Rock and 70 miles (113 kilometers) north of Memphis, Tennessee. It is one of two county seats and is the economic center of Mississippi County. Blytheville is recognized as the second largest steel producing area

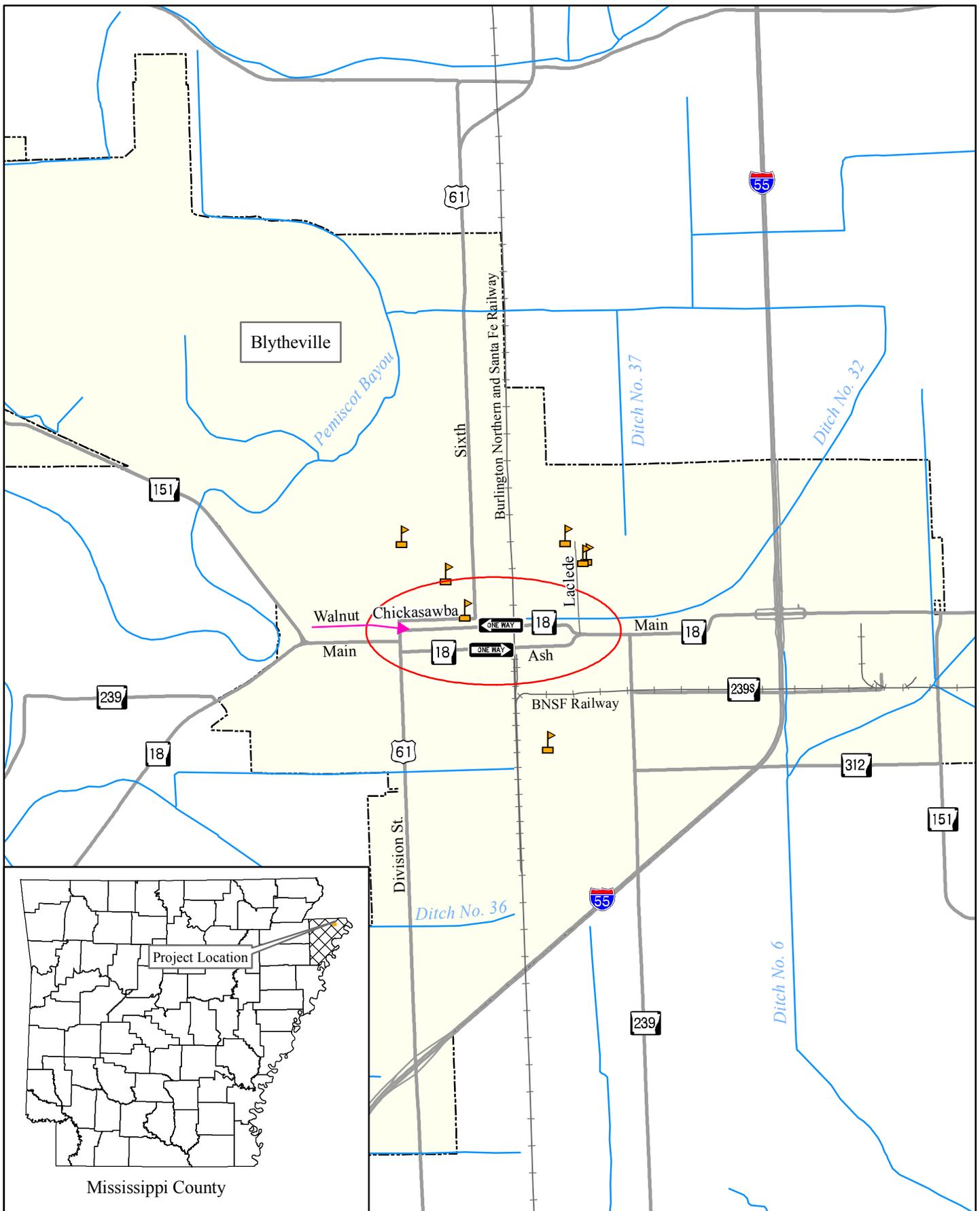
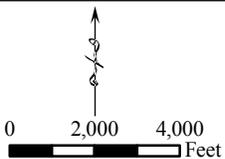
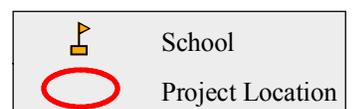
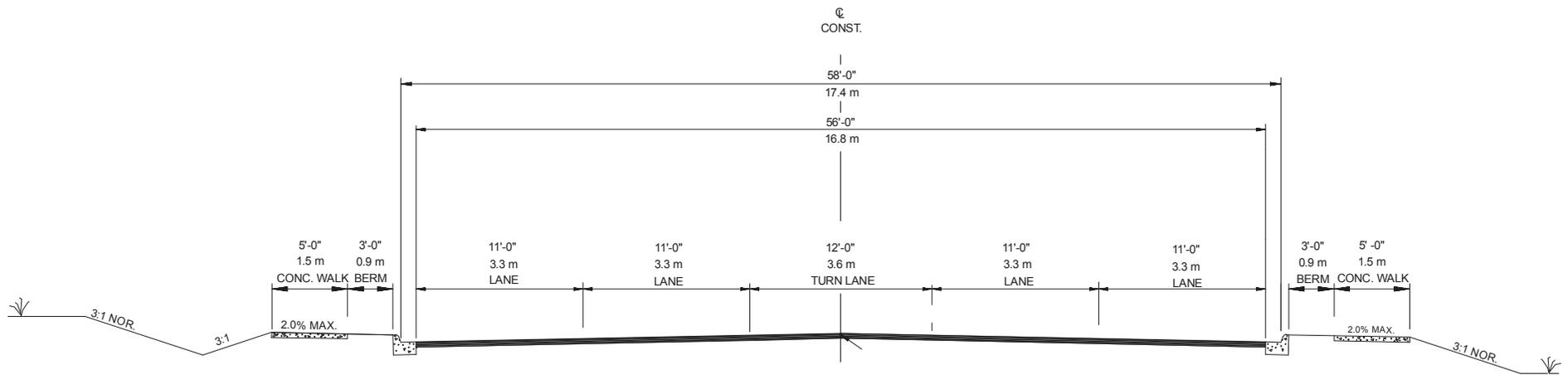


Figure 1
 Project Location Map
 Job 100663
 Hwy. 18 Improvements (Blytheville)
 Mississippi County





5 LANE SECTION

Figure 2
Typical Section

in the United States with two major steel mills and several satellite industries. This produces both considerable vehicular traffic and slow railroad traffic accessing these industries. In addition, the Blytheville police and fire departments are headquartered just to the east of the railroad crossing on Highway 18 West (Walnut Street), which is a part of the one-way couplet. Slow trains traveling through town unduly delay emergency vehicles and are detrimental to the safety of citizens in the area. In addition, the existence of a one-way couplet necessitates the circuitous routing of emergency traffic through the CBD, again delaying emergency vehicles.

Existing Conditions

Interstate 55 is a fully access controlled facility that regionally connects Memphis, Tennessee to St. Louis, Missouri. This Interstate runs through the eastern portion of Blytheville. Access is provided at the Highway 61 interchange about three miles (4.8 kilometers) south of the CBD and at the Highway 18 interchange to the east of the CBD.

Highway 18 is the major east-west route in the Blytheville area and this principal arterial route provides access between Interstate 55 and Jonesboro, approximately 50 miles (80 kilometers) to the west. Several projects to widen portions of Highway 18 to four travel lanes between Blytheville and Jonesboro have been completed or are under construction and projects have been programmed to widen the remaining segments to four lanes. Highway 18 consists of four 11-foot (3.3 meter) wide lanes where it enters Blytheville from the west on Main Street. From the intersection with Highway 61, Highway 18 splits into a one-way couplet just west of the CBD, using Ash Street for eastbound traffic on the south, and Walnut Street for westbound traffic on the north. Both sides of the couplet have two 12-foot (3.6 meter) wide travel lanes with curb and gutter. The highway couplet reconnects east of the CBD at Main Street, where it consists of four 11-foot (3.3 meter) wide travel lanes with a 12-foot (3.6 meter) wide continuous two-way, left-turn lane. Highway 18 then continues to an interchange with Interstate 55, the industries east of town, and finally terminates near the Mississippi River.

Highway 61 is the primary north-south route through Blytheville. This highway has an interchange with Interstate 55 three miles (4.8 kilometers) south of the CBD. It continues north along Division Street just west of the CBD, turns to the east at Chickasawba Street, and turns back to the north at Sixth Street, passing by several Blytheville Public Schools. This route is a principal arterial south of Highway 18 and a minor arterial north of Highway 18. This route has four 11-foot (3.3 meter) wide travel lanes with a 12-foot (3.6 meter) wide continuous, two-way, left-turn lane along Division Street and two 11-foot (3.3 meter) wide travel lanes with a 12-foot (3.6 meter) wide continuous, two-way, left-turn lane over the remainder of the study area.

Highway 151 on the eastern edge of the study area consists of two 10-foot (3.0 meter) wide travel lanes. It is in a rural setting through mostly agricultural land with some industrial sites and a BNSF industrial track at-grade crossing near the northern end of the segment. Highway 151 on the western end of the study area consists of two 12-foot (3.6 meter) wide travel lanes and is also in a rural setting characterized by agricultural land use.

From Interstate 55 to the signalized intersection with Highway 18, Highway 239 consists of two 11-foot (3.3 meter) wide travel lanes and is mostly lined by residential properties and their associated driveways. There is an at-grade crossing of a BNSF industrial spur track just north of the intersection with Highway 239 Spur, which is approximately one-half mile (0.8 kilometer) south of Highway 18.

Highway 239 Spur consists of two 11-foot (3.3 meter) wide travel lanes. A BNSF industrial track parallels this highway on the north side and there is undeveloped land on the south. This highway passes under Interstate 55 with no access.

Highway 312 connects Highway 239 and Highway 151 on the southeastern portion of the study area and consists of two 10-foot (3.0 meter) wide travel lanes. The western end of this highway passes through mainly residential properties with associated driveways, while the eastern end passes through mainly agricultural land. There is an overpass of Interstate 55, but there are no ramps for access.

Railroad Crossing Delay

A railroad crossing delay study was conducted at the BNSF railroad crossings on Highway 18 (Ash and Walnut Streets). When the crossings were blocked for trains, motorists were typically delayed for no more than four minutes. However, it was not uncommon for motorists to be delayed for as long as nine minutes as the traffic queues on Highway 18 and at the nearby signalized intersections would take some time to dissipate. In addition, a significant number of motorists were observed to ignore the warning lights and travel across the tracks before the train arrived at the crossing. As mentioned previously, emergency services vehicles are also impeded because the headquarters for both the Blytheville police and fire departments are located just to the east of the Highway 18 railroad crossings.

Level of Service

Level of Service (LOS) is a qualitative measure describing conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service, A through F, are defined and described in Appendix A. A capacity analysis using the 2000 Highway Capacity Manual Software was conducted on selected portions of the existing roadway system for 2008 to establish a benchmark for comparison. The current average daily traffic (ADT) and forecast ADT for 2028 for selected segments of the existing roadway system in and around Blytheville is shown on Figure 3. Figure 4 provides the current LOS for the same segments and Figure 5 shows the projected LOS for 2028, assuming no improvements were made in the area.

Currently, traffic volumes on Highway 18 range from approximately 5,400 vehicles per day (vpd) west of Blytheville to almost 18,000 vpd near the Interstate 55 interchange. Traffic volumes in the CBD range from approximately 10,300 vpd to 11,600 vpd with three to four percent trucks. The entire segment of Highway 18 in the study area currently operates at a LOS B. Based on 20-year traffic projections, the two-way

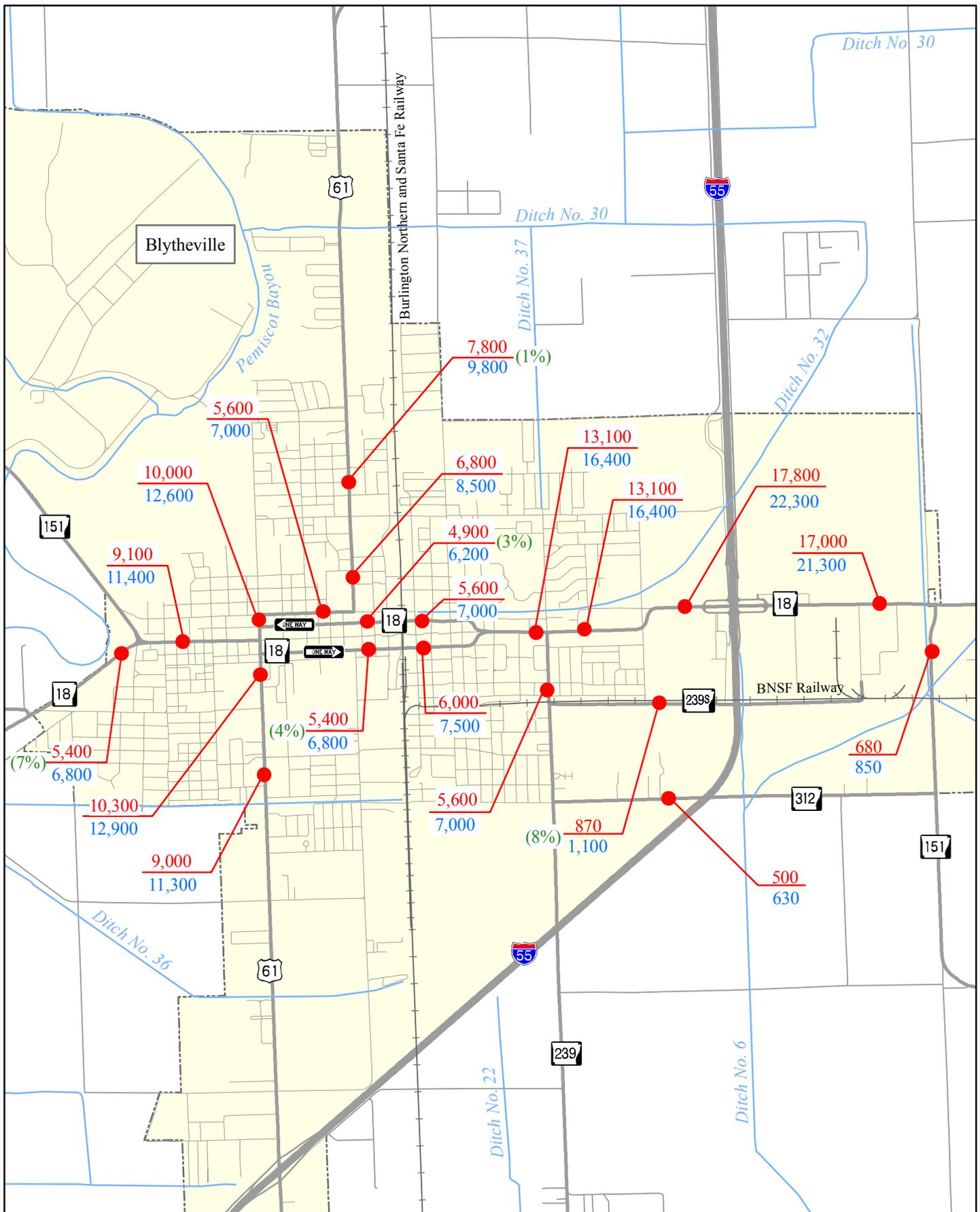
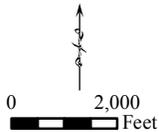


Figure 3
Average Daily Traffic

2008 ADT
2028 ADT (% Trucks)



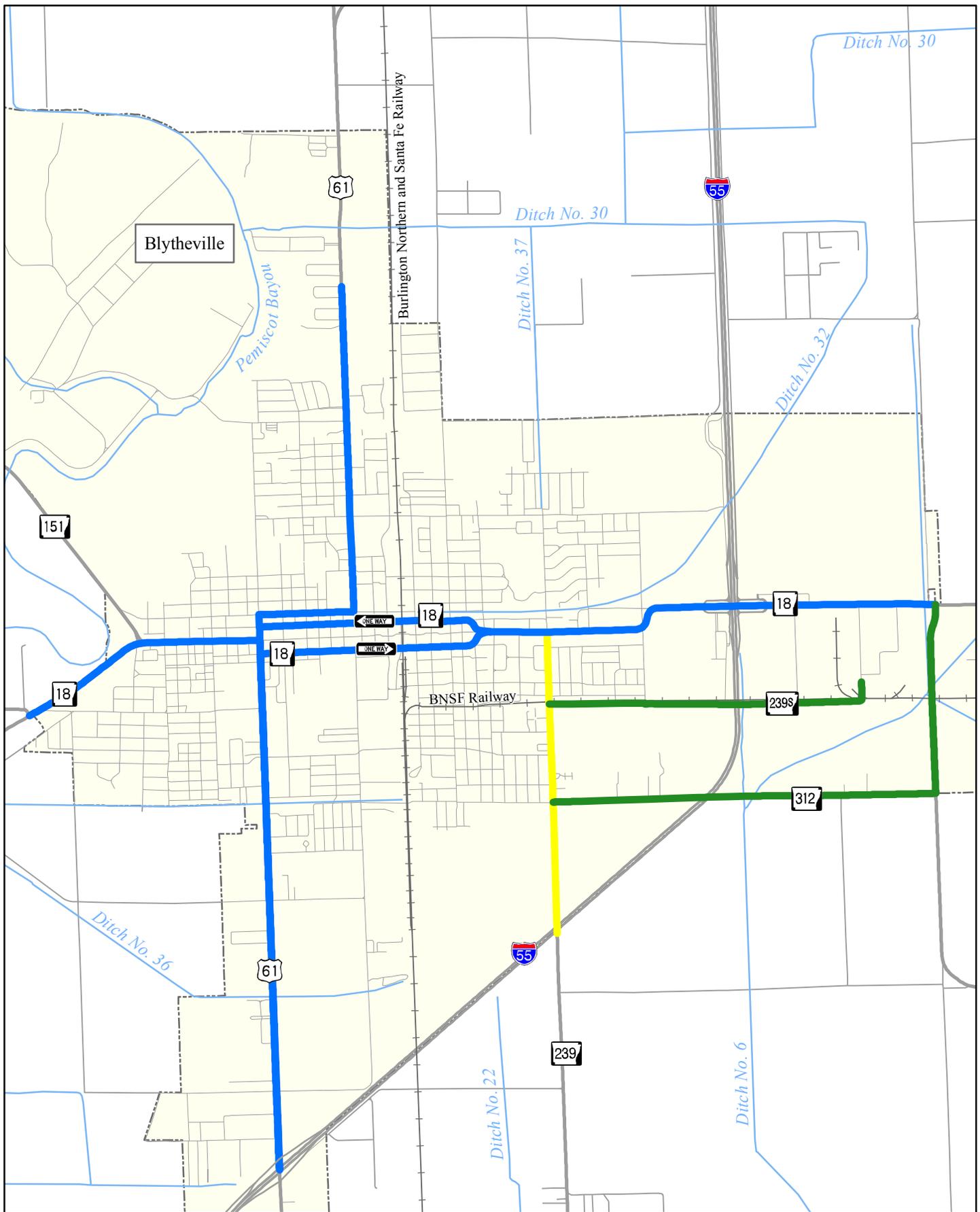
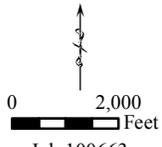
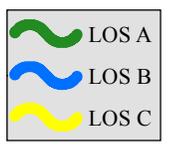


Figure 4
2008 Level of Service



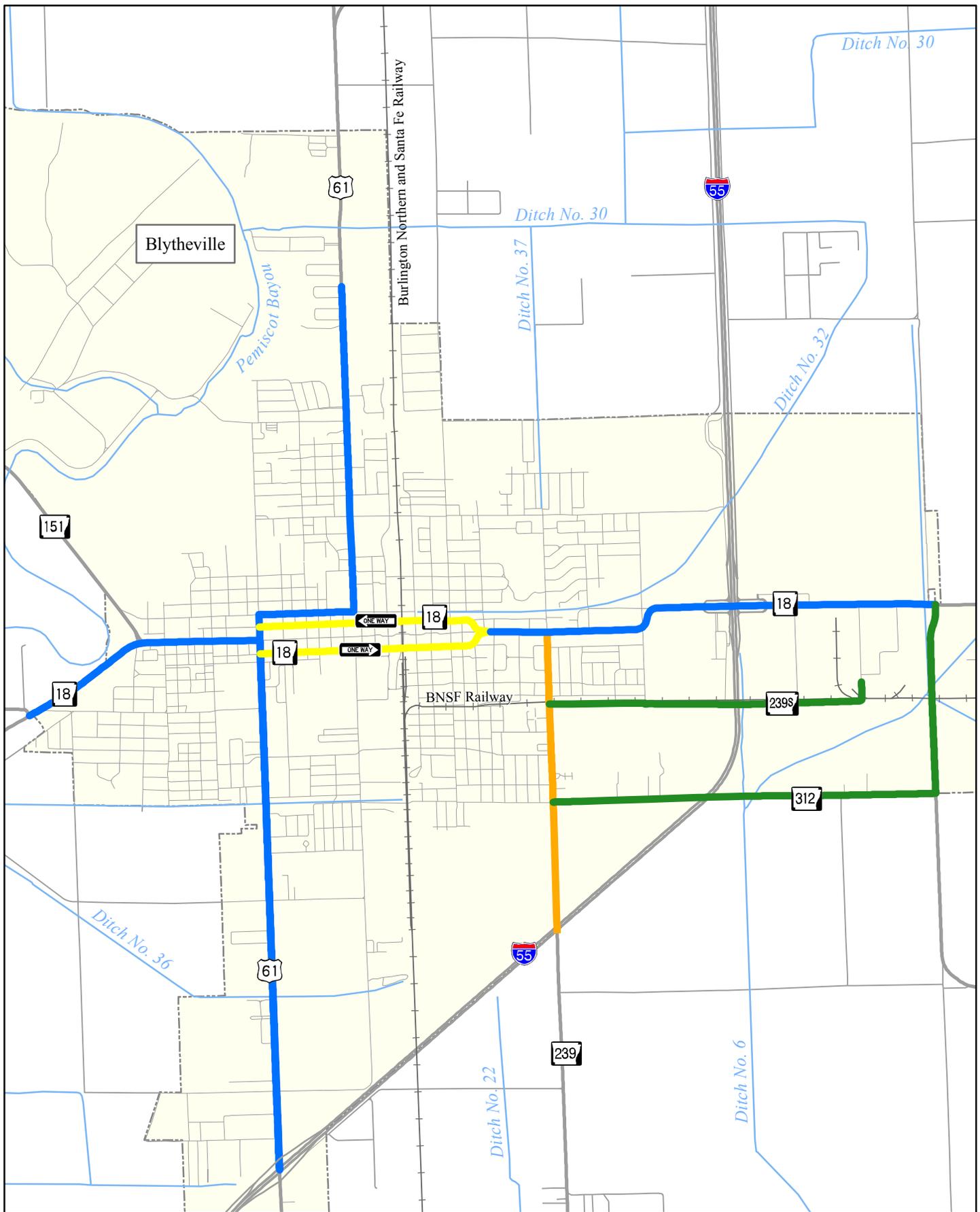
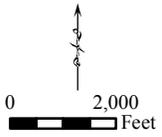
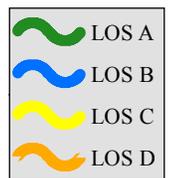


Figure 5
2028 Level of Service



segments of Highway 18 in the study area will continue to operate at LOS B. However, the one-way couplet will decrease to LOS C.

Current traffic volumes on Highway 61 in the study area range from approximately 7,800 vpd to 10,300 vpd on the five-lane section near its intersection with Highway 18. Traffic on Highway 61 currently operates at LOS B and based on 20-year traffic projections of almost 13,000 vpd, traffic will continue to operate at LOS B.

Highways 151, 312 and 239 Spur are low volume roadways in the study area, with current traffic under 1,000 vpd and 20-year traffic projections under 1,100 vpd. These three highways currently operate at LOS A and will continue to operate at LOS A based on future traffic projections. Highway 239 between I-55 and Highway 18 has a current volume of approximately 5,600 vpd. This two-lane highway currently operates at LOS C, but based on 20-year projections traffic operation will fall to LOS D.

Safety Analysis

The relative safety of a route can be determined by comparing the crash rate (the number of crashes per million vehicle miles traveled) of the route to a statewide crash rate for similar facilities. Crash data for 2004, 2005, and 2006 (the three most recent years for which data are available) were analyzed to determine crash rates for each of the three years for various highway segments in the Blytheville area. The results are summarized in Table 1.

The segment of roadway in the study area that has crash rates higher than the statewide average for similar facilities is the one-way couplet segment of Highway 18. Most of the crashes that occurred on this segment of Highway 18 were angle collisions or same-direction sideswipe accidents. Angle crashes can be an indication that there are sight distance issues at intersections with buildings that are close to the existing roadway. Same-direction sideswipes can mean that roadway widths are not sufficient for the speeds at which motorists are traveling.

Table 1
Crash Rates

Highway 18 Hwy. 239 – Hwy. 61 (Four-lane Urban Section)					Highway 18 Hwy. 61 – Laclede St. (WB) (Two-lane Urban Section: One-way Couplet)				
Year	ADT	# of Crashes	Crash Rate	Statewide Average	Year	ADT	# of Crashes	Crash Rate	Statewide Average
2004	7,050	16	4.92	7.09	2004	4,300	10	5.25	9.62
2005	7,650	16	4.55	6.43	2005	5,000	19	8.60	10.60
2006	7,650	16	4.55	5.75	2006	5,550	31	12.65	9.88
Highway 18 Hwy. 61 – Laclede St. (EB) (Two-lane Urban Section: One-way Couplet)					Highway 18 Laclede St. – Hwy. 151 (Four-lane Urban Section)				
Year	ADT	# of Crashes	Crash Rate	Statewide Average	Year	ADT	# of Crashes	Crash Rate	Statewide Average
2004	5,100	47	20.81	9.62	2004	13,400	67	5.72	7.09
2005	5,300	26	11.11	10.60	2005	14,100	63	5.12	6.43
2006	5,850	16	6.19	9.88	2006	14,800	59	4.57	5.75
Highway 61 I-55 – Chickasawba Ave. (Four-lane Urban Section)					Highway 61 Division St. – City Limits (Two-lane Urban Section)				
Year	ADT	# of Crashes	Crash Rate	Statewide Average	Year	ADT	# of Crashes	Crash Rate	Statewide Average
2004	9,600	40	3.90	7.09	2004	6,800	23	3.05	4.26
2005	10,700	52	4.56	6.43	2005	7,400	15	1.83	3.84
2006	11,200	33	2.76	5.75	2006	7,400	19	2.32	3.44
Highway 151 Hwy. 312 – Hwy. 18 (Two-lane Urban Section)					Highway 239 I-55 – Hwy. 18 (Two-lane Urban Section)				
Year	ADT	# of Crashes	Crash Rate	Statewide Average	Year	ADT	# of Crashes	Crash Rate	Statewide Average
2004	690	0	0.00	4.26	2004	4,900	11	3.83	4.26
2005	710	0	0.00	3.84	2005	5,600	3	0.92	3.84
2006	690	1	4.05	3.44	2006	6,000	11	3.14	3.44
Highway 239 Spur Hwy. 239 - End (Two-lane Urban Section)					Highway 312 Hwy. 239 – Hwy. 151 (Two-lane Urban Section)				
Year	ADT	# of Crashes	Crash Rate	Statewide Average	Year	ADT	# of Crashes	Crash Rate	Statewide Average
2004	770	0	0.00	4.26	2004	620	0	0.00	4.26
2005	760	0	0.00	3.84	2005	530	1	2.47	3.84
2006	700	1	2.26	3.44	2006	500	0	0.00	3.44

* Shading indicates crash rates were higher than the statewide average for similar facilities.

** Crash rates are measured in crashes per million vehicle miles traveled.

An additional consideration is the relative safety of the at-grade railroad crossings in the Blytheville area. When a train is stalled and the crossing is blocked, pedestrians have been observed climbing between the cars and children have been seen pushing bicycles underneath the trains, especially during the morning hours when they are on their way to school. In addition, motorists have been observed driving around the gates when a stopped train partially blocks the at-grade crossing. These situations lead to further safety concerns that an overpass of the BNSF main line would alleviate.

ALTERNATIVES

There were four alternatives considered: No-Action, Widening on the Existing Highway, and two construction alternatives that consist of improvements along an existing street combined with some new alignment sections.

The alternatives were developed and modified to avoid or minimize impacts to identified constraints along the route. These constraints are shown in Figure 6. The right of way at the railroad crossing could vary from 150 feet (45 meters) wide, to 250 feet (76 meters) wide. A retaining wall would reduce the right of way by 100 feet (30 meters) and reduce impacts in the area.

Alternatives Considered and Dismissed

Improvements Along the Existing Highway Alternative

As mentioned in the Purpose and Need Section, existing Highway 18 is a one-way couplet through the CBD and traffic must navigate several turns in quick succession. Improving the existing couplet would not improve traffic flow and would not directly align with Highway 18 on the western end of the project. It would require the construction of two railroad overpasses, increasing the amount of right of way, environmental impacts, and costs required for the project. If the east bound couplet is improved, it would impact the Historic District, which is the old CBD. Improvement of the existing westbound couplet would impact the Mississippi County Courthouse, which is on the National Register of Historic Places and protected by Section 4(f) regulations.

The Improvements along the Existing Highway Alternative could impact six service stations with a total of 19 underground storage tanks, 16 houses with suspected asbestos containing materials (ACM) and one dry cleaner business.

This Alternative has been dismissed from further consideration for failure to meet the purpose and need, and potential environmental impacts that include affecting the Historic District and a National Register Property.

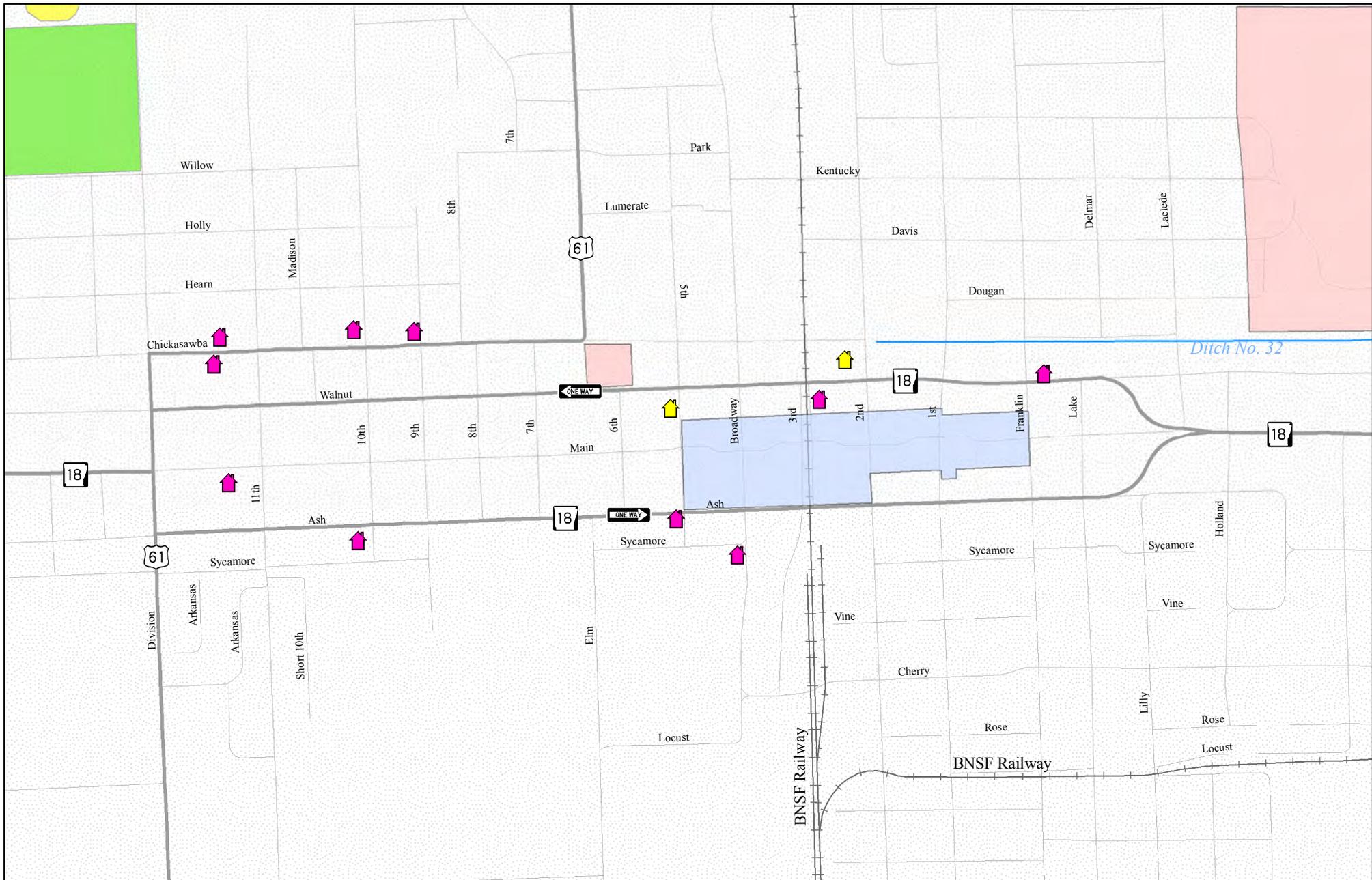


Figure 6
Environmental Constraints

-  Eligible Structure
-  Structures on National Register
-  Cemetery
-  Historic District
-  Municipal Park
-  Archeological Constraint


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Alternatives under Consideration

No-Action

The No-Action Alternative would provide no improvements to Highway 18. Without improvements, only routine maintenance would be provided. No overpass would be built at the BNSF Railroad crossing. By taking no action, this alternative would not address the need to provide a grade-separated crossing of the BNSF main line or to improve the flow of traffic on Highway 18 through the Blytheville CBD by providing a direct east-west route between Highway 61 and Interstate 55.

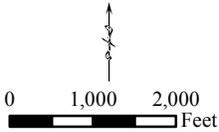
Alternative 1

Alternative 1 begins at the intersection of Highway 18 and Highway 61 with a roadway constructed on new location to the northeast that intersects Highway 61 (Chickasawba Avenue) near 10th Street, continues east along Chickasawba Avenue, passing over the BNSF Railroad, then continues southeast to intersect existing Highway 18 (Main Street) just east of the one-way couplet (Figure 7). Intersection improvements would also be constructed at the intersection of Highway 61 (6th Street) and a signal added if warranted.

The total cost including construction, right of way (ROW) acquisition, utility relocation, preliminary engineering (PE) and construction engineering (CENG) is estimated to be \$23.2 million in 2008 dollars.

Alternative 2

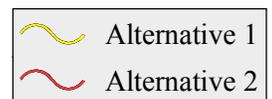
Alternative 2 begins at the intersection of Highway 18 and Highway 61 with a roadway constructed on new location to the southeast that intersects Sycamore Street near 10th Street, continues east along Sycamore Street, passes over the BNSF Railroad, then continues northeast to intersect existing Highway 18 (Main Street) just east of the one-



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Figure 7
Alternatives



way couplet (Figure 7). The total cost including construction, ROW, utility relocation, PE and CENG is estimated to be \$20.5 million in 2008 dollars.

Findings

The No-Action Alternative would not provide a grade-separated crossing of the BNSF main line and would not provide a direct east-west route between Highway 61 and Interstate 55 to improve the flow of traffic on Highway 18 through the Blytheville CBD, the purpose of the project. Two proposed alternatives were analyzed that would provide an overpass of the BNSF main line and improve Highway 18 through the CBD of Blytheville. Both of the proposed alternatives were determined to be feasible to construct. It was projected that each alternative would serve approximately 14,500 vpd if built now and as many as 18,000 vpd by 2028. Both build alternatives would improve the future LOS to higher levels based on estimated traffic usage. Table 2 shows a summary of information for the alternatives.

Alternative	Length Miles (kilometers)	2008 Cost (\$ millions)			Projected Traffic	
		ROW	Construction	Total	Volume (2008 vpd)	LOS
No-Action	1.23 (1.9)	0.0	0.0	0.0	13,100	B
1	1.23 (1.9)	9.5	13.7	23.2	14,500	B
2	1.23 (1.9)	7.1	13.4	20.5	14,500	B

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Social Environment

The geographic area considered for analysis of social conditions and environmental consequences consists of an area around the existing highway through the CBD. The project area consists mostly of high density commercial, industrial, and residential property. The 2000 U.S. Census demographic information shows that the city consists of an almost equal mix of African-Americans and Caucasians. However, a larger proportion of Caucasians reside in the residential area to the west that is traversed by the two alignments.

Relocations

Estimated right of way widths were used in determining potential structures to be relocated. Cost estimates, a Conceptual Stage Relocation Statement, and an available housing inventory are located in Appendix B. The Conceptual Stage Inventory of Relocation Impacts will provide the general listing characteristics of residences, businesses, and property affected by each alternative.

A summary of the Conceptual Stage Relocation Study is provided in Table 3.

Alternative	Residential Owners	Residential Tenants	Non-Profit Organizations	Businesses	Total
No-Action	0	0	0	0	0
1	8	3	4	15	30
2	7	4	1	7	19

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

On Alternative 1, one family is considered to be elderly. There are no low-income populations or minority families that would be relocated as a result of this alternative.

On Alternative 2, there are five families considered to be of a minority race. There are no low-income populations or elderly families that would be relocated as a result of this alternative.

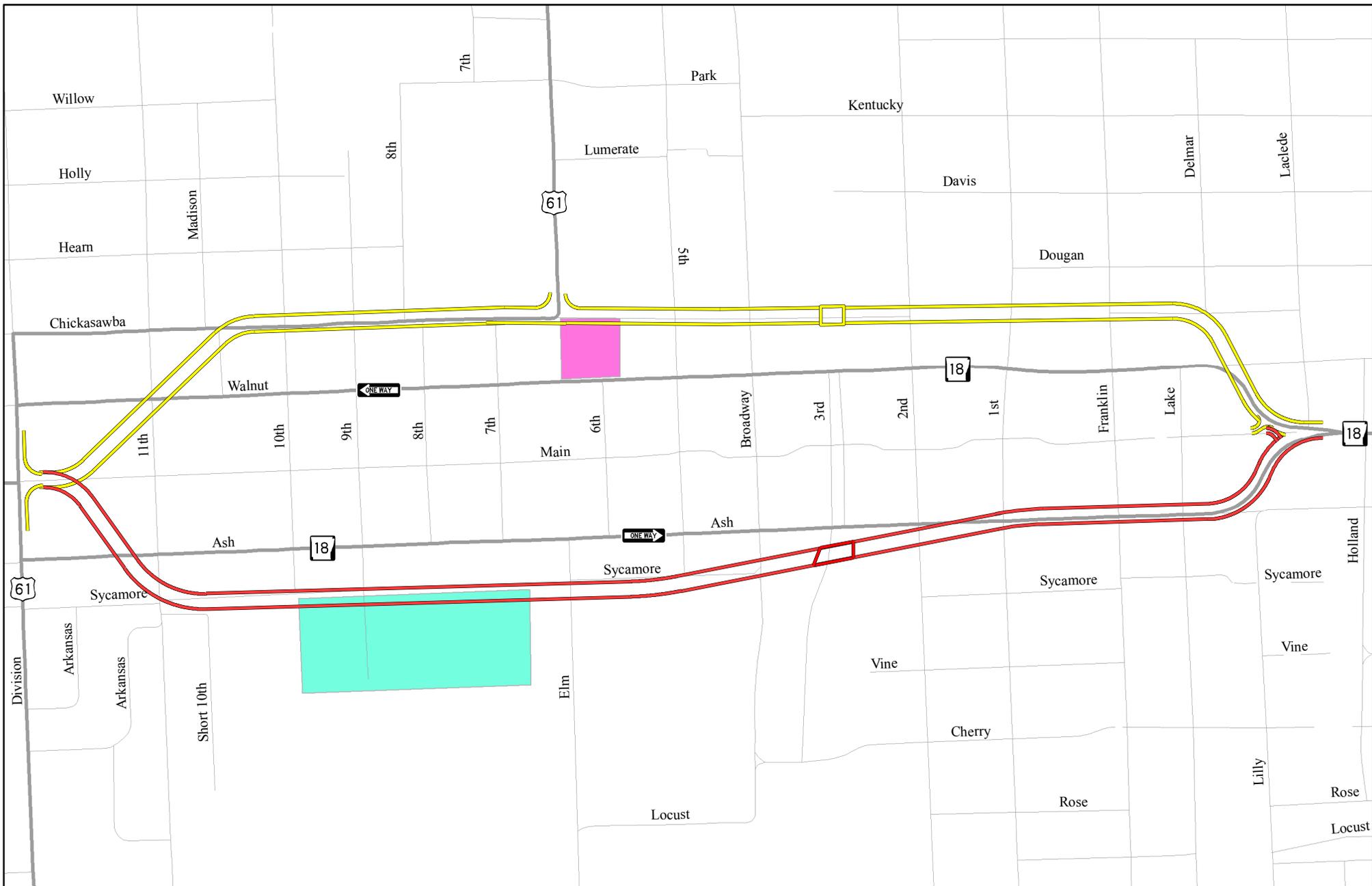
Environmental Justice Impacts and Title VI Compliance

This proposed project is in compliance with Title VI and Executive Order 12898. The AHTD public involvement process did not exclude any individuals due to income, race, color, religion, national origin, sex, age, or disability. By using the 2000 U.S. Census Data, the Health and Human Services Poverty Guidelines, (Federal Register, February, 2000), making field observations, and conducting a public involvement meeting, the determination was made that the proposed project will not have any disproportionate or adverse impacts on minorities, low-income, elderly, or disabled populations. The direct effect on the African-American home owners within the community in association with this project is not considered a disproportionate impact due to the African-American ratio of the community.

Public Lands

Founders Park is located on the south side of Chickasawba Avenue on Alternative 1 (Figure 8). The park is a bird sanctuary and contains historic graves. If this Alternative is selected, the park would be avoided by constructing the road to the north.

The old 9th Street ball field is located on Sycamore Street (Figure 8). The fields were used for baseball, but the city has abandoned the fields and the land is not used for recreational purposes or considered a park by the city. The city has constructed a new




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Figure 8
 Founders Park and
 Abandoned 9th Street Fields

	Alternative 1		Founder's Park
	Alternative 2		Abandoned 9th St. Fields

sports complex north of town. The city has requested utilization of the abandoned 9th Street property to construct the roadway and avoid relocations of homes on the north side of Sycamore Street if Alternative 2 is selected (see letter in Appendix C). No impacts to public recreational property should result from any of the alternatives.

Wild and Scenic Rivers

There are no wild and scenic rivers in the project area; therefore there will be no impacts.

Endangered and Threatened Species

The Arkansas Natural Heritage Commission (ANHC) tracks federally designated threatened or endangered species, as well as those that are considered sensitive species within Arkansas. AHTD personnel conducted a records check of the ANHC database of sensitive species. The records check indicated that no tracked species are known to occur within the project area. A copy of this document has been provided to the U.S. Fish and Wildlife Service for their review and concurrence.

Prime Farmland

The project is within the corporate limits of Blytheville; therefore the Farmland Protection Policy Act does not apply.

Hazardous Material

Alternative 1 could impact four gas stations with six known underground storage tanks (USTs), three houses with asbestos siding and one dry cleaning business. Alternative 2 could impact six service stations having a total of 18 UST's, three houses with asbestos siding and one transfer station. Details of these sites are included in Appendix D.

Mitigation of Potential Hazardous Materials Impacts

If hazardous materials are identified, observed or accidentally uncovered by any AHTD personnel or contracting company(s), it will be the AHTD's responsibility to determine

the type, size and extent of contamination. The AHTD will identify the type of contaminant, develop a remediation plan and coordinate disposal methods to be employed for the particular type of contamination. All remediation work will be conducted in conformance with the Arkansas Department of Environmental Quality (ADEQ), Environmental Protection Agency (EPA) and Occupational Safety and Health Administration (OSHA) regulations.

An asbestos survey by a certified asbestos inspector will be conducted on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in accordance with ADEQ, EPA and OSHA asbestos abatement regulations.

Archeological /Historical

The reconnaissance level cultural resources survey consisted of a review of all appropriate site records, a visual survey of all alignments and a partial pedestrian survey of selected areas. It was conducted in order to identify any obvious archeological sites or historic properties that might be affected by the project and to determine if any of the alternatives were located within areas having a high probability for the occurrence of undiscovered cultural resources. The Osage Nation has requested consultation with the AHTD for any jobs located in their ancestral lands and a consultation letter was sent to them by FHWA notifying them of the project (see correspondence in Appendix C).

All structures believed to be 50 years old or older that were located in or near any of the alternatives were photographed and sent to the State Historic Preservation Office (SHPO) for determination of eligibility to the National Register of Historic Places (NRHP). All structures identified that were determined eligible for the NRHP have been avoided by Alternatives 1 and 2.

Both alternatives are located within Blytheville city limits and cross heavily disturbed ground surfaces that include paved and gravel streets and parking lots, abandoned rail lines, ditches and residential lawns. Based on the existing data, the probability for

finding undisturbed archeological sites along either of the alternatives is believed to be relatively low.

Once a Preferred Alternative has been identified, an intensive cultural resources survey will be conducted where applicable. If no cultural resources are identified, the project will be documented on a Project Identification Form and submitted to the SHPO with a recommendation of no further work. If sites are identified, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are identified, further consultation with the appropriate Native American Tribes will be initiated and the site or sites will be evaluated to determine if Phase II testing is necessary. Should any of the sites be found eligible or potentially eligible for nomination to the NRHP and avoidance is not possible, then site specific data recovery plans will be prepared and data recovery will be performed at the earliest practicable time.

Noise Analysis

A noise assessment has been conducted for this project utilizing the Federal Highway Administration's Traffic Noise Model procedures, existing and proposed roadway information, existing traffic information and the traffic projections for the design year of 2028. This assessment is based on the design year Leq Noise Abatement Criteria (NAC) level of 67dBA, which has been established by the Federal Highway Administration (FHWA) as the impact level for noise receptors associated with highway projects. This level or any exceedances of this level is considered a noise impact.

The project design includes an urban roadway cross-section consisting of four 11-foot (3.3-meter) wide travel lanes and a 12-foot (3.6-meter) wide continuous center left-turn lane with curb and gutter.

The results of the noise assessment reveal that any noise receptor located within 86 feet (26.2 meters) of the proposed centerline along the proposed project location will

experience noise levels that exceed the NAC and will be considered impacted by highway traffic noise.

Twenty-four sensitive receptors located along Alternative 1 and seven sensitive receptors located along Alternative 2 are predicted to experience noise impacts resulting from noise levels that approach or exceed 67dBA during the design year. The term “approach” is considered to be one dBA less than the NAC.

Any noise abatement efforts using barrier walls or berms are not considered reasonable for this project. This is due to both the low number of sensitive receptors affected and to the need to provide direct access to adjacent properties. Based upon AHTD’s “Policy of Reasonableness and Feasibility for Type 1 – Noise Abatement Measures,” noise abatement barrier walls and/or berms are not practical due to the low number of sensitive receptors affected and the prohibitive cost per sensitive receptor. In order to provide direct access, breaks in the barrier walls or berms would be required. These necessary highway access breaks would render any noise barrier ineffective.

To avoid noise levels in excess of design levels, any future receptors along the project location should be located a minimum of 100 feet (30.5 meters) from the proposed centerline of Highway 18. This distance should be used as a general guide and not as a specific rule, since the noise will vary depending upon the roadway grades and other noise contributions.

Any excessive project noise due to construction operations should be of short duration and have a minimum adverse effect on land uses or activities associated with this project area.

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

Air Quality

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

These computer analyses indicate that carbon monoxide concentrations of less than one part per million (ppm) will be generated in the mixing cell for a project of this type. This computer estimate, when combined with an estimated ambient level of 1.0 ppm, would be less than 2.0 ppm, and well below the national standards of 8.0 ppm for carbon monoxide.

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

Wetlands and Stream Impacts

No wetlands or streams will be impacted by any of the proposed alternatives; therefore, no Section 404 permit will be required to construct this project.

Water Quality

The project area lies within the Delta Ecoregion where the turbidity standard set by Arkansas Department of Environmental Quality (ADEQ) for least-altered streams is 45 Nephelometric Turbidity Units (NTUs), 75 NTUs for channel-altered streams and 25 NTUs for lakes and reservoirs (Regulation 2). Given the existing water quality within the region, additional sediments contributed during construction will likely result in localized, short-term adverse water quality impacts. Temporary exceedances of state water quality standards for turbidity may occur. Other potential sources of water quality

impacts include petroleum products from construction equipment, highway pollutants from the operations of the facility, and toxic and hazardous material spills.

The AHTD will comply with all requirements of The Clean Water Act, as Amended, for the construction of this project. This includes Section 401; Water Quality Certification, Section 402; National Pollutant Discharge Elimination Permit (NPDES), and Section 404; Permits for Dredged or Fill Material. The NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include all specifications and best management practices (BMPs) needed for control of erosion and sedimentation. This will be prepared when the roadway design has been completed in order to best integrate the BMPs with the project design.

Public /Private Water Supply

The project area is within several Wellhead Protection Areas of wells used by the Blytheville Waterworks. No impacts to public drinking water supplies are anticipated due to the distance of the project from the wellheads and the depth of the wells. Correspondence with the Arkansas Department of Health is included in Appendix C.

If any permanent impacts to private drinking water sources occur due to this project, the 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.

Natural and Visual Environment

The proposed project is located in the Northern Holocene Meander Belts region of the Mississippi Alluvial Plain (http://www.epa.gov/wed/pages/ecoregions/ar_eco.htm). This region is characterized by geologically recent meanders of the Mississippi River. The landform in the immediate project area is very flat, varying by less than 10 feet (3.0 meters) in elevation. There are no named topographic features in the area.

The soils are alluvium of the historical Mississippi River floodplain, now contained by a levee system. They grade from relatively coarse textured soils on natural levees to very heavy clays in swales.

The area was formerly backswamp and Mississippi River floodplain. The modern levee system has effectively isolated the river from its former floodplain. Excess water in the project area drains by a system of ditches west to Pemiscot Bayou, then southwest to the Little River, a tributary of the St. Francis River. Natural vegetation was historically bottomland hardwoods. Swamps and frequent flooding deterred settlers until levees were constructed along the Mississippi River allowing for better drainage control. Large lumbering operations moved into the area, and by the early 1900s several large lumber companies owned extensive acreage in Mississippi County. Better drainage and forest clearing encouraged settlement, and by 1936 over half of the county was in cultivation (<http://www.rootsweb.ancestry.com/~armissi2/history.htm>). Most of the land outside of town is presently in cultivation, primarily in cotton.

The project is within the city limits of Blytheville. No impacts to local biodiversity are expected, and no invasive species were noted in the project area.

Drivers that would use any of the alternatives would have a view of structures throughout the project, but mature street trees soften the view in residential areas. Visually sensitive resources include several historic structures in the CBD. The visual quality of the view from the roadway varies considerably because some structures are dilapidated while others are culturally interesting. Alternative 1 would view a number of visual resources including the Mississippi County Courthouse, the train depot, and a city fountain and park.

COMMENTS AND COORDINATION

The AHTD provided the opportunity for early public input into the development of the proposed project on May 15, 2008. A public officials meeting and a public involvement meeting were held. Public officials and other attendees were given the opportunity to discuss the proposed project with AHTD staff and view aerial photographs showing the Alternatives. The overall response by the public was positive. A copy of the Public Involvement Summary is located in Appendix C.

RECOMMENDED PREFERRED ALTERNATIVE

Alternative 2 has been identified as the Preferred Alternative for the following reasons:

- It has the least number of residential, business, and non-profit organization relocations.
- It had the most public support.
- It has support from the City of Blytheville.
- The estimated cost is less than Alternative 1.

The environmental analysis of the proposed project did not identify any significant impact to the natural and social environment. Table 4 contains a comparison of the alternatives.

Table 4 Alternatives Comparison				
Alternative	Length miles (km)	Relocations	Estimated Cost (million \$) (2008 \$)	Hazardous Materials
No-Action	1.23 (2.0)	0	0	0
1	1.23 (2.0)	30 total- 8 residential owners 3 residential tenants 15 Business, 4 NPO	23.2	6 possible USTs 3 asbestos structures 1 dry cleaners
2	1.23 (2.0)	19 total- 7 residential owners 4 residential tenants 7 Business, 1 NPO	20.5	18 possible USTs 3 asbestos structures 1 transfer station

COMMITMENTS

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

- See Relocation procedures located in Appendix B.
- If hazardous materials, unknown illegal dumps or USTs are identified or accidentally uncovered by AHTD personnel or its contracting company(s), the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD in cooperation with the ADEQ will determine the type of contaminant, remediation method, and disposal methods to be employed for that particular type of contamination. The proposed project will be in compliance with local, state, and federal laws and regulations.
- An asbestos survey by a certified asbestos inspector will be conducted on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work will be conducted in conformance with ADEQ, EPA and OSHA asbestos abatement regulations.
- Once a final alignment has been selected, an intensive cultural resources survey will be conducted. If sites are affected, a full report documenting the results of the survey and stating the AHTD's recommendations will be prepared and submitted to the SHPO for review. If prehistoric sites are impacted, consultation with the appropriate Native American Tribe will be initiated and the site(s) evaluated to determine if Phase II testing is necessary. Should any of the sites be found to be eligible or potentially eligible for nomination to the National Register of Historic Places and avoidance is not possible, then site specific treatment plans will be prepared and data recovery will be conducted at the earliest practicable time. All

borrow pits, waste areas and work roads will be surveyed for cultural resources when locations become available.

- If any permanent impacts to private drinking water sources occur due to this project, the AHTD will take appropriate action to mitigate these impacts.

APPENDIX A

Level of Service

DESCRIPTIONS OF LEVEL OF SERVICE

Two-Lane Highway

Level of Service (LOS) A – LOS A represents traffic flow where motorists are able to travel at their desired speed. Passing is rarely affected and drivers are delayed no more than 35% of the time by slower drivers.

LOS B - Traffic speeds in LOS B drop and drivers are delayed up to 50% of the time by other drivers.

LOS C – At LOS C, speeds are slower than at LOS B. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow-moving vehicles. Drivers may be delayed up to 65% of the time by slower drivers.

LOS D – LOS D describes unstable flow and passing becomes extremely difficult. Motorists are delayed nearly 80% of the time by slower drivers.

LOS E – At LOS E passing becomes nearly impossible and speeds can drop dramatically.

LOS F – LOS F represents heavily congested flow where traffic demand exceeds capacity and speeds are highly variable.

Multi-Lane Highway

LOS A – LOS A represents free flow conditions where individual users are unaffected by the presence of others in the traffic stream.

LOS B - Traffic flow in LOS B is stable, but other users in the traffic stream are noticeable.

LOS C – At LOS C, maneuverability begins to be significantly affected by other vehicles.

LOS D – LOS D represents dense but stable flow where speed and maneuverability are severely restricted.

LOS E – Traffic volumes approach peak capacity for given operating conditions at LOS E; speeds are low and operation at this level is unstable.

LOS F – Minor interruptions in the traffic stream will cause breakdown in the flow and deterioration to LOS F, which is characterized by forced flow operation at low speeds and an unstable stop-and-go traffic stream.

APPENDIX B

Conceptual Stage Relocation Statement

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

INTEROFFICE MEMORANDUM

RECEIVED
AHTD

September 4, 2008

SEP - 5 2008

ENVIRONMENTAL
DIVISION

TO: Lynn Malbrough, Division Head, Environmental Division

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



SUBJECT: Job 100663
Hwy. 18 Improvements (Blytheville)
Mississippi County

Cost estimates for acquiring right of way, providing relocation assistance and adjusting utilities for the proposed alignments for this project are summarized below. The property acquisition and relocation cost estimates for the Southern (Orange) alignment are modified based on the revised alignment provided by your staff.

<u>Alignment</u>	<u>Property Acquisition</u>	<u>Relocation</u>	<u>Reim. Utilities</u>	<u>Non Reim. Utilities</u>	<u>Total</u>
Northern (Yellow)	\$6,000,000	\$795,000	\$2,449,000	\$270,000	\$9,514,000
Southern (Orange)	4,100,000	447,000	2,525,000	240,000	7,145,000

Copies of the revised cost estimates and conceptual stage relocation statement are attached. Please note the premises under which the estimates were provided.

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

Attachments

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

INTER OFFICE MEMORANDUM

TO: Lynn P. Malbrough, Environmental Division Head
FROM: Perry M. Johnston, Right of Way Division Head 
DATE: August 26, 2008
SUBJECT: Job 100663
Hwy. 18 Improvements (Blytheville)
Mississippi County
CONCEPTUAL STAGE RELOCATION STATEMENT

GENERAL STATEMENT OF RELOCATION PROCEDURE

Residents in the proposed right of way for the project will be eligible for relocation assistance in accordance with Public Law 91-646, Uniform Relocation Assistance Act of 1970. The Relocation Program provides advisory assistance and payments to help offset expenses incurred by those who are displaced. It is the Department's Policy that adequate replacement housing will be made available, built if necessary, before any person is required to move from their dwelling. All replacement housing must be fair housing and offered to all affected persons regardless of race, color, religion, sex or national origin. Construction of the project will not begin until decent, safe and sanitary replacement housing is in place and offered to all affected persons. No lawful occupant shall be required to move without receiving 90 days advance written notice.

There are two basic types of residential relocation payments: (1) Replacement Housing payments and (2) Moving Expense payments. Replacement Housing payments are made to qualified owners and tenants.

An owner may receive a payment of up to \$22,500.00 for the increased cost of a comparable replacement dwelling. The amount of this payment is determined by a study of the housing market. Owners may also be eligible for payments to compensate them for the increased interest cost for a new mortgage and the incidental expenses incurred in connection with the purchase of a replacement dwelling. A tenant may receive a rental subsidy payment of up to \$5,250.00. Tenants may elect to receive a down payment rather than a rental subsidy to enable them to purchase a replacement dwelling. Replacement housing payments are made in addition to moving expense payments.

All displaced persons, businesses, farms and nonprofit organizations are eligible for reimbursement for actual reasonable moving costs. Businesses, farms and nonprofit organizations are also eligible for reestablishment payments, not to exceed \$10,000.00. A business, farm or nonprofit organization may be eligible for a fixed payment in lieu of the moving costs and reestablishment costs if relocation cannot be accomplished without a substantial loss of existing patronage. The fixed payment will be computed in accordance with the Code of Federal Regulations and cannot exceed \$20,000.00.

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

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

=====

Based on an aerial photograph it is estimated that the two alternates on the subject project could cause the following displacements and costs:

Northern Alternate, Yellow Line

8 Residential Owners	\$ 200,000.00
3 Residential Tenants	\$ 30,000.00
15 Businesses	\$ 380,000.00
4 Nonprofit Organizations	\$ 90,000.00
1 Personal Property	\$ 3,000.00
	<u>\$ 703,000.00</u>
Services	<u>\$ 92,000.00</u>
Total	<u>\$ 795,000.00</u>

Southern Alternate, Orange Line

7 Residential Owners	\$ 175,000.00
4 Residential Tenants	\$ 40,000.00
7 Businesses	\$ 160,000.00
1 Nonprofit Organization	<u>\$ 20,000.00</u>
	<u>\$ 395,000.00</u>
Services	<u>\$ 52,000.00</u>
Total	<u>\$ 447,000.00</u>

The general characteristics of the displacees to be relocated are listed on the Conceptual Stage Inventory Record forms in the back of this report. The general characteristics have been determined by a visual inspection of the potential displacees by a Relocation Coordinator. The Relocation Coordinator utilizes past experiences and knowledge in making this determination.

An available housing inventory has been compiled and it indicates there are at least thirty-two dwellings available for sale and thirteen dwellings available for rent within five miles of the project. Twenty-six commercial properties are also currently for sale in the project area. A breakdown of the properties is as follows:

Residential (For Sale)	<u>Number Of Units</u>
\$ 30,000 - 50,000	5
50,001 - 75,000	12
75,001 - 100,000	3
100,001 - 125,000	9
125,001 - 150,000	0
150,001 - 175,000	1
175,001 - 225,000	2
Total	<u>32</u>

Residential (Monthly Rent)	
\$ 300.00 - 400.00	2
401.00 - 500.00	3
501.00 - 600.00	6
601.00 - 700.00	2
Total	<u>13</u>

Commercial Properties (For Sale)	<u>Number Of Units</u>
\$ 0 - 50,000	5
50,001 - 100,000	6
100,001 - 150,000	8
150,001 - 200,000	2
200,001 - 300,000	2
300,001 - 500,000	2
500,001 - 1,000,000	1
Total	<u>26</u>

This is a highway improvement and railroad grade separation project with two alternatives, one northern and one southern alternative. The units contained in the housing inventory are in the Blytheville area. The dwellings and number of dwellings are comparable and adequate to provide replacement housing for the families displaced on each alternate. The housing market should not be detrimentally affected and there should be no problems with insufficient housing at this time. In the event housing cannot be found or can be found but

not within the displacees' economic means at the time of displacement, Section 206 of Public Law 91-646 (Housing of Last Resort) will be utilized to its fullest and practical extent.

The housing inventory was compiled from data obtained from real estate companies, web sites, and local newspapers for the subject area. The dwellings contained in the inventory have been determined to be comparable and decent, safe and sanitary. The locations of the comparable dwellings are not less desirable in regard to public utilities and public and commercial facilities, reasonably accessible to the displacees' places of employment, adequate to accommodate the displacees, and in a neighborhood which is not subject to unreasonable adverse environmental factors. It has also been determined that the available housing is within the financial means of the displacees and is fair housing open to all persons regardless of race, color, sex, religion or national origin and consistent with the requirements of Title VIII of the Civil Rights Act of 1968.

A commercial property inventory indicates there are at least twenty-six properties available in the subject area at this time. The businesses and nonprofit organizations affected on each alternate may not be able to relocate in the immediate area of their displacement resulting in termination of the operation. However, in order to assist the displaced businesses and nonprofit organizations in relocating, the State will explore all possible sources of funding or other resources that may be available to businesses and nonprofit organizations. Sources that will be considered include: State and Local entities, the Department of Housing and Urban Development, the Economic Development Administration, the Small Business Administration and other Federal Agencies. Emphasis will be given in providing relocation advisory services to the businesses and nonprofit organizations. Appropriate measures will be taken to ensure that each entity displaced is fully aware of their benefits, entitlements, courses of action that are open to it, and any special provisions designed to encourage businesses and nonprofit organizations to relocate within the same community.

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

There are no other identified unusual conditions involved with this project.

INTEROFFICE MEMORANDUM

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

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

DATE: August 25, 2008

SUBJECT: Job 100663
Highway 18 (Improvement)
Blytheville, AR
Mississippi County
Revised Cost Estimate Alternate 2

A cursory inspection of revised Alternate 2 was conducted on August 21, 2008. The revised cost estimate is based on the following premises and conditions:

1. Proposed right of way width: 80±feet.
2. Existing street right of way width: 50±feet.
3. Areas of acquisition calculated by appraiser.
4. No right of way or construction plans were available.
5. Ownerships or property lines are unknown.
6. No owners were contacted.
7. Improvement values based on exterior observation.
8. Only a limited market study was conducted.
9. The baseball complex at the southeast corner of Sycamore & 10th Street is considered abandoned.

Revised Alternate 2
\$4,100,000.00

Job 100663

**Revised Alternate 2,
South Route, Orange Line**

Land:		
Commercial/Office:	\$ 525,000.00	
Industrial	\$ 645,000.00	
Residential:	<u>\$ 180,000.00</u>	
	Total Land:	\$1,350,000.00
Improvements:		
Commercial/Office (7)	\$1,175,000.00	
Industrial (2)	\$ 225,000.00	
Residential (12)	\$ 770,000.00	
Landscape, signs, parking:	<u>\$ 50,000.00</u>	
	Total Improvements:	\$2,220,000.00
Proximity Damages;		<u>\$ 150,000.00</u>
Sub-total		\$3,720,000.00
Contingency (10%±):		<u>\$ 380,000.00</u>
	TOTAL	\$4,100,000.00

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO. 100663

FAP NO. _____

ALTERNATE 1

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business	Vacant Structures	Number in Family	Age of Relocatee
					Status / EST. No. emp.			
Business	Main Street	N/A	N/A	N/A	Dry Cleaners/ 6 Employees	None	N/A	N/A
Business	Main Street	N/A	N/A	N/A	Retail/ 2 Employees	None	N/A	N/A
Business	Main Street	N/A	N/A	N/A	Pawn Shop/ 4 Employees	None	N/A	N/A
NPO	East Walnut Street	N/A	N/A	N/A	Union Rescue Mission/ 8 Employees	None	N/A	N/A
Business	East Walnut Street	N/A	N/A	N/A	ATT Phone Co./ 20 Employees	None	N/A	N/A
Business	Franklin Street	N/A	N/A	N/A	Flower Shop/ 4 Employees	None	N/A	N/A
PP	Franklin Street	N/A	N/A	N/A	Storage Building	None	N/A	N/A
Business	Franklin Street	N/A	N/A	N/A	Flea Market/ 2 Employees	None	N/A	N/A
NPO	Chickasawba Street	N/A	N/A	N/A	Emergency Service/ 8 Employees	None	N/A	N/A
NPO	Chickasawba Street	N/A	N/A	N/A	U of A Extension Service/ 4 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Arcade/ 4 Employees	None	N/A	N/A
Business	North Broadway Street	N/A	N/A	N/A	Credit Union/ 20 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Beauty Shop	None	N/A	N/A

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO. 100663

FAP NO. _____

ALTERNATE 1

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business	Vacant Structures	Number in Family	Age of Relocatee
					<u>Status /</u> EST. No. emp.			
Business	West 5 th Street	N/A	N/A	N/A	Insurance Co./ 4 Employees	None	N/A	N/A
NPO	Chickasawba Street	N/A	N/A	N/A	Northeast College	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Puppy Store/ 4 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Realty Office/ 10 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Doctors office/ 6 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Mortgage Co./ 8 Employees	None	N/A	N/A
Business	Chickasawba Street	N/A	N/A	N/A	Doctors Office/ 6 Employees	None	N/A	N/A
Residential Owner	Chickasawba Street	\$50,000.00 to \$60,000.00	10 to 15 yrs.	W	N/A	None	4	40-50
Residential Owner	Chickasawba Street	\$40,000.00 to \$50,000.00	10 to 15 yrs.	W	N/A	None	4	40-50
Residential Owner	Walnut Street	\$40,000.00 to \$50,000.00	5 to 10 yrs.	W	N/A	None	2	50-60
Residential Owner	Walnut Street	\$50,000.00 to \$60,000.00	10 to 15 yrs.	W	N/A	None	4	40-50
Residential Owner	Walnut Street	\$60,000.00 to \$70,000.00	20 to 25 yrs.	W	N/A	None	2	60-70
Residential Owner	Walnut Street	\$50,000.00 to \$60,000.00	10 to 15 yrs.	W	N/A	None	2	40-50

Ark. RAS Form 1 2-8-05 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO. 100663

FAP NO. _____

ALTERNATE 2

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business	Vacant Structures	Number in Family	Age of Relocatee
					Status / EST. No. emp.			
Residential Owner	Main Street	\$60,000.00-\$70,000.00	15-20 yrs.	W	N/A	None	5	50-60
Residential Owner	Ash Street	\$40,000.00-\$50,000.00	10-15 yrs.	W	N/A	None	6	40-50
Residential Owner	Ash Street	\$60,000.00-\$70,000.00	15-20 yrs.	W	N/A	None	4	50-60
Residential Owner	Ash Street	\$50,000.00-\$60,000.00	15-20 yrs.	B	N/A	None	2	40-50
Residential Owner	Ash Street	\$30,000.00-\$40,000.00	5-10 yrs.	B	N/A	None	4	30-40
Residential Owner	Ash Street	\$40,000.00-\$50,000.00	10-15 yrs.	B	N/A	None	5	40-50
Residential Owner	11 th Street	\$40,000.00-\$50,000.00	20-25 yrs.	W	N/A	None	2	50-60
Residential Tenant	11 th Street	\$30,000.00-\$40,000.00	1-5 yrs.	B	N/A	None	2	40-50
Residential Tenant	11 th Street	\$30,000.00-\$40,000.00	1-5 yrs.	B	N/A	None	2	40-50
Business	Ash Street	N/A	N/A	N/A	Restaurant/ 6 Employees	None	N/A	N/A
Business	2 nd Street	N/A	N/A	N/A	Gas Station/ 4 Employees	None	N/A	N/A
Business	Ash Street	N/A	N/A	N/A	Office Building/ 20 Employees	None	N/A	N/A
Business	Ash Street	N/A	N/A	N/A	Auto Store/ 8 Employees	None	N/A	N/A

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONCEPTUAL STAGE INVENTORY RECORD

JOB NO. 100663

FAP NO. _____

ALTERNATE 2

Occupant Status	Address of Structure	Income Level	Tenure of Family	Race	Business	Vacant Structures	Number in Family	Age of Relocatee
					Status / EST. No. emp.			
NPO	Ash Street	N/A	N/A	N/A	Work Force Center/ 10 Employees	None	N/A	N/A
Business	Ash Street	N/A	N/A	N/A	Animal Clinic/ 4 Employees	None	N/A	N/A
Business	Ash Street	N/A	N/A	N/A	Accounting Office 3 Employees	None	N/A	N/A
Business	Ash Street	N/A	N/A	N/A	Check Cashing Co. 2 Employees	None	N/A	N/A
Residential Tenant	Ash Street	\$20,000.00- \$30,000.00	1-5 years	W	N/A	None	3	50-60
Residential Tenant	Ash Street	\$20,000.00- \$30,000.00	1-5 years	W	N/A	None	2	50-60

APPENDIX C

Coordination



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 H37
www.HealthyArkansas.com/eng/

Ph 501-661-2623

Fax 501-661-2032

After Hours Emergency 501-661-2136

June 25, 2008

RECEIVED
AHTD

JUN 30 2008

ENVIRONMENTAL
DIVISION

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

RE: AHTD Job Number 100663 – Hwy. 18 Improvements (Blytheville) Mississippi County

Dear Mr. Malbrough:

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 Blytheville Waterworks Public Water Supply Wells.

This determination is based on several factors including the wells' construction and the characteristics of the aquifer tapped. The total depth of the wells range from 1,440 to 1,500 feet and the casing/grouting depths range from 1,310 to 1,338 feet. The aquifer tapped is the Wilcox Group and it is considered as a confined aquifer.

Standard Wellhead Protection Area procedures should be used during construction.

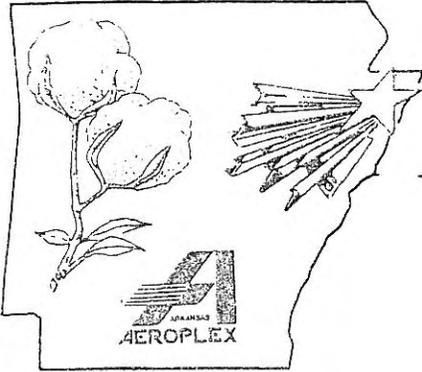
Feel free to contact me at 501-661-2623 if you have any questions or if we can be of assistance.

Sincerely,

Daniel Smith, P.G.
Geology Supervisor
Wellhead Protection Program Coordinator
Engineering Section

GG:SBG:RM:LG:ds

100663



City of Blytheville

RECEIVED
AHTD

DEC 15 2008

124 West Walnut
Blytheville, Arkansas 72315

ENVIRONMENTAL
DIVISION

Office of the Mayor
Barrett Harrison

December 9, 2008

Lynn Malbrough
Environmental Division
Arkansas Highway Department
10324 I-30
Little Rock, AR 72209

Dear Lynn:

Please accept this letter as written notice that the City of Blytheville no longer uses the baseball fields at the intersections of south 8th and 9th streets here in Blytheville.

Baseball is now being played in a new sports complex in another part of town.

If you have any questions or would like more information, please do not hesitate to call.

Respectively yours,

A handwritten signature in black ink, appearing to read 'Barrett E. Harrison', written over a long horizontal line that extends across the page.

Barrett E. Harrison
Mayor
City of Blytheville



U.S. Department
of Transportation
**Federal Highway
Administration**
Arkansas Division

700 West Capitol Avenue
Room 3130
Little Rock, AR 72201-3298

August 27, 2008

Refer To:
AHTD Job 100663
Hwy. 18 Improvements
(Blytheville)
Mississippi County
HDA-AR

Dr. Andrea A. Hunter
Tribal Historic Preservation Officer
Osage Nation
627 Grandview
Pawhuska, OK 74056

Dear Dr. Hunter:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Osage Nation regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to the Osage Nation.

The Arkansas Highway and Transportation Department (AHTD) plans to widen about two miles of State Highway 18 in Blytheville in Mississippi County. There are currently two alternatives selected for study (see project location map). To date, a survey of existing records regarding previously recorded archeological sites has been conducted and no sites have yet been recorded in the area of potential effect. A brief visual inspection of the project area indicates that most of the property along both alternatives has been highly disturbed by commercial and residential development making the chance for identifying undisturbed archeological deposits relatively low.

In an effort to determine the existence of archeological sites within the proposed project area, the AHTD is planning to conduct a cultural resources survey of the selected alignment. In the event that potentially significant archeological sites are found, further consultation will be conducted with the Tribe. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.



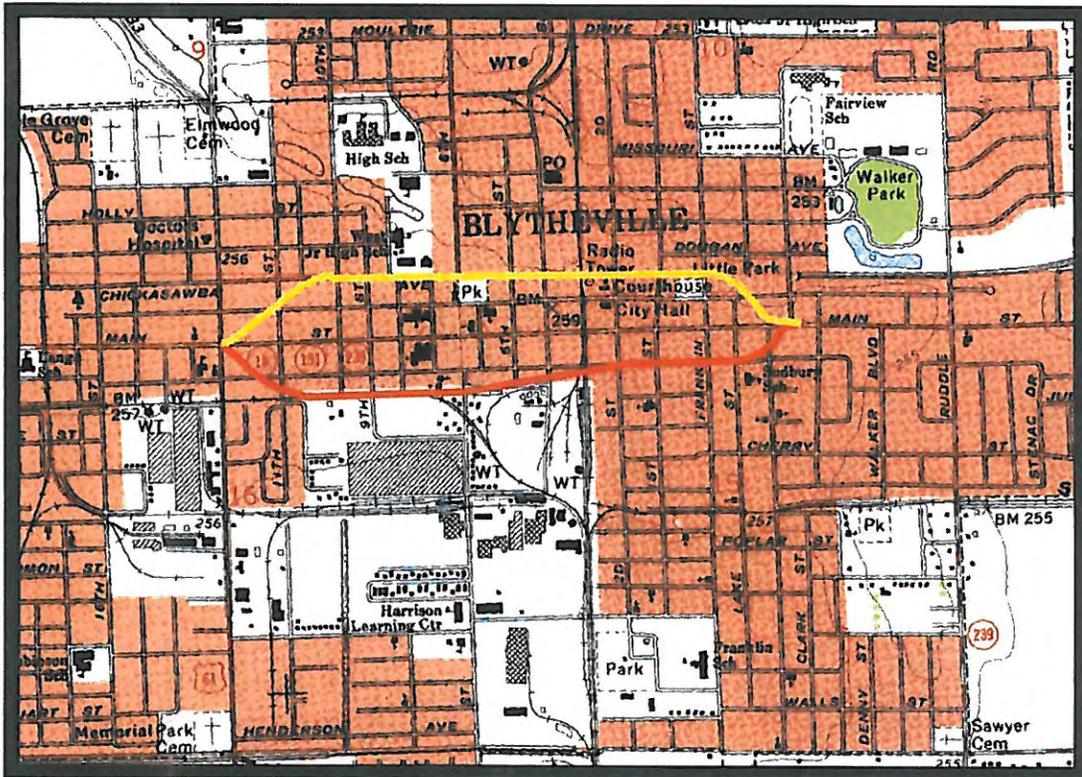
Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe. If you have any questions or need additional information, please contact me at (501) 324-6430. Should we not hear from you within a period of thirty (30) days, we will proceed with project planning.

Sincerely,



Randal Looney
Environmental Specialist





7.5' Blytheville, ARK

AHTD Job 100663

 : Proposed alternatives.

Project location map.

**PUBLIC OFFICIALS' AND
PUBLIC INVOLVEMENT MEETING SYNOPSIS**

**Job Number 100663
Hwy. 18 Improvements (Blytheville)
Mississippi County
May 15, 2008**

PUBLIC OFFICIALS' MEETING

A public officials' meeting for the proposed Highway 18 improvements was held at the Blytheville Chamber of Commerce in Blytheville, Arkansas at 1:00 p.m. on May 15, 2008.

The following information was available for inspection and comment.

- Displays including aerial photographs at a scale of 1 inch equal 1976 feet, illustrating two location alternatives.

Handouts for the public officials included a comment sheet and a small-scale map illustrating the project alternatives, which was identical to the aerial photograph display. Copies of the handouts are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting (including AHTD staff)	9
Comments received	0

The following is a compilation of verbal comments received from public officials concerning issues associated with this project:

- The mayor and council members suggested that Alternative 2 be moved south between Sycamore and existing Highway 18 at the railroad. The alignment would be shifted south of the existing highway into some abandoned buildings, and avoid more viable businesses to the north.

PUBLIC INVOLVEMENT MEETING

An open forum public involvement meeting for the proposed Highway 18 improvements was held at the Blytheville Middle School in Blytheville, Arkansas from 4:00 p.m. – 7:00 p.m. on May 15, 2008. Media news releases, flyers (including outdoor flyers), and notices mailed to the project mailing list/local property owners were utilized to inform the public of the meeting. Special efforts to involve minorities and the public in the meeting included the following:

- Display advertisement placed in the Courier News on Sunday, May 4, 2008 and Sunday, May 11, 2008;
- Distribution of flyers in the project area;
- Public Service Announcement (PSA) to KAMJ 93.9 FM, which aired on Monday, May 12, 2008 thru Thursday, May 15, 2008; and
- Outreach to Minority Ministers Letters.
- Community Outreach assistance from Martha Meeks (District 10 Area Maintenance Office in Blytheville, AR)

Displays and handouts for the public included the same information as presented to the public officials.

Table 2 describes the results of the public participation at the meeting.

TABLE 2	
Public Participation	Totals
Attendance at meeting (including AHTD staff)	117
Comments received at meeting	14
Additional comments received after meeting	26
Total comments received	40

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

An analysis of the responses received as a result of the public survey is shown in Table 3.

Table 3	
Survey Results	Totals
Improvements to Highway 18 Needed	36
Improvements to Highway 18 Not Needed	2
Preferred Alternative 1	3
Preferred Alternative 2	26
No Preference	2

The following is a listing of comments concerning issues associated with this project:

- Three individuals were concerned about impacts to schools and public buildings by Alternative 1.
- One individual was concerned about impacts to his loading dock on Alternative 2.
- Ten individuals thought the project would provide better access to medical facilities and quicker response time for first responders.
- Three individuals thought Alternative 2 would impact fewer homes.
- Two individuals thought Alternative 2 would help the appearance of the area.
- Two individuals were concerned that Alternative 1 would relocate the Union Mission.
- One individual was concerned that Alternative 2 would impact historic structures and the abandoned baseball field.

Attachments: Blank comment form

Small-scale project alternatives handout

RJ RJ
BP BX

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

**AHTD JOB NUMBER 100663
HWY. 18 IMPROVEMENTS (BLYTHEVILLE)
MISSISSIPPI COUNTY**

**LOCATION:
BLYTHEVILLE MIDDLE SCHOOL
700 WEST CHICKASAWBA STREET
4:00 – 7:00 P.M.
THURSDAY, MAY 15, 2008**

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261 or fax your comments to 501-569-2009.

Yes No
 Do you feel there is a need for the proposed improvements on Highway 18 in Blytheville? Comment (optional) _____

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

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

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

(Continued on back)

Which alternative alignment would you consider to be your preferred alternative for the proposed improvements to Highway 18?

Alternative 1 (Yellow)

Alternative 2 (Red)

Why is this your preference? _____

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

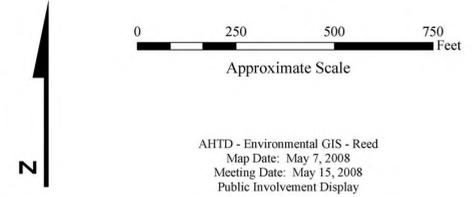
It is often necessary for the AHTD to contact property owners along potential routes. If you are a property owner along or adjacent to the route under consideration, and want to be contacted by the department, please provide information below. Thank you.

Name: _____ *(Please Print)*

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

E-mail: _____

Please make additional comments here. _____



PRELIMINARY
SUBJECT TO REVISION

Job 100663
Highway 18 Improvements
(Blytheville)
Mississippi County



- Alternative 1
- Alternative 2
- Railroad Overpass
- Cemetery
- Historic District
- Municipal Park

AHTD - Environmental GIS - Reed
Map Date: May 7, 2008
Meeting Date: May 15, 2008
Public Involvement Display

APPENDIX D

Hazardous Materials

HAZARDOUS MATERIALS

A survey for sites hazardous materials was performed to assess potential impacts for any of the proposed alternatives. This survey is pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA). The investigation was conducted to identify sites within the project study area that have the potential to release environmental contamination by hazardous wastes and substances.

The scope of the preliminary investigation consisted of a review of available federal and state environmental databases, and the performance of a site visit to confirm information from the databases and to note additional field observations.

Potential Contaminant Source Sites

The proposed project traverses residential, commercial and industrial areas. Underground utilities are present along both sides of the Improvements Along the Existing Highway Alternative, Alternative 1 and Alternative 2. These underground utilities could serve as potential pathways for contamination to migrate.

Searches via the Internet using Geomedia® 6.0 Professional provided the latest information from the Environmental Protection Agency (EPA), the Arkansas Department of Environmental Quality (ADEQ), the Arkansas Department of Health (DOH) and the Federal Emergency Management Agency (FEMA).

The Geomedia® search identified seven locatable sites within a specified search distance of one-mile (1.6 km) of each alternative. Five of the seven sites were located within the immediate study area. Twenty-one additional sites were located in the field. Figure D1 shows the properties of interest and their location to the different alternatives under consideration.

Mitigation of Potential Hazardous Materials Impacts

During any construction project, there may exist some potential to encounter contaminated soil or water. If hazardous materials, unknown illegal dumps or USTs are identified or accidentally uncovered by AHTD personnel or its contracting company(s), the AHTD will determine the type, size, and extent of the contamination according to the AHTD's response protocol. The AHTD in cooperation with ADEQ will determine the type of contaminant, remediation method, and disposal methods to be employed for that particular type of contamination. The proposed project will be in compliance with local, state, and federal laws and regulations.

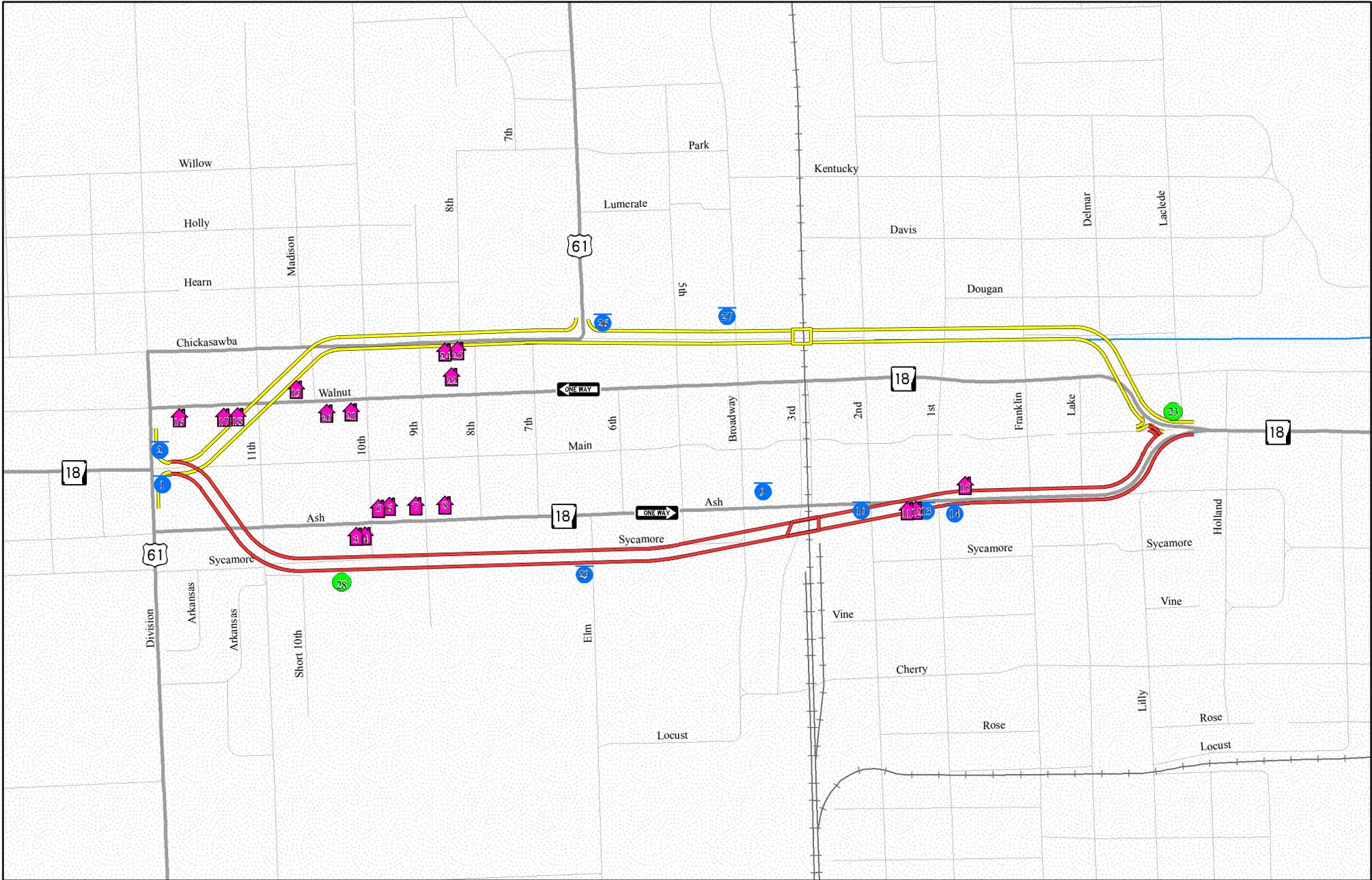
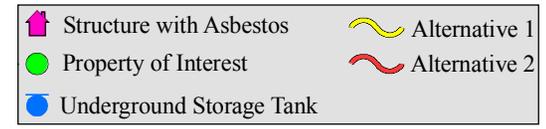


Figure D-1
Hazardous Materials



0 200 400
Feet
Job 100663
AHTD Environmental GIS - Dudley
December 9, 2008

An asbestos survey by a certified asbestos inspector will be conducted on each building slated for acquisition and demolition. If the survey detects the presence of any asbestos-containing materials, plans will be developed to accomplish the safe removal of these materials prior to demolition. All asbestos abatement work and their associated notifications will be conducted in conformance with ADEQ, EPA and Occupational Safety and Health Administration (OSHA) asbestos abatement regulations.

The *AHTD's Standard Specifications for Highway Construction* require the contractor during construction to employ best management practices to prevent hazardous materials pollution by accidental spills; proper usage, storage, and disposal techniques; and limits the amount of hazardous materials stored on-site.

Conclusion

Improvements Along the Existing Highway Alternative,

The Improvements Along the Existing Highway Alternative would impact six underground storage tank (USTs) locations with a total of 19 tanks, 16 houses with suspected asbestos containing materials (ACM) and one dry cleaner business.

Alternative 1

This alternative could impact four gas stations with 18 known USTs, three houses with asbestos siding and one dry cleaning business.

Alternative 2

Alternative 2 would impact six service stations having a total of 17 UST's, three houses with asbestos siding and one transfer station.

A comparison of the hazardous material impacts are listed below in Table D1. Information about each potential site is listed in Table D2.

Table D1 Hazardous Materials Summary				
Alternative	USTs	Structures with Asbestos	Transfer Station	Dry Cleaners
No-Action	0	0	0	0
Improvements Along Existing	19	16	0	0
1	6	3	0	1
2	18	3	1	0

**TABLE D2
HAZARDOUS MATERIAL IMPACTS**

SYMBOL # ON FIGURE D1	SOURCE OF INFORMATION	FACILITY/ADDRESS	TYPE OF IMPACT
	ADEQ/EPA Records	Gas Station	8 USTs
	ADEQ/EPA Records	Gas Station	4 USTs.
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Private Residence West Ash St.	Asbestos siding
	Field Identified	Gas Station West Ash St.	Possible USTs
	ADEQ/EPA Records	Gas Station South 2 nd St.	5 USTs, 1 AST
	Field Identified	Private Residence East Ash St.	Asbestos siding
	Field Identified	Private Residence East Ash St.	Asbestos siding
	Field Identified	Gas Station East Ash St.	1 UST visible, possibly more
	Field Identified	Gas Station	Possible USTs
	Field Identified	Private Residence East Ash St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding

**TABLE D2
HAZARDOUS MATERIAL IMPACTS**

SYMBOL # ON FIGURE D1	SOURCE OF INFORMATION	FACILITY/ADDRESS	TYPE OF IMPACT
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Private Residence West Walnut St.	Asbestos siding
	Field Identified	Dry Cleaners East Main	Dry Cleaning Business
	Field Identified	Private Residence Chickasawba St.	Asbestos siding
	Field Identified	Private Residence Chickasawba St.	Asbestos siding
	Field Identified	Gas Station	Possible USTs
	Field Identified	Gas Station	Possible USTs
	ADEQ/EPA Records	City of Blytheville Waste Transfer Station	Transfer Station, possible UST removal.
	ADEQ/EPA Records	Gas Station	4 USTs, oil spillage



Property 1

Common to Improvements Along Existing, Alternative 1 and Alternative 2

An old gas station located at the corner of Main (Hwy. 18) and Division Street (Hwy. 61). There are total of 8 USTs located on the property. Four USTs are located on the southern boundary of the property and four additional vent pipes are located on the eastern side of the building. Also on this property is an old service island with a lift station. Older lift stations often used poly chlorinated biphenyls in their hydrostatic pressure fluid system. There is a moderate possibility of underground storage tank leakage and/or contamination on this property due to the neglected state of the property and the estimated age of the tanks.



Property 1
Common to Improvements Along Existing, Alternative 1 & Alternative 2

This is a photograph of the four underground storage tanks located at Property 1. The vent pipes, monitor wells and fill caps are evident.



Property 1
Common to Improvements Along Existing, Alternative 1 & Alternative 2

This is the service bay with hydraulic lifts and a drain area (note caps on piston lift holes). Drainage patterns could not be determined.



Property 2

Common to Improvements Along Existing, Alternative 1 & Alternative 2

Gas station at the northeast corner of Main and Division Street has four underground storage tanks with monitors on the property.



Properties 3 and 4
Improvements Along Existing

These houses at on West Ash Street (East Bound Couplet for Highway 18) have suspected asbestos siding.



Property 5
Improvements Along Existing

This house on West Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Improvements Along Existing
Property 6

This house on West Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 7
Improvements Along Existing

This house on West Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 8
Improvements Along Existing

This house on West Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 9
Improvements Along Existing

This old gas station on West Ash Street (East Bound Couplet for Highway 18), at the northeast corner of Broadway and Ash, has no tanks or vent pipes visible. Two UST's were removed at this location more than 15 years ago. No other tanks were remembered at the property. This doesn't exclude the property from possible UST's or asbestos. Further investigation of this site will be needed to determine site conditions.



Property 10
Common to Improvements Along Existing & Alternative 2

The gas station located on South 2nd Street has four 3,000 gallon underground storage tanks with monitors, one 1,000 gallon aboveground diesel tank and one 500-gallon lined oil storage tank. These tanks are in ADEQ compliance and have no record of leaking. ADEQ records show the facility with a Facility ID # 47000270.



Property 10
Common to Improvements Along Existing & Alternative 2

Pictured above is a 1000-gallon aboveground storage tank ((AST) that is presently holding diesel. The tank is located on the southern side of Property 10.



Property 10
Common to Improvements Along Existing & Alternative 2

This is a 500-gallon underground storage tank that holds used oil. The tank is located on the western side of Property 10.



Property 11
Common to Improvements Along Existing & Alternative 2

This house on East Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 12
Common to Improvements Along Existing & Alternative 2

This house on East Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 13
Common to Improvements Along Existing & Alternative 2

This property located on East Ash Street has three UST's on the east side of the building. The location currently contains offices. This property has had the tanks well over 40 years.



Property 14
Common to Improvements Along Existing & Alternative 2

This property located on South First Street is an old gas station, as shown by the gas island and canopy. No tanks or vent pipes were found on the property.



Property 15
Common to Improvements Along Existing & Alternative 2

This house on East Ash Street (East Bound Couplet for Highway 18) has suspected asbestos siding.



Property 16
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 17
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 18
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 19
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 20
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 21
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 22
Improvements Along Existing Alternative

This house on West Walnut Street (West Bound Couplet for Highway 18) has suspected asbestos siding.



Property 23
Common to Improvements Along Existing and Alternative 1

A dry cleaners is located on East Main that has been in business more than 50 years. The block building has a 250 gallon (647.4 liter) chemical storage tank located on the north side of the building. The tank is circular in shape and supported on steel legs. According to the owners, the tank does not hold petroleum solvents and has never leaked. The cleaning business has two dry cleaning machines, two dryers, six presses and a boiler in the back. This site is of concern because of the types of materials associated with dry cleaning over the years.

Because of the nature of the chemicals involved, the age of the business, condition of the property, and the possibility of contamination, it is advised that this site be avoided if possible. If the property cannot be avoided and is scheduled for acquisition, it is recommended that testing for the above chemicals be performed at the site.



Property 20
Common to Improvements Along Existing and Alternative 1

This is the 250 gallon tank used to store Kwik Dri™ Solvent supplied by Nu-Way Products Company. Quick Dry Solvent is a mineral spirits based cleaning solvent. There is evidence of an UST on the north side of the building. This tank was also used to store cleaning solvent.



Property 23
Common to Improvements Along Existing and Alternative 1

Dry cleaning filters and compressors used in the dry cleaning business.



Property 23
Common to Improvements Along Existing and Alternative 1

Inside dry cleaners.



Property 23
Common to Improvements Along Existing and Alternative 1

Inside dry cleaners.



Property 24 and 25
Alternative 1

These apartments on Chickasawba Street are covered with transite exterior siding that usually contains asbestos.



Property 26
Alternative 1

This service station, located at the northeast corner of 6th Street and Chickasawba, has four UST's located at the south side of the building.



Property 27
Alternative 1

The above gas station is presently closed. Records show that Facility ID Number 47000003 had five underground storage tanks removed in 1999. The property poses no threat to the project except for a possible UST discovery situation.



Property 28
Alternative 2

This property is used by the City of Blytheville's Public Works Department to provide sanitation service, street cleanup and city maintenance. This location has an ADEQ Facility ID Number of AR0022578. The main purpose of this property is to transfer the city's waste to the Mississippi County landfill at Luxora, Arkansas. This Type 1 licensed facility has a license for the operation/management of a composting facility and transfer station, therefore meeting the criteria of Title 40, Code of Federal Regulations, Part 258 (Subtitle D), and is eligible to receive various types of non-hazardous solid waste, including materials that require special handling or operating procedures.



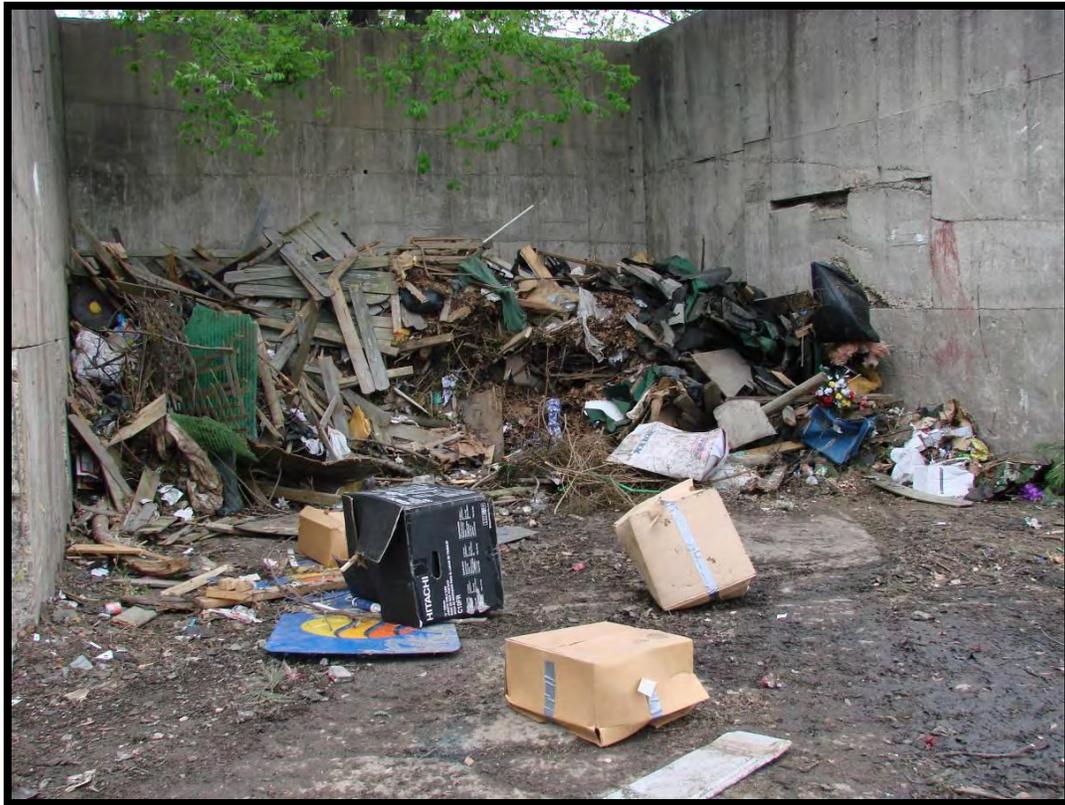
Property 28
Alternative 2

Concrete partitions are remnants of an old cotton storage building. These structures will be impacted by construction of Alternative 2.



Property 28
Alternative 2

The City of Blytheville's Transfer Station, north end of property looking west. In the photo the offices for field personnel and the concrete partitions can be seen.



Property 28
Alternative 2

Debris such as old fencing, paper and leaves that will be composted.



Property 28
Alternative 2

Additional composting materials and steel rolloff containers used to haul the material to the Mississippi County Landfill at Luxora, Arkansas.



Property 28
Alternative 2

Transfer facility trucks, roll-offs and equipment.



Property 29
Alternative 2

This gas station has three USTs located on the southern side of the station. A diesel pump is located on the northern side. The tanks are not in use. This location is used primarily for car and truck detailing and occasional oil changes.



Property 29
Alternative 2

Severe oil contamination can be seen on the north side of the building. Note the barrels filled with oil, oil leakage, and oil going into a drain system carried toward an adjacent ditch. Oil contamination is certain and gasoline contamination from the tanks is highly probable.