

TIER 3 CATEGORICAL EXCLUSION

ARDOT JOB NUMBER 100881  
FAP NUMBER CMF-9227(68)  
Parker Rd. – South (Hwy. 1B) (Jonesboro) (S)  
Route 1B, Section 17B  
Craighead County, Arkansas

Submitted Pursuant to Title 42 U.S. Code §4332(2)  
By the  
U.S. Department of Transportation  
Federal Highway Administration  
And the  
Arkansas Department of Transportation

Prepared by  
Fisher Arnold, Inc.  
Memphis, TN 38125

December 17, 2018

12/19/2018

Date of Approval



Randal Looney  
Environmental Coordinator  
Federal Highway Administration

The Arkansas Department of Transportation (ARDOT) Environmental Division reviewed the referenced project and has determined that the project falls within the definition of a Tier 3 Categorical Exclusion as defined by the ARDOT/FHWA Memorandum of Agreement on the processing of Categorical Exclusions. The following information is included for your review and, if acceptable, approval as the environmental documentation for this project.

The City of Jonesboro is proposing to widen a segment of Highway (Hwy.) 1B (Harrisburg Road) and improve the Hwy. 1B/East (E.) Parker Road intersection. The purpose of the project is to improve the capacity and Level of Service of Hwy. 1B and accommodate future traffic growth. The proposed project extends from approximately 250 feet north of E. Parker Road to 360 feet south of Forest Hill Road, for a total project length of approximately 0.4 mile. Figure 1 shows the project location, and Figure 2 shows the intersection improvements (see Appendix A).

The existing cross sections are described as follows. All lanes are paved and 11-foot wide. The shoulders on both sides of the roadway in the project corridor are paved and vary in width between 1 and 4 feet.

**Hwy. 1B on north side of E. Parker Road intersection:** Two northbound travel lanes; one southbound through lane; one dedicated left turn lane; and one dedicated right turn lane.

**Hwy. 1B on south side of E. Parker Road intersection:** One southbound travel lane; one northbound through lane; one dedicated left turn lane; one shared through/right turn lane; concrete curb on east side of roadway.

**Hwy. 1B south of E. Parker Road intersection to south of Forest Hill Road:** One northbound travel lane and one southbound travel lane.

**E. Parker Road east of Hwy. 1B intersection:** One eastbound travel lane; one westbound dedicated left turn lane; and one westbound shared through/right turn lane.

The proposed modifications to the existing cross sections are described as follows. All Hwy. 1B lanes will be 11-foot wide, with the exception of left turn lanes, which will be 12-foot wide. The east side of Hwy. 1B will be comprised of typical curb and gutter with a 3-foot wide green space and 5-foot wide sidewalk. The west side of Hwy. 1B will be comprised of 4.5-foot wide green space and 10-foot wide multi-use path. All E. Parker Road lanes will be 12-foot wide. A curb and gutter tie-in

at the southeast Hwy. 1B intersection and 8-foot wide open shoulder east of the intersection will be provided. Hwy. 1B shoulder widths will vary between 1 and 8 feet.

**Hwy. 1B on north side of E. Parker Road intersection:** One additional southbound through lane will be provided.

**Hwy. 1B on south side of E. Parker Road intersection:** One center turn lane and one additional northbound through lane will be provided, and the shared through/right turn lane will be reconfigured as a southbound through lane.

**Hwy. 1B south of E. Parker Road intersection:** One additional northbound travel lane, one additional southbound travel lane, and one continuous center turn lane will be provided.

**Hwy. 1B south of Forest Hill Road:** A 360-foot segment of roadway will be tapered to allow the transition from five lanes to two lanes to merge into the existing roadway.

**E. Parker Road east of Hwy. 1B intersection:** One dedicated right turn lane will be provided, and the existing shared through/right turn lane will be reconfigured as a westbound through lane.

Approximately 2.6 acres of permanent right of way will be required for the project, along with approximately 0.60 acre of temporary construction easement. The current and forecast design traffic data for Hwy. 1B are shown in the table below.

Design data for the project is as follows:

Design Year	Average Daily Traffic	Percent Trucks	Design Speed (mph)
2019	22,600	3	35
2039	33,600	3	35

There are no relocations, wetlands, environmental justice issues, prime farmland, or endangered species associated with this project. No adverse impacts to threatened and endangered species or cultural resources are anticipated from this project. Correspondence from the U.S. Fish and Wildlife Service and the State Historic Preservation Officer are provided in Appendix B. Field inspections found

no evidence of existing underground storage tanks or hazardous waste deposits. The ARDOT Environmental Assessments Form is included as Appendix D.

Higginbottom Creek and an associated tributary are in the project area and may be impacted by the project. The U.S. Army Corps of Engineers (USCOE) issued Nationwide 14 Section 404 Permit for the project (Appendix B).

Minor noise impacts are anticipated as a result of this project. A screening level noise analysis is provided in Appendix C. Project limits were reduced after the screening level noise analysis was conducted. There will be ten residences impacted by noise due to the proposed project. These residences need driveway access to the proposed roadway and this access would require gaps in a noise barrier proposed for mitigating noise impacts. Those gaps would render a noise barrier ineffective.

Craighead County participates in the National Flood Insurance Program. The project is located in Zone AE floodplain with a floodway. The final project design will be reviewed to confirm that the design is adequate and that the potential risk to life and property are minimized. Adjacent properties should not be impacted nor have a greater flood risk than existed before project construction. None of the encroachments will constitute a substantial floodplain encroachment or a risk to property or life.

The City of Jonesboro held a Public Involvement Meeting for this project on December 7, 2017. The public comments from this meeting are provided in Appendix E.

# **APPENDIX A**

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**Figures**



Figure 1  
Project Location



# **APPENDIX B**

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**Agency Correspondence**





THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

Arkansas Arts Council

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum



1100 North Street  
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website:  
[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

An Equal Opportunity Employer

May 23, 2017

Mr. Tim Alexander  
Project Manager  
Fisher Arnold Engineering Integration  
9180 Crestywyn Hills Drive  
Memphis, TN 38125

RE: Craighead County – Jonesboro  
Section 106 Review – FHWA  
Proposed Undertaking: Widen Segment of Harrisburg Road From Two-  
lane Road to Five-lane Road, East Parker Road to Entrance to Memorial  
Park Cemetery  
AHPP Tracking Number: 98377

Dear Mr. Alexander:

This letter is 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 (AHPP) has reviewed records pertaining to the area in question.

There are no recorded cultural resources located within this undertaking. However, due to the scarcity of cultural resources surveys conducted in the vicinity of the undertaking, we recommend that a cultural resources survey be conducted in the areas of potential effect (APE).

Tribes that have expressed an interest in the area include the Osage Nation (Dr. Andrea Hunter), the Quapaw Tribe of Oklahoma (Mr. Everett Bandy), and the Shawnee Tribe of Oklahoma (Ms. Kim Jumper). We recommend that they be consulted in accordance with 36 CFR § 800.2 (c) (2).

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Tim Dodson of my staff at 501-324-9784.

Sincerely,

Marian Boyd  
Interim Director, AHPP

cc: Mr. John Fleming  
Mr. Randal Looney, Federal Highway Administration  
Dr. Andrea Hunter, Osage Nation  
Dr. Ann Early, Arkansas Archeological Survey

TD:tr



THE DEPARTMENT OF ARKANSAS  
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Arkansas Arts Council

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e-mail:  
[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)  
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[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

An Equal Opportunity Employer

July 5, 2017

Mr. Tim Alexander  
Project Manager  
Fisher Arnold, Inc.  
9180 Crestwyn Hills Drive  
Memphis, TN 38125

RE: Craighead County – General  
Section 106 Review – FHWA  
Report Entitled: *Phase I Cultural Resources Survey for the Harrisburg  
Road Improvements, Craighead County, Arkansas*  
AHPP Tracking Number: 98377.01

Dear Mr. Alexander:

The staff of the Arkansas Historic Preservation Program (AHPP) has reviewed the above-referenced Phase I cultural resources report. Based on the information presented in this report, we find that the project will have a *No Adverse Effect on Historic Properties*.

Tribes that have expressed an interest in the area include the Osage Nation (Dr. Andrea Hunter), the Quapaw Tribe of Oklahoma (Mr. Everett Bandy), and the Shawnee Tribe of Oklahoma (Ms. Kim Jumper). We recommend that they be consulted in accordance with 36 CFR § 800.2 (c) (2).

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Tim Dodson of my staff at 501-324-9784.

Sincerely,

Marian Boyd  
Interim Director, AHPP

cc: Mr. Randall Looney, Federal Highway Administration  
Mr. John Fleming, AHTD  
Dr. Andrea Hunter, Osage Nation  
Dr. Ann Early, Arkansas Archeological Survey



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Arkansas Ecological Services Field Office  
110 South Amity Suite 300  
Conway, AR 72032-8975  
Phone: (501) 513-4470 Fax: (501) 513-4480  
<http://www.fws.gov/arkansas-es>

In Reply Refer To:  
Consultation Code: 04ER1000-2017-SLI-0811  
Event Code: 04ER1000-2017-E-01107  
Project Name: Harrisburg Road Widening Project

May 26, 2017

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

### To Whom It May Concern:

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

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

**Please visit our website at <http://www.fws.gov/arkansas-es/IPaC/home.html> for species-specific guidance to avoid and minimize adverse effects to federally endangered, threatened, proposed, and candidate species.** Our web site also contains additional information on species life history and habitat requirements that may be useful in project planning.

**If your project involves in-stream construction activities, oil and natural gas infrastructure, road construction, transmission lines, or communication towers, please review our project**

implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

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

Attachment(s):

- Official Species List

## **Official Species List**

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

This species list is provided by:

**Arkansas Ecological Services Field Office**  
110 South Amity Suite 300  
Conway, AR 72032-8975  
(501) 513-4470

## Project Summary

Consultation Code: 04ER1000-2017-SLI-0811

Event Code: 04ER1000-2017-E-01107

Project Name: Harrisburg Road Widening Project

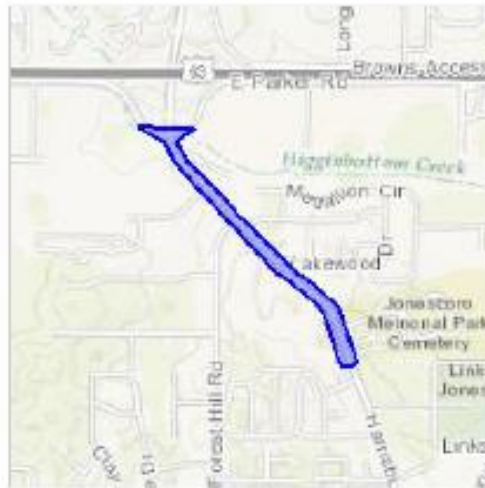
Project Type: TRANSPORTATION

Project Description: A segment of Harrisburg Road in Jonesboro, AR is being widened to accommodate growing traffic needs.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/35.80035056119357N90.69409359511715W>



Counties: Craighead, AR

## Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

## Mammals

NAME	STATUS
<b>Indiana Bat (<i>Myotis sodalis</i>)</b> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	<b>Endangered</b>

## Clams

NAME	STATUS
<b>Fat Pocketbook (<i>Potamilus capax</i>)</b> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/2780">https://ecos.fws.gov/ecp/species/2780</a>	<b>Endangered</b>
<b>Rabbitsfoot (<i>Quadrula cylindrica cylindrica</i>)</b> There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5165">https://ecos.fws.gov/ecp/species/5165</a>	<b>Threatened</b>
<b>Scaleshell Mussel (<i>Leptodea leptodon</i>)</b> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5881">https://ecos.fws.gov/ecp/species/5881</a>	<b>Endangered</b>

## Flowering Plants

NAME	STATUS
<b>Pondberry (<i>Lindera melissifolia</i>)</b> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1279">https://ecos.fws.gov/ecp/species/1279</a>	<b>Endangered</b>

## Critical habitats

There are no critical habitats within your project area.



IN REPLY REFER TO:

## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
110 S. Amity Road, Suite 300  
Conway, Arkansas 72032  
Tel.: 501/513-4470 Fax: 501/513-4480



June 7, 2017

Tim Alexander  
Fisher Arnold, Inc.  
9180 Crestwyn Hills Drive  
Memphis, TN 38125

Dear Mr. Alexander:

The U.S. Fish and Wildlife Service (Service) has reviewed the information supplied in your letter, dated May 3, 2016, regarding proposed widening of Harrisburg Road from a two-lane road to a five-lane road near the city of Jonesboro, Craighead County, Arkansas. Our comments are submitted in accordance with the Endangered Species Act (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.).

The Service does not concur with the determination of "may affect, not likely to adversely affect" for the Northern Long-eared Bat (*Myotis septentrionalis*), Indiana Bat (*Myotis sodalis*), Rabbitsfoot (*Quadrula cylindrica cylindrica*), Scaleshell (*Leptodea leptodon*), and Fat Pocketbook (*Potamilus capax*). Our non-concurrence is based on the following reason: Northern Long-eared Bat, Rabbitsfoot, Scaleshell, and Fat Pocketbook do not occur in the action area and/or the action will not have direct or indirect effects to the above listed species due to absence of suitable habitat within the project footprint and areas outside the project footprint. As such, your determination of may affect, but not likely to adversely affect these species would not be appropriate.

Please be aware Bald Eagle is not protected under the ESA. Bald Eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Refer to the Service's website at [www.fws.gov/southeast/our-services/permits/eagles/#national-rules-and-regulations](http://www.fws.gov/southeast/our-services/permits/eagles/#national-rules-and-regulations) for management guidelines and conservation measures.

We appreciate your interest in the conservation of endangered species. If you have any questions, please contact the Arkansas Ecological Services Staff at (501) 513-4487.

Sincerely,

Melvin Tobin  
Project Leader





DEPARTMENT OF THE ARMY  
MEMPHIS DISTRICT CORPS OF ENGINEERS  
167 NORTH MAIN STREET B-202  
MEMPHIS, TENNESSEE 38103-1894

July 5, 2017

Mr. Tim Alexander  
Fisher Arnold Engineering Integration  
9180 Crestwyn Hills Drive  
Memphis, Tennessee 38125

Dear Mr. Alexander:

This is in reference to your request dated May 03, 2017, for our Preliminary Jurisdiction Determination (PJD) along a roadway improvement project for a segment of Harrisburg Road in Jonesboro, Arkansas, as shown on the enclosed map. Our PJD is that Higginbottom Creek and its unnamed tributary may be waters of the United States. Based on our PJD a Section 404 permit would be required if the proposed project would entail the discharge of dredged or fill material into either of these features.

The PJD is included for concurrence. If you agree with this PJD, please sign the form and return it to the address listed above. If the PJD is not returned within 30 days of the date of this letter, we will assume your concurrence. A PJD cannot be appealed. If you object to this PJD, please see Section I.E. of the attached Notification of Administrative Appeal Options and Process and Request for Appeal form, on how to proceed or call the Memphis District, Regulatory Branch for assistance at the number listed below.

The Memphis District, Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, we invite you to complete a customer service survey found on our website at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey). Your comments, positive or negative, will not affect any current or future dealings with the Corps of Engineers.

Your cooperation in the regulatory program is appreciated. If you have questions, please contact Damon McDermott at (901) 544-0732 and refer to File No. MVM-2017-161.

Sincerely,

A handwritten signature in black ink that reads "Roger S. Allan".

Roger S. Allan  
Supervisor  
Regulatory Branch

Enclosures



**DEPARTMENT OF THE ARMY**  
MEMPHIS DISTRICT CORPS OF ENGINEERS  
167 NORTH MAIN STREET B-202  
MEMPHIS, TENNESSEE 38103-1894

November 3, 2017

Mr. Tim Alexander  
Fisher Arnold Engineering Integration  
9180 Crestwyn Hills Drive  
Memphis, Tennessee 38125

Dear Mr. Alexander:

This is in reference to your request for a Nationwide Permit verification for roadway improvement projects along Harrisburg Road in Jonesboro, Arkansas, as shown on the enclosed map. As proposed your projects meet the criteria of Nationwide Permit (NWP) No. 14 for Linear Transportation Projects pursuant to Federal Register, Volume 82, Number 4, dated January 6, 2017.

This verification is valid until the NWP is modified, reissued or revoked. All of the existing NWPs are scheduled to be modified, reissued or revoked prior to March 18, 2022. It is incumbent upon you to remain informed of changes to the NWPs. We will issue a public notice when the NWPs are reissued. Furthermore, if you commence or are under contract to commence this activity before the date that the relevant NWP is modified or revoked, you will have 12 months from the date of the modification or revocation of the NWP to complete the activity under the present terms and conditions of this NWP

The attached general and state conditions must be met. Note specifically General Conditions 9, 12, 18 and 20 concerning management of water flows, soil erosion and sediment control, endangered species and historic properties. If all conditions cannot be met an individual permit may be required.

This permit conveys no property rights, either in real estate or material or any exclusive privileges. Furthermore, no injury to property or invasion of rights or any infringement of federal, state or local laws or regulations is authorized.

The decision regarding these actions is based on information found in the administrative record, which documents the district's decision-making process, the basis for the decision and the final decision.

The attached certification form must be signed and returned to the Corps of Engineers within 30 days after project completion.

The Memphis District, Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, we invite you to

complete a customer service survey found on our website at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey). Your comments, positive or negative, will not affect any current or future dealings with the Corps of Engineers.

Your cooperation in the regulatory program is appreciated. If you have questions, please contact Damon McDermott at (901) 544-0732 and refer to File No. MVM-2017-161.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger S. Allan".

Roger S. Allan  
Supervisor  
Regulatory Branch

Enclosures

# **APPENDIX C**

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## **Screening Level Noise Analysis**

# Bowlby & Associates, Inc.

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504 Autumn Springs Court, #11  
Franklin, Tennessee 37067-8278  
(615) 771-3006, Fax (615) 771-3406  
[cpatton@bowlbyassociates.com](mailto:cpatton@bowlbyassociates.com)

October 3, 2017

Mr. Tim Alexander, Project Manger  
Fisher Arnold  
9180 Crestwyn Hills Drive  
Memphis, TN 38125

Dear Mr. Alexander:

**Subject: Screening Level Noise Analysis  
Harrisburg Road Widening and Improvements  
(East Parker Road to Jonesboro Memorial Park Cemetery)  
Jonesboro, Arkansas  
ARDOT Job # 100881**

As directed by Arkansas Highway and Transportation Department Environmental Division staff we have conducted a screening level noise analysis on the Harrisburg Road Widening and Improvements project. This letter serves as our reporting on that analysis.

## *Fundamentals of Sound and Noise*

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

Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor of the equivalent sound level is Leq, which

Mr. Tim Alexander

October 3, 2017

Page 2

represents the equivalent of a steady, unvarying level over a defined period of time containing the same level of sound energy as the time varying noise environment. Leq(h) is a sound level averaged over one hour. For highway projects, the Leq(h) is commonly used to describe traffic-generated sound levels at locations of outdoor human use and activity (such as residences).

### *Noise Impact Criteria*

Traffic noise impacts take place when the predicted traffic noise levels approach or exceed the noise abatement standard, or when the predicted traffic noise levels exceed the existing noise level by ten dB(A) (decibels on the A-scale). The noise abatement standard of 67 dB(A) is used for sensitive noise receptors such as residences (Activity Category B), and exterior frequent human use areas near schools, churches, parks and cemeteries (Activity Category C). The noise abatement standard of 72 dB(A) is used for sensitive commercial noise receptors, such as outdoor seating areas of restaurants or office buildings. The term "approach" is considered to be one dB(A) less than the noise abatement standard.

### *Traffic noise analyses*

This Type I project of roadway improvements includes adding a southbound through lane to the north side of the Harrisburg Road intersection with East Parker Road. From the south side of the intersection to Lakewood Drive the project will include the addition of a southbound lane, a center turn lane, and a northbound through lane. From Lakewood Drive to approximately 600 feet north of the cemetery entrance, the project improvements include the addition of a center turn lane. This report contains a "Screening Level" traffic noise analysis utilizing the Federal Highway Administration's Traffic Noise Model 2.5 (TNM), proposed roadway information, and projected traffic volumes for 2037.

Traffic noise analyses were performed for the project utilizing TNM to calculate traffic noise levels from the proposed 5-lane, 3-lane and 2-lane cross-sections Harrisburg Road. The 5-lane section consisted of four 12-foot paved travel lanes with one 12-foot center turn lane. The 3-lane section consisted of two 12-foot paved travel lanes with one 12-foot center turn lane. An array of receivers was placed at 10-foot intervals away from Harrisburg Road to determine the approximate distance from the proposed edge of roadway pavement (EOP) to the 66 dB(A) traffic noise level. The model assumed an at-grade condition, no intervening buildings, and a "grass" default ground type.

A 5-lane cross section with posted speed of 35mph was utilized between East Parker Road and Medallion Drive. A 5-lane cross section with posted speed of 45mph was utilized between Medallion Drive and Lakewood Drive. A 3-lane cross section with posted speed of 45mph was utilized from Lakewood Drive to the entrance of Jonesboro Memorial Park Cemetery.

### *Effects of Project*

The traffic noise predictions for the project resulted in the following distances to impact for Category B and C land uses:

- 125 feet from East Parker Road to Medallion Drive
- 175 feet from Medallion Drive to Lakewood Drive
- 155 feet from Lakewood Drive to the entrance to Jonesboro Memorial Park Cemetery

From East Parker Road to Medallion Drive there are nine single family residences within 125 feet of the proposed project. There is one single family residence between Medallion Drive and Lakewood Drive within 175 feet of the proposed project. From Lakewood Drive to the entrance of Jonesboro Memorial Park Cemetery there are twenty-nine residential apartments within the Dogwood Estates Apartments complex and one cemetery within 155 feet of the proposed project.

In summary, our analysis predicted ten single family residences, twenty-nine apartments and one cemetery as impacted by the project.

### *Traffic Noise Abatement*

Since noise impacts are expected to result from the project, noise abatement may be needed. Based upon ARDOT's *Policy on Highway Traffic Noise Abatement*, it is generally not feasible to provide noise abatement on non-access controlled roadways. The need to provide access to the roadway from adjacent properties may require further noise abatement analysis.

To avoid noise levels in excess of design levels, any future receptors should be located a minimum of 10 feet beyond the distance that the noise abatement standard is projected to occur. This distance should be used as a general guide and not a specific rule since the noise will vary depending upon the roadway grades and other noise contributions.

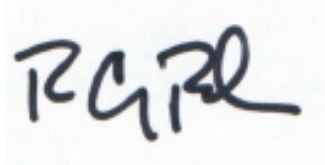
Any excessive project noise, due to construction operations, should be of short duration and have a minimum adverse effect on land uses or activities associated with this project area.

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.

Mr. Tim Alexander  
October 3, 2017  
Page 4

If you have any questions or need further information, please contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read "CPATTON", is centered below the text "Sincerely yours,". The signature is written in a cursive, somewhat stylized font.

Clay Patton  
Senior Project Manager



# **APPENDIX D**

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**ARDOT Environmental Impacts Assessment Form**

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

ARDOT Job Number 100881 FAP Number CMF-9227(68)

Job Title Parker Rd. – South (Hwy. 1B) (Jonesboro) (S)

Environmental Resource	None	Minimal	Major	Comments-required for each item
Air Quality	X			No impacts; project located in AQ attainment area
Cultural Resources	X			SHPO clearance (5/23/17)
Economic	X			No adverse impacts
Endangered Species	X			USFWS correspondence (6/7 /17)
Environmental Justice/Title VI	X			EJ populations not located in area
Fish and Wildlife	X			USFWS correspondence (6/7 /17)
Floodplains	X			Zone AE Floodlain with a Floodway
Forest Service Property	X			None in project area
Hazardous Materials/Landfills	X			None identified in project area
Land Use		X		2.61 acres new ROW; 0.60 acre TCE
Migratory Birds	X			No structures with nests in project footprint
Navigation/Coast Guard	X			No navigable waterway concerns
Noise Levels		X		Noise analysis enclosed (10/3/17)
Prime Farmland	X			Not located in project footprint
Protected Waters	X			None located in project area
Public Recreation Lands	X			None located in project footprint
Public Water Supply/WHPA		X		Drinking Water SP required
Relocatees	X			No relocations necessary
Section 4(f)/6(f)	X			4(f) / 6(f) resources not in project footprint
Social	X			No adverse social impacts identified
Underground Storage Tanks	X			None located in project area
Visual	X			No adverse visual quality impacts
Streams		X		STAA required by ADEQ
Water Quality		X		404 permit issued by USACE (11/3/17)
Wetlands	X			None in project footprint
Wildlife Refuges	X			None in project area

Section 401 Water Quality Certification Required? No  
 Short-term Activity Authorization Required? Yes  
 Section 404 Permit Required? Yes Type NW 14

Remarks:

Signature of Evaluator Jim Alexander Date 11/19/18

# **APPENDIX E**

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**Public Comments**

**CITY OF JONESBORO**  
**CITIZEN COMMENT FORM - SUMMARY**

**ARDOT JOB NUMBER 100881**  
**WIDENING OF HIGHWAY 1B FROM FOREST HILL ROAD TO PARKER ROAD**  
**CRAIGHEAD COUNTY**

**LOCATION:**  
**MUNICIPAL CENTER**  
**MAIN LOBBY**  
**4:00 – 7:00 P.M.**  
**THURSDAY, DECEMBER 7, 2017**

Yes      No

8

0

Do you feel there is a need for the intersection improvements at the intersection of the Highway 49 at Parker Road?  
Comment (optional). \_\_\_\_\_

**Comments:**

There need to be a light at Forest Hill.  
Traffic light at Forest Hill is needed, particularly if this project is only funded to Forest Hill.  
Would like to see the project go past the Fire Station entrance.

7

1

Do you feel that the proposed design presented at this meeting will improve the traffic flow through the area? Please explain. \_\_\_\_\_

**Comments:**

Yes - There needs to be a light at Forest Hill.  
Yes - Five time better than current  
Yes - I believe it will help

7

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 City of Jonesboro staff. \_\_\_\_\_

4

3

Do you have any concerns related to the proposed design (e.g. change in access, etc.) or suggestions for additions/modifications? \_\_\_\_\_

**Comments:**

Yes – Needs to go past the Fire Station entrance. The curve past the church should be changed.  
Yes – Traffic access to Hwy 1B from Forest Hill.  
Yes - Improve visibility for south through curve past Central Baptist Church.  
Yes - Craighead Forest Road needs a light. It will be impossible to cross 5 lanes of traffic when turning left.

5

1

Do you feel that the proposed design will result in any impacts (Beneficial or Adverse) on your property and/or community (e.g. economic, environmental, social, etc.)? Please explain. \_\_\_\_\_

**Comments:**

5 lanes will take away from the beauty of the area.

Beneficial

Beneficial, Social

Beneficial – Better traffic flow for all businesses

Will be very adverse to Mardis Subdivision without light.

Beneficial, Economic, Environmental, Social

**Additional Comments:**

1. Bike trail should not be on Hwy 1. It should be on S. Culberhouse. It is too dangerous to ride a bike on S. Culberhouse because of the hills & S. Culberhouse is close to the park than Harrisburg Rd.
2. Improve signal light timing for traffic light at Parker Road and 1B to allow Southbound traffic to clear out rather than back up through intersections north.
3. Highly support project, long overdue. Recommend doing the entire project to Fire Station, don't delay. Perhaps a light at Forest Hill.

**Eight (8) Comment forms returned.**

**Twenty-six (26) attendees.**

**CITY OF JONESBORO**

**CITIZEN COMMENT FORM**

**AHTD JOB NUMBER 100881  
WIDENING OF HIGHWAY 1B FROM FOREST HILL ROAD TO PARKER ROAD  
CRAIGHEAD COUNTY**

**LOCATION:  
MUNICIPAL CENTER  
MAIN LOBBY**

**4:00 – 7:00 P.M.**

**THURSDAY, DECEMBER 7, 2017**

Make your comments on this form and leave it with City of Jonesboro personnel at the meeting or mail it within 15 days to: City of Jonesboro, Engineering Department, P.O. Box 1845, Jonesboro, AR 72403 or Email: [clight@jonesboro.org](mailto:clight@jonesboro.org).

Yes  No

Do you feel there is a need for the widening of Highway 1B from Forest Hill Road to Parker Road?

Comment (optional). None

Do you feel that the proposed design presented at this meeting will improve the traffic flow through the area? Please explain. See attached sheet

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 City of Jonesboro staff. \_\_\_\_\_

(Continued on back)

Yes  No

Do you have any concerns related to the proposed design (e.g. change in access, etc.) or suggestions for additions/modifications? See attached sheet

Do you feel that the proposed design will result in any impacts (Beneficial or Adverse) on your property and/or community (e.g. economic, environmental, social, etc.)? Please explain. See attached sheet

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

Name: \_\_\_\_\_ (Please Print)

Address: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Please make additional comments here.

See attached sheets

**Shared Use Path Comments:**

There are at least 10 street/driveway crossings for the shared use path in this approximate ¼ mile stretch. Several of these crossings have high traffic volumes throughout the day (Walmart x2, Gladiolus Dr., Exxon and Forest Hill Rd.). As a cyclist and a certified League of American Bicyclists Cycling Instructor, I have concerns regarding the safety of pedestrians and cyclists at these conflict points. While a shared use path could be beneficial in this area if proper consideration is given to these multiple crossings, it also has the potential to be virtually unusable if proper consideration is not given to these conflict points. Below is some information taken from the AASHTO (The American Association of State Highway Transportation Officials) Guide for the Development of Bicycle Facilities:

**Separation between Shared Use Paths and Roadways:** When two-way shared use paths are located immediately adjacent to a roadway, some operational problems are likely to occur. In some cases, paths along highways for short sections are permissible, given an appropriate level of separation between facilities. Some problems with paths located immediately adjacent to roadways are as follows:

1. Unless separated, they require one direction of bicycle traffic to ride against motor vehicle traffic, contrary to normal rules of the road.
2. When the path ends, bicyclists going against traffic will tend to continue to travel on the wrong side of the street. Likewise, bicyclists approaching a shared use path often travel on the wrong side of the street in getting to the path. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged at every opportunity.
3. At intersections, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they are not expecting contra-flow vehicles. Motorists turning to exit the roadway may likewise fail to notice the bicyclist. Even bicyclists coming from the left often go unnoticed, especially when sight distances are limited.
4. Many bicyclists will use the roadway instead of the shared use path because they have found the roadway to be more convenient, better maintained, or safer. Bicyclists using the roadway may be harassed by some motorists who feel that in all cases bicyclists should be on the adjacent path.
5. Although the shared use path should be given the same priority through intersections as the parallel highway, motorists falsely expect bicyclists to stop or yield at all cross-streets and driveways. Efforts to require or encourage bicyclists to yield or stop at each cross-street and driveway are inappropriate and frequently ignored by bicyclists.
6. Stopped cross-street motor vehicle traffic or vehicles exiting side streets or driveways may block the path crossing.
7. Because of the proximity of motor vehicle traffic to opposing bicycle traffic, barriers are often necessary to keep motor vehicles out of shared use paths and bicyclists out of traffic lanes. These barriers can represent an obstruction to bicyclists and motorists, can complicate maintenance of the facility, and can cause other problems as well.

**Forest Hill Rd. Intersection Comments:**

Traffic turning left (north) onto Harrisburg Rd. from Forest Hill Rd. and Gladiolus Dr. will likely continue to have difficulty finding adequate gaps in traffic to safely pull out. This difficulty will likely increase with the addition of multiple lanes and the installation of a traffic light at Forest Hill Rd. in the future is nearly

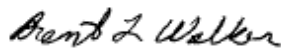


inevitable. The possibility of adding an entrance to the Gladiolus Apartments from Forest Hill Rd. should be investigated. This would involve a creek/ditch crossing, but has the potential to alleviate congestion from the Harrisburg Rd./Gladiolus Dr. intersection and more readily justify the expeditious installation of a traffic light at Harrisburg Rd. and Forest Hill Rd. Furthermore, the installation of a traffic light would allow traffic exiting Central Baptist Church to use the rear entrance/exit to Forest Hill Rd. during heavy traffic times thus reducing the need for officers to direct traffic on Harrisburg Rd. This is by no means a cure-all and may have detrimental effects that outweigh the benefits, but it should at least be investigated at the conceptual level.

**Overall Project Comments:**

Overall the project has great potential to benefit the citizens of Jonesboro. I am excited to see bicycle and pedestrian accommodations in the initial plan! I strongly encourage all parties involved to consider realistic expectations of growth in the area and the potential future improvements to the I-555 and Harrisburg Rd. interchange so that the improvements made now are not found to be insufficient in short order. Thank you for the work you do for the citizens of Jonesboro and all of Northeast Arkansas. You have a difficult and often thankless job, but your efforts do not go unnoticed.

Sincerely,



Brent L. Walker  
League of American Bicyclists, League Cycling Instructor 5297  
2509 Cottonwood St.  
Jonesboro, AR 72401  
870-273-2278  
[BRENTLWALKER@GMAIL.COM](mailto:BRENTLWALKER@GMAIL.COM)