

Appendix N – Public Involvement

Job No. 100512, Walnut Ridge – Missouri State Line (Future I-57) P.E.



Prepared by Garver for the
Arkansas Department of Transportation
In cooperation with the Federal Hwy Administration

This report was funded in part by the Federal Hwy Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.





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Public Involvement Meeting, 2020

August 13 – September 2, 2020

Public Involvement Synopsis

Virtual Public Meeting

Public Involvement Synopsis

ARDOT Job Number 100512
Walnut Ridge – Missouri State Line (Future I-57)
Clay, Greene, Lawrence, and Randolph Counties, Arkansas
August 13 – September 2, 2020

A Virtual Public Involvement Meeting was held to present the Walnut Ridge – Missouri State Line (Future I-57) project in northeast Arkansas.

The virtual meeting was held at Future57.TransportationPlanRoom.com from Thursday, August 13 through Wednesday, September 2, 2020. In addition, a public officials meeting was held via video conference on Wednesday, August 12, 2020. Special efforts to involve minorities and the local community in the virtual public involvement meeting included the following:

- Display advertisements placed in the following newspapers:
 - *The Times Dispatch* (August 12 and 26, 2020)
 - *Pocahontas Star Herald* (August 13 and 27, 2020)
 - *Clay County Courier* (August 13 and 27, 2020)
 - *Paragould Daily Press* (August 15 and 29, 2020)
 - *Arkansas Democrat Gazette* (August 16 and 30, 2020)
- Postcards (435) mailed to attendees from past public meetings
- Letters mailed to public officials and stakeholders
- Emails sent to public officials, agencies and other stakeholders
- Social media blasts: ARDOT (August 13, 16-18, 20-21, 23-24, 26, 28, 2020 and September 1-2, 2020)
- News release published by ARDOT (August 14, 2020)
- Notification posted on ARDOT website

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

Table 1	
Public Officials Meeting (August 12, 2020)	Totals
Public Official Meeting attendees, including staff	21
Virtual Public Involvement Meeting (August 13 – September 2, 2020)	
Unique Visitors (New Users)	2,005
Visits to the Website (Sessions)	2,474
Number of Website Pages Viewed (Pageviews)	8,168
Percent of Total Users Interacting with Mobile Devices/Tablets	62%
Comment Forms or Letters Received	126
Comments on Interactive Map	37
Attendees who Signed Electronic Sign-in Sheet	141

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Table 2 identifies the information available on the virtual public meeting website and each page's number of views.

Table 2		
Website Page	Pageviews (8,168)	Excluding Homepage (4,784)
Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations 	41% (3,380)	
The Meeting Starts Here <ul style="list-style-type: none"> Electronic sign-in sheet Handouts: Project Map; Summary Sheet; Comment Form 	7% (559)	12%
Meeting Presentation <ul style="list-style-type: none"> Video presentation highlighting purpose of virtual meeting, project history, study goals, schedule milestones, an overview of the virtual meeting website, and submitting comments 	6% (524)	11%
Exhibits and Materials <ul style="list-style-type: none"> Exhibits: Project Map, Project History; Study Goals; Draft Purpose and Need; Summary Sheet; and Schedule Milestones 	9% (745)	15%
Corridors Interactive Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the three corridors and three Missouri connectors, with the ability to leave comments on the map Text: Instructions to use the interactive map 	24% (1,919)	40%
Environmental Interactive Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the three corridors and three Missouri connectors with environmental layers turned on, with the ability to leave comments on the map Text: Instructions to use the interactive map 	9% (725)	15%
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form 	4% (315)	7%

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Garver 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 comment form responses is shown in the below tables:

Do you believe there is a need for an improved connection between Walnut Ridge and the Missouri state line (Future I-57)? Why or why not?	
Yes	122
No	13

Summarized Comments – Need for an Improved Connection

Yes

- Most users believe there is an increase in interstate traffic, particularly on the routes to Pocahontas, Corning, and Walnut Ridge, making this a dangerous stretch of narrow highway. Therefore, an improved connection would not only alleviate said traffic but increase overall safety for route travelers.
- Majority of users believe that better roads would improve economic development and industrial recruitment for the surrounding areas in northeast Arkansas, an overlooked transportation hub, by bringing traffic/business to the area.
- This targeted portion would fill the need to connect the Texas region with the Chicago, Illinois area from a long-distance freight and traveling public corridor perspective and is the last major link in a future interstate.
- Corridors (I-30 and future I-57) may necessitate a 6-lane expansion throughout the state, not just in the urban / suburban areas in the future.
- Additionally, it will greatly influence travel from St. Louis to Little Rock in a way that will efficiently improve travel times between Arkansas and Missouri/Upper Midwest.
- This will accomplish the project goal of increased resiliency of the highway system.
- There is a need with the increased poultry industry presence in this area.
- There does need to be an improved connection between Walnut Ridge and the Missouri State line, but Pocahontas and Randolph county cannot be left out when the new highway route is decided.
- It would offer a potential alternate to the highly traveled I55.
- It would provide easier access for commercial vehicles as well as commuters and travelers
- Future I-57 routes near Pocahontas will finish tying all towns together with the improvements made to 63 and 412. This will take the “bottlenecks” away from Pocahontas and still allow the area to continue to grow. The route through Greene county will cut Pocahontas out of the loop. The route near Delaplaine will also encounter large areas of mucky sticky clay soil that runs 20 feet deep and then turns to white sand hat will hold nothing in much of that area.

No

- Small portion of users believe that the current route is now sufficient.

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- Believe funding for northeast Arkansas could be better used to improve connectivity in population hubs, primarily Jonesboro and secondarily Paragould. Funding would be better to improve US 412 corridor between northeast and northwest Arkansas, two areas of the state with most-recent growth.
- It will take away from the travelers stopping in, and bring problems of pollution, noise, congestion, etc. to the surrounding communities.
- Users believe that the surrounding communities, particularly those of Corning, Delaplaine and Pocahontas, would be impacted negatively due to economic loss and destruction of farmland and wildlife habitats.

Do you regularly travel within northeast Arkansas? If so, please check the city closest to your home and to your destination and the purpose of your travel.					
Closest City	Home	Destination	Work	School	Other
Corning and north	22	22	57	5	58
Datto/Reyno/Biggers	8	4			
Pocahontas	35	26			
Shannon/Manson/Lesterville	0	0			
Walnut Ridge/Hoxie/College City	13	21			
Knobel/Peach Orchard/Delaplaine/O’Kean	14	13			
Black Rock/Imboden/Portia/Ravenden	3	1			
Paragould	11	7			
Jonesboro	5	16			
Other:	9	8			

Do you believe that the proposed project would have any impacts on your community (economic, environmental, social, etc.)? (Beneficial, Adverse, Both, Neither)	
Beneficial	67
Adverse	21
Both	34
Neither	3

Summarized Comments – Impacts to Community

Beneficial

- Corridor 1 would be most beneficial due to an existing connection on US 62 and being closest to Pocahontas. Pocahontas depends on north-south corridor traffic. Many believe it

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is estimated to be the least expensive with the least environmental impacts on businesses and farmers.

- Majority of users ruled the benefits as increased safety measures, improved highway systems, and a route that would lead to economic growth. Users in favor include 6 Walnut Ridge City Council members, including the Mayor of Walnut Ridge, who submitted a supportive resolution in favor of Corridor 2.
- The improvement would also greatly impact the industrial and commercial growth for the area, specifically because of and for PECO.
- Users also believe that moving traffic away from old HWY67 so that the road can be used for local travel will provide a more efficient and cost-effective route for all travel by eliminating big truck congestion between Corning, AR and Walnut Ridge, AR.
- Increased traffic between two economic regions in Chicago and Dallas will be a boom for the region and encourage industry growth in the area, particularly Randolph and Clay Counties.
- Corridors 1 or 2 would have a flood-free highway away from Pocahontas, and short travel distance to future I-57 will fuel local area growth.
- Western connection at Pocahontas will save 37 miles by not going to Hoxie/ Walnut Ridge.
- Option 3 has less mileage through 100-year floodplains but would seem to be more beneficial to have an eastern bypass of Corning rather than the indicated western swing to join the other alignments.
- Future I-57 will intersect west of Corning in between the airport, Clay County Electric, Farm Service, and the fish hatchery.
- Benefits of the project are thought to outweigh the impact on rural structures.
- It will be beneficial if the current HWY 67 is followed, so that established businesses will not be affected and will keep both residents and travelers nearest medical facilities, emergency services, and other types of services
- Following the current HWY67 from Walnut Ridge to the Missouri State Line will be beneficial to both locals and travelers due to the several businesses along HWY 67, which will keep residents and travelers nearest to emergency, medical, food and lodging options.
- It could be beneficial to the Paragould area as it would provide a closer location to access the interstate system.
- It would also be beneficial economically for Corning. Placing future I-57 out of the city's path would be detrimental to residents and the city.
- This highway would facilitate the law enforcement academy as well as the rest of the WBU college. Pocahontas is the most viable city north of Searcy along Highway and to maintain its viability the Highway is needed in proximity.
- The addition of a major thoroughfare in our area would boost economic development by increasing access for commercial transportation. Improvements in these areas should also improve the economic welfare of our citizens. A road embankment across the flood plain will effectively act as a levee and may significantly alter the flow of water if adequate flood relief bridges are not included in the design.

Adverse

- Corridor 3 would be significantly detrimental to economy of Corning/Clay County & Pocahontas/Randolph County due to its distance. Bypassing cities like Corning and Pocahontas will likely result in severe economic loss.
- A better highway would encourage people to travel out of town.

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- Corridor 1 would cut off four major access points from Walnut Ridge to the Walnut Ridge airport, industrial park, and Williams Baptist University (Country Club Road, Fulbright Avenue, County Road 428, and Highway 67/County Road 429). Would cause substantial economic and social complications for this community.
- If current 67 is followed or the corridor is updated, there are concerns that churches, businesses, farmland, wildlife habitat, and homes will be lost.
- The thought of a 4-lane interstate running through the town of Delaplaine is not good. It would wipe this town off the map and probably Peach Orchard and O'kean as well. The base area from O'Kean to Knobel for the road will be gumbo which will not hold up to large amounts of traffic day in and day out the road will need constant work done to it as it will try to fall through with large amounts of traffic. It would cross numerous ditches and destroy many farmlands and wetlands. It is also more expensive to maintain than other plans.
- This area is close enough to I-55 if people want to travel north on an interstate. The existing highway is sufficient. This project threatens problems of pollution, noise, congestion, etc.
- The highway could devalue much prime farmland adjacent to the interstate.
- There would be an environmental impact if the interstate is close to the Wildlife Management area, particularly south of HWY67. Farmers flood the fields and any major loss of fields could impact the farmers, wildlife, and hunters. We need another bridge other than the bridges at Portia, Pocahontas, and Corning for Black River. This has been an ongoing issue when Black River floods below Poplar Bluff due to Current River and Fourche connecting to Black River. The highway between Pocahontas and Corning is closed when it floods as well as between Pocahontas and Walnut Ridge. If the interstate went close to the current HWY67 or on it, most of the issues stated could be mitigated.
- Too much traffic close to residential areas and a higher chance of criminal activity.
- Travel times will be greatly increased in rural areas where over passes are not created.
- If the current HWY 67 is not followed it will have an adverse impact on businesses, as the other 2 corridors are further from the city of Pocahontas and other small towns along HWY 67. Pocahontas is the largest city between Poplar Bluff, MO and Newport, AR, almost 100 miles, therefore it is vital that any improved highway construction be with Pocahontas as the focal point.
- It will reduce traffic and revenue in Reyno but will be much safer

Summarized Comments – Preferred Corridor

Which corridor do you prefer?	
No Build	7
Corridor 1	26
Corridor 2	68
Corridor 3	31

Corridor 1

- Corridor 1 would require crossing only Black River and would be closer to the existing route, making it less expensive and able to minimize right of way acquisition with less adverse effects on the environment, wildlife, businesses, and farmers than a completely new route.

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- Maximizes the proximity and access to Pocahontas which would lead to economic stability and growth for the area because it is the largest city with that generates the most traffic between Walnut Ridge and Corning.
- Would oppose any route that completely bypasses Pocahontas.
- Runs through topography with better soil for roadbed and less farm ground destruction.
- Easier connection from the west via Imboden
- Corridor 1 would eliminate the old highway, which is one less to maintain.
- With Corridor 1, there is concern about losing access to the current Hwy 67 using 67Y. When trains block the railroad tracks, there needs to be ability to travel to the other side of Walnut Ridge.
- Law officials would have more roadway to patrol.

Corridor 2

- Cheapest, straightest, shortest corridor with only one major new bridge to build. Corridor 1 too disruptive to current buildings along existing US 67 due to width, and forces Williams Baptist University to require an access road from the interchange at Hwy 980.
- Corridor 2 would provide the most benefit to surrounding economies and will improve shipping for the surrounding areas.
- Gives Pocahontas flood-free, uninterrupted travel in both directions with less interruption to churches, businesses, residential homes, wetlands/wildlife preserve, and farmlands.
- Links Corning to near Pocahontas, while adhering closely to original route. Corridor 2 would benefit workers and students travelling daily on a dangerous 2-lane with a high volume of semi-truck traffic, create economic growth and improve shipping for the area.
- It passes reasonably close to the highest populated areas with more nearby amenities than Corridor 3.
- There are concerns that Corridor 2 will demolish personal property and farmland.
- Corridor 2 will need to be substantially raised above the 100-year floodplain for a much greater distance than Corridor 3 would be.
- Many users in favor of Corridor 2 emphasized that Corridor 2 needs an interchange to allow access to the Walnut Ridge Airport/Industrial Park and Williams Baptist University with an exit provided north of the airport to allow for future expansions. With an interchange exit at the County Line Road, you could eliminate the exit further north to the Pocahontas industrial park, by splitting the County line. Users in favor include 6 Walnut Ridge City Council members, including the Mayor of Walnut Ridge, who submitted a supportive resolution in favor of Corridor 2.
- Few users suggest Corridor 2 is preferred until approaching "Skaggs" and then follow Corridor 1.
- Prefer corridor 2 or a combination of corridors 1 & 2. 1 & 2 show the improvements could be implemented incrementally in smaller projects over time that provide independent utility.
- The distance from Pocahontas or Corning is not materially different than Corridor 1.
- Corridor 2 would allow current traffic to flow as "normal" while adhering closely to the original route, until completion. It would also allow alternate means of connection to remain.
- Crosses only the Black River, while also running closer to population centers.
- The City Council of Walnut Ridge and Walnut Ridge Mayor support and suggest this corridor, with an interchange being added to the corridor for access to the Walnut Ridge Airport, Industrial Park and Williams Baptist University.

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- Randolph, Clay, and Lawrence County officials, City of Corning in Clay County officials, City officials of the Town of Biggers, the City of Reyno and Randolph County officials, the city of Walnut Ridge and Lawrence County officials, as well as Northeast Arkansas Intermodal Authority board members representing four counties, and Randolph County Chamber of Commerce officials submitted resolutions in favor of this corridor, and are included in this official tally for the support of Corridor 2.

Corridor 3

- Appears to be a shorter route with straighter alignment/most direct route. Least impact on critical environment and farm areas, residential homes, with less impact on already heavily populated roads and existing physical structures.
- Would create an improved flood-free connection from Highway 67 south of Pocahontas to future I-57 due to location outside the levee area and would benefit the local area.
- Corridor 3 is preferred but is suggested to move east of Corning, not going by the airport.
- Features only one major crossing of a body of water.
- Users chose this corridor because they prefer the route to not follow the existing highway.
- Corridor 3 is not located directly in the middle of the Black River flood plain, as is Corridor 2, which in recent years has experienced multiple record high flood levels. It seems that building that length of interstate above historic flood levels in that low area would come at a much greater expense. Earlier meetings and packages presented in 2002 and 2014 suggested that Corridor 3 was the least expensive of the routes.
- There are concerns that this corridor would severely impact farmland and residential homes.
- The easternmost alignment would have the greatest impact on the large number of industries in Paragould by having a better and faster route to ship and receive goods.
- The corridor from Stateline through Knobel / O’Kean to Walnut Ridge is the only viable option.
- Access to future I-57 via Corridor 3 is not that much farther for Pocahontas than Corridor 2.

Which connection with Missouri do you prefer?	
Missouri Connector A	37
Missouri Connector B	46
Missouri Connector C	20

Summarized Comments – Preferred Missouri Connector

Connector A

- Need to evaluate taking highway north from airport and then turning to the northeast and entering Ripley County. Missouri should take it from there and angle to US 160 to avoid structures and utilities.
- Connector A is preferred because Missouri is planning to build their new 4 lane alignment to the west of the existing US 67 alignment.
- Seems to have the least impacts, specifically noted with less impact on homes.

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Connector B

- Users believe this connector utilizes the existing road with a better route to the highway at the state line. This would make conditions better for surrounding businesses with an easily accessible rest area and Welcome Center.
- Best choice of connection if using corridor 1.
- Since Missouri has left 2 miles to allow Arkansas flexibility, utilizing as much of US-67 as possible would be beneficial financially if it doesn't cause trans-border area access issues.
- The road needs to miss the congestion at the stoplight on Hwy. 67 in Corning.

Connector C

- Hopefully will avoid the need for another overpass above the existing two-lane highway, keeping costs down.
- This connection will be as close to avoiding nearby buildings and act as the new entrance/exit to AR/MO, providing a straighter drive with less obstruction into Missouri.
- Appears to have the least impact on houses on current Hwy. 67 and state line businesses.

Are you aware of any environmental constraints or historic sites within the study area?	
Yes	30
No	85

Summarized Comments – Environmental Constraints or Historic Sites

- Many users have concerns about disrupting marshes and wetlands, the WMA distance from Corridors 2 and 3, and the expense to build across a large wetland area.
- 100-year floodplain constraints are the main environmental constraints. There will need to be great emphasis placed on raising the roadbed above US-67 measure.
- On Clay CR 129 lies Richwoods cemetery and Shiloh Baptist Church. It was a reconstruction era town made before Clay County existed. North and South of AR-328 there are several century farms settled by German immigrants in the early 1900s.
- There are reports of several Indian Burial grounds in the Delaplaine area.
- There is also a German Prison camp to the West of Knobel, closer to the existing highway.

Are you aware of any land development plans within the study area?	
Yes	6
No	109

Summarized Comments – Land Development

Yes

- Several appear to be in the study area, but anticipated routes seem to deal well with them.
- A newly surveyed a lot to the north of Knobel that will potentially be a duck hunters cabin.

No

- Corridor 1 would have an adverse effect on Williams Baptist University.

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Comment forms received by those representing:	
Self / Did Not Specify	88
Agency/Organization:	24
<ul style="list-style-type: none"> Believes there is a need: Randolph County Officials, Clay County Officials, Lawrence County Officials, City of Pocahontas, City of Marmaduke, City of Corning, City of Reyno, the Town of Biggers, Francis Fish Co LLC, City of Walnut Ridge, Capital Paving & Construction, Natural Flyaway Farm LLC, Running Lake Farms, Clay County Courier, Lesmeister Guesthouse, BRTC, Nathan Compton Farms, NEA Intermodal Authority Board Members, Arkansas Department of Health, Paragould Regional Chamber of Commerce, Clark General Contractors, Lawrence County Chamber, Randolph County Chamber of Commerce 	

Summarized Comments – Additional comments

- Following HWY67 roadway is not worth spending significantly more money than other corridors. HWY67 has multiple places that suffer from flooding, which will take aggressive construction to overcome.
- Users say the current HWY67 is the most beneficial due to its proximity to utilize businesses and nearby medical and emergent amenities.
- The highway should pass on the west side of Corning, as the east side is mostly low ground and unsuitable for development.
- Walnut Ridge Mayor comments that the width of Corridor 1 would eliminate several new businesses established in Walnut Ridge and would make WBU access difficult. Corridor 3 presents a greater problem for accessibility to the Airport/Industrial Park & WBU (strongly opposed).
- Corridor 1 is risky in terms of widening and locations of buildings and having to modify the existing interchange and existing road intersections. Corridor 3 has a bit of loss in terms of farmland and bypasses the wildlife preserve.
- There is a concern that Corridor 1 will be detrimental to the Pocahontas/Walnut Ridge economy and remove many houses and businesses due to the implementation of many necessary service roads.
- Corridor 1 is a poor option as the upgrade of the existing roadbed of HWY67 through the floodplain will be a major undertaking and have significant travel impacts for years. Going through the Delaplaine route will devastate farmland and waterfowl habitat with no economic benefit. The ground between O'kean and Knobel is a terrible gumbo foundation.
- The Black River levee has been breached twice within to past ten years which is a risk to take for Corridor 1 and 2.
- Corridor 2 & Corridor 3 will be better for the area, save tax dollars, and create shorter travel distance.
- Walnut Ridge Mayor comments that Corridor 2 does seem like the most affordable and logical selection, but there is no exit Interchange for Airport/Industrial Park & Williams Baptist University. From the University's perspective, a suitable entrance would still be an issue, unless an alternate interchange was placed on Corridor 2 allowing easier access just north of the airport. Mayor applied for a re-classification request to the FAA, asking that the WR Airport be moved up to a 139 classification to allow for charter collegiate flights and

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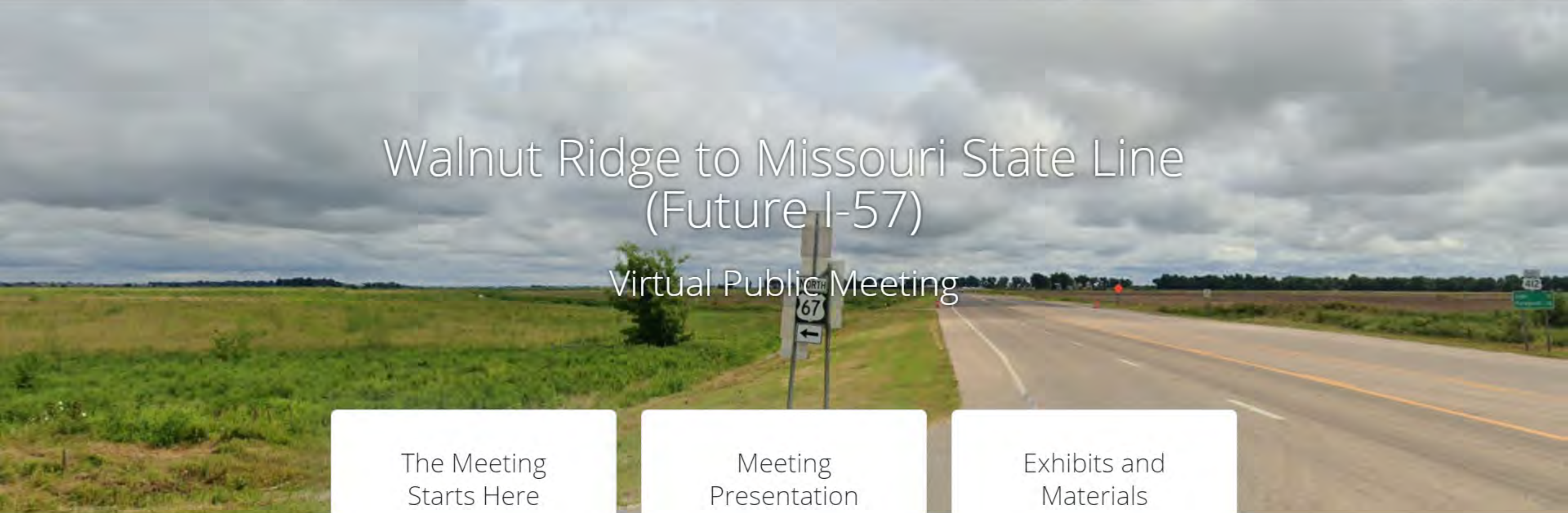
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non-scheduled airfreight service. Such actions, if allowed by the FAA, when combined to existing job base and the University's growth would warrant more direct access to traffic from the north. An additional option would be connecting to Lawrence County Road 408 with an interchange. Corridor 2 would have no economic impact on retail/wholesale businesses, but as with all corridors' area farmland would be impacted.

- Many comments on which connector would be best for the project said it truly depended on Missouri's choice of what they intended to do. Many also hoped the project plans would be to invest in the corridor and connection with MO with the lowest build/maintenance cost.
- Corridor 3 is opposed by the farming communities not interested in development, and it appears that that route would have the least economic benefit.
- If Corridor 3 is built on the east side of the railroad system, this creates major construction cost and delayed access for everyone dodging the stopped trains.
- Following the current HWY67 route will allow Pocahontas and Corning and other towns along the way to thrive and become more prosperous. Corridor 3 would totally shut off Pocahontas/Randolph County, & be devastating to their economy.
- Users believe the best route is Knobel /Deleplain/ Okean due to less interstate traffic in a more rural area which will be safer for workers.
- A staff review has been made of the information received on the referenced project. The Engineering Section notes this project should be constructed in accordance with the ARDOT Special Provision for Wellhead Protection. ADH also notes the proposed project lies within several sources of the Source Water Protection Areas for Pocahontas Waterworks. If you have any questions or comments, please coordinate them through Kyle Johnson at (501) 661-2067.
- Connector A is preferred since Missouri is planning to build their new 4 lane alignment to the west of the existing US 67 alignment.

Attachments:

- Screenshots of virtual public meeting site
- Presentation Transcript
- Small-scale display maps and exhibits
- Website analytics report
- Copies of sign-in sheets and submitted comment forms
- Outreach documents



Walnut Ridge to Missouri State Line (Future I-57)

Virtual Public Meeting

<p>The Meeting Starts Here</p> <p>Learn More</p>	<p>Meeting Presentation</p> <p>Learn More</p>	<p>Exhibits and Materials</p> <p>Learn More</p>
<p>Corridors Interactive Map</p> <p>Learn More</p>	<p>Environmental Interactive Map</p> <p>Learn More</p>	<p>Submit a Comment</p> <p>Learn More</p>

The Arkansas Department of Transportation is conducting a *virtual* public involvement meeting to obtain public input on the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

Virtual Meeting

The virtual public meeting will be held **Thursday, August 13 through Wednesday, September 2, 2020**. The public is invited and encouraged to visit anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

Phone Number

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

Written Comments

Formal comments may be provided by mail, email, or online comment form as described on the [Submit a Comment](#) page. All comments must be received on or before Wednesday, September 2.

Accommodations

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

Notice of Nondiscrimination: The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

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WELCOME

Sign-In and Handouts

◀ Homepage

Next: Presentation ▶

Thanks for attending this virtual public meeting. Take a moment to:

1. Fill out the meeting sign-in sheet
2. View the meeting handouts below

Sign-In Sheet

Walnut Ridge to Missouri State Line (Future I-57) Sign In

Virtual Public Involvement Meeting, Thursday, August 13 - Wednesday, September 2, 2020
ARDOT Job Number 100512, Northeast Arkansas

1. Name

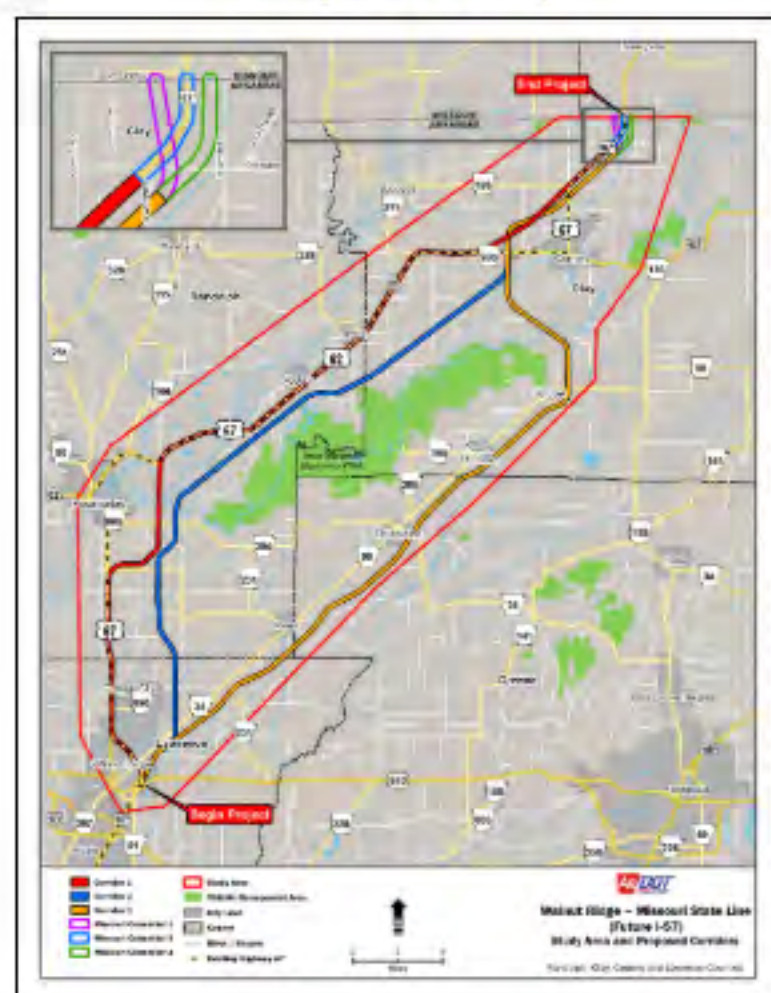
2. Address

3. Email

4. Representing: Organization, Business, or "Self"

Handouts

Project Map



Summary Sheet

Walnut Ridge – Missouri State Line (Future I-57)

Background
The Arkansas Department of Transportation (ARDOT) has contracted with Sener to perform an Environmental Impact Statement to study transportation options for a segment of Interstate 57 (I-57) from Walnut Ridge to the Missouri state line. The study area is located in Clay, Green, Lawrence, and Washington counties in northeast Arkansas. Construction of the corridor would consist of a four-lane divided I-57 with shoulders.

Purpose
The purpose of the project is to provide the public with information on the project and to provide an opportunity for the public to provide input on the project. The project is currently in the planning phase and the public input will be used to inform the design and construction of the project.

Need
There is a need for the Walnut Ridge to Missouri State Line project to provide a safe and efficient transportation corridor between Walnut Ridge and the Missouri state line. The project will provide a direct route for travel between the two locations and will improve the quality of life for the residents of the area.

Corridors
The following corridors will be considered for the project:

- Walnut Ridge to Missouri State Line
- Walnut Ridge to Missouri State Line with shoulders
- Walnut Ridge to Missouri State Line with shoulders and median

Connection with Missouri
The following connections with the Missouri side will be considered for the project:

- Missouri Connection A
- Missouri Connection B

Public Meeting Purpose
The purpose of this public meeting is to provide the public with information on the project and to provide an opportunity for the public to provide input on the project. The project is currently in the planning phase and the public input will be used to inform the design and construction of the project.

Comment Form

ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
CITIZEN COMMENT FORM

ARDOT Job Number 100512
Walnut Ridge – Missouri State Line (Future I-57)
Clay, Green, Lawrence, and Washington Counties
Thursday, August 13 - Wednesday, September 2, 2020
<https://www.ardot.com/transportation/100512>

Please provide your comments on this form and submit by **Wednesday, September 2, 2020** to: John.Hughes@ardot.com, 4071 Northshore Drive, North Little Rock, AR 72118. Alternatively, send the form via e-mail to: PublicInvolvement@ardot.com or submit comments online at: <https://www.ardot.com/transportation/100512>

Yes **No** Do you believe there is a need for an improved corridor between Walnut Ridge and the Missouri state line (Future I-57)? Why or why not?

Do you regularly travel within northeast Arkansas? If so, please check the city closest to your home and to your destination and the purpose of your travel.

Origin City	Home	Destination	Work	Travel	Other
Clayton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DeWitt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walnut Ridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DeWitt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walnut Ridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DeWitt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walnut Ridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





VIDEO

Presentation

[◀ Homepage](#)

[Next: Exhibits ▶](#)

Presentation Video

Future57 - presentation video
from Garver

VIRTUAL PUBLIC MEETING
August 13 - September 2

ARDOT will conduct an online public involvement meeting to obtain public input on on the proposed Walnut Ridge and the Missouri state line (Future I-57) connection in northeast Arkansas.

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

ARDOT Future57.TransportationPlanRoom.com

04:32 vimeo





Future I-57

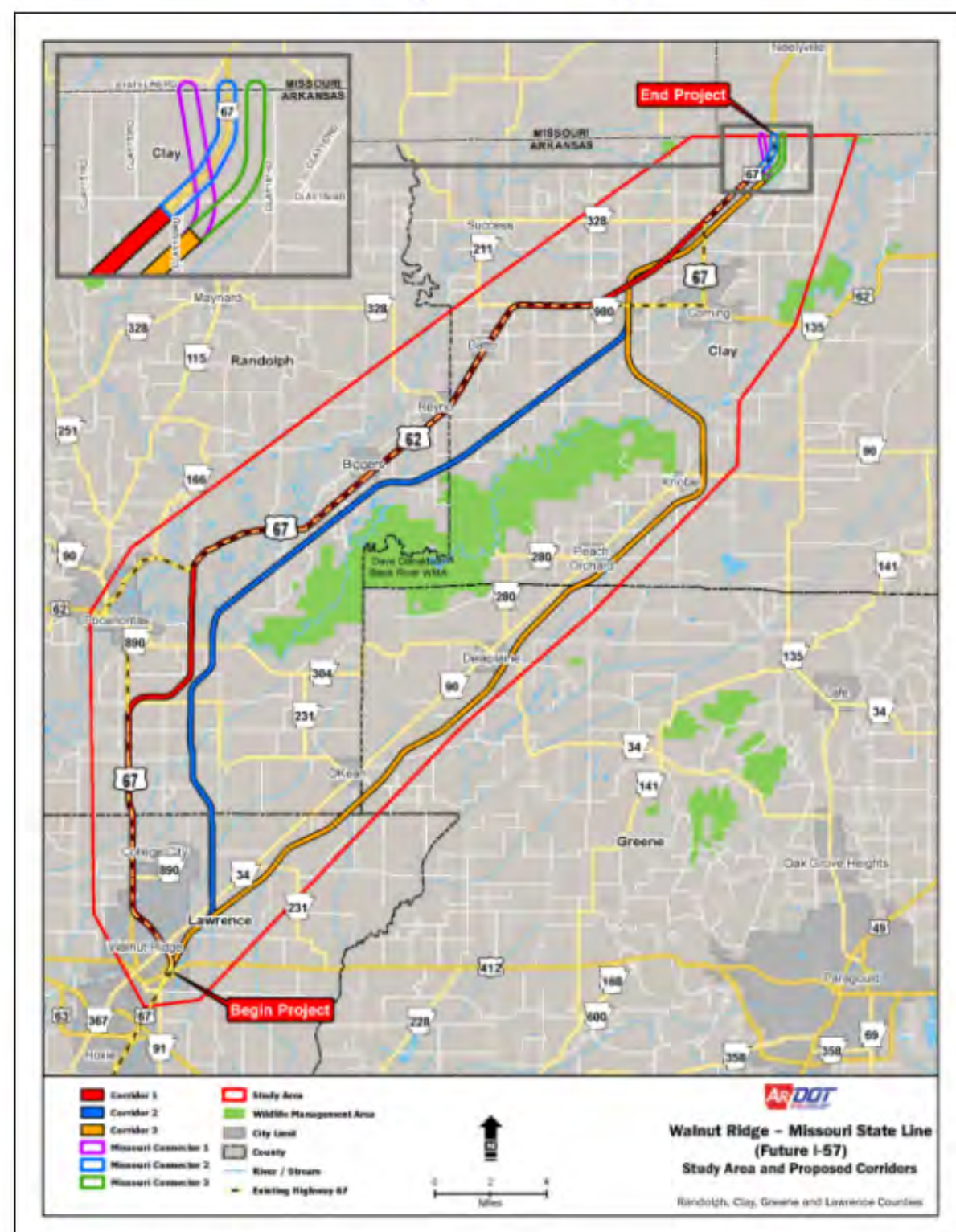
MATERIALS

Exhibits

◀ Homepage

Next: Corridors Map ▶

Project Map



Project History

Walnut Ridge - Missouri State Line (Future I-57)
Project History

1993 Walnut Ridge - Pocahontas (Hwy. 67) EA
Proposed action to widen Highway 67 from Walnut Ridge to Pocahontas from two lanes to a four-lane highway, transitioning into a five-lane section inside the city limits of Pocahontas.

1996 U.S. 67 Corridor Study: Walnut Ridge - Missouri State Line
Recommended a new-location, four-lane freeway from Walnut Ridge to the Missouri state line.

2012 Minute Order 2012-025
AHC authorized a study to re-evaluate the long-term improvement needs for the Highway 67 corridor from Walnut Ridge to the Missouri state line.

2015 Highway 67 Improvement Study
Alternatives retained for further study included improving existing Highway 67 with bypasses, a central new location route, and a northern new location route.

2018 H.R. 1625-Consolidated Appropriations Act of 2018 SEC. 128 Section 1105(c)(89) of Public Law 102-240, as amended. This legislation directed the AHC to improve the Highway 67 corridor with a freeway-type facility from I-40 to the AR/MO State line to be renamed I-57.

Study Goals

Walnut Ridge - Missouri State Line (Future I-57)
Study Goals

The purpose of the project is to enhance connectivity and continuity of the National Highway System, provide a more resilient roadway, and provide for increased opportunity for economic development in northeast Arkansas.

Goals

- Improve Connectivity
- Improve Travel Time
- Increase Reliability and Resilience
- Stimulate Economic Opportunities
- Fulfill Legislative Goals
- Minimize Impacts to Natural and Social Environments

Draft Purpose and Need

Highway 67 Project Purpose and Need

What is meant by purpose and need?
A project's **need** is a detailed explanation of the specific transportation problems or deficiencies that exist or that are expected to exist in the future. A project's **purpose** defines the goals and objectives that should be included as part of a successful solution to the problem. The purpose and need are the foundation for all the project studies and are used to identify the range of alternatives (solutions to the transportation problem) that best address the purpose and need of the project.

The purpose and need is a living document until the Draft Environmental Impact Statement is drafted, and therefore, can be changed or modified as needed as new information is gathered. The local officials, agencies, public, and other stakeholders will have an opportunity to provide comments on the purpose and need throughout the National Environmental Policy Act (NEPA) process.

This chapter will describe the social and environmental conditions in the study area, why transportation improvements are needed, and the purpose of this project.

What are the logical termini and study area limits?
Logical Termini
Logical termini identify rational end points for a transportation improvement project. The logical termini for the proposed project are the Hwy. 412/Hwy. 67 interchange at Walnut Ridge, Arkansas, and the Arkansas-Missouri State line. The length of the project is approximately 43 miles.

The southern terminus was selected because Hwy. 67 has been constructed to interstate standards from Interstate 40 (I-40) north to the Hwy. 412/Hwy. 67 interchange in Walnut Ridge.

In consideration of the north terminus, a political boundary such as a state line is not necessarily a good choice, but in this case it is appropriate as it serves as a viable location for future coordination between the Arkansas Department of Transportation (ARDOT) and the Missouri Department of Transportation (MoDOT). MoDOT completed a Final Environmental Impact Statement for Hwy. 67 from just south of St. Louis, Missouri to just south of Neelyville, Missouri, approximately two miles north of the Arkansas-Missouri State line. The southern terminus of the MoDOT study was identified because it avoids forcing a specific northern terminus.

¹ FHWA Environmental Review Toolkit - NEPA Implementation
https://www.environment.fhwa.dot.gov/legislation/epa/guidance_project_termini.aspx

Summary Sheet

Walnut Ridge - Missouri State Line (Future I-57)
Job 100512

Background
The Arkansas Department of Transportation (Department) has contracted with Garver to perform an Environmental Impact Statement to study improvements between the Highway 67/Highway 67 interchange at Walnut Ridge and the Missouri state line. The study area is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas. Construction of this connection would complete the improvements of Future I-57 within Arkansas. No timeline has been identified to construct the project; schedules will be determined as funding becomes available.

Purpose
The purpose of the project is to improve the Highway 67 corridor on existing or new location in order to enhance connectivity and continuity of the National Highway System, provide a more resilient roadway, and enhance opportunity for development by developing an interstate-type system between Walnut Ridge, Arkansas and the Missouri state line.

Need
There is a gap in the National Highway System's four-lane highway network that diminishes connectivity and mobility of the system. Additionally, there is a lack of reliable transportation infrastructure to support economic development and a need to enhance resiliency to extreme weather events along the route. Furthermore, Congressional legislation designated this route as "Interstate Route 57."

A Draft Purpose and Need Statement is provided in the meeting materials at <https://www.transportation.gov/epa>. We appreciate any comments you can provide regarding the content of the draft Purpose and Need Statement.

Corridors
The following corridors will be considered and evaluated.

- No Build
- Corridor 1 (Western most alignment utilizing much of the existing Highway 67 alignment - 44 miles; estimated project construction cost: \$536 million)
- Corridor 2 (Central alignment on new location- 41 miles; estimated project construction cost: \$453 million)
- Corridor 3 (Eastern alignment on new location - 44 miles; estimated project construction cost: \$490 million)

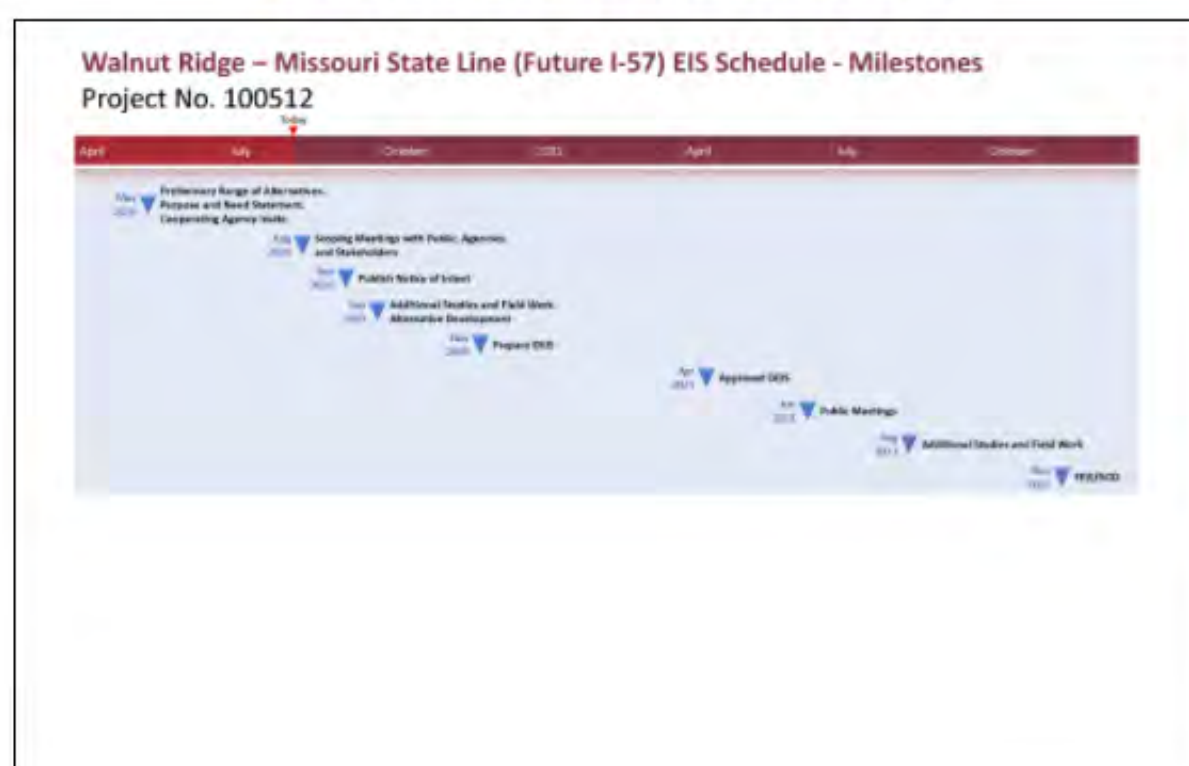
Connection with Missouri
The following connectors with the Missouri state line will be considered and evaluated.

- Missouri Connector A
- Missouri Connector B
- Missouri Connector C

Public Meeting Purpose
The Department is conducting a virtual public involvement meeting (no in-person meeting) to obtain public input on the proposed improved connection between Walnut Ridge and the Missouri state line (Future I-57). The virtual meeting will be held Thursday, August 13 through Wednesday, September 2, 2020. The public is invited and encouraged to visit <https://www.transportation.gov/epa> during the scheduled dates to view meeting exhibits and offer comments.

We appreciate your involvement in this study and any comments or questions you provide on the materials and information presented at this virtual meeting. Written comments must be received on or before Wednesday, September 2, 2020. Anyone with limited internet access or general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

Schedule Milestones





MAP

Corridors Map

[◀ Homepage](#)






[Next: Environmental Map ▶](#)

Corridors Map Instructions

The interactive project map is easy to use on your computer or device and allows you to zoom in and out, pan around, and identify features on the map.



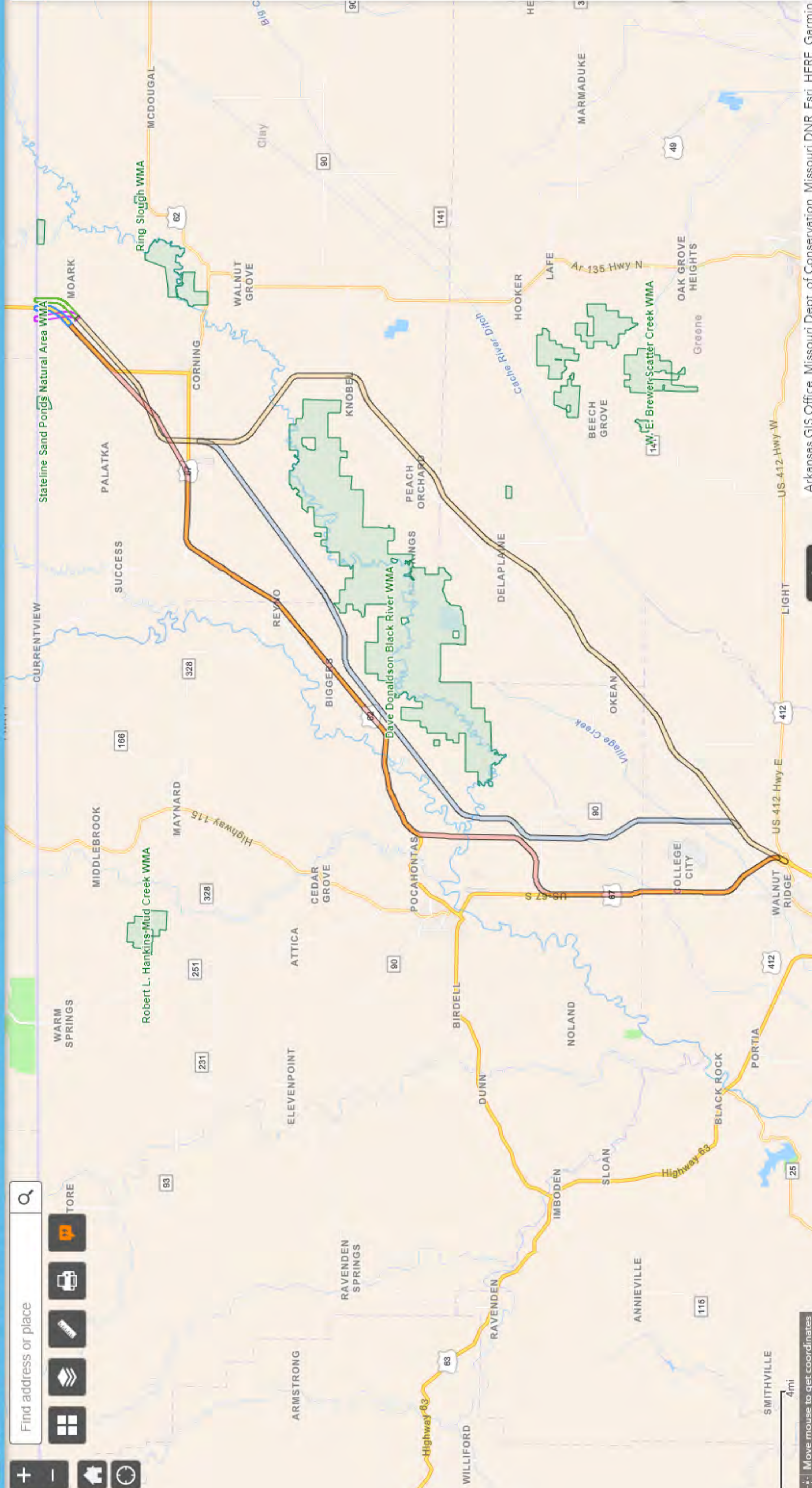
Use these map options to enhance your viewing.

-  Change the map background
-  Turn on and off different map layers
-  Measure distances between points
-  Print a copy of the map
-  Add a comment to the map by selecting the New Feature (red dot) and then clicking a location on the map
 - +/- to zoom in and out
 - Type in an address to find a specific location



Find address or place

Map navigation controls: Home, Refresh, Print, Measure, Layers, Share, Full Screen



Legend

Black and Current Rivers
 — Black and Current Rivers

Wildlife Management Areas
 [Green Polygon]

Future I-57 Corridors
 [Red Polygon] Corridor 1
 [Blue Polygon] Corridor 2
 [Orange Polygon] Corridor 3
 [Purple Polygon] Missouri Connector 1
 [Blue Polygon] Missouri Connector 2
 [Green Polygon] Missouri Connector 3

App State

Click to restore the map extent and Layers visibility where you left off.



MAP Environmental Map

[◀ Homepage](#)






[Next: Comment ▶](#)

Environmental Map Instructions

The interactive project map is easy to use on your computer or device and allows you to zoom in and out, pan around, and identify features on the map.



Use these map options to enhance your viewing.

-  Change the map background
-  Turn on and off different map layers
-  Measure distances between points
-  Print a copy of the map
-  Add a comment to the map by selecting the New Feature (red dot) and then clicking a location on the map
 - +/- to zoom in and out
 - Type in an address to find a specific location

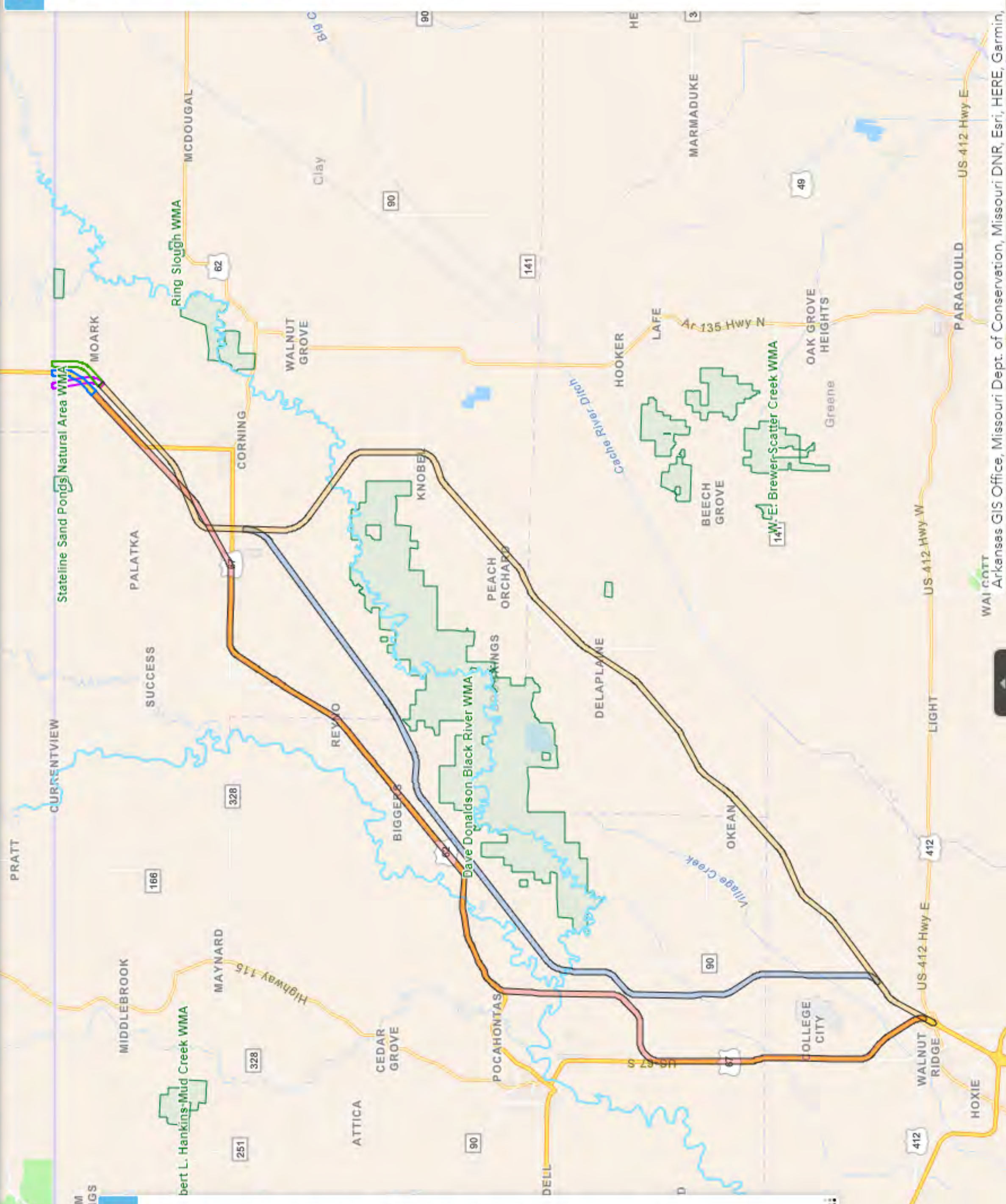


Find address or place

Layer List (Turn items on and off)

Layers

- Rural Buildings - Dwellings
- Historical Features (GNIS)
- The Geographic Names Information System (GNIS)
- Cemetery (USGS)
- Proposed Interchange Location
- 100-Year Floodplain
- NWI (USEFWS)
- Prime Farmland
- Future I-57 Corridors
- Black and Current River
- Wildlife Management Areas



Legend

Future I-57 Corridors

- Corridor 1
- Corridor 2
- Corridor 3
- Missouri Connector 1
- Missouri Connector 2
- Missouri Connector 3

Black and Current River

Black and Current Rivers

Wildlife Management Areas

Wildlife Management Areas



COMMENTS

Submit a Comment

[◀ Homepage](#)

Thank you for participating in this virtual public meeting. Both online and print versions of the comment form are available below to submit written comments. You may also email or mail to the address provided below. All written comments must be submitted by **September 2, 2020**.

Comment Form (Online)

Scroll down to answer questions, click *Next* for each question, and then click *Submit*.

Walnut Ridge to Missouri State Line (Future I-57) Comment Form

Virtual Public Involvement Meeting, Thursday, August 13 - Wednesday, September 2, 2020
 ARDOT Job Number 100512, Clay, Greene, Lawrence, and Randolph Counties, Arkansas

Please provide your comments on this form and submit by September 2, 2020

1. Do you believe there is a need for an improved connection between Walnut Ridge and the Missouri state line (Future I-57)?

Yes
 No

2. Why or why not?

Enter your answer

Next

Never give out your password. Report abuse

Comment Card (Print Version)

You may email or mail to the addresses provided below.

PublicInvolvement@GarverUSA.com

Garver
 Attn: Jon Hetzel
 4701 Northshore Drive
 North Little Rock, AR 72118

ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
 CITIZEN COMMENT FORM

ARDOT Job Number 100512
 Walnut Ridge - Missouri State Line (Future I-57)
 Clay, Greene, Lawrence, and Randolph Counties

VIRTUAL MEETING WEBSITE:
<http://garver.com/transportation/ardot>

Thursday, August 13 - Wednesday, September 2, 2020

Please provide your comments on this form and submit by **Wednesday, September 2, 2020** to: Jon Hetzel, Garver, 4701 Northshore Drive, North Little Rock, AR 72118. Alternatively, send the form via e-mail to: PublicInvolvement@GarverUSA.com or submit comments online at garver.com/transportation/ardot

Yes No Do you believe there is a need for an improved connection between Walnut Ridge and the Missouri state line (Future I-57) or why not?

Do you regularly travel within Arkansas? If so, please check the city closest to you home and to your destination and the purpose of your travel.

Origin City	Home	Destination	Work	School	Other
Claring and near	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DeWitt/Russellville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hotchkiss	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shannon/Duncan/Littleton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Princeton/Hopkinsville/Chickasaw	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arkadelphia/DeWitt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clarendon/Paris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Twain/Hotchkiss/Paris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paragould	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amsterdam	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continue on back)



Questions

Responses

Walnut Ridge to Missouri State Line (Future I-57) Comment Form

Virtual Public Involvement Meeting, Thursday, August 13 - Wednesday, September 2, 2020
ARDOT Job Number 100512, Clay, Greene, Lawrence, and Randolph Counties, Arkansas
Please provide your comments on this form and submit by September 2, 2020

Section 1

1. Do you believe there is a need for an improved connection between Walnut Ridge and the Missouri state line (Future I-57)?

- Yes
- No

2. Why or why not?

Section 2

Do you regularly travel within northeast Arkansas?
If so, please check the city closest to your home and to your destination, and the purpose of your travel.

3. Closest City to Home

- Corning and north
- Datto/Reyno/Biggers
- Pocahontas
- Shannon/Manson/Lesterville
- Walnut Ridge/Hoxie/College City
- Knobel/Peach Orchard/ Delaplaine/O'Kean
- Black Rock/mboden/Portia/ Ravenden
- Paragould
- Jonesboro
- Other

4. Closest City to Destination

- Corning and north
- Datto/Reyno/Biggers
- Pocahontas
- Shannon/Manson/Lesterville
- Walnut Ridge/Hoxie/College City
- Knobel/Peach Orchard/ Delaplaine/O'Kean
- Black Rock/mboden/Portia/ Ravenden
- Paragould
- Jonesboro
- Other

5. Purpose of Travel

- Work
- School
- Other

Section 3

6. Do you believe that the proposed project would have any impacts (Beneficial or Adverse) on your community (economic, environmental, social, etc.)? Please explain.

- Beneficial
- Adverse
- Both
- Neither

7. Comments (Impacts)

Section 4

8. Which corridor do you prefer?

- No Build
- Corridor 1
- Corridor 2
- Corridor 3

9. Comments (Corridor)

10. Which connection with Missouri do you prefer?

- Missouri Connector A
- Missouri Connector B
- Missouri Connector C

11. Comments (Missouri Connection)

Section 5

12. Are you aware of any environmental constraints or historic sites within the study area?

- Yes
- No

13. Comments (Environmental or Historic)

Section 6

14. Are you aware of any land development plans within the study area?

- Yes
- No

15. Comments (Land Development)

Section 7

16. Please make any additional comments here.

Section 8

(Optional) If you would like to be notified of future public meetings related to this study, please list your contact information below:

17. Name

18. Representing (Self, Agency, Organization, etc.)

19. Street, City, State, Zip

20. Phone

21. Email

+ Add new

Welcome to the Meeting

Thank you for participating in this virtual public meeting for the Arkansas Department of Transportation's Job 100512, Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

This online virtual public meeting is being held Thursday, August 13 through Wednesday, September 2, 2020. The public is invited and encouraged to visit the meeting website, future57.transportationplanroom.com any time during the scheduled dates to view meeting exhibits and offer comments on the project.

In addition, anyone with limited internet access or has general questions or comments regarding the project or virtual meeting may call 501-823-0730 to request a phone conversation.

This brief presentation will provide information on the project's history, the current schedule to complete an Environmental Impacts Statement, the study goals, the study area and corridors, and the virtual public meeting website.

Project History Exhibit – The entire HWY 67 corridor from I-40 to the MO state line has been studied at various times since 1975. In 1993 the section between Walnut Ridge and Pocaahontas was studied, and improvements have been completed. Between 1996 and 2018 additional studies have been completed identifying this corridor from Walnut Ridge to the MO State line as needing a freeway type facility. In 2018 legislation required that this segment be improved to freeway standards and that the route be renamed I-57.

Milestones Exhibit – We are currently completing an Environmental Impacts Statement, or EIS for short, with the goal of identifying a preferred location for the Future I-57 corridor. The studies are planned to be completed by December 2021.

Study Goals Exhibit – These are the goals of the study – Improve connectivity, improve travel time, increase reliability and resilience, stimulate economic opportunities, fulfill legislative goals, minimize impact to natural and social environments.

Study Area and Proposed Corridors Map – This project starts at the Hwy 412 /67 interchange at Walnut Ridge and extends north to the MO state line north of Corning. There are 3 corridors to review and choose from, Corridor 1 is red and essentially follows the existing Hwy 67 alignment except for bypassing around Pocaahontas and Corning. Corridor 2 is blue, which is on a new location, and provides a route generally between the existing Highway 67 corridor and the Black River Wildlife Management Area. It bypasses Corning to the west and then stays south but parallel to Highway 67 up to the State line. Corridor 3, is gold and on a new location. It is the easternmost corridor generally following the Highway 34/90 corridor between Walnut Ridge and Knobel. At Highway 90 outside Knobel it then turns north to join up with Corridor 2 and proceeds northeast to the State line. Therefore Corridor 2 and 3 are the same from Highway 67 just west of Corning to the State line. (show this on the map with pointer) At the MO state line there are 3 connections to choose from, they will work with any of the proposed corridors therefor are identified and selected separately from the main corridors.

Website Instructions – You can participate in this virtual public meeting by visiting the website at future57.transportationplanroom.com. If you haven't done so yet, the meeting starts by filling out the online sign-in sheet and viewing handouts. Next, the information you've seen in this presentation is

available on the Exhibits page. Two interactive maps are available for you to look at – one showing the different corridors being studied, and the other showing the corridors with environmental information. The maps are easy to use on your computer or device, and allows you to zoom in and out, pan around, and identify map features. You can also leave your comments on the maps. Last, both online and print versions of the comment form are available to submit written comments.

Use the online form or send your comments in by email or mail to publicinvolvement@garverusa.com or to Garver, attn: Jon Hetzel, 4701 Northshore Drive, NLR, AR 72118. Formal written comments must be received on or before Wednesday, September 2.

Thank you for attending this virtual public meeting.

Walnut Ridge – Missouri State Line (Future I-57)



Job 100512

Background

The Arkansas Department of Transportation (Department) has contracted with Garver to perform an Environmental Impact Statement to study improvements between the Highway 412/Highway 67 interchange at Walnut Ridge and the Missouri state line. The study area is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas. Construction of the connection would complete the improvements of Future I-57 within Arkansas. No timeline has been identified to construct the project; schedules will be determined as funding becomes available.

Purpose

The purpose of the project is to improve the Highway 67 corridor on existing or new location in order to enhance connectivity and continuity of the National Highway System, provide a more resilient roadway, and enhance opportunity for development by developing an interstate-type system between Walnut Ridge, Arkansas and the Missouri state line.

Need

There is a gap in the National Highway System's four-lane highway network that diminishes connectivity and mobility of the system. Additionally, there is a lack of reliable transportation infrastructure to support economic development and a need to enhance resiliency to extreme weather events along the route. Furthermore, Congressional legislation designated this route as "Interstate Route 57."

A draft Purpose and Need Statement is provided in the meeting materials at Future57.TransportationPlanRoom.com. We appreciate any comments you can provide regarding the content of the draft Purpose and Need Statement.

Corridors

The following corridors will be considered and evaluated.

- No Build
- Corridor 1 (Western-most alignment utilizing much of the existing Highway 67 alignment – 44 miles; estimated project construction cost: \$536 million)
- Corridor 2 (Central alignment on new location- 41 miles; estimated project construction cost: \$453 million)
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Connection with Missouri

The following connectors with the Missouri state line will be considered and evaluated.

- Missouri Connector A
- Missouri Connector B
- Missouri Connector C

Public Meeting Purpose

The Department is conducting a virtual public involvement meeting (no in-person meeting) to obtain public input on the proposed improved connection between Walnut Ridge and the Missouri state line (future I-57). The virtual meeting will be held Thursday, August 13 through Wednesday, September 2, 2020. The public is invited and encouraged to visit Future57.TransportationPlanRoom.com during the scheduled dates to view meeting exhibits and offer comments.

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Highway 67 Project Purpose and Need



What is meant by purpose and need?

A project's **need** is a detailed explanation of the specific transportation problems or deficiencies that exist or that are expected to exist in the future. A project's **purpose** defines the goals and objectives that should be included as part of a successful solution to the problem. The purpose and need are the foundation for all the project studies and are used to identify the range of alternatives (solutions to the transportation problem) that best address the purpose and need of the project.

The purpose and need is a living document until the Draft Environmental Impact Statement is drafted, and therefore, can be changed or modified as needed as new information is gathered. The local officials, agencies, public, and other stakeholders will have an opportunity to provide comments on the purpose and need throughout the National Environmental Policy Act (NEPA) process.

This chapter will describe the social and environmental conditions in the study area, why transportation improvements are needed, and the purpose of this project

What are the logical termini and study area limits?

Logical Termini

Logical termini identify rational end points for a transportation improvement project¹. The logical termini for the proposed project are the Hwy. 412/Hwy. 67 interchange at Walnut Ridge, Arkansas, and the Arkansas-Missouri State line. The length of the project is approximately 43 miles.

The southern terminus was selected because Hwy. 67 has been constructed to interstate standards from Interstate 40 (I-40) north to the Hwy. 412/Hwy. 67 interchange in Walnut Ridge.

In consideration of the north terminus, a political boundary such as a state line is not necessarily a good choice, but in this case it is appropriate as it serves as a viable location for future coordination between the Arkansas Department of Transportation (ARDOT) and the Missouri Department of Transportation (MoDOT). MoDOT completed a Final Environmental Impact Statement for Hwy. 67 from just south of St. Louis, Missouri to just south of Neelyville, Missouri, approximately two miles north of the Arkansas-Missouri State line. The southern terminus of the MoDOT study was identified because it avoids forcing a specific northern terminus

¹ FHWA Environmental Review Toolkit – NEPA Implementation
https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx

Highway 67 Project Purpose and Need



for ARDOT's portion of Hwy. 67. The two-mile gap north of the state line allowed MoDOT to wait to align their final section of Hwy. 67 with the ARDOT terminus. A Memorandum of Understanding (MOU) was signed by ARDOT and MoDOT in 1998 for the two states to cooperate on the northern terminus of Hwy. 67² in Arkansas.

The logical termini, as described above, provide rational end points for this project, provide enough length for a comprehensive review of the project's needs and environmental impacts, and will not preclude staged construction of independent sections as funding becomes available.

Study Area

The study area was developed based on the 2015 ARDOT planning study that examined several new location corridors that met the needs identified in the study while minimizing impacts to the natural and social environments. The study area extends from Walnut Ridge, Arkansas to the Missouri State line within Clay, Greene, Lawrence, and Randolph Counties in northeast Arkansas. The study area is approximately 40 miles in length and 10 miles wide at its broadest point (see **Figure 1**).

What is the study area like today?

The study area includes the larger cities of Walnut Ridge, Pocahontas, and Corning. Other smaller cities and towns located in the study area include College City, Manson, O'Kean, Delaplaine, Peach Orchard, Knobel, Biggers, Reyno, and Datto, Arkansas. Population estimates for the study area's four counties and selected municipalities are presented in **Table 1**.

Table 1: Population Estimates

County	County Population	City (within County)	City Population
Clay	15,190	Corning	3,205
Greene	44,197		
Lawrence	16,777	Walnut Ridge	5,146
Randolph	17,514	Pocahontas	6,459

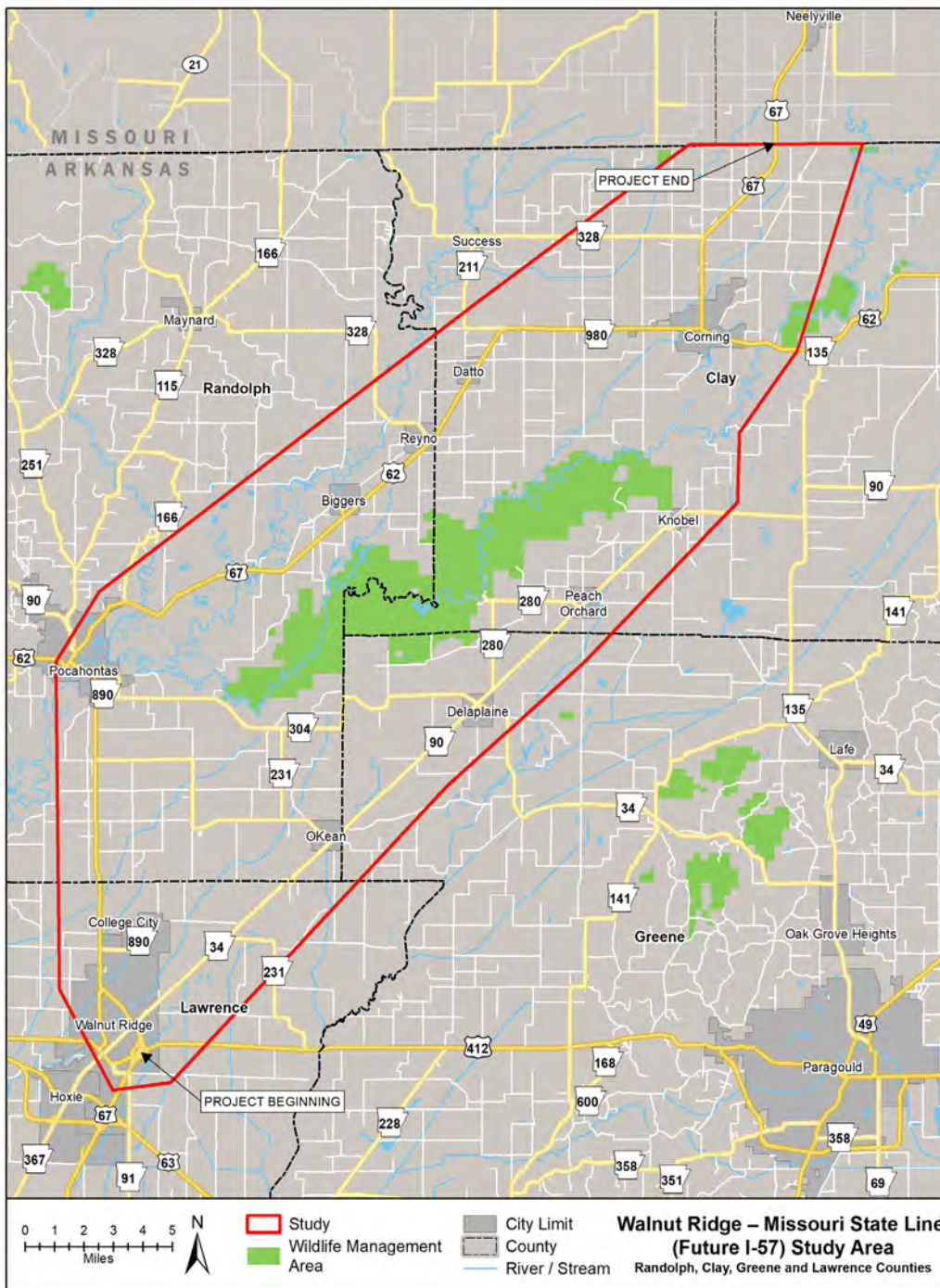
Source: U.S. Census Bureau 2013-2017 American Community Survey, Table B01003 – Total Population.

² MOU between ARDOT and MoDOT, found in MoDOT FEIS for Hwy. 67 - Appendix A

Highway 67 Project Purpose and Need



Figure 1: Study Area

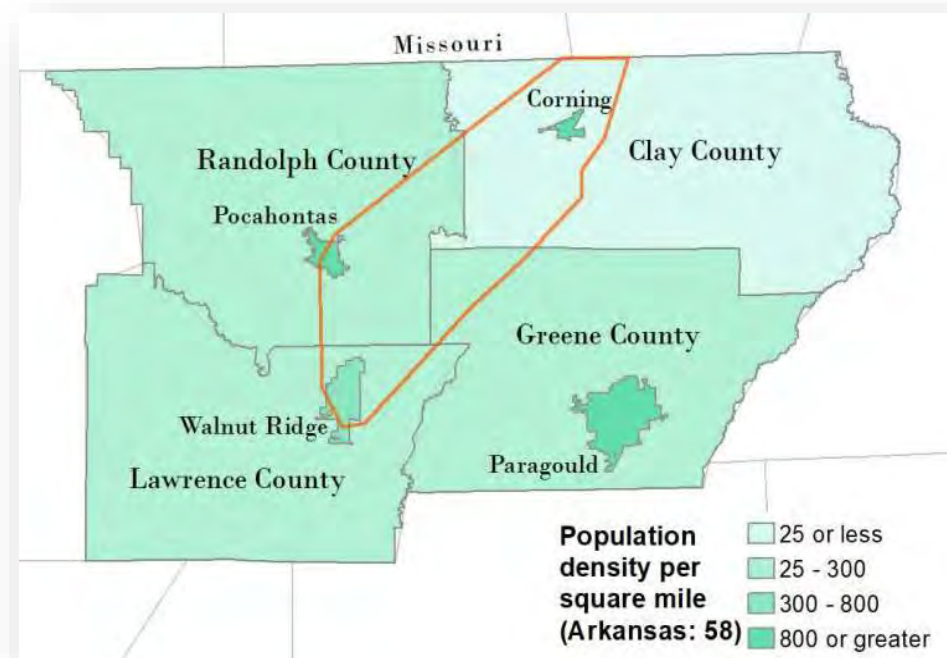


Highway 67 Project Purpose and Need



The study area is generally rural with population densities ranging between 25-300 people per square mile (**Figure 2**).

Figure 2: Population Density



Most of the population in the study area is white with no less than 94% whites for any of the four study area counties (see **Table 2**). Hispanics and Latinos make up 2.2% of the population and Black individuals make up 0.9% of the population for each of the study area counties combined. The median age is older than the state average of 37.7 years for all counties, with the oldest median age being Clay County at 44.0 years. As shown in **Table 3**³, of those over the age of 25, with the exception of Greene County (3.1%), the study area has a greater number of people with less than a 9th grade education than the state average (3.0%). Additionally, the study area has fewer people with a four-year degree than the state average (see Table 3).

Highway 67 Project Purpose and Need



³ - Source: U.S. Census Bureau, American Community Survey: 2012-2016. Processed by Demographic Research, Arkansas Economic Development Institute, College of Business Administration, UALR

Table 2: Demographic Data

Geography*	Total Population	Median Age	White alone	Black or African American alone	Hispanic or Latino (of any race)
CITY					
Corning	3,177	46.9	3,107 (97.8%)	0 (0.0%)	70 (2.2%)
Paragould	27,521	36.1	26,170 (95.1%)	359 (1.3%)	858 (3.1%)
Pocahontas	6,470	38.9	6,224 (96.2%)	143 (2.2%)	113 (1.7%)
Walnut Ridge	4,723	38.5	4,572 (96.8%)	57 (1.2%)	18 (0.4%)
COUNTY					
Greene	43,745	38.2	41,969 (95.9%)	411 (0.9%)	1,144 (2.6%)
Randolph	17,584	42.9	16,981 (96.6%)	184 (1.0%)	312 (1.8%)
Lawrence	16,915	41.8	16,436 (97.2%)	122 (0.7%)	209 (1.2%)
Clay	15,202	44.0	14,632 (96.3%)	76 (0.5%)	275 (1.8%)
Counties Listed Above	93,446	41.7	90,018 (96.3%)	793 (0.8%)	1,940 (2.1%)
State of Arkansas	2,968,472	37.7	2,307,136 (77.7%)	460,638 (15.5%)	207,049 (7.0%)

* U.S. Census Bureau, American Community Survey: 2012-2016. Processed by Demographic Research, Arkansas Economic Development Institute, College of Business Administration, UALR

Highway 67 Project Purpose and Need



Table 3: Education Data

Geography*	Population 25 years and over	Educational Attainment (25 years and over) Number of people (% of population over 25)		
		4-year Degree	High School Equivalent	Less than 9th Grade
CITY				
Corning	2,288	99 (4.3%)	1,109 (48.5%)	251 (11.0%)
Pocahontas	4,366	450 (10.3%)	1,588 (36.4%)	320 (7.3%)
Walnut Ridge	3,114	327 (10.5%)	1,242 (39.9%)	307 (9.9%)
COUNTY				
Greene	29,009	3,262 (11.2%)	12,468 (43.0%)	1,354 (4.7%)
Randolph	12,276	1,059 (8.6%)	4,707 (38.3%)	807 (6.6%)
Lawrence	11,438	969 (8.5%)	4,707 (41.2%)	926 (8.1%)
Clay	10,812	775 (7.2%)	4,586 (42.4%)	1,053 (9.7%)
Counties Listed Above	63,535	6,065 (9.5%)	26,468 (41.7%)	4,140 (6.5%)
Arkansas	1,973,591	273,557 (13.9%)	683,886 (34.7%)	106,297 (5.4%)

* U.S. Census Bureau, American Community Survey: 2012-2016. Processed by Demographic Research, Arkansas Economic Development Institute, College of Business Administration, UALR

Economic Information

Manufacturing, retail, educational services, healthcare, and social assistance generally employ the greatest number of residents within the study area. Agriculture and transportation are also prominent industries in terms of the employment numbers. **Figure 3³** shows the major breakout of employment for the four counties.

Median household incomes in the study area range from a low of \$32,404 in Clay County to a high of \$49,195 in Greene County, general household income ranges are presented in **Figure 4³**.

Highway 67 Project Purpose and Need



Figure 3: Employment for All Study Area Counties Combined

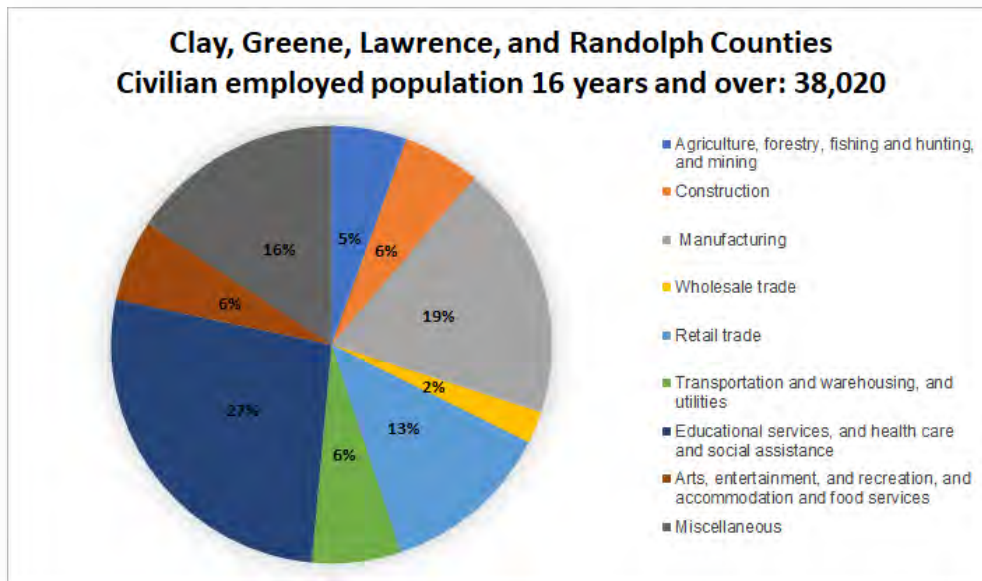
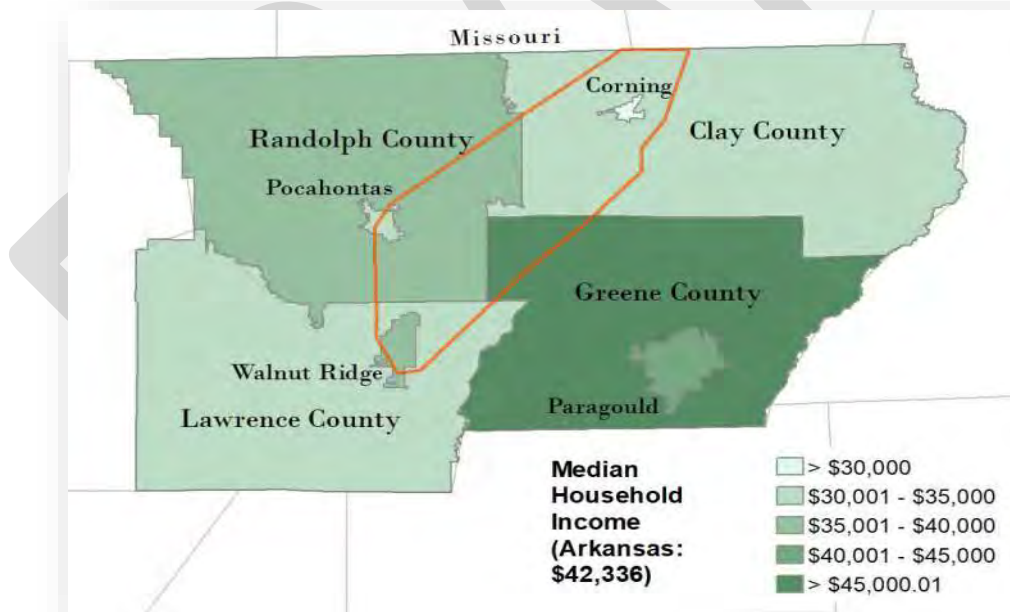


Figure 4: Median Household Income



⁴ - Source: U.S. Census Bureau, American Community Survey: 2012-2016. Processed by Demographic Research, Arkansas Economic Development Institute, College of Business Administration, UALR

Highway 67 Project Purpose and Need



Clay County and the City of Corning have the lowest median household incomes and have the highest number of households living below the poverty level (**Figure 5**)³. Most of the study area has higher poverty levels than the rest of the state.

The unemployment rate is lower than the rest of the state in Randolph and Clay counties, while Greene and Lawrence counties have a slightly higher rate than the state average (**Figure 6**)³.

Figure 5: Household Population Below Poverty Level

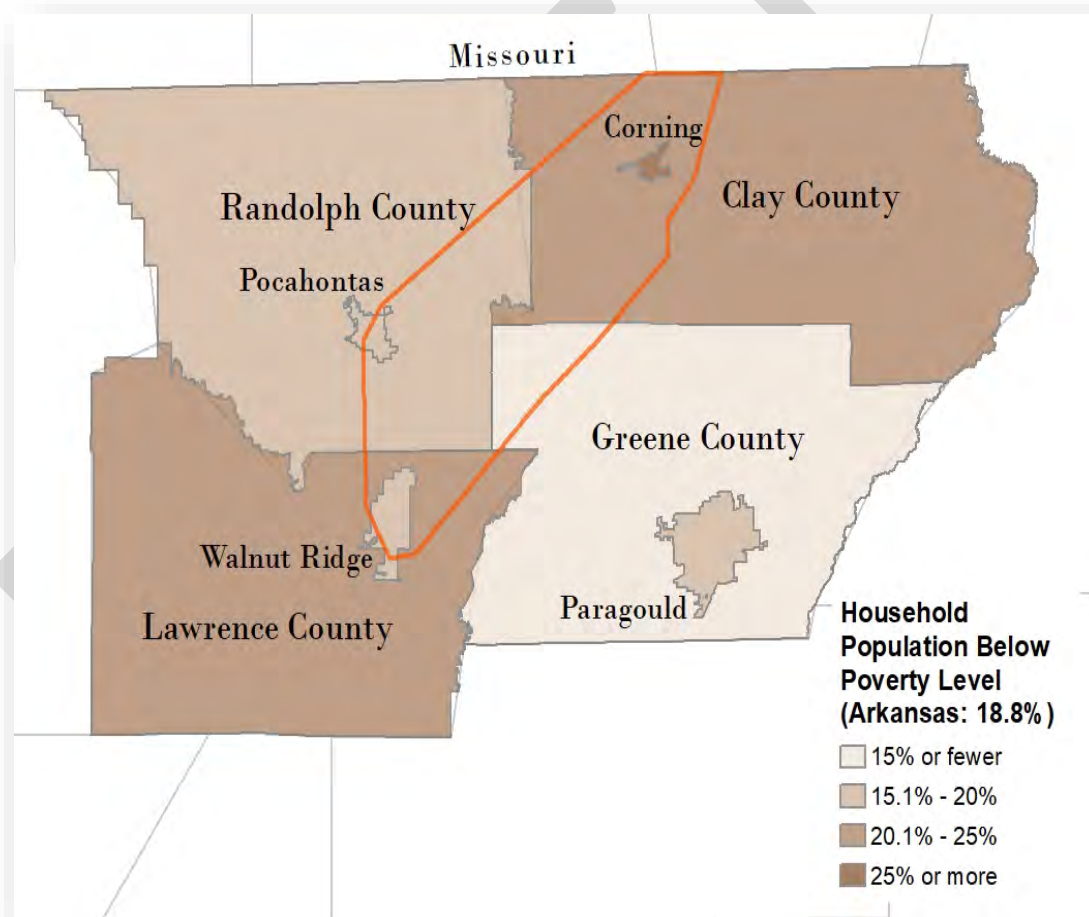
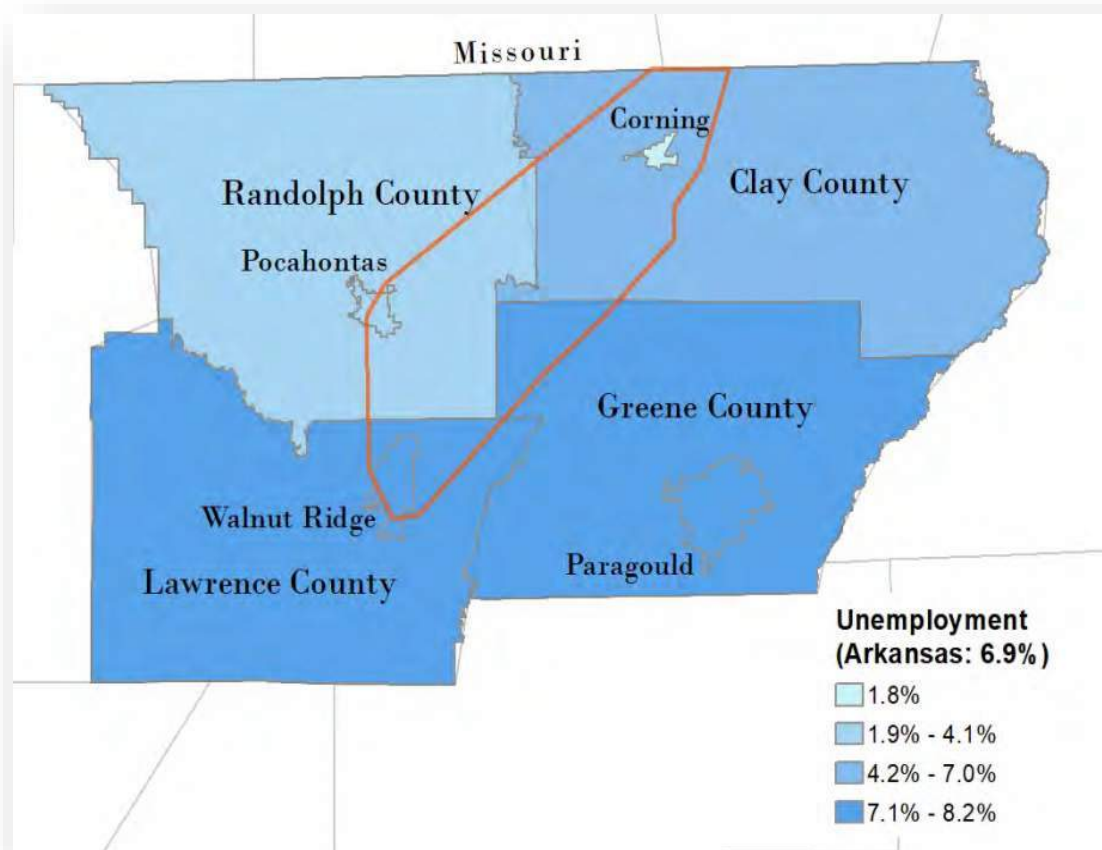


Figure 6: Unemployment



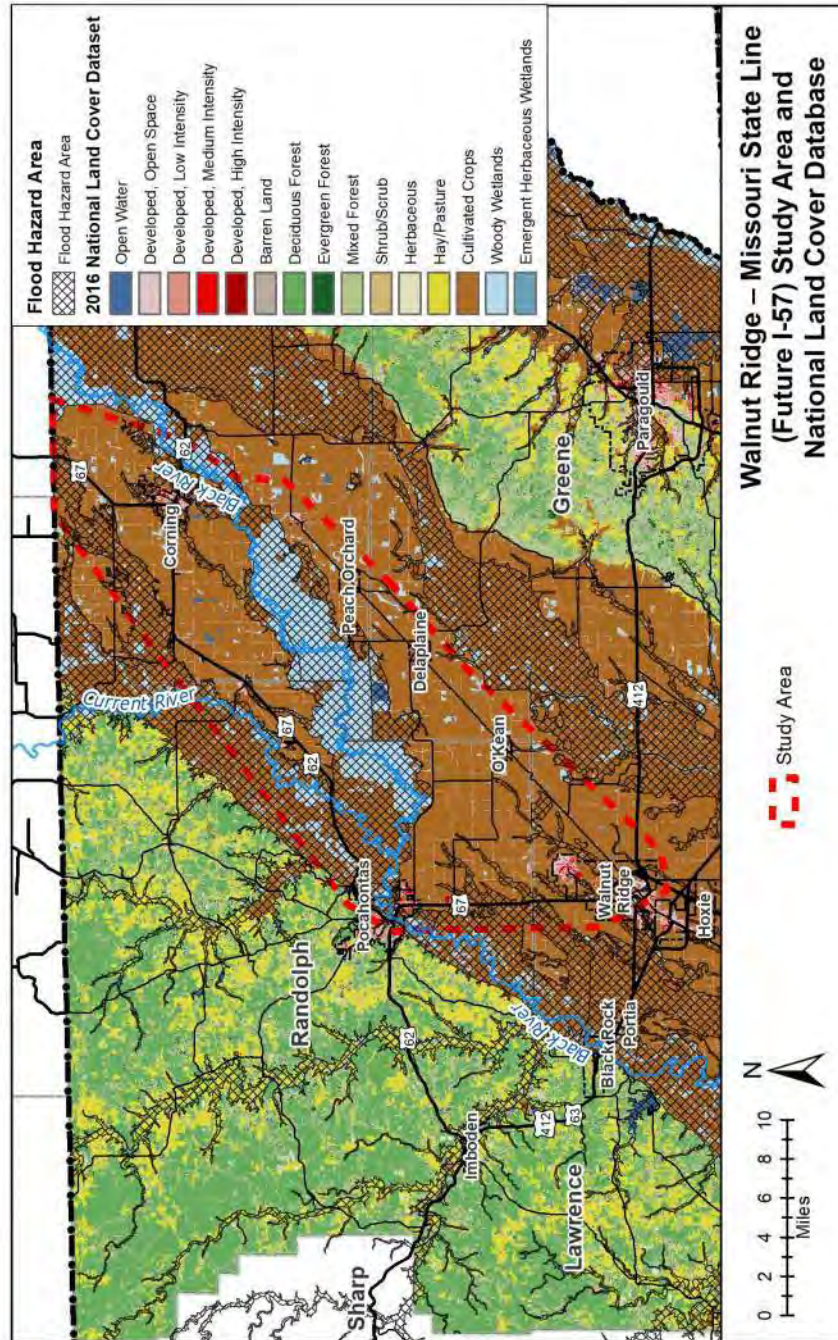
Land Use and Environmental Features

Cultivated crops are the dominant land use in the study area as shown in **Figure 7**. The Dave Donaldson Black River Wildlife Management Area (WMA), the Black and Current Rivers, and substantial floodplains and wetlands are the major environmental features in the study area. As shown in Figure 1, the Dave Donaldson Black River WMA lies directly in the middle of the study area. The WMA is approximately 25,000 acres in size and supports important bottomland hardwoods and substantial recreational opportunities.

Highway 67 Project Purpose and Need



Figure 7: Land Use



Highway 67 Project Purpose and Need



Northeast Arkansas Road Network

Within the study area, there are four primary highways that provide for regional transportation and connect the study area to the rest of the state and beyond: Hwys. 62, 63, 412, and 67 (**Figure 8**). Hwy. 412 is the only continuous principal arterial parallel to, and north of, I-40 in Arkansas. Hwy. 412 extends from New Mexico to Tennessee and connects I-49 to Hwy. 67 in northeast Arkansas. As a Congressionally-designated High Priority Corridor, Hwy. 412 is part of a strategic network of highways that support national economy, defense, and mobility.

There is a network of other minor two-lane roadways in the study area, specifically Hwys. 90, 34, 304, and 135, that provide an alternative route from Walnut Ridge to Corning passing through small communities such as O’Kean, Delaplaine, and Peach Orchard. This alternate route to Highway 67 generally follows the Union Pacific Railroad and is on the eastern edge of the study area.

Regional Roadway Network

Currently, I-57 runs from Chicago, Illinois to Sikeston, Missouri, where it meets I-55 (**Figure 9**). The future I-57 corridor will eventually be extended west from Sikeston, Missouri along Hwy. 60 to Poplar Bluff, Missouri and then south along the Hwy. 67 corridor to North Little Rock, Arkansas, ending at I-40.

Missouri has already upgraded 62 miles of the Hwy. 60/67 corridor between Sikeston and Harviell to a four-lane highway with partial access control, with plans to convert it to a fully-controlled access interstate. An approved alignment for improvements to interstate standards from Harviell to just south of Neelyville ending about 2 miles north of the Arkansas State line (approximately 11 miles) is currently being reevaluated, and funding has already been secured for design and construction of XX miles of this route .

Traffic Operations

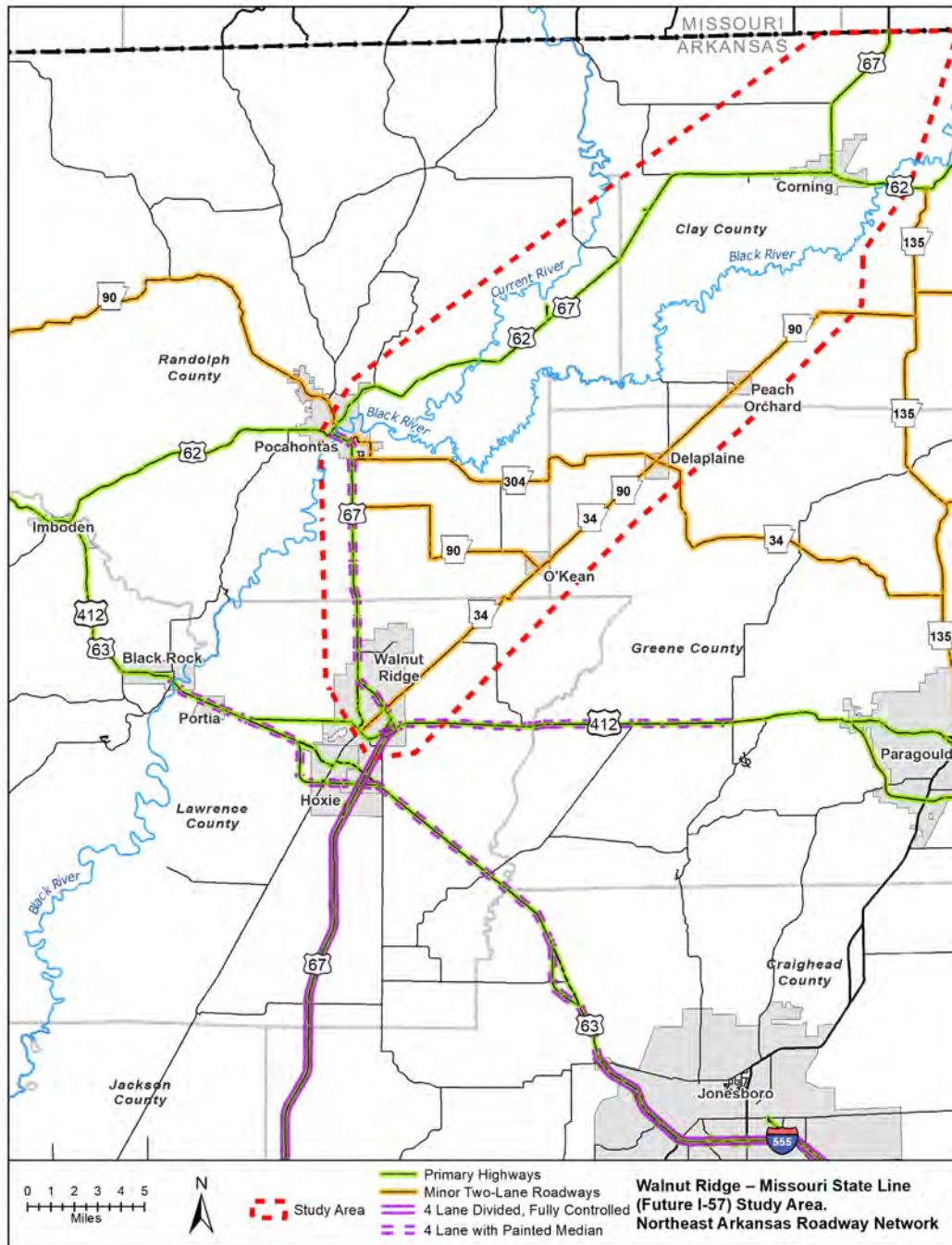
The 2015 *Draft Highway 67 Improvement Study* found that congestion levels were acceptable then and would still be acceptable without improvements in 2035. For this study, the 2015 and 2035 volumes developed in the previous planning study were updated to show 2018 and 2040 volumes. Annual growth rates used to calculate the 2040 volumes were based on the previous study growth rates. Since the 2040 traffic volumes did not show a significant increase over the 2035 volumes, additional traffic analysis was not performed. The previous study indicated that most of Highway 67 in our study area operates at acceptable levels today, and similar operations are expected in 2040. The exceptions were in Pocahontas and Corning for both 2018 and projected 2040 conditions where conditions were not always acceptable. Accordingly, traffic congestion and crash rates are the worst in

Highway 67 Project Purpose and Need



Pocahontas and Corning both now and in 2040 due to the higher traffic volumes, stop light intersections, and residential and business density.

Figure 8: Northeast Arkansas Roadway Network



Highway 67 Project Purpose and Need



Figure 9: Regional Roadway Network



Highway 67 Project Purpose and Need



What studies have been completed in the past for this corridor?

A list of the important actions and reports related to the Hwy. 67 corridor in Arkansas are presented below in **Table 4**.

Table 4: Summary of Project History for the Hwy. 67 Corridor

Action/Report	Date	Details
NE Ark Arterial Highway Study	1975	<ul style="list-style-type: none"> Recommended that a freeway facility be studied
Minute Order 78-186	1978	<ul style="list-style-type: none"> AHC authorized the updating of the 1975 study.
U.S. 67 from Newport to Walnut Ridge	1988	<ul style="list-style-type: none"> Update to the 1978 study Study led to recommendations for an improved transportation system, not just improvements to selected routes.
Walnut Ridge – Pocahontas (Hwy 67) EA	Aug. 1993	<ul style="list-style-type: none"> Proposed action to widen Hwy. 67 from Walnut Ridge to Pocahontas from two-lanes to a four-lane highway, transitioning into a five-lane section inside the city limits of Pocahontas.
U.S. 67 Corridor Study – Walnut Ridge to the Missouri State Line	Feb. 1996	<ul style="list-style-type: none"> Purpose of study to recommend a preferred alignment for a freeway-type facility from Walnut Ridge to the Missouri State line. Recommended a new-location, four-lane freeway approximately 39 miles in length.
Minute Order 2012-025	March 2012	<ul style="list-style-type: none"> AHC authorized a study to re-evaluate the long-term improvement needs for the Hwy. 67 Corridor from Walnut Ridge to the Missouri State line.
Highway 67 Improvement Study	Aug. 2015	<ul style="list-style-type: none"> Evaluated the long-term improvement needs for the Hwy. 67 corridor from Walnut Ridge to the Missouri State line. Alternatives retained for further study included improving existing Hwy. 67 with bypasses, a central new location route, and a northern new location route. No action retained as required by NEPA.
H.R. 1625-Consolidated Appropriations Act of 2018 SEC. 128	Jan. 2018	<ul style="list-style-type: none"> Section 1105(c)(89) of Public Law 102–240, as amended, is amended to read as follows: “(89) I–57 Corridor Extension as follows: In Arkansas, the corridor shall follow United States Route 67 in North Little Rock, Arkansas, from I–40 to United States Route 412, then continuing generally northeast to the State line, and in Missouri, the corridor shall continue generally north from the Arkansas State line to Poplar Bluff, Missouri, and then follow United States Route 60 to I–57.”

Highway 67 Project Purpose and Need



Why is the project needed?

The project is needed because there is a gap in the system linkage which diminishes connectivity and mobility of the National Highway System. Additionally, there is a lack of reliable transportation infrastructure to support economic development and a need to enhance resiliency to extreme weather events along the route. Furthermore, legislation designated this route as future Interstate Route 57. The project needs and supporting information are discussed further in the following sections.

System Linkage & Continuity

Hwy. 67 in the study area does not match the transportation system in the rest of this regional corridor (Figure 2). South of the study area, Hwy. 67 is a fully controlled interstate type facility from I-40 in North Little Rock to Walnut Ridge. North of the study area, Hwy. 67 is either built or planned to be built to a four-lane interstate type facility from the Missouri State line to Sikeston, Missouri. From Sikeston, existing I-57 heads north through Missouri and Illinois until it ends in Chicago, Illinois.

Improving this section of Hwy. 67 to interstate standards would also provide an important interstate connection between I-55 at Sikeston, MO and I-40 and I-30 in North Little Rock, AR. An improved Hwy. 67 that allows for higher speeds and greater traffic volumes, as well as a more direct route through northeast Arkansas, would enable commercial trucks carrying freight to use this route as an alternative to I-40 and I-55. This improved linkage would allow for more efficient movement of people and goods between the Great Lakes and the Gulf Coast in Louisiana and Texas, as well as within and between localized segments along the proposed corridor.

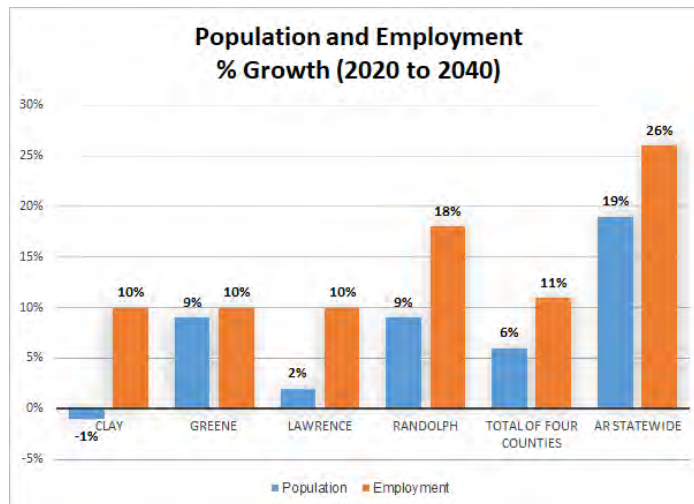
Economic Development

As presented above, the study area populations have a lower standard of living than the rest of the state. The median age of people in these counties is older than the state average and trending higher. Census data also shows that since 1990 populations in Clay and Lawrence Counties have decreased by 24% and 6%, respectively. Randolph and Greene Counties have increased populations by 6% and 30%, respectively. For comparison, the state population has increased 22% between 1990 and 2019.

Highway 67 Project Purpose and Need



The projected population growth between 2020 and 2040 is approximately 6% for the four study area counties as compared to 19% for rest of the state⁵. Employment growth is projected to average 11% for the four study area counties as compared to the state's 26% growth⁵. These demographic characteristics can be directly correlated with reduced economic



opportunities and fewer jobs creating an environment where younger people move away to find more work opportunities and higher standard of living.

According to U.S. Department of Transportation studies⁶, a region's industrial and employment base is closely tied to the quality of the transportation system. High-quality, dependable transportation systems allow businesses to receive inputs to production facilities and to transport finished goods to market in an efficient manner. An efficient transportation system allows companies to lower transportation costs, which lowers production costs and enhances productivity and profits.

Climate Resiliency

The Federal Highway Administration (FHWA) Order 5520 establishes FHWA policy on preparedness and resilience to climate change and extreme weather events. It encourages state departments of transportation to implement and evaluate risk-based and cost-effective strategies to minimize extreme weather risks and protect critical infrastructure using the best available science, technology, and information.

⁵-<https://arstatedatacenter.youraei.com/past-census-data/and>
<https://arstatedatacenter.youraei.com/demores/demoscripts/subcountyestimates2019.php>

⁶- <https://www.fhwa.dot.gov/publications/publicroads/96spring/p96sp16.cfm>

Highway 67 Project Purpose and Need



Over the past 12 years, the Hwy. 67 corridor has experienced several major flood events causing highway disruption. The first major flood event occurred along the Black River in 2008, submerging portions of Hwy. 67 in Pocahontas⁷. In 2011, Hwy. 67 from Pocahontas to Walnut Ridge was shut down for more than a week due to flooding. From south of Pocahontas to Corning, Hwy. 67 was closed for several days due to high water in May 2017. Additional minor flood events impacting the Hwy. 67 corridor have occurred as well, especially between Pocahontas and Corning.

Hwy. 67 south of Pocahontas in Randolph County in 2017.



In recent years, a higher percentage of precipitation in the U.S. has come in the form of intense single-day events⁸. The prevalence of extreme single-day precipitation events remained fairly steady between 1910 and the 1980s, but has risen substantially since then. Nationwide, nine of the top 10 years for extreme one-day precipitation events have occurred since 1990. The occurrence of abnormally high annual precipitation totals (as defined by the National Oceanic and Atmospheric Administration) has also increased. Increases and decreases in frequency and magnitude of river flood events generally coincide with increases and decreases in the frequency of heavy rainfall events⁹. This trend is expected to continue.

A resilient Hwy. 67 is needed to withstand such extreme weather events. By remaining open to travel, it would serve to keep valuable commerce moving through the region, give locals the ability to access jobs and commerce, facilitate emergency vehicle access, and serve as an evacuation route for lower lying areas. An improved Hwy. 67 would provide an alternate route to Interstates 40 and 55 during construction work or emergency closures on those facilities, improving not only local and regional but national mobility.

⁷-<https://www.noaa.gov/weather>

⁸-<https://www.epa.gov/climate-indicators/weather-climate>

⁹- <http://nca2014.globalchange.gov>

Highway 67 Project Purpose and Need

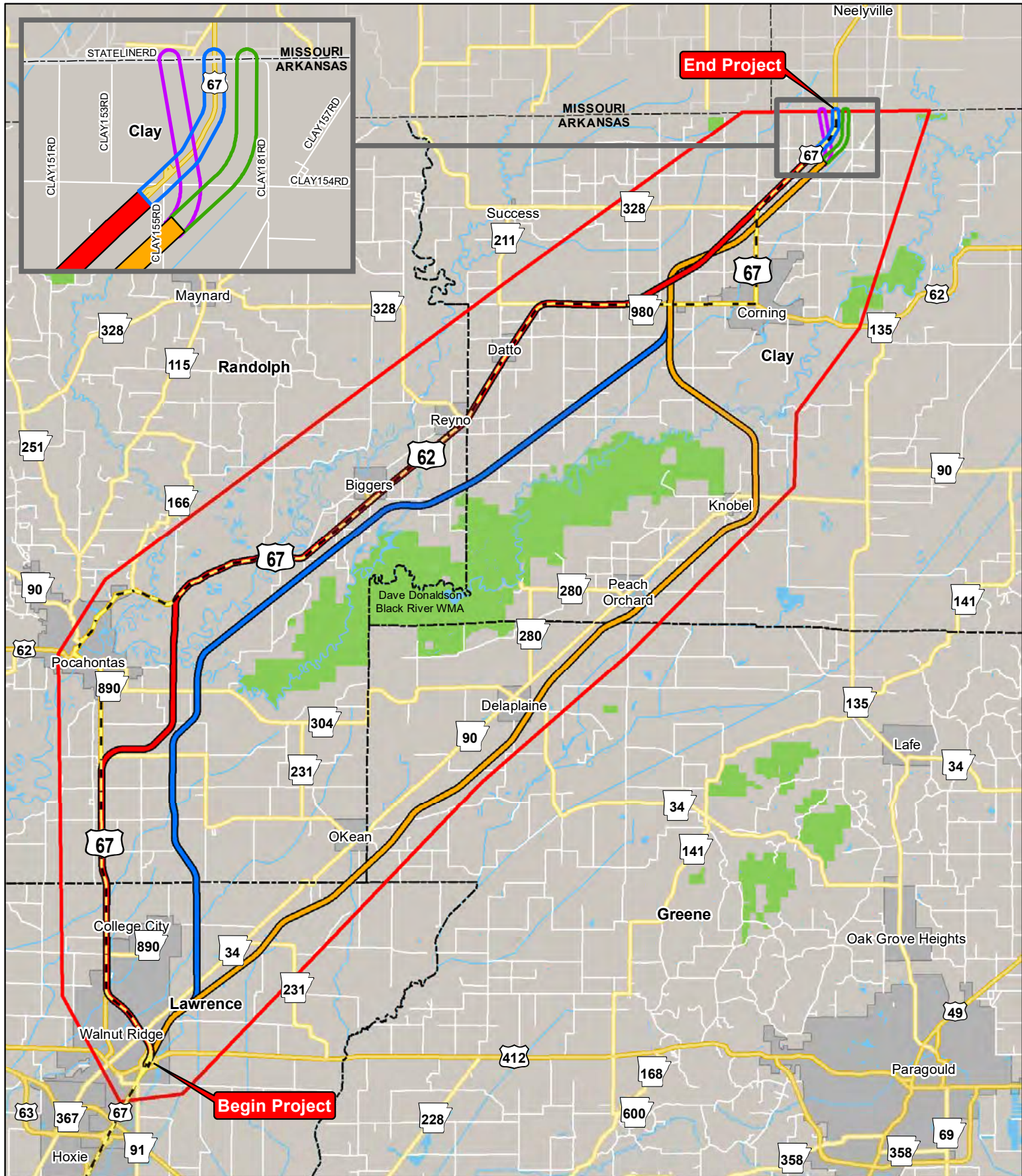


Congressional Designation

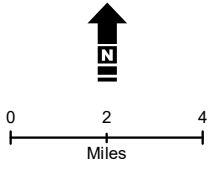
Recent Federal legislation emphasized the importance of this extension of the I-57 corridor. The Consolidated Appropriations Act of 2018 states: *“I-57 Corridor Extension as follows: In Arkansas, the corridor shall follow United States Route 67 in North Little Rock, Arkansas, from I-40 to United States Route 412, then continuing generally northeast to the State line, and in Missouri, the corridor shall continue generally north from the Arkansas State line to Poplar Bluff, Missouri, and then follow United States Route 60 to I-57”.*

What is the purpose of the project?

The purpose of the project is to enhance connectivity and continuity of the National Highway System, provide a more resilient roadway, and provide for increased opportunity for economic development in northeast Arkansas.



- █ Corridor 1
- █ Corridor 2
- █ Corridor 3
- █ Missouri Connector 1
- █ Missouri Connector 2
- █ Missouri Connector 3
- Study Area
- Wildlife Management Area
- City Limit
- County
- River / Stream
- Existing Highway 67



**Walnut Ridge - Missouri State Line
(Future I-57)
Study Area and Proposed Corridors**

Randolph, Clay, Greene and Lawrence Counties

Walnut Ridge - Missouri State Line (Future I-57)

Project History



1993

Walnut Ridge - Pocahontas (Hwy. 67) EA

Proposed action to widen Highway 67 from Walnut Ridge to Pocahontas from two lanes to a four-lane highway, transitioning into a five-lane section inside the city limits of Pocahontas.

1996

U.S. 67 Corridor Study: Walnut Ridge - Missouri State Line

Recommended a new-location, four-lane freeway from Walnut Ridge to the Missouri state line.

2012

Minute Order 2012-025

AHC authorized a study to re-evaluate the long-term improvement needs for the Highway 67 corridor from Walnut Ridge to the Missouri state line.

2015

Highway 67 Improvement Study

Alternatives retained for further study included improving existing Highway 67 with bypasses, a central new location route, and a northern new location route.

2018

H.R. 1625-Consolidated Appropriations Act of 2018 SEC. 128

Section 1105(c)(89) of Public Law 102-240, as amended. This legislation directed the AHC to improve the Highway 67 corridor with a freeway-type facility from I-40 to the AR/MO State line to be renamed I-57.

Walnut Ridge - Missouri State Line (Future I-57)

Study Goals



The purpose of the project is to enhance connectivity and continuity of the National Highway System, provide a more resilient roadway, and provide for increased opportunity for economic development in northeast Arkansas.

Goals



Improve Connectivity



Improve Travel Time



Increase Reliability and Resilience



Stimulate Economic Opportunities



Fulfill Legislative Goals

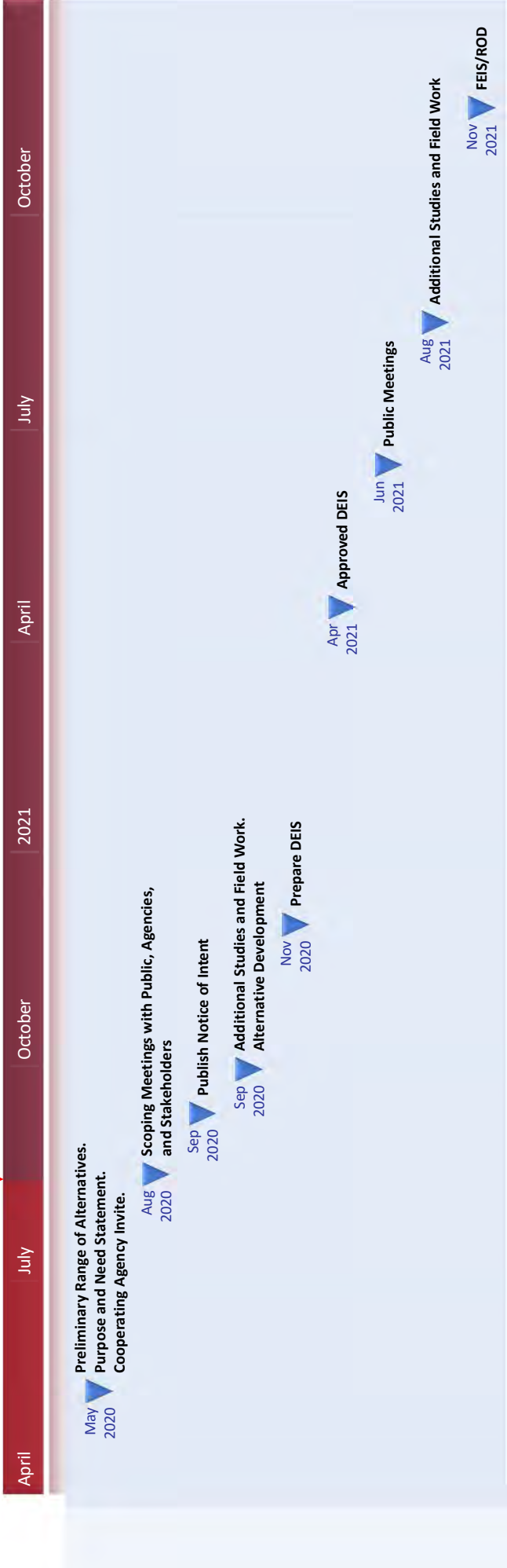


Minimize Impacts to Natural and Social Environments

Walnut Ridge – Missouri State Line (Future I-57) EIS Schedule - Milestones

Project No. 100512

August 13, 2020



ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) CITIZEN COMMENT FORM

**ARDOT JOB NUMBER 100512
WALNUT RIDGE – MISSOURI STATE LINE (FUTURE I-57)
CLAY, GREENE, LAWRENCE, AND RANDOLPH COUNTIES**

**VIRTUAL MEETING WEBSITE:
FUTURE57.TRANSPORTATIONPLANROOM.COM
THURSDAY, AUGUST 13 – WEDNESDAY, SEPTEMBER 2, 2020**

Please provide your comments on this form and submit by Wednesday, September 2, 2020, to: Jon Hetzel, Garver, 4701 Northshore Drive, North Little Rock, AR 72118. Alternatively, send the form via e-mail to: PublicInvolvement@GarverUSA.com or submit comments online at Future57.TransportationPlanRoom.com.

Yes No

Do you believe there is a need for an improved connection between Walnut Ridge and the Missouri state line (future I-57)? Why or why not? _

Do you regularly travel within northeast Arkansas? If so, please check the city *closest* to your home and to your destination and the purpose of your travel.

<i>Closest City</i>	Home	Destination	Purpose		
			Work	School	Other
Corning and north	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Datto/Reyno/Biggers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pocahontas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shannon/Manson/Lesterville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walnut Ridge/Hoxie/College City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Knobel/Peach Orchard/ Delaplaine/O’Kean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Black Rock/Imboden/Portia/ Ravenden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paragould	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jonesboro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continue on Back)

Do you believe that the proposed project would have any impacts on your community (economic, environmental, social, etc.)? (Beneficial Adverse Both Neither)
Please explain. _____

Which corridor do you prefer?

- No Build
- Corridor 1
- Corridor 2
- Corridor 3

Which connection with Missouri do you prefer?

- Missouri Connector A
- Missouri Connector B
- Missouri Connector C

Yes **No**

Are you aware of any environmental constraints or historic sites within the study area? _____

Yes **No**

Are you aware of any land development plans within the study area?

Please make any additional comments here. _____

(Optional) If you would like to be notified of future public meetings related to this project, please list your contact information below:

Name: _____

Address: _____ Phone: (_____) ____ - _____

Email: _____

Thank you for taking the time to participate in this study. For additional information, please visit Future57.TransportationPlanRoom.com.



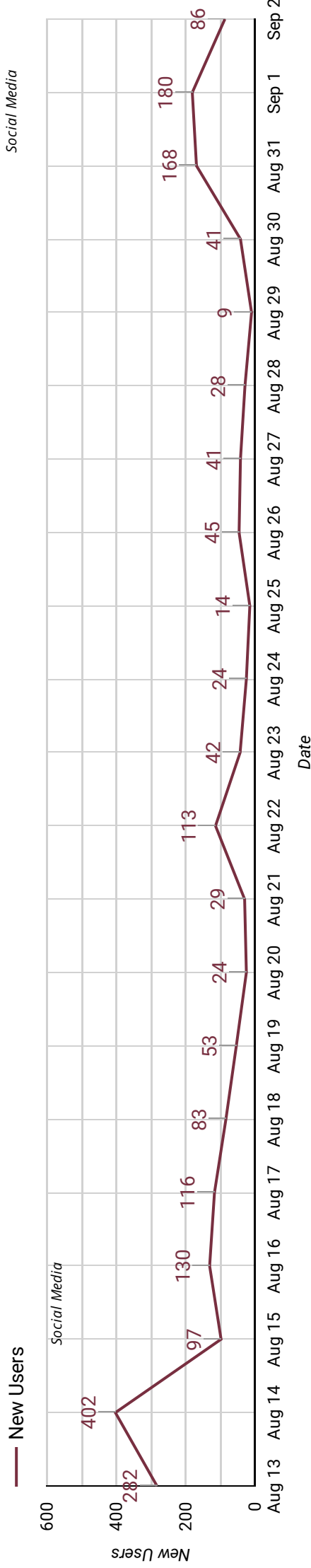
Walnut Ridge - Missouri State Line (Future I-57)

Aug 13, 2020 - Sep 2, 2020

Virtual Public Meeting Analytics

Audience Overview

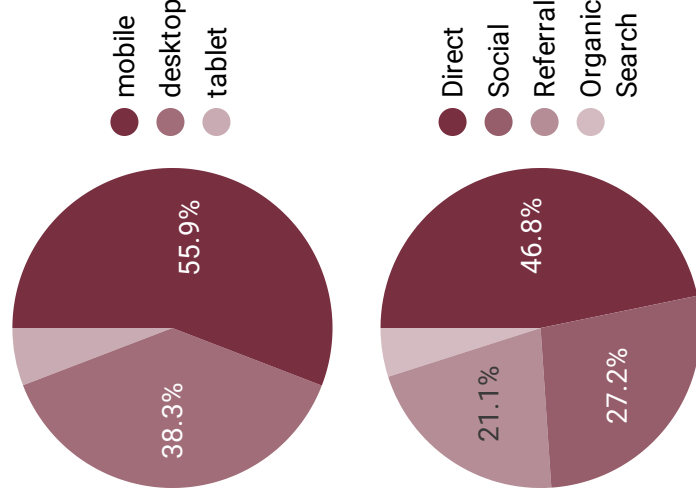
New Users	Pageviews	Sessions	Pages / Session	Avg. Session Duration
2,005	8,168	2,474	3.3	04:02



Top Pages

Page Title	Pageviews
Walnut Ridge to Missouri State Line (Future I-57) - Fu...	3,380
Corridors Map - Future I-57	1,919
Exhibits - Future I-57	745
Environmental Map - Future I-57	725
Sign-In and Handouts - Future I-57	559
Presentation - Future I-57	524
Submit a Comment - Future I-57	315
(not set)	1
Grand total	8,168

Devices and Sources



Engagement by City

(IP Address)

City	New Users	Pageviews
1. Jonesboro	397	1,675
2. Dallas	189	716
3. Memphis	142	624
4. Little Rock	123	596
5. (not set)	112	425
6. Paragould	69	305
7. Cabot	51	196
8. Olive Branch	42	141
9. Corning	40	296
Grand total	2,005	8,168

List of attendees for the Walnut Ridge – Missouri State Line (Future I-57) public officials meeting August 12, 2020 at 3:00p via Microsoft Teams.

- ARDOT – John Fleming, Environmental Division Head
- ARDOT – Ruby Jordan-Johnson, Environmental Section Head – Public Involvement
- ARDOT – Don Nichols, Environmental Section Head – Assessments
- ARDOT – Brad Smithee, District 10 Engineer
- ARDOT – Susan Staffeld, Environmental Scientist
- ARDOT – Alan Walter, District 10 Construction Engineer
- Arkansas Senate – Senator James Sturch, District 19
- Arkansas Senate – Senator Blake Johnson, District 20
- Arkansas State Highway Commission – Alec Farmer
- City of Piggot – Mayor Travis Williams
- City of Pocahontas – Mayor Keith Sutton
- City of Reyno – Mayor Vicki Edington
- City of Walnut Ridge – Mayor Charles Snapp
- FHWA – Randal Looney, Environmental Coordinator
- Garver – David Bednar
- Garver – John Cantabery
- Garver – Glynn Fulmer
- Garver – Jon Hetzel
- Garver – Bill McAbee
- Lawrence County – Judge John Thomison
- Town of O’Kean – Tracy Flanery, Recorder/Treasurer



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

July 27, 2020

The Honorable Mike Patterson
Clay County Judge
PO Box 385
Piggott, AR 72454

SUBJECT: Notice of Virtual Public Officials Meeting – August 12, 2020
Highway 67 (Future I-57) Study (Walnut Ridge – Missouri State Line)
(ARDOT Job 100512)
Clay, Greene, Lawrence, and Randolph Counties

Dear Judge Patterson:

The Arkansas Department of Transportation and Garver are studying the proposed Highway 67 (Future I-57) connection between Walnut Ridge and the Missouri state line in northeast Arkansas.

The Department and Garver will conduct a virtual **Public Officials Meeting** to present information on the project and provide an overview of materials for the upcoming virtual public involvement meeting. This Public Officials Meeting will be held via video conference on **Wednesday, August 12, at 3:00 p.m.** You are invited and encouraged to attend this informational meeting. You will receive a meeting invitation through email to the Public Officials Meeting, which will include video conference log-in instructions.

In addition, The Department and Garver will conduct a **Virtual Public Involvement Meeting** to obtain public input on the proposed connection. The meeting will be hosted at Future57.TransportationPlanRoom.com beginning Thursday, **August 13 and ending Wednesday, September 2, 2020.** Local officials, the general public, and other stakeholders may visit the website anytime during the scheduled dates to view meeting exhibits, ask questions, and offer comments about the project.

Sincerely,
GARVER



Jon Hetzel

Communications Manager
501-376-3633
PublicInvolvement@GarverUSA.com

The Honorable Mike Patterson
Clay County Judge
PO Box 385
Piggott, AR 72454

The Honorable Rusty McMillon
Greene County Judge
320 West Court Street Office 107
Paragould, AR 72450

The Honorable John Thomison
Lawrence County Judge
315 W. Main St. Room 1
Walnut Ridge, AR 72476

The Honorable David Jansen
Randolph County Judge
107 W. Broadway Street
Pocahontas, AR 72455

The Honorable Greg Ahrent
Mayor of Corning
308 SW 2nd Street
Corning, AR 72422

The Honorable Stanley Ashby
Mayor of Knobel
PO Box 215
Knobel, AR 72435

The Honorable Mike Gaskill
Mayor of Paragould
301 West Court Street
Paragould, AR 72450

The Honorable Dianne Neill
Mayor of Peach Orchard
PO Box 100
Peach Orchard, AR 72453

The Honorable Travis Williams
Mayor of Piggott
194 West Court
Piggott, AR 72454

The Honorable Keith Sutton
Mayor of Pocahontas
410 N. Marr Street
Pocahontas, AR 72455

The Honorable Vicki Edington
Mayor of Reyno
PO Box 228
Reyno, AR 72462

The Honorable Charles Snapp
Mayor of Walnut Ridge
300 W. Main
Walnut Ridge, AR 72476

The Honorable Jim Foster
Mayor of Biggers
PO Box 192
Biggers, AR 72413

The Honorable Jeremy Eddington
Mayor of Datto
PO Box 46
Datto, AR 72424

The Honorable Eli Murray
Mayor of Delaplaine
PO Box 1
Delaplaine, AR 72425

The Honorable Donna Robertson
Mayor of O'Kean
PO Box 121
O'Kean, AR 72449

The Honorable Joe Jett
Arkansas State Representative
572 County Road 101
Success, AR 72470

The Honorable Jimmy Gazaway
Arkansas State Representative
800 West Court Street
Paragould, AR 72450

The Honorable Frances Cavanaugh
Arkansas State Representative
701 Park Lane
Walnut Ridge, AR 72476

The Honorable Marsh Davis
Arkansas State Representative
201 East Marshall Drive
Cherokee Village, AR 72529

The Honorable James Sturch
Arkansas State Senator
PO Box 2391
Batesville, AR 72503

The Honorable Blake Johnson
Arkansas State Senator
PO Box 8
Corning, AR 72422



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 11, 2020

Dan Shaw
Mayor of Bono
PO Box 127
Bono, AR 72416

SUBJECT: Notice of Virtual Public Meeting: August 13 – September 2, 2020
Walnut Ridge – Missouri State Line (Future I-57)
(ARDOT Job 100512)
Clay, Greene, Lawrence, and Randolph Counties

Greetings:

The Arkansas Department of Transportation and Garver are studying the proposed Walnut Ridge – Missouri State Line (Future I-57) connection in northeast Arkansas.

Due to the COVID-19 restrictions, we are unable to conduct a public involvement meeting in the traditional sense. We are offering an online opportunity for the public to review project information for the above stated proposed project. The meeting will be hosted at Future57.TransportationPlanRoom.com beginning **Thursday, August 13 and ending Wednesday, September 2, 2020**. Local officials, the general public, and other stakeholders may visit the website anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

You are invited and encouraged to attend this virtual meeting and offer your views concerning the project.

Sincerely,
GARVER

A handwritten signature in black ink, appearing to read 'Jon Hetzel', written over a light grey circular stamp.

Jon Hetzel
Communications Manager
501-376-3633
PublicInvolvement@GarverUSA.com

Melvin Tobin
U.S. Fish and Wildlife Service
Ark. Ecological Services Field Office
110 South Amity Road, Sutie 300
Conway, AR 72032

Edgar Mersiovsky
U.S.D.A. Natural Resources
Conservation Service, Arkansas
700 W. Capitol Ave. Room 3416
Little Rock, AR 72201

Pat Fitts
Arkansas Game and Fish Commission
2 Natural Resources Drive
Little Rock, AR 72205

Nathaniel Smith
Arkansas Department of Health
4815 West Markham
Little Rock, AR 72205

Bekki White
Arkansas Geological Survey
3815 West Roosevelt Road
Little Rock, AR 72204

Mike Preston
Arkansas Economic Development
Commission
900 West Capitol Avenue, Suite 400
Little Rock, AR 72201

W. Scott Gain
U.S. Geological Survey, Ark. Office
401 Hardin Road
Little Rock, AR 72211

Scott Kaufman
Ark. Historic Preservation Program
1100 North Street
Little Rock, AR 72201

Bill Holimon
Arkansas Natural Heritage Commission
1100 North Street
Little Rock, AR 72201

Tim Scott
Randolph Co. Chamber of Commerce
107 East Everett Street
Pocahontas, AR 72455

Sue McGowan
Paragould Reg. Chamber of Commerce
300 W. Court Street
Paragould, AR 72451

Carla Price
Corning Area Chamber of Commerce
1621 West Main (US Highway 62)
Corning, AR 72422

Lesa Walter
Lawrence Co. Chamber of Commerce
P.O. Box 842
Walnut Ridge, AR 72476

Randy Zook
Arkansas State Chamber of Commerce
1200 West Capitol Avenue
Little Rock, AR 72201

Anne Idsal
U.S. EPA, Region 6
1445 Ross Avenue
Dallas, TX 75202

Tony Robinson
FEMA, Region 6
FRC 800 North Loop 288
Denton, TX 76209

Federal Railroad Administration,
Region 5
4100 International Plaza, Suite 450
Fort Worth, TX 76109

Robert Dixon
USACE, Little Rock District
PO Box 867
Little Rock, AR 72203

Bert Frost
US Department of Interior
National Parks Service, Midwest
601 Riverfront Drive
Omaha, NE 68102

Becky Koegh
ADEQ
5301 Nortshore Drive
North Little Rock, AR 72118

Jim Dailey
Ark. Department of Parks and Tourism
1 Capitol Mall, Room 4A-900
Little Rock, AR 72201

Bruce Holland
Ark. Natural Resources Commission
101 East Capitol, Suite 350
Little Rock, AR 72201

Stacy Hurst
Department of Arkansas Heritage
1100 North Street
Little Rock, AR 72201

Tim Pickett
Missouri Department of Transportation
105 West Capitol Avenue
Jefferson City, MO 65101

Jose R. Romero
Arkansas Department of Health
4815 West Markham
Little Rock, AR 72205

Brigitte McDonald
Corning Area Chamber of Commerce
1621 West Main (US Highway 62)
Corning, AR 72422

Marvin Day
Craighead County Judge
511 Union St., #119
Jonesboro, AR 72401

Harold Perrin
Mayor of Jonesboro
300 S. Church Street
Jonesboro, AR 72401

Dan Shaw
Mayor of Bono
PO Box 127
Bono, AR 72416

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

Date	Name	Address	Email	Representing: Organization, Business, or "Self"	How did you hear about the meeting?	Are you of Hispanic, Latino, or Spanish origin?	How would you describe yourself?
8/13/20	Greg Baltz	2731 Highway 67 N, Pocahontas, AR 72455	gregorybaltz@suddenlink.net	Self	Newspaper ad;	No	White
8/13/20	Rob Olvey	1700 N Thomasville Ave, Pocahontas, AR	rob@martinagencyinc.com	City of Pocahontas & Martin Agency, Inc.	Mailed letter/postcard;	No	White
8/13/20	Melissa Throesch	6554 Biggers Reyno Rd Reyno, Ar. 72462	mgpankey@gmail.com	self	Social media post;	No	White
8/13/20	Ronnie Roberts	499 Greene 154 Road	Rroberts08@gmail.com	Getson Farms	Social media post;	No	White
8/13/20	Edward Harthorn	1210 S. 25th St., Lincoln, NE 68502	edwardharthorn@yahoo.com	Self	Newspaper ad;	No	White
8/13/20	Rick Lane	703 Bryan Ave., Corning, AR 72422	ricklane89@gmail.com	self	Mailed letter/postcard;	No	White
8/13/20	Mike Patterson	PO Box 385 Piggott Arkansas	judgepatterson@centurytel.net	Clay County Judge	Email;		White
8/13/20	Kenny Francis	1212 cr 125 corning AR 72422	corningcatfish72@gmail.com	Francis Fish Co LLC	Newspaper ad;	No	White
8/13/20	Marvin Day	511 Union Ave, Suite 119, Jonesboro, AR 72401	mday@craigheadcounty.org	Craighead County	Email;	No	White
8/13/20	Kerry Crismon	Pocahontas	kdcrismon@att.net	Self	Newspaper ad;	No	White
8/13/20	Rob Roberts	436 Greene 225 Rd. Delaplaine, AR 72425	rdrfarms@yahoo.com	Self	Mailed letter/postcard;	No	White
8/13/20	Steve Johnson	147 Ellis Rd	stevejteam@gmail.com	Farm	Word-of-mouth;	No	White
8/13/20		1001 Circle Drive Walnut Ridge, AR 72476	joanne.hart@suddenlink.net		TV news story;	No	White
8/13/20	Bobby Ball	1379 Malone Rd Maynard AR 72444	bfball25@hotmail.com	Self	Mailed letter/postcard;	No	White
8/13/20	Sam Jones	500 Southwest Drive, Jonesboro Ar	samjones@aol.com	self	Word-of-mouth;	Prefer not to answer	Prefer not to answer

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/13/20	Kathy Smith	200 Sanders Rd, Pocahontas, Ar 72455	kathysmith3782055@gmail.com	Self	TV news story;	No	White
8/13/20	Danea Hall	6934 Tara Drive Richmond TX	daneahall@comcast.net	Self	Newspaper ad;Word- of-mouth;	No	White
8/13/20	Larry	Corning	Brownfiel@centurytel.net	Self	TV news story;	No	White
8/13/20	Joshua	5160 Hwy 90 W. Pocahontas, AR. 72455	Dementfamily@centurylink.net	Self	Social media post;	No	White
8/13/20	Dr. Richard	5100 Koala Drive, Jonesboro, AR. 72404	Rgrippo@astate.edu	Ecologic	Social media post;	No	White
8/13/20	Joyce Waddell	20 Lawrence 446 913 Pauline Street	joywaddell72476@yahoo.com	Self	TV news story;	No	White
8/14/20	Joshua Tippitt	Pocahontas, AR. 72455	jtippitt13@gmail.com	self	TV news story;	No	White
8/14/20	Chad Wilmoth	Paragould, AR	wilmoth.chad@gmail.com	Self	TV news story;	No	White
8/14/20	Matthew	24 CR 1411					
8/14/20	Woolard	Corning, AR 72422		self	Newspaper ad;	No	White
8/14/20	Rebecca	21 Lawrence Road 436, Walnut Ridge	bwagoner435@yahoo.com	self	TV news story;	No	White
8/14/20	Jesse Wright	1305 Columbia St, Corning, AR 72422	corningarbarberuth@gmail.com	Selt	Mailed letter/postcard;	No	White
8/14/20	Matt Wright	803 Bryan Ave. Corning Ar.	mwright5907@gmail.com	Organization	Social media post;	No	White
8/14/20	David	Miller	doc_dapl@gmx.com	Self	Facebook;	No	White
8/14/20	Phillip						Prefer not to answer
8/14/20	Vineyard	White Hall, Ar.	phillipvineyard64@gmail.com	self	Social media post;	No	White
8/14/20	Christopher	1931 Scott St., Pocahontas, AR 72455	phyxius1701@aol.com	Self	Social media post;	No	White
8/14/20	Steve Dixon	343 Joy St, Marmaduke AR 72443	sdixon@marmadukear.com	City of Marmaduke	TV news story;	No	White
8/14/20							Prefer not to answer
8/14/20	Vonda Bailey	3075 Highway 115 Pocahontas,At 72455	vsbailey@centurytel.net	Self	Social media post;	Prefer not to answer	White
8/14/20					Word-of-mouth;	No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/14/20	Jared Roark Mike	912 Eaton Street 2014 Dana Drive	roarkja2013@gmail.com	Self	Mailed letter/postcard;	No	White
8/14/20	Thompson	Pocahontas AR	mike.thompson68@yahoo.com	iBERIABANK	Social media post;	No	White
8/14/20	Graycen Colbert Bigger	500 North Thomasville Avenue Pocahontas, AR 72455	Graycen@neaintermodal.com	Organization	Social media post;Word-of- mouth;	No	White
8/14/20	Geoffrey Havens	9 Foley Dr, Powhatan AR 72458	geoffrey.havens@gmail.com	Self	Social media post; posted by Walnut ridge;Social media post;	No	White
8/14/20	Donald Jones	Walnut Ridge ,AR	djones64@suddenlink.net	self	Social media post;	No	White
8/14/20	Janet Luter Harrel	1010 Harb St. 1605 Clover circle	janetluter@centurytel.net	Self		No	White
8/14/20	Shewmaker	Paragould AR	,mrshew@grnco.net	self	TV news story;	No	White
8/14/20	Charles Fullen	9 Willow Creek Lane # 9112, Jonesboro, AR 72401	charles.fullen@communitiesu.org		TV news story;	No	White
8/14/20	Tommy Jordan	304 NW Memorial Ln Apt. 7	ZeroRacer07@gmail.com	Self	Newspaper ad;	No	White
8/14/20	Junior Briner	804 SW 5th Walnut Ridge	jbriner@lawrencehealth.net	Lawrence County Chamber	Mailed letter/postcard;	No	White
8/14/20	Kai Rorex	721 NW 3rd street walnut ridge ar	Kairorex@gmail.com	Self	Social media post;	No	White
8/14/20	David Rounds	586 Jansen Trl 2049 cr 135 Success Ar 72470	cdavidrounds@gmail.com	Self	Newspaper ad;TV news story;	No	White
8/14/20	Jerry Turner	700 NW 4th street	Jturner@ccewb.net	Self	Mailed letter/postcard;	No	White
8/14/20	Larry Abbott	1780 county road 176	labbott@enginespower.com	Self	Social media post;	No	White
8/14/20	Keith Turner	Little rock arkansas	fourtacres@gmail.com	Self	Mailed letter/postcard;	No	White
8/15/20	Daryl		Dchatmon83@gmail.com	Self	Social media post;	Prefer not to answer	Prefer not to answer

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/15/20	Chris Bounds	3973 hwy 304 delaplaine at 72425	chris72425@gmail.com	Self	Social media post;	No	White
8/16/20	William Rieger	170 SE Main St, Peach Orchard, Ar 72453	billrieger@hotmail.com	Self	Newspaper ad;	No	White
8/16/20	Bruce Smith	225 Old Union Rd. Imboden, Ar. 72434	classacthollow@msn.com	self	Social media post;	No	White
8/16/20	William Bailey	1912 N Park St, Pocahontas, AR 72455	wmbailey_2000@yahoo.com	Self	Newspaper ad;	No	White
8/16/20	Stan glover	100 Deerwood Dr 602 Woodland Dr, Benton, AR 72019	Stanley.glover@ardot.gov choochoo40@aol.com	Self	Social media post; Newspaper ad;	No	White
8/17/20	Bill Sanders	Arkansas Natural Heritage Commission, 1100 North Street, Little Rock, AR 72201	Cindy.Osborne@Arkansas.gov	Commission	Email;		
8/17/20	J. Michael	701 11th Street Corning, AR 72422	mike@jmvcpa.com	self	Mailed letter/postcard;	No	White
8/17/20	Michael T. Trace	16075 Maple Circle, Fayetteville, AR 72704	mttrace@hotmail.com	Self	https://www.aaroad s.com;	No	White
8/17/20	E Snapp	300 West Main Street Mayor Charles Walnut Ridge, AR 72476	CharlesESnapp@gmail.com	City of Walnut Ridge	Email;	No	White
8/17/20	Judy miller	201 victoria st corning,ar.	judyg2054@hotmail.com	self	Social media post;	No	White
8/17/20	Samuel Martin	55 Greene 629 Rd Paragould AR 72450	Littlesam1981@gmail.com	Self	TV news story;	No	White
8/17/20	Kasey Martin Daniela	55 Greene 629 Rd., Paragould, AR 72450	kasey052186@gmail.com	Self	Word-of-mouth;	No	White
8/18/20	McKenzie	Po Box 50 Reyno AR 393 cr 120 Corning AR	fabricsandquilts@yahoo.com	Self	Social media post;	No	White
8/18/20	Tina Crump	72422	Tina_crump@rocketmail.com	Self	Social media post;	No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/18/20	blake brasher	504 north 72nd street, paragould ar 72450	blakeb@rgbmechanical.com	self		TV news story;	No	White
8/18/20	Jeremy edington	607 bill rice st datto at 72424	Jeremyedington@yahoo.com	Town of Datto	Email;		No	White
8/19/20	Dawn Bringelson	100 Centennial Mall North, Room 474/ Lincoln, NE 68502 (currently teleworking)	dawn_bringelson@nps.gov	National Park Service, Historic Preservation Partnerships, IR 3, 4,	Email;		No	White
8/19/20	PAUL DRURY	3592 HWY 367 S, SEARCY, AR	PDRURY@CAPITALMIDSOUTH.CO	CAPITAL PAVING & CONSTRUCTION	TV news story;		No	White
8/19/20	Jackson Hurst	4216 Cornell Crossing, Kennesaw, Georgia	ghostlightmater@yahoo.com	Self	ARDOT Website;		No	White
8/20/20	Nick Manatt	1011 N Missouri Ave. Corning, AR 72422	nmanatt@ccecc.coop	self	TV news story;		No	White
8/20/20	Dewayne Crouse	600 NW 4th St, Corning, Ar 72422	dewaynec@CenturyTel.net	self	Newspaper ad;		No	White
8/20/20	Diana Rush	122 N.E. 1st ST 805 Bryan Ave Corning,	Dianakayrush@hotmail.com	Self	Word-of-mouth;		No	White
8/21/20	Shonda Pence	AR	Shondap33@hotmail.com	Self	Social media post;		No	White
8/21/20	Mitch Brown	po box 125 success ar 72470	mitchbrown@hotmail.com	Self	Mitch brown farms, millie brown living trust and quinn brown family trust	Mailed letter/postcard;	No	White
8/21/20	Jon Crabbe	289 Decliff lane Pocahontas AR 72455	janetandjon@msn.com	self		Mailed letter/postcard;	Prefer not to answer	White
8/21/20	Virginia Porta Kimberly	Little Rock 54 CR 146, Corning, AR	scrogin@centurytel.net	Self			No	White
8/21/20	Scrogin	72422		self	Word-of-mouth;		Prefer not to answer	White
8/21/20	Leslie Price	203 CR 127, Corning, AR 72422	clnjtprice@live.com	self	Word-of-mouth;		Prefer not to answer	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/22/20	Rich Martin	608 9th st Corning Ar 72422	arkflash63@gmail.com	Self	Newspaper ad;Social media post;Word-of- mouth;	No	White
8/22/20	Drew Calhoun	619 County Road 169 Corning, Arkansas 72422	drew.calhoun@smail.astate.edu	Self, Growing Corning Together	Mailed letter/postcard;	Prefer not to answer	White
8/23/20	Kathy Adkins	1813 Randolph, Pocahontas AR	Kadkins1955@gmail.com		Social media post;	No	White
8/23/20	Leonard Rush	122 NE 1st St. Peach Orchard, AR 72453	LYNYRDV@hotmail.com	Self	Word-of-mouth;	No	White
8/24/20	Bo Tretenburg	97 Southridge Trail/ Pocahontas, AR 72455	bo.tretenburg@agfcs.com	NEA Intermodal	Email;Social media post;Word-of- Mailed	No	White
8/24/20	Don Cox	2010 Blisswood, Pocahontas, AR 72455	donrcox@suddenlink.net	Self	Mailed letter/postcard;	No	White
8/24/20	Tom and Cari King	124 King Dome Road, Pocahontas, AR	kingdome@suddenlink.net	self	Mailed letter/postcard;	Prefer not to answer	Prefer not to answer
8/20/20	Lindsey Lewis	110 S. Amity Rd., Ste. 300, Conway, AR 72032	Lindsey_Lewis@fws.gov	Organization: U.S. Fish and Wildlife Service	ARDOT;	No	Prefer not to answer
8/25/20	Christopher Kelly	1309 Westbend Dr., Dardenne Prairie, MO 63368	christopherkelly284@gmail.com	Self	Word-of-mouth;	Prefer not to answer	Prefer not to answer
8/25/20	Gary Steven Breezeel	1212 Holmes Road, Searcy AR 72143	breezeel@yahoo.com	Self	Arkansas Highway Dept. Website;	No	White
8/26/20	Tonya Hass	1201 N. Pierce Street, #7, Little Rock, AR 72207	thass@arkansasEDC.com	AEDC and Self	Word-of-mouth;	No	White
8/26/20	J Frank Ellis Michael	12578 Silver Birch Trace, Elkins, AR 72727	jfrankellis@gmail.com	self	Word-of-mouth;	No	White
8/26/20	Young	711 B Lucybelle Drive Pocahontas, AR 72455	myoung2788@gmail.com	self	Social media post;	No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/27/20	Lisa Jackson	811 Tenth, Corning, AR 72422	ljiggy@hotmail.com	Self	Social media post; Mailed	No	White
8/27/20	Mike Dunn	1808 Barthel St. Pocahontas AR. 72455	dunn381@suddenlink.net	Self	letter/postcard;	No	White
8/28/20	Ellen Holloway	108 Highland Dr Walnut Ridge AR 72476	eholloway15@hotmail.com	self	Social media post; Mailed	No	White
8/29/20	Lyda Davidson	872 Stokes RD, Pocahontas, Arkansas 72455	L2davidson@yahoo.com	Self	letter/postcard;New spaper ad;Radio announcement;TV news story;Word-of- mouth;	Prefer not to answer	Prefer not to answer
8/30/20	Bruce Clements	PO Box 3030, Mountain Home, AR, 72654	Clementsconsulting@yahoo.com	Self	Newspaper ad;	Prefer not to answer	Prefer not to answer
8/30/20	Marsha Flurry	5980 Highway 67 North Corning, Arkansas 72422		Self	Mailed letter/postcard;	No	White
8/30/20	Greg Baltz	2731 Highway 67 N, Pocahontas, AR 72455	gregorybaltz@suddenlink.net	Self	Newspaper ad;	No	White
8/31/20	Kenneth J. Ziegler	271 Marigold Ln, Pocahontas, AR 72455	janken@suddenlink.net	Self	Social media post;	No	White
8/31/20	Jan Ziegler Adam	271 Marigold Ln., Pocahontas, AR 72455	janz@blackrivertech.edu	Self	Social media post;	No	White
8/31/20	McPherson	114 Frontier Trail	Adam2011@hotmail.com	Self	Social media post;	Yes	Black or African
8/31/20	Angie Caldwell	730 Hoelscher Lane Pocahontas	dietitian_angie@hotmail.com	Self	Radio announcement;	No	White
8/31/20	Dejournett	5228 Highway 62 w		Self	Social media post;	No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/31/20	Henry Burns	1162 Hwy 328, Success, AR 72470	whenryburns@yahoo.com	Self	Mailed letter/postcard;	No	White
8/31/20	Angie Ashcraft	472 Greene Road 238 Delaplaine, AR 72425	Angieash917@gmail.com	Self	Social media post;	No	White
8/31/20	Steve Wren	2127 engelberg rd Pocahontas ar 72455	Wsj farms @ outlook.com	Self		No	White
8/31/20	Rose Bruton	221 Sue Ln Pocahontas	Cloggermom@hotmail.com	Self	Social media post;	No	White
8/31/20	Alexander J. Baltz	2700 Hwy 67 N, Pocahontas, AR 72455	alexjb2001@yahoo.com	Self and Business	Social media post;	No	White
8/31/20	Abigail Cooper	6382 hwy 67 corning AR 72422	abicooper121213@gmail.com	Business	Social media post;Word-of-	No	White
8/31/20	Terry Bracy	1232 Grayson Circle Malvern, AR	tbracy@ipa.net	ProMed Ambulance, Inc.	Social media post;	No	White
8/31/20	Abigail Cooper	6382 hwy 67 Corning AR 72422	abicooper121213@gmail.com	Self. This route will be going through my home , my hair salon business next to my home and my grandma's home. I pray we do not get forced to move out of our own homes and businesses. I do not want this to Self. I do not want this route to happen. This will take out my own home and grandmother's home and many others homes and businesses. I pray this does not	Social media post;Word-of- mouth;	No	White
8/31/20	Tjay Cooper	6382 hwy 67 Corning AR 72422	tjaycoopee3490@gmail.com	Social media post;Word-of- mouth;		No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

8/31/20	Tjay Cooper	6382 hwy 67 Corning AR 72422	tjaycoopee3490@gmail.com	Business . My wife's hair salon business is next to our home . Which this route will take out our home and her hair salon business next to our home. I pray this route does not happen! It will affect many others as well!	No	White
8/31/20	Terry Bracy	1232 Grayson Circle Malvern, AR	tbracy@ipa.net	ProMed Ambulance, Inc.	No	White
9/1/20	Pam Lowe	617 Kelwyn Street, Corning, AR	pamlowe@claycountycourier.co m	Self	No	White
9/1/20	Patrick Carroll	2599 Thomasville Avenue, Pocahontas AR 72455	patrick@arkansasguesthouse.co m	Lesmeister Guesthouse	No	White
9/1/20	Anna Hawkins	1944 Scott St, Pocahontas, AR 72455		bobanna1969@yaho o.com	No	White
9/1/20	Rick Haley Bobby L	1537 hwy 252	Richey028@centurytel.net	Self	No	White
9/1/20	Wagoner	21 Lawrence RD 436 PO Box 994,	wagonerb@jariggs.com	Self	No	White
9/1/20	Steve Shults B Howard	Pocahontas, AR. 72455 5950 Hwy 62 w	arfirwks@suddenlink.net	BRTC	No	White
9/1/20	Thielemier	Pocahontas Ar 72455 734 Abernathy trail	Rlfhtfarmer@yahoo.com	Self	No	White
9/1/20	Les a Lewallen	POCAHONTAS, ARKANSAS	Lesalewallen@hotmail.com	Self	No	White
9/1/20	rick haley	1537 hwy 251 pocahontas	rickey028@century tel.net	self	No	White

WALNUT RIDGE TO MISSOURI STATE LINE (FUTURE I-57) SIGN-N

9/1/20	Nathan Compton	38 Greene 109 road Delaplaine, AR 72425	nathan.compton85@icloud.com	Self	Word-of-mouth;	No	White
9/1/20	Brittany Burgess	230 Greene Road 160 Delaplaine, AR 72425	Brittany.hembrey@hotmail.com	Self employed business	Social media post;	No	White
9/1/20	Garrett Burgess	230 Greene 160 rd Delaplaine AR 72425	gburgess92@hotmail.com	Self employed business	Social media post;	No	White
9/1/20	Austin hudson	72 morrow st	hudsonaustin995@gmail.com	self	Social media post;	No	White
9/1/20	Garrett Burgess	230 Greene 160 rd delaplaine ar 72425	Gburgess92@hotmail.com	Self employed business	Social media post;	No	White
9/1/20	Nick Ragsdell Kenneth	1295 Greene Road 236 Delaplaine, AR	nickelr@msn.com	Self	Word-of-mouth;	No	White
9/1/20	Ziegler	271 Marigold Ln 28 N. Main; Biggers, AR	janken@suddenlink.net	Self	Social media post;	No	White
9/1/20	Donald Rogers	72415	drroldreyfnfb@yahoo.com	Self	TV news story;Social media post;	No	White
9/2/20	Joshua Tippitt	913 Pauline Street 40 E Stillwell Street	jtippitt13@gmail.com	self	TV news story;	No	White
9/2/20	Anna Jones	Biggers, AR 72413	annajones640@gmail.com	Self	Social media post;	No	White
9/2/20	Bridgette Robert	Pocahontas 414 West Court Street,	bridgetterose@live.com	self	Word-of-mouth;	No	White
9/2/20	Thompson	Paragould, AR 72450	rft3@paragould.net	Self	Email;		
9/2/20	Peggy williams	Pocahontas, AR 601 Freedom Drive, Walnut Ridge AR 72476	angie.abbott2014@gmail.com	Self	Social media post;	No	White
9/2/20	Allison Hestand	300 W. Court St. Paragould AR 72450	ahestand@paragould.org	City of Walnut Ridge Paragould Regional Chamber of Commerce Clark General	Email;	No	White
9/2/20	Corbet Clark	814 NW 4th ST	Noscorbet@yahoo.com	Contractors	Mailed letter/postcard;	Prefer not to answer	Prefer not to answer
9/2/20	Levi Pillow	595 Greene 7777 Road	levi@hlpconstructioninc.com	Self/Business	Email;	No	White
9/2/20					Word-of-mouth;	No	White



VIRTUAL PUBLIC INVOLVEMENT MEETING NOTICE

Online Public Involvement Meeting to obtain public input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in northeast Arkansas

When: August 13 – September 2, 2020

Where: [Future57.TransportationPlanRoom.com](https://transportationplanroom.com)

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

Anyone needing special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

NOTICE OF NONDISCRIMINATION: The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov



You're invited!

VIRTUAL PUBLIC INVOLVEMENT MEETING NOTICE

WHAT: Online Public Involvement Meeting to obtain public input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in northeast Arkansas

WHEN: August 13 – September 2, 2020

WHERE: Future57.TransportationPlanRoom.com

ALTERNATIVE: Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

.....

The Arkansas Department of Transportation (ARDOT) will conduct a virtual public involvement meeting to obtain public input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

The public is invited and encouraged to visit Future57.TransportationPlanRoom.com anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

Anyone needing special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

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Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Tweedie Mays
Retail – Display Advertising
Arkansas Democrat Gazette

Email: tmays@arkansasonline.com

Re: ARDOT Job No. 100512

Greetings,

On behalf of the Arkansas Department of Transportation, please publish the enclosed “**Notice of Virtual Public Meeting**” on the following dates in the Arkansas Democrat Gazette, Zone 2:

Sunday, August 16, 2020

Sunday, August 30, 2020

Send one copy of the proof of publication with invoice (Reference Number) for payment to:

Garver
Attn: Gail Cook
Ref# 17017535 / 060.T14
4701 Northshore Drive
North Little Rock, AR 72118
Phone: 501-376-3633
Email: BGCook@GarverUSA.com

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Retail – Display Advertising
Clay County Courier

Email: jvrad@gmail.com; receptionist@jvrockwellpublishing.com

Re: ARDOT Job No. 100512

Greetings,

On behalf of the Arkansas Department of Transportation, please publish the enclosed “**Notice of Virtual Public Meeting**” on the following dates in the Clay County Courier:

Thursday, August 13, 2020

Thursday, August 27, 2020

Send one copy of the proof of publication with invoice (Reference Number) for payment to:

Garver
Attn: Gail Cook
Ref# 17017535 / 060.T14
4701 Northshore Drive
North Little Rock, AR 72118
Phone: 501-376-3633
Email: BGCook@GarverUSA.com

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Amanda McFall
Retail – Display Advertising
Paragould Daily Press

Email: amcfall@jonesborosun.com

Re: ARDOT Job No. 100512

Greetings,

On behalf of the Arkansas Department of Transportation, please publish the enclosed “**Notice of Virtual Public Meeting**” on the following dates in the Paragould Daily Press:

Saturday, August 15, 2020

Saturday, August 29, 2020

Send one copy of the proof of publication with invoice (Reference Number) for payment to:

Garver
Attn: Gail Cook
Ref# 17017535 / 060.T14
4701 Northshore Drive
North Little Rock, AR 72118
Phone: 501-376-3633
Email: BGCook@GarverUSA.com

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Retail – Display Advertising
Pocahontas Star Herald

Email: mary@starheraldnews.com

Re: ARDOT Job No. 100512

Greetings,

On behalf of the Arkansas Department of Transportation, please publish the enclosed “**Notice of Virtual Public Meeting**” on the following dates in the Pocahontas Star Herald:

Thursday, August 13, 2020

Thursday, August 27, 2020

Send one copy of the proof of publication with invoice (Reference Number) for payment to:

Garver
Attn: Gail Cook
Ref# 17017535 / 060.T14
4701 Northshore Drive
North Little Rock, AR 72118
Phone: 501-376-3633
Email: BGCook@GarverUSA.com

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Amanda Reynolds
Retail – Display Advertising
The Times Dispatch

Email: areynolds@thetd.com

Re: ARDOT Job No. 100512

Greetings,

On behalf of the Arkansas Department of Transportation, please publish the enclosed “**Notice of Virtual Public Meeting**” on the following dates in The Times Dispatch:

Wednesday, August 12, 2020

Wednesday, August 26, 2020

Send one copy of the proof of publication with invoice (Reference Number) for payment to:

Garver
Attn: Gail Cook
Ref# 17017535 / 060.T14
4701 Northshore Drive
North Little Rock, AR 72118
Phone: 501-376-3633
Email: BGCook@GarverUSA.com

Sincerely,

Jon Hetzel
Garver – Communications Manager

NOTICE OF VIRTUAL PUBLIC INVOLVEMENT MEETING



WHAT: Online Public Involvement Meeting to obtain public input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in northeast Arkansas

WHEN: August 13 – September 2, 2020

WHERE: Future57.TransportationPlanRoom.com

Sponsor: Arkansas Department of Transportation (ARDOT)

Due to the COVID-19 restrictions, we are unable to conduct a public involvement meeting in the traditional sense. We are offering an online opportunity for the public to review project information for the above stated proposed project. The public is invited and encouraged to visit Future57.TransportationPlanRoom.com during the scheduled dates to view meeting exhibits and offer comments about the project.

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation. Anyone needing special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

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This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

ARDOT Job No. 100512



ARKANSAS DEPARTMENT OF TRANSPORTATION

ArDOT.gov | IDriveArkansas.com | Twitter: @myARDOT

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261 | Phone: 501.569.2227

INFORMATION RELEASE

Contact:
Krista Sides

NR 20-228
August 14, 2020

Department Seeking Public Input through Virtual Meeting for Walnut Ridge to Missouri State Line (Future I-57) Connection in Northeast Arkansas

CLAY, GREENE, LAWRENCE, & RANDOLPH COUNTIES (8-14) – The Arkansas Department of Transportation (ARDOT) is holding a virtual public involvement meeting to obtain public input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

The public is invited and encouraged to visit the online meeting website anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

August 14 – September 2, 2020

Future57.TransportationPlanRoom.com

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation or email PublicInvolvement@GarverUSA.com.



Anyone needing special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

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Free language assistance for Limited English Proficient individuals is available upon request.
 This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

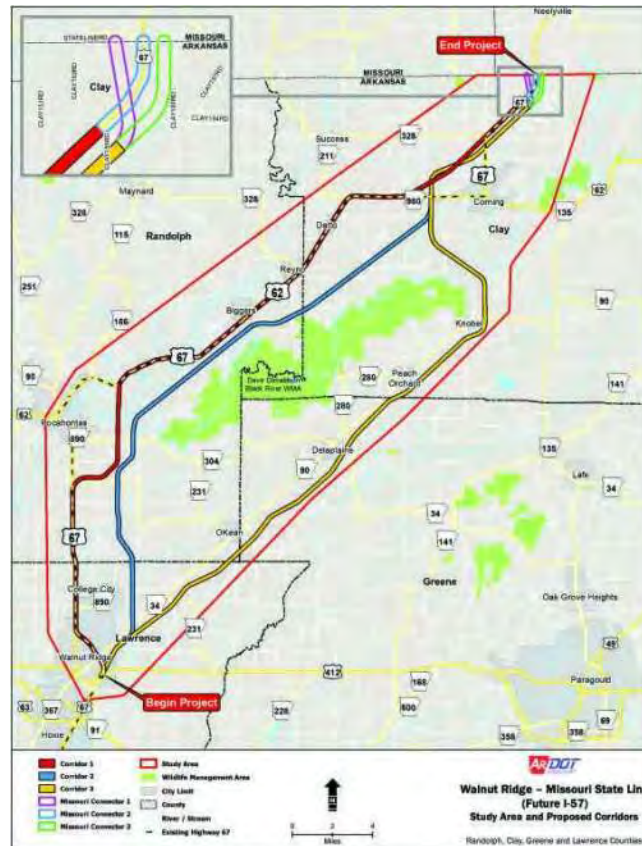
ArDOT Holding Online Meeting on Interstate Path

 cctimesdemocrat.com/story/2829431.html

August 19, 2020

Wednesday, August 19, 2020

Times-Democrat News Staff



This map shows the three proposed routes for the extension of the four lane highway from Walnut Ridge to the Ark-Mo state line.

The Arkansas Department of Transportation (ARDOT) is holding a virtual public involvement meeting to obtain input on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in Clay, Greene, Lawrence and Randolph counties.

The public is invited and encouraged to visit the online meeting website anytime during the scheduled dates to view meeting exhibits and offer comments about the project. The meeting opened on Friday, Aug. 14, and will run through Wednesday, Sept. 2.

The proposed route of the highway, which is currently U.S. 67, has been a matter of great discussion for decades. In 1993 the state decided to widen the highway between Walnut Ridge and Pocahontas, and in 1996 a study recommended a separate four lane freeway

through the area. A reevaluation of the project was ordered in 2012, and in 2015 the study was released with several options, including the widening of the existing highway. In 2018 legislation was approved that would mandate that the highway stretch from I-40 to the Arkansas-Missouri state line that would be designated as part of I-57.

Four plans are being considered, including one to make no improvements. The proposed routes include one which would follow the existing highway to Pocahontas, then turn east, but carries an expected price tag of some \$536 million for 44 miles. Another calls for the route to be more centralized, south of the current highway and north of the Dave Donaldson WMA, and would cost some \$453 million for 41 miles. The other route runs along the current State Highway 34, and would cost some \$490 million for the 44 mile route. All of the proposed routes by-pass the city of Corning to the west.

Those wanting to view the plans, or make comments, may visit the site at <https://future57.transportationplanroom.com/>

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation or email PublicInvolvement@GarverUSA.com

Anyone needing special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to Jon Hetzel, 4701 Northshore Drive, North Little Rock, Ark., 72118, call (501) 823-0730, or email PublicInvolvement@GarverUSA.com Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meeting end date.

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ARDOT sets online meeting regarding I-57

[Js jonesborosun.com/times_dispatch/news/ardot-sets-online-meeting-regarding-i-57/article_eab3688d-1de2-57fb-9950-26e148661afd.html](https://jonesborosun.com/times_dispatch/news/ardot-sets-online-meeting-regarding-i-57/article_eab3688d-1de2-57fb-9950-26e148661afd.html)

By GRETCHEN HUNT
Editor

August 13, 2020

The Arkansas Department of Transportation has announced plans for an online public involvement meeting to obtain input on the proposed Future I-57 connection from Walnut Ridge to the Missouri state line.

“Due to COVID-19 restrictions, we are unable to conduct a public involvement meeting in the traditional sense,” a statement from ARDOT said. “We are offering an online opportunity for the public to review project information.”

Individuals can review information on the proposed project at future57.transportationplanroom.com Aug. 13 through Sept. 13. The online meeting allows attendees to view exhibits and offer comments about the project.

Those with limited internet access or who have general questions or comments about the project or virtual meeting may call 870-823-0730. Accommodations are also available for those with disabilities (see related advertisement on page 3A).

ARDOT holding virtual hearing on future I-57 project

8 kait8.com/2020/08/13/ardot-holding-virtual-hearing-future-i-project

By [Katie Woodall](#) | August 13, 2020 at 6:24 PM CDT - Updated August 13 at 7:10 PM LAWRENCE/RANDOLPH COUNTY, Ark. (KAIT) - ARDOT has launched a virtual public meeting for the future I-57 project, showing the most current possible project plans to the public for the first time.

The future I-57 project has been in discussion for several years. The virtual meeting began Thursday.

The project would work to connect Highway 67 from Walnut Ridge to the Missouri state line through the interstate system.

Typically, ARDOT would hold a public meeting in the areas most impacted by the future plans.

District 10 Engineer for ARDOT Brad Smithee said with COVID-19, they had to find a new way to present the latest information.

“In lieu of being able to present it on tables and in a public format locally, it’s a way that we’re trying to do this and keep people safe, keep our social distancing and still offer good information, opportunity for comment, opportunity for questions and answers.”

The virtual public hearing can be found on [ARDOT’s website here](#).

Smithee said the virtual hearing is interactive, allowing the public to make comments on specific areas through the [interactive map](#).

Smithee said for those who are not comfortable with using the virtual hearing or those with limited internet access, ARDOT is always taking calls for comments or questions at (501) 823-0730.

While presenting the latest project plans and environmental study is an important step in the future I-57 project, it will still be several years before any work is actually started.

The virtual public meeting will be available for question and comment on ARDOT’s website from now until Sept. 2.

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VIRTUAL PUBLIC MEETING August 13 - September 2

ARDOT will conduct an online public involvement meeting to obtain public input on the proposed Walnut Ridge to the Missouri state line (Future I-57) connection in northeast Arkansas.

Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

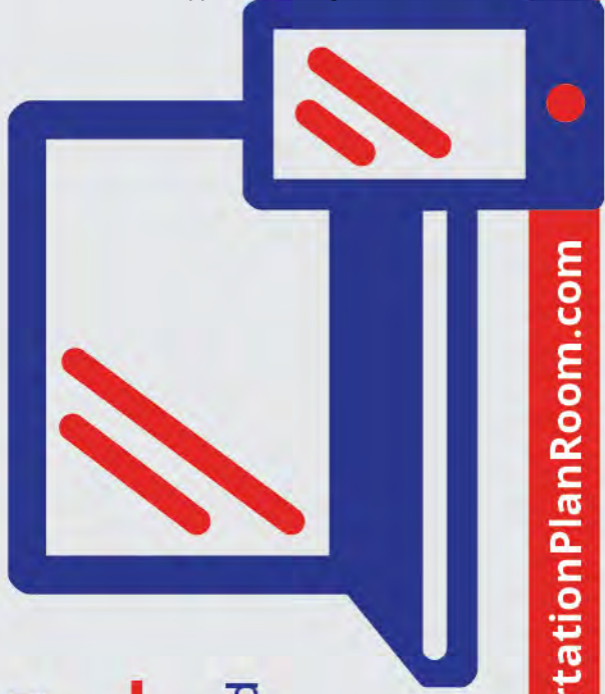


Future57.TransportationPlanRoom.com

Virtual Public Meeting!

Aug 13 - Sept 2

Visit the website to view information on the proposed Walnut Ridge to Missouri state line (Future I-57) connection in northeast Arkansas



Tweet Sheet

Suggested Public Meeting Social Media Posts

Walnut Ridge to Missouri State Line (Future I-57) Virtual Public Involvement Meeting

Example 1

ARDOT is hosting a virtual public meeting on the proposed Future I-57 connection between Walnut Ridge and Missouri. The online meeting is August 13–September 2 at Future57.TransportationPlanRoom.com. Anyone with limited internet access may call 501-823-0730.

Example 2

Be part of the planning! The virtual public meeting for the proposed Future I-57 connection between Walnut Ridge and Missouri is August 13–September 2. Visit Future57.TransportationPlanRoom.com. Anyone with limited internet access may call 501-823-0730.

Example 3

Join us for a virtual public meeting to present information on the proposed Future I-57 connection between Walnut Ridge and Missouri. Visit Future57.TransportationPlanRoom.com between Aug. 13 and Sept. 2. Anyone with limited internet access may call 501-823-0730.

Example 4

Want to know more about the proposed Future I-57 connection between Walnut Ridge and Missouri? Join us anytime between Aug. 13–Sept. 2 for a virtual public meeting at Future57.TransportationPlanRoom.com. Anyone with limited internet access may call 501-823-0730.

VIRTUAL PUBLIC MEETING NOTICE

WHAT: Virtual Public Meeting – Walnut Ridge – Missouri State Line (Future I-57) (Clay, Greene, Lawrence, and Randolph Counties)

WHEN: Thursday, August 13 through Wednesday, September 2, 2020

VIRTUAL MEETING ROOM: Future57.TransportationPlanRoom.com

CONTACT: Jon Hetzel (PublicInvolvement@GarverUSA.com), Communications Manager – Garver

Note: Anyone with limited internet access or general questions or comments regarding the study or virtual public meeting may call 501-823-0730 to request a phone conversation.

The public is invited and encouraged to visit Future57.TransportationPlanRoom.com anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

ARDOT *You're invited!*

VIRTUAL PUBLIC INVOLVEMENT MEETING NOTICE

WHAT: Online Public Involvement Meeting to discuss public input on the project and provide input on the Missouri State Line (Future I-57) alignment in Lawrence, Greene, and Randolph Counties.

WHEN: August 13 – September 2, 2020

WHERE: Future57.TransportationPlanRoom.com

AGENDA/NOTE: Attendees will be invited to provide input on the project and provide input on the Missouri State Line (Future I-57) alignment in Lawrence, Greene, and Randolph Counties. The meeting will be held online and attendees will be able to provide input on the project and provide input on the Missouri State Line (Future I-57) alignment in Lawrence, Greene, and Randolph Counties. The meeting will be held online and attendees will be able to provide input on the project and provide input on the Missouri State Line (Future I-57) alignment in Lawrence, Greene, and Randolph Counties.

Flyer

ARDOT Job 100512



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Privacy

[Notice of Nondiscrimination](#) | [Freedom of Information](#)

NOI Public Meeting, 2021

July 1 – August 2, 2021

Public Involvement Synopsis

Public Comment Period

Public Involvement Synopsis

ARDOT Job Number 100512

Future I-57

**Proposed Walnut Ridge to Missouri State line Connection in Northeast Arkansas
Notice of Intent to Prepare an Environmental Impact Statement
July 1, 2021 – August 2, 2021**

The FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), issued a Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas. Comments on the NOI or Supplementary NOI Information document were received July 1 - August 2, 2021.

Information and copies of the NOI were provided in the following ways:

- Future57.TransportationPlanroom.com (English)
- Future57.es.TransportationPlanroom.com (Spanish)
- Federal Register – Vol. 86, No. 124 / Thursday, July 1, 2021 / Notices
- Regulations.gov – Docket No. FHWA-2021-0009
- Physical copies of the NOI were stationed at the Randolph County, Lawrence County, and Corning Public Libraries for participants to view and provide comment forms.

Outreach notification to receive comments included the following:

- Display ad placed in the Paragould Daily Press (July 1, 2021)
- Display ad placed in the Clay County Courier (July 2, 2021)
- Display ad placed in the Arkansas Democrat Gazette (July 4, 2021)
- Display ad placed in the Star Herald (July 7, 2021)
- Display ad placed in the Times Dispatch (July 7, 2021)
- PSA aired on La Jefa 99.3 FM (4X daily July 1 through July 4, 2021)

Table 1 describes the results of the public participation at Future57.TransportationPlanroom.com.

Table 1	
Public Comment Period (July 1 – August 2, 2021)	Totals
Unique Visitors (New Users)	226
Visits to the Website (Sessions)	299
Number of Website Pages Viewed (Pageviews)	543
Percent of Total Users Interacting with Mobile Devices/Tablets	46%
Comment Forms	2

Public Involvement Synopsis

Public Comment Period

Table 2 identifies the information available in English at the Future57.TransportationPlanroom.com website and each page's number of views.

Table 2	
Website Page	Pageviews (543)
Homepage <ul style="list-style-type: none"> Text: Information on the NOI purpose, comment period dates, a phone number for anyone with additional questions or comments, submitting written comments, and guidance for special accommodations 	61% (330)
Notice of Intent Documents <ul style="list-style-type: none"> Notice of Intent (NOI), Supplementary NOI Document, Project Schedule, Corridors Map 	22% (122)
Public Meeting 2020 Materials <ul style="list-style-type: none"> Meeting materials from the 2020 public meeting which included: Project Presentation Video, 2020 Meeting Synopsis, Project Map, Project History, Study Goals, Draft Purpose and Need, Summary Sheet, Corridors Map (2020), and an Environmental Map (2020). 	13% (71)
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form 	2% (10)

Table 3 describes the results of the public participation at Future57.es.TransportationPlanroom.com.

Table 3	
Public Comment Period (July 1 – August 2, 2021)	Total
Unique Visitors (New Users)	3
Visits to the Website (Sessions)	8
Number of Website Pages Viewed (Pageviews)	48
Percent of Total Users Interacting with Mobile Devices/Tablets	0%
Comment Forms or Letters Received	0

Public Involvement Synopsis

Public Comment Period

Table 4 identifies the information available in Spanish at the Future57.es.TransportationPlanroom.com website and each page's number of views.

Table 4	
Website Page	Pageviews (48)
Homepage <ul style="list-style-type: none"> Text: Information on the NOI purpose, comment period dates, a phone number for anyone with additional questions or comments, submitting written comments, and guidance for special accommodations 	48% (23)
Notice of Intent Documents <ul style="list-style-type: none"> Notice of Intent (NOI), Supplementary NOI Document, Project Schedule, Corridors Map 	10% (5)
Public Meeting 2020 Materials <ul style="list-style-type: none"> Meeting materials from the 2020 public meeting which included: Project Presentation Video, 2020 Meeting Synopsis, Project Map, Project History, Study Goals, Draft Purpose and Need, Summary Sheet, Corridors Map (2020), and an Environmental Map (2020). 	29% (14)
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form 	13% (6)

Garver staff reviewed all comments received and evaluated their contents. The submitted comments are listed below. The sequencing of the comments is in the order in which they were received and is not intended to reflect importance or numerical values.

Submitted Comments:

- “As a former Lawrence County resident, I believe that the Alternative 2 route that leaves the existing 5-lane highway between Walnut Ridge and Pocahontas intact would provide the best solution for both local residents and through drivers. A interchange should definitely be built for WR Airport/Industrial Park/Williams Baptist University traffic, whether at County Rd 416 as shown at the map or at County Rd 408 (or, even better yet, along an eastward extension of Lawrence Rd 414, which would eliminate a potentially hazardous 90-degree curve for drivers compared to Rd 408, be much closer to much of the area served compared to Rd 416, and minimize the potential environmental impact to Village Creek that an interchange directly at Rd 408 might cause. So, I think extending Rd 414 to meet the interstate could be the best solution there, perhaps. Very much looking forward to seeing this project completed-- much needed!”
- “We own and farm a farm southwest of O’Kean that lays in corridor 3. This farm was part of an EQUIP program through NRCS. The EQUIP program did a cost share to built a reservoir and set up a tailwater recovery system. I corridor 3 is chosen and stays on its current path it would basically take out this project.”

Public Involvement Synopsis

Public Comment Period

Attachments:

- Federal Register posting
- Regulations.gov posting
- Screenshots of virtual public involvement
- Website analytics reports
- Outreach documents
- Copies of submitted comment forms

NOTICE

Environmental Impact Statements; Availability, etc.: Proposed Highway Project in Arkansas

Posted by the Federal Highway Administration on Jun 30, 2021

Comment Share

Document Details

Document ID
FHWA_FRDOC_0001-1948

Document Details

Comment Due Date
Aug 2, 2021

Federal Register Number
2021-14062

Document Subtype
Notice of Intent

Received Date
Jun 30, 2021

More Details

Content

Action

Notice of Intent To Prepare an Environmental Impact Statement.

Summary

FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas. This notice contains a summary of the information as required in the Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations. This NOI should be reviewed together with the Supplementary NOI Information document which contains important details about the proposed project.

Dates

Comments on the NOI or the Supplementary NOI Information document must be received on or before August 2, 2021.

Addresses

This NOI and the Supplementary NOI Information document are available in the docket referenced above at <http://www.regulations.gov> and on the project website located at Future57.transportationplanroom.com. The Supplementary NOI Information document also will be mailed upon request. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at <http://www.regulations.gov> or the project website located at Future57.transportationplanroom.com. Follow the online instructions for submitting comments.

Fax: Randal Looney at 501-324-6423.

Mailing address or for hand delivery or courier: Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.

Email address: Randal.Looney@dot.gov.

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to <http://www.regulations.gov> or Future57.transportationplanroom.com, including any personal information provided.

For Further Information Contact

For further information and/or to get on the project mailing list, contact Mr. Randal Looney, Environmental Coordinator, Federal Highway Administration, Arkansas Division Office, 700 West Capitol Avenue, Suite 3130, Little Rock, AR 72201-3298, email: randal.looney@dot.gov, (501) 324-6430; or Mr. Bill McAbee, Environmental Project Manager, Garver, 4701 Northshore Drive, North Little Rock, Arkansas 72118, email: WCMcAbee@GarverUSA.com, (501) 376-3633.

Supplementary Information

The environmental review of transportation alternatives for the Highway 67 corridor will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, et seq.), 23 U.S.C. 139, CEQ regulations implementing NEPA (40 CFR 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and all applicable Federal, State, and local governmental laws and regulations.

The EIS will evaluate the environmental effects of all reasonable project alternatives and determine the potential impacts to social, economic, natural, and physical environmental resources associated with these alternatives. Federal agencies will work together to identify and mitigate any potentially significant impacts through the NEPA process. All reasonable alternatives, including new location alignments and improvements to existing Highway 67, will be considered, screened, and carried forward for detailed analysis in the Draft Environmental Impact Statement (DEIS) based on their ability to address the project's purpose and need while minimizing adverse impacts to the natural and social environments.

The project team sent letters describing the proposed NEPA study and soliciting input to the appropriate federal, tribal, state, and local agencies who have expressed or are known to have an interest or legal role in this project. Additional comments from the public, interest groups, private organizations, and other agencies will be solicited through an additional public hearing for the DEIS. The project is needed because there is a gap in the system linkage that diminishes connectivity and mobility of the National Highway System. Additionally, there is a lack of reliable transportation infrastructure to support economic development and a need to enhance resiliency to extreme weather events along the route. Furthermore, Federal legislation designated this high priority corridor as future Interstate Route 57 (I-57). The project's purpose is to develop an interstate highway system that addresses the above-described needs while minimizing the negative impacts to the natural and social environment.

All build alternatives begin at Walnut Ridge, Arkansas and end at the Arkansas-Missouri state line, a distance of approximately 42 miles. There are currently three build alternatives and the no-build alternative under consideration. The build alternatives include Alternative 1, an evaluation of improvements to existing Highway 67 with new location bypasses around the towns of Pocahontas and Coming; Alternative 2, which generally lies between Highway 67 and the Dave Donaldson Black River Wildlife Management Area (DDWMA) turning north on the east side of Coming up to the Arkansas-Missouri state line on all-new location; and Alternative 3, which generally parallels the Highway 90 corridor east of the DDWMA until reaching the town of Knobel where the study corridor turns north passing east of Coming and to the Arkansas-Missouri state line and is all on new location. Three approximately 1.7-mile alternatives provide the final connection between the main alternatives and the Arkansas-Missouri state line. These "connector" alternatives are named A, B, and C; Alternative A lies to the east of Highway 67 on new location, Alternative B improves existing Highway 67, and Alternative C lies to the west of Highway 67 on new location. The Missouri Department of Transportation (MoDOT) is a cooperating agency on this project and is working closely with ARDOT on the connector location because this will determine the southern terminal for the MoDOT section of future I-57. The No-build Alternative will not meet the purpose and need but is retained throughout the study process to help evaluate the positive and negative impacts of the build alternatives. Maps of the study area and alternatives are included in the Supplementary NOI Information document and on the project website interactive map.

Anticipated environmental constraints for the project include potential impacts to the DDWMA, the Black and Current Rivers, vegetated and farmed wetlands, floodplains, threatened and endangered species and their habitat, cultural resources, residential homes, businesses, and farmlands. Alternative 1 has the greatest potential to impact homes, businesses, and cultural resources due to improvements to the already developed Highway 67 corridor. Alternatives 2 and 3 are on new location with minor impacts to the human environment but have the greatest potential impact on farmlands and farmed wetlands. Preliminary estimates of possible impacts can be seen in the Supplementary NOI Information document.

Permits and authorizations anticipated for the project include a U.S. Army Corps of Engineers (USACE) Section 404 of the Clean Water (33 U.S.C. 1344) and Section 10 (33 U.S.C. 403) of the Rivers and Harbors Act standard (individual) permit for wetland/stream impacts and impacts to navigable waters, and Section 408 (U.S.C. 33 U.S.C. 408) approval for Civil Works project impacts such as levees.

Formal coordination with the USACE began in November 2020 when they accepted the responsibility to be a cooperating agency. A Section 401 Water Quality Certification from the Arkansas Department of Energy and Environment (ADEE) will be required for potential impacts to surface waters. Formal coordination began in May 2020 when ADEE accepted the responsibility to be a participating agency. Consultation with the U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the Endangered Species Act (16 U.S.C. Section 1536), will be required for biological assessments and threatened and endangered species surveys. Formal coordination with the USFWS began in May 2020 when they accepted the responsibility to be a cooperating agency. A Request for Technical Assistance for USFWS was completed in early 2020 and a preliminary plan for habitat resource evaluations and bat and mussel surveys was recently submitted to the USFWS for review. Consultation with the State Historic Preservation Officer (SHPO) for compliance with Section 106 regulations will be required for historical and archeological resources potentially impacted. Formal coordination with the SHPO began in January 2021 when they accepted the responsibility to be a participating agency.

Early scoping for this EIS study started with the local official and public meetings held in August and September 2020 and it will continue for 30 days after publication of this NOI. Project scoping also includes the previous studies' public meetings as described below. In 1996, ARDOT completed a planning study specifically for the current project area. In 2015, ARDOT conducted a second planning study and included substantial public and local official input and consideration of environmental impacts. The 2015 planning study recommendations are the basis for the preliminary range of alternatives currently under consideration. In August 2020, the project team held virtual meetings with local officials and the public and included the draft purpose and need document, three 1,000-foot-wide corridors, and other project information. The project team solicited comments on the presented materials and encouraged the public to be as detailed and specific as possible. Additional public, local official, and agency outreach will be conducted for the DEIS.

The publication date of the NOI will start a two-year time clock for the agency to reach its final decision on the project (40 CFR 1501.10(a) and (b)(2)). The schedule for completing the Draft EIS, Final EIS/Record of Decision (ROD), and permits is as follows: Draft EIS May 31, 2022; Final EIS/ROD February 28, 2023; Section 404, 408, and 10 permit—July 31, 2023; Section 401 certification July 31, 2023; Section 106 consultation May 31, 2022; Section 7 consultation June 15, 2022.

With this Notice, FHWA and ARDOT request and encourage State, Tribal, and local government agencies, and the general public, to review the complete NOI (including the Supplementary NOI Information document) and submit comments on any aspect of the project that might benefit the project understanding. Specifically, agencies and the public are asked to identify and submit potential alternatives for consideration and information such as anticipated significant issues or environmental impacts and analyses relevant to the proposed action for consideration by the lead and cooperating agencies in developing the Draft EIS. There are several methods to submit comments as described in the Addresses section of this Notice. Any questions concerning this proposed action should be directed to FHWA at the physical address, email address, or phone number provided in the For Further Information Contact section of this Notice.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority

42 U.S.C. 4321 et seq.; 23 CFR part 771.

Vivien N. Hoang,
Division Administrator, Little Rock, Arkansas.
[FR Doc. 2021-14062 Filed 6-30-21; 8:45 am]
BILLING CODE 4910-22-P

Download File Download ▾

technology; and (iv) whether there are ways to enhance the quality, utility, and clarity of the information.

(b) *Summary of Proposed Information Collection:*

Title: Affiliation Worksheet.

Form Number: SBA Form 3511.

OMB Control Number: 3245-0416.

Description of respondents: Paycheck Protection Program Borrowers and Lenders.

Estimated number of respondents (Borrowers): 37,500.

Estimated time per response: 45 minutes.

Estimated number of respondents (Lenders): 5,000.

Estimated time per response: 15 minutes.

Total estimated annual responses: 42,500.

Total Estimated Annual Hour Burden: 37,500 hours.

Curtis Rich,

Management Analyst.

[FR Doc. 2021-14118 Filed 6-30-21; 8:45 am]

BILLING CODE 8026-03-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #16876 and #16877; Texas Disaster Number TX-00591]

Presidential Declaration Amendment of a Major Disaster for the State of Texas

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 5.

SUMMARY: This is an amendment of the Presidential declaration of a major disaster for the State of Texas (FEMA-4586-DR), dated 02/19/2021.

Incident: Severe Winter Storms.

Incident Period: 02/11/2021 through 02/21/2021.

DATES: Issued on 06/24/2021.

Physical Loan Application Deadline Date: Filing Period for counties listed below ends on 08/23/2021.

Economic Injury (EIDL) Loan Application Deadline Date: Filing Period for counties listed below ends on 03/24/2022.

ADDRESSES: Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: The notice of the President's major disaster

declaration for the State of Texas, dated 2/19/2021, is hereby amended to include the counties listed below.

Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1-800-659-2955 to request an application. Applications for physical damages may be filed until 08/23/2021 and applications for economic injury may be file until 03/24/2022.

Primary Counties (Physical Damage and Economic Injury Loans): Kerr, Lamar, Shackelford.

Contiguous Counties (Economic Injury Loans Only):

Oklahoma: Choctaw.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

James Rivera,

Associate Administrator for Disaster Assistance.

[FR Doc. 2021-14038 Filed 6-30-21; 8:45 am]

BILLING CODE 8026-03-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2021-0009]

Notice of Intent To Prepare an Environmental Impact Statement for a Proposed Highway Project in Arkansas

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of Intent To Prepare an Environmental Impact Statement.

SUMMARY: FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas. This notice contains a summary of the information as required in the Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations. This NOI should be reviewed together with the Supplementary NOI Information document which contains important details about the proposed project.

DATES: Comments on the NOI or the Supplementary NOI Information

document must be received on or before August 2, 2021.

ADDRESSES: This NOI and the Supplementary NOI Information document are available in the docket referenced above at <http://www.regulations.gov> and on the project website located at Future57.transportationplanroom.com. The Supplementary NOI Information document also will be mailed upon request. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at <http://www.regulations.gov> or the project website located at Future57.transportationplanroom.com. Follow the online instructions for submitting comments.

Fax: Randal Looney at 501-324-6423.

Mailing address or for hand delivery or courier: Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.

Email address: Randal.Looney@dot.gov

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to <http://www.regulations.gov> or Future57.transportationplanroom.com, including any personal information provided.

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SUPPLEMENTARY INFORMATION: The environmental review of transportation alternatives for the Highway 67 corridor will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, *et seq.*), 23 U.S.C. 139, CEQ regulations implementing NEPA (40 CFR 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and all applicable Federal, State, and local governmental laws and regulations.

The EIS will evaluate the environmental effects of all reasonable project alternatives and determine the

potential impacts to social, economic, natural, and physical environmental resources associated with these alternatives. Federal agencies will work together to identify and mitigate any potentially significant impacts through the NEPA process. All reasonable alternatives, including new location alignments and improvements to existing Highway 67, will be considered, screened, and carried forward for detailed analysis in the Draft Environmental Impact Statement (DEIS) based on their ability to address the project's purpose and need while minimizing adverse impacts to the natural and social environments.

The project team sent letters describing the proposed NEPA study and soliciting input to the appropriate federal, tribal, state, and local agencies who have expressed or are known to have an interest or legal role in this project. Additional comments from the public, interest groups, private organizations, and other agencies will be solicited through an additional public hearing for the DEIS. The project is needed because there is a gap in the system linkage that diminishes connectivity and mobility of the National Highway System. Additionally, there is a lack of reliable transportation infrastructure to support economic development and a need to enhance resiliency to extreme weather events along the route. Furthermore, Federal legislation designated this high priority corridor as future Interstate Route 57 (I-57). The project's purpose is to develop an interstate highway system that addresses the above-described needs while minimizing the negative impacts to the natural and social environment.

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alternatives provide the final connection between the main alternatives and the Arkansas-Missouri state line. These "connector" alternatives are named A, B, and C: Alternative A lies to the east of Highway 67 on new location, Alternative B improves existing Highway 67, and Alternative C lies to the west of Highway 67 on new location. The Missouri Department of Transportation (MoDOT) is a cooperating agency on this project and is working closely with ARDOT on the connector location because this will determine the southern terminal for the MoDOT section of future I-57. The No-build Alternative will not meet the purpose and need but is retained throughout the study process to help evaluate the positive and negative impacts of the build alternatives. Maps of the study area and alternatives are included in the Supplementary NOI Information document and on the project website interactive map.

Anticipated environmental constraints for the project include potential impacts to the DDWMA, the Black and Current Rivers, vegetated and farmed wetlands, floodplains, threatened and endangered species and their habitat, cultural resources, residential homes, businesses, and farmlands. Alternative 1 has the greatest potential to impact homes, businesses, and cultural resources due to improvements to the already developed Highway 67 corridor. Alternatives 2 and 3 are on new location with minor impacts to the human environment but have the greatest potential impact on farmlands and farmed wetlands. Preliminary estimates of possible impacts can be seen in the Supplementary NOI Information document.

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Wildlife Service (USFWS) pursuant to Section 7 of the Endangered Species Act (16 U.S.C. Section 1536), will be required for biological assessments and threatened and endangered species surveys. Formal coordination with the USFWS began in May 2020 when they accepted the responsibility to be a cooperating agency. A Request for Technical Assistance for USFWS was completed in early 2020 and a preliminary plan for habitat resource evaluations and bat and mussel surveys was recently submitted to the USFWS for review. Consultation with the State Historic Preservation Officer (SHPO) for compliance with Section 106 regulations will be required for historical and archeological resources potentially impacted. Formal coordination with the SHPO began in January 2021 when they accepted the responsibility to be a participating agency.

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The publication date of the NOI will start a two-year time clock for the agency to reach its final decision on the project (40 CFR 1501.10(a) and (b)(2)). The schedule for completing the Draft EIS, Final EIS/Record of Decision (ROD), and permits is as follows: Draft EIS May 31, 2022; Final EIS/ROD February 28, 2023; Section 404, 408, and 10 permit—July 31, 2023; Section 401 certification July 31, 2023; Section 106 consultation May 31, 2022; Section 7 consultation June 15, 2022.

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general public, to review the complete NOI (including the Supplementary NOI Information document) and submit comments on any aspect of the project that might benefit the project understanding. Specifically, agencies and the public are asked to identify and submit potential alternatives for consideration and information such as anticipated significant issues or environmental impacts and analyses relevant to the proposed action for consideration by the lead and cooperating agencies in developing the Draft EIS. There are several methods to submit comments as described in the **ADDRESSES** section of this Notice. Any questions concerning this proposed action should be directed to FHWA at the physical address, email address, or phone number provided in the **FOR FURTHER INFORMATION CONTACT** section of this Notice.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 42 U.S.C. 4321 *et seq.*; 23 CFR part 771.

Vivien N. Hoang,

Division Administrator, Little Rock, Arkansas.

[FR Doc. 2021-14062 Filed 6-30-21; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

DATES: See **SUPPLEMENTARY INFORMATION** section for effective date(s).

FOR FURTHER INFORMATION CONTACT:

OFAC: Andrea Gacki, Director, tel.: 202-622-2490; Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or the Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490.

SUPPLEMENTARY INFORMATION:

Electronic Availability

The Specially Designated Nationals and Blocked Persons List and additional information concerning OFAC sanctions programs are available on OFAC's website (www.treasury.gov/ofac).

Notice of OFAC Action(s)

A. On June 21, 2021, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authority listed below.

BILLING CODE 4810-AL-P

Walnut Ridge to Missouri State Line (Future I-57)

Notice of Intent to Prepare an EIS

Notice of Intent
Documents

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Comment

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FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Docket No. FHWA-2021-0009

Notice of Intent to Prepare an Environmental Impact Statement for a Proposed Highway Project in Arkansas

Agency

Federal Highway Administration (FHWA), Department of Transportation.

Action

Notice of Intent to Prepare an Environmental Impact Statement.

Summary

FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas. This notice contains a summary of the information as required in the Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations. This NOI should be reviewed together with the Supplementary NOI Information document which contains important details about the proposed project.

Dates

Comments on the NOI or the Supplementary NOI Information document must be received on or before August 2, 2021.

Addresses

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- **Web Site:** For access to the documents, go to <http://www.regulations.gov> or the project website located at Future57.transportationplanroom.com. Follow the online instructions for submitting comments.
- **Fax:** Randal Looney at 501-324-6423
- **Mailing address or for hand delivery or courier:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Email address:** Randal.Looney@dot.gov.

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to <http://www.regulations.gov> or Future57.transportationplanroom.com, including any personal information provided.

For Further Information, Contact

For further information and/or to get on the project mailing list, contact

- Mr. Randal Looney, Environmental Coordinator, Federal Highway Administration, Arkansas Division Office, 700 West Capitol Avenue, Suite 3130, Little Rock, AR 72201-3298, email: randal.looney@dot.gov, (501) 324-6430; or
- Mr. Bill McAbee, Environmental Project Manager, Garver, 4701 Northshore Drive, North Little Rock, Arkansas 72118, email: WCMcAbee@GarverUSA.com, (501) 376-3633

Accommodations

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Lindi Miller, 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired, may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the end of the comment period.

Notice of Nondiscrimination: The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

ARDOT Job 100512; Docket No. FHWA-2021-0009





Future I-57

MATERIALS

Notice of Intent

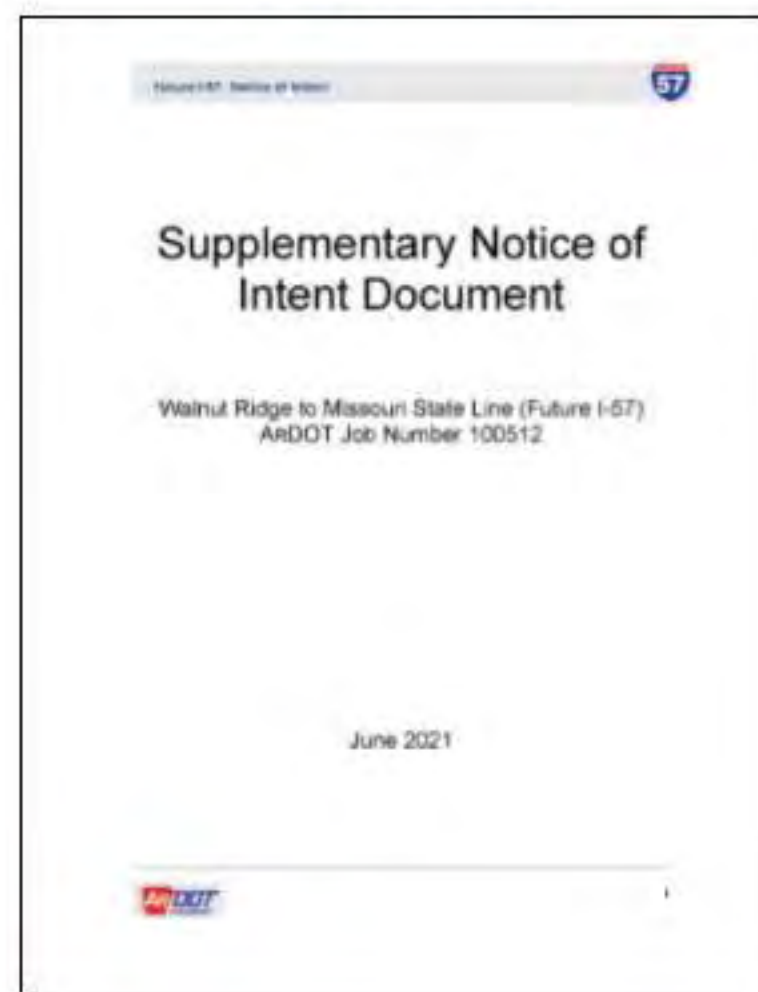
[◀ Homepage](#)

[Next: 2020 Meeting Materials ▶](#)

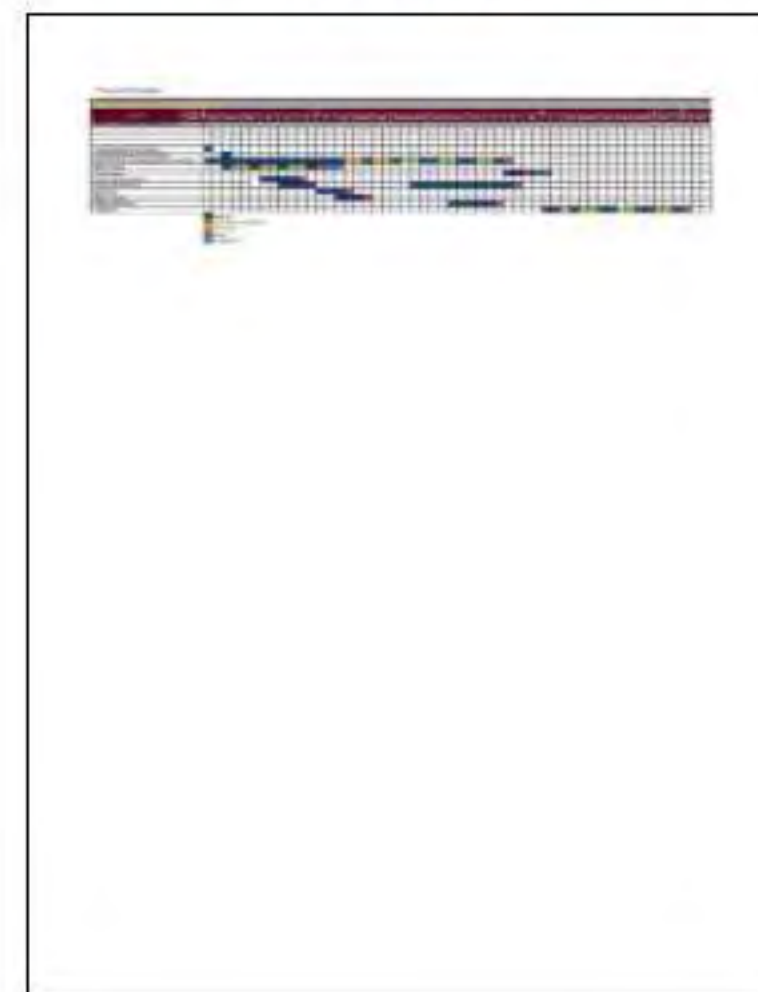
Notice of Intent (NOI)



Supplementary NOI Document



Project Schedule



Corridors Map Instructions

The interactive project maps are easy to use on your computer or device and allows you to zoom in and out, pan around, and identify features on the maps.

Corridors Map





MATERIALS

Public Meeting 2020 Materials

[◀ Homepage](#)

[Next: Comment Form ▶](#)

The Arkansas Department of Transportation conducted a *virtual* public involvement meeting to obtain public input on the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

The virtual public meeting was held **Thursday, August 13 through Wednesday, September 2, 2020**. The public was invited and encouraged to visit anytime during the scheduled dates to view meeting exhibits and offer comments about the project.

Exhibits and materials provide during and after the virtual public meeting are included below.

Presentation Video

<h4>Meeting Synopsis</h4>	<h4>Project Map</h4>	<h4>Project History</h4>
<h4>Study Goals</h4>	<h4>Draft Purpose and Need</h4>	<h4>Summary Sheet</h4>

Corridors Map Instructions

The interactive project maps are easy to use on your computer or device and allows you to zoom in and out, pan around, and identify features on the maps.

[Corridors Map \(2020\)](#)

[Environmental Map \(2020\)](#)





COMMENTS

Submit a Comment NOI

[← Homepage](#)

Comments on the NOI or the Supplementary NOI Information document must be received on or before **August 2, 2021**.

All submissions should include the agency name and the docket number.

- **Agency:** Federal Highway Administration (FHWA), Arkansas Department of Transportation
- **Docket No.:** FHWA-2021-0009

Interested parties are invited to submit comments by any of the following methods:

Written Comments

Fax: Randal Looney at 501-324-6423

Mailing address or for hand delivery or courier: Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201

Email Address: Randal.Looney@dot.gov



Written Comments (Online Form)

Scroll down to answer form fields and then click *Submit*.

NOI Comment Form

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED HIGHWAY PROJECT IN ARKANSAS

Agency: Federal Highway Administration and Arkansas Department of Transportation
 Docket No.: FHWA-2021-0009
 ARODT Job 100512
 Walnut Ridge - Missouri State Line (Future I-57)
 Clay, Greene, Lawrence and Randolph Counties

Comments on the Notice of Intent (NOI) or the Supplementary NOI Information document must be received on or before August 2, 2021.

1. Date

2. Name

3. Address

4. Email

5. Comments

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NOTICE OF INTENT (NOI) TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED HIGHWAY PROJECT IN ARKANSAS CITIZEN COMMENT FORM

AGENCY: FEDERAL HIGHWAY ADMINISTRATION AND
ARKANSAS DEPARTMENT OF TRANSPORTATION
DOCKET NUMBER: FHWA-2021-0009
ARDOT JOB NUMBER 100512
WALNUT RIDGE – MISSOURI STATE LINE (FUTURE I-57)
CLAY, GREENE, LAWRENCE, AND RANDOLPH COUNTIES

Comments on the NOI or the Supplementary NOI Information document must be received on or before August 2, 2021. Interested parties are invited to submit comments by any of the following methods:

- **Email:** Randal.Looney@dot.gov
- **Mail, Hand Delivery, or Courier:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Fax:** Randal Looney at 501-324-6423
- **Website Form:** Future57.transportationplanroom.com or regulations.gov

Please Print:

Date: _____

Name: _____

Email: _____

Address: _____

Street Address

City, State, Zip

Comments _____

Use additional pages if necessary



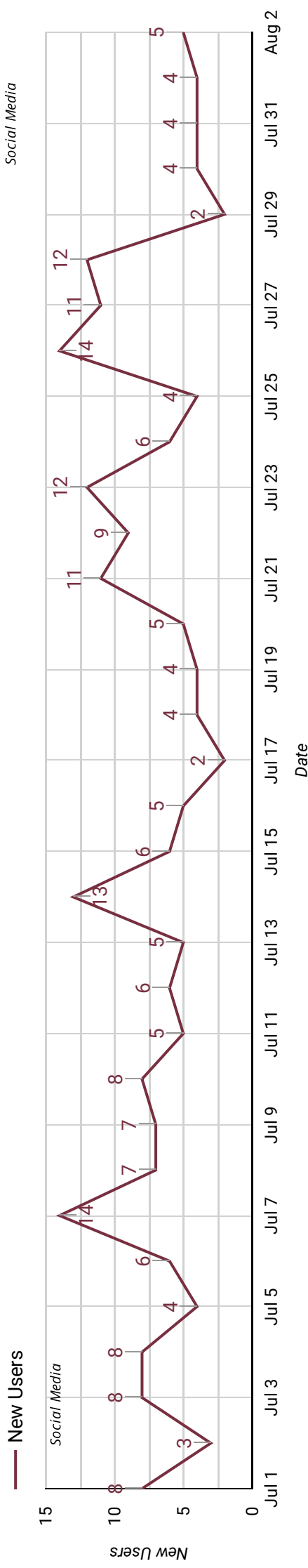
Walnut Ridge - Missouri State Line (Future I-57)

Jul 1, 2021 - Aug 2, 2021

NOI Comment Period Analytics

Audience Overview

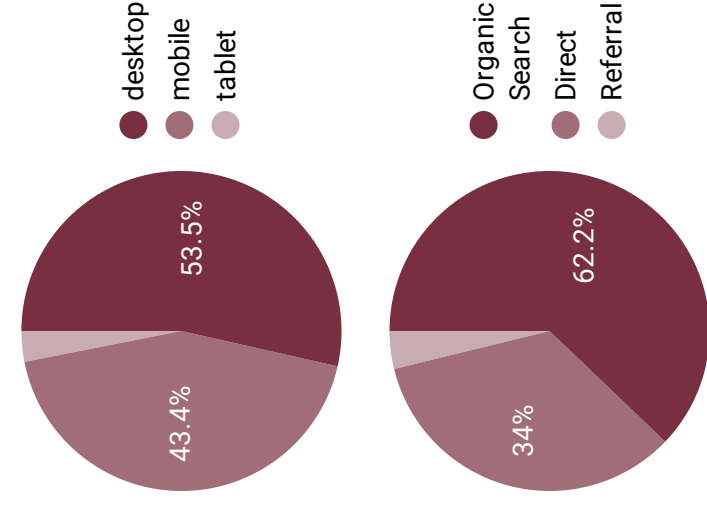
New Users **226** Pageviews **543** Sessions **299** Pages / Session **1.82** Avg. Session Duration **01:25**



Top Pages

Page Title	Pageviews
1. Walnut Ridge to Missouri State Line (Future I-57) - Fu...	330
2. Notice of Intent - Future I-57	122
3. Public Meeting 2020 Materials - Future I-57	71
4. Submit a Comment - Future I-57	10
5. Exhibits - Future I-57	5
6. Sign-In and Handouts - Future I-57	2
7. Environmental Map - Future I-57	2
8. Corridors Map - Future I-57	1
Grand total	543

Devices and Sources



Engagement by City

(IP Address)

City	New Users	Pageviews
1. (not set)	27	41
2. Dallas	18	34
3. Little Rock	11	31
4. Jonesboro	10	40
5. Cheyenne	10	11
6. Memphis	10	23
7. Chicago	7	15
8. Springfield	5	7
9. Washington	5	16
Grand total	226	543

La Línea del Estado entre Walnut Ridge y Missouri (Future I-57)

Aviso de Intención (NOI) para Preparar un EIS

Documentos del Aviso de Intención

[Learn More](#)

Materiales de la Reunión Pública en 2020

[Learn More](#)

Escribe un Comentario

[Learn More](#)

La Administración Federal de Carreteras (FHWA) en cooperación con el Departamento de Transporte de Arkansas (ARDOT), esta emitiendo este Aviso de Intención (NOI) para solicitar comentarios y asesorar al público, agencias, y los tenedores de apuestas, de una Declaración de Impacto Ambiental (EIS) que se preparará para estudiar los efectos de un proyecto autopista en consideración para el corredor de la autopista Highway 67 en los condados de Clay, Greene, Lawrence, y Randolph, Arkansas.

[Visit the English Site](#)

DEPARTAMENTO DE TRANSPORTE

La Administración Federal de Carreteras (FHWA)

Número de expediente: FHWA-2021-0009

Aviso de Intención (NOI) para Preparar una Declaración de Impacto Ambiental para un Proyecto Autopista Propuesto en Arkansas

Agencia

La Administración Federal de Carreteras (FHWA) en cooperación, el Departamento de Transporte de Arkansas (ARDOT)

Acción

Aviso de Intención (NOI) para Preparar una Declaración de Impacto Ambiental.

Resumen

La Administración Federal de Carreteras (FHWA) en cooperación con el Departamento de Transporte de Arkansas (ARDOT), esta emitiendo un Aviso de Intención (NOI) para solicitar comentarios y asesorar al público, agencias, y los tenedores de apuestas, de una declaración de impacto ambiental que se preparará para estudiar los efectos de un proyecto autopista en consideración para el corredor de la autopista Highway 67 en los condados de Clay, Greene, Lawrence, y Randolph, Arkansas. Este aviso tiene un resumen como requerido en las regulaciones de la Ley de Política Ambiental Nacional (NEPA) por el Consejo de Calidad Ambiental (CEQ). Este NOI debe ser revisado junto con el documento de la información adicional de NOI, que tiene los detalles importantes del proyecto propuesto.

Fechas

Comentarios de la NOI o el documento de la información adicional de NOI se aceptarán a más tardar 2 de Agosto del 2021.

Direcciones

Esta NOI y el documento de la información adicional de NOI están disponibles en el expediente mencionado anteriormente a <http://www.regulations.gov> y en el sitio web del proyecto ubicado a Future57.transportationplanroom.com. El documento de la información adicional de NOI puede estar enviado, a pedido. Se invita a los grupos interesados a comentar en cualquiera de los métodos siguientes:

- **Sitio Web:** Para tener acceso a los documentos, visite el portal web de Federal eRulemaking, ubicado a <http://www.regulations.gov> o el sitio web del proyecto ubicado a Future57.transportationplanroom.com. Siga las instrucciones para someter los comentarios.
- **Fax:** Randal Looney a 501-324-6423
- **Dirección de envío o para entrega en mano o mensajería:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Dirección del correo electrónico:** Randal.Looney@dot.gov

Todas de las sumisiones deben incluir el nombre de la agencia y el número de expediente que esta mencionada anteriormente en esta noticia. Todos comentarios recibidos recordaran, sin cambios, a <http://www.regulations.gov> o Future57.transportationplanroom.com, incluyendo cualquier información personal proporcionada.

Para más información, contacta

Para mas información y/o para ser incluido en la lista de correo, contacta

- Mr. Randal Looney, Environmental Coordinator, Federal Highway Administration, Arkansas Division Office, 700 West Capitol Avenue, Suite 3130, Little Rock, AR 72201-3298, correo electrónico: randal.looney@dot.gov, (501) 324-6430; o
- Mr. Bill McAbee, Environmental Project Manager, Garver, 4701 Northshore Drive, North Little Rock, Arkansas 72118, correo electrónico: WCMcAbee@GarverUSA.com, (501) 376-3633

Adaptaciones Especiales

Cualquier persona que necesite información sobre el proyecto o arreglos especiales bajo la Ley de Americanos con Discapacidades (ADA) pueden ponerse en contacto con Lindi Miller, 4701 Northshore Drive, North Little Rock, AR 72118, Llamar (501) 823-0730, o por correo electrónico a: PublicInvolvement@GarverUSA.com. Si tiene problemas de audición o del habla, comuníquese con el Sistema de Retransmisión de Arkansas al (Voice/TTY 711). Solicite ayuda al menos cuatro días antes de la reunión pública. Si tiene necesidades de comunicación especial, por favor póngase en contacto con el Sistema de Retransmisión de Arkansas al (Voz/TTY 711). Las solicitudes deben ser hechas cuatro días antes del periodo de los comentarios esta terminado.

AVISO DE NO DISCRIMINACIÓN: El Departamento de Transporte de Arkansas cumple con todas las provisiones de derechos civiles de las leyes federales y autoridades relacionadas que prohíben la discriminación en los programas y actividades que reciben ayuda federal financiera. Por lo tanto, el Departamento no discrimina bajo las bases de raza, sexo, color, edad, origen nacional, religión (no aplica como grupos protegidos bajo el Motor Carrier Safety Administration Title VI Program), discapacidad, Limitación del Idioma Ingles (LEP), o de bajos ingresos en la admisión, el acceso a y el tratamiento en los programas y actividades del Departamento al igual que las prácticas de contratación y empleo del Departamento. Quejas de supuesta discriminación y preguntas sobre las pólizas de no discriminación del Departamento pueden ser dirigidas a Joanna P. McFadden Section Head -EEO/DBE (ADA/504/ Coordinador del Título VI), P. O. Box 2261, Little Rock, AR 72203, (501)569-2298, (Voz/TTY 711), o al siguiente correo electrónico: joanna.mcfadden@ardot.gov. ARDOT Trabajo: 100512; Número de expediente: FHWA-2021-0009


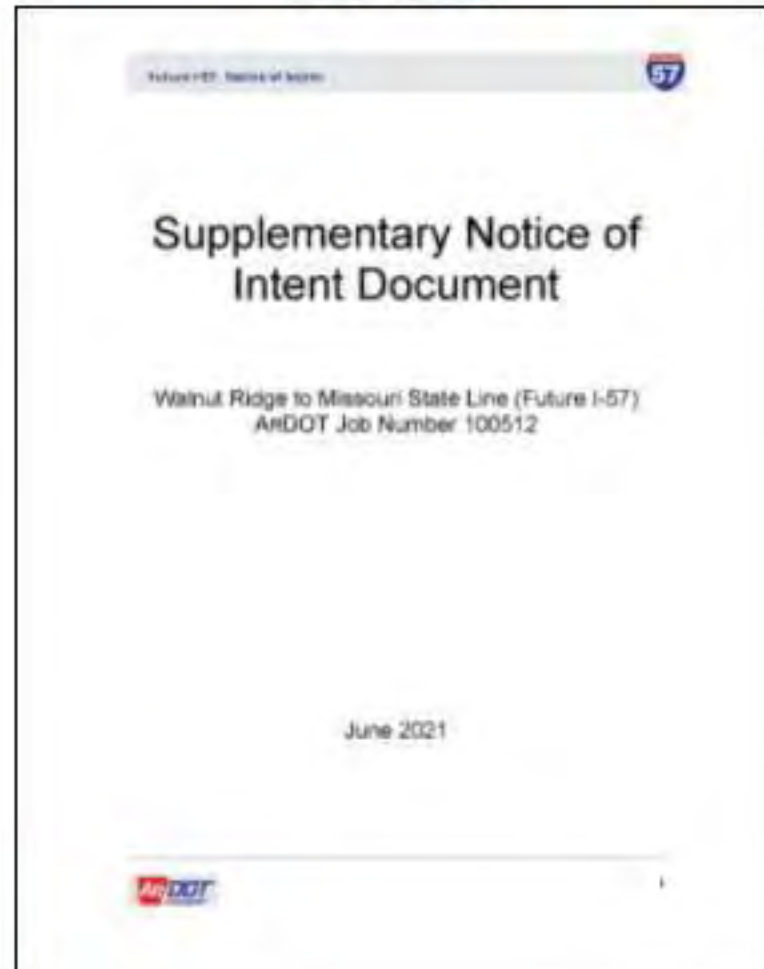



NOI Los Documentos del Aviso de Intención

[◀ Página Principal](#)

[Materiales de la Reunión Público en 2020 ▶](#)

Los materiales están en Inglés, pero hay ayuda gratis para personas con limitación del idioma Inglés. Usted puede comunicarse con Lindi Miller al 501-823-0730.

<p>El Aviso de Intención (NOI)</p> 	<p>El Documento Adicional del NOI</p> 	<p>Calendario del Proyecto</p> 
--	--	--

Instrucciones del Mapa de los Corredores

El mapa interactivo del proyecto es fácil de usar en su computadora o dispositivo y le permite acercar y alejar, desplazarse y identificar características en el mapa.

[Mapa de los Corredoes](#)





Future I-57

MATERIALES

Materiales de la Reunión Pública en 2020

[◀ Página Principal](#)

[Escribe un Comentario ▶](#)

El Departamento de Transporte de Arkansas se llevó a cabo un reunion de involucramiento pública virtual para obtener la opinión del público sobre el conexion propuesto en los condados de Clay, Greene, Lawrence, y Randolph, Arkansas, para la línea del estado entre Walnut Ridge y Missouri (Future I-57).

La reunión publica virtual se llevó a cabo **jueves, el 13 de agosto entre miércoles, el 2 de septiembre del 2020**. Se invitó y animó al público a visitar en cualquier momento durante las fechas programadas para ver las exposiciones de la reunión y ofrecer comentarios sobre el proyecto.

Las exposiciones y materiales proporcionadas durante y despues la reunión pública virtual están debajo. Los materiales están en Inglés, pero hay ayuda gratis para personas con limitación del idioma Inglés. Usted puede comunicarse con Lindi Miller al 501-823-0730.

Video de la Presentación

Sinopsis de la Reunión

Mapa del Proyecto

Historia del Proyecto

Metas del Estudio

Propósito y Necesidad

El Resumen de Información del Proyecto

Instrucciones del Mapa de los Corredores

El mapa interactivo del proyecto es fácil de usar en su computadora o dispositivo y le permite acercar y alejar, desplazarse y identificar características en el mapa.

[Mapa de los Corredoes \(2020\)](#)

[Mapa Ambiental \(2020\)](#)



COMENTARIO

Copy of Escribe un Comentario

[← Página Principal](#)

Comentarios de la Noticia de Intento (NOI) o el documento de la información adicional de NOI se aceptarán a más tardar **2 de agosto del 2021**.

Todos los formularios de comentarios sometados deben incluir el nombre de la agencia y el numero de expediente.

- **Agencia:** Federal Highway Administration (FHWA), Arkansas Department of Transportation
- **Numero del expediente:** FHWA-2021-0009

Se invitan los grupos interesados a someter comaterios en cualquier de los metodos siguientes:

Comentarios Escritos

Fax: Randal Looney a 501-324-6423

Dirección de envío o para entrega en mano o mensajería: Federal Highway Administration, Arkansas

Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201

Dirección del correo electrónico: Randal.Looney@dot.gov



Comentarios Escritos (Formulario en Línea)

Desplácese hacia abajo para responder a los campos del formulario y luego haga clic en *Someta*.

Formulario de Comentario de NOI

AVISO DE INTENCIÓN (NOI) PARA PREPARAR UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA UN PROYECTO AUTOPISTA PROPUESTO EN ARKANSAS

Agencia: La Administración Federal de Carreteras y el Departamento de Transporte de Arkansas
 Número de expediente: FHWA-2021-0009
 ARDOT Trabajo 100512
 La línea del estado entre Walnut Ridge y Missouri (Future I-57)
 Los condados de Clay, Greene, Lawrence y Randolph

Comentarios de la Noticia de Intento (NOI) o el documento de la información adicional de NOI se aceptarán a más tardar 2 de Agosto del 2021.

1. Fecha:

2. Nombre:

3. Dirección de la calle:

4. Correo electrónico:

5. Comentarios:

Never give out your password. [Report abuse](#)

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AVISO DE INTENCIÓN (NOI) PARA PREPARAR UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA UN PROYECTO AUTOPISTA PROPUESTO EN ARKANSAS CITIZEN COMMENT FORM

AGENCIA: LA ADMINISTRACIÓN FEDERAL DE CARRETERAS Y
EL DEPARTAMENTO DE TRANSPORTE DE ARKANSAS
NÚMERO DE EXPEDIENTE: FHWA-2021-0009
ARDOT TRABAJO NÚMERO 100512
LA LÍNEA DEL ESTADO ENTRE WALNUT RIDGE Y MISSOURI (FUTURE I-57)
LOS CONDADOS DE CLAY, GREENE, LAWRENCE, Y RANDOLPH

Comentarios de la Noticia de Intento (NOI) o el documento de la información adicional de NOI se aceptarán a más tardar 2 de Agosto del 2021. Se invita a los grupos interesados a comentar en cualquiera de los métodos siguientes:

- **Correo Electrónico:** Randal.Looney@dot.gov
- **Dirección de envío o para entrega en mano o mensajería:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Fax:** Randal Looney at 501-324-6423
- **Formulario del Sitio Web:** Future57.transportationplanroom.com o regulations.gov

Por favor, Letra Imprenta:

Fecha: _____

Nombre: _____

Correo Electrónico: _____

Dirección: _____

Dirección de la calle

Ciudad, Estado, Código Postal

Comentarios _____

Si necesario, usar hojas adicionales



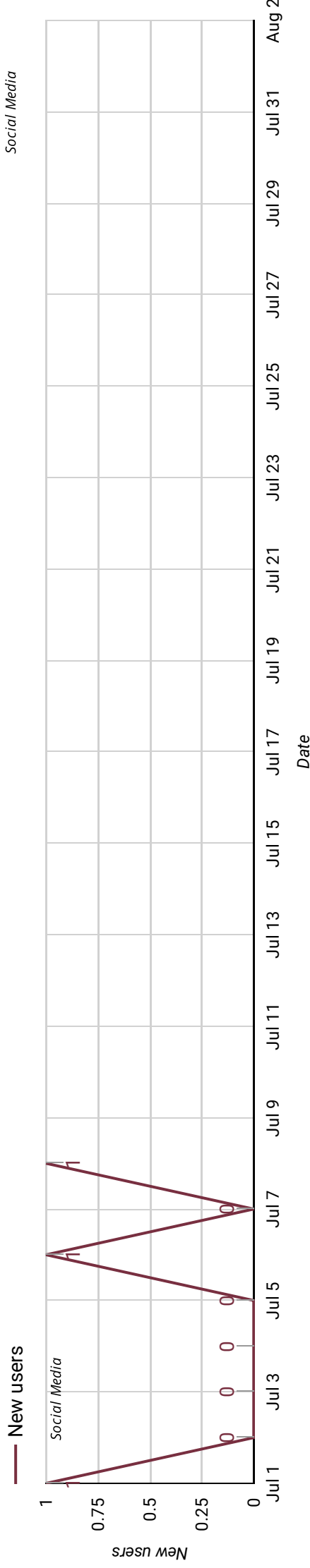
Walnut Ridge - Missouri State Line (Future I-57)

Jul 1, 2021 - Aug 2, 2021

NOI Comment Period Analytics - Spanish Website

Audience Overview

New users	Views	Sessions	Active users	1-day active users
3	48	8	4	4.0



Top Pages

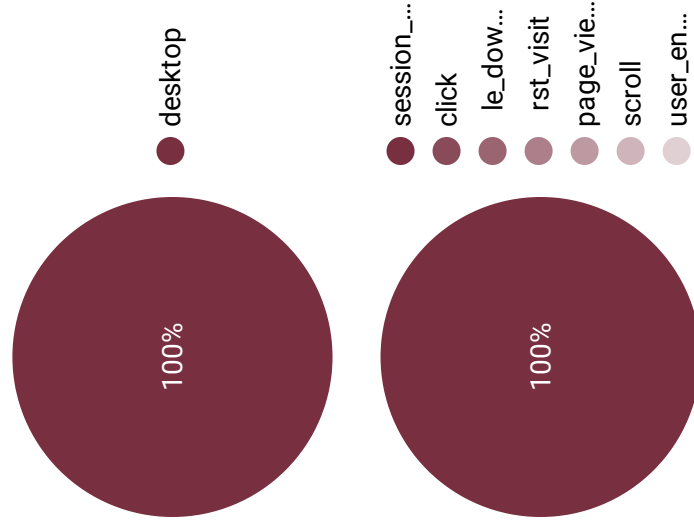
Page title	Views
1. La Línea del Estado entre Walnut Ridge y Missouri (F...	23
2. Materiales de la Reunión Pública en 2020 - Future I-57	14
3. Escribe un Comentario - Future I-57	6
4. Los Documentos del Aviso de Intención - Future I-57	5

Grand total

48

1 - 4 < >

Devices and Sources



Engagement by City

(IP Address)

City	New users	Views
1. (not set)	1	1
2. Jefferson City	1	1
3. Jonesboro	1	9
4. New Orleans	0	37

Grand total

3

48

1 - 4 < >

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT



WHAT: The FHWA, in coordination with the Arkansas Department of Transportation (ARDOT), is issuing a Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas.

WHEN: Comments on the NOI or Supplementary NOI Information document must be received on or before July 31, 2021

WHERE: *Online Versions of the Notice of Intent:*
Future57.TransportationPlanroom.com
or regulations.gov

Print Version of the Notice of Intent:
Corning, Randolph County, and Lawrence County Libraries. Hours vary.

Sponsor: FHWA and ARDOT

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Lindi Miller, 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired, may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the end of the comment period.

NOTICE OF NONDISCRIMINATION: The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569- 2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for LEP individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

Clay Co. Summer Slam Machine Pitch Champions

The Corning Cats beat Rector and Piggott in a Clay County Slam Machine Pitch tournament last week to become the champions.

In Friday night's game on June 25, the score was 19-17 when Corning came from behind against Piggott in the sixth inning. The Corning girls scored 3 runs in the last inning and took home the First Place trophy with a score of 20-19.



Kneeling: Mabri Thompson, Kylie George, Gracie Janes
 Standing: Camryn Coffell, Abby Young, Lillie Allen, Piper Plemons, Paisley Garver, Maci Acton, Haddie Hudson, Alexis Berry
 Coaches Jeremy Woods, Kirk Scobey, Tony Hudson

Pollard Beauty Contests to be Held July 10th

There is still time to plan for the Pollard Beauty Pageants which will be held Saturday, July 10th at the Pollard Picnic in Pollard, Arkansas. The following pageant schedule will be as follows:

10 a.m. - "Baby Pollard" contest for boys and girls. Boy's division and a girl's division from birth through 12

months. Dress in casual clothing.

10:30 a.m. - "Baby Toddler" contest for boys and girls ages 1 year through 23 months. Dress in casual clothing.

12:00 noon - "Petite Miss Pollard" contest for the girls' division ages 2 to 4. Contestants must wear casual clothing.

3:00 p.m. - "Little Miss

Pollard" event for girls ages 5 to 7. Contestants are to wear casual wear.

5:00 p.m. - "Junior Miss Pollard" contest for girls ages 8 to 12. Contestants are to dress in casual wear only.

8:00 p.m. - "Miss Pollard" contest is open to girls ages 13 to 18. Contestants are to dress in pageant wear.

The entry fee for

each division is \$30 and payable the day of the event. There will not be a practice for any of the divisions and preregistration will NOT be taken this year. Just arrive 30 minutes before your scheduled event. Pageant wear is required in the Miss Pollard contest and all other divisions will wear casual clothing.

Clay County Regional Water Distribution District 2020 Annual Drinking Water Quality Report

We're pleased to present to you this year's Annual Drinking Water Quality Report. This report is designed to inform you about the quality water and services we deliver to you every day. Our goal is to provide you with a safe and dependable supply of drinking water, and we want you to understand, and be involved in, the efforts we make to continually improve the water treatment process and protect our water resources.

Where Does Our Drinking Water Come From?

The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs, and wells. Our sources of water are three wells. Well 1 is located at Piggott and Well 2 is located at Greenway. Both wells pump water from the Nacatoch Sand Aquifer. Well 3 is located at Knobel and it pumps from the Wilcox Group Aquifer.

How Safe Is The Source Of Our Drinking Water?

The Arkansas Department of Health has completed Source Water Vulnerability Assessments for Clay County Regional Water Distribution District and Corning Waterworks. The assessments summarize the potential for contamination of our sources of drinking water and can be used as a basis for developing a source water protection plan. Based on the various criteria of the assessment, our water sources have been determined to have a medium susceptibility to contamination. You may request a summary of the Source Water Vulnerability Assessments from our office.

What Contaminants Can Be In Our Drinking Water?

As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals and, in some cases, can pick up substances resulting from the presence of animals or from human activity. Contaminants that may be present in source water include: Microbial contaminants such as viruses and bacteria, which may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife; Inorganic contaminants such as salts and metals, which can be naturally occurring or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming; Pesticides and herbicides which may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses; Organic chemical contaminants including synthetic and volatile organic chemicals, which are by-products of industrial processes and petroleum production, and can also come from gas stations, urban stormwater runoff, and septic systems; Radioactive contaminants which can be naturally occurring or be the result of oil and gas production and mining activities.

In order to assure tap water is safe to drink, EPA has regulations which limit the amount of certain contaminants in water provided by public water systems. Food and Drug Administration (FDA) regulations establish limits for contaminants in bottled water which must provide the same protection for public health.

Am I at Risk?

All drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that the water poses a health risk. However, some people may be more vulnerable to contaminants in drinking water than the general population. Immuno-compromised persons such as persons with cancer undergoing chemotherapy, persons who have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants can be particularly at risk from small amounts of contamination. These people should seek advice about drinking water from their health care providers. More information about contaminants and potential health effects can be obtained by calling the Environmental Protection Agency's Safe Drinking Water Hotline at 1-800-426-4791. In addition, EPA/CDC guidelines on appropriate means to lessen the risk of infection by microbiological contaminants are also available from the Safe Drinking Water Hotline.

Lead and Drinking Water

If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. We are responsible for providing high quality drinking water, but cannot control the variety of materials used in plumbing components. When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available from the Safe Drinking Water Hotline or at <http://www.epa.gov/safewater/lead>.

How Can I Learn More About Our Drinking Water?

If you have any questions about this report or concerning your water utility, please contact Bobby Brown, Manager, at 870-259-3327. We want our valued customers to be informed about their water utility. If you want to learn more, please attend any of our regularly scheduled meetings. They are held on the last Monday of March, June, September and the first Friday of December at 7:00 PM at the Water Office, 400 N. Dale Street in McDougal.

TEST RESULTS

We and the City of Corning routinely monitor for constituents in your drinking water according to Federal and State laws. The test results table shows the results of our monitoring for the period of January 1st to December 31st, 2020. In the table you might find terms and abbreviations you are not familiar with. To help you better understand these terms we've provided the following definitions:

- Action Level - the concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.
- CCRWDD - Clay County Regional Water Distribution District
- Maximum Contaminant Level (MCL) - the highest level of a contaminant that is allowed in drinking water. MCLs are set as close to the MCLGs as feasible using the best available treatment technology.
- Maximum Contaminant Level Goal (MCLG) - unenforceable public health goal: the level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.
- Maximum Residual Disinfectant Level (MRDL) - the highest level of a disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.
- Maximum Residual Disinfectant Level Goal (MRDLG) - the level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contaminants.
- NA - Not applicable
- Parts per billion (ppb) - a unit of measurement for detected levels of contaminants in drinking water. One part per billion corresponds to one minute in 2,000 years, or a single penny in \$10,000,000.
- Parts per million (ppm) - a unit of measurement for detected levels of contaminants in drinking water. One part per million corresponds to one minute in two years or a single penny in \$10,000.

INORGANIC CONTAMINANTS						
Contaminant	Violation Y/N	Level Detected	Unit	MCLG (Public Health Goal)	MCL (Allowable Level)	Major Sources in Drinking Water
Fluoride (Knobel well)	N	Average: 0.75 Range: 0.70 - 0.79	ppm	4	4	Erosion of natural deposits; water additive which promotes strong teeth; discharge from fertilizer and aluminum factories
Fluoride (Greenway well)	N	Average: 0.47 Range: 0.42 - 0.64				
Fluoride (Piggott well)	N	Average: 0.74 Range: 0.46 - 1.47				
LEAD AND COPPER TAP MONITORING						
Contaminant	Number of Sites Sampled	Number of Sites over Action Level	90 th Percentile Result	Unit	Action Level	Major Sources in Drinking Water
Lead (CCRWDD)	20	0	0.002	ppm	0.015	Corrosion from household plumbing systems; erosion of natural deposits
Copper (CCRWDD)	20	0	0.48	ppm	1.3	
♦ We are on a reduced monitoring schedule and required to sample once every three years for lead and copper at the customers' taps. The results above are from our last monitoring period in 2019. Our next required monitoring period is in 2022.						
REGULATED DISINFECTANTS						
Disinfectant	Violation Y/N	Level Detected	Unit	MRDLG (Public Health Goal)	MRDL (Allowable Level)	Major Sources in Drinking Water
Chlorine (CCRWDD)	N	Average: 0.45 Range: 0.40 - 0.50	ppm	4	4	Water additive used to control microbes
BY-PRODUCTS OF DRINKING WATER DISINFECTION						
Contaminant	Violation Y/N	Level Detected	Unit	MCLG (Public Health Goal)	MCL (Allowable Level)	
HAA5 (Haloacetic Acids) (CCRWDD)	N	0	ppb	0	60	
THM (Total Trihalomethanes) (CCRWDD)	N	0	ppb	NA	80	

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT



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ARDOT Job 100512; Docket No. FHWA-2021-0009

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The world in brief



Crews work to clean up a spill Saturday after the derailment of a 20-car train carrying "tar sand" and lumber near Blackfalds, Alberta, Canada. More photos at arkansasonline.com/74blackfalds/. (AP/The Canadian Press/Jeff McIntosh)

Shelling kills 8 people on Syria rebel turf

BEIRUT — Artillery fire from government-controlled territory and airstrikes Saturday killed at least eight civilians in Syria's last rebel enclave, most of them children, and destroyed a civil defense center and a water station, rescue workers and a conflict monitor said.

The regional director of the United Nations children's agency UNICEF called it the worst violence since a ceasefire was reached in March last year.

"This is just tragic," said Ted Chaiban, UNICEF regional director. "An escalation of violence will only result in cutting short the lives of more children. We call for the protection of all children and strongly urge those fighting to refrain from further attacks."

The shelling in Ibleen, a village in southern Idlib province, hit the home of Subhi al-Assi, killing him, his wife and three of his children in their sleep, according to the rescue service known as the White Helmets and Idlib's Health Directorate. Al-Assi was an administrator in a local health center.

Shelling also struck the home of a volunteer for the White Helmets, also known as the Syria Civil Defense, killing his two children in the village of Balion. The volunteer, Omar al-Omar, and his wife were wounded, according to the White Helmets. In a nearby village, another child was killed and four others from the same family were wounded, according to the White Helmets.

UNICEF said 512 children were verified killed in Syria last year, the majority in the northwest where there are 1.7 million vulnerable children, many of whom have fled violence several times.

43 migrant deaths reported off Tunisia

TUNIS, Tunisia — At least 43 migrants drowned off the coast of Tunisia on Saturday and 84 others were rescued after their boat capsized overnight, the Tunisian Red Crescent said.

Mongi Slim, head of the organization, said the boat, which was carrying 127 migrants, left Libya's coastal city of Zuwara on Friday to cross the Mediterranean Sea toward Italy. He said 46 Sudanese, 16 Eritreans and 12 Bengalis were among the migrants.

The Defense Ministry's spokesperson, Mohamed Zekri, said the 84 migrants were rescued by fishermen. He declined to confirm the drowning of the other migrants.

Libya is a frequent departure point for migrants making the dangerous Mediterranean Sea crossing. Several shipwrecks from smugglers' boats carrying migrants have occurred in recent weeks, as attempts to reach Europe become more frequent amid warmer summer weather.

Protests flare against Brazilian leader

RIO DE JANEIRO — Protests against President Jair Bolsonaro spread across Brazil on Saturday, a day after a Supreme Court justice authorized a criminal investigation into his response to claims of potential corruption involving a vaccine deal.

Demonstrators gathered by the hundreds or thousands in more than 40 cities to demand Bolsonaro's impeachment or greater access to vaccines against covid-19.

More than half a million Brazilians have died from the virus, by official count.

In Friday's decision, Supreme Court Justice Rosa Weber said the inquiry is supported by recent testimony in a Senate committee investigating the government's handling of the covid-19 pandemic.

Prosecutors will investigate whether Bolsonaro committed the crime of "prevarication," which entails delaying or refraining from action required as part of a public official's duty for reasons of personal interest. Weber didn't rule out the possibility other potential wrongdoing could be investigated.

Bolsonaro has denied any wrongdoing or knowledge of corruption, and told reporters June 28 he can't know what transpires within his ministries.

The crime carries a prison term of between three months and a year, plus payment of a fine.

10 people die in Somali suicide bombing

NAIROBI, Kenya — At least 10 people were killed and dozens injured in a suicide explosion in the Somali capital, Mogadishu, on Friday evening, authorities said, the second such attack to rock the city in weeks as the country enters a crucial election season.

A suicide bomber detonated his explosive-laden vest near a cafe close to the well-known Juba Hotel, which is in a strategic area that houses government ministries and the intelligence headquarters. The cafe, frequented by members of the Somali security forces, was crowded with patrons when the attack took place, officials said.

The Somali government blamed the terrorist group al-Shabab, and the group itself took responsibility, saying that it had targeted intelligence, police and military forces. Al-Shabab claimed the blast killed at least 15 people and wounded 22 others.

Somali security officials did not respond to multiple requests for information on whether government officers might have been killed or injured in the attack.

The attack came just weeks after another al-Shabab suicide bomber attacked a Somali army training camp that is jointly managed with Turkish forces, killing at least 10 people and wounding 20 others.

— COMPILED BY DEMOCRAT-GAZETTE STAFF FROM WIRE REPORTS



Villagers watch flames Saturday in the Larnaca mountain region in Cyprus. Cyprus has asked fellow European Union states for help battling the fire, which has forced evacuations of at least three villages. (AP/Petros Karadjias)

Elsa takes aim at Cuba, Florida

Storm pounds southern coasts of Haiti, Dominican Republic

DANICA COTO AND EVENS SANON
THE ASSOCIATED PRESS
PORT-AU-PRINCE, Haiti — Tropical Storm Elsa battered the southern coasts of Haiti and the Dominican Republic on Saturday, killing three people before taking aim at Cuba and Florida.

The storm was centered about 175 miles east of Montego Bay, Jamaica, and was moving west-northwest at 28 mph. It had maximum sustained winds of 65 mph as the tropical storm, which had been a Category 1 hurricane earlier Saturday, weakened during its approach to Hispaniola and Cuba, according to the National Hurricane Center in Miami.

The long-term forecast track showed it heading toward Florida as a tropical storm by Tuesday morning, but some models would carry it into the Gulf or up the Atlantic Coast.

One death was reported in St. Lucia, according to the Caribbean Disaster Emergency Management Agency. Meanwhile, a 15-year-old boy and a 75-year-old woman died Saturday in separate events in the Dominican Republic after walls collapsed on them, the Emergency Operations Center announced.

In Haiti, authorities used social media to alert people about the storm and urged them to evacuate if they lived near water or mountain slopes.

"The whole country is threat-

VIDEO ONLINE

Elsa hits Caribbean, heads toward Haiti
arkansasonline.com/74elsa/



ened," a civil protection statement read. "Make every effort to escape before it's too late."

Haiti is especially vulnerable to floods and landslides because of widespread erosion and deforestation. A recent spike in gang violence has forced thousands of people to flee, so the civil protection agency is running low on basic items like food and water, director Jerry Chandler said.

"It's been three weeks that we've been supporting families who are running away from gang violence," he said. "We are working at renewing our stocks, but the biggest problem is logistics."

He said officials are trying to figure out how to deliver supplies to Haiti's southern region, which faces Elsa's impact.

Meanwhile, people bought water and food before the storm approached.

"I'm protecting myself the best that I can. Civil protection is not going to do that for me," said Darlene Jean-Pierre, 35, as she bought six jugs of water along with vegetables and fruit. "I have to worry about gangs fighting. In addition to this, we have a hurricane."

Companies scramble after cyberattack

MATT O'BRIEN
THE ASSOCIATED PRESS

Businesses rushed Saturday to contain a ransomware attack that has paralyzed their computer networks, a situation complicated in the U.S. by offices lightly staffed at the start of the Fourth of July holiday weekend.

In Sweden, most of the grocery chain Coop's 800 stores were unable to open because their cash registers weren't working, according to SVT, the country's public broadcaster. The Swedish State Railways and a major local pharmacy chain were also affected.

Cybersecurity experts say the REvil gang, a major Russian-speaking ransomware syndicate, appears to be behind the attack that targeted a software supplier called Kaseya, using its network-management package as a conduit to spread the ransomware through cloud-service providers.

Kaseya CEO Fred Vocola said in a statement that the company believes it has identified the source of the vulnerability and will "release that patch as quickly as possible to get our customers back up and running."

John Hammond of the security firm Huntress Labs said he was aware of a number of managed-services providers — companies that host IT infrastructure for multiple customers — being hit by the ransomware, which encrypts networks until the victims pay off attackers.

"It's reasonable to think this could potentially be impacting thousands of small businesses," said Hammond, basing his estimate on the service providers reaching out to his company for assistance and comments on Reddit showing how others are responding.

Vocola said fewer than 40 of Kaseya's customers were known to be affected, but the ransomware could still be affecting hundreds more companies that rely on Kaseya's clients that provide broader IT services. It's not affecting its cloud-based services running software for customers, though Kaseya also shut down those servers as a precaution, he said.

The company added in a statement Saturday that "customers who experienced ransomware and receive a communication from the attackers

should not click on any links — they may be weaponized."

Supply chain attacks are those that typically infiltrate widely used software and spread malware as it updates automatically.

Complicating the response is that it happened at the start of a major holiday weekend in the U.S., when most corporate IT teams aren't fully staffed.

That could also leave those organizations unable to address other security vulnerabilities, such as a dangerous Microsoft bug affecting software for print jobs, said James Shank of threat intelligence firm Team Cymru.

"Customers of Kaseya are in the worst possible situation," he said. "They're racing against time to get the updates out on other critical bugs."

The federal Cybersecurity and Infrastructure Security Agency announced in a statement that it is closely monitor-

ing the situation and working with the FBI to collect more information about its impact.

CISA urged anyone who might be affected to "follow Kaseya's guidance to shut down VSA servers immediately." Kaseya runs what's called a virtual system administrator, or VSA, that's used to remotely manage and monitor a customer's network.

REvil, the group most experts have tied to the attack, was the same ransomware provider that the FBI linked to an attack on JBS SA, a major global meat processor, amid the Memorial Day holiday weekend in May.

Active since April 2019, the group provides ransomware-as-a-service, meaning it develops the network-paralyzing software and leases it to so-called affiliates who infect targets and earn the lion's share of ransoms.

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ARDOT Job 100512; Docket No. FHWA-2021-0009

ONLINE VIRTUAL PUBLIC MEETING NOTICE



WHAT: "Live" WebEx Virtual Public Involvement Meeting to discuss the proposed widening of Hwy. 5 from Hwy. 183 to the Pulaski County line in Bryant, AR (Saline County).

WHEN: Thursday, July 8, 2021 from 5:30 to 6:30 p.m. Citizens will have an opportunity to ask questions and make comments.

WHERE: Link to Virtual Meeting <https://www.ardot.gov/publicmeetings>
At the website location, select the public meeting of your interest.

The viewing of project information will be available from Thursday, July 1, 2021 through Friday, July 23, 2021. Comments will be accepted until 4:30 p.m. on Friday, July 23, 2021.

Sponsor: Arkansas Department of Transportation (ARDOT)

Due to the COVID-19 restrictions, we are unable to conduct a public involvement meeting in the traditional sense. We are offering an online opportunity for the public to review project information for the above stated proposed project. The pre-recorded presentation video will be available for viewing and commenting (no in person meeting).

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Ruby Jordan-Johnson at 501-569-2379 or email environmentalpublicmeetings@ardot.gov. The hearing or speech impaired, may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the public meeting.

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Job 061632

COMMUNITY

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CONGRESSIONAL ART COMPETITION



The Congressional Institute's Congressional Art Competition is held each year for students in grades 9-12. This year the First Congressional District received over 250 artwork submissions representing more than 30 schools. U.S. Rep. Rick Crawford hosted a winners' reception at the Recovery Room in downtown Jonesboro where their artwork is on display. The first place winners of each category are (left to right): Mixed Media, Marcy Wallace, Harrisburg High School, instructor, Kelly Langston-Taylor; Photography, Caitlyn Lawrence, Valley View High School, instructor, Anna Barnes; People's Choice Award, Madalyn Carlock, Lonoke High School, instructor, Rebecca Maunde; Best in Show, Drawing, Reagan Buckley, Mountain Home High School, instructor, Beth Ivens; Congressman Rick Crawford; Painting, Patricia Broemel, Highland High School, instructor, Dewana McIntosh; Collage, Madison Hitchcock, Manila High School, instructor, Christy Woody; and Digital, Carl Cooper, Cabot High School, instructor, Helen Goodman.



Submitted photos

Reagan Buckley was chosen the Best in Show of this year's competition. She was a senior at Mountain Home High School under the art instruction of Beth Ivens. Miss Buckley used charcoal and white conte to create her winning drawing entitled "Embrace." Her artwork will be displayed in the Cannon Hall in Washington, D.C., for a year with the other Congressional district winners. She also receives two Southwest Airlines vouchers to attend the Congressional Art Reception this summer hosted in Washington, D.C.

ADE launches R.I.S.E. Community Awards program

The Arkansas Department of Education's Division of Elementary and Secondary Education is pleased to partner with the Arkansas State Library, Arkansas State Chamber of Commerce, and Arkansas Imagination Library to launch the R.I.S.E. Community Awards program to celebrate community and education partnerships that support literacy for all ages.

Since the launch of R.I.S.E. Arkansas (Arkansas' Reading Initiative for Student Excellence) in January 2017, schools, parents, and communities have embraced efforts to strengthen reading instruction, create community collaboration, and build a culture of reading. The R.I.S.E. Community Awards will recognize local education, government, business, non-profit, and civic organization partners who are leading this effort.

"I am excited about this opportunity to recognize communities that

are committed to reading excellence," Gov. Asa Hutchinson said. "Learning to read is not just a responsibility of teachers in the classroom; it takes everyone – parents, teachers, and communities – to help a child learn to read. Reading not only builds self-esteem and leads to a higher quality of life for the individual, it also builds a robust workforce, which leads to improved economic development opportunities for communities. I look forward to seeing enhanced community collaboration through this program and recognizing the winners next summer."

"We are making great strides in all three focus areas of the R.I.S.E. Arkansas initiative," Johnny Key, ADE secretary, said. "Since the launch of the initiative, we have recognized schools for outstanding reading programs, and it seems appropriate to extend that acknowledgment to communities for their role and support in

enhancing reading initiatives both inside and outside the classroom. I encourage every school in the state to work with local community partners to grow reading programs in the community to include readers of all ages."

To participate, communities (which can include a combination of schools and various community organizations) should submit a letter of commitment to DESE by August announcing plans to participate in the program. Participants will then spend the next year developing their initiative, implementing their

program, and reviewing and making revisions.

DESE team members will provide technical support, resources, and collaboration opportunities and will conduct site and event visits. Artifacts and evidence will be submitted for review in the spring of 2022, with the award winners announced in the summer of 2022. Participants are encouraged to showcase strong communication practices, resource utilization, and creativity in outreach programs.

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Proof of Publication

STATE OF ARKANSAS }
 COUNTY OF LAWRENCE ss. }

I, Reece Terry, do solemnly swear that I am the publisher of THE TIMES DISPATCH, weekly newspaper, having a bonafide and general circulation in said county and published in the City of Walnut Ridge, Lawrence County, Arkansas, and that the

Notice of Intent

Of which the attached is a true copy, was published in the full and complete editions consecutively on

the 7 Day of July 2021

the ___ Day of _____ 2021

the ___ Day of _____ 2021

the ___ Day of _____ 2021

the ___ Day of _____ 2021

the ___ Day of _____ 2021

Signed: Reece Terry
 Publisher, The Times Dispatch

STATE OF ARKANSAS }
 COUNTY OF LAWRENCE ss. }

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Day of _____

My Commission Expires 9-6-22

Signature Janet Melton



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ARDOT Job 100512; Docket No. FHWA-2021-0009



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

June 30, 2021

Sergio Burtrón
La Jefa 99.3 FM
3654 Park Av.
Memphis, TN 38111
sburtron@butronmedia.com

Re: PSA – Notice of Intent for Environmental Impact Statement

Dear Mr. Burtón:

Your assistance is requested in publicizing a Notice of Intent to solicit comments and advise the public, agencies, and stakeholders of an Environmental Impact Statement (EIS) that will be prepared to study the effects of a highway project under consideration for the Highway 67 corridor in Clay, Greene, Lawrence, and Randolph counties, Arkansas. In compliance with Title VI regulations, it is important that we reach as many minority listeners as possible. We have identified La Jefa 99.3 FM as the station capable of addressing our announcement needs.

Enclosed please find a paid service announcement with general information about the NOI documents that will be available to the public beginning July 1, 2021. We request that two PSAs run daily starting on Thursday, July 1 through Sunday, July 4, 2021.

Send invoice for payment to:

Garver

Attn: Lindi Miller - 17017535

4701 Northshore Drive

North Little Rock, AR 72118

Email: LKMiller@GarverUSA.com

If you have questions regarding the written announcement or need additional information, please call me at 501-823-0758 or LKMiller@GarverUSA.com.

Sincerely,
GARVER

A handwritten signature in blue ink that reads 'Lindi Miller'.

Lindi Miller
Communications Specialist

Enclosure

PSA Notice

Aviso de reunión pública

La Administración Federal de Carreteras (FHWA), en cooperación con el Departamento de Transporte de Arkansas (ARDOT), esta emitiendo este (NOI): o Aviso de Intención (por sus siglas en ingles), que significa, un aviso al publico acerca de algún proyecto futuro. El mismo tiene la intension de solicitar comentarios y asesorar al publico, agencias, y los inversionistas, acerca de una (EIS) o Declaración de Impacto Ambiental (según la sigla en ingles), y que se preparará para estudiar los efectos de un proyecto en una autopista, y que esta actualmente en consideración para el tramo de la autopista Highway 67, en los condados de Clay, Greene, Lawrence, y Randolph, en Arkansas.

Su Comentario en relación a la **Noticia de Intento**, ...o NOI como mencionamos anteriormente, a la vez del **documento de información adicional de NOI**, se aceptarán a más tardar el dia **31 de julio del 2021**.

Dichos documentos están disponibles en el número de expediente FHWA-2021-0009 en el sitio web [regulations.gov](https://www.regulations.gov), y en el sitio web del proyecto, que está ubicado en: Future57.TransportationPlanroom.com.

La versión impresa esta disponible para examinar y analizar, en la biblioteca en Corning, y las bibliotecas en los condados de Randolph y Lawrence.

Las horas de operación varían.

Este ha sido un mensaje de La Jefa 99.3 FM... FHWA, y el Departamento de Transporte de Arkansas ARDOT.

###

Miller, Lindi K.

From: PublicInvolvement@garverusa.com
Sent: Sunday, August 1, 2021 5:00 PM
To: Public Involvement
Subject: NOI Comment Form Submission

A comment on the NOI Comment form has been submitted.

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED HIGHWAY PROJECT IN ARKANSAS

Agency: Federal Highway Administration and Arkansas Department of Transportation

Docket No.: FHWA-2021-0009

ARODT Job 100512

Walnut Ridge - Missouri State Line (Future I-57)

Clay, Greene, Lawrence and Randolph Counties

Comments on the Notice of Intent (NOI) or the Supplementary NOI Information document must be received on or before July 31, 2021.

Date: 2021-08-01

Name: Frank Binkley

Address: 1813 Corbet St Walnut Ridge, AR 72476

Email: fbinkley78@gmail.com

Comments: We own and farm a farm southwest of O'Kean that lays in corridor 3. This farm was part of an EQUIP program through NRCS. The EQUIP program did a cost share to built a reservoir and set up a tailwater recovery system. I corridor 3 is chosen and stays on its current path it would basically take out this project.

Miller, Lindi K.

From: PublicInvolvement@garverusa.com
Sent: Sunday, July 18, 2021 11:36 PM
To: Public Involvement
Subject: NOI Comment Form Submission

A comment on the NOI Comment form has been submitted.

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED HIGHWAY PROJECT IN ARKANSAS

Agency: Federal Highway Administration and Arkansas Department of Transportation

Docket No.: FHWA-2021-0009

ARODT Job 100512

Walnut Ridge - Missouri State Line (Future I-57)

Clay, Greene, Lawrence and Randolph Counties

Comments on the Notice of Intent (NOI) or the Supplementary NOI Information document must be received on or before July 31, 2021.

Date: 2021-07-18

Name: Edward Harthorn

Address: Lincoln, Nebraska

Email: edwardharthorn@yahoo.com

Comments: As a former Lawrence County resident, I believe that the Alternative 2 route that leaves the existing 5-lane highway between Walnut Ridge and Pocahontas intact would provide the best solution for both local residents and through drivers. A interchange should definitely be built for WR Airport/Industrial Park/Williams Baptist University traffic, whether at County Rd 416 as shown at the map or at County Rd 408 (or, even better yet, along an eastward extension of Lawrence Rd 414, which would eliminate a potentially hazardous 90-degree curve for drivers compared to Rd 408, be much closer to much of the area served compared to Rd 416, and minimize the potential environmental impact to Village Creek that an interchange directly at Rd 408 might cause. So, I think extending Rd 414 to meet the interstate could be the best solution there, perhaps. Very much looking forward to seeing this project completed-- much needed!

Location Public Hearing, 2022

November 13, 2022 – January 24, 2023

PUBLIC INVOLVEMENT SYNOPSIS

ARDOT JOB #100512

Walnut Ridge - Missouri State Line (Future I-57)
Clay, Greene, Lawrence, and Randolph counties

PUBLIC COMMENT PERIOD

November 13, 2022 - January 24, 2023

LOCATION PUBLIC HEARING

December 13, 2022
Williams Baptist University
Moody Room
22 McClellan Dr.
Walnut Ridge, Arkansas

LOCATION PUBLIC HEARING

December 14, 2022
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, Arkansas

LOCATION PUBLIC HEARING

December 15, 2022
M.B. Ainley Community Center
Banquet Room
536 E. Elm St.
Corning, Arkansas

/////// PUBLIC INVOLVEMENT SNAPSHOT //////////////



3 LOCATION PUBLIC HEARINGS



3,825 WEBSITE VISITORS



319 IN-PERSON ATTENDEES



101 COMMENTS RECEIVED

/////// PUBLIC HEARINGS AND COMMENT PERIODS //////////////

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), held Location Public Hearings in three different locations to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. These Location Public Hearings also presented the Preferred Alternative for the project and solicited comments on the DEIS. Two project websites (in English and Spanish) were also published: Future57.TransportationPlanroom.com; Future57.es.TransportationPlanroom.com.

- **A location public hearing was held Tuesday, December 13, 2022, from 4:00 – 7:00 p.m. at Williams Baptist University (Moody Room), 22 McClellan Drive in Walnut Ridge.**
- **A location public hearing was held Wednesday, December 14, 2022, from 4:00 – 7:00 p.m. at Pocahontas Community Center, 300 Geneva Drive in Pocahontas.**
- **A location public hearing was held Thursday, December 15, 2022, from 4:00 – 7:00 p.m. at the M.B. Ainley Community Center, 536 E. Elm Street, in Corning.**

These were open house meetings with no formal presentations. The hearings consisted of members of the public visiting the different exhibits and stations and talking with project team members. **A public officials meeting was also held the same day prior to the hearing.** Attendees were invited to view the exhibits and materials and talk directly with project team members.

////// METHODS OF OUTREACH ////

Special efforts to involve the public in the hearings included the following:

- **Legal ad** placed in the Arkansas Democrat Gazette (November 13, 2022)
- **DEIS** available for public review in four locations (November 14, 2022)
 - Corning Public Library
 - Greene County Public Library
 - Lawrence County Public Library
 - Randolph County Public Library
- **ARDOT news release** published (November 14 and December 6, 2022)
- **Letters with project map and notice flyer mailed and emailed** to public officials (November 28-29, 2022)
- **Letters, notice flyer, and project map mailed and emailed** to stakeholders (November 28-30, 2022)
- **Notice flyer emailed** to individuals interested in the project (November 29, 2022)
- **Postcards mailed** to property owners and members of the community interested in the project (November 28, 2022)
- **Display ads** placed in five newspapers
 - The Times Dispatch (November 30 and December 7, 2022)
 - Pocahontas Star Herald (December 1 and December 8, 2022)
 - Clay County Courier (December 2 and December 9, 2022)
 - Paragould Daily Press (December 3 and December 10, 2022)
 - Arkansas Democrat Gazette (December 4 and December 11, 2022)
- **Flyers hand-delivered** in eleven cities and towns in the project area. Flyers were left at public locations (gas stations, USPS, churches, libraries, etc.) in each location (December 7, 2022)
- **Public Service Announcement (PSA)** ran on La Jefa 99.3 FM (December 10 through December 15, 2022)
- Multiple rounds of outreach through **various websites and social media platforms**

/// MATERIALS AND RESOURCES ///

The following materials were available for inspection and comment at the public hearings. All materials were also available on the project websites. Copies of the handouts, exhibits, and video slides are attached.

- **Two identical Corridor Map roll plots** on aerial photography showing the Preferred Alternative from Walnut Ridge to the Missouri State Line at a scale of 1" = 1000'
- **Why Are We Having This Meeting Exhibit Board** explaining the purpose of the meeting and methods for public comment
- **Purpose and Need Exhibit Board** showing primary needs and the project purpose
- **Screening Criteria Exhibit Board** showing the alternative assesment process
- **Environmental Impacts Table Exhibit Board** showing resource catagories compared to main corridor and Missouri connector alternatives
- **Preferred Alternative Exhibit Board** showing why the preferred main alternative corridor and Missouri connector were identified and a typical section
- **What's Next? Exhibit Board** explaining the process after the location public hearings
- **A five-minute repeating video with voiceover** that provided a project overview (introductory presentation video)
- **Interactive Project Maps with the ability to comment** available on two tablets and one laptop/ large computer screen
- **DEIS Report** (9/2022), printed
- **ARDOT Right-of-Way Procedures for Acquisition Report**
- **Exhibit boards** with QR codes to view electronic versions of the sign-in sheet, project overview video, interactive map, project website, and comment form
- **Handouts** for the public included a hearing packet and a summary sheet. The hearing packet contained project information, a comment form, and small-scale map showing the location of the Preferred Alternative

/////// PUBLIC HEARINGS AND PROJECT WEBSITES /////

Table 1 describes the participation data gathered from the public officials meetings, the in-person location public hearings, and the project websites.

Table 1 - Results of Participation	
Public Participation	Totals
Public Officials Meeting Attendees (December 13-15)	10
In-Person Location Public Hearing Attendees (December 13-15)	309
Staff Present at Hearings (December 13-15)	38
Attendees who Signed Website Register (English/Spanish)	38/0
Unique Visitors to the Website (English/Spanish)	3,825/12
Comment forms received (English/Spanish)*	50/0
Phone Calls/Letters/Emails received - no comment form (English/Spanish)	18/0
Interactive Map/Post-it Note on Roll Plot - no comment form (English/Spanish)	38/0
Project Website, English (November 13, 2022 - January 24, 2023)	Totals
Visits to the Website (Sessions)	4,932
Number of Website Pages Viewed (Pageviews)	11,635
Percent of Total Users Interacting with Mobile Devices/Tablets	61%
Project Website, Spanish (November 13, 2022 - January 24, 2023)	Totals
Visits to the Website (Sessions)	34
Number of Website Pages Viewed (Pageviews)	143
Percent of Total Users Interacting with Mobile Devices/Tablets	0%

*Some comments were submitted in multiple forms (letter, comment form, email, etc.). If they were identical comments, they were only counted once.

PARTICIPATION AT A GLANCE

319

Public Hearing Attendees

3,837

Unique Visitors to the Website

101

Comments Received

60

Walnut Ridge Attendees

128

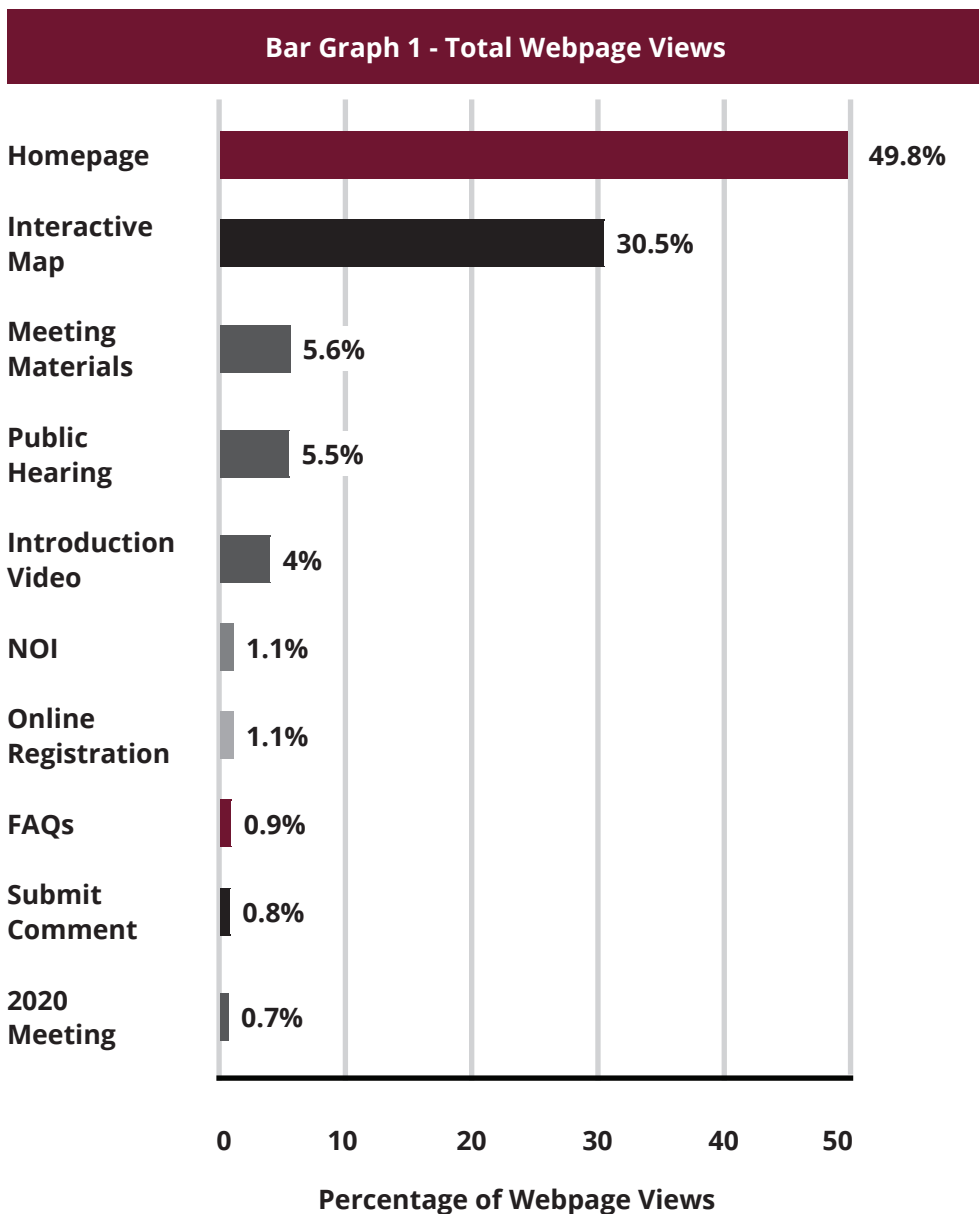
Pocahontas Attendees

131

Corning Attendees

/////// PUBLIC HEARINGS & PROJECT WEBSITES /////

Bar Graph 1 describes the total page views and corresponding percentage based on each individual website page on the **English Website**.



WEBSITE AT A GLANCE

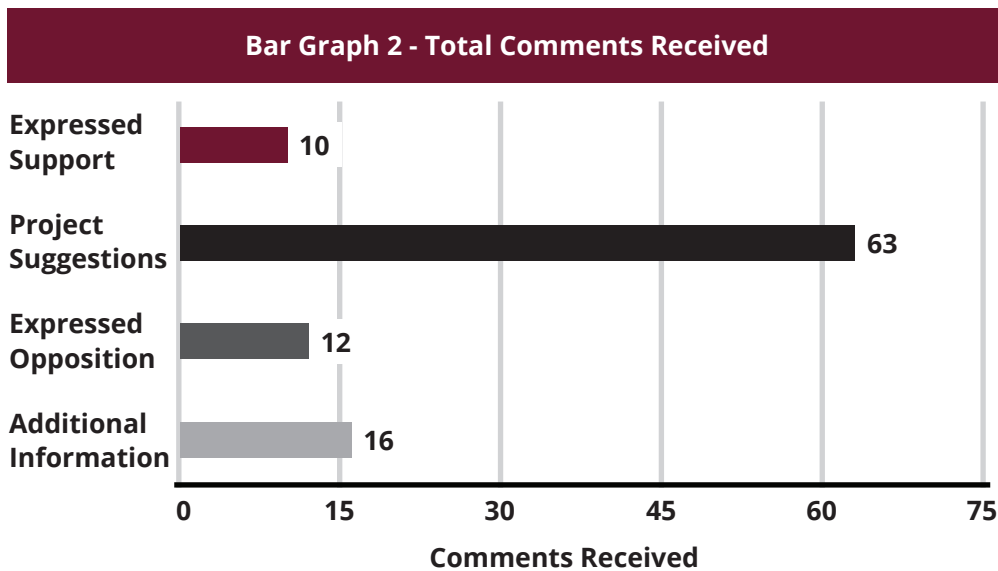
- 11K**
11,635 Pageviews
- 169**
Hours Visitors Engaged with the Site
- 430**
Peak Site Traffic in One Day
11/15/2022
- 26**
Comments Submitted Online
- 35%**
Found website through Google search
- 28%**
Found website through a direct link

The **Spanish Website** had 12 unique visitors. The top five pages visited were the homepage (38.5%), FAQs (15.4%), exhibits/materials (8.4%), project presentation (7.7%), and submit a comment (7%).

PUBLIC COMMENTS

Garver 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.

Bar Graph 2 describes the total comments received and corresponding generalized percentage based on if the comment expressed support, gave project suggestions, expressed opposition, or provided additional information regarding the Preferred Alternative.



The following is a listing of comments received regarding this project:

Expressed Support

- The route looks fantastic and the interchange locations look like they will work too.
- Alternative 2 [Preferred Alternative] is the most practical and least disruptive route.
- Avoids clay soils and drainage issues of Alternative 3.
- Less impact to land owners, residents, and businesses.
- Reduces devastating impacts of farmland acquisition and splitting farm operations.
- Route 2 is an okay route.
- It will be good to get big rigs out of Pocahontas.
- Happy with the current proposal.
- Support this highway system. Looking forward to seeing its completion.

COMMENTS AT A GLANCE

101

Comments received during the public comment period, which ran from November 13, 2022 through January 24, 2023

31

Interactive Map Comments

7

Roll Plot Comments

22

Online Comment Forms

28

Paper Comment Forms

18

Letters/Emails/Phone Calls

3

Governmental Agency Letters

/////// PUBLIC COMMENTS /////

Expressed Support (cont.)

- Glad it will be further from the house than current Hwy. 67 and prior proposals.
- Best decision out of the presented route options. Less occupied land and wetlands/river bottoms to cross.
- This is much needed in Corning to get traffic off of Hwy. 67.
- Approve and support ARDOT's Future I-57 Project. Per the DEIS it will improve safety, reduce congestion, and improve freight mobility in Arkansas.

Project Suggestions

- Eight comments noted concern about greater flooding as it is already a flood area (Interactive map comment 3).
- Seven comments requested that the Randolph/Lawrence County interchange be moved to Lawrence 408 Road (Interactive map comments 20, 23, 24, 25, and 26).
- Seven comments suggested the better route is Alternative 3.
- Five comments suggested an overpass (two lane) for CR 152 for agricultural products and equipment.
- Four comments stated concerns of disrupting wildlife and natural areas.
- Three comments mentioned needing an exit at Hwy. 90. This will keep 304 for EMS services and put trucks on Hwy. 90 and allow for emergency access.
- Three comments requested an overpass on CR 612 for farmers and farm-related businesses.
- Three comments requested an overpass for CR 143 (two lane) for agricultural products and equipment.
- Three comments requested an overpass for CR 139 (two lane) for agricultural products and equipment.
- Three comments requested an overpass on CR 154.
- Three comments suggested compensation for impacted farm drainage, irrigation (underground pipe), and wells that will need to be constructed for split farms.
- Three comments noted the location of agricultural/private airstrips that would no longer be usable because of the Preferred Alternative (Interactive map comments 15-16).
- Three comments stated destruction of leveled and irrigated farmland.
- Three comments expressed concern over utility impacts and access to personal property.
- Two comments stated negative impacts to irrigation pipes and outlets.
- Two comments stated negative impacts to personal property value with close proximity to Future I-57.
- Two comments stated need for property access to farms with split properties.
- Two comments requested a Fender Road overpass.
- Two comments requested an overpass on Hwy. 90.
- Two comments suggested shifting the Duck Levee Road exchange north approximately 8,000 feet to improve access south of the interstate and lessen runoff impact to the wetlands and waterfowl.
- Two comments suggested building the section between Cherokee Bay and Hwy. 304 due to heavy traffic on the bridges there. The road on top of the levee is a dangerous section of highway for the farmers as drivers become impatient and conditions become hazardous.
- Move the alignment northwest to avoid a well (Interactive map comment 14).
- An interchange for SH 90 (major roadway) rather than the CR 416 (Interactive map comment 7).
- Keeping CR 131 open is imperative as CR 131 south of this area and CR 116 become impassable due to flooding from the Black River or heavy rains (Interactive map comment 28).
- More expensive than expanding current Hwy. 67.

/////////////////////// PUBLIC COMMENTS /////////////////////////

Project Suggestions (cont.)

- Two irrigation pipelines and multiple irrigation risers are crossed by Future I-57. It will isolate the rest of the farm from its Current River surface water irrigation source (Interactive map comment 29).
- Property is located along the Preferred Alternative and there is concern about the proximity and safety. If the property is not set for relocation, can it be considered for relocation (767 Hwy. 34, Walnut Ridge)? Further questions were asked regarding ARDOT relocation process and timeline.
- The project must provide north and south access on Skaggs Ferry Road (Interactive map comment 31).
- The location of grain bins were noted and concern about accessing them if the interchange at Hwy. 67 is constructed (Interactive map comment 27).
- Shift the interstate south to avoid family farmhouse (willing to give up newer home) and minimize land impact (576 CR 125, Corning, AR).
- Concern about the distance between the pilings crossing the levee, specifically the levee by Hwy. 304.
- Keep the area as close to the natural lay of the land for the sake of the wildlife by streamlining the road from Walnut Ridge to Corning and deviating around Schaffer's Eddy and Datto access.
- Concern about ARDOT returning affected areas to farming condition to recoup some of the acres lost.
- Need clearance room for using equipment for loading and unloading grain bins (Interactive map comment 19).
- Move the alignment due north to avoid splitting the farm and making a portion unfarmable (Interactive map comment 17).
- Connect to Hwy. 67 north of the projected route in the area of Cherokee Bay curve to avoid historical farm.
- Requested fair market value for the land that is being taken.
- An overpass at Randolph and Lawrence county line.
- Suggested moving the eastern turn in the interstate, south of Hwy. 304 near Pocahontas, to the west and closer to Pocahontas. Also, commented concern on having two interchanges near Biggers and Reyno.
- Moving the interstate across the creek (south) to allow the farmland to not be bisected (905 Lawnbird Road, Biggers, AR).
- Concern over the condition of existing Hwy. 67 from heavy truck traffic and maintenance after I-57 is completed.
- Turnaround spots every 2-3 miles along I-57 to minimize EMS delayed response time.
- Shift interstate slightly south to align more with the southern border of property to maximize property access, irrigation, and drainage (Brimnage Road).
- Proposed interstate should go west of current Hwy. 67 to allow for continued use of welcome center.
- Concern over proximity of I-57 to personal property (380 Quapa Trail).
- Suggested using I-30 as the designation for this roadway allowing Memphis and St. Louis to stay control cities for I-57.
- A comment stated that it's a political decision and makes more sense to use Alternative 3.
- Suggested a better route would be Walnut Ridge to Jones Ridge (east of Delaplain) to Walnut Grove to McDougal to Qulin to Dudley rather than crossing the Black River.
- Shift the alignment west along Gum Stump Road to avoid splitting the farm (Interactive map comment 21). This would be more easily achieved if the Randolph/Lawrence County interchange is moved south to Lawrence 408 Road (Interactive map comment 22).
- Disappointed to bypass Hwy. 67 and Corning and concerned about what would happen to the town.
- Will there be service roads along the northern part of the interstate?

/////// PUBLIC COMMENTS /////

Expressed Opposition

- Eight comments stated destruction of farmland.
- Five comments stated it would be destructive economically.
- Four comments stated it is very costly.
- Three comments stated it would be disruptive to wildlife and natural areas.
- Three comments noted the Preferred Alternative will increase greater flooding as it is already a flood area.
- Two comments mentioned having to pay capital gains taxes for property that ARDOT acquires.
- Two comments stated that Alternative 3 is the better route.
- Too close to family cemeteries, local landmarks, and two gas plants.
- We do not need I-57 for many reasons.
- Not wanted by area residents as it is disruptive and inconvenient.
- Suggested using the existing Hwy. 67 and expanding it rather than building the new interstate.
- Noted the location of agricultural/private airstrips that would no longer be usable because of the Preferred Alternative.
- Negative impacts to irrigation pipes and outlets.
- Sad to see the the town of Pocahontas die.
- Concern over access to property split by the Preferred Alternative.
- Century Farm will be destroyed by Future I-57 splitting the farm and devastating it physically and economically.
- It will take major fill to build a highway through these low lying properties

Additional Information

- Five comments noted cemetery locations along the Preferred Alternative (Interactive map comments 9-13).
 - Four comments noted the location of irrigation wells (Interactive map comments 18, 33, 35, and 36).
 - Two comments noted the location of an irrigation well and pipeline (Interactive map comments 30 and 34).
 - The home located at 767 Hwy. 34 in Walnut Ridge was showing up on the interactive map in Randolph County rather than Lawrence County where it is located next to the Preferred Alternative. They were wanting this fixed (Interactive map comment 8).
 - Lots of participation in Corning and the room was crowded.
 - Luttrell Cemetery and Lawnbird Cemetery were noted as possibly being impacted by the Preferred Alternative.
 - The project has taken way to long and money could have been saved if it was completed sooner.
 - Grossly underestimated the cost of Alternate 2.
 - Would have preferred a formal presentation and question-and-answer period. The available maps and other material were informative.
 - Noted location of irrigation well, pipeline, two grain bins, and a shed (Interactive map comment 32).
 - Disappointed to bypass Hwy. 67 and Corning.
- Six comments** were recieved after the comment period ended. The project team addressed these comments.

//////////////////// **PUBLIC COMMENTS** //////////////////////

Governmental Agency Letters

- **Arkansas Department of Energy and Environment, Division of Environmental Quality**
For environmental compliance to be achieved several permits and authorizations will need to be acquired throughout this project's construction. Appropriate Best Management Practices should be used during construction to ensure the protection of the water quality and prevent future impacts or impairment of the receiving waters. All waste from the project must be disposed of properly.
 - A Construction Stormwater General Permit ARR150000 - If disturbing one (1) acre or more of land
 - Short-Term Activity Authorization (STAA) - Work in Waters of the State
 - Non-stormwater Hydrostatic Testing General Permit ARG670000 - For any water utilities to be relocated
- **United States Environmental Protection Agency**
Permits and Authorizations
 - Clean Water Act (CWA) Section 404 Permit - Placement of dredge and fill material
 - CWA Section 401 Water Quality Certification
 - National Pollutant Discharge Effluent System (NPDES) Permit (consult Missouri and Arkansas state agencies as necessary)
- **United States Department of the Interior**
U.S. Geological Survey noted the location of four (4) active ground water wells in the area of the Preferred Alternative. These locations are to be safeguarded. The USGS Lower Mississippi-Gulf Water Science Center should be contacted and given sufficient advance notice before construction near these sites.
- **State Clearinghouse documents** were also received

//////////////////// **SUMMARY OF ATTACHMENTS** //////////////////////

Attachments (six separate PDF documents contain the following):

I57_PH2022_DispositionofCommentsWithResponses

- Copies of Submitted Comments and Responses

I57_PH2022_DispositionofCommentsWithResponses_PostCommentPeriod

- Copies of Submitted Comments and Responses

I57_PH2022_SynopsisAttachments_AgencyLetters

- Copies of Submitted Governmental Agency Letters and Responses

I57_PH2022_SynopsisAttachments_Outreach

- Public Hearing Outreach
- Outreach Materials
- Screenshots of Public Hearing Website
- Website Analytics Report

I57_PH2022_SynopsisAttachments_HearingMaterials

- Public Hearing Materials
- Copies of Hearing Sign-In Sheets
- Small-Scale Copies of Hearing Materials
- Hearing Pictures

I57_PH2022_SynopsisAttachments_Spanish

- Outreach Materials (Spanish)
- Screenshots of Public Hearing Website (Spanish)
- Website Analytics Report (Spanish)
- Small-Scale Copies of Hearing Materials (Spanish)

Location Public Hearing Public Disposition of Comments

Walnut Ridge to Missouri State Line (Future I-57) Connection in Clay, Green, Lawrence, and Randolph Counties

ARDOT Job 100512

Commentor	Comment Method	Comments	Response
1. Anonymous	Post-it Note on Roll Plot	Co. Rd. Overpass (Location – Lawrence 612 Rd)	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
2. Anonymous	Post-it Note on Roll Plot	Overpass (Location – Fender Rd.)	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
3. Anonymous	Post-it Note on Roll Plot	Overpass (Location – Hwy. 90)	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
4. Anonymous	Post-it Note on Roll Plot	CR 152 Overpass	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
5. Anonymous	Post-it Note on Roll Plot	Overpass CR 154	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.

Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
6. Anonymous	Post-it Note on Roll Plot	Agricultural overpass (Location – CR 152)	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
7. Anonymous	Post-it Note on Roll Plot	Agricultural overpass (Location CR 154)	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
8. Anonymous	Online Form	Totally against covering more farmland and wildlife areas with concrete it will take major fill to build a highway through these low lying properties This is valuable land that these people have worked their whole lives to acquire	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
9. LD Abbott	Comment Form	<p>I had expected a structured meeting, with a presentation of available information, including a question-and-answer period, rather than an informal open-house forum. Having moved here from out-of-state twenty years ago, I'm still not familiar with many local concerns, and was hoping a more formal meeting would have allowed me to become more familiar with them, from hearing different questions.</p> <p>Since becoming disabled some fifteen years ago, I'm not able to get around as well as I used to, so I was not able to mingle effectively. Therefore, I was not able to garner as much information from other attendees' comments.</p> <p>I recognize that this proposed stretch of highway improvement likely won't benefit me in my lifetime, therefore I doubted I would have little to offer in the</p>	<p>Thank you for your comment and for attending the Public Hearing. All input gathered at the Public Hearing will be summarized in the Disposition of Comments, which will become part of the public record.</p> <p>An informal, open-house forum was used because it has been found to be more inclusive and is more likely to encourage public feedback and discussion. Many members of the public are not comfortable standing up in front of a large audience to ask a question. Additionally, the open-house forum provides individuals with the opportunity to talk privately with a project team member or to talk within a group.</p> <p>Special communication or accommodation needs under the Americans with Disabilities Act</p>

Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
		<p>way of real critique. But the available maps and other material were informative.</p> <p>The personnel present seemed to be knowledgeable, answering individual questions, from what I could glean overhearing conversations.</p>	<p>(ADA) were available for the Public Hearings upon request.</p>
10. Mark Ahrent	Comment Form	<p>1. Let me start by saying I think this is a very poor route selection. To me, there is a much more direct route. If this route stayed on the west side of the existing Hwy. 67 it would save construction costs as well as travel time for all the traffic in the years to come. This would also allow for continued use of a very nice welcome center that cost in excess of 1 million dollars, if the route stays as planned now. If the route is unchanged the welcome center will be abandoned because you will take traffic away from it and no one will get off at the proposed interchange at the Arkansas Missouri Stateline site and take time to go out of there way to use the nice facility. I farm beside the Welcome Center and watch travelers use this center to rest and to walk there pets. And added to these features is a place where people can learn more about the state of Arkansas and the many, many attractions that this state has to offer. It will be wasted along with the 1 million dollars plus that it took to construct it. Taxpayer dollars wasted would not happen if route is moved closer.</p> <p>2. This poor route selection will take away a valuable aerial ag service to the immediate community by crossing the flying service's 2 runways (north/south and east/west) that are in use here. Thus, making the ag community here find other more expensive options for getting crop protection inputs applied by air.</p> <p>The proposed route is also going to be placed on top of the Cypress Ditch and the Moark Ditch, two major drainage ditches that will have to be relocated. This again drives up the construction cost and puts the interstate in low ground areas that are prone to frequent flooding throughout the year. All of this could be avoided by keeping the interstate on the west side of existing Hwy. 62.</p> <p>3. Moving on south along the proposed route there seems to be more poor route selection again. When the proposed interstate crosses existing Hwy 67 between the Fish Hatchery and the Corning Farm Supply location, the route turns and goes southwest</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. The Preferred Alternative (Alternative 2 and C) was identified because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer impacts to farmers (i.e., fewer split farms, landowner impacts, and impacts to active cropland) and additionally has fewer relocations, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3. The addition of signage on Future I-57 directing users to the welcome center would be considered during final design.</p> <p>2. After additional investigation into an alignment shift to the east, it was determined that avoidance of these airstrips, or at least providing 2,200 feet of the north-south airstrip, is not practicable due to the constraints imposed by the interchange location to the southwest and by the properties to the north.</p> <p>With regard to a route west of Highway 62 (presuming you mean Alternative 3), see response to #1.</p> <p>3. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p>

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		<p>in between Current River and the Black River and crosses the Black River on the east side of Pocahontas. This route puts a large portion of the interstate in an area that is frequently flooded by the two rivers. This particular area is also where the Black River levee will have to be crossed. And this is the area where the levee has been breached several times in recent history. By choosing this route, the interstate will have to be built on piles to allow for adequate flow of flood waters to pass through to prevent causing longer and more flooding back upstream that will cause more hardships to people's lives and property. This will also increase the cost of construction of this roadway tremendously. By changing the route to crossover, the Black River upstream between Corning and the north end of the Dave Donald WMA, this would take the interstate over to the Knobel side and then continue down the west side of the Union Pacific Railroad tracks to the merging point of the existing interstate at Walnut Ridge, a much more practical and cheaper route to construct. Also, much less destructive to the lives of the people and their property in the path of this project and I think a more responsible way of having less impact on the environment as well as the wildlife here. Definitely less impact on the area's wetlands. By moving the route in the places I have mentioned, from the ARK Mo Stateline all the way to Walnut Ridge really needs to be considered. Less cost, less intrusive, and more logical. I have heard many other citizens make this same argument to make this be the preferred route of the future interstate. Not the one that is proposed now as shown on the accompanying map.</p> <p>I did not mean for my comments to be contentious or abrasive. I'm just sharing my observations and opinions with anyone who will take time to look at and learn more about these suggestions and understand my concerns.</p> <p>**Attached map is included with original submitted comment located in PDF I57_PH2022_Comments.</p>	<p>The Black River Levee will not be diminished due to the construction of I-57. Any work around the levee will involve maintaining the existing levee, coordination with the US Army Corps of Engineers, and the Levee Board so that there are no negative impacts.</p> <p>With regard to a route passing by Knobel (presuming you mean Alternative 3), see response to #1.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
11. Michael Ahrent	Comment Form	<p>My farm shop is located at the intersection of Hwy 67-CR151 and CR152 north of Corning. I-57 will be about half a mile west of my shop.</p> <p>1. It will separate the shop from the bulk of the farm. It would be very helpful to me and several other</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>

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		<p>farming operations to have an agricultural overpass on CR152. This would also benefit several homeowners in this area.</p> <p>2. I am also concerned about the condition of existing highway 67. It is showing signs of the heavy truck traffic. By the time I-57 is built it will be in bad shape. Will it be repaired and maintained after I-57 is completed?</p>	<p>1. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>2. Existing Highway 67 will continue to be maintained by ARDOT.</p>
12. Aaron Andrews	Interactive Map ID# 26	Is it possible to get the interchange here so it's closer to industrial park/airport/college?	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. After additional consideration, ARDOT determined revision of the Preferred Alternative to address this comment was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.</p>
13. Alice M. Bagley	Comment Form	Am happy with current proposal.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
14. Alexander & Tiffany Baltz	Email (They also submitted an identical on-line form)	<p>My name is Alexander Baltz, and I am writing in reference to the Future I-57 Walnut Ridge to Missouri State Line project. I own roughly 80 acres of agricultural land and wetland forest that will be impacted by the proposed right of way. Below I have listed some comments regarding my perception of these impacts. I have also included annotated screenshots of the area.</p> <p>The primary access to the property is along Brimnaga road, which borders the property to the</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The splitting of the farmland tracts was minimized to the extent possible. Additionally, due to the lack of forested tracts present within the region, impacts to wooded areas were avoided where possible.</p>

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		<p>East. This is currently 0.5 miles from Highway 67 and all farming operations are conducted along this road as well as a field road along the southern edge. This field road also provides access to a staging area and grain bins near the southwest corner of the property and neighboring fields to the south.</p> <p>From an agricultural standpoint, the 80 acres is comprised of three precision leveled fields that produce, rice, soybeans, and peanuts. The sole source of irrigation is a well that sits on the south side of the property. There is also a well slightly west of this that provides irrigation to the neighboring landowner's fields to the south. The southwest 4 acres of the property are mature hardwood forest in a low lying wetland. This affords habitat for native wildlife including whitetail deer as well as migratory waterfowl. In turn, this allows for hunting of wild game. The property is currently leased during winter months for this purpose. The natural drainage of the farm is supplied by a ditch that runs along the north and west borders of the farm. The lower elevations of the farm are flooded nearly every year by waters from both the Black and Current Rivers. During the flood of record in 2017, the highest point of the property was submerged by more than 3 feet of water. Utilities for the property include electricity and telephone service. The farm is traversed by buried natural gas transmission lines from both Mississippi River Transmission and Natural Gas Pipeline Company of America. There is also an old homestead along the eastern side with ornamental flowers and numerous pecan trees, one of which is quite large and unique in shape, and easily over one hundred years old. The same fertile soil that yields good crops of rice, soybeans and peanuts also yields heavy crops of pecans annually.</p> <p>Naturally, to maintain a viable farming operation, I must keep full access, irrigation, and drainage to the property. In today's economy, no farming operation can be successful with small, irregular fields.</p> <p>1. In my humble opinion, if the right of way could be shifted slightly to the south to align more with the southern border of my property, it would leave a larger, contiguous piece of ground, the impact to the farmland would be minimized and the old homestead would be spared. According to the right</p>	<p>1. Shifting the alignment further to the south would result in large impacts to forested wetlands within the Dave Donaldson Wildlife Management Area (WMA). This WMA was intentionally avoided.</p> <p>Financial compensation for impacts to irrigation wells will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>

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		<p>of way maps, I believe the irrigation wells will have to be replaced regardless.</p> <p>Thank you for your consideration in this matter.</p>	
15. Gregory Baltz	Online Form	<p>1. Your project will bisect at least six fields which I own through Natural Flyway Farm LLC and as many as 24 fields which I lease through Running Lake Farms. It will leave many sections unprofitable to operate.</p> <p>2. It will also increase risks of flooding loss along the Current and Black rivers unless extreme caution is used to mitigate flood flows. Although you predict enhanced economic benefits to the area, this could be significantly diminished through the removal of highly productive farm land, the inefficiencies of farming disconnected triangular remnants, and the uncertainty of an adequate design in the floodplain. Our area's agriculture plays a significant role in the economic wellbeing of our communities. Adverse weather, inflated input costs and stagnant commodity prices have left many farmers at higher risks.</p> <p>3. The challenges and costs of operating modern farming equipment around a roadway they cannot even access, is a burden that must be evaluated and shared by society.</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. With regard to bisecting farmland, farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible.</p> <p>2. With regard to flooding concerns, a detailed hydrologic and hydraulic study will be required for final design. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p> <p>3. With regard to access concerns, along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to all parts of your property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
16. Gregory Baltz	Interactive Map ID# 29	<p>Project enters Natural Flyway Farms running northeast for 3/4 of a mile taking 36 acres. It crosses two irrigation pipelines and multiple irrigation risers. It isolates this 1600 acre farm from its surface water irrigation source on Current River.</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Financial compensation for impacts to pipelines and ditches will be negotiated with ARDOT during the right-of-way acquisition process. Financial compensation for other farmland impacts or to return affected areas to farming condition will also be negotiated with ARDOT</p>

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			during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information.
17. Gregory Baltz	Interactive Map ID# 30	Project reenters Natural Flyway Farm LLC and travels 3/10 northeast taking 13 acres. It affects an irrigation well and pipeline.	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Financial compensation for impacts to pipelines and wells will be negotiated with ARDOT during the right-of-way acquisition process. Financial compensation for other farmland impacts or to return affected areas to farming condition will also be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
18. Gregory Baltz	Interactive Map ID# 31	The project must provide means for farm equipment access both north and south along Skaggs Ferry Road.	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
19. Gregory Baltz	Interactive Map ID# 32	Irrigation well and pipeline. Two grain bins and shed.	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Financial compensation for impacts to personal property structures will be negotiated with ARDOT during the right-of-way acquisition process. Financial compensation for other farmland impacts or to return affected areas to farming condition will also be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the</p>

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			link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
20. Gregory Baltz	Interactive Map ID# 33	Irrigation well	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This well is not identified as being directly impacted.
21. Gregory Baltz	Interactive Map ID# 34	Irrigation well and pipeline.	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This well has been identified as being directly impacted.
22. Gregory Baltz	Interactive Map ID# 35	Irrigation well	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This well has been identified as being directly impacted.
23. Gregory Baltz	Interactive Map ID# 36	Irrigation well	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This well has been identified as being directly impacted.
24. Kevin Barnes	Email	Of course, as a commerce I hate to see this happen to Pocahontas. Sad to see the town die and we all know what this will do to it	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>According to U.S. Department of Transportation (USDOT) studies (Keane, 1996), a region's industrial and employment base is closely tied to the quality of the transportation system. The importance of interstate highways to increased economic opportunities is shown to be greater when new highways are located in an area where there are currently no or limited high-quality transportation facilities. As discussed by FHWA (1996), while there are many factors impacting economic activities in a region, interstate highways are economically important because dependable transportation systems allow businesses to receive inputs to production facilities and to transport finished goods to</p>

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			market in an efficient manner. An efficient transportation system allows companies to lower transportation costs, which lowers production costs and enhances productivity and profits.
25. Carl & Nanda Barrow	Comment Form	<p>1. Farmland is hard to come by. Family farms have been in families for generations. There has been a lot of hard work improving the soil, the planting of crops, and the harvesting; all in the interest of improving production. Farmers feed the world and we are on the verge of a severe food shortage.</p> <p>2. It seems to us that making use of a rebuilt highway 67 with two new lanes would be a better choice. Just an additional two new lanes would need to be added instead of four thereby saving more crop land. Perhaps the real solution has not been found. We are opposed to corridor 2 as it stands. Thanks for your many hours of work.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. With regard to farmland soils, the project will comply with the Farmland Protection Policy Act (FPPA) of 1981. The USDA, through NRCS, administers the FPPA to ensure that federal programs minimize unnecessary and irreversible conversion of these important soil types to non-agricultural uses. Project impacts on Important Farmland have been quantified by NRCS, a NEPA cooperating agency on this project. To help determine the extent of project-related farmland impacts, each action alternative was preliminarily evaluated with the Farmland Conversion Impact Rating Form (NRCS Form CPA 106) using a weighted average (per NRCS direction). A finalized Farmland Conversion Rating Form would be completed and submitted to NRCS for the Preferred Alternative in the FEIS/ROD.</p> <p>2. Alternative 1, which is most similar to the rebuild of Highway 67 that you mention, was initially considered. While Alternative 1 would adequately address the purpose and need, it was dropped from further consideration for numerous reasons that are listed in the Draft Environmental Impact Statement (DEIS). Some of the more substantial reasons are that Alternative 1 would displace substantially more homes, businesses, and agricultural buildings than Alternatives 2 or 3 and it would impact substantially more cultural resources, hazardous sites, and would negatively impact local road access and property access along existing Highway 67.</p>
26. Chris Bounds	Online Form	Out of the route options presented the one chosen makes the most sense. Less occupied land to deal with, and less wetlands/river bottom to cross. I think this was the best decision.	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

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27. Greg Brady	Comment Form	An overpass on County Road 612 in Lawrence County would be very helpful for many farmers and farm-related businesses.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
28. Billy Briney	Comment Form	There needs to be an overpass on Co Rd 154 so that I can get from my house with farm equipment to our farms in Missouri and farm ground in the community of MOARK. This I57 is much needed in our area to get the traffic off of 67.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access by individuals and farm equipment is maintained. Once the project enters the design phase, ARDOT will determine if Co. Rd. 154 will be severed versus having an overpass / underpass based on the amount of traffic on it as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
29. Curtis Brown	Comment Form	Support this Hwy system. Looking forward to seeing its completion.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
30. Don R. Brown	Online Form	Sure appears to me that a better route would be Walnut Ridge to Jones Ridge (east of Delaplaine) to Walnut Grove to McDougal to Qulin to Dudley. Why cross Black River?	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. A full range of preliminary alternatives was initially considered. The Preferred Alternative was identified through a thorough environmental study of the alternatives. All alternatives must cross the Black River.
31. Mitch Brown	Email	As a third-generation farmer, landowner, and now a landlord of my land which I have acquired and also my parents land which we are a century farm. I to list my concerns about bringing I57 route by design alternate 2. I will try to be brief and we was ask to. 1. Current river which starts in Missouri 184 miles north of the mouth of Current near Pochahontas. Its drainage basin is almost 1.7 million acres according	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. 1. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the

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		<p>to google. In Clay and Randolph County and some in southern Missouri to my estimate with the help of google about 80000 acres that floods. Over the last several years I have seen a increase of the frequency and intense flooding. I have noticed no two floods are the same since I have live of my life 64 years. Farming 50 years on near and on the banks of Current river. Your meetings I have attend 2 in past year have no answer or plans how you're going to combat the challenge of floods and to prevent the hwy from making them worst in the future. Show me the plans how you're going to handle the water issue from near the gas plant curve to few miles south of Pocahontas. I don't see how bridges or even a bridge on piers won't affect us in the flood plain area, the water must have without restrictions to allow water to travel east up the Black River cause no way Pocahontas south can't handle the magnitude flow of the water of current river from the hills of Missouri.</p> <p>2. Economic impacts, I see the economic lost to agriculture in this 80000 acre area will be far greater than the economic gain for Pocahontas. How can you prove me wrong.</p> <p>3. Your display show route 2 disrupting less people. Do you consider a single landowner may have 15 tracts of land you possibly effecting. Is that one landowner or is that single landowner counted 15 times?</p> <p>4. Value of the cost of property and loss agriculture revenue potential Pocahontas vs Knobel routes. I'm sure land value and crop yields are considerably different with Pocahontas route being the greatest.</p> <p>In conclusion cause I could keep going on with a number of points I have not mention. Therefore. I welcome a phone call or even a meeting at my farm or in Little Rock preferably my farm where I could show u how recent floods has affected my farm and land around the area.</p>	<p>highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p> <p>2. According to U.S. Department of Transportation (USDOT) studies (Keane, 1996), a region's industrial and employment base is closely tied to the quality of the transportation system. The importance of interstate highways to increased economic opportunities is shown to be greater when new highways are located in an area where there are currently no or limited high-quality transportation facilities. As discussed by FHWA (1996), while there are many factors impacting economic activities in a region, interstate highways are economically important because dependable transportation systems allow businesses to receive inputs to production facilities and to transport finished goods to market in an efficient manner. An efficient transportation system allows companies to lower transportation costs, which lowers production costs and enhances productivity and profits.</p> <p>3. Landowners were counted a single time regardless of how many tracts or acres they own.</p> <p>4. Estimated right-of-way costs for agricultural lands utilized established value per acre estimates provided by ARDOT. The same value per acre (i.e., land value) was used for both alternatives.</p>
32. Zack Brown	Interactive Map ID# 3	<p>You can see in this picture that this road will run through floodwater. I sure hope y'all add enough relief bridges and places flood water can get where it wants to go and not build a levee and hold it deeper on the people and farm ground to the north</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to</p>

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			the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.
33. Zack Brown	Comment Form	<p>Route 2 is 2182 Ac with 423 Ac is floodplain. 19.38% of that Route is in floodplain.</p> <p>Route 3 is 2274 Ac with 117.5 Ac of floodplain (5.16%).</p> <p>3 of the largest floods have been in the past 15 years. It is normal for floods now water does not need to be hindered by new road. Otherwise, you're building a levee in floodplains.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p>
34. John Buercklin, P.E.	Comment Form	I am pleased with the selection of Alternative 2 for the new I-57 route as it appears to be the most practical and least disruptive route. It will certainly avoid a lot of the clay soils and drainage issues of Alternative 3. It will have a lesser impact on land owners, residences, businesses, and reduce the devastating impacts of farmland acquisition and splitting farm operations. Thank you for the opportunity to review this project and the impacts it will have.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
35. Joe Chester	Comment Form	The section between Cherokee Bay and Hwy. 304 needs to be built first. Hwy 67 between Pocahontas and Cherokee Bay has a dozen or more bridges that are presently under a lot of truck traffic. Hwy. 67 between Pocahontas and Current River is basically on top of a levee. This is a very dangerous section of highway and when farmers are farming drivers become very impatient and conditions become hazardous.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The proposed project would be split into multiple, individually programmed projects, with each segment designed to have independent utility, which means it can operate effectively between two points. Each phase would be developed to maintain traffic on the existing highways while keeping access open on the local roads using either detours, temporary</p>

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			widening, or staged construction. The entire project would take many years to complete, and may not be under continuous construction, since the separate phases of the project would be programmed by ARDOT as funding becomes available.
36. John Chester	Comment Form	Road should be built from Biggers gas plant to Hwy 304 <u>first</u> because, old Hwy 67 in this section is extremely dangerous because of all the bridges, curves, and built up road levee, especially since it is rerouted with all large trucks. Also, the bridge at Baltz Lake is very unsafe, especially with heavy trucks!	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The proposed project would be split into multiple, individually programmed projects, with each segment designed to have independent utility, which means it can operate effectively between two points. Each phase would be developed to maintain traffic on the existing highways while keeping access open on the local roads using either detours, temporary widening, or staged construction. The entire project would take many years to complete, and may not be under continuous construction, since the separate phases of the project would be programmed by ARDOT as funding becomes available.</p>
37. Brett Cooper	Online Form	The exit on the north side of Walnut Ridge is a great addition to the plans. This exit is very important for access to Williams Baptist University and Walnut Ridge Regional Airport.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
38. Brett Cooper	Interactive Map ID# 24	This interchange is much needed, but it would be better at Lawrence Co. Rd. 408. That would be closer to the airport and WBU, and much closer to a paved road.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. After additional consideration, ARDOT determined revision of the Preferred Alternative to address this comment was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to</p>

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Commentor	Comment Method	Comments	Response
			existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.
39. Taylor Courtney	Comment Form	Need to put an exit at Hwy. 90 for Semi Truck traffic that is going to the Peco Plant. This would relieve some of the traffic that will have to get off at Intersection 304. Also, this would put less traffic on 304 and allow EMS services a faster access time to I-57. I believe the purpose of this project is to divert semi-truck traffic to I-57. Instead most all Peco trucks will still travel through Pocahontas Hwy 67.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. Highway 304 was identified as the best location for an interchange in this area based on known data. An additional interchange at Highway 90 would not be allowed due to restrictions on the proximity of interchanges. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.</p>
40. William Courtney	Online Form	Why would you send all the peco trucks by the college when you can put the the trucks off on Hwy 90 which is a less used road and keeps 304 clear for EMS services	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Highway 304 was identified as the best location for an interchange in this area based on known data. An additional interchange at Highway 90 would not be allowed due to restrictions on the proximity of interchanges.
41. Melissa Wright Davis	Comment Form	Both Garver and ARDOT should set aside political comments and use common sense: if the railroad knew to build on the other side that is now the WMA following Hwy. 34/90 then ARDOT should do the same: relatively few elevation issues, water issues, floodplain issues. I realize that years ago Dick Trammell was on The Highway Commission and pushed for the interstate to come through or close to Pocahontas but politics needs to stay out. If almost ¼ of the proposed Alt 3 Rte is on the flood, your studies are skewed or were ignored. A lot of people don't want the "interstate" near Pocahontas. Plus, you say it's "business" that wants it, well then what about the farmers who are a mainstay of food, fiber, and fodder, and fertilizer. <u>Listen to them!</u>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The Preferred Alternative (Alternative 2 and C) was identified because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer impacts to farmers (i.e., fewer split farms, landowner impacts, and impacts to active cropland) and additionally has fewer relocations, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3.</p>

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Commentor	Comment Method	Comments	Response
42. Ben DeClerk	Online Form	<p>1. The maps show a swing to the east, south of Hwy 304 near Pocahontas. I assume that is done to avoid something on the route. Could that swing be to the west and move the route closer to Pocahontas?</p> <p>2. Are two interchanges necessary near Biggers and Reyno. They appear to much closer together than most of the other rural interchanges.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. The primary reason for swinging to the east was to align with a more narrow, near perpendicular crossing over the Black River. If we swung to the west further, there is a long bend in the river that would have to be spanned.</p> <p>2. Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. The interchanges at Biggers and Reyno are approximately 4 miles apart. This is similar spacing as seen between the three northern-most proposed interchanges. Proposed interchanges south of Biggers are spaced 5.7-6.5 miles apart. Additional issues at this location were the consideration of the best crossing of the Black River and three major gas transmission lines.</p>
43. Joshua Dement	Interactive Map ID# 9	There is a cemetery here	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This cemetery will be avoided by the project.
44. Joshua Dement	Interactive Map ID# 10	There is a large cemetery here	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This cemetery will be avoided by the project.
45. Joshua Dement	Interactive Map ID# 11	There is a cemetery here	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This cemetery will be avoided by the project.
46. Joshua Dement	Interactive Map ID# 12	There is a cemetery here	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Historical topographic maps show this cemetery (Cherry Cemetery) located farther south of the location you identified on the

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Commentor	Comment Method	Comments	Response
			map. This cemetery will be avoided by the project.
47. Joshua Dement	Interactive Map ID# 13	There is a cemetery here	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. This cemetery will be avoided by the project.
48. Dana DuBose First Flight LLC	Online Form	<p>1. I would love to discuss with someone various factors that I am concerned with, first being access to my house as Quapaw trail is intersected by the new interstate. Additional concerns are how it impacts current utilities for example county water I receive and cable internet?</p> <p>2. Lastly my largest concern is with property values after the current route is such a close proximity to my house.</p> <p>Thanks and look forward to hearing from you. Dana DuBose</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. With regard to access and utilities: While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to your property is maintained. During the final design stages, utilities will also be identified and designed around to facilitate continued utility usage at your property. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>2. An appraisal of the property will be performed to determine the value of the property.</p>
49. Howard Dunn	Submitted Letter	<p>Enclosed are two maps of my farmland. As the land is now, Fields 1 and 2 have been leveled for irrigation; fields 3 and 4 cannot be leveled for irrigation because of the pipeline which cuts across both fields, as well as the overflow area.</p> <p>1. As you can see from the maps, the projected route B cuts through the middle of the land. Therefore, this means that the south fields 1 and 2 cannot be accessed for farming due to the large drainage ditch on the east side. North fields 1 and 2 and fields 3 and 4 will be of such small acreage that it will be undesirable for any farming operations. The well that waters the irrigated property is on the northeast side of the property and will be rendered useless by the projected route.</p> <p>Even though my property is not part of the Dunn Century Farm it was purchased at a later date by</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to all parts of your property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>

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Commentor	Comment Method	Comments	Response
		<p>my grandfather A.M. Dunn, who passed it on to my father Shaver Dunn, and then it came to me, Howard Dunn. This property will be passed on to my son, Phillip Dunn. Family is very important to me, as I am sure it is to you. The projected route ruins the property which has been in my family for generations and was intended to remain in the family for generations to come.</p> <p>2. My suggestion for the preferred route would be Route "C", passing to the east of O'Kean and Delaplaine, or connecting Highway 67 north of the projected route "B" in the area of the Cherokee Bay curve (Route A; see enclosed map). This would avoid ruining a very important historical farm.</p>	<p>2. Construction of the proposed project is anticipated to increase the resiliency of the transportation network against extreme weather events (for example when Highway 67 floods). An alternative that connects to existing Highway 67 and offers an alignment on new location provides more climate resiliency than one that fully utilizes existing Highway 67.</p> <p>An alignment utilizing existing Highway 67 was initially considered but was dropped from further consideration for numerous reasons that are listed in the Draft Environmental Impact Statement (DEIS). Some of the more substantial reasons are that Alternative 1 (an alignment utilizing existing Highway 67) would displace substantially more homes, businesses, and agricultural buildings than Alternatives 2 or 3 and it would impact substantially more cultural resources, hazardous sites, and would negatively impact local road access and property access along existing Highway 67.</p>
50. Jon Michael Dunn	<p>Comment Form</p> <p>Map was included with comment form mailed and emailed</p> <p>Property is located west of the interchange 36.298551 -90.824864</p>	<p>The following are my comments concerning the future I- 57 routing.</p> <p>1. The proposed route as presented at the meeting in Pocahontas December 14, 2022 will totally devastate the 120 acres that is part of the farm that has been in my family for over 120 years. This farm was recognized by Randolph County as a Century Farm in 2006.</p> <p>2. Not only will it destroy the farm from an historical standpoint, it will also destroy the economic viability and total value. As you can see on the attached map, it will leave four triangles. Triangle #1 will be totally isolated. There is a deep drainage ditch on one side and a high hill on the other. No farmer will want to farm it because it is too small, and it will have no other use. Thereby rendering it of no value. Triangles #2 and #3 can be farmed together provided the owner of the block of land next to it will agree to farm it with my land. But it will be very inefficient for a farmer because of the point rows the triangle presents thereby again reducing the value of the land. Triangle #4 can be farmed with the land to the north, again, provided the other owner will agree. The value will be reduced because this will, with the pipeline and the ditches, be only a thirty-acre field, which will, again, make it very inefficient.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Impacts to the structures on your farm (i.e., the old barn) were avoided by the project through re-design of the interchange at Windmill Road. Additional avoidance of farmland impacts was not feasible due to the proximity of the cemetery and the Wildlife Management Area to the south and the gas plant to the north. The current interchange design minimizes impacts to the greatest extent possible. An interchange located approximately 2.5 miles to the northeast was considered but was not practical for interchange spacing and it also required similar environmental impacts due to surrounding constraints.</p> <p>2. With regard to access and use of remnant farmland as well as impacts to on-site improvements: While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study</p>

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Commentor	Comment Method	Comments	Response
		<p>As you can see, this route across my land has taken a valuable 120 acres and reduced it in value dramatically. I realize there will be an interchange which might be of value at some future time but the way it is laid out I will get only one small corner. My neighbor to the northeast will get the best portion.</p> <p>3. I am 84 years old and will not live to see this highway built. But I had hoped to leave this family farm to my children and then passed on to my grandchildren and great grandchildren so it would be in the family for another 120 years. Also, I had hoped that it would be a small source of income for them as well. This proposed route has basically destroyed both. I know I am only a small part of the overall program and that there are several large land owners that will be affected much more than I am. But mine is total and theirs is only a fraction. Please reconsider your proposed route.</p>	<p>will be done in the future to make sure access to your property and farmland is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>Financial compensation for impacts to pipelines and ditches will be negotiated with ARDOT during the right-of-way acquisition process. Financial compensation for other farmland impacts or to return affected areas to farming condition will also be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information.</p> <p>3. See response #1 with regard to attempts for additional avoidance.</p>
51. Danny Ellis	Comment Form	Concerned about the distance between the pilings crossing the levee. Specifically, the levee by Highway 304.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. The distance between the pilings are currently unknown, but will be determined during final design. Regardless, the Black River Levee will not be diminished due to the construction of I-57. Any work around the levee will involve maintaining the existing levee, coordination with the US Army Corps of Engineers, and the Levee Board, so that there are no negative impacts. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
52. Marsha Flurry	Comment Form	I am glad that it is going behind the house and farther away than current highway 67. Like the past proposal.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
53. Betty Foster	Comment Form	Lots of participation in Corning. Room Crowded. Disappointed to bypass Hwy 67 and Corning.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
54. John Franks	Phone Call	On November 16, 2022, Mr. Franks left a voice message stating that he is located at 715 Highway	It was communicated to Mr. Franks that the maximum right-of-way width of 400 feet was

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		<p>34, Walnut Ridge, Arkansas and requested to talk with someone about the impacts of the project on his property.</p> <p>On November 17, 2022, a project team member spoke with Mr. Franks. His comments are below.</p> <ul style="list-style-type: none"> - His main concern was maintaining access to his property. - He mentioned concern for utilities as well. 	<p>used in our study and includes space for frontage roads, if needed; however, the actual width would vary and typically be less than 400 feet. Additionally, it was communicated that during final design stages, detailed studies will be done to make sure access to his property is maintained.</p> <p>It was communicated to him that during the final design stages, utilities would not be permanently cut off from his property. There is no reason to anticipate that he would lose water, power, etc. We spoke about the upcoming public hearing and he said he will be attending the one in Walnut Ridge. He said he felt much better after the discussion.</p>
55. Chris Gaddy	Interactive Map ID# 25	<p>This location would be much more beneficial to Williams Baptist University as it is closer than the proposed exit and would give an easier path to the university for visitors.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. After additional consideration, ARDOT determined revision of the Preferred Alternative to address this comment was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.</p>
56. Tonya G. Gaines	Interactive Map ID# 8	<p>My son's address is 767 HWY 34 Walnut Ridge. This map shows his house in Randolph Co. It isn't. It is in Lawrence right where the road is going over the tracks and Hwy 34. How do we get that corrected. I think he will be affected by the road</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>If you search the interactive map for "767 Highway 34, Walnut Ridge, AR, 72476, USA", his house is located in Lawrence County at the correct location.</p>

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Commentor	Comment Method	Comments	Response
57. Jerry Goodman	Phone Call	<p>In early January 2023, Mr. Goodman called and requested a call back to discuss the impacts of Future I-57 on his property. He stated that 400 acres of his property were going to be destroyed and did not want this to happen.</p> <p>On January 5, 2023, Cassie Schmidt of Garver called and spoke with Mr. Goodman. Mr. Goodman stated he intends to fight this thing with everything he's got and that he has worked his whole life to get his farm how he has it today (profitable) and he won't let it be destroyed. Mr. Goodman also stated he has half a mile rows that are 40' wide and precision graded. He mentioned that his east field is his best field.</p> <p>Mr. Goodman said he wants to have a face to face or talk with an individual person before anyone even steps on his land. He wants to physically show someone how this will impact his land. He reiterated that he doesn't want anyone to step foot on his property.</p> <p>His main concerns included the following:</p> <ol style="list-style-type: none"> 1. The destruction of farmland. 2. All of Corning will flood if a road/levee is built. When it floods, he has 2 relay pumps he has to start up to keep water off his rice crops. 3. I-57 would screw up his drainage and his wells. 4. Mr. Goodman stated that if the road has to come through where it is now, then he wants ARDOT to buy his whole 400 acres. He said he might consider allowing the road if it only impacted a small part of the west side of his property. 	<p>On January 5, 2023, Cassie Schmidt of Garver thanked Mr. Goodman for his comments and ended the conversation by telling him there would be another public meeting and his comments would be recorded to document his comments and concerns. He was encouraged to reach back out if he'd like to talk again.</p> <ol style="list-style-type: none"> 1. With regard to Important Farmland soils, the project will comply with the Farmland Protection Policy Act (FPPA) of 1981. The USDA, through NRCS, administers the FPPA to ensure that federal programs minimize unnecessary and irreversible conversion of these important soil types to non-agricultural uses. Project impacts on Important Farmland have been quantified by NRCS, a NEPA cooperating agency on this project. To help determine the extent of project-related farmland impacts, each action alternative was preliminarily evaluated with the Farmland Conversion Impact Rating Form (NRCS Form CPA 106) using a weighted average (per NRCS direction). A finalized Farmland Conversion Rating Form would be completed and submitted to NRCS for the Preferred Alternative in the FEIS/ROD. 2. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor. 3. Financial compensation for impacts to agricultural wells and/or drainage will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.

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Commentor	Comment Method	Comments	Response
			<p>4. ARDOT would purchase what is needed for the construction and maintenance of the facility. If any additional property is requested for ARDOT to purchase, it would need to be determined to be an uneconomic remnant. Moving the alignment to cross only the west side of your property would result in the relocation of the Corning Municipal Airport, which is not a practical revision.</p>
58. Emit Grimes	Comment Form	<p>Alternative 2/Alternative B. The exits would help relieve some of the truck traffic but for the Shannon Community where our RV Park is, I think an exit would be best a long road in the middle for emergency vehicles. In case of an accident on both sides with no way to get to the scene.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.</p>
59. Edward Harthorn	Online Form	<p>The route looks fantastic, and the interchange locations look like they will work too. Glad this was chosen as the preferred route!</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
60. Brian Hartwig	Interactive Map ID# 14	<p>Put in a well at this location. Please consider moving alignment northwest to avoid.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>As final design is completed, we will look for possible avoidance. If avoidance is not possible/practicable, financial compensation for impacts to agricultural wells will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
61. Brian Hartwig	Interactive Map ID# 17	<p>Please move the alignment due north to miss splitting this farm. Cutting will make northern portion unfarmable.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public</p>

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Commentor	Comment Method	Comments	Response
			<p>Hearing will be used to move forward with the NEPA process.</p> <p>Due to minimizing impacts and the crossing angle for Highway 67, this alignment cannot be adjusted to avoid splitting this tract.</p> <p>Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible. While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to your property and farmland is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
62. M. Henry	Comment Form	<ol style="list-style-type: none"> 1. One of my wells on the right side irrigates the field on the left. Would they allow the underground pipe to stay or will another well be paid for? 2. Also, will access be made across the highway for field? 	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <ol style="list-style-type: none"> 1. At this point, it is too early to know how irrigation piping will be affected or mitigated. Financial compensation for impacts to irrigation pipes/wells/outlets will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins. 2. While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would

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Commentor	Comment Method	Comments	Response
			compensate for the loss of the inaccessible areas.
63. Jackson Hurst	Online Form	I approve and support ARDOT's Future I-57 Project. I have reviewed the DEIS for ARDOT's Future I-57 Project and I support the DEIS build alternative because the build alternative will improve safety, reduce congestion, and improve freight mobility for northwest Arkansas.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
64. Perry Hutton	Online Form	As Director of Emergency Management for Lawrence County and on behalf of the first responders of the County. It would be beneficial to us to have turnaround spots every 2-3 miles along I-57 so that our response time is not delayed by cable barriers. We hope you will take this into consideration. Please feel free to contact me if you have any questions. Thanks	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
65. Jody Ingram	Email	<p>To Whom it may concern:</p> <p>I am Jody Ingram and I would like to voice my opinion on the route of the future I-57. I went to the meeting in Corning on 12-15-2022. I went in hopes of getting some unanswered questions answered. It seemed to me like everything I asked they already had the answers to and nobody wanted to budge any at all. This wasn't a meeting like I had expected. I went not to argue, but to hopefully express my concerns.</p> <p>First off, we are a farm family. We own 80 acres of which is split into two fields. My parents use the income off the crops to help them get by and I hope we get to do the same one day. If the future I-57 goes the route projected, it is going to take over half of one of the fields. Sadly, it will even be the old home place which makes it even worse. This is land that has been in our family for generations. I have included a map of the farm which is being affected.</p> <p>1. I asked them at the meeting if there would be any possible way that the interstate might be shifted south a few hundred feet! It wouldn't change very much because it would go down the same ridge as before. The only difference is that it would take my home. I am fine with that because it would save our family farm and old home place. I can always buy or build a new home. I cant do that with land. When I asked the guy at the meeting about that question, his answer was ""they don't like putting curves in an</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Consideration for the requested shift to the south was given; however, it was determined not to be practical as it would impose additional and new impacts on other landowners and result in the relocation of your home.</p> <p>2. Your home is not currently identified as a relocation. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to all parts of your property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>

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		<p>interstate." It seemed odd to say that when there are curves everywhere on every interstate I've traveled on.</p> <p>2. My second question had to deal with my home. It is also marked on the map connected to this form. I asked the man what would happen to my house since it was going to be right on the side of the interstate. He took his ipad out and looked it up. He was explaining that there would be 100ft buffers on the sides of the interstate. When he looked at it, he said I was anywhere from 100 ft to 150ft away. At that point, he told me ARDOT wouldn't help me any at all. The only way would be if it shifted to the south.</p> <p>I know I'm just a small dot on this map. But I will stand up and voice my opinion about our family farm. I would greatly appreciate it if ARDOT would consider shifting it to the south just a couple hundred yards to save our family farm. All the land surrounding it is farmed by large farmers that could care less. I just want to try and save our land for the next generations to come. I know it might not seem big to ARDOT, but it does to me and my family. I would appreciate any help you could give.</p>	
66. Hannah Jackson	Email	<p>My fiancée Nathaneal Gaines and I live at 767 Highway 34 in Walnut Ridge, Arkansas 72476 which is partially taken over by the new interstate on the interactive map. I was wondering about a few things.</p> <p>1. Is our address set for relocation (767 Highway 34), and if not, could it be reviewed for relocation since the interstate would render us unable to get in and out of our house and carport safely and would take some of our property away?</p> <p>2. Is there a timeline for relocations? The housing market in this area is not great. There are very few houses to be bought. So we would like to know a little bit ahead of time to start looking for a new home.</p> <p>3. If we do indeed find a home within the timeline we are given to relocate, can ARDOT buy our home we are living in now earlier than planned so we can move forward with another home when we find one?</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Your home is not currently identified as a relocation. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the property is maintained. However, it is too early in the process to know specifics of how your property will be impacted by the proposed location of the alignment. Once the project enters the design phase, it will be determined how the roadway will cross Highway 34 and whether frontage roads are warranted. However, when looking at access to your property from Highway 34 east of the proposed alignment, your drive should not be impacted.</p> <p>2. There is no timeline currently set for right-of-way acquisition. An estimated schedule won't be determined until funding is available for design, right-of-way, and construction. Once funding is available, you will be given sufficient</p>

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		<p>4. After the house is bought by ARDOT, how long will we have to get us and our belongings out of the house?</p> <p>5. And lastly, what does the process for ARDOT buying the house look like? Is it documents by mail, email, in person meetings, etc.? And how long does that process normally take?</p>	<p>of notice ahead of any negotiations for potential damages to property.</p> <p>3. ARDOT has a process to help you relocate if relocation is determined, and they will work with you during this process. The timeline is dependent on the situation and may be negotiable with ARDOT.</p> <p>4. That is negotiable between you and ARDOT.</p> <p>5. All property acquisition would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Right-of-way acquisition is a process that can vary from property to property. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
67. Billy Ray James	Comment Form	<p>3 Issues</p> <p>1. The new road will bury irrigation pipes and outlets</p> <p>2. Drainage issues caused by road</p> <p>3. Access to the west side of farm that is cut into by the Road between the levee and river.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Financial compensation for impacts to irrigation pipes/wells/outlets will be addressed with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information.</p> <p>2. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p> <p>3. While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would</p>

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			vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
68. Blake Johnson	Online Form	Due to the proposal bisecting access north and south on CR 143 and CR 139, I would like to have a two lane overpass access on one or both of these County Roads. This would help access by individuals and agricultural products and equipment access north and south. Due to the proposal bisecting access east and west on CR 152, I would like to have a two lane overpass access on County Road 152. This would help access by individuals and agricultural products and equipment east and west.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access by individuals and agricultural products and equipment is maintained. Once the project enters the design phase, ARDOT will determine how the roadway will cross CR 139, 143, and 152. Whether frontage roads are warranted and which local roads will be severed versus having an overpass / underpass will be based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
69. Chad Johnson	Online Form	<p>I rent and operate farmland owned by my wife's family (Farrell Young) that is split by the proposed Future I-57. The farm is located southwest of the proposed interchange north of Corning, with one 40 acre field being primarily affected from coordinates (36.440561, -90.595716) to (36.444178, -90.590377) approximately -- just before the proposed interchange. My comments, questions, and concerns are as follows:</p> <ol style="list-style-type: none"> 1. There is a drainage tile affected in the first field that the interstate will enter that will need replaced – 2. This farm will be split, making it difficult to get equipment from one side to the other at a potentially busy interchange. 3. There is a well in the northwest corner of the primarily affected field that irrigates 3 total fields, the 	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <ol style="list-style-type: none"> 1. Financial compensation for impacts to drainage tile systems, irrigation wells, and unit/fuel tanks will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. 2. Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible. While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the

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		<p>proposed project will take out the underground pipe (36.440469, -90.594706) that irrigates the field just south of the proposed I-57. A new well will be necessary to irrigate the south field that is not already there. Will ARDOT pay for the new well to be drilled, and the power unit/fuel tank that will be necessary to continue irrigating that field? I am also concerned if ARDOT will be paying to rearrange and return the affected areas to farming condition to recoup some of the acres lost. There will need to be some serious dirt work to maximize what will be left. - I am also curious and concerned about how the drainage will be rearranged.</p> <p>4. Also, since the proposal bisects access north and south of County Roads 139 and 143, there will need to be an overpass on either one or both of these roads -- these are very busy county roads in terms of farm equipment usage going north and south and would probably limit the amount of equipment of the proposed interstate from the directions.</p>	<p>actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the property and farmland is maintained and to make sure access by farm equipment is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>3. Financial compensation for other farmland impacts or to return affected areas to farming condition will be negotiated with ARDOT during the right-of-way acquisition process. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins. See additional details for response #1.</p> <p>4. Once the project enters the design phase, ARDOT will determine how the roadway will cross County Roads 139 and 143. Whether frontage roads are warranted and which local roads will be severed versus having an overpass / underpass will be based on the amount of traffic on them as well as proximity to other crossings.</p>
70. Tricia Johnson	Comment Form	<p>Due to the proposal bisecting access north and south on Co Rd 143 and Co Rd 139, I would like to have two lane overpass access on one or both of these county roads. Over pass access is also needed on Co Rd 152. This would help access by individuals and agricultural products and equipment.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access by individuals and agricultural products and equipment is maintained. Once the project enters the design phase, ARDOT will determine how the roadway will cross CR 139, 143, and 152. Whether frontage roads are warranted and which local roads will be severed versus having an overpass / underpass will be based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>

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71. Lennis Gale Landreth	Comment Form (Emailed and mailed in)	<p>With the exception of the time I spent overseas in the USArmy, most of my life has been spent building our beautiful and productive row crop farm. Much of my time, careful effort, and cash has been spent to slowly shape the earth into highly productive land...drilling a high capacity well and leveling the land for the type of modern US row crop production that is vital for our national survival. Those years farming and raising my family are the most rewarding of my life. It is my sincere hope that my three sons will inherit our working family farm and experience the same joy from the land and work as I did.</p> <p>1. If this is the chosen route, three of my six pieces of property will be affected. Two of these will be split almost in half with one section appearing to be land locked. I feel consideration needs to be given to move the proposed route to the other side of the creek (South of the creek). This will allow one of my properties to remain whole and will move the interstate a little farther from my backyard.</p> <p>2. My other concerns include being paid "fair market value." My yearly income depends on the lease payments I receive. Is this taken into consideration? What about the "Leftover" pieces of farmland after the interstate divides my property into two small sections? Pieces of property that may be too small for farming...</p> <p>3. I feel I am losing my farm to an interstate that should be following the train tracks through Delaplaine; cheaper, less flood rick, and fewer bridges.</p>	<p>Thank you for your comment and your service. Your comment has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible. The alignment was located where it is in order to minimize stream and wetland impacts where possible by selection of routes that perpendicularly crossed these features. A perpendicular crossing of Murray Creek farther to the south would result in unacceptable curves in the roadway.</p> <p>2. All property acquisition would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Financial compensation for the purchase of farmland will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to all parts of your property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>3. The Preferred Alternative (Alternative 2 and C) was identified because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer impacts to farmers (i.e., fewer split farms, landowner impacts, and impacts to active cropland) and additionally has fewer relocations, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3.</p>
72. Caleb Lee	Online Form	1. I am concerned about the exchange location at Duck Levee Road south of Reyno. The exchange is so close to the Game and Fish land, there will be no	Thank you for your comment, it has been documented. The input gathered at the Public

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		<p>room for the service road to be able to access property east of the exchange and south of the interstate.</p> <p>2. In addition, interstate runoff will have adverse effects to the wetlands and waterfowl where it passes so close waterfowl management areas.</p> <p>3. If the duck levee road exchange was shifted north approximately 8000 feet there would significant improvement in property access south of the interstate at that location with minimal impact on wetlands and waterfowl.</p>	<p>Hearing will be used to move forward with the NEPA process.</p> <p>1. The interchange and project footprint shown on the maps and exhibits includes any area needed for frontage/service roads. Thus, if needed, there will be room for frontage roads along the south side of the interstate without causing impacts to the Game and Fish land. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to personal property and farmland is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>2. Impacts to wildlife were assessed and impacts to wildlife habitat were avoided where feasible. The proposed interchange and roadway should not directly impact the WMA (i.e., Game and Fish land). Post construction interstate runoff is addressed through ARDOT's Municipal State Storm Sewer System (MS4) Permit. Vegetation and vegetated swales would intercept direct runoff falling on the right-of-way. During construction, runoff would be addressed through avoidance and minimization measures implemented through ARDOT's Water Pollution Control special provision. Erosion and sediment control would follow ARDOT's best management practices to minimize sedimentation during construction, helping to minimize sediment and pollutant runoff into surrounding wildlife habitat and/or from entering the Black River or other surrounding streams. Best Management Practices (BMPs) would also include protecting natural stream buffers where feasible.</p> <p>3. Shifting the interchange at Duck Levee Road 800 feet to the north would result in the relocation of a farm operation on County Road 109. The alignment was located where it is in order to minimize stream and wetland impacts where possible by selection of routes that perpendicularly crossed these features. A perpendicular crossing of Murray Creek farther</p>

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			to the south would result in unacceptable curves in the roadway.
73. Caleb Lee	Online Form	Please shift the Duck Levee Road exchange due north at least 1 mile! The proposed route is too close to the waterfowl management area and will not allow travel on the south side of the interstate from east to west because the exchange touches the wetland area of Game and Fish land.	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The interchange and project footprint shown on the maps and exhibits includes any area needed for frontage/service roads. Thus, if needed, there will be room for frontage roads along the south side of the interstate without causing impacts to the Game and Fish land. Shifting the interchange at Duck Levee Road 1 mile to the north would result in impacts to additional forested wetlands, which were avoided where possible given their scarcity in the landscape. Additionally, shifting the interchange 1 mile to the north would result in a very bad skew for the Murray Creek crossing, impacting more stream channel, wetlands, and floodplains. Additionally, the shift would cause extreme curves in the roadway in order to avoid other constraints in the area such as pipelines.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
74. Kelly Linebaugh	Comment Form	I like the proposed site. Think be good to get the big riggs out of town of Pocahontas. Keep up good work AHTD!	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
75. Rodney Phillips	Comment Form	The length of time of finally decide to complete this project was way to long. Millions could have been saved by doing it 20 years ago. Northeast corner is always seemingly overlooked. I probably will never live long enough to see it done. Too many wasted dollars and opportunities have passed this state by due to lack of infrastructure. Rt 2 is an ok route. 88 billion surplus could have went a long way for infrastructure in this state that is way overdue.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
76. David Pierce	Interactive Map ID# 7	Why is an interchange planned for County Road 416 and not for State Highway 90? This county road is not a major road. Are you planning on just cutting Hwy. 90 off at the intersection with I-57?	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

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			Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. One of the reasons for placing an interchange at County Road 416 was to provide access to the Walnut Ridge Regional Airport and Williams Baptist University. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings.
77. Karen Razer	Online Form	I think option 3 would be the best since it would follow close to existing roadways and be a more direct route to the tie in around Corning, meaning lower cost in materials and man hours, less destruction of farm land, trees, and natural habitats which is already shrinking and once destroyed, can't be replaced, but still allow easy transportation to Pocahontas, Corning, and surrounding areas	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. All alternatives were screened and evaluated on a range of environmental and social impacts (positive and negative) and the Preferred Alternative (Alternative 2 and C) best satisfied the purpose and need of the project while minimizing the negative impacts to the extent possible. Based on our analysis, Alternative 2 has fewer landowner impacts, fewer impacts to active cropland, fewer impacts to wooded areas, and results in fewer split farms compared with Alternative 3.
78. Karen Razer	Submitted Letter	<p>I am deeply concerned about the proposed path for 157 which unnecessarily veers west from Walnut Ridge toward Pocahontas and destroys several acres of farm land, a lot of which is leveled and irrigated which was an expensive investment. It will disrupt farming operations during construction and I doubt that the construction process will realistically stay within the proposed areas.</p> <ol style="list-style-type: none"> 1. Does the state intend to return the area surrounding the interstate if built back to a farmable state and provide access to the entire farm? 2. What about the loss of future income from the destroyed farm land? 3. What will happen to the Luttrell Cemetery and Lawn bird Cemetery? 4. Option one would come very close to the Dave Donaldson Black River WMA which could be disruptive to the wildlife and the purpose of the area. It will also destroy areas of Murray Creek and would require cutting even more trees which are 	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <ol style="list-style-type: none"> 1. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to property/farmland is maintained. If access to property or farmland cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. 2. Financial compensation from ARDOT is typically done through a single, one-time payment. Right-of-way acquisition is a process that can vary from property to property and details may be negotiable with ARDOT. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will

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		<p>necessary to our planet for oxygen and also to provide habitats.</p> <p>5. This option will certainly not be beneficial but destructive to the rural area of Biggers, Reyno and Cherokee Bay by destroying and disrupting an important source of income. An interstate across the farm land may hinder necessary access to all areas of the farm land and make it difficult to find someone willing to rent and farm, or possibly buy in the future.</p> <p>6. Why is this path considered the best one? It certainly looks like it is expensively going out of the way to connect at Corning. The tax money saved by selecting the easterly path could be better spent repairing or replacing area bridges. The path which goes east of the Donaldson Black River WMA would be more direct which should cost a lot less. It closely follows an existing highway and would destroy less farm land and habitats. There is just no logical reason to choose the westerly option one. Anyone wanting to go to Pocahontas could still use the convenient four lane highway which is in excellent condition without needlessly constructing an interstate along option one. Any visitors or businesses wanting to visit or locate in the Pocahontas area already have easy existing access. I inherited the family home and farm land from my parents and I want to leave it to my son intact. For years I have paid taxes, insurance, and payments on land leveling and irrigation to try to improve the land, and I am really, really upset at the thought of it being chopped up and devaluated just for unnecessary unwanted interstate when a more logical, economical, less destructive option is available.</p> <p>7. I really don't want a noisy major highway .22 miles from my house and I don't think my neighbors do either. The interstate would totally destroy the reasons for living in the country.</p> <p>I hope the rights, wishes and desired way of life of the taxpaying citizens in this area are seriously considered before a decision is made which permanently affects our area and lives. We are the ones who live here and will be affected by this decision.</p>	<p>be offered before right-of-way acquisition begins.</p> <p>3. The proposed roadway will not impact the Luttrell Cemetery or Lawnbird Cemetery.</p> <p>4. Permanent habitat loss is the primary impact to terrestrial wildlife communities within the project footprint. Wildlife utilizing the WMA are anticipated to experience temporary disruption during construction. Additionally, the approximately 400-foot-wide right-of-way of the proposed project is anticipated to impede or restrict most wildlife movement through the area; however, it is expected that most species would be able to cross below proposed span bridges and some culverts. Impacts to important wildlife habitat such as forested wetlands were avoided during initial route selection by positioning alternatives around forested habitat to the extent possible and by avoiding the Black River WMA completely. Impacts to wildlife travel corridors and riparian habitat were minimized where possible by selection of routes that perpendicularly crossed these features. Further review of wildlife crossing opportunities of the proposed roadway and/or assurance of wildlife passage at bridges and culverts would be conducted at the time of design.</p> <p>5. With regard to economic benefits, the cities of Corning, Biggers, Reyno and Walnut Ridge along with the Northeast Intermodal Authority provided a resolution that Alternative 2 would be more beneficial to existing developed areas for more growth potential whereas Alternative 3 could slow that development and move future development to areas to the east and away from the growth in Randolph County.</p> <p>6. The Preferred Alternative (Alternative 2 and C) best satisfied the purpose and need of the project while minimizing the negative impacts to the extent possible. Based on our analysis, Alternative 2 results in fewer split farms and has fewer relocations, landowner impacts, impacts to active cropland, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3. As for cost, Alternative 2 and 3 are comparable and Alternative C was the least expensive of the connector alternatives. Construction of the</p>

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			<p>proposed project is anticipated to improve mobility and connectivity of the local, regional, and national transportation system and to provide reliable transportation infrastructure to support economic growth for the region. The Preferred Alternative would provide more resiliency of the transportation network against extreme weather events than compared with Alternative 3.</p> <p>7. While there would be noise above and beyond the current ambient noise of rural farm land, the level of noise beyond 0.13 miles (675 feet) from the proposed highway was determined through a noise screening study to be at a level that would not require any mitigation measures per FHWA policy. That said, we understand this project would result in changes in views and noise levels for nearby residents.</p>
79. Karen Razer	Letter	<p>I think routing the interstate closer to Pocahontas in order to attract industry and tourists is not realistic. It's decades too late and farmland is going to be destroyed and wasted for concrete. Anyone comparing the offerings of Pocahontas to Jonesboro will go or stop in Jonesboro.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p>
80. Karen Razer	Submitted Letter	<p>I attended the DOT meeting held in Pocahontas in December, looked at the materials, talked to the presenters, asked questions, and listened to other attendees, none of which seemed to be in favor of the "preferred" path selected by Garver.</p> <p>1. I strongly object to the proposed path for I57 which would <u>unnecessarily</u> veer west toward Pocahontas from Walnut Ridge running west of the Donaldson Wildlife Management area, <u>destroying</u> valuable farm land and disrupting to the desired livelihood and lifestyle of the residents and disturbing to the quiet peace of the area.</p> <p>2. With the limited amount of land available and no prospect of the creation of more, land is a very valuable asset, not just for current market value, but also for future production and income for many years. Landowners have spent thousands of dollars to level and irrigate their land to make it more productive, not provide a path for concrete. The farm land is needed to raise crops such as soybeans, corn, rice and recently peanuts for which the area is especially suited. These crops are an</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. ARDOT identified the Preferred Alternative (Alternative 2 and C) because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer split farms and has fewer relocations, landowner impacts, impacts to active cropland, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3.</p> <p>2. With regard to farmland soils, the project will comply with the Farmland Protection Policy Act (FPPA) of 1981. The USDA, through NRCS, administers the FPPA to ensure that federal programs minimize unnecessary and irreversible conversion of these important soil types to non-agricultural uses. Project impacts</p>

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		<p>important contribution to the agricultural economy as well as support for the area. The farmland should not be sacrificed unnecessarily for an unwanted highway.</p> <p>God only created a certain amount of land and once it's destroyed it can't be replaced or returned to its previous state. Lane <u>essential</u> to the rural agricultural area will be wasted <u>decreasing</u> the agricultural production and income important to the area.</p> <p>Following the "preferred" route selected by Garver which veers west from Walnut Ridge will destroy needed valuable farm land by sacrificing it for the roadway and make sizeable portions of farms inaccessible to continue farming, which means it is wasted.</p> <p>3. Many owners/renteres will not have full access to continue to grow the needed crops important to the area because their land will be bisected by the proposed highway.</p> <p>4. The "preferred" path which veers west toward Pocahontas</p> <ol style="list-style-type: none"> 1. DESTROYS farms 2. TOO close to Donaldson WMA, family cemeteries, local landmarks 3. NOT wanted by area residents 4. NOT beneficial to area 5. DISRUPTIVE 6. INCONVENIENT 7. TOO CLOSE to 2 gas plants <p>5. The logical path for I-57 would be to continue straight from Walnut Ridge northeastward along the existing highway and railroad toward Knobel and Corning instead of unnecessarily changing direction from Walnut Ridge toward the west. Pocahontas is accessible by the existing four lane highway which is in very good condition making it unnecessary to deliberately veer I57 toward the town.</p> <p>6. The location of the interstate in the Walnut Ridge area does not seem to have noticeably helped that area and there is no reason to anticipate that it will the Pocahontas area. It might have helped decades ago before the area declined so much.</p> <p>While realizing the interstate has to go somewhere, I don't feel the <u>proposed</u> "preferred" path</p>	<p>on Important Farmland have been quantified by NRCS, a NEPA cooperating agency on this project. To help determine the extent of project-related farmland impacts, each action alternative was preliminarily evaluated with the Farmland Conversion Impact Rating Form (NRCS Form CPA-106) using a weighted average (per NRCS direction). A finalized Farmland Conversion Rating Form would be completed and submitted to NRCS for the Preferred Alternative in the FEIS/ROD.</p> <p>3. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to all parts of your property/farmland is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>4. See above responses #1-#3 and below responses #5-#7, which address your seven listed concerns. Additionally, impacts to the Donaldson WMA, family cemeteries, and local landmarks were avoided by the project and the roadway was located away from these features when possible. With regard to the gas plants, safety is one of the main priorities of the Federal Highway Administration (FHWA). The proposed roadway will not be located within a distance to a gas plant that is determined to be unsafe.</p> <p>5. Construction of the proposed project is anticipated to improve mobility and connectivity of the local, regional, and national transportation system and to provide reliable transportation infrastructure to support economic growth for the region. Additionally, construction of the proposed project is anticipated to increase the resiliency of the transportation network against extreme weather events. The Preferred Alternative would provide more resiliency of the transportation network against extreme weather events than compared with Alternative 3.</p> <p>6. With regard to economic benefits, the cities of Corning, Biggers, Reyno, and Walnut Ridge along with the Northeast Intermodal Authority provided a resolution that Alternative 2 would be</p>

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		<p><u>unnecessarily</u> veering toward Pocahontas is the best choice for area which will be affected.</p> <p>No one likes being faced with the prospect of being pressured to sell their family land which is a part of their heritage, and the history of the area, or have it taken for the supposed good of someone not from the area, and not directly affected with the consequences and the loss of such an action.</p> <p>My parents built this house and lived here until their deaths; I grew up here and have spent most of my life here and raised my son here.</p> <p>7. I value the peace and quiet and the way of life of area. I certainly do not like the prospect of having an interstate .22 mile from my front door, and the disruption and destruction it will cause. Nor do I like the prospect of having the family farm, and the farms of my relatives, and neighbors destroyed by a roadway which should logically tak another route. It is a natural reaction to want to protect and preserve and to pass to future generations that which you hold dear and believe should be retained as a living history of a chosen way of life.</p> <p>I hope you will find a better alternative path that will leave this area (Biggers, Reyno, Cherokee Bay) Unaffected.</p>	<p>more beneficial to existing developed areas for more growth potential whereas Alternative 3 could slow that development and move future development to areas to the east and away from the growth in Randolph County.</p> <p>7. While there would be noise above and beyond the current ambient noise of rural farm land, the level of noise beyond 0.13 miles (675 feet) from the proposed highway was determined through a noise screening study to be at a level that would not require any mitigation measures per FHWA policy. That said, we understand this project would result in changes in views and noise levels for nearby residents.</p>
81. Robert Rice	Interactive Map ID# 15	<p>This is an airstrip. I will not be able to use this airstrip for agricultural and private use.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>After additional investigation into an alignment shift to the southeast, it was determined that avoidance of your two airstrips, or at least providing avoidance of at least 2,200 feet of the north-south airstrip, is not practicable due to the constraints imposed by the interchange location to the southwest and by the properties to the north. Tying back into the already-constrained interchange to the southwest and to the alignment to the northwest, would require an "S-curve" in the roadway. S-curves are avoided because they increase safety risks to users. Financial compensation for impacts to these airstrips will be negotiated with ARDOT during the right-of-way acquisition process. You can reference <u>ARDOT's Right-of-Way Procedures</u></p>

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			<p>for Acquisition by clicking the link or finding it on the website for more information.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
82. Robert Rice	Interactive Map ID# 16	<p>This is an airstrip. I will not be able to use this airstrip for agricultural and private use.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>After additional investigation into an alignment shift to the east, it was determined that avoidance of your two airstrips, or at least providing avoidance of at least 2,200 feet of the north-south airstrip, is not practicable due to the constraints imposed by the interchange location to the southwest and by the properties to the north. Tying back into the already-constrained interchange to the southwest and to the alignment to the northwest, would require an "S-curve" in the roadway. S-curves are avoided because they increase safety risks to users. Financial compensation for impacts to these airstrips will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
83. Robert J. Rice	Email & Comment Form	<p>To Whom It May Concern:</p> <p>After attending the Arkansas Department of Transportation meeting in Corning, it appears that the chosen route of I-57 is set in stone. I totally disagree with this decision for several reasons.</p> <ol style="list-style-type: none"> 1. This route takes more than two thousand acres of farmland away from owners and out of agriculture production. 2. Landowners often take decades to pay for and improve their land to make it more productive. ARDOT's plan calls for cutting across farms and this often leaves, "caddy corners," on a farm. If this configuration of ground is even feasible to farm, it is 	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <ol style="list-style-type: none"> 1. With regard to farmland soils, the project will comply with the Farmland Protection Policy Act (FPPA) of 1981. The USDA, through NRCS, administers the FPPA to ensure that federal programs minimize unnecessary and irreversible conversion of these important soil types to non-agricultural uses. Project impacts on Important Farmland have been quantified by NRCS, a NEPA cooperating agency on this project. To help determine the extent of project-

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		<p>very difficult with the size of today's equipment to get to some of the farm ground that is left. The ground is less productive and the farm drops in value.</p> <p>3. On my farm, the ARDOT plan will destroy two airstrips that have been in place for about forty years. At this site, I have a sizable airplane hangar and the facilities necessary to operate an aerial application business, which I did for thirty years. I have been retired for the past fifteen years but the airstrips are still used for agriculture production as I rent them to other agriculture pilots. I have a grandson who is working toward obtaining his commercial pilot's license and hopes to start an aerial application business in Clay County. His long-term plan is to use my airstrips and facilities in his venture. Without the availability of my airstrips, hanger and other equipment necessary to begin an aerial application business, my grandson's expenses would increase dramatically.</p> <p>From the tone of my letter, I make it very obvious that I do not want to sell my land for the expansion of I-57. But your plan makes it obvious that I do not have a choice in the matter. Adding insult to injury, I will have to pay capital gain taxes on the money I received for land I do not want to sell.</p> <p>4. I understand the need to bypass Corning with the ARDOT's plan, however, in the interest of economics and less destruction of farmland, it makes more sense to me to use the existing Highway 67. This would entail taking one hundred feet or less beside Highway 67 and building an additional two lanes. I don't understand how one can buy thousands of acres of property and build four lanes of highway, cheaper than you can adapt the existing highway. But then the government doesn't usually do things that make sense to me.</p> <p>Respectfully, Robert J. Rice</p>	<p>related farmland impacts, each action alternative was preliminarily evaluated with the Farmland Conversion Impact Rating Form (NRCS Form CPA 106) using a weighted average (per NRCS direction). A finalized Farmland Conversion Rating Form would be completed and submitted to NRCS for the Preferred Alternative in the FEIS/ROD.</p> <p>2. Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible. While the maximum right-of-way width of 400 feet was included in our study and includes space for frontage roads, the actual width would vary and typically be less than 400 feet. Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to your property and farmland is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>3. After additional investigation into an alignment shift to the east, it was determined that avoidance of these airstrips, or at least providing 2,200 feet of the north-south airstrip, is not practicable due to the constraints imposed by the interchange location to the southwest and by the properties to the north. Financial compensation for impacts to these airstrips will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information.</p> <p>4. Alternative 1, which is most similar to the use of existing Highway 67 that you mention, was initially considered. While Alternative 1 would adequately address the purpose and need, it was dropped from further consideration for numerous reasons that are listed in the Draft Environmental Impact Statement (DEIS). Some of the more substantial reasons are that Alternative 1 would displace substantially more homes, businesses, and agricultural buildings</p>

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			than Alternatives 2 or 3 and it would impact substantially more cultural resources, hazardous sites, and would negatively impact local road access and property access along existing Highway 67.
84. Celena Rorex	Online Form	I feel that we do not need I 57 for many reasons.	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.
85. David Smith	Comment Form	I would just like for you to have it to where we can have the Randolph and Lawrence Co. Line, Fender Rd, and Hwy 90 East to have overpasses that we can still travel through because we farm on both sides of 67 and on all 3 of those roads. Thank you for your consideration	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
86. Milton B. Smith	Comment Form	Lawrence County Road 612, also known as White Oak Road will need an overpass. It is highly traveled with a church on one end and 2 businesses on the other end. Thank you for your consideration.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. During the early stages of final design, ARDOT will determine which local roads will be severed versus having an overpass / underpass based on the amount of traffic on them as well as proximity to other crossings. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
87. Bonita Staudt Smithee	Interactive Map ID# 20	I request that the interchange at the Randolph/Lawrence County line be moved to this location as requested by many local residents and elected officials. This change would more greatly benefit Walnut Ridge, Pocahontas, the airport and all future users.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. Additionally, environmental constraints such as Village Creek are located near the Lawrence Road 408 location suggested. After additional consideration, ARDOT determined revision of

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			<p>the Preferred Alternative to address this comment was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.</p>
88. Bonita Staudt Smithee	Interactive Map ID# 21	<p>I request that the alignment in this area be shifted along Gum Stump Road. I am more than willing to burden the entire width of the interstate on my property. But I would most certainly like to avoid cutting off 100 acres from the remaining farm,</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>This alignment shift would require a residential relocation and a farming operation relocation to the south, and would place the roadway in close proximity to, or would impact, the Snow Cemetery. Shifting the alignment to this location would remove a large, wooded area that functions as important wildlife habitat and that is also likely a forested wetland. Due to the lack of forested tracts present within the region, impacts to wooded areas were avoided where possible. Farmland splits were avoided and minimized where possible; however, avoidance of all splits was not possible.</p> <p>Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the 100 acres on the remaining farm is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
89. Bonita Staudt Smithee	Interactive Map ID# 22	<p>By relocating the interchange to the South, the alignment could be easily shifted West to run North/South along Gum Stump Road. These changes could better serve all involve and preserve the full use of this 5th generation farm.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. After</p>

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			<p>additional consideration, ARDOT determined revision of the Preferred Alternative to relocate the interchange to the south was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.</p> <p>Shifting the alignment to the west would remove a large, wooded area that is also likely a forested wetland. Additionally, this alignment shift would require a residential relocation and a farming operation relocation to the south, and would place the roadway in close proximity to, or would impact, the Snow Cemetery.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
90. Charles E. Snapp	Interactive Map ID# 23	As I discussed at the Walnut Ridge viewing, please reconsider the interchange location currently shown on the Lawrence Randolph County Line. The city of Walnut Ridge, WBU, airport/industrial park need the location near the airport.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. After additional consideration, ARDOT determined revision of the Preferred Alternative to address this comment was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67.</p>

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91. Joseph Story	Online Form	Please consider using "I-30" as the designation for this roadway. It runs slightly more east-west than north-south. The designation would also allow for the control cities to remain as Memphis on Interstate 57 southbound and as St Louis on this highway northbound.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Federal legislation has already designated this corridor for future Interstate Route 57 (I-57).
92. Larry Wiedeman	Interactive Map ID# 18	There is an irrigation well located here.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>As final design is completed, we will look at possible avoidance. If avoidance is not possible/practicable, financial compensation for impacts to agricultural wells will be negotiated with ARDOT during the right-of-way acquisition process. You can reference <u>ARDOT's Right-of-Way Procedures for Acquisition</u> by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
93. Larry Wiedeman	Interactive Map ID# 19	Need clearance room for using equipment for loading and unloading grain bins.	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. As final design is completed, we will look at design options that avoid this impact.</p> <p>Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to your grain bins is maintained. If access or appropriate clearance room cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
94. Larry Wiedeman	Interactive Map ID# 27	Any encroachment on the grain bins in this location would make it impossible to load grain!!	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>As final design is completed, we will look at design options that avoid this impact. Along with the development of design details, a detailed frontage road access study will be done in the</p>

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			<p>future to make sure access to these grain bins is maintained. If access or appropriate clearance room cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
95. Larry Wiedeman	Interactive Map ID# 28	<p>Closing cr 131 at this location would leave me without access to my home whenever Black River is out of it's banks OR after a 3" or greater rain. CR 131 south of this area & CR 116 become impassable due to high water</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to your home is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
96. Vicky Wilson	Online Form	<p>I hope that you would consider the bottom lands natural habitat, and the surrounding farmlands. I feel the highway needs to be streamlined from Walnut Ridge to Corning, deviating around the Schaffer's Eddy and Datto Access. We need to keep these areas close to their natural lay of the land for the sake of the wildlife.</p>	<p>Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Impacts to wildlife were assessed and impacts to wildlife habitat were avoided where feasible. Permanent habitat loss is the primary impact to terrestrial wildlife communities within the project footprint. Wildlife utilizing the WMA are anticipated to experience temporary disruption during construction. Additionally, the approximately 400-foot-wide right-of-way of the proposed project is anticipated to impede or restrict most wildlife movement through the area; however, it is expected that most species would be able to cross below proposed span bridges and some culverts. Impacts to important wildlife habitat such as bottomlands and forested wetlands were avoided during initial route selection by positioning alternatives around forested habitat to the extent possible and by avoiding the Black River WMA completely. Impacts to wildlife travel corridors and riparian habitat were minimized where possible by selection of routes that</p>

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			perpendicularly crossed these features. The Preferred Alternative will not impact Schaeffer's Eddy Access or the Datto Access and access to these sites will be maintained.
97. Wilburn Wiseman	Online Form	I feel that the proposed highway should follow the same survey as the railroad. About 125 years ago, the Union Pacific Railroad studied extensively the best route to place its rail system. It ran east of the present day Donaldson WMA, largely out of the floodplain of the Black and Current Rivers, with spurs to smaller towns and Pocahontas. Except for a few in Pocahontas, who have not fully realized the negative socioeconomic impact of Alternate 2, the majority of people know that the best long term socioeconomic and environmentally sound route is for I-57 to run parallel and next to the railroad east of the Dave Donaldson Wildlife Management Area to the Missouri line.	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The Preferred Alternative (Alternative 2 and C) was identified because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer impacts to farmers (i.e., fewer split farms, landowner impacts, and impacts to active cropland) and additionally has fewer relocations, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3.</p>
98. Matthew Woolard	Online Form	Will there be service roads along the northern part of the interstate.	Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Along with the development of design details, a detailed frontage road access study will be done in the future to determine where service roads will be located. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.
99. John Wright	Comment Form	I think Garver has grossly underestimated the cost of alternate 2. By millions of dollars	Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Cost estimates were based on the best information available.
100. John William Wright	Online Form (Identical letter submitted also)	I am writing to call attention to the negative environmental and socioeconomic impacts of Alternate 2 of the proposed 1-57 project near Pocahontas. I have been a native of the area for over 62 years, as a landowner, farmer, and farm manager. I have seen the power and consequences of the flooding, which will be exacerbated if this plan is used, causing significant economic and ecological losses to the area, from Corning to	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream.</p>

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		<p>Walnut Ridge. My families interest in the area goes back to over 120 years.</p> <p>Pocahontas is an agricultural community, with greater than 30,000 acres of farmland in the valleys of the Black and Current Rivers in Randolph County alone. These acres produce over \$25,000,000 in agricultural sales annually, with production cost of \$16,000,000-\$20,000,000 annually.</p> <p>The confluence of the Current and Black Rivers, just north off Pocahontas, is a key juncture of a massive water drainage system, most of which is unimpeded for 150 miles to the north. The smaller Black River has a dam at Piedmont, Missouri, but the larger Current River is a National Scenic River in Missouri and has no water control structures in place. The Little Black River empties into the Current just west of Success, Arkansas, and it lacks water control structures as well.</p> <p>Recent years have seen a greater than 100 year flood in 2008, and historic greater than 500 year floods in 2011 and again in 2017. In 1975 my grandfather showed me the 100 year flood mark on his farm at Reyno, on the Current River. He built a cabin 12 inches above the 100 year flood mark. In 2011 and 2017, the water level reached 10 inches above the 100 year mark. There are probably several factors involved, that these historic levels have been breached, including changing weather patterns, increased runoff from infrastructure developments upstream, and man made levees for water control.</p> <p>1. The proposed route, Alternate 2, would have to include some type of structure to be above the floodplain from at least the Lawrence-Randolph County line to almost Biggers, at Cherokee Bay, a distance of approximately 12-15 miles. If even a bridge-like structure were built, with three foot piles every 100 feet, the resulting impedance of the drainage of the Black, Current, and Little Back River systems will raise floodings to record levels. Even normal seasonal floods will have slower drain off of the farmland, and delayed planting and loss of crops will become the norm and not the exception. The economic consequences of worsening flooding in the Current and Black River valleys will be disastrous. The farmers, who economically support towns from Walnut Ridge to Corning, will suffer greater losses than they presently do, and will not</p>	<p>Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p> <p>2. Permanent habitat loss is the primary impact to terrestrial wildlife communities within the project footprint. Wildlife utilizing the WMA are anticipated to experience temporary disruption during construction. Additionally, the approximately 400-foot-wide right-of-way of the proposed project is anticipated to impede or restrict most wildlife movement through the area; however, it is expected that most species would be able to cross below proposed span bridges and some culverts. Impacts to important wildlife habitat such as forested wetlands were avoided during initial route selection by positioning alternatives around forested habitat to the extent possible and by avoiding the Black River WMA completely. Any impacts to archeological resources will be addressed through the Section 106 Programmatic Agreement, which is included in the Appendices of the FEIS/ROD, that has been prepared for the project. Under the Programmatic Agreement, cultural resources (archeological and architectural resources) will be evaluated, project impacts will be assessed, and the appropriate treatment will be defined for any archeological sites that are determined eligible for listing in the National Register of Historic Places.</p> <p>3. The Preferred Alternative (Alternative 2 and C) best satisfied the purpose and need of the project while minimizing the negative impacts to the extent possible. Based on our analysis, Alternative 2 results in fewer split farms and has fewer relocations, landowner impacts, impacts to active cropland, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3</p> <p>The cities of Corning, Biggers, Reyno and Walnut Ridge along with the Northeast Intermodal Authority provided a resolution that Alternative 2 would be more beneficial to existing developed areas for more growth</p>

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		<p>be able to financially survive if they choose to farm the worsening floodplain. The suppliers of goods and services to farmers will realize the loss of equipment sales, automobile sales, fertilizer, chemicals, and seed purchases. Local grain merchants will see loss of crops to sell. This will result in losses to suppliers and increased unemployment in the area.</p> <p>2. The Current River is a National treasure. A National Scenic River in Missouri, it meanders down to join the Black River. The Black runs through the 25,000+acre Dave Donaldson Wildlife Management Area. Its seclusion, hardwood forest and wildlife is like none other I have seen in the United States. An interstate structure skirting between the west side of the WMA and the Current River will have negative ecological consequences to this treasured area, which also has a tremendous archaeological history dating back thousands of years.</p> <p>3. About 125 years ago, the Union Pacific Railroad studied extensively the best route to place its rail system. It ran east of the present day Donaldson WMA, largely out of the floodplain of the Black and Current Rivers, with spurs to smaller towns and Pocahontas. Except for a few in Pocahontas, who have not fully realized the negative socioeconomic impact of Alternate 2, the majority of people know that the best long term socioeconomic and environmentally sound route is for 1-57 to run parallel and next to the railroad east of the Dave Donaldson Wildlife Management Area to the Missouri line.</p>	<p>potential whereas Alternative 3 could slow that development and move future development to areas to the east and away from the growth in Randolph County.</p>
101.Melissa Moore Yates	Submitted Letter	<p>Letter is included at the end of this Disposition of Comments document *101.</p> <p>**Pictures are included with original submitted letter located in PDF I57_PH2022_Comments.</p>	<p>The response is included with the submitted letter at the end of this Disposition of Comments document.</p>

*101.

Melissa Moore Yates, Co-Trustee
 Moore Family Trust

January 21, 2023

To: The Arkansas Department of Transportation, Garver Construction, and To Whom It May Concern:

RE: Future I-57, ARDOT Job 100512

Location Public Hearing Public Disposition of Comments (cont.)
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My name is Melissa Moore Yates. I am a Co-Trustee along with my father, Harold Ray Moore, of the Moore Family Trust which owns Farm 4934, Tract 2311, located on Lawrence Road 416, the County Line Road in Lawrence County, Arkansas, which our family has named the "County Line Farm." This farm was originally founded in the late 1870s by my great, great grandfather, Miles Stanley Jackson.

We are respectfully submitting this written statement to be included in the formal comments of the DEIS Public Hearing and the formal record regarding ARDOT Job 100512. Our comments are specifically regarding Alternative 2, which is one of the proposed routes of Future I-57 from Walnut Ridge to the Missouri State Line. The proposed route of Alternative 2 runs right through the middle of our County Line Farm.

I attended the DEIS Public Hearing on December 13, 2022, in Walnut Ridge, Arkansas and had discussions with representatives from both ARDOT and Garver. I was told that all written comments submitted by landowners and concerned citizens would be read in their entirety and that fair and reasonable consideration would be given to each comment. I respectfully request that my comments in this statement would be read in their entirety and given fair and reasonable consideration.

Please allow me to start by providing you with the history of our County Line Farm and my ancestors who have owed it for approximately 140 years. I would also like to add that, in my humble opinion, our family history is a part of the rich heritage and history of Walnut Ridge and Lawrence County, Arkansas. That is the reason I am including it in this statement.

The County Line Farm is currently owned in its entirety by the Moore Family Trust and contains approximately 550 acres. 240 acres of this tract of 550 acres was originally purchased on or about the year 1879 by my great, great grandfather, Miles Stanley Jackson, an American Civil War Veteran. This tract of 240 acres has been continuously owned and farmed by my family ever since Miles Stanley Jackson founded our family farm over 140 years ago. I have recently learned that our farm qualifies us to participate in the "Arkansas Century Farm Program" which recognizes Arkansas's rich agricultural heritage and honors families who have owned and farmed the same land for at least 100 years. The program is administered by the Arkansas Department of Agriculture. I will be applying for our farm to be included in that program when 2023 applications are made available on February 1, 2023.

Our County Line Farm is currently being farmed by my cousin, Steve Lee Jackson, who has farmed this tract of land for decades, along with his father before him, Bobby Lee Jackson, who is now deceased. Miles Stanley Jackson, who purchased the original 240 acres, is also the great, great grandfather of Steve Jackson. Steve's sons, Steven Jackson and Will Jackson, are currently assisting their father, Steve Jackson, in farming our County Line Farm.

In 1864, Miles Stanley Jackson and his wife, Marry Jane Johnson Jackson, and their 3 children, Martha, James and John, were living in Pulaski, Illinois. The American Civil War was raging at that time, and Miles Jackson felt compelled to serve in the Union Army. On September 20, 1864, at the age of 38, Miles voluntarily enlisted in the 81st Illinois Infantry to serve his country. He fought in many Civil War battles, primarily in Tennessee and Alabama. He was severely wounded in the Battle of Fort Blakeley, east of Mobile, Alabama in April 1865, and was honorably discharged on August 5, 1865, in Vicksburg, Mississippi. He returned to his family in Pulaski, Illinois to recuperate, but unfortunately, he suffered from a lifelong disability as a result of his wounds.

On August 5, 1867, Miles and Marry had another son, Thomas William Jackson, who was my great grandfather. Sometime after Thomas was born, Miles told his wife, Marry, that God had spoken to him in a dream and instructed him to move their family to Green County, Arkansas. (This is a true story passed down through our family for generations.) So, in 1879, Miles sold his property and moved his family to what he thought was Green County, Arkansas but somehow ended up in Lawrence County, right on the border line of Lawrence and Randolph Counties. He subsequently purchased the original 240-acre tract of what is now our County Line Farm. Miles Jackson and his wife, Marry, built their home, planted a garden, bought farm animals, and made it their family homestead. My grandfather, Thomas William Jackson, was 10 years old when the Jacksons settled in Lawrence County, and he was raised on our family farm. Over the years, many of our family members were born, lived and died on that farm. There is a cemetery which adjoins our farm called the Snow Cemetery, where 7 of our family members are buried.

Marry Jane Jackson died on June 2, 1895 and is buried in the Snow Cemetery. After Marry Jackson died, Miles Stanley Jackson subsequently moved to Harrisburg, Arkansas, to live with his then adult daughter, Martha, until he died on January 17, 1914. Upon his father's death, Thomas William Jackson inherited the 240-acre tract of land which is the subject of this statement.

Thomas Jackson continued to live in the home that his father built, and he started a family of his own. On February 4, 1893, Thomas married Ida Mae Glenn. They had 7 children. Three of them, Andrew, Zolar, and Willie, died before the age of 2. All 3 of those children are buried beside their grandmother, Marry Jackson, in the Snow Cemetery. On December 30, 1903, Thomas and Ida Mae had a daughter named Beulah Gladys Jackson. She was born in the home built by Miles Jackson and was raised on that farm. Beulah Jackson was my father's mother and my grandmother. On April 14, 1906, Thomas and Ida Mae had a son named Clarence William

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Jackson. He was also born in the home built by Miles Jackson and raised on that farm. Clarence Jackson was my great uncle and Steve Jackson's grandfather. On November 14, 1909, Ida Mae Jackson died from influenza at the age of 33. She is buried in the Snow Cemetery beside her 3 children and her mother-in-law who all predeceased her. Thomas continued to live on that farm and raised his 4 surviving children who were all under the age of 10 when his wife, Ida Mae, died. On July 22, 1915, Thomas married a widow named Artie Hilderbrandt Snow. They had one daughter, Mary Jackson, who died before the age of 2. Mary is buried beside her siblings and her grandmother in the Snow Cemetery. On November 17, 1918, Artie Hilderbrandt Snow Jackson died and is buried in the Snow Cemetery. Our family has 7 family members who are buried in the Snow Cemetery. The Snow Cemetery is located less than one quarter (1/4) of a mile from where the proposed Future I-57 interstate crosses through our County Line Farm. We respectfully request that you allow our ancestors to continue to rest in peace.

It was a hard life for the early settlers of Lawrence County. However, Thomas William Jackson was an entrepreneur and a hard worker. He was also a very kind and generous man. He began purchasing land in several areas of Lawrence County and developed it into crop farmland. He ultimately owned and farmed over seven thousand acres of land. His primary crop was cotton. He employed many farm workers and built homes in various locations on his land so his farm workers had homes to live in. He built cotton gins in Walnut Ridge, Portia and Clover Bend, employing many people. He purchased land in Walnut Ridge and had several houses built for family members, including my grandmother, Beulah, and other citizens. Steve Jackson currently resides in one of the homes built by his great grandfather. Thomas Jackson lived in Lawrence County for his entire life and contributed to the business and farming communities in many ways until his death on September 5, 1943.

My grandmother, Beulah Jackson, dearly loved her father, she dearly loved the original Jackson farm and the home where she and her siblings were born and raised. She wanted to make sure that farm stayed in our family and hoped to pass it on to her descendants for generations to come. So, she asked her father to deed the 240-acre tract to her. Thomas did deed it to her a year before he died. Upon his death on September 5, 1943, most of the remaining property owned by Thomas Jackson was distributed among other Jackson family members. Many of our family members currently own and continue to farm land in Lawrence County they have inherited from Thomas Jackson.

However, Thomas did not get the opportunity to pass all of the land he owned to his descendants. In 1942, Thomas owned a tract of land which is now located at the Walnut Ridge Regional Airport. In April, 1942, the United States government came to him and other farmers who owned land in that location, and told them the government needed their land to build a flight training center to support the war effort. The government seized a tract of land from Thomas Jackson and paid him \$90 per acre. He was told the government would give that tract of land back to him (or he could buy it back) after the war ended. The US government did not give our family the opportunity to recover that tract of land after the war ended. They gave the land to the city of Walnut Ridge. So, the currently proposed route of Future I-57 Alternative 2 is not the only time land owned by our family has been seized by the government. However, I will admit that the Airport and the Industrial Complex have now contributed greatly to the economic development of Walnut Ridge.

On August 26, 1920, my grandmother, Beulah Gladys Jackson married John Royal Moore, a decorated WWI Veteran. In 1917, at the age of 18, Royal Moore voluntarily enlisted in the Army Air Corps and was stationed at Hazelhurst Aviation Field #2 in Long Island, New York, which was later renamed Mitchel Air Force Base. During his service in WWI, Royal flew missions over Italy and France. In 1920, Royal voluntarily enlisted in the United States Marine Corps and served an additional four years, honorably serving his country for nearly 7 years. For most of their lives, Beulah and Royal Moore lived in Walnut Ridge in a home located on S.E. 4th Street that was built for her by her father, Thomas Jackson, and they contributed to the community in many ways.

Beulah and Royal had one son, Harold Ray Moore, who was born 98 years ago on July 16, 1924, in Walnut Ridge in that home on S.E. 4th Street built by his grandfather. Harold is my father and is a decorated WWII United States Marine Corps Veteran. In May 1942, at the age of 17, he voluntarily enlisted in the United States Marine Corps. He was a part of the 1st Marine Provisional Brigade, 22nd Regiment, which ultimately enlarged to become the 6th Marine Division. He served in the Pacific Theatre for four years from 1942 to 1946. He was wounded three times but continued to serve his country until WWII ended. When his grandfather, Thomas William Jackson, died in September 1943, Harold was unable to attend his grandfather's funeral as he was serving in combat and was not allowed leave. In February 1946, Harold was honorably discharged from the Marines and returned to Walnut Ridge. He subsequently joined the US Marine Corp Reserves and served two more years, thus honorably serving his country for 6 years. He is among the last war veterans of the Greatest Generation.

On February 23, 1946, Harold married my mother, Virginia Lackey Moore, and began raising a family in Walnut Ridge. Over the years, Harold had other jobs, but he continually assisted his mother and father in running the family farming operations until his parents died.

When Thomas Jackson deeded the original 240-acre Jackson homestead to Beulah, she and Royal began buying small parcels of land which adjoined her farm. Over the years they added an additional 300+ acres until the farm ultimately contains a total of approximately

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550 acres. They had a share crop arrangement with their farmers who, over a period of years, helped them make many improvements to the newly added parcels of land, clearing timber and underbrush to allow for crop production, installed wells for irrigation and leveled the land to maximize production. They continued to own, operate and maintain that farm for the rest of their lives.

Over the years, Harold Moore has contributed to the Lawrence County farming community in several ways. Besides the County Line Farm, he purchased and developed 3 other farms in Lawrence County and one farm in Randolph County. Three of those farms he made into crop farmland. But, in the mid-1960s, he purchased a "hill farm" on AR 117 in Black Rock, which is now owned by Bill Jackson (no family relationship) and known today as the "Jackson Farm."

Harold built our family a home there, cleared the timber, developed pasture land and made it into a prime cattle ranch. The land had natural spring water which he recognized could be contained and controlled by building a damn, and a 24 acre lake. Harold partnered with the Lawrence County Water and Soil Conservation District to further develop his ranch with its natural springs and lake to become a tributary of Lake Charles, which was built in an effort to control flooding and preserve the watershed in the Shirey Bay Rainey Brake Wildlife Management Area. In 1973, Harold was recognized as the Conservation District's outstanding cooperater for his achievements in developing that ranch, and its contribution to soil conservation and wildlife development. Incidentally, that ranch is where I spent my childhood. Harold has since sold all 4 of those farms and moved to Little Rock, Arkansas, where he resides today.

Beulah Jackson Moore died on May 3, 1971. Upon the death of his mother, Harold Ray Moore inherited the County Line Farm, which is the subject of this statement. Harold has continued to own, operate and maintain our original Jackson family homestead, in keeping with his mother's wishes.

On December 20, 1991, Harold Moore established the Moore Family Trust. The County Line Farm was placed in that Trust with the express intent that this valuable family farm would be passed down to his descendants and would be owned by our family in perpetuity rendering our land incapable of being surrendered or transferred.

The County Line Farm is extremely important to our family, both economically from an income perspective, and sentimentally, because of the legacy of the land. For over 140 years, members of our family have been dependent, at least to some degree, upon that farm for income. The income from that farm is currently my father's only source of income. We are planning for the income from that farm to help carry me and my siblings through our retirement. We are planning for that farm to remain in our family and the income from that farm to be a source of income for my son and my descendants for many years to come. The income from that farm is also currently a significant source of income for my cousin, Steve Jackson, who has farmed that land for decades. Steve and his sons, Steven and Will, are planning to continue farming that land and receiving income from farming that land for years to come as well.

My father is now just a small landowner with just a little family farm, and in the whole scheme of things, our little family farm may not be important to the people make the final decisions regarding this entire interstate project. But we are an honorable farm family with a proud legacy of service to our country and the Lawrence County community. As of today, 6 generations of the Jackson family have lived in Lawrence County and contributed to the County and the Walnut Ridge community in so many ways. And the County Line Farm is where it all started! This little farm, with its years of family history, is a huge part of our heritage and family legacy! I don't know how you can place a dollar value on this farm, because, to our family, it is priceless! And it is heartbreaking to think there could possibly be an interstate built right over the top of where my great, great grandfather, Miles Stanley Jackson, started his family farm in Lawrence County, Arkansas over a century ago!

Sadly, building an interstate through the middle of our original family farm is a desecration of our land with total disrespect and disregard to our family legacy. In my humble opinion, instead of paving over our farm with an interstate, I think a monument should be erected to honor the small American farm family that for generations has poured blood, sweat, tears and significant amounts of money into expanding, improving and continuously farming this little tract of Arkansas farmland, and other farms in Lawrence County! I think the Arkansas Century Farm Program would agree with me.

Now that you know the history of this tract of land and our family heritage and legacy in Lawrence County, my father, Harold Ray Moore, and I, as Co-Trustees of the Moore Family Trust, would like to respectfully state that we object to and are opposed to the location of Future I-57 Alternative 2. We respectfully request that we be allowed to exercise our right to continue to own and possess our County Line Farm, be allowed the right to the peaceful use and enjoyment of our land and continue the uninterrupted farming operation of the entire 550 acres of our family's original Lawrence County Farm.

Now, please allow me to state the reasons for our objection to and opposition to the location of I-57, Alternative 2:

1. In my opinion, the County Line Farm is a part of the rich agricultural history and heritage of Lawrence County, Arkansas. It would be a loss to the heritage and legacy of Lawrence County to destroy a Century-old farm by building an interstate through

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the middle of it. The proposed route of Alternative 2 runs directly through the original 240 acres founded by Miles Stanley Jackson in 1879.

2. The seizure of any part of our farm will have a permanent economic impact on our family, both now and into the future. Alternative 2 proposes, not only the interstate, but also includes an interchange to be located on our farm. According to the ARDOT diagram, the currently proposed route of Alternative 2 will seize approximately 55 acres of our farm. The interstate and the interchange will reduce the number of acres of our farm by approximately 10%, thus reducing our crop production and, consequently, reducing the amount of annual income our farm produces. My father, Harold Moore, is 98 years old and today has no other source of income aside from the income he receives from crop production on the County Line Farm. A reduction of his annual income will have a severely detrimental effect on my father's lifestyle and well-being. For the government to seize his land and, consequently deliberately cause a permanent reduction of the only source of income of a 98-year-old WWII Marine Corps Veteran is harsh, cruel and unconscionable!

My siblings, my son and I are beneficiaries of The Moore Family Trust which legally entitles us to the continued ownership and use of the County Line Farm. To deprive us of our legal right to continue to own land which has been owned by our family for 5 generations is intrusive and oppressive.

Additionally, my siblings and I are all retired. We can't replace the income that will be lost in the future from the reduced crop production. Our farmers, Steve, Steven and Will Jackson will also sustain a reduction in annual income both today and into the future. Deliberately and permanently reducing income for my family, my descendants and our farmers is inequitable and unreasonable.

3. Not only does the interstate and interchange reduce the acreage of our farm, but it will also separate our farm into two separate land areas, which will cause interference and disruption to our farming operations, along with additional expense required to farm two separate land areas. Additionally, the proposed location of the interstate and interchange will run directly over two of our irrigation wells, which will need to be replaced in order to effectively irrigate our crops. Obviously, the reduction of acreage and crop production, along with increased expenses, and the resulting reduction of total annual net income will be permanent.
4. If we are forced to sell any part of our land to ARDOT, the Moore Family Trust will be required to pay capital gains tax on the land that is sold. As of the date of this statement, the cost basis for determining the capital gains tax would be set from the date Harold Moore inherited the land from his mother, Beulah Jackson Moore, when she died in 1971. It is unjust and inequitable to force us to sell land to ARDOT, that we don't want to sell, and consequently be required to pay a large amount of capital gains tax back to the government. Paying a capital gains tax will also reduce the total amount of proceeds the Moore Family Trust would receive from the sale of the land, thus reducing the amount of money available to invest in some other possible income producing investment. That is an additional hardship forced on my father and our family.
5. An interstate highway with a huge volume of vehicles traveling through our farm will have a negative environmental impact on our land. Burning gasoline and diesel fuel creates harmful byproducts like nitrogen dioxide, carbon monoxide, hydrocarbons, benzene, and formaldehyde. In addition, vehicles emit carbon dioxide, the most common human-caused greenhouse gas. Vehicle pollutants are harmful to humans and contain greenhouse gases that cause climate change. These toxic substances will cover our land, permeating and polluting our soil, which, over time, will permanently affect the quality and quantity of our crop production. Additionally, our farmers, Steve, Steven and Will Jackson (and any future farmers of our farm) will be subjected to these toxic substances which could potentially affect their health long term. I am also sure our land will be subject to trash, waste and debris thrown out of vehicles which could interfere with crop production as well.

Now, if I may, I would like to list my questions and concerns which have not yet been addressed by the information I have been provided so far by ARDOT and Garver:

1. US Highway 67 currently runs between Walnut Ridge and Pocahantas. It is currently a 4 lane highway which allows for transportation and economic development along that route and into Pocahantas already. The County Line Farm is located approximately 1.9 miles from US Highway 67. Why is there a need to build a new interstate highway less than 2 miles away from an existing US highway? If the goal is to bring economic development to Northeast Arkansas, would Future I-57 Alternative 3 not better serve the economic development of Northeast Arkansas in the communities of Paragould and Jonesboro and other communities along that route, as Pocahantas already has access to a 4 lane US highway?

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2. Why is there a need to place an interchange on our farm? The County Line Farm borders Lawrence Road 416, which is currently a gravel/dirt road. In my opinion, the better location for an interchange would be somewhere near the Walnut Ridge Regional Airport and the Industrial Park. This would allow for better access to the Industrial Park and the Airport and could contribute to future economic development of that industrial area, which I believe would be more of an economic benefit to the community, as opposed to destroying productive farmland. Permanently destroying our family's productive crop farmland is certainly not an economic benefit to my family, our farmers or our descendants.

However, if the interchange is built on our farm, over the top of Lawrence Road 416/County Line Road, will that road be paved? If so, will that require that even more acreage of our farm to be seized? Will paving Lawrence Road 416 further interrupt the farming operations of our County Line Farm?

3. Will the government establish easements on our farm? If so, where will the easements be located and what will be their purpose?
4. While construction of this interstate through our farm is in process, will construction equipment be restricted to the use of only the land that the government proposes to purchase and only be allowed access to the property where the interstate will be built? Or will construction workers request access to or have easements over our remaining property as they move around and park construction vehicles and equipment during the construction process? If construction equipment enters our fields, it could potentially damage our land and our crops, and would definitely interfere with our farming operations. How long will the construction process interfere with our farming operations? If our land is damaged or our crop production is reduced during the construction process, will we be compensated for consequential damages if that occurs?
5. What about drainage? Will there be drainpipes or drainage ditches that will collect the water that will flow off the interstate when it rains. Obviously, concrete cannot absorb water, so where will the water go when it rains? Village Creek and Tupelo Ditch run through our farm. If water from the interstate is directed from the interstate through drainage pipes or drainage ditches into Village Creek, Village Creek could potentially overflow, which would result in flooding our land. That would be devastating to our land and our crop production. Will we be compensated for future consequential damages if that occurs?
6. Is the proposed Future I-57 Alternative 2 going to require frontage roads to run along beside the interstate? If so, will that require even more of our land to be seized than is already indicated on the Alternative 2 diagram? The ARDOT information indicates that frontages roads may be necessary, so how will those roads impact our land?
7. In the timeline of the final determination of where to locate Future I-57, what is the next step? Will I be given answers to my questions and concerns expressed in this statement? Will I be allowed another opportunity for rebuttal to ask other questions and/or voice my objections and concerns?

I appreciate the opportunity to submit my statement to the Arkansas Department of Transportation and to Garver Construction. I have family genealogy records with supporting documentation to verify all that I have submitted in this statement. The Lawrence County Clerk's office also has verification of ownership of Farm 4934, Tract 2311. I would gladly provide any further information if someone would like to discuss my statement with me in person or over the phone.

In conclusion, I would like to provide you with additional information regarding my family's history. This information has no bearing on the discussion regarding Future I-57. But I just want to include it in the record for anyone who reads this, to ponder and, perhaps, give serious, favorable consideration to my comments in this statement and to our family.

I am a proud American with a rich family heritage and legacy, which didn't just start in Lawrence County, Arkansas. I am the 8th generation of the Moore family to live in America. Andrew Moore was my GREAT (7 times great) grandfather. He immigrated from Scotland in the mid-1700s and settled in Virginia. My mother, Virginia Lackey Moore, had ancestors who immigrated to America. Three brothers, Thomas, William and George Lackey immigrated from Ireland in the 1750s and settled in North Carolina. They are also my GREAT (7 times great) grandfathers. Andrew Moore, Thomas Lackey and William Lackey all fought in the American Revolutionary War for the freedom of this nation. My ancestors, and early settlers like them, helped found this nation. My family is the fabric of this nation. Most of my ancestors were farmers, and my family still consists of landowners and farmers today. My family is blessed to have owned and farmed land in 5 different states for 8 generations! (Virginia, North Carolina, Tennessee, Illinois, and now Arkansas.) My father and I are proud of our family history, heritage and legacy. Our family members are, and always have been, proud farmers. We revere and respect the land. Harold Moore and I respectfully request that you allow us to continue to do that without interruption on our County Line Farm.

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Thank you for taking the time to read my statement regarding Future I-57. Again, I respectfully request that you please give fair and reasonable consideration to all of my comments.

Respectfully submitted,

Melissa Moore Yates, Co-Trustee
 Moore Family Trust

RESPONSE:

Thank you for your comment. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Your comment has been read in its entirety and documented. It is a lovely historical account, we appreciate your pride in your heritage, and we thank your family for their long service to the US Armed Forces!

The Snow Cemetery, which is located 0.29 miles from the proposed right-of-way for Future I-57, will not be impacted by the project.

With regard to a 10% loss of your father's income: All property will be purchased by ARDOT and owners will be paid fair market value. Individual compensation will be determined during right-of-way negotiations with ARDOT during the right-of-way acquisition process. Additionally, financial compensation for impacts to your irrigation wells will be addressed with ARDOT during the right-of-way acquisition process. You can reference [ARDOT's Right-of-Way Procedures for Acquisition](#) by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.

Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to the property is maintained. If access cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas.

Regarding air quality: Current air quality in the 3-county project area is regarded to be high. The qualitative air quality analysis documented in the DEIS found that the proposed project would have no substantial mobile source air toxics (MSAT) effects and that substantially higher levels of MSAT are not expected from the action alternative (i.e., building the roadway) compared to the No Action Alternative. However, construction activity may generate a temporary increase in MSAT emissions. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. Furthermore, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel particulate matter. There is also the lack of a national consensus on an acceptable level of risk. As for greenhouse gas emissions, emissions resulting from the construction of the roadway were determined to be greater than emissions resulting from the No Action Alternative.

To specifically address your numbered comments beginning on page 8 of your letter, please see the following:

1. One goal of the proposed project is to increase the resiliency of the transportation network against extreme weather events such as flooding. By providing a secondary and nearby route to Highway 67, the Preferred Alternative would provide more resiliency of the transportation network against extreme weather events than compared with Alternative 3. With regards to economic benefit, the cities of Corning, Biggers, Reyno, and Walnut Ridge along with the Northeast Intermodal Authority provided a resolution that Alternative 2 would be more beneficial to existing developed areas for more growth potential whereas Alternative 3 could slow that development and move future development to areas to the east and away from the growth in Randolph County.
2. Interchange locations were guided by several factors including access to populous areas, minimum spacing between interchanges, and input from public and state officials. One of the reasons for placing an interchange at County Road 416 was to provide access to the Walnut Ridge Regional Airport and Williams Baptist University. After additional consideration, ARDOT determined revision of the Preferred Alternative to relocate this interchange was not practical. Revision of the interchange location would increase floodplain impacts, result in hydraulic issues, and inflict additional and new impacts, including

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farmland splits, to other surrounding property owners. Additionally, relocation of the interchange to Lawrence Road 408 would require multiple 90 degree curves in order to connect back to existing Hwy. 67 while the existing interchange location on Lawrence Road 416 allows for direct access to Hwy. 67. It is currently unknown if Lawrence Road 416 will be paved in the future or not. Regardless, that work, if planned, would be performed as a project separate from this one and impacts to your farm resulting from its paving would be determined in association with that project.

3. In addition to right-of-way acquisition, the project would potentially require temporary or permanent easements for construction or utility location; however, these details would not be determined until final design. All property acquisition would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).
4. The project would potentially require temporary or permanent easements for construction or utility location; however, these details would not be determined until final design. Landowners would be financially compensated for easements. Construction equipment would be restricted to the use of these previously-established easements. The duration of construction is currently unknown.
5. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor. Exact drainage improvements will be known after final design.
6. As part of the final design, detailed studies will be done to determine which areas need frontage roads. The interchange and project footprint shown on the maps and exhibits presented to you include any area needed for frontage/service roads. Thus, if frontage roads are needed, no additional impacts to your property would be required. If frontage roads are not needed, the project footprint would be reduced.
7. The exact timeline of the project is not currently known. However, before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.

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Walnut Ridge to Missouri State Line (Future I-57) Connection in Clay, Green, Lawrence, and Randolph Counties

ARDOT Job 100512

Commentor	Comment Method	Comments	Response
<p>1. Jim Cole</p> <p>(Submitted post comment period 2/1/23)</p>	<p>Submitted Letter</p>	<p>I am writing to call attention to the negative environmental and socio-economic impacts of the proposed I-57 project near Pocahontas, AR. We have seen the negative consequences of flooding which will be made much worse if alternate Route 2 is chosen. It will cause significant economic and ecological consequences to the area.</p> <p>1. Building any structures whether an earthen levee or a bridge type structure will drastically decrease the water flow downstream which will increase the water levels in the floodplain. This includes Black River, Current River, Fourche River and Little Black River.</p> <p>2. The cost of building such a structure from the Cherokee Bay curve near Current River bridge to the Greene County line near Walnut Ridge would be much greater than the alternate route. This area is all overflow ground when rivers exceed their banks.</p> <p>3. This route will also greatly affect our wildlife by cutting off the Dave Donaldson WMA from the Current River bottoms and foothills. This will greatly affect the natural flyways and travel routes of the wildlife in this special ecosystem.</p> <p>4. This route will also cause great economic losses to the agri businesses in this area. Potentially causing farmers and retailers to go out of business due to increased flooding. A great percentage of the business industry in Pocahontas rely on agriculture.</p> <p>I understand that progress has to take place but I feel that there is a much better choice by choosing an alternate route. One that has much less economical and ecological consequences. I would greatly appreciate your attention to this letter and long term effects of this route.</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. With regard to your flooding concerns and the resulting economic losses you feel may result, a detailed hydrologic and hydraulic study will be required for final design. The highway will be designed to meet ARDOT, FHWA, and FEMA standards for drainage. Culverts and bridges will be designed to convey flow efficiently from one side of the highway to the other without causing impactful flood water surface elevations upstream. Roadway drainage such as inlets, pipes, and ditches will be designed to outfall to existing streams without increasing downstream flows. Drainage analysis and design techniques will account for the special challenges of flat topography within the highway corridor.</p> <p>2. As for cost, preliminary cost estimates indicate Alternatives 2 and 3 are comparable and Alternative C was the least expensive of the connector alternatives.</p> <p>3. Permanent habitat loss is the primary impact to terrestrial wildlife communities within the project footprint. Wildlife utilizing the WMA are anticipated to experience temporary disruption during construction. Additionally, the approximately 400-foot-wide right-of-way of the proposed project is anticipated to impede or restrict most wildlife movement through the area; however, it is expected that most species would be able to cross below proposed span bridges and some culverts. Impacts to important wildlife habitat such as forested wetlands were avoided during initial route selection by positioning alternatives around forested habitat to the extent possible and by avoiding the Black River WMA completely. Impacts to wildlife travel corridors and riparian habitat were minimized where possible by selection of routes that perpendicularly crossed these features. Further</p>


Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
			<p>review of wildlife crossing opportunities of the proposed roadway and/or assurance of wildlife passage at bridges and culverts would be conducted at the time of design.</p> <p>4. The cities of Corning, Biggers, Reyno and Walnut Ridge along with the Northeast Intermodal Authority provided a resolution that Alternative 2 would be more beneficial to existing developed areas for more growth potential whereas Alternative 3 could slow that development and move future development to areas to the east and away from the growth in Randolph County.</p> <p>According to U.S. Department of Transportation (USDOT) studies (Keane, 1996), a region's industrial and employment base is closely tied to the quality of the transportation system. The importance of interstate highways to increased economic opportunities is shown to be greater when new highways are located in an area where there are currently no or limited high-quality transportation facilities. As discussed by FHWA (1996), while there are many factors impacting economic activities in a region, interstate highways are economically important because dependable transportation systems allow businesses to receive inputs to production facilities and to transport finished goods to market in an efficient manner. An efficient transportation system allows companies to lower transportation costs, which lowers production costs and enhances productivity and profits.</p>
<p>2. Dan and Pam Elders</p> <p>(Submitted post comment period 2/10/23)</p>	<p>Email</p>	<p>Our name is Dan and Pam Elders. We live at 554 CR 155 in Corning. The projected plans has the road going through our farm, cutting two to three acres off making them unable to be used or even getting to them and coming within a few feet of our yard. We spoke with the engineers at the Corning meeting and discussed if it would be possible to move the projected plans a few hundred feet north so it wouldn't be so close to our house and so it would take up the acres in question. Is there anyone that can discuss this with us?</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Along with the development of design details, a detailed frontage road access study will be done in the future to make sure access to property/farmland is maintained. If access to property or farmland cannot be provided or is cost prohibitive, ARDOT would compensate for the loss of the inaccessible areas. Before any right-of-way is acquired, additional design will be completed. Additional public involvement will</p>

Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
			<p>be offered before right-of-way acquisition begins.</p> <p>Shifting the alignment farther north at this location would result in the relocation of a farming operation and would cause new impacts and farmland splits to other surrounding property owners. Additionally, due to the position of the alignment to the southwest and the northwest, a shift to the north would further worsen the "S-curve" in the roadway. S-curves are avoided because they increase safety risks to users. Thus, after additional consideration, ARDOT determined revision of the Preferred Alternative was not practical.</p> <p>On February 20, 2023, Cassie Schmidt of Garver called Mr. Elders and spoke to him about his concerns. He asked if the alignment could be moved north and was told it would not be for the above-cited reasons.</p>
<p>3. Jake J. Hopkins</p> <p>(Submitted post comment period 2/6/23)</p>	<p>Email</p>	<p>I was overviewing the plans and noticed right towards the end the I-57 will no longer run through Corning, AR.</p> <p>I own an O'Reillys in the city and I believe if you make this interstate avoid our city, we will dissolve.</p> <p>I could be reading the map wrong but please reach out to me when possible as I am extremely worried about this.</p>	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>Your reading of the map is correct, the Preferred Alternative intentionally directs traffic around the west side of Corning. This was done to help remove heavy truck traffic from passing through downtown Corning. Construction of the proposed project is anticipated to improve mobility and connectivity of the local, regional, and national transportation system and to provide reliable transportation infrastructure to support economic growth for the region.</p> <p>On February 20, 2023, Cassie Schmidt of Garver called Mr. Hopkins and spoke to him about his concerns. He asked about traffic volumes on existing Highway 67 and was referred to the Traffic Safety Analysis was done and that he could view that in Appendix C of DEIS which is available on the website. He also asked what measures are in place to preserve or support the economy as a part of the project or asked if we had any information that would put landowners at ease. Information from the the U.S. Department of Transportation (USDOT) study (Keane, 1996) was summarized to him,</p>

Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
			<p>which suggested a region's industrial and employment base is closely tied to the quality of the transportation system and that the importance of interstate highways to increased economic opportunities is shown to be greater when new highways are located in an area where there are currently no or limited high-quality transportation facilities.</p>
<p>4. Rob Hutcherson (Submitted post comment period 2/7/23)</p>	<p>Email</p>	<p>I have questions about the Future 57 Project. I am a Walnut Ridge native and live in Little Rock. Unfortunately, I was unable to attend the meeting on this but I have land that will be affected by this project. Please see the attached. I have several questions on this project.</p> <ol style="list-style-type: none"> 1. When do you expect this project to begin 2. What area will be the origin of the construction? 3. Is this the definitive route that the highway will take? 4. According to the attached map, the interchange will run in the middle of my land. how do you determine Fair Market Value? 5. Will you only purchase the land that the road will be on or the land around that? Since this is an interchange , If only the ground on the land is purchased this will significantly decrease the value of the remaining land. <p>I would love to meet with a representative to discuss this further.</p> <p>Thank you</p> <p>Rob Hutcherson</p> 	<p>Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <ol style="list-style-type: none"> 1. The start date of the project is not currently known. However, before any right-of-way is acquired additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins. The proposed project would be split into multiple, individually programmed projects, with each segment designed to have independent utility, which means it can operate effectively between two points. Each phase would be developed to maintain traffic on the existing highways while keeping access open on the local roads using either detours, temporary widening, or staged construction. The entire project would take many years to complete, and may not be under continuous construction, since the separate phases of the project would be programmed by ARDOT as funding becomes available. 2. The starting point for construction is not currently known. See additional information in response #1. 3. Yes, the Preferred Alternative is the FHWA-approved route and is the route anticipated to be the finalized Selected Alternative. 4. An appraisal of the property will be performed to determine the value of the property. Financial compensation for land acquisition will be negotiated with ARDOT during the right-of-way acquisition process. You can reference ARDOT's Right-of-Way Procedures for Acquisition by clicking the link or finding it on the website for more information. Before any right-of-way is acquired, additional design will be

Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512

Commentor	Comment Method	Comments	Response
			<p>completed. Additional public involvement will be offered before right-of-way acquisition begins.</p> <p>5. ARDOT would purchase what is needed for the construction and maintenance of the facility. If any additional property is requested for ARDOT to purchase, it will need to be determined to be an uneconomic remnant.</p>
<p>5. Stephen R. Snow</p> <p>(submitted post comment period 1/30/23)</p>	<p>Email</p>	<p>Thank you, Mr. McAbee. I appreciate your assurance regarding the Snow Cemetery.</p> <p>1. My specific concern is the Snow Cemetery might be impacted by the possible widening of Lawrence 416 to provide access to the future I-57 from Highway 67.</p> <p>2. Also, in this regard, I should mention the existence of the Duty Cemetery, located in Randolph County north and west of the Snow Cemetery. I have both a great-grandfather and a great-great-grandfather buried in the Duty Cemetery, as well as other relatives through my paternal grandmother Ella Duty Snow.</p> <p>As a youngster interested in history, I was impressed by the gravestone (photo below) of my great-uncle Emmet "Bud" Duty, a World War I combat veteran who died at a relatively young age (my grandmother believed because her brother had been gassed and shelled). The "Doughboy" image on that gravestone may have helped inspire my own interest in service to our country. I sincerely hope the future I-57 project will take into account this historic Arkansas cemetery.</p>	<p>Thank you for your comment. Your comment and the presence of the Duty Cemetery have been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>1. It is currently unknown if Lawrence Road 416 will be paved in the future or not. Regardless, that work, if planned, would be performed as a project separate from this one and any impacts resulting from its paving would be determined in association with that project.</p> <p>2. The presence of the Duty Cemetery has been documented. The Future I-57 project will not impact the Snow or Duty Cemeteries.</p> <p>Before any right-of-way is acquired, additional design will be completed. Additional public involvement will be offered before right-of-way acquisition begins.</p>
<p>6. Dorothy Wright</p> <p>(submitted post comment period 1/30/23)</p>	<p>Submitted Letter</p>	<p>I realize this is past the due date of Jan. 24, but I had some heart surgery, and can just now do this. I do not understand why route three was not chosen, as it was less expensive. Most people here feel it was because of Dick Trammel who is a Pocahontas native, and wanted to make it near our home towns, which I appreciate. However, it seems to me that our main attractions are our technical college and our chicken (Peco) business, and would not be hurt by this. Using the one you have chosen to make it closer to Pocahontas would help a couple of chain gas stations to build close to the bypass, but no small businesses that we know of. I feel the less expensive route should have been chosen.</p>	<p>Thank you for your comment and we wish you a quick recovery! Your comment has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.</p> <p>The Preferred Alternative (Alternative 2 and C) was identified because it provides better access to Pocahontas, Randolph County, and existing Highway 67, has greater public support, and has less farm impacts. Based on our analysis, Alternative 2 results in fewer split farms and has fewer relocations, landowner impacts, impacts to active cropland, impacts to levees, impacts to wooded areas, and impacts to streams compared with Alternative 3. As for cost,</p>

**Location Public Hearing Public Disposition of Comments (cont.)
ARDOT Job 100512**

Commentor	Comment Method	Comments	Response
			Alternative 2 and 3 are comparable and Alternative C was the least expensive of the connector alternatives.

////////////////////////////////////// AGENCY LETTERS //

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Arkansas Department of Energy and Environment Comment



ARKANSAS
ENERGY & ENVIRONMENT

December 28, 2022

Caitlin Hetzel
Communications Manager
Garver USA
4701 Northshore Drive
North Little Rock, AR 72118
Via email: CEHetzel@GarverUSA.com

RE: National Environmental Policy Act (NEPA) Comments Requested Regarding Arkansas Department of Transportation (ARDOT) Job 100512 – Walnut Ridge to Missouri State Line Connection

Dear Ms. Hetzel,

The Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ), is pleased to comment on the proposed Arkansas Department of Transportation (ARDOT) Job 100512, Walnut Ridge to Missouri State Line Connection project. This project will construct an interstate facility from Walnut Ridge, Arkansas, to the state line running through Clay, Greene, Lawrence, and Randolph Counties, Arkansas. This project will help bridge the gap in the system linkage that diminished the connectivity and mobility of the National Highway System.

From an environmental compliance standpoint, based on the information provided, there are areas of concern. A Construction Stormwater General Permit ARR150000 is required if the project disturbs one (1) acre or more of land. The Construction Stormwater General Permit is required prior to the start of construction. Information on the permit and its requirements can be found on DEQ's website, <https://www.adeg.state.ar.us/water/permits/npdes/stormwater/>, or by contacting DEQ's Office of Water Quality (OWQ), Construction Stormwater Section, at 501.682.0620.

The Construction Stormwater General permit does not authorize any activity to be conducted in Waters of the State or Waters of the United States. Work in Waters of the State requires a short-term activity authorization (STAA) from DEQ prior to working in the wetted area of a stream or water body and may require a U.S. Corps of Engineers permit. A STAA is necessary for any in-stream activity that could cause an exceedance of applicable water quality standards, including, but not limited to: gravel removal, bridge or crossing repair/maintenance, bank stabilization, debris removal, culvert replacement, flood control projects, and stream relocation. Appropriate Best Management Practices should be used during construction to ensure the protection of the water quality and prevent future impacts or impairment of the receiving waters. For more information and forms, see DEQ's website, <https://www.adeg.state.ar.us/water/planning/instream/>, or call 501.682.0047.

ARKANSAS DEPARTMENT OF ENERGY AND ENVIRONMENT

Additionally, if the project causes water utilities to be relocated, the project will require coverage under the Non-Stormwater Hydrostatic Testing General Permit ARG670000. All applicable State and Federal laws must be met before, during, and after the completion of the project. Any discharge of wastewater — whether domestic, industrial, process water, or such related activities — must be authorized by obtaining the appropriate permits prior to the activities taking place.

All waste resulting from the proposed connection project should be properly disposed of, or if the material removed meets the definition of beneficial fill, the material is used as beneficial fill. Additionally, waste resulting from the proposed connection project should be properly classified as hazardous waste or non-hazardous waste. Any hazardous waste resulting from this project must be sent to a permitted hazardous waste treatment, storage, or disposal facility. Based on the information made available, DEQ's Office of Land Resources (OLR) does not anticipate the proposed project to result in a need for a Hazardous Waste Management permit. For additional information, please contact OLR's Compliance Section, at 501.682.0582.

This letter is issued in reliance upon the statements and representations made in the submittal. DEQ has no responsibility for the adequacy or proper functioning of the proposed project. Please contact the respective Offices with any questions.

Sincerely,



Lucy Cross
Director of Enterprise Services, Division of Environmental Quality
5301 Northshore Drive, North Little Rock, AR 72118

LC: vdk

ARKANSAS DEPARTMENT OF ENERGY AND ENVIRONMENT

Arkansas Department of Energy and Environment Response

Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Project construction would obtain and comply with all provisions of the NPDES Construction Stormwater General Permit ARR150000 and submit a Stormwater Pollution Prevention Plan (SWPPP) to the DEQ Office of Water Quality.

A Short Term Activity Authorization from DEQ would be obtained for any instream activity associated with this project. Additionally, erosion and sediment control would follow ARDOT's Best Management Practices to minimize sedimentation during construction and help to minimize sediment and pollutant runoff into surrounding aquatic resources.

If the project causes water utilities to be relocated, the project will obtain coverage under the Non-Stormwater Hydrostatic Testing General Permit ARG670000.

All waste resulting from the proposed project would be disposed of properly.

United States Department of the Interior Comment



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
 1001 Indian School Road NW, Suite 348
 Albuquerque, New Mexico 87104

Electronic Submittal Only
 ER 22/0522

January 17, 2023

Garver
 Attn: John Hetzel
 4701 Northshore Drive
 North Little Rock, AR 72118

Subject: Comments on the Walnut Ridge-Missouri State Line Future I-57 Connection in Clay, Greene, Lawrence and Randolph Counties, Arkansas Draft Environmental Impact Statement

Dear Mr. Hetzel:

The Department of the Interior (Department) has reviewed the Walnut Ridge-Missouri State Line Future I-57 Draft Environmental Impact Statement (DEIS). We understand the purpose of the project is to address a gap in the system linkage that diminishes connectivity and mobility of the National Highway System, a lack of reliable transportation infrastructure to support economic development, and a need to enhance resiliency along the route to extreme weather events while minimizing negative impacts to the natural, cultural, and social environments. In addition, federal legislation designated this a high priority corridor for the future Interstate Route 57 (I-57). The project alternatives analyzed in the DEIS consist of the No Action Alternative, Main Corridor Alternatives 2 and 3, and the Missouri Connector Alternatives A, B, and C. Main Corridor Alternative 2 and the Missouri Connector Alternative C have been identified as the Preferred Alternative.

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the Arkansas Department of Transportation and Development (ARDOT) and offer the following comments for your consideration:

U.S. Geological Survey comments

The U.S. Geological Survey (USGS) has reviewed the DEIS for the proposed Walnut Ridge-Missouri State Line Future I-57 Connection in northeast Arkansas. This letter is intended to

INTERIOR REGION 4 • MISSISSIPPI-BASIN*
INTERIOR REGION 6 • ARKANSAS-RIO GRANDE-TEXAS-GULF
INTERIOR REGION 7 • UPPER COLORADO-BASIN*

ANALYST: JACQUELYNNE SAMPSON/ARIZONA/ARIZONA/ARIZONA/ARIZONA

inform readers of a potential disturbance to nearby USGS ground water wells as a result of roadway construction.

The USGS operates ground water wells throughout the U.S. to collect water quantity and quality data for a variety of purposes. These wells are permanent infrastructure and are vulnerable to disruption from nearby construction activities and/or surface/subsurface contamination. Also, the data they provide may be affected. The USGS maintains 4 active ground water wells (see table below) for collecting water level data in close proximity to the proposed I-57 route for the preferred alternative.

Site Number	Site Name	Nearest Town	Period of Record
362759090332401	21N05E17ABB1	Moark	1955-2022
362428090371101	20N04E02BB1	Corning	2001-2022
362433090371601	20N04E03ADA1	Corning	1984-2022
362112090423801	20N03E25BAA1	Rayno	1996-2022

The DEIS should list this streamgage and well as sites to be safeguarded and describe a process for coordination with the USGS during bridge design and construction. The USGS Lower Mississippi-Gulf Water Science Center should be contacted and given sufficient advance notice before construction near these sites. Efforts should be made to both preserve streamgages minimize impacts to the data collected at these sites.

The USGS thanks you for the opportunity to review and comment on this study. For any questions about the USGS' comments, please contact Jon Janowicz, USGS Manager for Environmental Document Reviews, at (609) 771-3941 or at jjanowicz@usgs.gov.

If you have any questions for the Department or need assistance, please contact me at 720-814-6167, or rebecca_hunt@ios.doi.gov.

Sincerely,

**REBECCA
HUNT**

Digitally signed by
REBECCA HUNT
Date: 2023.01.17
13:40:55 -07'00'

Rebecca Hunt
Regional Environmental Officer
Office of Environmental Policy and Compliance

Cc: Jon Janowicz, United States Geological Survey, jjanowicz@usgs.gov

United States Department of the Interior Response

Thank you for your comment, it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

As a result of the comment, additional coordination with Jon Janowicz, USGS Manager for Environmental Document Reviews, was initiated regarding the four wells in listed by USGS. Through a series of email correspondence and additional research from January 18, 2023, to February 21, 2023, it was determined that only one well is located within the proposed right of way of the Preferred Alternative and this single well was the main focus. This well (USGS Site Number: 362112090423801) is located 0.25 mile east of the intersection of County Road 113 and County Road 116 in Clay County and was identified in the DEIS as an agricultural irrigation well.

On February 21, 2023, USGS provided additional information on this well, stating it is actively used by NRCS to collect water-level data in direct support of USGS investigative efforts for calibrating a groundwater model and tracking aquifer trends. USGS requested that future coordination occur regarding impacts to this well, stating: “there will obviously be coordination with the owner on land acquisition at some point if the alignment remains the same. There is a good chance that the owner will want to establish a new water supply to irrigate the remaining portion of the parcel. At that point, it would be helpful to engage the NRCS and the USGS in the planning for decommissioning the current well and potential drilling of a new well.”

Based on the current preliminary alignment this well would be directly impacted. As funding becomes available and higher level of design develops, options for avoidance and/or minimization of impacts would be fully considered. Efforts will be made to both preserve wells and to minimize impacts to the data collected at these sites. In order to ensure the requested coordination is kept, the following commitment has been added to the project:

- In the event Well Site 362112090423801 would be impacted, the USGS will be contacted to discuss mitigation measures. Additionally, the USGS Lower Mississippi-Gulf Water Science Center will be contacted and given sufficient advance notice before construction occurs near any of the other three wells listed by USGS (Well Sites 362428090371101, 362433090371601, and 362759090332401).

United States Environmental Protection Agency Comment



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
 1201 ELM STREET, SUITE 500
 DALLAS, TEXAS 75270-2102

January 10, 2023

Mr. Randal Looney
 Federal Highway Administration
 700 W Capitol, Room 3130
 Little Rock, Arkansas 72201-3298

Mr. John Fleming
 Arkansas Department of Transportation
 P.O. Box 2261
 Little Rock, Arkansas 72203-2261

Re: I-57 Walnut Ridge – Missouri State Line Draft Environmental Impact Statement

Dear Mr. Looney and Mr. Fleming:

Pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500 – 1508), and our NEPA review authority under Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) Region 6 reviewed the I-57 Walnut Ridge – Missouri State Line Draft Environmental Impact Statement (EIS) (CEQ No. 20220178).

The Federal Highway Administration (FHWA) and Arkansas Department of Transportation (ArDOT) propose to construct an interstate facility from Walnut Ridge to the state line within Clay, Greene, Lawrence, and Randolph counties, Arkansas. The proposed action provides system linkage, connectivity, and mobility of the National Highway System, support economic development, and enhance climate resiliency during extreme weather events.

Under the build alternatives, the Draft EIS analyzes the potential impacts of the proposed action on air and water quality, land use and zoning, farmlands, visual resources, relocation and property acquisitions, environmental justice, traffic, noise, cultural resources, hazardous materials and sites, greenhouse gases, public lands, terrestrial ecology, vegetation, wildlife, growth effects, federally-protected species, national domestic listing workplan species, migratory birds, invasive species and noxious weeds, species of state concern, streams and wetlands, floodplains and levees, communities, energy, historic sites, construction, aquatic ecology and biota, and economics. Alternatives 2 and C are the Preferred Alternatives of FHWA and ArDOT. All build alternatives begin at Highways 67 and 412 interchange at Walnut Ridge, Arkansas, and end at Highway 67 at Arkansas-Missouri state line, a distance of approximately 42 miles.

FHWA and ArDOT anticipate permits and authorizations for the proposed action, including Clean Water Act (CWA) Section 404 Permit for placement of dredge and fill material, CWA Section 401 Water Quality Certification, and National Pollutant Discharge Effluent System (NPDES) Permit. If an earth disturbance of one acre or greater, or less than one acre but apart of a larger common plan of development or sale which will ultimately disturb one or more acres of land, EPA recommends the applicable Arkansas and Missouri state agencies are consulted regarding NPDES permit coverage for the proposed action.

EPA looks forward to the receipt of the electronic version of the Final EIS, any NEPA document tiering from this Draft EIS, and connected action. If you have any questions, please contact Kimeka Price of my staff at (214) 665-7438 or by e-mail at price.kimeka@epa.gov.

Sincerely,

**ROBERT
HOUSTON**

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-06'00'

Robert Houston
Staff Director
Office of Communities, Tribes and
Environmental Assessment

cc: Mr. Jon Hetzel, Garver USA

United States Environmental Protection Agency Response

Thank you for your comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Coordination with the U.S. Army Corps of Engineers (USACE) has occurred and is ongoing regarding the project. A Clean Water Act (CWA) Section 404 Permit will be obtained prior to projection construction. Additionally, coordination with the Arkansas DEQ has occurred and is ongoing regarding the project. A Section 401 Water Quality Certification and a National Pollutant Discharge Effluent System (NPDES) Permit will be obtained prior to projection construction. Project construction would obtain and comply with all provisions of the NPDES Construction Stormwater General Permit ARR150000 and submit a Stormwater Pollution Prevention Plan (SWPPP) to the Arkansas DEQ Office of Water Quality.

ADPHT Outdoor Recreation Grants Program Comment



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5208

<https://www.dfa.arkansas.gov/intergovernmental-services>

MEMORANDUM

TO: Technical Review Committee Members

FROM: State Clearinghouse

DATE: October 19, 2022

SUBJECT: #3226 - Walnut Ridge - Missouri State Line (Future I-57)

APPLICANT: ARDOT Job# 100512

LOCATION: Counties of Clay, Greene, Lawrence & Randolph

Please review the above stated document under the provisions of the National Historic Preservation Act (1966), National Environmental Policy Act (1969), Clean Water Act (1972), Environmental Assessments / Environmental Impact Statements and the Arkansas Project Notification and Review System.

Your comments should be emailed by **November 18, 2022** to Laura.Brown@arkansas.gov from the office of Arkansas Natural Resources Commission (ANRC). The Director of ANRC and the Technical Review Committee Chairman is Chris Colclasure Ms. Brown will ensure that he is informed of any needed information.

It is imperative that your response be sent by the date requested. If you have "No Comments," this should be indicated below and submitted. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Laura Brown at (501) 682-3985 or the [State Clearinghouse Office](#) at (501) 683-8070.

<input type="checkbox"/> Support	<input type="checkbox"/> Do Not Support (Comments Attached)
<input type="checkbox"/> Comments Attached	<input type="checkbox"/> Support with Following Conditions
<input checked="" type="checkbox"/> No Comments	<input type="checkbox"/> Non-Degradation Certification Issues (Applies to ADEQ Only)

We previously indicated none of the proposed alternatives appeared to be in conflict with public outdoor recreation. Preferred Alternative 2G continues not to be in conflict with public outdoor recreation.

Name (Print) Randy Roberson Date 7 November 2022

Agency ADPHT Outdoor Recreation Grants Program Phone Number 501-682-6946

ADPHT Outdoor Recreation Grants Program Response

Thank you for your review. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Arkansas Geological Survey Comment



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206

<https://www.dfs.arkansas.gov/intergovernmental-services>

MEMORANDUM

TO: Technical Review Committee Members

FROM: State Clearinghouse

DATE: October 19, 2022

SUBJECT: #3226 - Walnut Ridge - Missouri State Line (Future I-57)

APPLICANT: ARDOT Job# 100512

LOCATION: Counties of Clay, Greene, Lawrence & Randolph

Please review the above stated document under the provisions of the National Historic Preservation Act (1966), National Environmental Policy Act (1969), Clean Water Act (1972), Environmental Assessments / Environmental Impact Statements and the Arkansas Project Notification and Review System.

Your comments should be emailed by **November 18, 2022** to Laura.Brown@arkansas.gov from the office of Arkansas Natural Resources Commission (ANRC). The Director of ANRC and the Technical Review Committee Chairman is Chris Calclasure Ms. Brown will ensure that he is informed of any needed information.

It is imperative that your response be sent by the date requested. If you have "No Comments," this should be indicated below and submitted. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Laura Brown at (501) 682-3985 or the State Clearinghouse Office at (501) 683-8070.

Support Do Not Support (Comments Attached)

Comments Attached Support with Following Conditions

No Comments Non-Degradation Certification Issues
(Applies to ADEQ Only)

Name (Print) David Johnston Date 11/18/2022

Agency Arkansas Geological Survey Phone Number (501) 683-0126

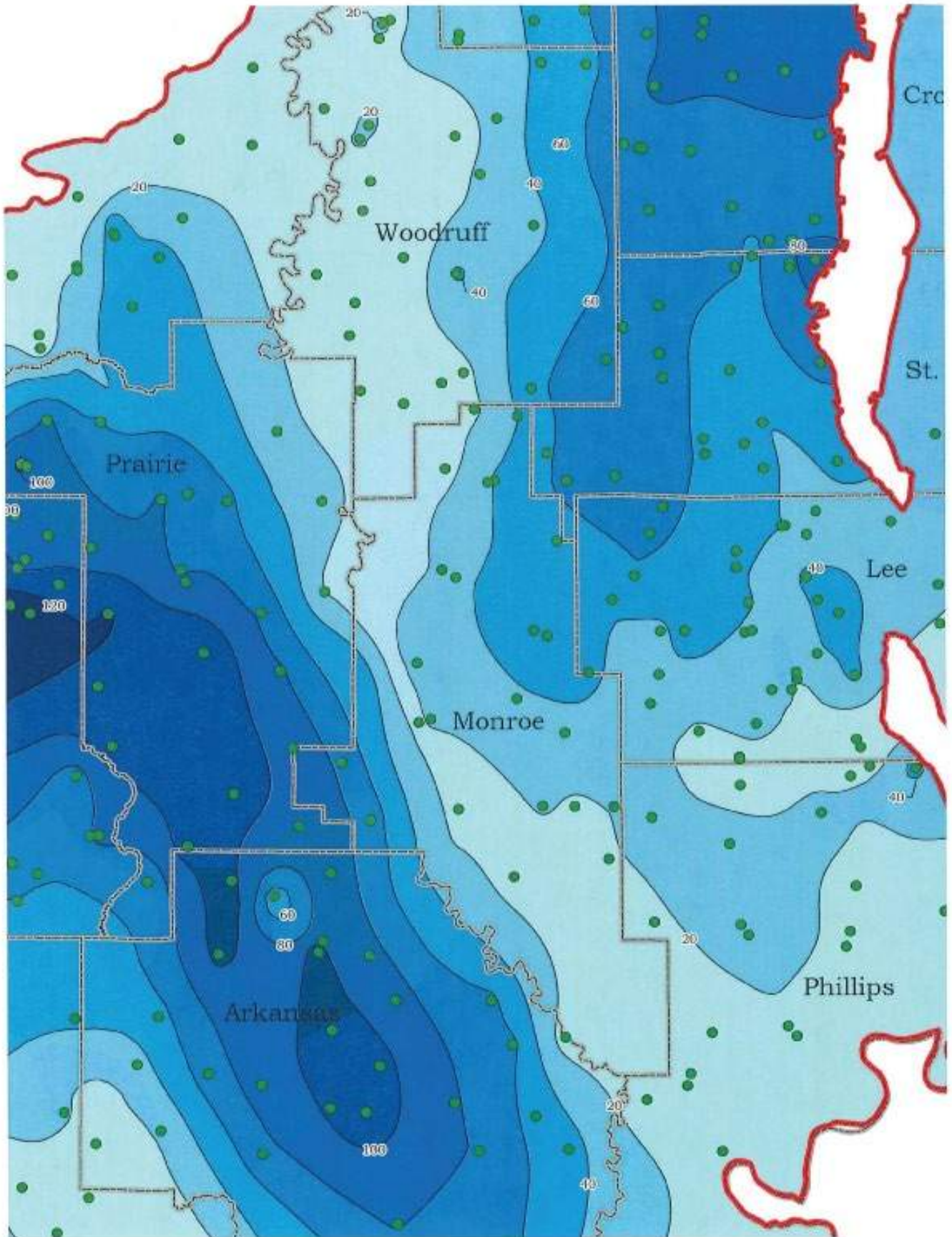
AGS Comments Future I-57 Walnut Ridge – Missouri State Line, ArDOT Job 100512:

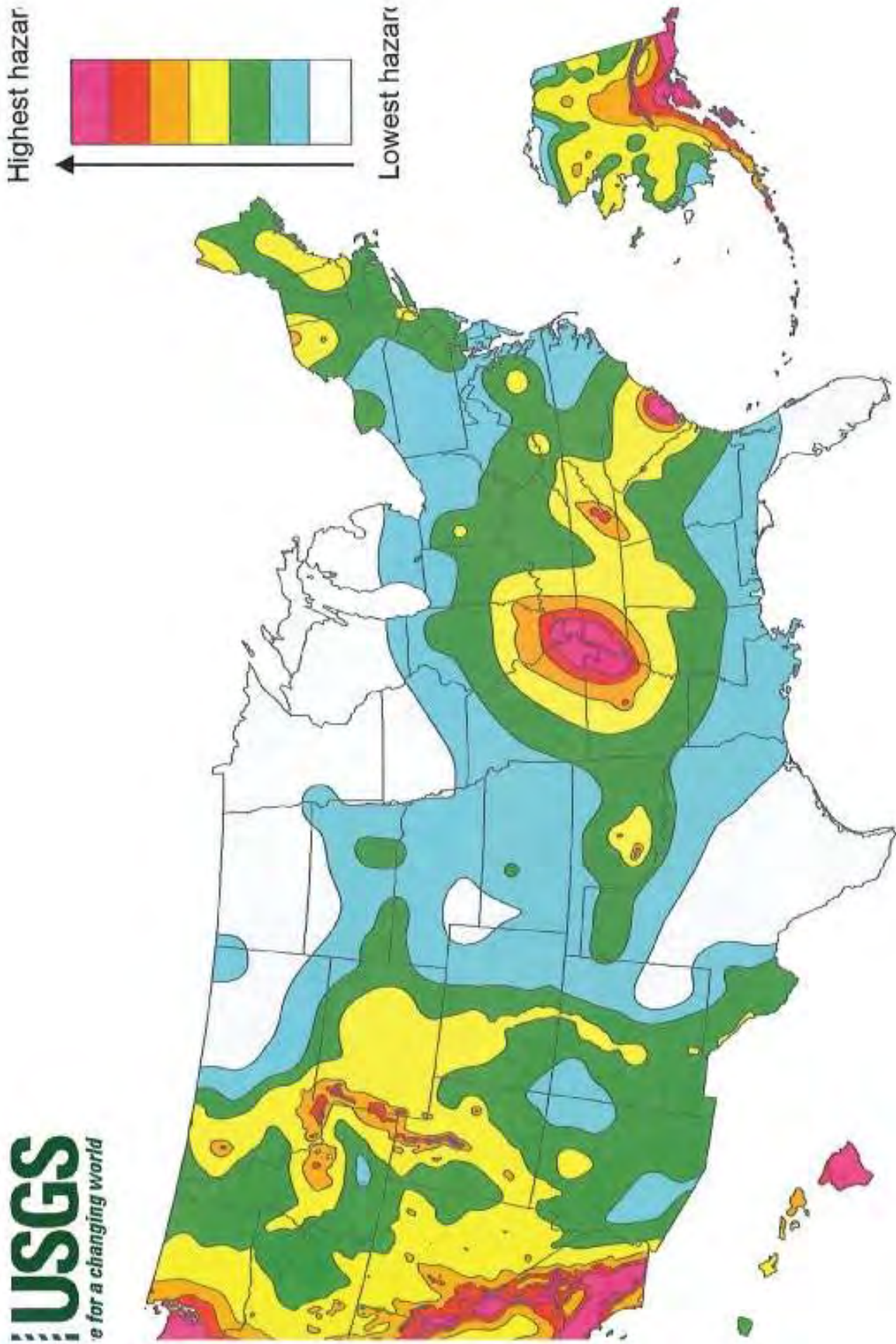
It's noteworthy that the referenced project area, which includes all three preliminary-action alternative routes, is within the area of influence of the New Madrid seismic zone (NMSZ) where a series of at least three catastrophic earthquakes occurred during the winter of 1811-1812, all of which have been estimated at greater than 7.0 in magnitude. Were a similar sized event to occur on the NMSZ today, the study area would be subjected to very strong to severe levels of shaking. Although the United States Geological Survey (USGS) has stated that the probability of such an event occurring today is rather low at 8 – 10% over the next fifty years, the probability goes up significantly to 25 – 40% for an event in the 6.0 to 7.0 range. It's estimated that an event within this lower magnitude range could still result in moderate to very strong shaking in the project area. The 2018 USGS National Seismic Hazard map which serves as the basis for national building codes is attached for reference.

It's also worth noting that during previous NMSZ events, significant soil liquefaction occurred at and near the surface in the Bootheel of Missouri and parts of northeast Arkansas (primarily Mississippi and parts of Craighead and Poinsett Counties) where groundwater in the Mississippi River Valley Alluvial Aquifer (MRVAA) is typically less than 20 feet below ground surface and the likelihood of soil liquefaction during a major seismic event is rated very high, as shown on attached AGS liquefaction susceptibility map. However, the map indicates that the liquefaction susceptibility is reduced somewhat in the project area where, in general, there is an increased depth to groundwater in the MRVAA, although it still indicates a high susceptibility for the occurrence of liquefaction.

Attached Documentation:

- Long-Term National Seismic Hazard Map (USGS, 2018)
- Depth to Groundwater in the Mississippi River Valley Alluvial Aquifer in Eastern Arkansas (Ausbrooks and Prior, 2008)
- Liquefaction Susceptibility Map of Northeast Arkansas (AGS, 2019)





USGS
Science for a changing world

Arkansas Geological Survey Response

Thank you for your review and comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

We appreciate your input; all bridges would meet the elevated seismic requirements for this area.

Commissioner of State Lands Comment



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206

<https://www.dfa.arkansas.gov/intergovernmental-services>

MEMORANDUM

TO: Technical Review Committee Members

FROM: State Clearinghouse

DATE: October 19, 2022

SUBJECT: #3226 - Walnut Ridge - Missouri State Line (Future I-57)

APPLICANT: ARDOT Job# 100512

LOCATION: Counties of Clay, Greene, Lawrence & Randolph

Please review the above stated document under the provisions of the National Historic Preservation Act (1966), National Environmental Policy Act (1969), Clean Water Act (1972), Environmental Assessments / Environmental Impact Statements and the Arkansas Project Notification and Review System.

Your comments should be emailed by **November 18, 2022** to Laura.Brown@arkansas.gov from the office of Arkansas Natural Resources Commission (ANRC). The Director of ANRC and the Technical Review Committee Chairman is Chris Colclasure. Ms. Brown will ensure that he is informed of any needed information.

It is imperative that your response be sent by the date requested. If you have "No Comments," this should be indicated below and submitted. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Laura Brown at (501) 682-3985 or the State Clearinghouse Office at (501) 683-8070.

Support Do Not Support (Comments Attached)

Comments Attached Support with Following Conditions

No Comments Non-Degradation Certification Issues
(Applies to ADEQ Only)

Name (Print) Trevor Drown Date October 26, 2022

Agency Commissioner of State Lands Phone Number 501-291-9430

Commissioner of State Lands Response

Thank you for your review. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Arkansas Department of Energy and Environment Comment



STATE OF ARKANSAS

Department of Finance and Administration

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone (501) 682-1074
Fax (501) 682-5206

<https://www.dfa.arkansas.gov/intergovernmental-services>

MEMORANDUM

TO: Technical Review Committee Members

FROM: State Clearinghouse

DATE: October 19, 2022

SUBJECT: #3226 - Walnut Ridge - Missouri State Line (Future I-57)

APPLICANT: ARDOT Job# 100512

LOCATION: Counties of Clay, Greene, Lawrence & Randolph

Please review the above stated document under the provisions of the National Historic Preservation Act (1966), National Environmental Policy Act (1969), Clean Water Act (1972), Environmental Assessments / Environmental Impact Statements and the Arkansas Project Notification and Review System.

Your comments should be emailed by **November 18, 2022** to Laura.Brown@arkansas.gov from the office of Arkansas Natural Resources Commission (ANRC). The Director of ANRC and the Technical Review Committee Chairman is Chris Colclasure Ms. Brown will ensure that he is informed of any needed information.

It is imperative that your response be sent by the date requested. If you have "No Comments," this should be indicated below and submitted. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Laura Brown at (501) 682-3985 or the State Clearinghouse Office at (501) 683-8070.

<input type="checkbox"/> Support	<input type="checkbox"/> Do Not Support (Comments Attached)
<input checked="" type="checkbox"/> Comments Attached	<input type="checkbox"/> Support with Following Conditions
<input type="checkbox"/> No Comments	<input type="checkbox"/> Non-Degradation Certification Issues (Applies to ADEQ Only)

Name (Print) Dalton Barnum Date 11/8/2022

Agency Department of Energy & Environment Phone Number 501-682-0648



ARKANSAS ENERGY & ENVIRONMENT

November 8, 2022

Technical Review Committee Members
Office of Intergovernmental Services
Department of Finance and Administration

RE: National Environmental Policy Act (NEPA) Comments Requested Regarding IGS# 3226
- Walnut Ridge - Missouri State Line (Future I-57) Project; ARDOT Job #100512

The Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ), is pleased to comment on the proposed City of Walnut Ridge - Missouri State Line Interstate Facility Construction Project. The project will include the design and construction of an interstate facility from the City of Walnut Ridge to the State line within Clay, Greene, Lawrence, and Randolph County, Arkansas. The construction will begin at the interchange of Highway 67 and Highway 412 in Walnut Ridge, Arkansas and end at the Arkansas-Missouri state line, forty-two (42) miles away.

From an environmental compliance standpoint, based on the information provided, there are areas of concern. A Construction Stormwater General Permit ARR150000 is required if the project disturbs one (1) acre or more of land. The Construction Stormwater General Permit is required prior to the start of construction. Information on the permit and its requirements can be found on DEQ's website, <https://www.adeg.state.ar.us/water/permits/npdes/stormwater/>, or by contacting DEQ's Office of Water Quality (OWQ), Construction Stormwater Section, at 501.682.0620.

The Construction Stormwater General permit does not authorize any activity to be conducted in Waters of the State or Waters of the United States. Work in Waters of the State requires a short-term activity authorization (STAA) from DEQ prior to working in the wetted area of a stream or water body and may require a U.S. Corps of Engineers permit. A STAA is necessary for any in-stream activity that could cause an exceedance of applicable water quality standards, including, but not limited to: gravel removal, bridge or crossing repair/maintenance, bank stabilization, debris removal, culvert replacement, flood control projects, and stream relocation. Appropriate Best Management Practices should be used during construction to ensure the protection of the water quality and prevent future impacts or impairment of the receiving waters. For more information and forms, see DEQ's website, <https://www.adeg.state.ar.us/water/planning/instream/>, or call 501.682.0047.

Additionally, if the project causes water utilities to be relocated, the project will require coverage under the Non-Stormwater Hydrostatic Testing General Permit ARG670000. All applicable State and Federal laws must be met before, during, and after the completion of the project. Any discharge of wastewater — whether domestic, industrial, process water, or such

ARKANSAS DEPARTMENT OF ENERGY AND ENVIRONMENT

related activities — must be authorized by obtaining the appropriate permits prior to the activities taking place.

The Arkansas Department of Transportation and the City of Walnut Ridge should ensure that all waste from the project is properly disposed of or if the material removed meets the definition of beneficial fill, the material is used as beneficial fill. All solid waste must be disposed of at a permitted solid waste landfill. The Arkansas Department of Transportation should ensure all waste generated from or discovered on the subject property is properly classified as hazardous waste or non-hazardous waste. Any hazardous waste resulting from this project must be sent to a permitted hazardous waste treatment, storage, or disposal facility. Based on the information made available, DEQ's Office of Land Resources (OLR) does not anticipate this project resulting in a need for a Hazardous Waste Management permit. For additional information, please contact OLR's Compliance Section, at 501.682.0582.

This letter is issued in reliance upon the statements and representations made in the submittal. DEQ has no responsibility for the adequacy or proper functioning of the proposed project. Please contact the respective Offices with any questions.

Sincerely,



Lucy Cross
Director of Enterprise Services, Division of Environmental Quality
5301 Northshore Drive, North Little Rock, AR 72118

LC: tdb

ARKANSAS DEPARTMENT OF ENERGY AND ENVIRONMENT

Arkansas Department of Energy and Environment Response

Thank you for your review and comment. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Project construction would obtain and comply with all provisions of the NPDES Construction Stormwater General Permit ARR150000 and submit a Stormwater Pollution Prevention Plan (SWPPP) to the DEQ Office of Water Quality.

A Short Term Activity Authorization from DEQ would be obtained for any instream activity associated with this project. Additionally, erosion and sediment control would follow ARDOT's Best Management Practices to minimize sedimentation during construction and help to minimize sediment and pollutant runoff into surrounding aquatic resources.

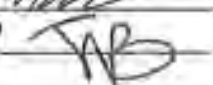
If the project causes water utilities to be relocated, the project will obtain coverage under the Non-Stormwater Hydrostatic Testing General Permit ARG670000.

All waste resulting from the proposed project would be disposed of properly.

Technical Review Committee Comment Summary to State Clearinghouse Comment

Order of Review

#1-Josh Burns 

#2-J. Ryan Benefield 

RETURN TO LAURA

MEMORANDUM

TO: Christopher Rice
State Clearinghouse

FROM: Chris Colclasure, Chairman
Technical Review Committee

SUBJECT: ENVIRONMENTAL ASSESSMENT # 3226
Walnut Ridge-Missouri State Line (I-57)
ARDOT Job #100512
Clay, Greene, Lawrence, and Randolph Counties

DATE: November 18, 2022

Members of the Technical Review Committee have reviewed the above-referenced project:

The purpose of the proposed project is to enhance connectivity and continuity of the National Highway System, provide a roadway more resilient to extreme weather events, and create increased opportunity for economic development in Northwest Arkansas and Southeast Missouri. This proposed project would extend I-57's connection in Sikeston, Missouri to Highway 67's connection to I-40 in North Little Rock. This would extend I-57's corridor from Chicago, Illinois to North Little Rock, Arkansas. The proposed project would consist of the main corridor portion and the Missouri connectors that would allow for greater flexibility of the final termini at the Arkansas-Missouri border. The proposed main corridor portion consists of up to 41.3 miles of a four-lane divided interstate with frontage roads and a 60-foot-wide open depressed median. The proposed Missouri connector would include up to 2.8 miles of a four-lane divided highway and an expanded footprint of the proposed interchange on the Arkansas-Missouri state line. With the alternatives being considered up to 2,496 acres of land would result in the direct conversion of land from its present use to highway ROW with cultivated croplands taking up a substantial portion of the proposed project area. With the alternatives presented the proposed project would result in up to 58 acres of wetlands.

The Committee supports this project.

Memorandum
 Environmental Assessment # 3226
 Page 2.
 November 18, 2022

Agency comments are included for your review. The opportunity to comment is appreciated.

The Arkansas Department of Parks, Heritage, and Tourism Outdoor Recreation Grants Program sees no direct or immediate conflict with public outdoor recreation at this time but would like to note that alternative 2C is the preferred alternative due to no conflict with public outdoor recreation.

The Arkansas Department of Transportation is to coordinate with the Division of Environmental Quality (DEQ) of the Arkansas Department of Energy and Environment on the following items:

- a) The applicant is required to obtain a Construction Stormwater General Permit and short-term activity authorization (STAA) prior to beginning work in wetted areas of streams or water bodies that would be impacted by the proposed activities.
- b) The applicant must obtain a Non-Stormwater Hydrostatic Testing General Permit before any testing of relocated water utilities is begun.
- c) The applicant is required to obtain an Industrial Stormwater General Permit ARR150000 if stormwater associated with the industrial activity is discharged. The Industrial Stormwater General Permit is required prior to the start of industrial activity.
- d) The applicant should ensure that all solid waste from the project is to be properly disposed of at a permitted solid waste landfill. Waste generated from or discovered on the subject property should be properly classified as hazardous waste or non-hazardous waste. Any hazardous waste resulting from this project must be sent to a permitted hazardous waste treatment storage or disposal facility. DEQ's Office of Land Resources does not anticipate this project resulting in a need for a Hazardous Waste Management permit.

The Arkansas Geological Survey wants to make sure the Arkansas Department of Transportation is aware:

- a) The referenced project area is within the area of influence of the New Madrid seismic zone (NMSZ). Three catastrophic earthquakes occurred, during the years 1811-1812, in this area with an estimated 7.0 magnitude. In the chance that a similar event was to happen today, the study area would experience strong to severe levels of shaking.
- b) The United States Geological Survey (USGS) states that the probability of such an event is rather low at 8-10% over the next fifty years, but the probability goes up to 25-40% for an event in the 6.0-7.0 magnitude range.
- c) In the Mississippi River Valley Alluvial Aquifer groundwater is typically less than 20-feet below the ground surface indicating a high susceptibility to the occurrence of soil liquefaction in the project area.

RB/JB/lab

Technical Review Committee Comment Summary to State Clearinghouse Response

Thank you for your review and the summary provided. It has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process.

Responses to each reviewing agency's comments are provided on pages 12-24.

Location Public Hearing Outreach Plan

Location Public Hearing

Future I-57 Public Hearing

Location Public Hearing: December 13, 14, and 15, 2022

Location: Walnut Ridge, Pocahontas, and Corning, Arkansas

Outreach Plan

Initial Phone Call

- ARDOT District Engineer(s), Mayor(s), County Judge(s)

Direct Mailings

- Public officials' letter
- Property owner postcard with QR code
- Postcard to contact list – previous meeting attendees, interested parties and stakeholders

Emails

- Public officials
- Stakeholders
- Contact list – previous meeting attendees, and interested parties

Delivery

- Flyers to public locations along preferred alternative and alternates
- DEIS to libraries (Lawrence, Randolph, Clay, & Greene Counties)

Newspaper Legal Ad

- Arkansas Democrat Gazette

Newspaper Display Ads

- The Times Dispatch (x2)
- Pocahontas Star Herald (x2)
- Clay County Courier (x2)
- Paragould Daily Press (x2)
- Arkansas Democrat Gazette (x2)

PSA

- La Jefa 99.3 FM (4 days, 2x/day)

News Release

- ARDOT news release (x2)

Social Media

- ARDOT
- Request will be made to local officials (x2)

Websites

- ARDOT.gov
- TransportationPlanroom.com (English and Spanish)

Outreach Schedule

Date	Before/After Live Event	Method
-		<ul style="list-style-type: none"> • Initial phone call to ARDOT district engineer, mayor(s), and county judge(s) • Provide information to ARDOT Environmental for RADAR
Week of October 24	-50 days	<ul style="list-style-type: none"> • Logistics Meeting #1 – with ARDOT to discuss materials
Week of November 6	-37 days	<ul style="list-style-type: none"> • DEIS delivery to libraries
Wed., November 9	-34 days	<ul style="list-style-type: none"> • Submit legal ad to newspaper: Ark Dem Gaz
Fri., November 11	-32 days	<ul style="list-style-type: none"> • Project website soft launch • ARDOT website updated with meeting information
Sun., November 13	-30 days	<ul style="list-style-type: none"> • Legal ad publishes
Mon., November 14	-29 days	<ul style="list-style-type: none"> • News Release publishes - #1
Mon., November 21	-22 days	<ul style="list-style-type: none"> • Submit ad to newspapers: 5 different papers • Submit PSA to radio station: La Jefa 99.3 FM
Mon., November 28	-15 days	<ul style="list-style-type: none"> • Mail letters to public officials • Mail postcard to property owners • Mail postcard to stakeholders and other contacts
Tue., November 29	-14 days	<ul style="list-style-type: none"> • Send emails to public officials, stakeholders, & contact list
Wed., November 30	-13 days	<ul style="list-style-type: none"> • Newspaper display ads (5) begin publishing – #1 November 30, December 1, 2, 3, 4
Mon., December 5	-8 days	<ul style="list-style-type: none"> • Social Media – Round #1
Week of December 5	-8 days	<ul style="list-style-type: none"> • Logistics meeting #2 – internal Garver meeting to discuss Location Public Hearing
Tues., December 6	-7 days	<ul style="list-style-type: none"> • News Release publishes - #2
Wed., December 7	- 6 days	<ul style="list-style-type: none"> • Newspaper display ads (5) begin publishing – #2 December 7, 8, 9, 10, 11 • Flyer delivery
Sat., December 10	-3 days	<ul style="list-style-type: none"> • PSAs begin running on radio station
Mon., December 12	-1 day	<ul style="list-style-type: none"> • Social Media – Round #2
December 13-15	0 days	<ul style="list-style-type: none"> • Local Officials Meeting (2:30 p.m.) – x3 locations • Location Public Hearing (4:00 p.m.) – x3 locations
Mon., January 9	+25 days	<ul style="list-style-type: none"> • Social Media – Round #3
Thur., January 19	+35 days	<ul style="list-style-type: none"> • Social Media – Round #4
Tues., January 24	+40 days	<ul style="list-style-type: none"> • Comment period ends

Initial Phone Call

Script for Initial Phone Call for Public Meeting

ARDOT District Engineer: Brad Smithee

Date: 11/11/22Time: 1117

Phone Number: 870.239.9511

Confirmed Email: mark.smithee@ardot.gov ✓

Received: Direct communication, Left voicemail, Relayed info to staff member

Ashley →
Secretary**Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Green Lawrence, and Randolph counties.

Meeting Info: There will be three location public hearings; each held on a different night and at a different location. All the meetings will have the same material available at each meeting and will be held as an open house with no formal presentation.

- **December 13, 2022** – Williams Baptist University (Moody Room), 22 McClellan Dr., Walnut Ridge, AR
- **December 14, 2022** – Pocahontas Community Center, 300 Geneva Dr., Pocahontas, AR
- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at **2:30pm**. You will receive an email with these details and any additional information.

Note:**Phone calls made by: CEHDate: 11/11/22

Script for Initial Phone Call for Public Meeting

County Judge: Mike Patterson (Clay County)

Date: 11/11/22Time: 11:20

Phone Number: 870.598.2667

Confirmed Email: judgepatterson@centurytel.netReceived: Direct communication, Left voicemail, Relayed info to staff member Donna Nappas

County Judge: Rusty McMillon (Greene County)

Date: 11/11/22Time: 11:25

Phone Number: 870.239.6300

Confirmed Email: cojudge@greene.ar.govReceived: Direct communication, Left voicemail, Relayed info to staff member P.ana Harley

County Judge: John Thomison (Lawrence County)

Date: 11/11/22Time: 11:27

Phone Number: 870.886.1110

Confirmed Email: lawjudge644@gmail.comReceived: Direct communication, Left voicemail, Relayed info to staff member _____

County Judge: Ronald Barnett (Randolph County)

Date: 11/11/22Time: 11:28

Phone Number: 870.892.5264

* Confirmed Email: rciudge@suddenlinkmail.comReceived: Direct communication, Left voicemail, Relayed info to staff member**Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Green Lawrence, and Randolph counties.

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- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at **2:30pm**. You will receive an email with these details and any additional information.

**Phone calls made by: CENDate: 11/14/22

Judges Elects Swearing-in Dec 13-15 asked for another mtg time

Script for Initial Phone Call for Public Meeting

Mayor: Greg Ahrent (Corning)

Date: 11/11/22 Time: 11:30

Phone Number: 870.857.6746

Confirmed Email: gahrent@gmail.com

Received: Direct communication, Left voicemail, Relayed info to staff member _____

*No answer
11/14/22
she'll call me back 11:50*

Mayor: Tim Hobbs (Knobel)

Date: 11/11/22 Time: 11:32

Phone Number: 870.273.8220

Confirmed Email: THobbs@fsicoop.comReceived: Direct communication, Left voicemail, Relayed info to staff member _____

Mayor: Josh Agee (Paragould)

Date: 11/11/22 Time: 11:35

Phone Number: 870.239.7510

Confirmed Email: josh.agee@paragouldcity.orgReceived: Direct communication, Left voicemail, Relayed info to staff member *Sheila requested an email**No answer
sheila.ragsdell@ 11/14/22***Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Green Lawrence, and Randolph counties.

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- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at 2:30pm. You will receive an email with these details and any additional information.

Note:**Phone calls made by: CEHDate: 11/10/22

Hetzel, Caitlin E.

From: Public Involvement <PublicInvolvement@garverusa.com>
Sent: Monday, November 14, 2022 12:04 PM
To: shelia.ragsdell@paragouldcity.org
Subject: Walnut Ridge to Missouri State Line (Future I-57) Connection

Hi Shelia,

I just got off the phone with you about the upcoming Location Public Hearings for the Future I-57 Connection. Can you also please confirm the mayor's email for me? Josh.agee@paragouldcity.org. I'll be sending out more information by email as we get closer to the hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

Meeting Info: There will be three location public hearings; each held on a different night and at a different location. All the meetings will have the same material available at each meeting and will be held as an open house with no formal presentation 4pm-7pm.

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- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at 2:30pm before each meeting.

I'm also including the project website with other information and meeting materials.
future57.transportationplanroom.com/



Caitlin Hetzel
 Communications Specialist
 Public Involvement

501-823-0730

Script for Initial Phone Call for Public Meeting

Mayor: Dianne Neill (Peach Orchard)

Date: 11/11/22Time: 1137

Phone Number: 501.658.1574

Confirmed Email: cityofpeachorchard@yahoo.com*Peach*Received: Direct communication, Left voicemail, Relayed info to staff member _____

Mayor: Travis Williams (Piggott)

Date: 11/11/22Time: 1147

Phone Number: 870.598.3791

Confirmed Email: twilliams@cityofpiggott.orgReceived: Direct communication, Left voicemail, Relayed info to staff member general account

Mayor: Keith Sutton (Pocahontas)

Date: 11/11/22Time: 1150

Phone Number: 870.892.3924

Confirmed Email: pocmayor@cityofpocahontas.comReceived: Direct communication, Left voicemail, Relayed info to staff member Charlotte**Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

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- **December 14, 2022** – Pocahontas Community Center, 300 Geneva Dr., Pocahontas, AR
- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at **2:30pm**. You will receive an email with these details and any additional information.

Note:**Phone calls made by: CEHDate: 11/11/22

Script for Initial Phone Call for Public Meeting

Mayor: Vicki Edington (Reyno)

Date: 11/11/22Time: 1153

Phone Number: 870.769.2381

Confirmed Email: reyno.city1@gmail.comReceived: Direct communication, Left voicemail, Relayed info to staff member _____

Mayor: Charles Snapp (Walnut Ridge)

Date: 11/11/22Time: 1157

Phone Number: 870.886.6638

Confirmed Email: cityhall@cityofwalnutridge.comReceived: Direct communication, Left voicemail, Relayed info to staff member General account

Mayor: Jim Foster (Biggers)

Date: 11/11/22Time: 1700

Phone Number: 870.769.2521

Confirmed Email: kedington@centurytel.netReceived: Direct communication, Left voicemail, Relayed info to staff member General account**Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Green, Lawrence, and Randolph counties.

Meeting Info: There will be three location public hearings; each held on a different night and at a different location. All the meetings will have the same material available at each meeting and will be held as an open house with no formal presentation.

- **December 13, 2022** – Williams Baptist University (Moody Room), 22 McClellan Dr., Walnut Ridge, AR
- **December 14, 2022** – Pocahontas Community Center, 300 Geneva Dr., Pocahontas, AR
- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at 2:30pm. You will receive an email with these details and any additional information.

Note:**Phone calls made by: CEHDate: 11/11/22

Script for Initial Phone Call for Public Meeting

Mayor: Jeremy Eddington (Datto)

Date: 11/11/22Time: 1203

Phone Number: 870.323.5005

Confirmed Email: jeremyeddington@yahoo.comReceived: Direct communication, Left voicemail, Relayed info to staff member _____

Mayor: Eli Murray (Delaplaine)

Date: 11/11/22Time: 1205

Phone Number: 870.810.8318

Confirmed Email: dustymurray15jr@gmail.comReceived: Direct communication, Left voicemail, Relayed info to staff member Dusty

Mayor: Donna Robertson (O'Kean)

Date: 11/11/22Time: 1208

Phone Number: 870.758.3222

Confirmed Email: townofokeanar@gmail.comReceived: Direct communication, Left voicemail, Relayed info to staff member _____**Initial Script:**

Hi, this is Caitlin and I'm calling from Garver, an engineering firm in Little Rock. We are working with ARDOT (Arkansas Department of Transportation) on the Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. I have some information for _____ about the upcoming location public hearings.

Purpose: ARDOT will be conducting Location Public Hearings to present the preferred alternative for the project and to solicit comments on the Draft Environmental Impact Statement for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Green Lawrence, and Randolph counties.

Meeting Info: There will be three location public hearings; each held on a different night and at a different location. All the meetings will have the same material available at each meeting and will be held as an open house with no formal presentation.

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- **December 14, 2022** – Pocahontas Community Center, 300 Geneva Dr., Pocahontas, AR
- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

There will be a Local Officials meeting at 2:30pm. You will receive an email with these details and any additional information.

Note:**Phone calls made by: CEHDate: 11/11/22

DEIS Delivery



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 7, 2022

Kathy Butler, Director
Corning Public Library
613 Pine Street
Corning, AR 72422

Re: Draft Environmental Impact Statement – Future 57

Kathy Butler,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 13, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

December 1, 2022

Kathy Butler, Director
Corning Public Library
613 Pine Street
Corning, AR 72422

Re: Draft Environmental Impact Statement – Future 57

Kathy Butler,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 24, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com

Proof of Delivery

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

Tracking Number

1Z3R68E10198992816

Weight

14.00 LBS

Service

UPS Next Day Air®

Shipped / Billed On

11/10/2022

Delivered On

11/14/2022 11:57 A.M.

Delivered To

CORNING, AR, US

Received By

WHITWORTH

Thank you for giving us this opportunity to serve you. Details are only available for shipments delivered within the last 120 days. Please print for your records if you require this information after 120 days.

Sincerely,

UPS

Tracking results provided by UPS: 11/14/2022 1:17 P.M. EST



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 7, 2022

Connie Whitman, Director
Greene County Library
120 North 12th Street
Paragould, AR 72450

Re: Draft Environmental Impact Statement – Future 57

Connie Whitman,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 13, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

December 1, 2022

Connie Whitman, Director
Greene County Library
120 North 12th Street
Paragould, AR 72450

Re: Draft Environmental Impact Statement – Future 57

Connie Whitman,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 24, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com

Proof of Delivery

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

Tracking Number

1Z3R68E11598656047

Weight

14.00 LBS

Service

UPS Next Day Air® Early

Shipped / Billed On

11/10/2022

Delivered On

11/14/2022 8:37 A.M.

Delivered To

PARAGOULD, AR, US

Received By

CONNIE

Thank you for giving us this opportunity to serve you. Details are only available for shipments delivered within the last 120 days. Please print for your records if you require this information after 120 days.

Sincerely,

UPS

Tracking results provided by UPS: 11/14/2022 11:55 A.M. EST



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 7, 2022

Ashley Burris, Director
Lawrence County Library
115 W. Walnut St.
Walnut Ridge, AR 72476

Re: Draft Environmental Impact Statement – Future 57

Ashley Burris,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 13, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

December 1, 2022

Ashley Burris, Director
Lawrence County Library
115 W. Walnut St.
Walnut Ridge, AR 72476

Re: Draft Environmental Impact Statement – Future 57

Ashley Burris,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 24, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com

Proof of Delivery

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

Tracking Number

1Z3R68E11599167832

Weight

14.00 LBS

Service

UPS Next Day Air® Early

Shipped / Billed On

11/10/2022

Delivered On

11/14/2022 9:21 A.M.

Delivered To

WALNUT RIDGE, AR, US

Received By

HUFSTLEDER

Thank you for giving us this opportunity to serve you. Details are only available for shipments delivered within the last 120 days. Please print for your records if you require this information after 120 days.

Sincerely,

UPS

Tracking results provided by UPS: 11/14/2022 12:14 P.M. EST



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 7, 2022

Brenda Davis, Director
Randolph County Library
111 W. Everett St.
Pocahontas, AR 72455

Re: Draft Environmental Impact Statement – Future 57

Brenda Davis,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 13, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

December 1, 2022

Brenda Davis, Director
Randolph County Library
111 W. Everett St.
Pocahontas, AR 72455

Re: Draft Environmental Impact Statement – Future 57

Brenda Davis,

Please see the enclosed Draft Environmental Impact Statement (DEIS) for a Proposed Highway Project in Arkansas. This document is to be publicly available at your library for the duration of the comment period, through January 24, 2023.

Enclosed is the DEIS, supplementary DEIS documents, a sign-in sheet for patrons who view the document, and physical comment forms for the public to utilize. We will coordinate pick up of the document after the comment period ends in January.

Thank you for your ability to host this government document on behalf of the Federal Highway Administration, the Arkansas Department of Transportation, and Garver. Please reach out to me if you have any questions throughout the comment period.

Thanks,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist
501-823-0730
cehetzel@garverusa.com

Proof of Delivery

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

Tracking Number

1Z3R68E11596961425

Weight

14.00 LBS

Service

UPS Next Day Air® Early

Shipped / Billed On

11/10/2022

Delivered On

11/14/2022 9:24 A.M.

Delivered To

POCAHONTAS, AR, US

Received By

BARRON

Thank you for giving us this opportunity to serve you. Details are only available for shipments delivered within the last 120 days. Please print for your records if you require this information after 120 days.

Sincerely,

UPS

Tracking results provided by UPS: 11/14/2022 12:16 P.M. EST

Direct Mailings



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 28, 2022

«Title» «Name» «Last_Name»
«Organization» «Department»
«Address»
«City», «State» «Zip»

SUBJECT: Notice of Public Officials Meetings and Location Public Hearings
ARDOT Job 100512, Walnut Ridge to Missouri State Line (Future I-57)
connection in Clay, Greene, Lawrence, and Randolph counties

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

<p>December 13, 2022 4:00 – 7:00 p.m. Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR</p>	<p>December 14, 2022 4:00 – 7:00 p.m. Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR</p>	<p>December 15, 2022 4:00 – 7:00 p.m. M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR</p>
---	--	---

These will be open house meetings with no formal presentations. The public is invited to visit any time during the scheduled hours to view exhibits, ask questions, and offer comments. Project information is available online at Future57.TransportationPlanroom.com. The meeting materials and public comment form are also available on the project website. Any publicity you might give these meetings will be appreciated, and a notice flyer is attached.

In addition, a **Public Officials Meeting** will be held at 2:30 p.m. on the same day in each location. You are invited and encouraged to attend either meeting to talk with project members, view exhibits, and offer your views concerning the project.

If you have any questions, please contact me.

Sincerely,
GARVER

Caitlin Hetzel
Communications Manager
501-501-823-0730
CEHetzel@GarverUSA.com



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

What: Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

When & Where: **Tuesday, December 13, 2022, 4:00 - 7:00 p.m.**
Williams Baptist University (Moody Room)
22 McClellan Dr., Walnut Ridge, AR

Wednesday, December 14, 2022, 4:00 - 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr., Pocahontas, AR

Thursday, December 15, 2022, 4:00 - 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St., Corning, AR



Link & QR Code to Project and Hearing Information:

[Future57.TransportationPlanroom.com](https://www.future57.transportationplanroom.com)

Comment Form Availability:

Sunday, November 13—Tuesday, January 24, 2023

Individuals submitting public comments may have personally identifiable information published in future reports.

For further assistance, contact Caitlin Hetzel:

Phone: (501) 823-0730 or Email: PublicInvolvement@GarverUSA.com

Special Accommodations:

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. Free language assistance for Limited English Proficient individuals is available upon request.

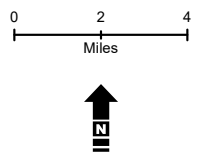
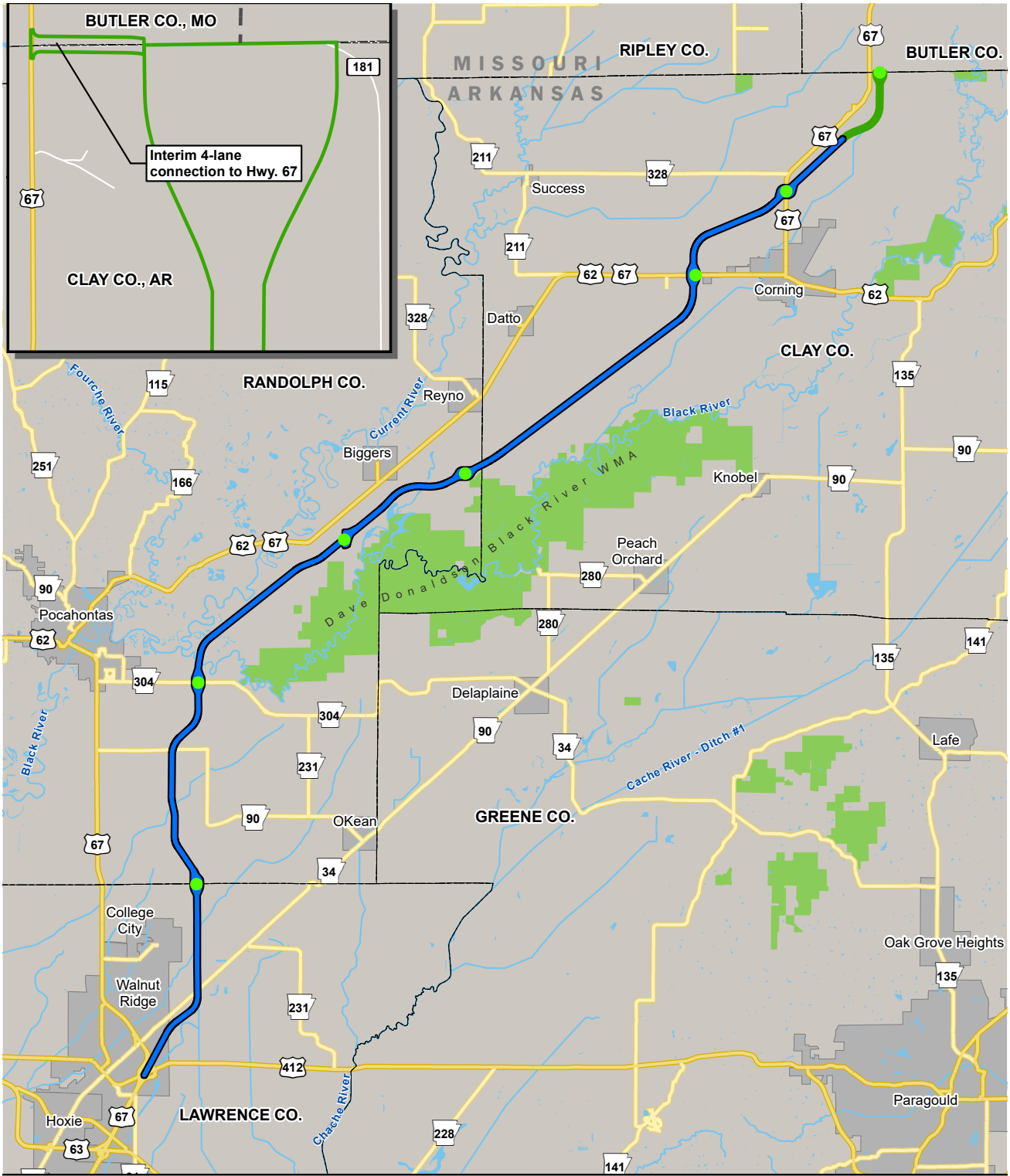
For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Walnut Ridge - Missouri State Line (Future I-57)

Location Public Hearing and Draft Environmental Impact Statement



- Alternative 2
- Alternative C
- Proposed Interchange Location

WALNUT RIDGE - MISSOURI STATE LINE (FUTURE I-57)
 Randolph, Clay, Greene and Lawrence Counties

Preferred Alternative



Public Officials Mailing Labels

Mayor Josh Agee
City of Paragould
301 West Court Street
Paragould, AR 72450

Representative Frances Cavanaugh
Arkansas House, District 60
701 Park Lane
Walnut Ridge, AR 72476

Mayor Vicki Edington
City of Reyno
PO Box 228
Reyno, AR 72462

Mayor Tim Hobbs
City of Knobel
PO Box 215
Knobel, AR 72435

Judge Rusty McMillon
Greene County
320 West Court Street Office 107
Paragould, AR 72450

Judge Mike Patterson
Clay County
PO Box 385
Piggott, AR 72454

Mayor Charles Snapp
City of Walnut Ridge
300 W. Main
Walnut Ridge, AR 72476

Judge John Thomison
Lawrence County
315 W. Main St. Room 1
Walnut Ridge, AR 72476

Mayor Greg Ahrent
City of Corning
308 SW 2nd Street
Corning, AR 72422

Representative Marsh Davis
Arkansas House, District 61
201 East Marshall Drive
Cherokee Village, AR 72529

Mayor Jim Foster
Town of Biggers
PO Box 192
Biggers, AR 72413

Representative Joe Jett
Arkansas House, District 56
572 County Road 101
Success, AR 72470

Mayor Eli Murray
Town of Delaplaine
PO Box 1
Delaplaine, AR 72425

Mayor Donna Robertson
Town of O'Kean
PO Box 121
O'Kean, AR 72449

Senator James Sturch
Arkansas Senate, District 19
1505 Betty Jean Street
Batesville, AR 72501

Mayor Travis Williams
City of Piggott
194 West Court
Piggott, AR 72454

Judge Ronald Barnett
Randolph County
107 W. Broadway Street
Pocahontas, AR 72455

Mayor Jeremy Eddington
Town of Datto
PO Box 46
Datto, AR 72424

Representative Jimmy Gazaway
Arkansas House, District 57
800 West Court Street
Paragould, AR 72450

Senator Blake Johnson
Arkansas Senate, District 20
PO Box 8
Corning, AR 72422

Mayor Dianne Neill
City of Peach Orchard
PO Box 100
Peach Orchard, AR 72453

District 10 Engineer Brad Smithee
Arkansas Department of Transportation
P.O. Box 98
Paragould, AR 0

Mayor Keith Sutton
City of Pocahontas
410 N. Marr Street
Pocahontas, AR 72455



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 28, 2022

«Name»
«Organization»
«Address»
«City», «State» «Zip»

SUBJECT: Notice of Location Public Hearings

ARDOT Job 100512, Walnut Ridge to Missouri State Line (Future I-57)
connection in Clay, Greene, Lawrence, and Randolph counties

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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These will be open house meetings with no formal presentations. The public is invited to visit any time during the scheduled hours to view exhibits, ask questions, and offer comments. Project information is available online at Future57.TransportationPlanroom.com. The meeting materials and public comment form are also available on the project website. A notice flyer and project map have been included with this letter. Any publicity you might give these meetings will be appreciated.

If you have any questions, please contact me.

Sincerely,
GARVER

Caitlin Hetzel
Communications Manager
501-823-0730
CEHetzel@GarverUSA.com



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

What: Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

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Wednesday, December 14, 2022, 4:00 - 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr., Pocahontas, AR

Thursday, December 15, 2022, 4:00 - 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St., Corning, AR



Link & QR Code to Project and Hearing Information:

[Future57.TransportationPlanroom.com](https://www.future57.transportationplanroom.com)

Comment Form Availability:

Sunday, November 13—Tuesday, January 24, 2023

Individuals submitting public comments may have personally identifiable information published in future reports.

For further assistance, contact Caitlin Hetzel:

Phone: (501) 823-0730 or Email: PublicInvolvement@GarverUSA.com

Special Accommodations:

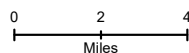
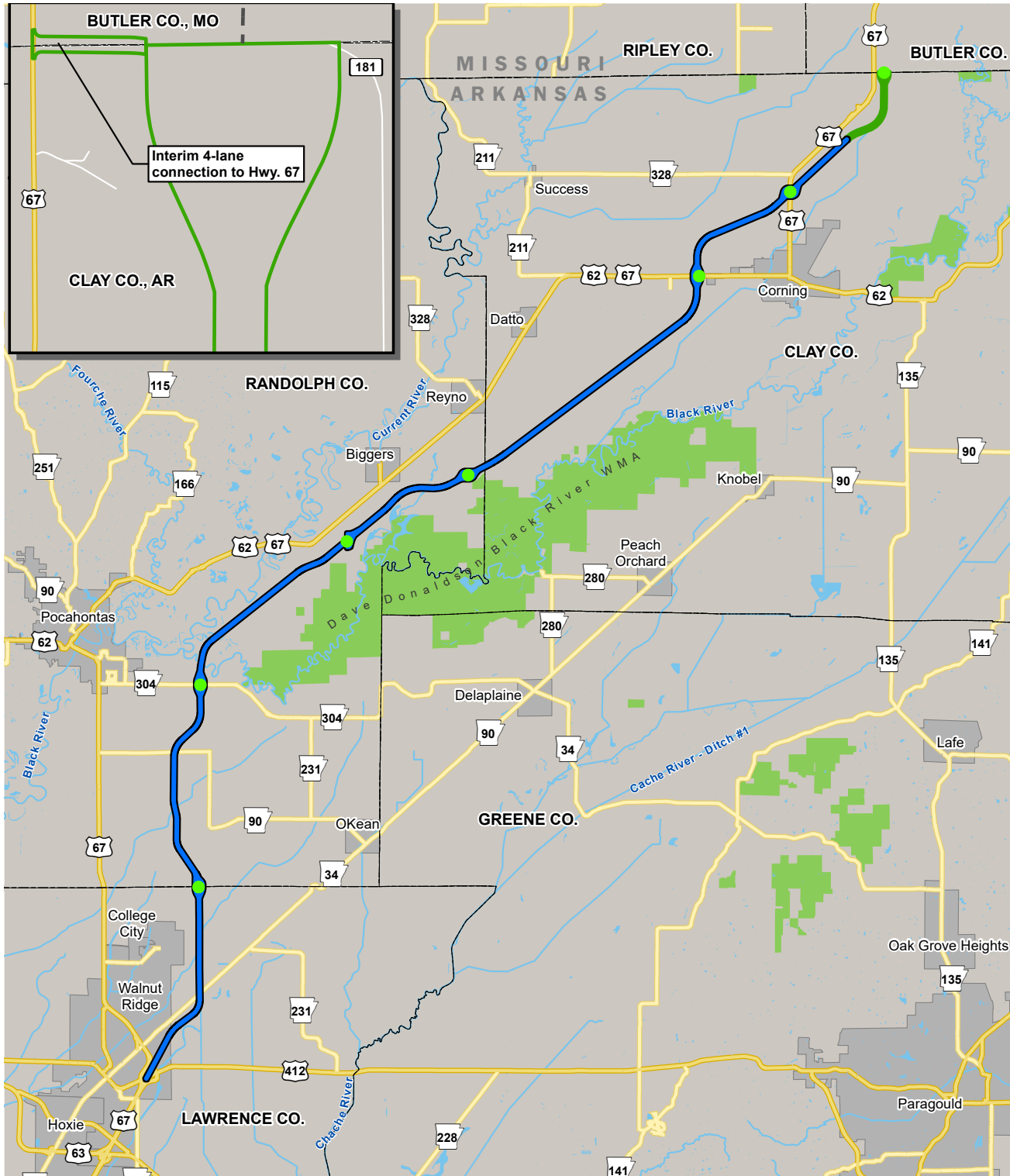
Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. Free language assistance for Limited English Proficient individuals is available upon request.

For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Walnut Ridge - Missouri State Line (Future I-57) Location Public Hearing and Draft Environmental Impact Statement



- Alternative 2
- Alternative C
- Proposed Interchange Location

WALNUT RIDGE - MISSOURI STATE LINE (FUTURE I-57)

Randolph, Clay, Greene and Lawrence Counties

Preferred Alternative



Stakeholder Mailing Labels

Federal Railroad Administration, Region 5
4100 International Plaza, Suite 450
Fort Worth, TX 76109

Anne Idsal
U.S. Environmental Protection Agency,
Region 6
1445 Ross Avenue
Dallas, TX 75202

Brett Cooper
Lawrence County Chamber of Commerce
P.O. Box 842
Walnut Ridge, AR 72476

Mayor Dan Shaw
Mayor of Bono
PO Box 127
Bono, AR 72416

Randy Zook
Arkansas State Chamber of Commerce
1200 West Capitol Avenue
Little Rock, AR 72201

Tony Robinson
Federal Emergency Management Agency,
Region 6
FRC 800 North Loop 288
Denton, TX 76209

Edgar Mersiovsky
U.S.D.A. Natural Resources Conservation
Service, Arkansas
700 W. Capitol Ave. Rm. 3416, Federal Bld.
Little Rock, AR 72201

Tim Pickett
Missouri Department of Transportation
105 West Capitol Avenue
Jefferson City, MO 65101

Jim Dailey
Arkansas Department of Parks and Tourism
1 Capitol Mall, Room 4A-900
Little Rock, AR 72201

Dr. Andrea Hunter
The Osage Nation
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Pawhuska, OK 74056

Allison Hestand
Pargould Regional Chamber of Commerce
300 W. Court Street
Paragould, AR 72451

Bekki White
Arkansas Geological Survey
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RTS – Attempted – Unable to Forward

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Arkansas Department of Health
4815 West Markham
Little Rock, AR 72205

Mayor Harold Copenhaver
Mayor of Jonesboro
300 S. Church Street
Jonesboro, AR 72401

Scott Kaufman
Arkansas Historic Preservation Program
1100 North Street
Little Rock, AR 72201

W. Scott Gain
U.S. Geological Survey, Arkansas Office
401 Hardin Road
Little Rock, AR 72211

Melvin Tobin
U.S. Fish and Wildlife Service, Arkansas
Ecological Services Field Office
110 South Amity Road, Suite 300
Conway, AR 72032

Becky Keogh
Arkansas Department of Environmental
Quality
5301 Northshore Drive
North Little Rock, AR 72118

Pat Fitts
Arkansas Game and Fish Commission
2 Natural Resources Drive
Little Rock, AR 72205

Mr. Everett Bandy
The Quapaw Nation
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Quapaw, OK 74363

Amanda Wiedeman
Corning Area Chamber of Commerce
1621 West Main (US Highway 62)
Corning, AR 72422

Bill Holimon
Arkansas Natural Heritage Commission
1100 North Street
Little Rock, AR 72201

Judge Marvin Day
Craighead County Judge
511 Union St., #119
Jonesboro, AR 72401

Mike Preston
Arkansas Economic Development
Commission
900 West Capitol Avenue, Suite 400
Little Rock, AR 72201
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Sydney Stevens
Randolph County Chamber of Commerce
107 East Everett Street
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Bert Frost
U.S. Department of Interior, National Parks
Service, Midwest Region
601 Riverfront Drive
Omaha, NE 68102

Robert Dixon
U.S. Army Corps of Engineers, Little Rock
District
P.O. Box 867
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Bruce Holland
Arkansas Natural Resources Commission
101 East Capitol, Suite 350
Little Rock, AR 72201
RTS – Unclaimed/Unable to Forward

Stacy Hurst
Department of Arkansas Heritage
1100 North Street
Little Rock, AR 72201

Mr. Joey Barbry, Jr.
Tunica-Biloxi Tribe of Louisiana, Inc.
P.O. Box 1589
Marksville, LA 71351

Stakeholder Mailing Labels

Ms. Sheila Bird
United Keetoowah Band of Cherokee
Indians in Oklahoma
P.O. Box 746
Tahlequah, OK 74465



NOTICE OF LOCATION PUBLIC HEARING AND DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Website - [Future57.TransportationPlanroom.com](https://future57.transportationplanroom.com)

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the **proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.**

December 13, 2022

4:00 p.m. to 7:00 p.m.

Williams Baptist University
(Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

December 14, 2022

4:00 p.m. to 7:00 p.m.

Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

December 15, 2022

4:00 p.m. to 7:00 p.m.

M.B. Ainley Community Center
(Banquet Room)
536 E. Elm St.
Corning, AR

The comment period runs through January 24, 2023.

Anyone with limited internet access or general questions or comments regarding the project or the location public hearings may call (501) 823-0730 to request a phone conversation.

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com, or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. For inquiries about agency notice of nondiscrimination, please contact Joanna McFadden at joanna.mcfadden@ardot.gov or by visiting <https://bit.ly/3fxg2C9>. Free language assistance for Limited English Proficient individuals is available upon request.



Scan to visit project website

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BALTZ ALEX & TIFFANY
2700 HIGHWAY 67 N
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TRUST
BARTON VERNON R
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C/O ERIC BECKER
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SAN DIEGO, CA 92130-1028

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BROOKS-TEMPLETON LLC
% PAT BROOKS-TEMPLETON
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FESTUS, MO 63028

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COLE JAMES A II & WENDY
P O BOX 288
REYNO, AR 72462

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CARTER JEWELL & EVALYN LIVING TRUST
CARTER EVALYN
330 HWY 67
BIGGERS, AR 72413

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CLOUD NINE LAND COMPANY LLC ETAL
P O BOX 20
POCAHONTAS, AR 72455

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COLEMAN LOUISE D
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THOMPSON BONNIE MAE
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COX WILMA FAMILY LTD PARTNERSHIP
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35 SCENIC BLVD
LITTLE ROCK, AR 722047

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CURTIS COLIN O
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CORNING, AR 72422
RTS – No Such Number

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COX ED & DON FARMS LLC
2010 BLISSWOOD
POCAHONTAS, AR 72455

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COX-WRIGHT FARMS INC
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IRVING, TX 75063

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JEFFERSON CTY, MO 65109

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EDINGTON DELANO & JAMES
EDINGTON JAMES
1914 BLISSWOOD
POCAHONTAS, AR 72455

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ELDERS LIVING TRUST
ELDERS DANNY J & PAMELA GAIL
554 CR 155
CORNING, AR 72422

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DUNN HOWARD L & VALERIE
IRREVOCABLE LIVING TRUST
374 FAIRVIEW RD
IMBODEN, AR 72434

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ELDERS JACOB & JANICE L/E
ELDERS JANICE
522 CR 155
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GAZAWAY KEITH & BEVERLY
TIFFANY FRAZIER & CODY GAZAWAY
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178 LAW 410
WALNUT RIDGE, AR 72476

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P O BOX 252
BIGGERS, AR 72413

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HAGOOD JIMMIE D & PHYLLIS R
HAGOOD JIMMIE D & PHYLLIS R L/T
535 BURNING TREE RD
GREERS FERRY, AR 72067

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GOODMAN JERRY E & GAYLE L REV TRUST
GOODMAN JERRY E & GAYLE
1343 CR 123
CORNING, AR 72422

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GUTHREY FAMILY REVOCABLE TRUST
GUTHREY CLARENCE & ESTEL
451 CR 116
CORNING, AR 72422

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HAROLD LIVING TRUST
HAROLD DONALD BOYD JR & CARLYON
P O BOX 162
CORNING, AR 72422

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4701 Northshore Drive
North Little Rock, AR 72118

HART JOSEPH GARY
717 W LAUREL ST
CORNING, AR 72422

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North Little Rock, AR 72118

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KYLIE BALLARD & TYLER BENTON
HANDWORK SHELBY
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HARTWIG BRIAN & BECKY
HARTWIG BRIAN
602 CR 140
CORNING, AR 72422

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HEADLEY PAUL F & MARGIE
816 CR 152
CORNING, AR 72422

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HARTWIG BRIAN
HARTWIG & HARTWIG
%BRIAN HARTWIG
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CORNING, AR 72422

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C/O FNB TRUST DEPT-MARK STUART
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HERRING DAVID & TAMMIE
HERRING DAVID L & TAMMIE M
741 CR 152
CORNING, AR 72422

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HOGARD ALICE M TRUSTEE
C/O ANEICA BALL
3890 PYBURN EXT
POCAHONTAS, AR 72455

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HENRY MICHAEL TERRY LIVING TRUST
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CAROLINE HILBURN
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CHEROKEE VILLAGE, AR 72529

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IDA MAY LLC
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POCAHONTAS, AR 72455

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INGRAM BOB R & BECKY
809 CR 125
CORNING, AR 72422

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10151 SW WASHINGTON ST
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WALNUT RIDGE, AR 72476

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JOHNSON DANNY & KATHY
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JOHNSON JAMES ALAN
57 CANDICE LN
POCAHONTAS, AR 72455

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JOHNSON JENNINGS B & ZELLA G
TRUSTEES
191 HIGHWAY 166 S
POCAHONTAS, AR 72455

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LANDRETH KELLY
1301 LOCKWOOD DR
CORNING, AR 72422

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LEMMONS EDWARD G & BARBARA
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WALNUT RIDGE, AR 72476

M & B AHRENT FARMS LLC
200 LOGAN LANE
CORNING, AR 72422

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M & B DUNN FARMS LLC
1808 BARTHEL ST
POCAHONTAS, AR 72455

M & M AHRENT FARMS LLC
AHRENT M & M FARMS LLC
930 HWY 62
CORNING, AR 72422

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TRUST
JONES MARIAN
126 BRADLEY
SIKESTON, MO 63801

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MOORE DANIEL E & KAREN
1309 HARB
CORNING, AR 72422

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2 HICKORY POINT COVE
LITTLE ROCK, AR 72223

MOORE TRUMAN & JANET (ETAL) *
MOORE TRUMAN JR & JANET
1205 HARB
CORNING, AR 72422

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RAZER JAMES GORDON
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SANDERS LAURA K
HARRELL A SIMPSON & HOLLY A HAGUE
P O BOX 11
POCAHONTAS, AR 72455

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NATURAL FLYWAY FARM LLC
2731 HIGHWAY 67 N
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RICE ROBERT J TRUST NO 1
RICE FARMS
% BOB RICE
P O BOX 3
CORNING, AR 72422

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SNOW STEPHEN R LIVING TRUST
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HOXIE, AR 72433

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SHULTZ BETTY & RODNEY
37 GUTHRIE RD
BIGGERS, AR 72413

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SPENCE NOEL JR & RICHARD STANLEY
SPENCE ETAL*
SPENCE NOEL E SR
P O BOX 625
CORNING, AR 72422

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T & J AGRICULTURE LIMITED PARTNERSHIP
T & J AGRICULTURE LTD PRTRNSHP
% TRUMAN MOORE
1205 HARB
CORNING, AR 72422

TECHNICARE CONSULTING SERVICES
RETIREMENT TRUST
TECHNICARE CONSULTING SERVICES
245 ROGERS RD
POCAHONTAS, AR 72455

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THOMPSON JOHN W JR & BONNIE MAE
THOMPSON BONNIE MAE
1094 STATE LINE RD
CORNING, AR 72422

TRAMMEL RICHARD RAY TRUSTEE
9954 SOUTH VIEW DR
ROGERS, AR 72756

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North Little Rock, AR 72118

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C/O E LISTON BISHOP III
P O BOX 351
LOOKOUT MTN, TN 37350

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WEDDLE DEAN T
106 W MAIN #212
EL DORADO, AR 71730

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North Little Rock, AR 72118

TRAMMEL SCOTT PAGE
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POCAHONTAS, AR 72455

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North Little Rock, AR 72118

WATSON FAMILY FARMS INC
P O BOX 395
CORNING, AR 72422

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North Little Rock, AR 72118

WILSON JUDY A & FRANK E
503 LIBERTY DR
WALNUT RIDGE, AR 72476

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4701 Northshore Drive
North Little Rock, AR 72118

WOODS B FARMS INC
1730 N SPRUCE ST
LITTLE ROCK, AR 72207

Landowner Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

WIEDEMAN JAMES LARRY & MARY
WIEDEMAN LARRY & MARY
561 CR 131
CORNING, AR 72422

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North Little Rock, AR 72118

WISEMAN WILBURN
2007 BRIARWOOD ST
POCAHONTAS, AR 72455

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North Little Rock, AR 72118

WRIGHT BILL REVOCABLE TRUST
WRIGHT JOHN WILLIAM TRUSTEE
35 SCENIC BLVD
LITTLE ROCK, AR 72207

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WRIGHT JEFFREY & NICOLE
225 S BELVEDERE BLVD
MEMPHIS, TN 38104

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North Little Rock, AR 72118

WRIGHT BILL REV TRUST MELISSA & JEFF
WRIGHT JOHN W
35 SCENIC BLVD
LITTLE ROCK, AR 72207

Garver
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North Little Rock, AR 72118

WRIGHT DOROTHY FAMILY LLC
2008 DANA DR
POCAHONTAS, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

WRIGHT MELISSA/JEFF & BILL REV TRUST
WRIGHT JOHN W
35 SCENIC BLVD
LITTLE ROCK, AR 72207

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4701 Northshore Drive
North Little Rock, AR 72118

YOUNG FARRELL C & DEBBIE E IRR TRUST
YOUNG FARRELL & DEBBIE
62 CR 142
CORNING, AR 72422

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North Little Rock, AR 72118

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WRIGHT JOHN W
35 SCENIC BLVD
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WRIGHT MELISSA/JEFF & JOHN W
WRIGHT JOHN W
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Adam McPherson
114 Frontier Trail
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Allison Hestand
300 W Court St
Paragould, AR 72450

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Abigail Cooper
6382 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Alexander J. Baltz
2700 Hwy 67 N
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Angie Abbott
601 Freedom Drive
Walnut Ridge, AR 72476

Angie Ashcraft
472 Greene road 238
Delaplaine, AR 72425
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Angie Caldwell
73 Hoelscher Lane
Pocahontas, AR 72455

Anna Hawkins
1944 Scott St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Austin Hudson
72 Morrow St
Reyno, AR 72462

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Bill Sanders
602 Woodland Drive
Benton, AR 72019

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Anna Jones
40 E Stillwell Street
Biggers, AR 72413

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

B Howard Thielemier
5950 Hwy 62 W
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Blake Brasher
504 North 72nd Street
Paragould, AR 72450

Bo Tretenburg
97 Southridge Trail
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Bonnie Staudt Smithee
258 Greene 609 Road
Paragould, AR 72450

Brandy George
204 Scott St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Brittany Burgess
230 Greene Road 160
Delaplaine, AR 72425

Bruce Clements
PO Box 3030
Mountain Home, AR 72654

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Bruce Gossett
668 Pettitt Road
Pocahontas, AR 72455

Bruce Smith
225 Old Union Rd
Imboden, AR 72434

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Charles Fullen
9 Willow Creek Lane #9112
Jonesboro, AR 72401

Chris Bounds
3973 Hwy 304
Delaplaine, AR 72425

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Christopher Smith
1931 Scott St
Pocahontas, AR 72455

Christopher Kelly
1309 Westbend Dr.
Dardenne Prairie, MO 63368

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Cindy Woolard
24 County Road 1411
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Cole Woolard
24 CR 1411
Corning, AR 72422

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Cindy Osborne
1100 North Street
Little Rock, AR 72201

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Cody McGrew
2412 Phillips
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Corbet Clark
814 NW 4th St
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Daniel Moore
1309 Harb Street
Corning, AR 72422

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Colton Ladyman
Highway 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Danea Hall
6934 Tara Drive
Richmond, TX 77469

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

David Miller
8 Red Oak Drive
Highland, AR 72542

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Dawn Bringelson
100 Centennial Mall North, Room 474
Lincoln, NE 68502

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Daniela McKenzie
PO Box 50
Reyno, AR 72462

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

David Rounds
586 Jansen Trl
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Derek George
204 Scott St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Dewayne Crouse
600 NW 4th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Diana Rush
122 NE 1st St
Peach Orchard, AR 72453

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Donald Rogers
28 N. Main
Biggers, AR 72415

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Dr. Richard Grippo
5100 Koala Drive
Jonesboro, AR 72404
RTS – Forward Time Exp

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Ellen Holloway
108 Highland Drive
Walnut Ridge, AR 72476

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Doyle Rush
122 NE 1st St
Peach Orchard, AR 72453

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Edward Harthorn
1210 S 25th St
Lincoln, NE 68502

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Garrett Burgess
230 Greene 160 Rd
Delaplaine, AR 72425

Gary Steven Breezeel
1212 Holmes Road
Searcy, AR 72143

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Geoffrey Havens
9 Foley Dr
Powhatan, AR 72458
RTS – Vacant

Graycen Bigger
1410 Highway 304 East
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Harrel Shewmaker
1605 Clover Circle
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

J Frank Ellis
12578 Silver Birch Trace
Elkins, AR 72727

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Graycen Colbert Bigger
500 North Thomasville
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Hunter Morris
337 High Point Rd
Delaplaine, AR 72425

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

J.W. Davis
P.O. Box 17
Galatia, Illinois 62935

Jackson Hurst
4216 Cornell Crossing
Kennesaw, GA 30144

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Jacob Walker
308 Marzee Ann Drive
Jonesboro, AR 72401

Jan Ziegler
271 Marigold Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Jerry D. Gibbens
306 Eastwood Circle
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Joanne Hart
1001 Circle Drive
Walnut Ridge, AR 72476

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Jeremy Edinton
607 Bill Rice St
Datto, AR 72424

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Jerry Sisco
83 Brandi Trail
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Johnny Smith
2384 Greene Rd 229
Delaplaine, AR 72425

Josh Rideout
1834 Ripley 142E-42
Naylor, MO 63953

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Joshua Dement
5160 Hwy 90 W
Pocahontas, AR 72455

Joshua Tippitt
913 Pauline Street
Pocahontas, AR 72455
RTS – Forward Time Exp

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Judy Miller
201 Victoria St
Corning, AR 72422

Kai Rorex
721 NW 3rd Street
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Karen Williams
1603 Jay St
Walnut Ridge, AR 72476

Kasey Martin
55 Greene 629 Rd
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Kathy Adkins
1813 Randolph
Pocahontas, AR 72455

Kathy Smith
200 Sanders Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Katie
24 County Road 1411
Corning, AR 72422

Kenneth J Ziegler
271 Marigold Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Kimberly Scroggin
54 CR 146
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Leonard Rush
122 NE 1st St
Peach Orchard, AR 72453

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Kenny Francis
1212 CR 125
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Kyle Johnson
4815 West Markham St
Little Rock, AR 72205

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Leslie Price
203 CR 127
Corning, AR 72422

Lindsey Lewis
110 S Amity Rd, Ste. 300
Conway, AR 72032

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Lisa Jackson
811 Tenth
Corning, AR 72422

Lyda Davidson
872 Stokes Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Marvin Day
511 Union Ave Suite 119
Jonesboro, AR 72401

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Matt Wright
803 Bryan Ave
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Matthew Woolard
24 CR 1411
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Max Rose
312 SE 2nd Street
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Mayor Charles E Snapp
300 West Main Street
Walnut Ridge, AR 72476

Melissa Throesch
6554 Biggers Reyno Rd
Reyno, AR 72462
RTS – Attempted – Not Known

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Michael T. Trace
16075 Maple Circle
Fayetteville, AR 72704

Michael Young
711 B Lucybelle Drive
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Michelle Thompson
928 Lawrence Road 106
Ravenden, AR 72459

Mike Dunn
1808 Barthel St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Mike Patterson
PO Box 385
Piggott, AR 72454

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Mike Thompson
2014 Dana Drive
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Milton B. Smith
201 Montgomery
Walnut Ridge, AR 72476

Mitch Brown
PO Box 125
Success, AR 72470

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Nathan Compton
38 Greene 109 Road
Delaplaine, AR 72425

Nicholas Caldwell
1770 Harmony Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Pam Lowe
617 Kelwyn Street
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Paul Drury
3592 Hwy 367 S
Searcy, AR 72143

General Interest Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Nick Ragsdell
1295 Greene Road 236
Delaplaine, AR 72425

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Patrick Carroll
2599 Thomasville Avenue
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Rebecca Wagoner
21 Lawrence Road 436
Walnut Ridge, AR 72476

Rich Martin
608 9th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Rick Haley
1537 Hwy 251
Pocahontas, AR 72455

Rob Olvey
1700 N Thomasville Ave
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Rob Roberts
436 Greene 225 Rd
Delaplaine, AR 72425

Ronnie Bradley
152 Leonard Ln
Searcy, AR 72143

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Rose Bruton
221 Sue Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Sam Jones
500 Southwest Drive
Jonesboro, AR 72401

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Samuel Martin
55 Greene 629 Rd
Paragould, AR 72450

Shonda Pence
805 Bryan Ave
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Steve Dixon
307 W Mill St
Marmaduke, AR 7243

Steve Dixon
343 Joy St
Marmaduke, AR 72443

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Steve Shults
PO Box 994
Pocahontas, AR 72455

Steve Wren
2127 Engelberg Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Steven Johnson
147 Ellis road
Pocahontas, AR 72455

Tamera Grissom
225 Plateau Lane
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Terry Bracy
1232 Grayson Circle
Malvern, AR 72104

Tina Crump
393 CR 120
Corning, AR 72422
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Tjay Cooper
6382 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Tonya Hass
1201 N Pierce Street, #7
Little Rock, AR 72207

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

General Interest Mailing Labels

Vonda Bailey
3075 Highway 115
Pocahontas, AR 72455

William Bailey
1912 North Park St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

William Rieger
170 SE Main St
Peach Orchard, AR 72453

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1000 Columbia St
Corning, AR 72422

Resident
1000 CR 110
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1000 Frisco
Piggott, AR 72454

Resident
1001 Gardner
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1001 W 6th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1003 Summerhill
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
10030 First
Corning, AR 72422
RTS – No Such Number

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1005 10th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1005 10th st
Corning, AR 72422

Resident
1006 Cochran Dr
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1006 CR 154
Corning, AR 72422

Resident
1008 W 5th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
101 N Washington Ave, Ste 101
El Dorado, AR 71730

Resident
1010 Magnolia
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1010 W 4th St.
Corning, AR 72422

Resident
1011 N Missouri
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1043 Ravenden Springs
Ravenden Springs, AR 72460

Resident
107 E Everett
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
107 W BRdway
Pocahontas, AR 72422

Resident
11 CR 2001
Peach Orchard, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
11 CR 201
Peach Orchard, AR 72453
RTS – Attmpted – Not known

Resident
11 Sky Watch
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
110 Windwood
Pocahontas, AR 72455

Resident
1101 Gardner St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1103 Billy Cv
Pocahontas, AR 72455

Resident
1103 Harb St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1103 Herb St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1105 Billy Cv
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1105 Wilson Dr
Pocahontas, AR 72455

Resident
1106 Billy Cv
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1106 Billy Dr
Pocahontas, AR 72455

Resident
1107 Austin Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1109 W 5th St
Corning, AR 72422

Resident
111 Kipper Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
111 Trinity Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1113 Columbia St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
11425 Hwy 67
Harviell, MO 63945

Resident
115 E BRdway
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
115 Estate Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
116 CR 272
Piggott, AR 72454

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1162 Hwy 328
Success, AR 72470

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
11696 Hwy 251
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1204 S Pratt St
Pocahontas, AR 72455
RTS - Vacant

Resident
1206 Hamil St
Pocahontas, AR 72455
RTS - Vacant

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident

1217 W Emerson
Paragould, AR 72450

Resident

1239 Timber Lake Trl
Imboden, AR 72434
RTS – Vacant – 1/17/23

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident

124 King Dome Rd
Pocahontas, AR 72455

Resident

1280 Homecrest
Piggott, AR 72454

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1301 Columbia
Corning, AR 72422

Resident
1301 Lurlyn PBMO
Poplar Bluff, MO 63901

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1302 Lockwood Dr
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1305 Columbia
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1309 Herb St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1322 W BRdway St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1379 Malone Rd
Maynard, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
138 CR 305
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
138 Hampton
Pocahontas, AR 72455

Resident
1400 Lockwood Dr
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1402 Basil St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1407 N Marr St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1408 Angelus St
Jonesboro, AR 72401

Resident
1408 Smith St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1409 Lockwood
Corning, AR 72422

Resident
1410 Eaton
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1414 Randolph
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
150 Amy Rd
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1411 Eaton
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
15 CR 1412
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1504 E Randolph St
Pocahontas, AR 72455

Resident
1512 Hwy 67 S
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1538 Springview Rd
Pocahontas, AR 72455

Resident
1555 Hoelscher Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
156 McReynolds Rd
Ravenden Springs, AR 72460

Resident
15905 Hwy 34 W
Delaplaine, AR 72425

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1606 Martin Dr
Pocahontas, AR 72455

Resident
1607 Carter St
Pocahontas, AR 72455
RTS - Vacant

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1611 Birdell St
Pocahontas, AR 72455

Resident
1613 W Main St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1613 W Marr St
Pocahontas, AR 72455

Resident
1614 Highland
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1621 W Main St
Corning, AR 72422

Resident
1700 Lewallen St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1700 Randolph
Pocahontas, AR 72455
RTS - Vacant

Resident
1703 Crisom St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1704 Lockwood Ln
Corning, AR 72422

Resident
178 Clubview Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1780 CR 176
Success, AR 72470

Resident
1803 Tammie Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1805 Springview
Pocahontas, AR 72455

Resident
1808 Barth Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1809 Waren St
Pocahontas, AR 72455

Resident
1818 S Ripe Loop
Pocahontas, AR 72455
RTS – No Such Street

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1853 CR 143
Corning, AR 72422

Resident
1870 Hwy 62
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1900 Dalton St
Pocahontas, AR 72455

Resident
1907 Briarwood St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1908 Briarwood St
Pocahontas, AR 72455

Resident
1909 Blisswood St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1911 Rosewood Dr
Pocahontas, AR 72455

Resident
1915 Rainbow Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
1916 Sunset Blvd
Pocahontas, AR 72455

Resident
192 CR 46
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
194 W Court
Piggott, AR 72454

Resident
1948 Hwy 62
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
195 CR 46
Corning, AR 72422
RTS – No Mail Receptacle

Resident
1951 Hwy 166 S
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
1957 Country Club Rd
Pocahontas, AR 72455

Resident
19644 Hwy 67
Neelyville, MO 63954

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2 CR 186
Corning, AR 72422

Resident
2 Natural Resources Dr
Little Rock, AR 72205

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
200 Logan Ln
Corning, AR 72422

Resident
2000 Briarwood
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2006 Briarwood
Pocahontas, AR 72455

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2001 N Bryant St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2007 Carter St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2006 Carter
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2008 Hall Rd
Ravenden Springs, AR 72460

Resident
201 E Maple St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
201 Kipper Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
201 Logan Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2010 Blisswood St
Pocahontas, AR 72455

Resident
2011 Blisswood St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2011 Paula St
Pocahontas, AR 72455

Resident
203 Thomasville
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
204 N Thomasville
Pocahontas, AR 72455

Resident
2049 CR 135
Success, AR 72470

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
205 Kipper Ln
Corning, AR 72422

Resident
205 N Stephan Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
206 Arnold Rd
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
206 W 3rd St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
206 W 4th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
208 Arnold Rd
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
208 Edith St
Corning, AR 72422

Resident
208 Kincade Trl
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
208 Olive St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
210 Benson Dr
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
210 Ridge Rd
Pocahontas, AR 72455

Resident
2100 Hospital Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2104 Archer St
Pocahontas, AR 72455

Resident
2108 Industrial Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2111 Heartland
Pocahontas, AR 72455
RTS – No Such Street

Resident
2111 Highland Blvd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
212 Logan Ln
Corning, AR 72422

Resident
2149 CR 143
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2150 Hwy 328
Corning, AR 72422
RTS – No Mail Receptacle

Resident
2180 Hwy 62
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2193 Hwy 328
Corning, AR 72422

Resident
220 N Main St
Rector, AR 72461

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2204 Nicholas Dr
Pocahontas, AR 72455

Resident
2206 Evening Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
221 Westwood Rd
Pocahontas, AR 72455

Resident
2211 Evening Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2225 Springview Rd
Pocahontas, AR 72455

Resident
225 Plateau Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2269 Hwy 67
Corning, AR 72422

Resident
227 Osage Trl
Maynard, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2294 CR 250
Knobel, AR 72435

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2306 W Main St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2377 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
239 Timber Lake Trl
Imboden, AR 72434

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2426 Hillcrest Dr
Pocahontas, AR 72455

Resident
2513 Phillips
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2514 Diane St
Pocahontas, AR 72455

Resident
2515 W Main St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
254 PO
Corning, AR 72422

Resident
257 Ingram St
Maynard, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2571 Hwy 211
Success, AR 72470

Resident
2579 Hwy 67 N
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
260 Southwind Cv
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2608 Twin Lakes Cv
Jonesboro, AR 72404

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
26 Bogey Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2602 Phillips St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2645 CR 139
Corning, AR 72422

Resident
269 Clover Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2694 CR 110
Corning, AR 72422

Resident
271 Marigold Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
2731 Hwy 67 N
Pocahontas, AR 72455

Resident
276 Green 657 Rd
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
276 Greene 657 Rd
Paragould, AR 72450

Resident
2764 Kokopelli Dr
Marion, IL 62959

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
28 CR 150
Corning, AR 72422

Resident
2801 Killdeer Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2805 Hwy 67 S
Pocahontas, AR 72455

Resident
2805 Killdeer Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
289 DeCliff Ln
Pocahontas, AR 72455

Resident
2903 Meadow Cir
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
291 W Orr St
Piggott, AR 72454

Resident
30 CR 146
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
301-A Country Club Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
3058 Hwy 328
Corning, AR 72422

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
301 Country Club Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
302 Indian Trace
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
311 Camp Rd
Pocahontas, AR 72455

Resident
313 Stephans Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
314 Basin St D
Pocahontas, AR 72455
RTS – No Mail Receptacle

Resident
319 Farm Trl
Warm Springs, AR 72478

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
323 Hwy 93
Pocahontas, AR 72455

Resident
3238 Hwy 166 S
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
3270 Stokes Rd
Maynard, AR 72444

Resident
3282 Valley Chapel Rd
Imboden, AR 72434

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
3393 Hwy 135
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
360 W Main St
Black Rock, AR 72415

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
3612 Hwy 62
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
3627 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
3630 178th St
Deison, KS 66419

Resident
372 Bishop Trl
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
3913 Hwy 115
Pocahontas, AR 72455

Resident
392 Hwy 211
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
4003 Angelus
Paragould, AR 72450

Resident
401 Griggs Ln
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
402 Mill Rd
Pocahontas, AR 72455

Resident
404 Craften #2
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
404 Crafton #14
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 Crafton #2
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 Crafton #3
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 Crafton #4
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 Crafton #9
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
406 NW 4th St
Corning, AR 72422

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 Crafton #9
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
404 W 4th St
Corning, AR 72422

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
406 Olive St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
408 Polk St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
409 Sue Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
4097 Hwy 90 W
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
41 CR 1412
Corning, AR 72422

Resident
410 NW 4th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
4135 Hwy 67 S
Walnut Ridge, AR 72455

Resident
414 Ct Court
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
414 W Coult
Paragould, AR 72450

Resident
414 W Court St
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
420 Plateau Ln
Pocahontas, AR 72455

Resident
430 Navy Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
434 CR 227
Knobel, AR 72435

Resident
4427 Castle Ave
Memphis, TN 38122

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
458 CR 187
Success, AR 72470

Resident
470 Skopy Trl
Pocahontas, AR 72455
RTS – No Such Street

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
470 Sleepy Trl
Pocahontas, AR 72455

Resident
472 Westwood
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
483 Amy Rd
Pocahontas, AR 72455

Resident
4932 Hwy 62 W
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
4961 Hwy 62 W
Pocahontas, AR 72455

Resident
499 Greene 154 Rd
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
511 W Black St
Pocahontas, AR 72455

Resident
512 Lucien
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
512 Wardell
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
513 CR 132
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
5141 Hwy 90 W
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
522 CR 155
Corning, AR 72422

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
526 CR 154
Corning, AR 72422

Resident
5306 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
5332 Pyburn Ext
Pocahontas, AR 72455

Resident
54 Bermuda Trl
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
545 Hwy 166 S
Pocahontas, AR 72455

Resident
561 CR 131
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
5706 Slimbridge
Jonesboro, AR 72401

Resident
572 CR 101
Success, AR 72470

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
575 N 12th Ave
Piggott, AR 72454

Resident
5922 Hwy 90 W
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
5980 Hwy 67
Corning, AR 72422

Resident
600 W Hazel
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
600-B East Lawson Rd
Jonesboro, AR 72404

Resident
601 Sand Ave
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
602 Olive St
Pocahontas, AR 72455

Resident
602 Wooten St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
6028 Hwy 67 N
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
605 Ridgecrest St
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
6027 Hwy 115
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
603 W 3rd
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
612 Pine St
Corning, AR 72422

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
618 Cloudview
Pocahontas, AR 72455
RTS – No Such Street

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
618 SW Second St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
619 CR 169
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
620 CR 276
Rector, AR 72461

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
6295 Hwy 93
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
62 Tenco Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
627 N 4th St
Piggott, AR 72454

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
632 CR 147
Corning, AR 72422

Resident
634 CR 147
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
6344 Hwy 67
Corning, AR 72422

Resident
6403 Gum Station Rd
Springfield, TN 37172

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
6738 Hwy 62 W
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
6868 Hwy 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
693 Legate Rd
Maynard, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
700 S 11th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
701 11th St
Corning, AR 72422

Resident
703 Bryan Ave
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
705 Gregory St
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
705 N Marr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
706 S 9th St
Corning, AR 72422

Resident
707 Front St
Success, AR 72470

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
707 Thomasville
Pocahontas, AR 72455

Resident
707 W 10th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
708 9th St
Corning, AR 72422

Resident
708 Bowers St
Pocahontas, AR 72455
RTS - Vacant

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
708 Burrow St
Pocahontas, AR 72455

Resident
710 Bryan
Corning, AR 72422

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
710 Bryan
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
713 9th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
716 Arnold St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
716 CR 173
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
7256 S Hwy 164
Cardwell, MO 63829
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
73 CR 125
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
74 CR 235
Knobel, AR 72435

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
7526 S Hwy 164
Cardwell, MO 63829
RTS – No Mail Receptacle

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
767 CR 148
Corning, AR 72422

Resident
77 CR 141
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
79 Windwood
Pocahontas, AR 72455

Resident
793 CR 142
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
80 W Fairway Dr
Pocahontas, AR 72455

Resident
801 SW 6th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
804 SW 5th St
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
805 10th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
806 SW 9th St
Corning, AR 72422

Resident
808 10th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
810 Collins Rd
Corning, AR 72422

Resident
810 W 5th St
Imboden, AR 72434

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
815 Navy Dr
Pocahontas, AR 72455

Resident
818 Eaton
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
818 Eaton
Corning, AR 72422

Resident
82 Caddy Ln
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
822 SW 2nd St
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
847 Navy Dr
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
854 CR 482
Poplar Bluff, MO 63901
RTS – No Such Number

Resident
857 CR 250
Knobel, AR 72435

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
872 Stokes Rd
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
898 Navy Dr
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
858 Hamil Rd
Ravenden Springs, AR 72460

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
889 2nd St
Knobel, AR 72435

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
900 SE 2nd St
Walnut Ridge, AR 72476

Resident
900 W Kings Hwy
Paragould, AR 72451

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
901 SW 2nd St
Corning, AR 72422

Resident
901 SW 5th St
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
904 W Hazel
Corning, AR 72422

Resident
906 SE 2nd St
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
908 SW 2nd St
Corning, AR 72422

Resident
91 Clubview Dr
Pocahontas, AR 72455

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
912 Eaton St
Corning, AR 72422

Resident
924 W Court St
Walnut Ridge, AR 72476
RTS – No Such Street

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
94 CR 231
Knobel, AR 72435

Resident
9552 Hwy 115
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
956 Fox Run Trl
Pocahontas, AR 72455

Resident
986 CR 154
Corning, AR 72422
RTS – No Mail Receptacle

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 10
Portia, AR 72457

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 103
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 104
Maynard, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 124
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 124
Paragould, AR 72451

Resident
PO Box 188
Bono, AR 72416
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 20
Pocahontas, AR 72455

Resident
PO Box 222
Maynard, AR 72444
RTS – No Mail Receptacle

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 225
Pocahontas, AR 72455

Resident
PO Box 241
Paragould, AR 72451

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 254
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 309
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 327
Walnut Ridge, AR 72476

Resident
PO Box 3398
Walnut Ridge, AR 72476
RTS – Attempted – Not Known

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 3537 WBC
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 364
Piggott, AR 72454
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 3651
Walnut Ridge, AR 72476
RTS – Attempted – Not Know

Resident
PO Box 389
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 393
Corning, AR 72422

Resident
PO Box 393
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 396
Corning, AR 72422
RTS – No Mail Receptacle

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 400
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 41
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 41
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 413
Black Rock, AR 72415

Resident
PO Box 42
Rector, AR 72461
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 429
Walnut Ridge, AR 72476

Resident
PO Box 433
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 44
Maynor, AR 72444

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 466
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 50
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 508
Pocahontas, AR 72455

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 50
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 505
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 513
Pocahontas, AR 72455

Resident
PO Box 513
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 533
Corning, AR 72422

Resident
PO Box 538
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 550
Paragould, AR 72451

Resident
PO Box 629
Pocahontas, AR 72455

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 651
Corning, AR 72422

Resident
PO Box 72
Poplar Bluff, MO 63901

Previous Attendees Mailing Labels
Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 804
Pocahontas, AR 72455

Resident
PO Box 842
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 85
Datto, AR 72424

Resident
PO Box 85
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 851
Pocahontas, AR 72455

Resident
PO Box 88
O'Kean, AR 72449

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
PO Box 896
Pocahontas, AR 72455

Resident
PO Box 90
Pocahontas, AR 72455
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Previous Attendees Mailing Labels

Resident
PO Box 98
Paragould, AR 72450

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2373 County Road 278
Neelyville, MO 63954
RTS – Vacant – 1/19/23

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Interim Connector Landowners Mailing Labels

Melvin Duhon
1008 Stateline Road (County Road 278)
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Sherry Harpole
1024 Stateline Road (County Road 278)
Corning, AR 72422
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Resident
2419 County Road 278
Neelyville, MO 63954

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118
Interim Connector Landowners Mailing Labels

Taylor and Rainy Emmons
603 County Road 257
Neelyville, MO 63954



NOTICE OF LOCATION PUBLIC HEARING AND DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Website - [Future57.TransportationPlanroom.com](https://future57.transportationplanroom.com)

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the **proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.**

You are being notified because the preferred alternative may affect your property.

December 13, 2022

4:00 p.m. to 7:00 p.m.

Williams Baptist University
(Moody Room)

22 McClellan Dr.

Walnut Ridge, AR

December 14, 2022

4:00 p.m. to 7:00 p.m.

Pocahontas Community Center
300 Geneva Dr.

Pocahontas, AR

The comment period runs through January 24, 2023.

December 15, 2022

4:00 p.m. to 7:00 p.m.

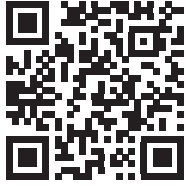
M.B. Ainley Community Center
(Banquet Room)

536 E. Elm St.

Corning, AR

Anyone with limited internet access or general questions or comments regarding the project or the location public hearings may call (501) 823-0730 to request a phone conversation.

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com, or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. For inquiries about agency notice of nondiscrimination, please contact Joanna McFadden at joanna.mcfadden@ardot.gov or by visiting <https://bit.ly/3fxg2C9>. Free language assistance for Limited English Proficient individuals is available upon request.



Scan to visit project website

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Henry Michael Terry Living Trust
317 Lawrence Road 408
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Johnny and Leigh Debord
1100 CR 154
Corning, AR 72422

Identified Landowner Relocation Mailing Label

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Clifford Cooper
1158 STATELINE RD
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Henry Michael Terry Living Trust
127 Lawrence Road 409
Walnut Ridge, AR 72476

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Identified Landowner Relocation Mailing Label

Noel Jr Spence and Richard Stanley Spence
5468 HWY 67
Corning, AR 72422
RTS – Not Deliverable as Addressed

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Samuel Davidson
5424 HWY 67
Corning, AR 72422

Garver
Caitlin Hetzel
4701 Northshore Drive
North Little Rock, AR 72118

Stephen and Julie Bauschlicher
5306 HWY 67
Corning, AR 72422

Emails

Public Officials Email

From: [Public Involvement](#)
Bcc: judgepatterson@centurytel.net; blake.johnson@senate.ar.gov; cityhall@cityofwalnutridge.com; cityofpeachorchard@yahoo.com; cojudge@greene.ar.gov; dustymurray15jr@gmail.com; frances.cavanaugh@arkansashouse.org; gahrent@gmail.com; james.sturch@senate.ar.gov; jeremyedington@yahoo.com; jimmy.gazaway@arkansashouse.org; joe.jett@arkansashouse.org; josh.agee@paragouldcity.org; kedington@centurytel.net; lawjudge644@gmail.com; mark.smithee@ardot.gov; marsh.davis@arkansashouse.org; peachorchardcityof@yahoo.com; pocmayor@cityofpocahontas.com; rcjudge@suddenlinkmail.com; reyno.city1@gmail.com; sisco@astate.edu; thobbs@fsicoop.com; townofokeanar@gmail.com; treysteimel2022@gmail.com; twilliams@cityofpiggott.org; Wooldridgeforstaterep@gmail.com
Subject: Future I-57 - Notice of Public Officials Meetings and Location Public Hearings
Date: Tuesday, November 29, 2022 4:48:20 PM
Attachments: [Future I-57 Public Officials Meeting \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Public Officials Meeting \(Pocahontas\) Invite.ics](#)
[Future I-57 Public Officials Meeting \(Corning\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[I57_PH2022_Flyer.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

December 13, 2022	December 14, 2022	December 15, 2022
4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

These will be open house meetings with no formal presentations. The public is invited to visit any time during the scheduled hours to view exhibits, ask questions, and offer comments. Project information is available online at Future57.TransportationPlanroom.com. The meeting materials and public comment form are also available on the project website. Any publicity you might give these meetings will be appreciated, and a notice flyer is attached.

In addition, a **Public Officials Meeting** will be held at 2:30 p.m. on the same day in each location. You are invited and encouraged to attend either meeting to talk with project members, view exhibits, and offer your views concerning the project.

To add any of these meetings to your calendar, first click on the “Invite” attachment in this email to open it. Next, select “Add to Calendar” if on your phone or “Save and Close” if on your computer.

If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730

Public Officials Email

From: [Public Involvement](#)
To: cityhall@cityofpiggott.org
Subject: Future I-57 - Notice of Public Officials Meetings and Location Public Hearings
Date: Wednesday, November 30, 2022 2:26:06 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[I57_PH2022_Flyer.pdf](#)
[Future I-57 Public Officials Meeting \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Public Officials Meeting \(Pocahontas\) Invite.ics](#)
[Future I-57 Public Officials Meeting \(Corning\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)

Hi, I was told to send this information for the Piggott Mayor to your email address. Please let me know if you have any questions.

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

December 13, 2022	December 14, 2022	December 15, 2022
4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

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If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

What: Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

When & Where: **Tuesday, December 13, 2022, 4:00 - 7:00 p.m.**
Williams Baptist University (Moody Room)
22 McClellan Dr., Walnut Ridge, AR

Wednesday, December 14, 2022, 4:00 - 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr., Pocahontas, AR

Thursday, December 15, 2022, 4:00 - 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St., Corning, AR



Link & QR Code to Project and Hearing Information:

[Future57.TransportationPlanroom.com](https://www.future57.transportationplanroom.com)

Comment Form Availability:

Sunday, November 13—Tuesday, January 24, 2023

Individuals submitting public comments may have personally identifiable information published in future reports.

For further assistance, contact Caitlin Hetzel:

Phone: (501) 823-0730 or Email: PublicInvolvement@GarverUSA.com

Special Accommodations:

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. Free language assistance for Limited English Proficient individuals is available upon request.

For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Stakeholder Email

From: [Public Involvement](#)
Bcc:

Subject: Future I-57 - Notice of Location Public Hearings
Date: Tuesday, November 29, 2022 4:51:27 PM
Attachments: [Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[I57_PH2022_Flyer.pdf](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

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If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730

Stakeholder Email

From: [Public Involvement](#)
Bcc:
Subject: Future I-57 - Notice of Location Public Hearings
Date: Wednesday, November 30, 2022 2:13:19 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[I57_PH2022_Flyer.pdf](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
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If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

What: Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

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22 McClellan Dr., Walnut Ridge, AR

Wednesday, December 14, 2022, 4:00 - 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr., Pocahontas, AR

Thursday, December 15, 2022, 4:00 - 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St., Corning, AR



Link & QR Code to Project and Hearing Information:

[Future57.TransportationPlanroom.com](https://www.future57.transportationplanroom.com)

Comment Form Availability:

Sunday, November 13—Tuesday, January 24, 2023

Individuals submitting public comments may have personally identifiable information published in future reports.

For further assistance, contact Caitlin Hetzel:

Phone: (501) 823-0730 or Email: PublicInvolvement@GarverUSA.com

Special Accommodations:

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For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Interested in the Project Email

From: [Public Involvement](#)
Bcc:

Subject: Future I-57 - Notice of Location Public Hearings
Date: Tuesday, November 29, 2022 4:58:46 PM
Attachments: [I57_PH2022_Flyer.pdf](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

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To add any of these meetings to your calendar, first click on the “Invite” attachment in this email to open it. Next, select “Add to Calendar” if on your phone or “Save and Close” if on your computer.

If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730

Interested in the Project Email

From: [Public Involvement](#)
Bcc:

Subject: Future I-57 - Notice of Location Public Hearings
Date: Tuesday, November 29, 2022 4:58:19 PM
Attachments: [I57_PH2022_Flyer.pdf](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

These will be open house meetings with no formal presentations. The public is invited to visit any time during the scheduled hours to view exhibits, ask questions, and offer comments. Project information is available online at Future57.TransportationPlanroom.com. The meeting materials and public comment form are also available on the project website. Any publicity you might give these meetings will be appreciated, and a notice flyer is attached.

To add any of these meetings to your calendar, first click on the “Invite” attachment in this email to open it. Next, select “Add to Calendar” if on your phone or “Save and Close” if on your computer.

If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730

Interested in the Project Email

From: [Public Involvement](#)
Bcc:

Subject: Future I-57 - Notice of Location Public Hearings
Date: Tuesday, November 29, 2022 4:57:39 PM
Attachments: [I57_PH2022_Flyer.pdf](#)
[Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

December 13, 2022	December 14, 2022	December 15, 2022
4:00 – 7:00 p.m.	4:00 – 7:00 p.m.	4:00 – 7:00 p.m.
Williams Baptist University (Moody Room) 22 McClellan Dr. Walnut Ridge, AR	Pocahontas Community Center 300 Geneva Dr. Pocahontas, AR	M.B. Ainley Community Center (Banquet Room) 536 E. Elm St. Corning, AR

These will be open house meetings with no formal presentations. The public is invited to visit any time during the scheduled hours to view exhibits, ask questions, and offer comments. Project information is available online at [Future57.TransportationPlanroom.com](https://www.future57transportationplanroom.com). The meeting materials and public comment form are also available on the project website. Any publicity you might give these meetings will be appreciated, and a notice flyer is attached.

To add any of these meetings to your calendar, first click on the “Invite” attachment in this email to open it. Next, select “Add to Calendar” if on your phone or “Save and Close” if on your computer.

If you have any questions, please contact me.



Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730

Interested in the Project Email

From: [Public Involvement](#)
Bcc:

Subject: Future I-57 - Notice of Location Public Hearings
Date: Tuesday, November 29, 2022 4:57:08 PM
Attachments: [Future I-57 Location Public Hearing \(Walnut Ridge\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Pocahontas\) Invite.ics](#)
[Future I-57 Location Public Hearing \(Corning\) Invite.ics](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[I57_PH2022_Flyer.pdf](#)

Greetings:

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties. The hearings will be held at the following locations, and content will be the same at each meeting.

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Caitlin Hetzel
 Communications Specialist
Public Involvement

📞 501-823-0730



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

What: Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three Location Public Hearings to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

When & Where: **Tuesday, December 13, 2022, 4:00 - 7:00 p.m.**
Williams Baptist University (Moody Room)
22 McClellan Dr., Walnut Ridge, AR

Wednesday, December 14, 2022, 4:00 - 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr., Pocahontas, AR

Thursday, December 15, 2022, 4:00 - 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St., Corning, AR



Link & QR Code to Project and Hearing Information:

[Future57.TransportationPlanroom.com](https://www.future57.transportationplanroom.com)

Comment Form Availability:

Sunday, November 13—Tuesday, January 24, 2023

Individuals submitting public comments may have personally identifiable information published in future reports.

For further assistance, contact Caitlin Hetzel:

Phone: (501) 823-0730 or Email: PublicInvolvement@GarverUSA.com

Special Accommodations:

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email publicinvolvement@garverusa.com or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date. Free language assistance for Limited English Proficient individuals is available upon request.

For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Door-to-Door Flyers



NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge to Missouri State Line (Future I-57) Job 100512
(Clay, Greene, Lawrence, and Randolph counties)

You're Invited!

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For inquiries about agency notice of nondiscrimination, please contact

Joanna P. McFadden at Joanna.mcfadden@ardot.gov or visit

bit.ly/3fx82C9

Flyer Delivery 12/7/2022 – Keegan Doan & Caitlin Hetzel (422 Miles – 6 hours & 51 min no stops)

Paragould

Greene County Public Library – 120 North 12th Street

Walnut Ridge, AR

Lawrence County Library – 115 W. Walnut St

Gas stations (SW Front St. & W. Main St.)

Casey's – 401 W. Main St.

Flash Market/Citgo – 406 SW Front St.

Cenex – 1106 SW Front St.

White Oak Baptist Church – 190 Lawrence Rd. 612

O'Kean, AR

O'Kean Church of Christ - 45 E. 2nd St.

O'Kean Freewill Baptist Church – 40 Main St.

USPS – 2233 AR-34

Delaplaine, AR

USPS – 3523 AR-90

Arkansas State-Game & Fish – RR 1 (No delivery as it was closed)

Delaplaine Farm Center – 46 AR-304 (No delivery as it was closed)

Peach Orchard, AR

Peach Orchard Community Center – 172 NW Main St.

City Hall – 136 SW Elm St.

USPS – 123 SW Elm St.

Knobel, AR

USPS – 260 Maple St.

Knobel Grocery – 480 Main St.

Farm Service, Inc. – 515 Main St.

Corning, AR

Corning Public Library – 613 Pine St., Corning, AR

Gas stations (W. Elm St. N. Missouri Ave., & W. Main St.)

Exxon – 1010 W. Main St.

Munch N Pump: State Line Travel Center – At the State Line AR Side

MNP Taylor’s Stateline Travel Center – 21710 US-67, Neelyville, MO

Citgo – 105 N. Missouri Ave

Casey’s – 1509 W. Main St.

Datto, AR

USPS – 300 4th St.

Datto Missionary Baptist Church – 722-01653, #000E

Reyno, AR

Reyno Community Building – 6790 Biggers Reyno Rd.

Reyno First Baptist Church – 105 N. Walnut St.

A&A Grocery and the Farm Town Grill – 6776 Biggers Reyno Rd.

USPS – 6720 Biggers-Reyno Rd.

Biggers, AR

USPS – 3309 Biggers-Reyno Rd.

Biggers Church of Christ – 76 S. Main

Biggers City Hall – 15 Pearl St. (No delivery as it was an abandoned building)

Biggers Baptist Church – 61 Stillwell St.

Pocahontas, AR

Randolph County Library – 111 W. Everett St., Pocahontas, AR

Gas stations (Hwy 62/65 N, N. Thomasville St., S. Bettis St., 67/90)

Harps Food Store – 1609 N. Thomasville St.

Riverside Express – 647 US-67

Jordan’s Quick Shop/Citgo – 1898 US 62 W

Murphy USA – 1413 US-67

Jordan’s Kwik Stop/Citgo -1908 US-67

T Ricks/Citgo – 2611 US-67

Jordans/Exxon – 2750 US-67

Newspaper Ads



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

Wednesday, November 9, 2022

Arkansas Democrat-Gazette
Classified- Legal Advertising
121 E. Capitol Ave.
Little Rock, AR 72201
Email: legalads@arkansasonline.com
Attn: Gregg Sterne

Re: ARDOT Job No. 100512

Greetings:

Please publish the enclosed "Notice of Public Hearing" Legal Ad in the legal advertisements section on the following date:

Sunday, November 13, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Specialist

Enclosure

NOTICE OF LOCATION PUBLIC HEARING AND DRAFT ENVIRONMENTAL IMPACT STATEMENT

Walnut Ridge - Missouri State Line (Future I-57) Clay, Greene, Lawrence, and Randolph Counties ARDOT Job No. 100512

Garver, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct a Location Public Hearing to present and discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

The DEIS promotes informed decision making in the development of a transportation solution(s) to improve mobility and economic development within the project area, the region, and the nation as an important enhancement of the national highway system. The purpose of this Location Public Hearing is to present the Preferred Alternative for the project and to solicit comments on the DEIS.

The Location Public Hearing will be held at the following locations from 4-7 p.m. on the specified dates (the same material will be available at each meeting). All meetings will be held as an open house with no formal presentations.

- **December 13, 2022** – Williams Baptist University (Moody Room), 22 McClellan Dr., Walnut Ridge, AR
- **December 14, 2022** – Pocahontas Community Center, 300 Geneva Dr., Pocahontas, AR
- **December 15, 2022** – M.B. Ainley Community Center (Banquet Room), 536 E. Elm St., Corning, AR

The DEIS is available for public review online and in-person in the following locations:

- Website: Future57.TransportationPlanroom.com
- Corning Public Library: 613 Pine St., Corning, AR 72422
- Randolph County Library: 111 W. Everett St., Pocahontas, AR 72455
- Lawrence County Library: 115 W. Walnut St., Walnut Ridge, AR 72476
- Greene County Library: 120 North 12th St., Paragould, AR 72450

The public is invited and encouraged to visit Future57.TransportationPlanroom.com to view the project information and offer comments. Anyone with limited internet access, wanting to submit a recorded oral comment, or has general questions or comments regarding the DEIS or location public hearing may call (501) 823-0730. Persons wishing to submit written statements or other exhibits may send them to Garver, Attn: Caitlin Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118; by email to PublicInvolvement@GarverUSA.com; or via the online form located at Future57.TransportationPlanroom.com. Comments must be submitted by January 13, 2023 to be included in the official record. Individuals submitting public comments may have personally identifiable information published in future reports.

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to contact Caitlin Hetzel at 501-823-0730, email PublicInvolvement@GarverUSA.com, or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the location public hearing end date.

Notice of Nondiscrimination: The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

ARDOT Job Number 100512

ma Elizabeth Thompson, deceased, with the clerk of the Probate Division of the Circuit Court of Pulaski County, Arkansas, under Ark. Code Ann. § 28-41-101.

All persons having claims against the estate must exhibit them, properly verified, to the distributee or his or her attorney within three (3) months from the date of the first publication of this notice or they shall be forever barred and precluded from any benefit in the estate.

The name, mailing address, and telephone number of the distributee or distributee's attorney is: Harry Warden, PO Box 7632, Little Rock, AR 72217, 501-291-0422.

This notice first published on November 6, 2022, 75619390f

IN THE CIRCUIT COURT OF PULASKI COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF THE ESTATE OF ALBERTA CATHERINE REUSSER, DECEASED

CASE NO. 60PR-22-2346 NOTICE OF AFFIDAVIT FOR COLLECTION OF SMALL ESTATE BY DISTRIBUTEE

Name of Decedent: Alberta Catherine Reusser. Last known address of decedent: 905 Nicole Dr., North Little Rock, AR 72118

Date of Death: October 10, 2020 On October 28, 2022, an Affidavit for Collection of Small Estate by Distributee was filed with respect to the estate of Alberta Catherine Reusser, deceased, with the clerk of the Probate Division of the Circuit Court of Pulaski County, Arkansas, under Ark. Code Ann. § 28-41-101.

All persons having claims against the estate must exhibit them, properly verified, to the distributee or his or her attorney within three (3) months from the date of the first publication of this notice or they shall be forever barred and precluded from any benefit in the estate.

The name, mailing address, and telephone number of the distributee or distributee's attorney is: Harry Warden, PO Box 7632, Little Rock, AR 72217, 501-291-0422.

This notice first published on November 6, 2022, 75619387f

IN THE CIRCUIT COURT OF PULASKI COUNTY, Arkansas in the Matter of the Estate of Jasmine C. Flowers, deceased. Case No. 60PR-22-2144. Last known address of decedent: 6 Richmidt Cove, Apartment 610, Mabelvale, Arkansas. Date of death: November 28, 2020. Christopher Flowers was appointed Personal Representative of the estate of the above-named decedent on October 6, 2022.

All persons having claims against the estate must exhibit them, properly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published on November 6, 2022, 75619385f

IN THE CIRCUIT COURT OF PULASKI COUNTY, Arkansas, Probate Division. In the Matter of the Estate of Janie Tipton Matthews, Deceased. Case No. 60PR-22-116. Last known address: 6411 Valley ranch Drive, Little Rock, Arkansas. Date of death: April 20, 2021.

Michael Craig Byrd was appointed Personal Representative of the estate of the above decedent on the 10th day of May, 2022. All persons having claims against the estate of Janie Tipton Matthews must exhibit them, duly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published on November 2nd, 2022, Michael Craig Byrd, 7801 Hillsboro Road, Mabelvale, Arkansas, 75618599f

IN THE CIRCUIT COURT OF PULASKI COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF THE ESTATE OF WILLIAM E. BIRCHARD, DECEASED

CASE NO. 60PR-22-2353 NOTICE OF APPOINTMENT OF PERSONAL REPRESENTATIVE Name of decedent: William E. Birchard

Last known address of decedent: 18208 Taylor Loop, Little Rock, AR 72223

Date of Death: August 26, 2022 Pursuant to an order dated November 2, 2022, the undersigned has been appointed personal representative of the estate of the above-named decedent.

The name, mailing address, and telephone number of the distributee's attorney is: G. Gregory Birchard, Attorney at Law, Newland & Associates, LLC, 100 East Rock Street, Searcy, AR 72143, (870) 673-8444, 75619012f

IN THE CIRCUIT COURT OF MISSISSIPPI COUNTY, ARKANSAS, OSCEOLA DISTRICT, PROBATE DIVISION In the Matter of the Estate of THOMAS MICHAEL PORTER, Deceased

CASE NO. 470PR-22-67 Last known address of decedent: 16 Linda Sue Dr., Osceola, Arkansas 72370

Date of Death: July 7, 2022 The undersigned, Phillip Porter was appointed administrator of the estate of Thomas Michael Porter, deceased, on the 21st day of October, 2022.

All persons having claims against the estate must exhibit them, duly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published on November 13, 2022, 75622779f

IN THE CIRCUIT COURT OF PULASKI COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF: THE ESTATE OF DAVID POLLARD, Deceased

CASE NO 60PR-22-465 Ann Elizabeth Zega PETITIONER NOTICE

Last known address of decedent: 146 Sheridan Road North Little Rock, Arkansas 72116

Date of death: June 11, 2022 The undersigned was appointed Executor of the above-named decedent's estate on November 1, 2022.

All persons having claims against the estate must exhibit them, duly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published the 6th day of November, 2022, Ann Elizabeth Zega

IN THE CIRCUIT COURT OF PULASKI COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF THE ESTATE OF JOHNNY LEE DAVIS, DECEASED

CASE NO. 63PR-22-685-4 NOTICE OF OPENING ESTATE AND FILING OF CLAIMS

Last known address of decedent: 348 Elm St., Lincolnton, Georgia

Date of Death: November 21, 2020 An instrument dated November 19, 2004 was on October 31, 2022, admitted to probate as the last will of the above named de-

cedent and the undersigned has been appointed personal representative thereunder. Contest of the probate of the will can be effected only by filing a petition within the time provided by law.

All persons having claims against the estate must exhibit them, duly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published 13th day of November, 2022. The name and address of the Representative and his attorney are stated below:

Johnny Loyd Davis, representative of the Estate of Johnny Lee Davis, Deceased By: Bethany A. Pike, Ark. Bar 75619390f

No. 2009114 The Elrod Firm Landers Corp. Plaza, Bldg. 100, 22461 Interstate 30 Bryant, Arkansas 72202 501-847-1311

74623032z In the Circuit Court of Sebastian County, Arkansas in the Matter of the Estate of Rosaura Evelyn Hernandez, deceased. Case No. 66PR-22-648. Last known address of decedent: 1122 North 6th Terrace, Fort Smith, AR 72904. Date of death: 9/17/21. Evelyn Hernandez was appointed Personal Representative of the estate of the above-named decedent on 11/7/22. All persons having claims against the estate must exhibit them, duly verified, to the undersigned within six months from the date of first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published on November 13th, 2022. Evelyn Hernandez, by Dustin Duke, 415 North McKinley, Ste. 830, Little Rock, AR 72205. 75622297f

IN THE CIRCUIT COURT OF VAN BUREN COUNTY, ARKANSAS, 4th DIVISION IN THE MATTER OF THE ESTATE OF EDWIN F. JOHNSON, DECEASED

CASE NO. 71PR-22-119 NOTICE OF PROBATE OF WILL, APPOINTMENT OF EXECUTOR AND FILING OF CLAIMS

Last known address of decedent: 1812 Richland Drive Apt. 48, Fairfield Bay, AR 72088

Date of Death: October 5, 2022 An instrument dated March 21, 2013 was admitted to probate on October 18, 2022, as the last will of EDWIN F. JOHNSON (AKA EDWIN FRITZOPH JOHNSON, JR), deceased, and the undersigned has been appointed Executor of the estate of the above-named decedent. Contest of the probate of the will can be effected only by filing a petition within the time provided by law.

All persons having claims against the estate must exhibit them, duly verified, to the undersigned within six (6) months from the date of the first publication of this notice, or they shall be forever barred and precluded from any benefit in the estate.

This notice first published the 6th day of November, 2022. Robert D. Alexander, Executor

By: Jennifer S. O'Kelley, Attorney AR Bar #2009180 The O'Kelley Law Firm, PLLC PO Box 242618 Little Rock, AR 72223 501-837-2534 Attorney for Estate 75619454f

IN THE CIRCUIT COURT OF WHITE COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF MARY LOU GOFF, Deceased

CASE NO. 73PR-22-366 NOTICE OF AFFIDAVIT FOR COLLECTION OF SMALL ESTATE BY DISTRIBUTEE

In the Probate Court of White County, Arkansas, Estate of Mary Lou Goff, deceased. Last known address: 712 Highway 367 N., Judsonia, AR 72081

Date of Death: September 16, 2022 On October 31, 2022, an affidavit for collection of small estate by distributee was filed with respect to the estate of Mary Lou Goff, deceased, with the clerk of the Probate Division of the Circuit Court of White County, Arkansas, under Ark. Code Ann. § 28-41-101. All persons having claims against the estate must exhibit them, properly verified, to the distributee or his or her attorney within three (3) months from the date of the first publication of this notice or they shall be forever barred and precluded from any benefit in the estate.

The name, mailing address, and telephone number of the distributee's attorney is: G. Gregory Birchard, Attorney at Law, Newland & Associates, LLC, 100 East Rock Street, Searcy, AR 72143, (870) 673-8444, 75619012f

IN THE CIRCUIT COURT OF SALINE COUNTY, ARKANSAS PROBATE DIVISION IN THE MATTER OF: THE ESTATE OF MARY LOU GOFF, Deceased

CASE NO. 63JV-22-295 SONYA SANDERS, DOB: 07/04/1972, PARENT OF DEFENDANT

CASE NO. 35JV-22-53 ALYSHA HELLUMS, PARENT, BRAD DOLLS, JR., PUTATIVE FATHER OF

K. H., ARICO MOSBY, LEGAL FATHER OF C.M., DEFENDANTS ANTONIO JOHNSON, PUTATIVE FATHER OF K.J.

K. H., F. M. A. L. E., D. O. B.: 04/19/2011, K.H., FEMALE, DOB: 07/07/2019, C.M., FEMALE, DOB: 03/13/2017, K.J., FEMALE, DOB: 09/24/2020, JUVENILES, RESPONDENTS

TERMINATION OF PARENTAL RIGHTS WARNING ORDER TO: ALYSHA HELLUMS, BRAD DOLLS, JR., ARICO MOSBY, and ANTONIO JOHNSON

Take notice that on February 16, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Jefferson County, Arkansas, to have K.H., DOB: 04/19/2011; K.H., DOB: 07/07/2019; C.M., DOB: 03/13/2017; K.J., DOB: 09/24/2020; declared dependent-neglected. Such declaration could result in the juvenile's continued removal from your custody and placement in the care of some suitable person, agency or institution.

A Termination of Parental Rights hearing on this matter is scheduled for December 8, 2022 at 2:30 p.m. at the Jack Jones Juvenile Detention Center, 301 E 2nd Ave, Pine Bluff, AR 71601. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

Barbara A. Collins, Circuit Clerk By: Deputy Clerk 75620492f

IN THE CIRCUIT COURT OF JEFFERSON COUNTY, ARKANSAS, JUVENILE DIVISION ARKANSAS DEPARTMENT OF HUMAN SERVICES, PLAINTIFF VS.

CASE NO. 35JV-22-448 ASHLEY TAYLOR, PARENT, DEFENDANT KAREN REDDICK, LEGAL GUARDIAN

M. S. J. R., MALE, DOB: 12/09/2009, M.S., FEMALE, DOB: 10/27/2011, M.S., MALE, DOB: 6/4/2015, D.T., FEMALE, DOB: 2/20/2017, JUVENILES, RESPONDENTS

ADJUDICATION WARNING ORDER TO: JENNIFER WALLACE AND CLIFTON GOOCH, SR., AND ANY AND ALL UNKNOWN PARENTS OR PUTATIVE PARENTS

Take notice that on October 20, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division VII, of Washington County, Arkansas, to have B.J., DOB: 07/06/2006; K.G., DOB: 08/13/2008; MALE, C.G., DOB: 08/27/2010; MALE, R.G., DOB: 06/16/2019; MALE, JUVENILES, RESPONDENTS

ADJUDICATION WARNING ORDER TO: JENNIFER WALLACE AND CLIFTON GOOCH, SR., AND ANY AND ALL UNKNOWN PARENTS OR PUTATIVE PARENTS

Take notice that on October 20, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division VII, of Washington County, Arkansas, to have B.J., DOB: 07/06/2006; K.G., DOB: 08/13/2008; MALE, C.G., DOB: 08/27/2010; MALE, R.G., DOB: 06/16/2019; MALE, JUVENILES, RESPONDENTS

ADJUDICATION WARNING ORDER

Little Rock, AR 72201 501-776-3800 bentham@qll-law.com 75620782z

CORRECTED LEGAL NOTICE

A meeting of the Arkansas Game and Fish Commission will be held beginning at 8:00 a.m. Thursday, November 17, 2022, at the Little Rock Office Complex, 2 Natural Resources Drive, Little Rock, AR 72205. Items on the agenda for the November 17, 2022 meeting will include discussions of the Personnel/Governance Committee involving AGFC employment matters. All interested persons are invited to attend the meeting.

There will be no regular monthly Commission meeting on Wednesday, November 16, 2022, as previously indicated. AUSTIN BOOTH, DIRECTOR Arkansas Game & Fish Commission

2 Natural Resources Drive Little Rock, Arkansas 72205 75622810f

IN THE CIRCUIT COURT OF JEFFERSON COUNTY, ARKANSAS, JUVENILE DIVISION ARKANSAS DEPARTMENT OF HUMAN SERVICES, PLAINTIFF VS.

CASE NO. 35JV-22-203 JEFFERY ENTO, PARENT, DEFENDANT

A.E., MALE, DOB: 09/24/2019 A.E., FEMALE, DOB: 11/13/2018, JUVENILES, RESPONDENTS TERMINATION OF PARENTAL RIGHTS WARNING ORDER

TO: JEFFERY ENTO Take notice that on August 13, 2021 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Jefferson County, Arkansas, to have A.E., DOB: 09/24/2019 and A.E., DOB: 11/13/2018; declared dependent-neglected. Such declaration could result in the juvenile's continued removal from your custody and placement in the care of some suitable person, agency or institution.

A Termination of Parental Rights hearing on this matter is scheduled for December 8, 2022 at 11:00 a.m. at the Jack Jones Juvenile Detention Center, 301 E 2nd Ave, Pine Bluff, AR 71601. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you and he may appear with you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

Barbara A. Collins, Circuit Clerk By: Deputy Clerk 75620513f

IN THE CIRCUIT COURT OF SALINE COUNTY, ARKANSAS, JUVENILE DIVISION ARKANSAS DEPARTMENT OF HUMAN SERVICES, PETITIONER VS.

CASE NO. 63JV-22-295 SONYA SANDERS, DOB: 07/04/1972, PARENT OF DEFENDANT

CASE NO. 35JV-22-53 ALYSHA HELLUMS, PARENT, BRAD DOLLS, JR., PUTATIVE FATHER OF

K. H., ARICO MOSBY, LEGAL FATHER OF C.M., DEFENDANTS ANTONIO JOHNSON, PUTATIVE FATHER OF K.J.

K. H., F. M. A. L. E., D. O. B.: 04/19/2011, K.H., FEMALE, DOB: 07/07/2019, C.M., FEMALE, DOB: 03/13/2017, K.J., FEMALE, DOB: 09/24/2020, JUVENILES, RESPONDENTS

TERMINATION OF PARENTAL RIGHTS WARNING ORDER TO: ALYSHA HELLUMS, BRAD DOLLS, JR., ARICO MOSBY, and ANTONIO JOHNSON

Take notice that on February 16, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Jefferson County, Arkansas, to have K.H., DOB: 04/19/2011; K.H., DOB: 07/07/2019; C.M., DOB: 03/13/2017; K.J., DOB: 09/24/2020; declared dependent-neglected. Such declaration could result in the juvenile's continued removal from your custody and placement in the care of some suitable person, agency or institution.

A Termination of Parental Rights hearing on this matter is scheduled for December 8, 2022 at 2:30 p.m. at the Jack Jones Juvenile Detention Center, 301 E 2nd Ave, Pine Bluff, AR 71601. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

Barbara A. Collins, Circuit Clerk By: Deputy Clerk 75620492f

IN THE CIRCUIT COURT OF WASHINGTON COUNTY, ARKANSAS, JUVENILE DIVISION VIII ARKANSAS DEPARTMENT OF HUMAN SERVICES, PETITIONER VS.

CASE NO. 72JV-22-555-8 JENNIFER WALLACE, PARENT, CLIFTON GOOCH, SR., PUTATIVE PARENT, DEFENDANTS

B.G., DOB: 07/06/2006, MALE, R.G., DOB: 08/13/2008, FEMALE, C.G., DOB: 08/27/2010, MALE, R.G., DOB: 06/16/2019, MALE, JUVENILES, RESPONDENTS

ADJUDICATION WARNING ORDER TO: JENNIFER WALLACE AND CLIFTON GOOCH, SR., AND ANY AND ALL UNKNOWN PARENTS OR PUTATIVE PARENTS

Take notice that on October 20, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division VII, of Washington County, Arkansas, to have B.J., DOB: 07/06/2006; K.G., DOB: 08/13/2008; MALE, C.G., DOB: 08/27/2010; MALE, R.G., DOB: 06/16/2019; MALE, JUVENILES, RESPONDENTS

ADJUDICATION WARNING ORDER TO: NATALIE DALE and Robby Dale and all others claiming parental rights.

Take notice that on November 9, 2022, a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Prairie County, Arkansas, to terminate parental rights as to the following juvenile: V.A., DOB: September 20, 2016. Such declaration could result in the termination of your parental rights.

A hearing on the petition to terminate parental rights is scheduled for January 26, 2023, at 1:00 p.m., at the White County Courthouse, 1600 E. Booth Road, Searcy, Arkansas. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you and he may appear with you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

Barbara A. Collins, Circuit Clerk By: Deputy Clerk 75620492f

IN THE CIRCUIT COURT OF JEFFERSON COUNTY, ARKANSAS, JUVENILE DIVISION ARKANSAS DEPARTMENT OF HUMAN SERVICES, PLAINTIFF VS.

CASE NO. 35JV-22-448 ASHLEY TAYLOR, PARENT, DEFENDANT KAREN REDDICK, LEGAL GUARDIAN

IT'S YOUR RIGHT TO KNOW

Independent third-party public notices are critical for transparency and accessibility to citizens who want to know more about government actions.

Arkansas Democrat Gazette

TO: ASHLEY TAYLOR, MIKE SEENEY, SR., AND LATRAYL TORBERT

Take notice that on October 26, 2022 a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Jefferson County, Arkansas, to have M.S., JR. DOB: 12/09/2009; M.S., DOB: 10/12/2011; M. S., DOB: 6/4/2015; D. DOB: 2/20/2017; declared dependent-neglected. Such declaration could result in the juvenile's continued removal from your custody and placement in the care of some suitable person, agency or institution.

An Adjudication hearing on this matter is scheduled for December 1, 2022 at 11:45 a.m. at the Jack Jones Juvenile Detention Center, 301 E 2nd Ave, Pine Bluff, AR 71601. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you and he may appear with you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

KYLE SYLVESTER, CIRCUIT CLERK Washington County Circuit Court 280 N. College Avenue Fayetteville, AR 72701 By: /s/Daleen Torgerson Deputy Clerk Date: 11/10/2022

IN THE CIRCUIT COURT OF WASHINGTON COUNTY, ARKANSAS, JUVENILE DIVISION VIII ARKANSAS DEPARTMENT OF HUMAN SERVICES, PETITIONER VS.

CASE NO. 72JV-21-80-8 JOSE CASTILLO et. al, DEFENDANT

TPR WARNING ORDER TO: Jose Castillo, parent

Take notice that on November 8, 2022, a petition was filed by the Arkansas Department of Human Services in the Circuit Court, Juvenile Division, of Washington County, Arkansas, to have parents' legal rights as to G. C., DOB: 05/06/2015 terminated. Such declaration could result in the juvenile's continued removal from your custody and placement in the care of some suitable person, agency or institution.

A Termination of Parental Rights Hearing on this matter is scheduled for December 13, 2022 at 10:30 a.m. with the Washington County Circuit Court, Juvenile Division, 123 N. College Street, Fayetteville, Arkansas 72701. If you desire to be represented by an attorney, you should immediately contact your attorney so that an answer can be filed for you and he may appear with you at any hearing. If you cannot afford an attorney, you may obtain one by contacting Legal Services or requesting the Court to determine if you qualify for appointed counsel.

Putative parents take notice that pursuant to Arkansas state law, you have the right to: (A) Know the methods of establishing paternity. You can establish paternity by: 1. Proving that you were married to the mother of the child at the time the child was born; 2. Presenting an Acknowledgment of Paternity that has been properly signed and filed with the Arkansas Department of Health, Office of Vital Records; or 3. Proving that a court of competent jurisdiction has entered an order declaring that you are the child's legal father.

(B) Prove that you have had significant contacts with the herein child. (C) Be heard by the Court. NOW, unless you appear and defend or otherwise respond within thirty days from the first date of publication of this notice, the Petition may be taken as confessed, and a decree entered and granted.

Barbara A. Collins, Circuit Clerk By: Deputy Clerk 75620513f

IN THE CIRCUIT COURT OF SALINE COUNTY, ARKANSAS, JUVENILE DIVISION ARKANSAS DEPARTMENT OF HUMAN SERVICES, PETITIONER VS.

CASE NO. 63JV-22-295 SONYA SANDERS, DOB: 07/04/1972, PARENT OF DEFENDANT

CASE NO. 35JV-22-53 ALYSHA HELLUMS, PARENT, BRAD DOLLS, JR., PUTATIVE FATHER OF

K. H., ARICO MOSBY, LEGAL FATHER OF C.M., DEFENDANTS ANTONIO JOHNSON



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 21, 2022

Arkansas Democrat Gazette
Retail – Display Advertising
PO Box 2221
Little Rock, AR 72203
Attn: Tweedie Mays
Email: tmays@arkansasonline.com

Re: Display Ad – Notice of Location Public Hearing

Greetings:

Please publish the enclosed **“Notice of Location Public Hearing”** on the following dates:

Sunday, December 4, 2022
Sunday, December 11, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

If you have questions regarding the written announcement or need additional information, please contact me at 501-537-3544 or CEHetzel@GarverUSA.com.

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Manager

Enclosure

OPEN HOUSE

NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



WHAT: Three Location Public Hearings to discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

WHEN & WHERE: **Tuesday, December 13, 2022**

4:00 p.m. to 7:00 p.m.
Williams Baptist University
(Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

Wednesday, December 14, 2022

4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

Thursday, December 15, 2022

4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center
(Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information:

future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Caitlin Hetzel at 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the location public hearing end date.

NOTICE OF NONDISCRIMINATION: The Arkansas Department of Transportation complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov.

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

The world in brief



Children play at a mall with shops re-opening for business as restrictions are eased Saturday in Beijing. (AP/Ng Han Guan)

China eases back on covid testing rule

BEIJING — Chinese authorities announced Saturday a further easing of covid-19 curbs with major cities such as Shenzhen and Beijing no longer requiring negative tests to take public transport.

The slight relaxation of testing requirements comes even as daily virus infections reach near-record highs and follows weekend protests across the country.

The southern technological manufacturing center of Shenzhen said Saturday that commuters no longer need to show a negative covid-19 test result to use public transport or when entering pharmacies, parks and tourist attractions.

Meanwhile, the capital, Beijing, said Friday that negative test results are also no longer required for public transport from Monday. However, a negative result obtained within the past 48 hours is still required to enter venues like shopping malls.

Despite easing measures, authorities said the “zero-covid” strategy — which aims to isolate every infected person — is still in place.

Because the current round of covid-19 was spreading fast, Beijing authorities said Saturday it is necessary to “unswervingly continue to implement normalized social prevention and control measures.”

The government reported 33,018 domestic infections in the past 24 hours, including 29,085 with no symptoms.

U.S. troops restart joint patrols in Syria

QAMISHLI, Syria — U.S. troops resumed Saturday joint patrols with Kurdish-led forces in northeast Syria days after they were stopped amid Turkish threats of a new ground incursion into the war-torn country.

A patrol consisting of four American armored vehicles and one for the U.S.-backed Syrian Democratic Forces was seen leaving a U.S. base near the northeastern town of Rmeilan in Hassakeh province. The patrol was driving northeast toward another U.S. base near the border with Iraq.

Mazloum Abdi, the top commander of the Syrian Democratic Forces, told reporters Tuesday that the group’s joint operations alongside the U.S.-led international coalition to counter the Islamic State group had been “temporarily paused” because of recent Turkish airstrikes.

U.S. officials had said the patrols that resumed Saturday are not to counter IS militants but will be limited to areas around a sprawling camp housing tens of thousands of mostly women and children linked to IS as well as prisons where Syrian Democratic Forces are holding thousands of extremists.

Syrian Democratic Forces officials warn that Turkish attacks are undermining the fight against IS, whose sleeper cells still carry out deadly attacks. There are roughly 900 U.S. troops in Syria, including in the north and farther south and east.

Attack on Pakistani Embassy assailed

ISLAMABAD — The United States condemned Saturday an attack a day earlier on the Pakistani Embassy in Afghanistan’s capital, in which a senior Pakistani diplomat escaped unhurt but one of his Pakistani guards was wounded.

Shots were fired at the embassy from a nearby building by an assailant or assailants. Shortly after the shooting, Pakistan’s Prime Minister Shahbaz Sharif took to Twitter, calling Friday’s attack an “assassination attempt” against Pakistan’s head of mission in Afghanistan, Ubaid-ur-Rehman Nizamani.

Pakistan repatriated the wounded guard, Israr Mohammad, by helicopter and he was being treated Saturday at a hospital.

In Washington, State Department spokesman Ned Price said Friday that the U.S. condemned the embassy attack, telling reporters “we offer our sympathies and wish a quick recovery to those affected by the violence.”

The United States is “deeply concerned by the attack on a foreign diplomat and we call for a full and transparent investigation,” Price said.

No one immediately claimed responsibility for the attack.

Strong tremor rattles residents of Java

JAKARTA, Indonesia — A strong earthquake shook parts of Indonesia’s main island of Java on Saturday, causing panic but only minor damage just two weeks after an equally powerful quake killed hundreds.

The U.S. Geological Survey said the magnitude 5.7 quake was centered about 11 miles southeast of Banjar, a city between West Java and Central Java provinces, at a depth of 70 miles.

One resident was injured in Selaawi village of West Java’s Garut district, and at least four houses and a school were damaged, said Suharyanto, the National Disaster Management Agency head who goes by one name. He said authorities were still collecting information about the damage.

Apart from the one injured, by Saturday evening there were no other casualties reported from all 42 villages in Garut, one of the closest districts to the epicenter, said Rudi Gunawanthe, the district chief. Many houses suffered minor damage.

Dwikorita Karnawati, head of Indonesia’s Meteorology, Climatology, and Geophysical Agency, said there was no danger of a tsunami but warned of possible aftershocks. The agency put a preliminary magnitude at 6.4.

— COMPILED BY DEMOCRAT-GAZETTE STAFF FROM WIRE REPORTS



Christmas trees are sold on the outskirts of Frankfurt, Germany, on Saturday. (AP/Michael Probst)

Salvadoran force surrounds town

10,000 soldiers, police search for gang members near capital

THE ASSOCIATED PRESS

SAN SALVADOR, El Salvador — The government of El Salvador sent 10,000 soldiers and police to seal off a town on the outskirts of the nation’s capital Saturday to search for gang members.

The operation was one of the largest mobilizations yet in President Nayib Bukele’s 9-month-old crackdown on street gangs that long extorted money from businesses and ruled many neighborhoods of the capital, San Salvador.

The troops blocked roads going in and out of the township of Soyapango, checking people’s documents. Special teams went into the town looking for gang suspects.

“Starting now, the township of Soyapango is completely surrounded,” Bukele wrote in his Twitter account. He posted videos showing ranks of rifle-toting soldiers.

More than 58,000 people have been jailed since a state of emergency was declared after a wave of homicides in late March. Rights groups have criticized the mass roundups, saying they often sweep up young men based on their appearance or where they live.

It was part of what Bukele had called in late November “Phase Five” of the crackdown. Bukele said such tactics worked in October in the town of Comasagua.

In October, more than 2,000 soldiers and police surrounded and closed off Comasagua in order to search for street gang members accused in a killing. Drones flew over the town, and everyone entering or leaving the town was questioned or searched. About 50 suspects were detained in two days.

“It worked,” Bukele said. The government estimates that homicides dropped 38% in the first 10 months of the year compared with the same



Soldiers arrive in Soyapango, El Salvador, on Saturday. (AP/Salvador Melendez)



A resident looks out from her doorway as a soldier takes part in an operation in search of gang members Saturday in Soyapango, El Salvador. (AP/Salvador Melendez)

period of 2021.

Bukele requested Congress grant him extraordinary powers March 26, after gangs were blamed for 62 killings, and that emergency decree has been renewed every month since then. It suspends

some constitutional rights and gives police more powers to arrest and hold suspects.

Under the decree, the right of association, the right to be informed of the reason for an arrest and access to a lawyer are suspended. The govern-

ment also can intervene in the calls and mail of anyone they consider a suspect. The time someone can be held without charges is extended from three days to 15 days.

Rights activists say young men are frequently arrested just based on their age, on their appearance or whether they live in a gang-dominated slum.

El Salvador’s gangs, which have been estimated to count some 70,000 members in their ranks, have long controlled swaths of territory and extorted and killed with impunity.

But Bukele’s crackdown reached another level this month when the government sent inmates into cemeteries to destroy the tombs of gang members at a time of year when families typically visit their loved ones’ graves.

Nongovernmental organizations have tallied several thousand human-rights violations and at least 80 in-custody deaths of people arrested during the crackdown.



Secretary of Defense Lloyd Austin speaks during a news conference at the Pentagon in Washington in November. (AP/Andrew Harnik)

Defense chief raises concern about China

TARA COPP

THE ASSOCIATED PRESS

SIMI VALLEY, Calif. — The U.S. is at a pivotal point with China and will need military strength to ensure that American values, not Beijing’s, set global norms in the 21st century, Defense Secretary Lloyd Austin said Saturday.

Austin’s speech at the Reagan National Defense Forum capped a week in which the Pentagon was squarely focused on China’s rise and what that might mean for America’s position in the world.

On Monday, it released an annual China security report that warned Beijing would likely have 1,500 nuclear warheads by 2035, with no clarity on how China would seek to use them.

In a nighttime rollout, Austin was on hand Friday as the public got its first glimpse of the military’s newest, highly classified nuclear stealth bomber, the B-21 Raider, which is being designed to best the quickly growing cyber, space and nuclear capabilities of Beijing.

China “is the only country with both the will and, increasingly, the power to reshape its region and the international order to suit its authoritarian preferences,” Austin said Saturday. “So let me be clear: We will not let that happen.”

The Pentagon is also concerned about Russia and remains committed to arming Ukraine while avoiding escalating that conflict into a U.S. war with Moscow, he said at the forum held at the Ronald Reagan Presidential Library.

“We will not be dragged into Putin’s war,” Austin said.

“These next few years will set the terms of our competi-

tion with the People’s Republic of China. They will shape the future of security in Europe,” Austin said. “And they will determine whether our children and grandchildren inherit an open world of rules and rights — or whether they face emboldened autocrats who seek to dominate by force and fear.”

Still, between the two nuclear power threats, China remains the greater risk, Austin said.

To meet that rise, “we’re aligning our budget as never before to the China challenge,” Austin said. “In our imperfect world, deterrence does come through strength.”

The bomber is part of a major nuclear triad overhaul underway that the Congressional Budget Office has estimated will cost \$1.2 trillion through 2046.

It includes the Raider serving as the backbone of the future air leg of the triad, but it also requires modernizing the nation’s silo-launched nuclear intercontinental ballistic missiles and its nuclear submarine fleet.

The Defense Department has the largest discretionary budget of all the federal agencies, and it may receive up to \$847 billion in the 2023 budget if Congress passes the current funding bill before this legislative session ends.

However, defense advocates argue it is still not enough to modernize and keep up with China because much of that spending goes to military personnel. The Congressional Budget Office estimates that about 25% of the defense budget is spent on personnel costs such as salaries, health care and retirement accounts.

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



WHAT: Three Location Public Hearings to discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

WHEN & WHERE: Tuesday, December 13, 2022
4:00 p.m. to 7:00 p.m.
Williams Baptist University (Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

Wednesday, December 14, 2022
4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

Thursday, December 15, 2022
4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information:
future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Caitlin Hetzel at 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the location public hearing end date.

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Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

Job 100512

The world in brief



Police vehicles are parked around a cordoned off area Saturday at the Altmarktgerie after a hostage situation in Dresden, Germany. (AP/dpa/Jorg Schurig)

Hong Kong media mogul going to prison

HONG KONG — A Hong Kong court sentenced a pro-democracy media tycoon to five years and nine months in prison Saturday over two fraud charges linked to lease violations.

Jimmy Lai, who was arrested during a crackdown on the city's pro-democracy movement following widespread protests in 2019 and under the National Security Law imposed by Beijing, was also fined \$257,000.

His media company, Next Digital, published the now-defunct pro-democracy newspaper Apple Daily.

In October, Lai was found guilty of fraud for subletting part of the office space to a secretarial firm, which was also controlled by him, between 2016-20. The second fraud count was for letting the same firm use the media outlet's office space in an alleged breach of lease agreements from 1998 to 2015.

Handing down the sentences Saturday, Judge Stanley Chan said the violations, which he called "organized and planned," occurred over two decades and that Lai had used his media organization as "an umbrella of protection."

He said Lai did not feel guilty about the moves, so there was no basis for the court to reduce his jail term.

Extremists release aid worker in Niger

DAKAR, Senegal — German aid worker Jorg Lange was freed Saturday more than 4½ years after Islamic extremists kidnapped him in the West African country of Niger, according to Help, the German aid organization where he works.

The group's statement did not provide details of how or where Lange, a 63-year-old engineer, was released.

"We are very relieved and grateful that our colleague Jorg Lange can return to his family after more than four and a half years," said Bianca Kaltschmitt, the organization's managing director.

Lange, the Niger country director for Help, was kidnapped by the Islamic State group in Niger's Tillaberi region in April 2018.

For seven years, jihadi groups linked to al-Qaida and the Islamic State group in the Sahel have been using hostages held for ransom as a way to fund operations and expand.

At least 25 foreigners and untold numbers of locals have been abducted in the Sahel since 2015, according to the Armed Conflict Location & Event Data Project. Five foreigners remain captive according to the organization, including Rev. Hans-Joachim Lohre, a German priest kidnapped last month in Mali's capital Bamako.

Others still detained include French journalist Olivier Dubois, who was kidnapped last April from northern Mali, U.S. national Jeffery Woodke, Australian doctor Ken Elliott and Romanian national Iulian Ghergut, who was abducted from a mine in Burkina Faso and has been held since 2015.

Convoy ambush kills 2 Yemeni troops

SANAA, Yemen — Two troops from Yemen's pro-government forces were killed in an armed ambush on a United Nations convoy in eastern Yemen, the U.N. said Saturday.

According to a statement from the U.N.'s International Office of Migration spokeswoman, the two soldiers were killed while escorting a convoy traveling west from Seiyun to Marib. No office staff, who were on an unspecified humanitarian mission, were injured in the attack, it said. No further details about the Friday incident were given.

A tribal leader from the area and a U.N. official told The Associated Press that the ambush took place near the town of Al-Abr, in Yemen's eastern Hadramout province. Both spoke on condition of anonymity out of fear of reprisals.

In a separate statement issued Friday by Lt. Gen. Saleh Mohammed Timis of Yemen's Special Tasks Battalion — an official branch of the Saudi-backed army — the two men were identified as Salem Saeed Qarwan and Salem Mubarak Al-Bahri.

The attackers have not been identified.

Blast leaves 3 dead on isle of Jersey

LONDON — An explosion and fire in an apartment building on the Channel Island of Jersey killed at least three people and left several missing, police said Saturday.

Robin Smith, the chief officer of the States of Jersey Police, said during a news conference that "around a dozen" residents were missing following the blast in the town of St Helier.

Jersey, the largest of the Channel Islands, is a self-governing dependency of the United Kingdom located off the coast of northern France in the English Channel.

Smith said a three-story building had "completely collapsed" and there was also damage to a nearby building. He described the scene as "devastating" and warned there could be more fatalities.

Smith said the fire service had been called to the area the night before after residents reported smelling gas.

He said police would investigate "whether or not there was a safety issue" with natural gas lines.

While the fire was extinguished, police said in a statement emergency service agencies were carrying out significant work" at the scene.

Authorities advised Jersey residents to only seek emergency hospital care in the event of an actual medical emergency and to avoid the area of the blast, which was cordoned off.

— COMPILED BY DEMOCRAT-GAZETTE STAFF FROM WIRE REPORTS



Participants dressed in Santa Claus costumes ride bikes Saturday on Regent Street to raise money for a children's hospital in London. (AP/Kin Cheung)

Taliban shed moderation claim

Afghans invited to public lashings, execution in past weeks

PAMELA CONSTABLE
THE WASHINGTON POST

KABUL — The Taliban regime, stepping up the pace and severity of Islamic punishments, carried out its first public execution last week since taking power 15 months ago.

Until last month, the strict religious regime, which has been seeking international recognition and is desperate for economic support, refrained from administering such brutal forms of punishment, which were a common sight during its first stint in power from 1996 to 2001.

But the Taliban proudly inaugurated the comeback of this controversial practice Nov. 23 by inviting prominent Afghans and local citizens to witness the whipping of nine men and three women for various offenses in a sports stadium in Logar province, an hour's drive south of the capital.

Invitations were sent via social media from the Logar governor's office to "honorable scholars, mujahideen, elders, tribal leaders and local people." Since then, similar group punishments, ordered by Taliban courts, have been carried out publicly in scattered rural provinces including Parwan, Farah and Paktia.

A convicted murderer was shot Wednesday, followed a day later by the lashing of 27 men and women in a soccer stadium on charges that included adultery, theft, drug use and running away from home.

The man put to death in western Farah province was not identified, but officials said he was accused of murder five years ago and found guilty after three recent court hearings. Under the Islamic legal tenet of "qisas," which allows personal retribution for crimes, the father of the murder victim carried out the death sentence as a crowd watched, shooting the killer three times.

The grim episode drew immediate international condemnation.

A statement from the U.N. Office of Human Rights in Geneva called it "deeply disturbing" and declared that all public executions "constitute a form of cruel, inhuman or degrading punishment." The agency urged Afghan authorities to place an "immediate moratorium" on executions



A 9-year-old girl works in a brick factory on Aug. 20 on the outskirts of Kabul, Afghanistan. Aid agencies say the number of children working in Afghanistan is growing ever since the economy collapsed after the Taliban takeover more than a year ago. (AP/Ebrahim Noroozi)

and ban the death penalty.

Media reports from different locations have shown images of crowds watching while men with whips struck seated women covered with burqas or men held facedown on the ground. Important officials often travel to observe the proceedings.

Taliban spokesmen have repeatedly defended these actions as proper and required under sharia law, and they have accused the international community of disrespecting their religion and laws.

In a tweet Thursday, Zabihullah Mujahid, the chief Taliban spokesman, said foreign critics of Islamic punishments either have "insufficient information" about Islam or "do not respect the beliefs, laws and internal issues of Muslims, which is an interference in internal affairs." He also said "even America and Europe have the death penalty."

Other Afghan officials, clerics and Taliban supporters publicly welcomed the revival of sharia-based punishments, some in comments on social media. They described the punishments as an important part of the system the Taliban had fought for and expressed hope that they would spread further. "All praise to Allah," posted Wakil Ahmad Mukhlis, a commentator on Twitter. "May Allah establish a transparent Islamic system like Afghanistan all over the world."

In another tweet, Abdul Salaam Zaeef, a former senior Taliban official who

spent many years in custody at the U.S. military's Guantanamo Bay detention camp, expressed the hope that sharia justice "will be regularly implemented in the country."

CRIME ON THE RISE

During the first period of Taliban rule, crime rates fell to near-zero as harsh punishments became common. But today, with the country in dire economic straits and many people jobless, petty theft and robbery have become widespread.

Several posted cautionary messages online, saying sharia laws must be carried out fairly and not discriminate against the poor.

There was little public indication of how local residents reacted to watching the recent lashings or Wednesday's execution. Media images, some of them blurry, showed crowds of grim-faced men gathered in soccer fields and public plazas at the urging of local authorities. In most cases, though, no media coverage was allowed.

Officials in the provinces where the punishments were

carried out emphasized that the procedures followed the law and were ordered by Taliban courts, with the guilty given between 25 and 39 lashes. They also provided lists of the offenses that indicated an emphasis on women's moral behavior as well as crimes such as robbery.

Obaidullah Ameenzada, the governor of Parwan province, said nine of the people who received lashings there Thursday were women.

Some of them were "engaged in prostitution," had "illegal relations" or were convicted of "escaping from home," he said.

In Afghanistan, the charge of escaping from home has often been leveled against wives or daughters fleeing domestic abuse, and those caught are often jailed or forcibly sent home. Before the Taliban returned to power, foreign charities and local groups set up shelters for runaway women and girls in Kabul and other cities, but most have now been closed.

Some online commentators sent stinging messages that accused the regime of double standards and needless cruelty.

Sadat Sayedi charged that Taliban members "have committed all types of crimes — dancing girls, boys, adultery, killing innocents, robbery, rape, forced marriages." Now, he scoffed, "you people are punishing others?"

Another Facebook post showed news images of two men with ties to the current regime who had been accused of misdeeds. One of them, the brother of a passport department official, was allegedly caught in a hotel with dancing girls and accused of selling passports for hundreds of dollars.

"Will these people get punished?" demanded the commenter, identified only as Maryam.

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



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WHEN & WHERE: **Tuesday, December 13, 2022**
4:00 p.m. to 7:00 p.m.
Williams Baptist University
(Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

Wednesday, December 14, 2022
4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

Thursday, December 15, 2022
4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center
(Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information:
future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Caitlin Hetzel at 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the location public hearing end date.

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Job 100512

Serb friction delays election in Kosovo

Belgrade wants to send military force

ZENEL ZHINIPOTOKU
AND LLAZAR SEMINI
THE ASSOCIATED PRESS

PRISTINA, Kosovo — Kosovo postponed a local election due Dec. 18 in four municipalities with a predominantly ethnic Serb population, in an effort Saturday to defuse recent tensions there that have also caused relations with neighboring Serbia to deteriorate further.

But Serbia's president said he will formally request NATO permission to deploy Serbian troops in northern Kosovo, while conceding this was unlikely to be granted.

Earlier, Kosovo President Vjosa Osmani met with her country's political leaders and decided to hold the vote April 23, 2023, in the northern municipalities.

The election in Northern Mitrovica, Zubin Potok, Zvecan and Leposavic was due after ethnic Serb representatives resigned their posts in November to protest a decision by Kosovo's government to ban Serbia-issued vehicle license plates.

Serb lawmakers, prosecutors and police officers also abandoned local government posts.

Tension in the north has been high ahead of the scheduled vote. Last week, unknown gunmen shot and wounded a Kosovo law enforcement officer, some election centers were damaged and shooting was heard in those municipalities.

After the arrest of a former Serb police officer accused of attacking election centers and officials, some roads in the north have been blocked by "extremist groups," Kosovo's Interior Minister Xhelal Zvecla said Saturday.

The Kosovar police presence recently was increased in those areas and the European Union's rule of law mission, or EULEX,

has been present with its police officers too.

Kosovo proclaimed independence from Serbia in 2008. But Belgrade, supported by Russia and China, has refused to recognize Kosovo's statehood.

Belgrade will formally ask the commander of the NATO-led peacekeeper mission in Kosovo to deploy Serbian troops there, Serbian President Aleksandar Vucic said Saturday, but added that he "has no illusions that this will be accepted."

The request had been heralded Friday by Serbia's prime minister, who claimed that the lives of minority Serbs in Kosovo were under threat.

Serbian officials claim a United Nations resolution that formally ended Belgrade's crackdown on majority Kosovo Albanian separatists in 1999 allows for some 1,000 Serb troops to return to Kosovo. NATO bombed Serbia to end the war and push its troops out of Kosovo.

NATO-led peacekeepers in Kosovo since the war would have to give a green light for Serb troops to go there, something highly unlikely because it would de facto mean handing over security of Kosovo's Serb-populated northern regions to Serbian forces.

Kosovo Prime Minister Albin Kurti's office said any such move from Serbia would be "an act of aggression" and an indication of "Serbia's tendencies to destabilize the region."

The European Union has warned Serbia and Kosovo to resolve their dispute and normalize relations to be eligible for membership in the bloc.

Information for this article was contributed by Llazar Semini of The Associated Press.



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 21, 2022

Clay County Courier
Retail – Display Advertising
PO Box 405
433 SW Second Street
Corning, AR 72422
Attn: Meryl Whitledge
Email: mwhitledge@cherryroad.com

Re: Display Ad – Notice of Location Public Hearing

Greetings:

Please publish the enclosed “**Notice of Location Public Hearing**” on the following dates:

Friday, December 2, 2022

Friday, December 9, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

If you have questions regarding the written announcement or need additional information, please contact me at 501-537-3544 or CEHetzel@GarverUSA.com.

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Manager

Enclosure

OPEN HOUSE**NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT**

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Safety first when buying toys for children this holiday season

December is a special time of year for children, millions of whom await the arrival of Santa Claus and the bounty of toys he delivers each year. When buying holiday gifts for youngsters, adults must consider safety. According to the Alliance for Children and Families, approximately 217,000

children are treated at hospital emergency rooms for toy-related injuries each year. Holiday shoppers are urged to stick to age-related recommendations on product packaging and avoid toys that do not contain the ATSM (American Society for Testing and Materials) label. TF22C530


The origins of "The 12 Days of Christmas"

Christmas carols can be heard far and wide from Thanksgiving weekend through Christmas Day. "The 12 Days of Christmas" is one of the most recognizable carols, and for good reason, as the popular song can trace its history back several centuries. Researchers have traced the earliest printed version of the poem on which the song is based all the way back to 1780. That's three years before the signing of the Treaty of Paris, which officially ended the American Revolutionary War. The song has long been suspected to have been a way for Catholics in Britain to teach their children the catechism, as the 1700s was a controversial peri-

od for Catholicism in the country. However, no documentary evidence exists in support of that theory, and many historians feel it is inaccurate. Others indicate that, while 1780 is likely the first time the poem was printed, the poem is likely much older than that, with origins potentially in France or Scotland. What is known is that the version many people recognize today, namely in song form, can be traced to the early twentieth century, when English singer and composer Frederic Austin first popularized the melody for the song. Austin performed that version of the song beginning in 1905, and it was first published in 1909. TF22C556

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OPEN HOUSE
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Job 100512

Clay County District Court Trials - August 2022

Defendant Name	Charge	Date	Plea	Finding	Disposition
ACTIVITY DATE 8/9/22					
Thielemier, Latasha Lin	Careless And Prohibited Driving	02/05/22	Not Guilty	Nol Prossed	Finding Entered
Ervin, Gidget R	Disorderly Conduct	02/24/22	Guilty	Guilty	Finding Entered
Robinson, Tracy S	Disorderly Conduct	02/24/22	Guilty	Guilty	Finding Entered
Klimek, Wayne Dale	Passing authorized vehicle stopped on hwy	03/08/22	Not Guilty	Dismissed	Finding Entered
Corder, Steve B	Disorderly Conduct	03/31/22	Not Guilty	Nol Prossed	Finding Entered
Corder, Steve B	Public Intoxication	03/31/22	Guilty	Guilty	Finding Entered
Larue, Lucas	Criminal Mischief	05/19/22	Not Guilty	Nol Prossed	Finding Entered
Curtis, Andrew A	Criminal Trespass - Occupied	06/02/22	Not Guilty	Dismissed	Finding Entered

Clay County District Court Arraignments - August 2022

Defendant Name	Charge	Date	Plea	Finding	Disposition
ACTIVITY DATE 8/1/22					
Hunt, Gregory	Failure To Pay Fine And Cost	01/02/15	Guilty	Guilty	Finding Entered
Hunt, Gregory	Driving On Suspended Or Revoked DL	06/25/19	Guilty	Guilty	Finding Entered
Hunt, Gregory	Failure To Appear-Class B Misd	11/13/19	Guilty	Guilty	Finding Entered
Turner, Whnetta M	FELONY	07/15/22		Transferred	Finding Entered
Landers, Terence James	FELONY	07/15/22		Transferred	Finding Entered
Hunt, Gregory	FELONY	07/28/22		Transferred	Finding Entered
ACTIVITY DATE 8/4/22					
King, Daniel C	FELONY	07/29/22		Transferred	Finding Entered
Collier, Brittany	FELONY	07/25/22		Transferred	Finding Entered
ACTIVITY DATE 8/9/22					
King, Daniel C	FELONY	07/29/22		Transferred	Finding Entered
Chandler, Heather N	Failure To Pay Fine And Cost	05/01/17		Dismissed	Finding Entered
Santania, Rafael	Hazardous Driving City Ord.	06/29/17			Bond Forfeit
Santania, Rafael	Failure To Appear-Class C Misd	07/26/17			Bond Forfeit
Easton, Christopher	Possession Of Open Title After Sale	12/22/17	Guilty	Dismissed	Finding Entered
Easton, Christopher	Failure To Appear-Class C Misd	04/11/18		Dismissed	Finding Entered
Easton, Christopher	Failure To Pay Fine And Cost	05/01/18	Guilty	Guilty	Finding Entered
Eason, Brittany	Hazardous Driving City Ord.	10/05/20			Bond Forfeit
Eason, Brittany	Failure To Appear-Class C Misd	11/18/20			Bond Forfeit
Beltran, Dillan R	Domestic Battery 3rd Degree	04/30/21	Guilty	Guilty	Finding Entered
Beltran, Dillan R	Criminal Mischief	04/30/21	Guilty	Guilty	Finding Entered
Beltran, Dillan R	Driving On Suspended Or Revoked DL	05/25/21	Guilty	Guilty	Finding Entered
Beltran, Dillan R	No Vehicle License - Tags	05/25/21	Guilty	Guilty	Finding Entered
Koenig, Samuel B	Speeding . . .	09/19/21			Bond Forfeit
Koenig, Samuel B	Failure To Appear-Class C Misd	11/10/21			Bond Forfeit
Keller, Arin Drake	Speeding . . .	11/04/21			Bond Forfeit
Chandler, Hunter	Maintance of real Property City Yard Ordinan	11/09/21	Guilty	Guilty	Finding Entered
Aslin, Robert J	Driving Left Of Center	11/28/21		Dismissed	Finding Entered
Ross, Devin L	Camping Restrictions on WMA	11/20/21			Bond Forfeit
Lane, Jayson D	No Proof Of Liability Insurance - ASP	02/01/22	Guilty	Guilty	Finding Entered
White, Michael	Hazardous Driving City Ord.	02/08/22			Bond Forfeit
White, Michael	Speeding . . .	02/21/22			Bond Forfeit
Reece, Charles	Failure to Register Vehicle - Expired tags	02/21/22		Dismissed	Finding Entered
Reece, Charles	Offense involving a Motor Veh Equip with In	02/21/22			Bond Forfeit
Chaudhry, Zanib	Hazardous Driving City Ord.	03/01/22			Bond Forfeit
Jones, Charles Levi	Failure to Register Vehicle - Expired tags	03/10/22			Bond Forfeit
Proctor, Kacey Lee	Speeding . . .	03/14/22			Bond Forfeit
White, Michael	Failure To Appear-Class C Misd	04/27/22			Bond Forfeit
Edington, Bronson Wayne	Leaving Scene Of Accident - Damage	04/18/22	Guilty	Guilty	Finding Entered
Goss, Richard D	No Proof Of Liability Insurance - Local	04/30/22	Guilty	Guilty	Finding Entered
Patton, Janice	Driving On Suspended Or Revoked DL	05/06/22		Dismissed	Finding Entered
Rfailvch-Sokolov, A M	Speeding . . .	05/07/22			Bond Forfeit
Chandler, Hunter	Failure To Appear-Class C Misd	05/11/22	Guilty	Guilty	Finding Entered
Keller, Arin Drake	Failure To Appear-Class C Misd	05/11/22			Bond Forfeit
Ross, Devin L	Failure To Appear-Class C Misd	05/11/22			Bond Forfeit
McKinney, Linda	Possession of C/S - Marijuana	05/10/22	Guilty	Guilty	Finding Entered
McKinney, Linda	Possession Of Drug Paraphernalia	05/10/22	Guilty	Guilty	Finding Entered
White, John	Possession of C/S - Marijuana	05/10/22	Guilty	Guilty	Finding Entered
White, John	Possession Of Drug Paraphernalia	05/10/22	Guilty	Guilty	Finding Entered
White, John	Driving On Suspended Or Revoked DL	05/10/22	Guilty	Guilty	Finding Entered
White, John	Failure To Yield	05/10/22	Guilty	Guilty	Finding Entered
Mueller, Russell Roland	Improper Brakes / Safety Equipment	05/10/22			Bond Forfeit
Mueller, Russell Roland	False Report of Drivers Record of Duty Status	05/10/22			Bond Forfeit
Whittaker, Steven R	No Seat Belt	05/14/22			Bond Forfeit
Norman, Sharon Kaye	Speeding . . .	05/04/22			Bond Forfeit
Smith, Gregory W	Speeding . . .	05/18/22			Bond Forfeit
Arnold, Luke Maverick	No Seat Belt	05/18/22			Bond Forfeit
Archer, Denny Ray	Speeding . . .	05/18/22			Bond Forfeit
Wortham, Brittany Lynn	No Proof Of Liability Insurance - ASP	05/18/22	Guilty	Guilty	Finding Entered
Wortham, Brittany Lynn	No Seat Belt	05/18/22	Guilty	Guilty	Finding Entered
Chaudhry, Zanib	Failure To Appear-Class C Misd	05/25/22			Bond Forfeit
White, Michael	Failure To Appear-Class C Misd	05/25/22			Bond Forfeit
Ross, Austin	Driving On Suspended Or Revoked DL	05/17/22	Guilty	Guilty	Finding Entered
Ross, Austin	Ran Stop Sign	05/17/22	Guilty	Guilty	Finding Entered
Harris, Tanner	Speeding . . .	05/20/22			Bond Forfeit
Walker, Haylee Lynn	Speeding . . .	05/20/22			Bond Forfeit
Ingram, Keith	No Seat Belt	05/28/22			Bond Forfeit
Small, Jacqueline Nichole	Speeding . . .	05/29/22			Bond Forfeit
Small, Jacqueline Nichole	Failure to Register Vehicle - Expired tags	05/29/22			Bond Forfeit
Hollingsworth, Amy Dianne	Speeding . . .	05/29/22			Bond Forfeit
McCluskey, Zachery Ross	Hazardous Driving County Ord.	05/29/22	Guilty	Guilty	Finding Entered
Cobb, Raymond H	No Seat Belt	05/28/22			Bond Forfeit
Chandler, Hunter	Maintance of real Property City Yard Ordinan	06/02/22	Guilty	Guilty	Finding Entered
Chandler, Hunter	Failure To Obtain Building Permit	06/02/22	Guilty	Guilty	Finding Entered
Necaise, Kyle	No Proof Of Liability Insurance - Local	06/03/22	Guilty	Guilty	Finding Entered
Necaise, Kyle	Expired Tags	06/03/22		Dismissed	Finding Entered
Gowen, Michael	Hazardous Driving County Ord.	06/04/22			Bond Forfeit
Jones, Charles Levi	Failure To Appear-Class C Misd	06/15/22			Bond Forfeit
Proctor, Kacey Lee	Failure To Appear-Class C Misd	06/15/22			Bond Forfeit
Mullins, Amber Denean	No Proof Of Liability Insurance - ASP	06/15/22		Dismissed	Finding Entered
Talbert, Robert Shepard	Rev. Of Probation	06/16/22		Dismissed	Finding Entered
Pattillo, Katherine Rose	Speeding . . .	06/17/22			Bond Forfeit
McRay, Darian	Speeding . . .	06/17/22			Bond Forfeit
Hall, Courtney Ann	Speeding . . .	06/24/22			Bond Forfeit
Pruitt, Linda Charice	Speeding . . .	06/23/22			Bond Forfeit
Rachal, Corey Alexander	Speeding . . .	06/23/22			Bond Forfeit
Persons, Samuel Austin	Speeding . . .	06/22/22			Bond Forfeit
Harris, Racquel R	3Speeding . . .	06/24/22			Bond Forfeit
Cano, Lisa Carol	Speeding . . .	06/26/22			Bond Forfeit
Gilsdorf, Coby Michael	Speeding . . .	06/26/22			Bond Forfeit
Chandler, Hunter	Failure To Pay Fine And Cost	07/01/22	Guilty	Guilty	Finding Entered
Feaman, Adam A	Speeding . . .	07/02/22			Bond Forfeit
Henderson, Lucilius Jr	Speeding . . .	07/02/22			Bond Forfeit
Mallarn-Pati, Gokulchand	Hazardous Driving City Ord.	06/30/22			Bond Forfeit
Melton, Timothy James	Hazardous Driving City Ord.	06/30/22	Guilty	Guilty	Finding Entered
Gray, Jacoby	Failure to Register Vehicle - Expired tags	07/08/22			Bond Forfeit
Gillentine, Cole R	Expired Boat Registration	06/18/22			Bond Forfeit
Rodriguez, Justin	Speeding . . .	07/10/22			Bond Forfeit
Delmont, Michael S	Unsafe Load / Spilling Load	07/08/22			Bond Forfeit
Edwards, Kaylee Maxineanje	Speeding . . .	07/08/22	Guilty	Guilty	Finding Entered
Goss, Richard D	Failure To Appear-Class C Misd	07/13/22		Dismissed	Finding Entered
Williamson, Joshua	No Proof Of Liability Insurance - Local	07/11/22			Bond Forfeit
Brasher, Bodee	Hazardous Driving County Ord.	07/12/22			Bond Forfeit
Crossfield, Sonya R	No Proof Of Liability Insurance - Local	07/28/22	Guilty	Guilty	Finding Entered
ACTIVITY DATE 8/15/22					
Tate, William	FELONY	06/25/19		Transferred	Finding Entered
Loggains, Jennifer	FELONY	07/28/20		Transferred	Finding Entered
ACTIVITY DATE 8/18/22					
Doolittle, Daya B	FELONY	08/17/22		Transferred	Finding Entered
ACTIVITY DATE 8/23/22					
Warfield, Ciera D	Driving On Suspended Or Revoked DL	07/02/21		Dismissed	Finding Entered
Lamar, Triston D	Fictitious Tags	12/21/21		Nol Prossed	Finding Entered
Lamar, Triston D	No Child Safety Restraint	12/21/21		Nol Prossed	Finding Entered
Lamar, Triston D	Failure To Appear-Class C Misd	03/09/22		Nol Prossed	Finding Entered

OBITUARIES

James Ray Killian

James Ray Killian, 66, of Piggott, Arkansas, passed away December 1, 2022, at his home in Piggott, Arkansas surrounded by family.

Hoggard & Sons Funeral Home of Piggott, Arkansas, was in charge of the arrangements.

The family held a celebration of James' life on Saturday, December 3, 2022, at 11:00 a.m. at Hitt's Chapel General Baptist Church in Piggott, Arkansas.

Neil Boyd

Neil Boyd, 87, of Perry, GA passed away December 3, 2022 at Navicent Atrium Health Medical Center in Macon, GA.

Mr. Boyd was born April 20, 1935 in Knobel. He was retired and enjoyed spending time with his family, yard work, and working on lawn mowers and tractors. He attended Henderson Baptist Church in Henderson, GA.

On May 26, 1954, he married Polly Malone.

They recently celebrated 68 years of marriage. Other survivors include their son Anthony "Tony" Starnes of Paragould; brothers Norris Boyd of Knobel, James Boyd of Alpine, TX and Cleitus Boyd of Corning; grandchildren Rachel Boyd Downs and Clyde Boyd; great grandchildren Miranda, Tyler, Clyde, Jace, and Xander; and many other relatives and friends.

He was preceded in

death by his son Vernon Boyd, Jr.; parents Clyde Earl and Ella Alice (Smith) Boyd; and brothers Conrad and Travis Boyd.

Visitation will be Monday December 12, 2022 from 1 to 2 p.m. at Ermert Funeral Home in Corning. Funeral service will follow at 2 p.m. at the funeral home. Burial will be at Bond Cemetery, Knobel.

Online condolences: www.ermertfuneralhome.com

Johnny Joe Colley Jr.



Johnny Joe Colley Jr., 63, of Mansfield, Texas passed away suddenly October 29, 2022 in Burleson, TX.

He was born on December 30, 1958, to Johnny Joe Colley, Sr., and Anna Bell Purdom Colley in St. Louis, Missouri.

He is preceded in death by his father, Johnny Joe Colley, Sr., and survived by his mother Ann Colley; one daughter, Alison Colley; son-in-law, John Myrick; and three grandsons, Knox Ober, Jude Ober, and Isaac Stork. Also, surviving is one sister and her husband, Karla

and Charlie Ramberger of Mansfield, Texas; brother and his wife, Stephen and Angela Colley of Snohomish, Washington; brother and wife, David and Dora Cavitt of Henderson, Arkansas; as well as multiple beloved nieces and nephews, great nieces and nephews, and cousins.

Johnny was a Sergeant in the United States Air Force, serving as a Security Specialist. During these years he was stationed in Guam and Hawaii. He later obtained a Bachelor of Business Administration at Dallas Baptist University and a Juris Doctorate at Texas Wesleyan School of Law. He was a member of the American Association of Professional Landmen, Arkansas Chapter AAPL, and an active attorney with the State Bar of Texas.

Throughout his life, Johnny lived in many states and made many friends whom he often reminisced about. He grew up in Corning,

and along the riverbanks in Ripley County, MO. He loved to spend all seasons at Snaggy Bend with countless cousins and friends, canoeing the Current River, and hunting deer in the woods of Current View. He loved to spend his winters at Black River Lodge in Reyno, AR duck hunting with dear friends. Johnny also loved to dance, sing, and play golf. He had an intense passion for the sport and his golf friends and was always seeking that hole-in-one. He loved life, and experienced this life to its fullest, but looked forward to spending his eternal days in the glory of Heaven with Jesus Christ.

A Memorial Visitation will be held on Friday, Dec. 9 at Fowler and Sons Funeral Home in Neelyville, MO from 10:00 to 12:00 noon, with the service starting at noon. A graveside service will be directly followed at Pope Chapel in Current View, MO.

Barbara Foster

Barbara Foster, 81, of Poplar Bluff, MO, formerly of Corning, passed away November 29, 2022 at home.

Mrs. Foster was a retired farmer and real estate owner. She enjoyed bowling, puzzles, and spending time with her family. She attended Calvary Baptist Church in Corning and Poplar Bluff Full Gospel.

On July 19, 1958, she married Harold Corbin. They were married 20 years prior to his death on February 24, 1979. She then married Alvin Foster

on June 12, 1987. They were married 29 years prior to his death on September 6, 2016.

Survivors include her children Debbie Corbin of Ozark, MO, Denise Corbin Burks of Dexter, MO, and Darrell Corbin of Poplar Bluff, MO; brother Karol (Judi) Parsons of Germany; sisters Nadine (John) Goodale and Linda Hampton, both of Poplar Bluff, Lana McElwrath of Clarksville, TN, and Judy Parsons of Donippan, MO; 16 grandchildren; and several great grandchildren.

In addition to her hus-

bands, she was also preceded in death by her parents Harrison and Bertie (Kearbey) Parsons; brothers Donald, Archie, Leonard, and Jerry Wayne Parsons; and sisters Mary LaFond and Marie Green.

Visitation will be Friday from 6 to 8 p.m. at Ermert Funeral Home. Funeral service will be Saturday, Dec. 3 at 2 p.m. with Bob Fry officiating at the funeral home. Burial will follow at Corning Cemetery.

Online condolences: www.ermertfuneralhome.com



Hello everyone. I hope you all had a wonderful Thanksgiving. I know we did. The Rainwater family had their Thanksgiving dinner at the Peach Orchard Community Center. They had 32 family members to show up. Linda and Jim Stark from Fenton, Missouri drove the most miles. All had a wonderful time and meal.

My family had Thanksgiving with my mother's side of the family at Delaplaine Life Center. There were 62 of the Keeling family members. Then we spent the afternoon with my husband's family at his sister's house in Pocahontas. There were 22 of us. Christmas is sneaking up on me. Peach Orchard is hosting a

Cookie and Ornament Decorating Party at the Peach Orchard Community Center from 11 a.m. to 1 p.m. this Saturday, the 10th. All kids are invited to come and join in on the fun. Also get your picture taken with the animated Santa and reindeer. I can't wait, it's going to be loads of fun.

The park is still undergoing construction. The weather has been delaying a lot of work. But with time it will be done for everyone to enjoy!

I have a lot of my lights up. Santa will be in the window again soon and we have a little Santa climbing up and down the ladder to the roof.

Well, that's all I have for now. Until next time have a blessed day!

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



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4:00 p.m. to 7:00 p.m.
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Walnut Ridge, AR

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4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

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4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information:

future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

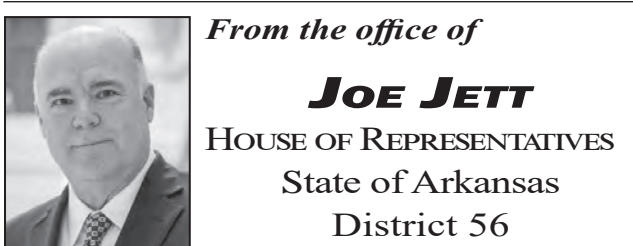
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Job 100512



From the office of
JOE JETT
HOUSE OF REPRESENTATIVES
State of Arkansas
District 56

Returning House members and newly elected members are now preparing for the upcoming session.

The 2023 Regular Session will begin on January 9 at noon.

The pre-filing period for bills and resolutions began on November 15. So far, 16 bills have been filed in the House and 3 have been filed in the Senate. You can review all the bills filed at www.arkansashouse.org.

The House Organizational Meeting previously scheduled for November 17 has been rescheduled to Monday, December 5, 2022, at 9:00 am in the House Chamber.

During the meeting, newly elected members will draw for seniority and all members will select their seats for the 94th General Assembly. After seat selection, the committee selection process will begin.



STATE CAPITOL WEEK IN REVIEW
From
Senator Blake Johnson

LITTLE ROCK – Arkansas has been developing a statewide response to the growing health crisis created by Alzheimer's disease and dementia.

During the 2023 session the legislature will consider a series of proposals brought by the Alzheimer's and Dementia Advisory Council, which was created by Act 319 of 2021.

Measures include enhancement of services for caregivers. Many wear themselves out physically caring for loved ones, and many receive no compensation for the long hours they devote to care.

Although most people have heard of Alzheimer's disease, public awareness campaigns are necessary to improve early detection, and educate people about the early warning signs. Although there is no cure

for Alzheimer's, there are treatments that can slow its progression and soften the impact of its symptoms.

State governments began responding to Alzheimer's in the 1980s, and their responses amplified as public health officials became more aware of the wide-ranging effects of the disease.

Alzheimer's is the most common form of dementia, accounting for 60 to 80 percent of all dementia cases. Dementia is a general term to describe loss of memory and mental abilities. There is no single test for Alzheimer's. Physicians rely on blood tests, scans, interviews with family members and tests of memory and cognitive skills.

How a person gets Alzheimer's is not known ex-

actly. The major risk factor is old age. It can run in the family. Obesity, diabetes and cardiovascular disease may be risk factors. That means you may be able to ward off the disease by exercising, keeping mentally active and eating healthily.

The most common early symptom is the inability to remember newly learned information. Other warning signs include difficulty completing familiar tasks, losing things, being disoriented, withdrawal from social activities, no longer being able to plan ahead or work with numbers, changes in judgment and decision making that are out of character and finally, mood swings and personality changes.

In Arkansas, an estimated 93,000 people provide unpaid care to loved ones with Alzheimer's. The majority are women and two-thirds are older than 50, so the physical challenges of caregiving are daunting. The majority of caregivers have been providing care for more than four years.

Caregivers have to leave work early or take time off. They lose benefits and have to turn down promo-

parliamentary procedures to balancing the state budget so that every member is prepared on day one of the session.

At the beginning of each legislative session, the House and Senate meet separately to organize and adopt temporary rules for the respective bodies. Then on the second day of the session, we will meet in a joint session in the House Chamber to hear an address from the newly elected Governor.

The House streams every committee meeting and House floor proceeding live on our website. We will also be streaming the organizational meeting on December 5. In addition, the recorded meetings are archived and searchable by key terms on our site.

Due to the demands of caregiving, nine percent have had to quit work entirely and 18 percent have had to leave a full-time job and take a part-time job.

In 2020 about 58,000 Arkansans had Alzheimer's and by 2025 that will increase to 67,000 people, in part because of the general aging of the population.

It is expensive to care for Alzheimer's patients, more so than caring for people with cancer and heart disease.

Patients with Alzheimer's and dementia tend to have more incidents entailing higher costs for coronary artery disease, diabetes, strokes, chronic kidney disease and cancer.

Overall, people without dementia don't need care as often for those same medical conditions as do people who also suffer from dementia.

For people 65 and older with dementia, the rate of hospitalization is twice what it is for people who don't have dementia. It is 538 hospital visits for every 1,000 people compared to 266 hospital visits per 1,000 people.



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 21, 2022

Paragould Daily Press
Retail – Display Advertising
1401 West Hunt Street
Paragould, AR 72450
Attn: Matt or Claire
Email: msmith@jonesborosun.com, sos@jonesborosun.com

Re: Display Ad – Notice of Location Public Hearing

Greetings:

Please publish the enclosed “**Notice of Location Public Hearing**” on the following dates:

Saturday, December 3, 2022
Saturday, December 10, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

If you have questions regarding the written announcement or need additional information, please contact me at 501-537-3544 or CEHetzel@GarverUSA.com.

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Manager

Enclosure

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



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future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

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Don't believe the scammers

DEAR HELOISE: I've had scammers calling me right and left lately: It's usually the famous "CONGRATULATIONS! You've won a new boat, house or complete set of cookware, or a vacation with all expenses paid to Hawaii, Fiji, Bora Bora or anywhere you'd like. All you have to do is pay for the taxes. Or maybe you have to pay for shipping and handling." It doesn't matter



what they tell you because it's all a lie. If you're snowed in or freezing in some snowy city, it might sound good to win a trip to the sunny island of Maui, but ask yourself, "Why me?" How did you get so lucky? They'll try to be charming and win your trust, but they're just a bunch of low-life scammers who'll steal your life savings if you let them. Hang up on those calls and hang onto your money! — Frank and Carol H., Milford, Delaware

A sticky situation
DEAR HELOISE: I had a cardboard box I wanted to reuse, but there was a label

on the side with numbers and letters. I was afraid to use it with that sticker on there, so I turned my hair dryer on high and held it close to the sticker. After a bit, the sticker lifted on one end, and I used my fingernail to help lift it off the box without any trouble at all. — Marian T., Greenfield, Illinois

Color coding pants
DEAR HELOISE: I have

several nice slacks with stretch waist bands, but whenever I tried to find them in my closet, they were mixed up with other slacks that had zippers as well as some capri pants. Then, I bought colored tape, which I wrapped around the handle of the hanger about three inches long.

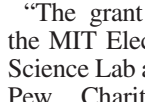
This way, I group the colors together and knew that red stood for the zippered slacks, green for the elastic waistband ones and yellow for the capri pants. Saves a lot of time and aggravation. — Amy R., Anaheim, California

Ouch!
DEAR HELOISE: Whenever you're outdoors in nice weather, at a picnic or at the beach, you can use pickle juice or toothpaste on a bee sting or fire-ant bite to help alleviate the pain. And if you're at the beach, you can use a small bag of cornstarch to help rub sand off of your feet. — Elaine H., Port Charlotte, Florida

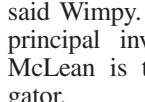
Bottle feeding pets
DEAR HELOISE: If you're bottle feeding a kitten or puppy, be sure to place the baby laying on its stomach to feed. That is the way they nurse from their mothers, and this way avoids choking them. As humans, we're used to cradling a baby in our arms, but for a small kitten or puppy, it's hard for them to nurse and breathe at the same time. Send a money-saving or timesaving hint to Heloise, P.O. Box 795001, San Antonio, TX 78279-5001, or you can fax it to 1-210-HELOISE or email it to Heloise@Heloise.com.

Grant awarded to A-State researchers

JONESBORO — A pair of Arkansas State University professors have received a \$95,173 grant to continue their research. Dr. Cameron Wimpy, assistant professor of political science and interim department chair and Dr. William McLean, associate vice chancellor for faculty relations and associate professor of political science, were awarded the grant for their research project "Exploring Rural Election Administration: with Special Attention to the Mississippi River Delta."



WIMPY



MCLEAN

"The grant is funded by the MIT Election Data and Science Lab along with The Pew Charitable Trusts," said Wimpy. Wimpy is the principal investigator and McLean is the co-investigator.

"We have three distinct phases of research. The first involves investigating the impact of rurality on election administration in a big data, quantitative study that involves election administration data and records over several election cycles. The second phase involves employing undergraduates to work with us on analyzing the electronic tools that rural jurisdictions provide to their voters," explained Wimpy.

"Finally, we will conduct a series of focus groups with election officials from seven states along the lower Mississippi River Delta region. This, in many ways, is the most unique and interesting facet of our project."

The states included in the study will be Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee. "The biggest challenge to conducting large-scale research projects is time. This grant gives us that time and it is very exciting to be working on something that is such high importance to the health of our country's elections. There are also obvious connections here to our own state and the areas traditionally served by A-State, and that means a great deal to us being from this area ourselves," said Wimpy.

Wimpy and McLean make up one of 18 research teams who will receive part of the nearly \$2 million that was awarded by the MIT Election Data and Science Lab. This funding will allow research to be done on how elections have changed across the country over the past few years.

"Although most citizens have a broad idea of how elections work, there is still much to learn about how the process varies across locales and for different levels of elections. This broad theme in the context of modern challenges such as the pandemic, accessibility

and security defines how these projects will examine modern elections in the U.S.," said Wimpy.

"Through learning from both election officials and the public at large, these projects can shed additional light on the challenges, perceptions and even best practices throughout American elections. Our specific interest is learning how the context of rurality affects election administration."

Wimpy said cooperation from local officials will be the most vital phase of the project, "We generally find election officials to be quite eager to work with the research community so they can both share their own expertise and learn from others. Of course they are also almost always understaffed and overworked so we are very respectful of their time and the important role they play in the democratic process for their communities."

Avian influenza confirmed in third flock

Producers urged to take precautions

Testing has confirmed a case of avian influenza in a backyard flock in Arkansas County that had shown increased mortality over the course of several days.

This is the third case of avian influenza in Arkansas this year. Earlier this year the Department confirmed cases of avian influenza on a poultry farm in Madison County and on a farm in Pope County.

"We will continue to work with poultry growers, the industry, and our laboratory partners to protect against the spread of avian influenza," said Arkansas Secretary of Agriculture Wes Ward. "Arkansas poultry is safe to eat, and consumers can be confident in the safety of their food."

"The Arkansas Department of Agriculture is urging poultry owners to increase biosecurity measures on their operations in response to several reports

of highly pathogenic avian influenza (HPAI) in wild birds along the Mississippi Flyway," said Patrick Fisk, Livestock and Poultry Division Director.

Avian influenza is an airborne respiratory virus that spreads easily among chickens through nasal and eye secretions, as well as manure. The virus can be spread in various ways from flock to flock, including by wild birds, through contact with infected poultry, by equipment, and on the clothing and shoes of caretakers. There is no public health concern, and avian influenza does not affect poultry meat or egg products, which remain safe to eat.

To mitigate the disease risk from contact with the birds or their droppings, the Livestock and Poultry Division strongly recommends taking the following steps for the next 30 days, especially within the Delta area:

■ Keep your birds indoors or covered to pre-

vent exposure to wild or migratory birds.

■ Restrict access to any source of water that may have been contaminated by wild birds.

■ Implement strict biosecurity methods to prevent exposure to wild waterfowl or their droppings.

All poultry flock owners are encouraged to follow the strictest biosecurity on their farms to prevent the spread of the disease. Those steps include:

■ Limit, monitor, and record any movement of people, vehicles, or animals on or off your farm.

■ Permit only essential workers and vehicles to enter the farm to limit the

chances of bringing the virus from an outside source.

■ Avoid visiting other poultry farms and any unnecessary travel off the farm.

■ Disinfect equipment, vehicles, footwear, and other items that come into contact with flocks.

■ Keep your flock away from wild or migratory birds, especially waterfowl.

■ Isolate any ill animals and contact your veterinarian.

Backyard flock owners who have sick or unusual deaths in their flocks should email info@agriculture.arkansas.gov or call 501-823-1746.

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CHRISTMAS



Submitted photo

Light Baptist Church is beautifully decorated for Christmas. Drive out and take pictures of your family with the nativity scene. Submit photos to *The Daily Press* at editor@paragoulddaily.com.

Fall Commencement ceremony set for Dec. 17 at FNB Arena

JONESBORO — Arkansas State University will conduct its 2022 Fall Commencement on Saturday, Dec. 17, at 10 a.m. at First National Bank Arena.

Chancellor Todd Shields will confer degrees upon graduates from eight colleges, including Agriculture, Neil Griffin College of Business, Education and Behavioral Science, Engineering and Computer Science, Liberal Arts and Communication, Nursing and Health Professions, Sciences and Mathematics and University College.

Approximately 1,880 graduates will receive doctoral, specialist, master, bachelor and associate degrees.

Lauren Byrd of Glen Carbon, Ill., will be the featured speaker on behalf of the graduating class. Byrd, who will receive a Bachelor of Science in radiologic sciences, was selected due to having the highest Latin honors and most A-State credit hours.



Courtesy photo

A-State Commencement will be at First National Bank Arena on Saturday, Dec. 17.

Byrd will graduate summa cum laude.

Graduates and guests can enter the arena through the red and yellow entrances. Doors will be open at 8 a.m. and graduates are asked to arrive one hour prior to the beginning of the ceremony. Graduates will be seated alphabetically and by college.

There will be no processional or recessional. Those attending the ceremony are welcome to sit anywhere that is not designated as reserved.

Because this is one of the

last shopping weekends of the holiday season, traffic will be heavy and guests are asked to plan accordingly.

All parking near First National Bank Arena will be available with gates up. Parking on grass surfaces will not be permitted. There is a clear bag policy that will be enforced for all guests. Details on parking locations for graduation can be found online.

Those who cannot attend the ceremony may view the live stream at AState.edu/live.

Try this Amish cleaning method

DEAR HELOISE: My great-grandmother was Amish, and she had her own particular way of doing things. She would clean her floors with hot water, olive oil, vinegar and a squeeze of lemon juice from one lemon. Of course, the floors were sealed, and

Hints from Heloise



she never measured anything. She could tell by sight how much to use. But I asked my aunt how much of each my great-grandmother would use, and she said that for every gallon of hot water, add the following:

1 cup vinegar
1/4 cup olive oil
The juice of one lemon (mostly for the scent)

This method kept our floors from getting that waxy buildup some wooden floors produce, and it was certainly very economical to use. We cleaned anything wood with this mixture, including window frames, doors and more.

After washing, we'd let the wood dry and go back over everything with a microfiber cloth (or a soft cotton T-shirt), as well as polish the wood. — Amy D., Lancaster, Pennsylvania

Send a great hint to:

Heloise
P.O. Box 795001
San Antonio, TX 78279-5001
Fax: 1-210-HELOISE
Email: Heloise@Heloise.com

White bread scrubber

DEAR HELOISE: An old trick for cleaning wallpaper is to take a slice of white bread, wad it up into a ball and scrub the wallpaper. This is especially useful for wallpaper that is flocked when it gets dirty. — Janet S., San Diego

Autumn arrangement

DEAR HELOISE: This past Thanksgiving, I made a beautiful centerpiece for my table and the long table in the entry, and it didn't cost me a dime. I found a piece of wood in my husband's workshop and used some leftover paint to paint

it black. Then, I went for a walk in the woods and found some small branches, twigs, colorful leaves and pinecones. I picked them up and stuffed them into a bag I was carrying. I also found an empty bird's nest and some acorns. With just a little hot glue, I had a nice arrangement to show off the fall season during Thanksgiving Day. — Casey P., Dolores, Colorado

Paper bags

DEAR HELOISE: I found out that I could request paper bags at the grocery store instead of the plastic ones. So many waterways are clogged with those plastic bags that have ru-

ined the beauty of many public parks and beaches. We live on one planet, and it should be — needs to be — better cared for than people presently care for it. I've heard a saying that we are just gatekeepers of Earth. We'll be passing Earth onto our children. Why would anyone want to give their child a cluttered, dirty planet? — Lucy H., Fairfield, Connecticut

Lucy, you're right. We don't really own the planet, we just live here for a while. It's up to each of us to pick up after ourselves, recycle and not overbuy products. I once had a reader brag to me that she owned 112 pairs of shoes.

Personally, I don't find that anything to be proud of. There are better things we can all do with our time and money. It's up to all of

us to make sure we leave this earth in better shape than the way we found it on the day we were born. — Heloise

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



WHAT: Three Location Public Hearings to discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

WHEN & WHERE: **Tuesday, December 13, 2022**
4:00 p.m. to 7:00 p.m.
Williams Baptist University (Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

Wednesday, December 14, 2022
4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

Thursday, December 15, 2022
4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information:

future57.transportationplanroom.com

The comment form will be available through Tuesday, January 24, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)

Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Caitlin Hetzel at 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the location public hearing end date.

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Job 100512

Letters to Santa

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or email kelseyp@jonesborosun.com



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North Little Rock, AR 72118

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FAX 501.372.8042

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November 21, 2022

Pocahontas Star Herald
Retail – Display Advertising
PO Vox 608
Pocahontas, AR 72455
Attn: Jenny Tyson
Email: jtyson@cherryroad.com

Re: Display Ad – Notice of Location Public Hearing

Greetings:

Please publish the enclosed “**Notice of Location Public Hearing**” on the following dates:

Thursday, December 1, 2022

Thursday, December 8, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

If you have questions regarding the written announcement or need additional information, please contact me at 501-537-3544 or CEHetzel@GarverUSA.com.

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Manager

Enclosure

OPEN HOUSE

NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



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Link to project information:

future57.transportationplanroom.com

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BEN WICKER FOR COUNTY JUDGE.

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RANDY BARBER FOR COUNTY JUDGE

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HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



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4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

November 21, 2022

The Times Dispatch
Retail – Display Advertising
208 West Main Street
Walnut Ridge, AR
Attn: Amanda Reynolds
Email: areynolds.thetd@gmail.com

Re: Display Ad – Notice of Location Public Hearing

Greetings:

Please publish the enclosed “**Notice of Location Public Hearing**” on the following dates:

Wednesday, November 30, 2022

Wednesday, December 7, 2022

Send one copy of the proof of publication with invoice for payment to:

Garver
Attn: Caitlin Hetzel
Project Number: 17017535
4701 Northshore Drive
North Little Rock, AR 72118
Email: CEHetzel@garverusa.com

If you have questions regarding the written announcement or need additional information, please contact me at 501-537-3544 or CEHetzel@GarverUSA.com.

Sincerely,

A handwritten signature in black ink that reads 'Caitlin Hetzel'.

Caitlin Hetzel
Communications Manager

Enclosure

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Walmart shooting raises need for violence prevention at work

By **ALEXANDRA OLSON**
and **ANNE D'INNOCENZIO**
AP Business Writers

NEW YORK — The mass shooting Wednesday at a Walmart in Virginia was only the latest example of a workplace shooting perpetrated by an employee.

But while many companies provide active shooter training, experts say there is much less focus on how to prevent workplace violence, particularly how to identify and address worrisome behavior among employees.

Workers far too often don't know how to recognize warning signs, and even more crucially don't know how to report suspicious behavior or feel empowered to do so, according to workplace safety and human resources experts.

"We have built an industry around how to lock bad guys out. We have heavily invested in physical security measure like metal detectors, cameras and armed security guards," said James Densley, professor of criminal justice at Metropolitan State University in St. Paul, Minnesota, and co-founder of the nonprofit and nonpartisan research group The Violence Project. But too often in workplace shootings, he said, "this is someone who already has access to the building."

The Walmart shooting in particular raised questions of whether employees feel empowered to speak up because it was a team leader who carried out the shooting.

Identified by Walmart as 31-year-old Andre Bing, he opened fire on fellow employees in the break room of the Chesapeake store, killing six people and leaving six others wounded. Police said he then apparently killed himself.

Employee Briana Tyler, who survived the shooting, said Bing appeared not to be aiming at anyone in particular. Tyler, who started at Walmart two months ago, said she never had a negative encounter with Bing, but others told her that he was "the manager to look out for." She said Bing had a history of writing people up for no reason.



Alex Brandon / AP

Law enforcement, including the FBI, work at the scene of a mass shooting at a Walmart on Wednesday in Chesapeake, Va.

Walmart launched a computer-based active shooter training in 2015, which focused on three pillars: avoid the danger, keep your distance and lastly, defend. Then, in 2019 after a mass shooting at an El Paso, Texas, store in which an outside gunman killed 22 people, Walmart addressed the threat to the public by discontinuing sales of certain kinds of ammunition and asked that customers no longer openly carry firearms in its stores. It now sells only hunting rifles and related ammunition.

Walmart didn't specifically respond on Wednesday to questions seeking more detail about its training and protocols to protect its own employees. The company only said that it routinely reviews its training policies and will continue to do so.

Densley said that employers need to create open channels for workers to voice concerns about employees' behavior, including confidential hotlines. He noted that too often attention is focused on the "red flags" and workers should be looking for the "yellow flags" — subtle changes in behavior, like increased anger or not showing up for work. Densley said managers need to work with those individuals to get them counseling and do regular check-ins.

In fact, the Department of Homeland Security's active shooting manual states that human resources officials have a responsibility

to "create a system for reporting signs of potential violence behavior." It also encourages employees to report concerning behavior such as increased absenteeism and repeated violation of company policies.

But many employers may not have such prevention policies in place, said Liz Petersen, Quality Manager at the Society for Human Resource Management, an organization of more than 300,000 human resources professionals.

She noted that in a 2019 SHRM survey of its members, 55 percent of HR professionals said they didn't know if their organizations had policies to prevent workplace violence, and another 9 percent said they lacked such programs. That was in contrast to the 57 percent of HR managers who said they did have training on how to respond to violence.

A recent federal government report examining workplace violence over three decades found that workplace homicides have risen in recent years, although they remain sharply down from a peak in the mid-1990s.

Between 2014 and 2019, workplace homicides nationwide increased by 11 percent from 409 to 454. That was still down 58 percent from a peak of 1,080 in 1994, according to the report, which was released in July by the Departments of Labor, Justice and Health and Human Services. The report found that

workplace homicide trends largely mirrored homicide trends nationwide.

But the country's spike in mass public shootings is raising awareness among employers of the need to address mental health in the workplace and prevent violence — and of the liabilities employers can face if they ignore warning signs, Petersen said.

In one high-profile example, the family of a victim filed a wrongful death lawsuit earlier this year against the Northern California Transportation agency, alleging it failed to address the history of threatening behavior of an employee who shot and killed nine co-workers at a light rail yard in San Jose in 2021.

The transportation agency released more than 200 pages of emails and other documents showing the shooter, Samuel James Cassidy, had been the subject of four investigations into workplace conduct, and one worker had worried that Cassidy could "go postal." That expression stems from one of the deadliest workplace shootings in U.S. history, when a postal worker shot and killed 14 workers in Edmond, Oklahoma, in 1986.

"Workplace violence is a situation that you never think is going to happen to your organization until it does, and unfortunately, it's important to prepare for them because they are becoming more commonplace," Petersen said.

INITIATIVE

From page A1

Stacy Hurst. "Eats & Clean Streets offers the perfect resolution for businesses to join these statewide efforts to protect our state's natural resources and livability."

The Eats & Clean Streets initiative provides businesses in the food services and hospitality industry with free signage encouraging patrons not to litter at their businesses or around the state. It is open to all sit-down restaurants, fast-food restaurants, fast-casual restaurants, gas stations, convenience stores and oth-

er businesses that provide to-go or packaged food.

"With food packaging being the second-most littered item worldwide — behind cigarette butts — it is vital that businesses across the state join us in the fight against litter," said Colbie Jones, director of KAB.

"We are proud of the nearly 100 food locations representing various sides of

the hospitality industry that have stepped up to help us reduce littering. If you're a business that provides to-go packaging, we want to encourage you to get involved to help us protect and preserve our state."

Businesses that register for the program will receive free promotional materials and signage. Available materials include

posters, window clings, receipt stickers, table tents, trash receptacle stickers and educational materials for kids.

Interested businesses are encouraged to sign up to receive the free signage by visiting KeepArkansasBeautiful.com/communities-resources/eats-clean-streets.

SANDERS

From page A1

public policy and political engagement at the federal, state, and local levels in both the private and public sector according to Sanders.

Conger is currently serving as Deputy Director of Sanders' transition office, and has served as Senior Advisor on the Sarah for Governor campaign.

Prior to joining the campaign in 2021, Conger worked for Arizona Gov. Doug Ducey for nearly seven years, both as Legislative Director and Deputy Chief of Staff.

Storms could spawn major tornadoes, floods in several states

JACKSON, Miss. (AP) — Forecasters warned of the potential for strong tornadoes that could stay on the ground for long distances in parts of the South on Tuesday, as well as flooding rains and hail the size of tennis balls.

More than 25 million people could be at risk as the storm system moves from east Texas to Indiana and Georgia. The national Storm Prediction Center said in its storm outlook that affected cities could include New Orleans; Memphis and Nashville in Tennessee; and Birmingham, Alabama.

It's rare that federal forecasters warn of major tornadoes with the potential for carving damages across long distances, but they did so in Tuesday's forecasts. Tornado watches covering much of Louisiana and Mississippi were announced due to "a particularly dangerous situation," the National Weather Service said.

"Supercells are expected to develop this afternoon and track northeastward across much of northeast Louisiana and central Mississippi," the Weather Service said. "Parameters appear favorable for strong and long-tracked tornadoes this afternoon and early evening."

The severe weather could hit Alabama early Wednesday, forecasters said.

"Multiple rounds of severe thunderstorms — some capable of long-tracked tornadoes with EF3+ damage potential — will be possible this afternoon into tonight over parts of the lower Mississippi Valley region and Mid-South," the Norman,

Oklahoma-based Storm Prediction Center said.

Tornadoes with an EF3 rating on the Enhanced Fujita tornado scale can produce wind gusts of up to 165 mph.

All remaining classes at Mississippi State University's main campus in Starkville switched to remote instruction on Tuesday due to the weather, the university announced. A Mississippi State women's basketball game against the University of Louisiana-Monroe will still be played on campus, but the venue will be closed to spectators.

Some of Mississippi's public school systems decided to close early ahead of the storm. The 3,500-student Canton Public School District said it was dismissing students at noon, cancelled after-school activities and rescheduled a basketball game. Another large system outside Jackson — Madison County Schools — also said it planned to close schools early.

Flood watches were issued Tuesday for parts of southeast Mississippi and southwest Alabama, where 3 to 5 inches of rain could lead to flash flooding, the National Weather Service said.

The Mississippi Emergency Management Agency urged residents to have multiple ways of receiving weather alerts and know in advance where to go to stay safe. The agency also urged people to take pictures of their property. "These photos can be used for insurance purposes and/or possible assistance if your home is damaged in the storm," the agency tweeted.

OPEN HOUSE NOTICE OF LOCATION PUBLIC HEARING & DRAFT ENVIRONMENTAL IMPACT STATEMENT



WHAT: Three Location Public Hearings to discuss the Draft Environmental Impact Statement (DEIS) for the proposed Walnut Ridge to Missouri State Line (Future I-57) connection in Clay, Greene, Lawrence, and Randolph counties.

WHEN & WHERE: **Tuesday, December 13, 2022**
4:00 p.m. to 7:00 p.m.
Williams Baptist University (Moody Room)
22 McClellan Dr.
Walnut Ridge, AR

Wednesday, December 14, 2022
4:00 p.m. to 7:00 p.m.
Pocahontas Community Center
300 Geneva Dr.
Pocahontas, AR

Thursday, December 15, 2022
4:00 p.m. to 7:00 p.m.
M.B. Ainley Community Center (Banquet Room)
536 E. Elm St.
Corning, AR

Link to project information: future57.transportationplanroom.com

The comment form will be available through Friday, January 13, 2023. Individuals submitting public comments may have personally identifiable information published in future reports.

Sponsor: Arkansas Department of Transportation (ARDOT)
Special communication or accommodation needs under the Americans with Disabilities Act (ADA) may contact Caitlin Hetzel at 4701 Northshore Drive, North Little Rock, AR 72118, call 501-823-0730, or email PublicInvolvement@GarverUSA.com. The hearing or speech impaired may contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the location public hearing end date.

NOTICE OF NONDISCRIMINATION: The Arkansas Department of Transportation complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov.

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

Job 100512

**EARLY VOTING BEGINS NOV. 29
ELECTION DAY IS DEC. 6**

To the citizens of Hoxie, my name is Geneva Waldrup. I want to first thank everyone who voted for me in the November 9th general election.

I would like to ask you now to please go out and vote for me in the run-off election for Hoxie City Council.

I can only promise to do the best I can. Thank you very much. Your vote will be greatly appreciated.

Geneva Waldrup

VOTE ★ VOTE ★ VOTE ★ VOTE
GENEVA WALDRUPE
HOXIE CITY COUNCIL

Paid Political Ad

Shorter days affect the mood of millions of Americans

Tips on how to avoid the winter blues

By LINA BEGDACHE

Associate Professor of Health and Wellness Studies, Binghamton University, State University of New York

The annual pattern of winter depression and melancholy – better known as seasonal affective disorder, or SAD – suggests a strong link between your mood and the amount of light you get during the day.

To put it simply: The less light exposure one has, the more one's mood may decline.

Wintertime blues are common, but about 10 million Americans are affected every year by a longer lasting depression called seasonal affective disorder. Along with low mood, symptoms include anxious feelings, low self-esteem, longer sleep duration, constant craving for carbohydrates and low physical activity levels.

I am a nutritional neuroscientist, and my research focuses on the effects of diet and lifestyle factors on mood and brain functions such as mental distress, resilience and motivation.

Through my research, I have learned that seasonal affective disorder can strike anyone. However, people with a history of mood disorders are at a higher risk. In particular, young adults and women of all ages have an increased susceptibility.

Why seasonal depression happens

When daylight saving time ends each fall, the one-hour shift backward reduces the amount of light exposure most people receive in a 24-hour cycle. As the days get shorter, people can experience general moodiness or a longer-term depression that is tied to a shorter exposure to daylight.

This happens due to a misalignment between the sleep-wake cycle, eating schedules and other daily tasks. Research shows that this mismatch may be associated with poor mental health outcomes, such as anxiety and depression.

Our sleep-wake cycle is controlled by the circadian rhythm, an internal clock regulated by light and darkness. Like a regular clock, it resets nearly every 24 hours and controls metabolism,

growth and hormone release.

When our brain receives signals of limited daylight, it releases the hormone melatonin to support sleep – even though we still have hours left before the typical bedtime. This can then affect how much energy we have, and when and how much we eat. It can also alter the brain's ability to adapt to changes in environment. This process, called neuronal plasticity, involves the growth and organization of neural networks. This is crucial for brain repair, maintenance and overall function.

It is possible to readjust the circadian rhythm to better align with the new light and dark schedule. This means getting daylight exposure as soon as possible upon waking up, as well as maintaining sleep, exercise and eating routines that are more in sync with your routine prior to the time change. Eventually, people can gradually transition into the new schedule.

The intimate connection between serotonin and melatonin

Serotonin is a chemical messenger in the brain that is a key player in regulating several functions

such as mood, appetite and the circadian rhythm. Serotonin also converts to melatonin with lower light intensity. As mentioned above, melatonin is a hormone that regulates the sleep-wake cycle and signals the brain that it's time to sleep.

Less daylight exposure during winter months leads to the conversion of serotonin into melatonin earlier in the evening, since it gets dark earlier. As a result, this untimely melatonin release causes a disruption in the sleep-wake cycle. For some people this can cause moodiness, daytime sleepiness and loss of appetite regulation, typically leading to unhealthy snacking. People with seasonal affective disorder often crave foods rich in simple sugars, such as sweets, because there is an intimate connection between carbohydrate consumption, appetite regulation and sleep.

Strategies to combat the winter blues

In winter, most people leave work when it's turning dark. For this reason, light therapy is typically recommended for those who experience seasonal

affective disorder, or even shorter periods of seasonal funk.

This can be as simple as getting some light shortly after awakening. Try to get at least one hour of natural light during the early morning hours, preferably about one hour after your usual morning wake-up time when the circadian clock is most sensitive to light. This is true no matter what your wake-up time is, as long as it's morning. For people living at northern latitudes where there's very little sun in winter, light therapy boxes – which replicate outdoor light – can be effective.

You can also improve your sleep quality by avoiding stimulants like coffee, tea or heavy meals close to bedtime. Exercising during the day is also good – it increases serotonin production and supports circadian regulation. A balanced diet of complex carbs and healthy proteins supports steady serotonin and melatonin production, and practicing downtime before bed can reduce stress.

Taking these small steps may help the circadian rhythm adjust faster. For the millions with mood disorders, that could mean happier times during what are literally the darkest days.

SECOND GRADERS PERFORM AT COURTHOUSE



Walnut Ridge and Hoxie Elementary second graders perform Christmas carols at the Lawrence County Courthouse on Friday. This is an annual event that occurs at the Angel Tree in the courthouse.

IN BRIEF

Retirement party to honor county officials

The Lawrence County Courthouse is hosting a retirement party to honor Lawrence County Judge John Thomison, Lawrence County Clerk Tina Stowers and Lawrence County Sheriff Jeff Yates.

The party will be held Tuesday, Dec. 27, at 4 p.m. in the courthouse lobby. Cake, punch and refreshments will be served. Everyone is invited to attend.

LawCo JA to host annual Breakfast With Santa

The Lawrence County

Junior Auxiliary will host its annual Breakfast With Santa on Saturday, Dec. 17, from 8-11 a.m. at the MAC Center at Walnut Ridge's First Baptist Church.

Tickets are on sale now and are \$10 each. Tickets can be purchased from any junior club auxiliary member.

BR Church of Christ to host dinner

The Black Rock Church of Christ, located on Elm Street, will host a community dinner on Saturday at 6 p.m. in the church's fellowship room.

Everyone is invited to attend. For more information, call 870-878-1234.

REAL ESTATE TRANSFERS

- Bobby J. Yopp to Leigh Ann Wright et al. Acreage.
- Ricky George to Ernest Schubach. Acreage.
- Ricky George to Ashley George. Acreage.
- Tommy Land, Commissioner of State Lands, to Gerald Darnell. Lot in Ravenden.
- Anthony Maple et al to Barrett Pugh. Acreage.
- Junior P. Jarrett to Dusti L. Jarrett. Acreage.
- Dusti L. Jarrett to Junior P. Jarrett. Acreage.
- John David Brown to Marcus Martin. Lot in Strawberry and acreage.
- Scott Miles to Anthony Maple. Acreage.
- Marcus Nelson to Shawn Kincade. Acreage.
- Greg Minton to Susanna Smith Minton. Lots in Walnut Ridge.
- Tommy Land, Commissioner of State Lands, to Heath Sifford. Lots in Alica.

BUSINESS FILINGS

Incorporations

- Giles Spur Farms LLC, 1421 Arkansas 34, Walnut Ridge on Nov. 15 by Cade Crisler.
- Beauty for Ashes Ministries, 467 Arkansas 25, Saffell on Nov. 16 by Matthew Donnell.
- Salt Worship, 86 Lawrence 207, Imboden, was incorporated on Nov. 21 by Casey Turner.

Bankruptcy

- Teri Lynn Jones, 405 S.W. Broad St., Hoxie, on Nov. 21 filed Chapter 13 bankruptcy.

POWHATAN HISTORIC STATE PARK EVENTS

Open House

Powhatan Historic State Park will host a Holiday Open House on Saturday, Dec. 10, from 10 a.m. to 3 p.m. at the 1888 Powhatan Courthouse.

This family-oriented day will include opportunities to make crafts, tour the property, participate in activities, and enjoy refreshments. The public is invited to help decorate the courthouse in Victorian Christmas finery.

The event is free of charge and no reservations are required. Guests are invited to drop in any time during the event and enjoy the festivities.

Drinks Workshop

Powhatan Historic State Park will host a Historic Drinks Workshop on Saturday, Dec. 31, from 9 a.m. to noon at the 1888 Powhatan Courthouse.

Participants will make and sample historic drinks, including the 19th-century equivalent of today's sports drinks and spiced hot chocolate.

There is a \$15 registration fee. Space is limited and reservations are required.

Hike Tour

Powhatan Historic State Park will host a First Day

Hike Tour of the historic town on Sunday, Jan. 1, from 9-11 a.m., starting at the 1888 Powhatan Courthouse. Participants will learn about the history of photography and the story of Powhatan through pictures before taking the tour of the town.

Space is limited and reservations are required. The tour is \$5 plus tax per person ages 12 and up and \$3 plus tax per child ages 6 to 12 years. Children under the age of 6 are admitted for free.

For more information on these events, contact Zachary Elledge at zachary.elledge@arkansas.gov or 870-878-6765.

Things just aren't the way they used to be.

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