

Appendix M – Induced Growth and Reasonably Foreseeable Impacts Technical Report

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.





Table of Contents

Chapter 1 – Introduction..... 1

1.1 Project Overview 1

1.2 Project Alternatives..... 1

1.3 Purpose of this Report..... 3

Chapter 2 – Scoping and Methodology..... 4

2.1 Regulatory Guidance and Definitions 4

2.2 General Methodology for Analyses 4

2.3 Area of Influence (AOI) and Time Horizon..... 4

Chapter 3 – Induced Growth Effects..... 7

3.1 Assess the Potential for Increased Accessibility 7

3.2 Assess the Potential for Induced Growth..... 7

3.3 Assess the Potential for Impacts on Sensitive Resources 10

3.4 Assess Potential Minimization and Mitigation Measures 11

3.5 Summary and Conclusion..... 12

Chapter 4 – Reasonably Foreseeable Effects 13

4.1 Effects on Each Resource from the Proposed Project..... 14

Wetlands..... 14

Floodplains..... 15

Wildlife Habitat 15

Prime Farmland..... 16

4.2 Reasonably Foreseeable Actions and their Effect on Each Resource 17

4.3 The Overall Effects of the Proposed Project Combined with Reasonably Foreseeable Actions 18

4.4 Mitigation of Overall Effects 19

4.5 Summary and Conclusion..... 20

Chapter 5 – References..... 21



List of Figures

Figure 1: Future I-57 Action Alternatives 2

Figure 2: Area of Influence..... 5

Figure 3: Potential Induced Growth Areas 9

List of Tables

Table 1: Area of Influence Land Use Types..... 6

Table 2: Population Data 8

Table 3: Resources and Topics Considered for the Reasonably Foreseeable Effects Analysis..... 13

Table 4: Wetland Impacts from the Proposed Project..... 15

Table 5: Floodplain Impacts from the Proposed Project..... 15

Table 6: Wildlife Habitat Impacts from the Proposed Project..... 16

Table 7: Important Farmland Impacts from the Proposed Project..... 16

Table 8: Overall Resource Impacts from Action Alternative and Reasonably Foreseeable Actions 18

Attachments

- Attachment A: Planner Interview Questionnaire
- Attachment B: Planner Questionnaire Received Responses
- Attachment C: Future I-57/Hwy. 67 Missouri Department of Transportation Project Information



Chapter 1 – Introduction

1.1 Project Overview

A Final Environmental Impact Statement (FEIS) is being conducted to study transportation improvements between Walnut Ridge in Arkansas and the Missouri State line. The Arkansas Department of Transportation (ARDOT) is providing direct oversight and management of the proposed project on behalf of the Federal Highway Administration (FHWA).

The proposed project is located in Clay, Greene, Lawrence, and Randolph Counties in northeast Arkansas. Construction of the proposed project would complete the improvements of future Interstate 57 (I-57) within Arkansas. The project includes improvements to the United States Highway (Hwy.) 67 corridor in northeastern Arkansas between the Hwy. 67/Hwy. 412 interchange at Walnut Ridge, Arkansas and the Missouri State line. 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.

The proposed project is needed to address a deficiency in the National Highway System in northeast Arkansas. 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 exists to enhance resiliency to extreme weather events along the route. Furthermore, legislation designated this route as Interstate 57. The project needs and supporting information are discussed further in Chapter 1 of the FEIS.

1.2 Project Alternatives

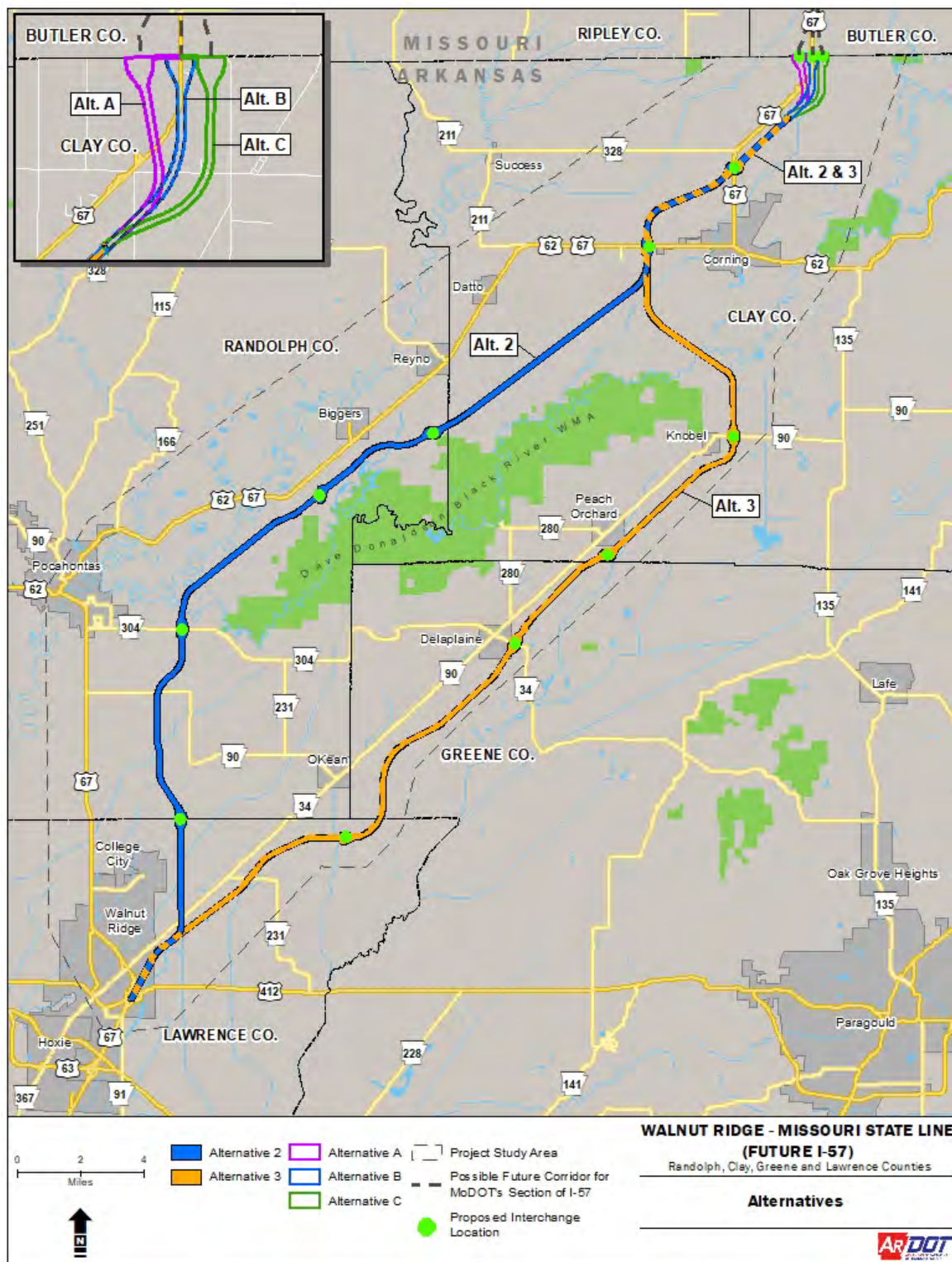
As shown in **Figure 1**, the following alternatives are considered and evaluated.

- No Action Alternative
- Alternative 2 (Western alignment on new location – 39.2 miles)
- Alternative 3 (Eastern alignment on new location – 41.3 miles)
- Alternative A (Missouri connector to west of Hwy. 67 – 2.5 miles)
- Alternative B (Missouri connector centered on Hwy. 67 – 2.3 miles)
- Alternative C (Missouri connector to east of Hwy. 67 – 2.8 miles)

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Figure 1: Future I-57 Action Alternatives



Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Alternatives 2 and 3 begin at the Hwy. 67/Hwy. 412 interchange in Walnut Ridge, Arkansas and both end just south of the Missouri State line. Missouri connector Alternatives A, B, and C begin near the end of Alternatives 2 and 3, extend northward and terminate at Hwy. 67. All the action alternatives would be on new alignment.

The proposed roadway for all action alternatives would be a four-lane divided highway with a depressed grass median and an approximately 400-foot-wide right of way (ROW). It would consist of four 12-foot-wide lanes, 10-foot-wide paved outside shoulders, 6-foot-wide paved inside shoulders, and a 60-foot grass median. The proposed typical section is subject to change dependent on the final design. Detailed information on each action alternative and additional supporting information are provided in the FEIS document.

The No Action Alternative is also evaluated in the FEIS document. The No Action Alternative would not involve improvements to Hwy. 67 or construction of an interstate route on new location; however, it would include normal activities that involve providing for the safety and maintenance of local roadways. The No Action Alternative would not result in changes to any existing resources of the natural, cultural, or project environments. The No Action Alternative would have no adverse impacts directly, indirectly or from reasonably foreseeable actions from the proposed project. No mitigation is necessary. Therefore, only the action alternatives are discussed and evaluated for the remainder of this report.

1.3 Purpose of this Report

The purpose of this technical report is to evaluate potential impacts from induced growth and reasonably foreseeable actions associated with the proposed project.

Chapter 2 outlines the methodology and study area used for the analyses presented in Chapters 3 and 4. Chapter 3 focuses on the induced growth effects analysis and Chapter 4 focuses on the effects from reasonably foreseeable actions. Both analyses evaluate all the alternatives considered for the proposed project. Unless otherwise noted, the findings apply generally to all action alternatives.



Chapter 2 – Scoping and Methodology

2.1 Regulatory Guidance and Definitions

The Council of Environmental Quality (CEQ) and the FHWA regulations require that potential impacts be considered during the National Environmental Policy Act (NEPA) process.

For this assessment, the following CEQ definitions (40 CFR 1508.1[g]) were used:

- Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects do not include those effects that the agency has no ability to prevent due to its limited statutory authority or would occur regardless of the proposed action.
- Reasonably foreseeable is an action that is sufficiently likely to occur (excludes effects that are possible but not probable [e.g. “tabled” plans]) such that a person of ordinary prudence would take it into account in reaching a decision. Impacts that are merely possible, or that are considered “speculative,” are not reasonably foreseeable.
- A “but for” causal relationship is insufficient to make an agency responsible for a particular effect under NEPA. Effects should generally not be considered if they are remote in time, geographically remote, or the product of a lengthy causal chain.

2.2 General Methodology for Analyses

This assessment of effects from induced growth and reasonably foreseeable actions are based on the American Association of State Highway and Transportation Officials (AASHTO) Practitioner’s Handbook 12: Assessing Indirect Effects and Cumulative Impacts Under NEPA (August 2016). The specific methodology of each assessment is outlined in the respective chapters for each analysis. Induced growth effects are discussed in Chapter 3 and reasonably foreseeable actions are discussed in Chapter 4.

2.3 Area of Influence (AOI) and Time Horizon

The time frame of both analyses extends to 2040, the design year of the proposed project. A study area, or Area of Influence (AOI), was determined and used for the induced growth and reasonably foreseeable action effects analyses. The AOI was determined using the natural feature of watershed boundaries and a combination of hydrological units. The AOI encompass the watershed and hydrological unit areas that are associated with all the action alternatives to ensure that affected resources most likely affected by potential developments are included and evaluated for effects. Interviews with city and regional planners allowed for input on the resulting AOI boundary and provided feedback on the project’s anticipated induced growth effects. Responses are included in **Attachment B**. The AOI, which is located in northeast Arkansas, is shown in **Figure 2**.

The AOI consists of 377,576 acres. Using the latest National Land Cover Database (NLCD) data (2016), the AOI consists of various land use types, which are listed by acreage in **Table 1**.

**WALNUT RIDGE - MISSOURI STATE LINE
(FUTURE I-57)**
Randolph, Clay, Greene and Lawrence Counties

Area of Influence

Source: Project Team, 2021

AR DOT

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Table 1: Area of Influence Land Use Types

| Land Use Type | Acreage | Percentage of AOI |
|---------------------------------------|----------------|-------------------|
| Barren Land | 76 | 0.02% |
| Cultivated Crops | 273,186 | 72.35% |
| Developed (Urban) | 6,225 | 1.65% |
| Developed, Open Space | 13,896 | 3.68% |
| Deciduous, Evergreen and Mixed Forest | 14,497 | 3.84% |
| Hay/Pasture | 10,280 | 2.72% |
| Herbaceous | 470 | 0.13% |
| Open Water | 4,547 | 1.20% |
| Shrub/Scrub | 458 | 0.12% |
| Woody/Emergent Herbaceous Wetlands | 53,941 | 14.29% |
| Total | 377,576 | 100.00% |

Source: NLCD, 2016.

As shown in **Table 1**, the AOI is dominated by cultivated crop land use (approximately 72 percent). Woody and emergent herbaceous wetlands cover approximately 14 percent of the AOI whereas the remaining 13 percent consists of a combination of the other eight land use types. Within the AOI, Dave Donaldson Black River Wildlife Management Area (WMA) is an approximately 25,000-acre protected area that makes up most of the woody and emergent herbaceous wetlands.



Chapter 3 – Induced Growth Effects

Induced growth effects are changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by the project (AASHTO 2016) effects later in time and farther removed in distance with a reasonably close causal relationship to the proposed project. For gathering and analyzing data for the induced growth effects analysis, the local planner interviews and geographic information systems (GIS) data were used in consideration of sources and data that were available at the time of analysis. The following sections follow the four-step approach used to evaluate induced growth effects.

3.1 Assess the Potential for Increased Accessibility

All action alternatives are assessed for the potential for increased accessibility, which would determine the potential for induce growth. Discontinuous frontage roads are proposed at various locations along each alternative and primarily located at proposed interchange areas to maintain access to existing properties. These frontage roads would be discontinuous and would not create new or additional access along any of the alternatives. Generally, these roads function to maintain access, and not to increase accessibility. All action alternatives have interchanges proposed at various locations within each alternative. These interchanges would provide access points and would have the potential to increase accessibility within certain areas by intersecting with roadways that have limited or partial access control. These intersecting roads, in turn, provide access to adjacent properties, which is essential for development to occur. A discussion on the accessibility potential for each alternative and general assumptions determined for each action alternative is provided in this section.

Alternative 2

Alternative 2 is an access-controlled facility with six proposed interchanges located along the corridor as shown in **Figure 2**. The area near and adjacent to the proposed interchanges would experience increased accessibility and would experience improvement in reduced travel time to reach nearby urban areas as well as increased connectivity to the Arkansas-Missouri State line.

The feedback received from local city staff and planners was in support for Alternative 2. Induced growth is anticipated if Alternative 2 was constructed. The route would provide increased accessibility. Much development is already anticipated, which would be served by Alternative 2.

Alternative 3

Similar to Alternative 2, Alternative 3 is also an access-controlled facility with six proposed interchanges. Unlike Alternative 2, this alternative extends to the east side of the AOI and is located farther to the east of cities of O’Kean, Delaplaine, Peach Orchard, and Knobel. Four proposed interchanges are located near each of these urbanized areas. As shown in **Figure 2**, this alternative has the same number of proposed interchanges as Alternative 2 and would also provide increased accessibility.

Alternatives A, B, and C

Alternatives A, B and C are new location alternatives and would result in increased accessibility. Furthermore, all Alternatives A, B and C have a proposed interchange at the Arkansas-Missouri State line, which would provide increased accessibility in combination with Alternatives 2 and 3.

3.2 Assess the Potential for Induced Growth

The AOI includes portions of Clay, Greene, Lawrence, and Randolph Counties as well as several cities and towns that are listed in **Table 2**.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Table 2: Population Data

| Geographic Area | 2010 Population | 2019 Population | Percent Change |
|-----------------------|-----------------|-----------------|----------------|
| Clay County | 16,297 | 14,889 | -9% |
| Greene County | 41,318 | 44,937 | 9% |
| Lawrence County | 17,340 | 16,549 | -5% |
| Randolph County | 18,049 | 17,695 | -2% |
| Town of Biggers | 368 | 335 | -9% |
| City of Corning | 3,423 | 3,137 | -8% |
| Town of Delaplaine | 92 | 97 | 5% |
| City of Knobel | 348 | 184 | -47% |
| Town of O'Kean | 243 | 332 | 37% |
| City of Peach Orchard | 132 | 118 | -11% |
| City of Pocahontas | 6,608 | 6,528 | -1% |
| City of Reyno | 426 | 406 | -5% |
| City of Walnut Ridge | 4,882 | 5,098 | 4% |

Source: U.S. Census Bureau, American Community Survey 5-year estimates data, Table B01003.

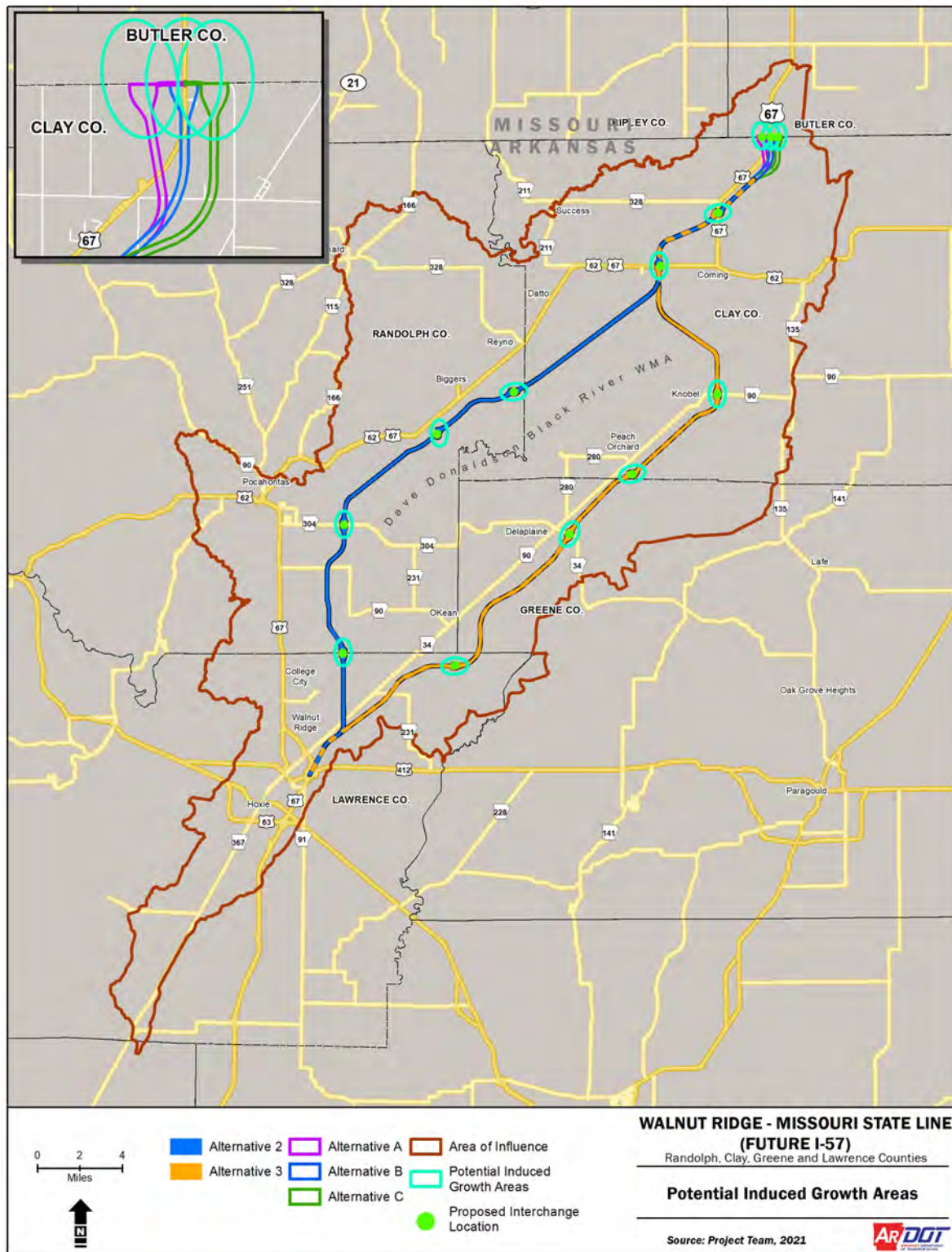
According to the U.S. Census Bureau population data provided in **Table 2**, most of the cities and counties within the AOI are experiencing a decreasing growth trend except for Greene County, Delaplaine, Walnut Ridge, and O'Kean. The Town of O'Kean shows the highest growth at 37 percent from 2010 to 2019. Conversely, the City of Knobel had the highest decrease of 47 percent from 2010 to 2019 total population. Alternative 3 extends along both of these urban areas, as well as both Walnut Ridge and Delaplaine.

The AOI primarily consist of undeveloped, cultivated crop land use (approximately 72 percent). Developed areas represent only a small fraction of the total AOI (5 percent). The undeveloped areas make up the remaining areas of the AOI; however, approximately 13 percent of the undeveloped areas are within natural features such as floodplains, parks, and wetlands. These natural features pose as constraints for development. These areas are less likely to be developed due to regulations in place intended to minimize impacts to these features. For example, the Dave Donaldson Black River WMA is protected and consists of approximately 25,000 acres, or 6.7 percent of the entire AOI. Other constraints for development are the lack of infrastructure and utilities for such development. Installation of infrastructure and utilities can be an added expense and may prohibit the potential for development in new locations. The likelihood of development would be localized to existing urbanized areas and areas connecting to the proposed interchange locations. These areas are identified as potential induced growth areas and shown in **Figure 3**.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Figure 3: Potential Induced Growth Areas



Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Alternative 2

Feedback from city planners primarily indicated regional growth would occur resulting from the proposed project (see attached city planner questionnaire responses included in **Attachment B**). However, planners also specifically indicated that Alternative 2 would increase the rate and intensity of development in the area. Local planners also suggested anticipated land use changes and development closer to existing urbanized areas and proposed interchanges due to the dependence on direct access to the proposed highway for industrial and intermodal facilities. In addition, planners indicated development would also include more service-based businesses such as dining, lodging, and fuel stations to serve users of the new roadway; however, development would be unlikely along the entire roadway and other areas within the AOI due to access. Access to the new roadway would be limited to areas at proposed interchanges because no continuous frontage roads are proposed along with no additional connections. Furthermore, past trends of the local population and economic growth do not show substantial growth in the area to influence development beyond the potential induced growth areas as shown in Figure 3.

Alternative 3

General feedback from city planners primarily discussed Alternative 2 and its associated induced growth and development; Alternative 3 was not discussed or supported as a viable option. However, similar to Alternative 2, localized development is likely to occur near and adjacent to proposed interchanges along this alternative. Although feedback for Alternative 3 was not received, proposed interchanges are locations of increased accessibility and have the potential for induced growth and development. Expected land use changes primarily include development at the proposed interchanges due to the dependence on direct access to the proposed highway. Furthermore, development would also include more service-based businesses such as dining, lodging, and fuel stations to serve users of the new roadway as previously mentioned.

Alternatives A, B, and C

The proposed project would likely induce growth from the increased accessibility from the proposed interchange at the Arkansas-Missouri State line.

3.3 Assess the Potential for Impacts on Sensitive Resources

Increases in accessibility are primarily localized to the proposed interchanges; therefore, areas adjacent to the proposed interchanges are anticipated to have induced growth effects resulting from the proposed project. The purpose of Step 3 is to identify potential impacts to sensitive resources within these induced growth areas as a result of the proposed project alternatives.

Few sensitive resources are present within the induced-growth areas surrounding the proposed interchanges. These resources include wildlife species habitat, prime farmland, and water resources. Within the AOI, approximately 18 percent of the total AOI is potential wildlife habitat. This potential habitat consists of a total of 69,366 acres made up of woody and emergent herbaceous wetlands (53,941 acres), deciduous, evergreen and mixed forests (14,497 acres), and herbaceous wetlands (470 acres). The induced growth areas surrounding the proposed interchanges would result in development of approximately 2,914 acres each for Alternative 2 and Alternative 3, and approximately 486 acres each for Alternatives A, B and C. Induced growth impacts also would include construction noise and potential sedimentation because of ground disturbing activities. Sedimentation can affect aquatic and emerging insects on which bats feed.

Alternative 2

For Alternative 2, the 2,914 acres of potential induced growth areas include potential wildlife habitat consisting of approximately 154 acres of woody and emergent herbaceous wetlands and one acre of

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



mixed forests. The induced growth areas also include 2,587 acres of cropland, which may be suitable foraging habitat used by migratory bird species. The induced growth areas along Alternative 2 include approximately 120 acres of farmed wetlands, 1,768 acres of prime farmland, 445 acres of floodplains, and 22 streams and creeks.

Alternative 3

For Alternative 3, the 2,914 acres of potential induced growth areas include potential wildlife habitat consisting of approximately 122 acres of woody and emergent herbaceous wetlands. The induced growth areas also include 2,651 acres of cropland, which may be suitable foraging habitat used by migratory bird species. The induced growth areas along Alternative 3 include approximately 176 acres of farmed wetlands, 376 acres of prime farmland, 125 acres of floodplains, and 25 streams and creeks.

Alternative A

For Alternative A, the 486 acres of potential induced growth area includes potential wildlife habitat consisting of approximately 12 acres of woody and emergent herbaceous wetlands. The induced growth area includes 463 acres of cropland, which may be suitable foraging habitat used by migratory bird species. The induced growth area for Alternative A also includes approximately 25 acres of farmed wetlands, 34 acres of prime farmland, 215 acres of floodplains, and 3 streams and creeks.

Alternative B

For Alternative B, the 486 acres of potential induced growth area includes potential wildlife habitat consisting of approximately 4 acres of emergent herbaceous wetlands. The induced growth area includes 418 acres of cropland, which may be suitable foraging habitat used by migratory bird species. The induced growth area for Alternative B also includes approximately 9 acres of farmed wetlands, 51 acres of prime farmland, 214 acres of floodplains, and 2 streams and creeks.

Alternative C

For Alternative C, the 486 acres of potential induced growth area does not include potential wildlife habitat such as woody and emergent herbaceous wetlands and mixed forests. However, the induced growth area includes 424 acres of cropland, which may be suitable foraging habitat used by migratory bird species. The induced growth area for Alternative C also includes approximately 11 acres of farmed wetlands, 50 acres of prime farmland, 226 acres of floodplains, and 2 streams and creeks.

3.4 Assess Potential Minimization and Mitigation Measures

For each of the action alternatives, general minimization and mitigation measures such as erosion and sedimentation best management practices (BMPs) as a part of the Stormwater Pollution Prevention Plan (SWPPP) would be required for developments and would be implemented by the developer or the contractor. These BMPs would help protect water quality within this region and as a result, also help protect stream/wetland habitats and/or habitats potentially utilized by threatened and endangered species. The Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ) is the agency responsible for authorizing General Construction Stormwater permits and their associated SWPPPs.

Furthermore, any development projects within the AOI would be required to comply with the Clean Water Act (CWA). Section 404 of the CWA is regulated by the U.S. Army Corps of Engineers (USACE) and protects Waters of the United States, such as streams and wetlands. For any project requiring a Section 404 permit, Section 401 of the CWA will also be required, as will Section 7 of the Endangered Species Act (ESA) if federal funding/permitting is utilized. Section 401 requires water quality certification and is regulated by DEQ. Section 7 of the ESA requires an assessment of impacts to federally-listed species and consultation with USFWS.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



For potential loss of habitat and species potentially affected from increased magnitude of growth, BMPs could be implemented to minimize impacts to these resources. Local entities and developers could be responsible for incorporating BMPs for potential development activities. Examples of BMPs would be requirements for contractors to avoid harming species if encountered, seeding, replanting, and landscaping with specifications that would minimize soil disturbance where possible.

Land use planning and regulatory guidelines could help manage induced growth impacts within the AOI, including impacts related to an accelerated rate of development and/or redevelopment. Examples of regulatory guidelines and planning techniques include subdivision regulations, zoning ordinances, land development regulations, and ordinances. However, it does not appear that any of the previously-listed management strategies are currently in place within, or would be applicable for, the induced-growth areas. The responsibility of transportation providers, such as ARDOT, local and regional transit agencies, and local municipalities, would be to implement a transportation system to complement land use or development management techniques currently in place.

3.5 Summary and Conclusion

In conclusion, the improved mobility and accessibility within the project limits could indirectly alter traffic operations and growth patterns on existing highways. Increased accessibility near Alternative 2 is anticipated by some city planners to increase the rate of future development within the AOI. These anticipated induced growth effects are expected to occur near and surrounding the proposed interchanges. Although local planners highly expect development resulting from Alternative 2 being constructed, all action alternatives have the potential for induced growth specifically surrounding proposed interchanges. The increased rate of development for residential, commercial, and mixed-use purposes in these areas could potentially impact biological resources from all action alternatives. However, measures such as BMPs, permitting guidelines, agency coordination, and regulatory requirements in cooperation with appropriate stakeholders and entities would help to mitigate or minimize some potential adverse induced-growth impacts for these sensitive resources. The increased rate of development resulting from the proposed project could also result in positive economic impacts due to increased property taxes and sales tax revenues.

Chapter 4 – Reasonably Foreseeable Effects

The following sections are organized by the following AASHTO four-step approach to evaluate impacts for reasonably foreseeable actions:

1. Effects on Each Resource from the Proposed Project
2. Reasonably Foreseeable Actions and their Effect on Each Resource
3. The Overall Effects of the Proposed Project Combined with Reasonably Foreseeable Actions
4. Mitigation of Overall Effects

Reasonably foreseeable effects are analyzed in terms of the specific resource being affected. The key resources of the analysis are identified using resources discussed in the FEIS. To identify potential issues, the resource is considered if it is protected by legislation or resource management plans, ecologically important, culturally important, economically important, or important to the well-being of a human community.

Applying the above criteria, the resources or environmental issues considered are listed in **Table 3**. The use of indicators such as a resource's health, abundance, and/or integrity are helpful tools in formulating quantitative or qualitative metrics for characterizing overall impacts to resources. These indicators are also key aspects of each resource that have already been evaluated in terms of the project's direct and induced growth impacts and facilitate greater consistency and objectivity in the analysis of reasonably foreseeable effects.

Table 3: Resources and Topics Considered for the Reasonably Foreseeable Effects Analysis

| Resource | Are there Substantial Adverse Direct or Induced Growth Impacts? | Is Resource/ Issue at Risk or in Poor or Declining Health? | Is Resource/ Issue Included for Further Analysis? | Reason for Including or Excluding for Further Analysis |
|-------------------------|---|---|---|---|
| Water Resources | Yes | Yes. The total area/quantity of water resources is in decline or at risk from development. | Yes | The potential direct and induced growth impacts to water resources (i.e., wetlands, streams, and floodplains) would warrant further analysis. |
| Ecological Resources | Yes | Yes. The populations of certain federally-listed species and their habitats are in decline or at risk. | Yes | The direct and induced growth impacts to wildlife habitat including farmland would warrant further analysis. |
| Land Resources and Uses | No | Yes. While undeveloped land is not in short supply within the project area, land use is at risk for continued conversion for urban development. | No | Although direct and induced growth land use impacts are anticipated, the conversion of land is not substantial in the context of the study area and availability of undeveloped land; therefore, it is not included for further analysis. |

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



| Resource | Are there Substantial Adverse Direct or Induced Growth Impacts? | Is Resource/ Issue at Risk or in Poor or Declining Health? | Is Resource/ Issue Included for Further Analysis? | Reason for Including or Excluding for Further Analysis |
|---------------------|---|---|---|--|
| Community Resources | No | No. Most neighborhoods are currently stable but could experience conflict from development. | No | No direct or induced growth impacts are anticipated from the proposed project. Resources not directly or indirectly affected are not included for further analysis. |
| Air Quality | No | No. The area is in attainment for air quality standards under the Clean Air Act. | No | No direct or induced growth impacts are anticipated from the proposed project. Resources not directly or indirectly affected are not included for further analysis. |
| Traffic Noise | No | No. A lack of sensitive noise receptors present would not result in substantial noise impacts from the proposed action. | No. Screening level analysis conducted. | Traffic patterns will change as a result of the proposed action and could result in increased traffic noise levels in some areas; however, further analysis of traffic noise is not conducted as substantial impacts related to traffic noise are not anticipated to occur as a result of the proposed action. |
| Historic Resources | No | No NRHP-listed or eligible for listing sites are at risk from the proposed project. | No | While historic properties are considered a declining resource and may be impacted by the proposed project, impacts are not expected to be significant and will, therefore, not be included in further analysis. Furthermore, no induced growth effects to these resources are anticipated. |

Source: Project team, 2021.

Resources eligible for reasonably foreseeable effects analysis are water and ecological resources that include streams/wetlands, floodplains, wildlife habitat, and farmland. Each of the following sections discuss these eligible resources using the four-step approach previously outlined. The Area of Influence (AOI) used in the previous chapter is also used to focus on resource specific effects analysis from reasonably foreseeable actions.

4.1 Effects on Each Resource from the Proposed Project

This section outlines the impacts on each resource from the proposed project by action alternative.

Wetlands

Wetland impacts include filling and clearing for road construction, right-of-way and roadway embankments. Depending on the grading necessary for construction, some forested wetlands would be permanently altered with the removal of trees, but these areas may return as herbaceous wetlands. Other areas would be filled and would result in a complete loss of wetland areas. Sedimentation resulting from construction activities could also result in impacts to wetlands. The impacts to wetlands from the proposed project are provided by action alternative in **Table 4**.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Table 4: Wetland Impacts from the Proposed Project

| Action Alternative | Impacts |
|--------------------|--|
| 2 | <ul style="list-style-type: none"> Approximately 37 acres of forested, emergent, pond and open water wetlands and an additional 154 acres potentially from induced growth areas. Approximately 599 acres of farmed wetlands and an additional 120 acres potentially from induced growth areas. |
| 3 | <ul style="list-style-type: none"> Approximately 25 acres of forested, scrub-shrub, emergent, pond, and open water wetlands and an additional 122 acres potentially from induced growth areas. Approximately 552 acres of farmed wetlands and an additional 176 acres potentially from induced growth areas. |
| A | <ul style="list-style-type: none"> Approximately 3 acres of forested and emergent wetlands and an additional 12 acres potentially from induced growth areas. Approximately 59 acres of farmed wetlands and an additional 25 acres potentially from induced growth areas. |
| B | <ul style="list-style-type: none"> Approximately 10 acres of forested and emergent wetlands and an additional 4 acres potentially from induced growth areas. Approximately 31 acres of farmed wetlands and an additional 9 acres potentially from induced growth areas. |
| C | <ul style="list-style-type: none"> Approximately 2 acres of forested wetlands and none potentially impacted from induced growth areas. Approximately 25 acres of farmed wetlands and an additional 11 acres potentially from induced growth areas. |

Source: Project team, 2023.

Floodplains

The impacts to floodplains from the proposed project are provided by action alternative in **Table 5**.

Table 5: Floodplain Impacts from the Proposed Project

| Action Alternative | Impacts |
|--------------------|--|
| 2 | Approximately 423 acres of floodplains would be impacted by Alternative 2 and an additional 445 acres of floodplains potentially impacted within induced growth areas. |
| 3 | Approximately 118 acres of floodplains would be impacted by Alternative 3 and an additional 125 acres of floodplains potentially impacted within induced growth areas. |
| A | Approximately 77 acres of floodplains would be impacted by Alternative A and an additional 215 acres of floodplains potentially impacted within induced growth areas. |
| B | Approximately 67 acres of floodplains would be impacted by Alternative B and an additional 214 acres of floodplains potentially impacted within induced growth areas. |
| C | Approximately 68 acres of floodplains would be impacted by Alternative C and an additional 226 acres of floodplains potentially impacted within induced growth areas. |

Source: Project team, 2023.

Wildlife Habitat

The impacts to potential wildlife habitat from the proposed project are provided by action alternative in **Table 6**.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



Table 6: Wildlife Habitat Impacts from the Proposed Project

| Action Alternative | Impacts |
|--------------------|--|
| 2 | <ul style="list-style-type: none"> Approximately 71 acres of natural habitat that includes 34 acres of upland woodlands and 37 acres wetlands as described above. Approximately 48 acres of forested riparian zone. Approximately 155 acres of potential wildlife habitat within induced growth areas. |
| 3 | <ul style="list-style-type: none"> Approximately 70 acres of natural habitat that includes 45 acres of upland woodlands and 25 acres of wetlands as described above. Approximately 49 acres of forested riparian zone. Approximately 122 acres of potential wildlife habitat within induced growth areas. |
| A | <ul style="list-style-type: none"> Approximately 5 acres of natural habitat that includes 1 acre of upland woodlands and 3 acres of wetlands as described above. Approximately 3 acres of forested riparian zone. Approximately 12 acres of potential wildlife habitat within induced growth areas. |
| B | <ul style="list-style-type: none"> Approximately 17 acres of natural habitat that includes 7 acres of upland woodlands and 10 acres of wetlands as described above. Approximately 9 acres of forested riparian zone. Approximately 4 acres of potential wildlife habitat within induced growth areas. |
| C | <ul style="list-style-type: none"> Approximately 7 acres of natural habitat that includes 5 acres of upland woodlands and 2 acres forested wetlands as described above, but no potential wildlife habitat within induced growth areas. Approximately 7 acres of forested riparian zone. |

Source: Project team, 2023.

Prime Farmland

The impacts to prime farmland from the proposed project are provided by action alternative in **Table 7**.

Table 7: Important Farmland Impacts from the Proposed Project

| Action Alternative | Farmland* Impacts |
|--------------------|--|
| 2 | <ul style="list-style-type: none"> Convert approximately 2,134 acres of important farmland to transportation use. Approximately 2,691 acres of additional important farmland areas potentially impacted within induced growth areas. |
| 3 | <ul style="list-style-type: none"> Convert approximately 1,850 acres of important farmland to transportation use. Approximately 2,453 acres of additional important farmland areas potentially impacted within induced growth areas. |
| A | <ul style="list-style-type: none"> Convert approximately 49 acres of important farmland to transportation use. Approximately 194 acres of additional important farmland areas potentially impacted within induced growth areas. |
| B | <ul style="list-style-type: none"> Convert approximately 51 acres of important farmland to transportation use. Approximately 266 acres of additional important farmland areas potentially impacted within induced growth areas. |
| C | <ul style="list-style-type: none"> Convert approximately 80 acres of important farmland to transportation use. Approximately 290 acres of additional important farmland areas potentially impacted within induced growth areas. |

*Note, see Section 3.3 of the FEIS for description and detailed discussion of important farmland. Source: Project team, 2021.



4.2 Reasonably Foreseeable Actions and their Effect on Each Resource

New transportation infrastructure projects have been proposed in the region based on the 2021-2024 Statewide Transportation Improvement Plan (STIP). Projects included on the STIP would be considered reasonably foreseeable actions as these projects are included as part of the overall statewide planning for priority investment and funding. There are three intersection improvement projects and seventeen structure (bridges and grade separations, etc.) projects within the four counties in which the AOI encompasses. Bridge projects typically affect riparian zone habitats that can be critical wildlife habitat for many species. Although structures that span stream crossings would minimize impacts to small areas for column structures, construction of these structures would impact vegetation in the vicinity; however, reconstruction of the area to pre-existing conditions is typical and performed when possible. Bridge improvement projects also have risk of water quality impacts that can also impact habitat for wildlife and aquatic species; however, habitat fragmentation is not likely to occur from these types of projects. To estimate potential impacts to wildlife habitat and water resources for these structure projects, Waters of the U.S. thresholds are used to determine a maximum amount of impact. For linear transportation projects in non-tidal waters, impacts to Waters of the U.S. would require permits by the U.S. Army Corps of Engineers dependent on acreage. Under a Nationwide Permit 14, actions cannot cause a loss of greater than 0.5 acre of the Waters of the U.S. Using this criteria threshold, if 0.5-acre of impact is estimated for each of these projects, a total of 8.5 acres for all listed structure projects would be the potential maximum of impacts to water resources, floodplains, and wildlife habitat.

There are also four major widening projects within Clay, Greene, Lawrence, and Randolph counties, but only one project is within the AOI, a one-mile widening project on Highway 90 from Parks Street to Country Club Road in Pocahontas/Randolph County. The roadway currently has approximately a 25-foot-wide ROW. The project widening is assumed to increase the ROW from the existing 25 feet to 300 feet, which would result in an impact of 275 feet along the one-mile project length, an area of impact is estimated to be approximately 33 acres. This widening project is located within the urbanized area within the city of Pocahontas. No prime farmland and floodplain areas were identified in or surrounding this widening project; however, there are patches of potential woodlands and wetlands that could be potentially impacted by this project. A maximum estimation of impacts to wildlife habitat and water features would be approximately 33 acres from this widening project.

One project was identified in the Missouri portion of the AOI. The project consists of a 3.6-mile widening and realignment project along Hwy. 67 within the AOI. Additional details on this future I-57/Hwy. 67 Missouri Department of Transportation project are provided in **Attachment C**. The existing facility is estimated with an approximately 40-foot-wide ROW. The project widening is assumed to increase the ROW to approximately 300 feet, an increase of 260 feet along the 3.6-mile project limits. An area of impact is estimated to be approximately 113.5 acres. The project is generally within a rural area and NLCD land use type is predominately cropland. Within this corridor, nine acres of wetland NLCD land use types were identified and would be potentially affected by this proposed project. For the remaining 104.5 acres, the impact would potentially affect important farmland and wildlife habitat.

Some individual developments were identified by responders to the questionnaire; however, no large-scale major developments were identified. Individual developments mentioned included expansions from companies such as Peco and Vital Farms as well as developments in Walnut Ridge (airport, business park and university) and in Pocahontas (college and school district). These are generally already developed areas and within existing urbanized areas. The area surrounding the Walnut Ridge Airport include the university and business park mentioned by responders as an area with capacity and potential for future development. Generally, anticipated growth and development is possible near

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



and within urban areas of Pocahontas and Walnut Ridge and infill in between the cities and towns. There is a substantial amount of available land in the AOI that can be developed and converted for urban use. Anticipated growth can be further developed as a result of the potential growth in the agricultural processing industry due to existing farms and the proposed project could provide the increased accessibility needed to further influence the growth of this industry. Although there is anticipated growth, the mentioned developments are not substantial individually and would not be reasonably foreseeable to be clustered and substantially change the urban area in which these are planned. Areas surrounding the urban centers could be developed. However, no reasonably foreseeable actions were determined to result in substantial changes combined with the proposed project alternatives. Other factors, also mentioned by questionnaire responders, are needed in order to create the developments. The proposed project would influence and has the potential to increase the rate and intensity of commercial and residential developments to be localized to be adjacent to or surrounding to the action alternative that would be constructed. The responders contend, 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.

Based on the above discussion, the effects from reasonably foreseeable actions would result from the transportation projects discussed, affecting approximately 8.5 acres of floodplains and approximately 41.5 acres of impacts to both water and wildlife habitat.

4.3 The Overall Effects of the Proposed Project Combined with Reasonably Foreseeable Actions

As stated in the previous section, effects on reductions on wetlands and wildlife habitats including farmlands and croplands, can have hydrologic and ecological consequences and influence sustainable continued success of wildlife populations. The combined effects from the proposed project and reasonably foreseeable actions are summarized in **Table 8**. All the action alternatives combined with reasonably foreseeable actions would result in water, floodplain, wildlife habitat, and prime farmland impacts.

Table 8: Overall Resource Impacts from Action Alternative and Reasonably Foreseeable Actions

| Action Alternative | Water Features | Floodplains | Wildlife Habitat | Important Farmland |
|--------------------|----------------|-------------|------------------|--------------------|
| 2 | 957 acres | 877 acres | 372 acres | 4,930 acres |
| 3 | 927 acres | 252 acres | 339 acres | 4,408 acres |
| A | 150 acres | 300 acres | 163 acres | 348 acres |
| B | 105 acres | 290 acres | 167 acres | 422 acres |
| C | 92 acres | 302 acres | 155 acres | 475 acres |

Source: Project team, 2022. Note: All numbers are approximations to the nearest whole number.

As stated in the previous section, effects on freshwater system reductions can have hydrologic and ecological consequences. The overall wetland and stream impacts from the proposed project and reasonably foreseeable actions are a relatively small reduction of total acreage for water resources found within the AOI. These impacts to water features range from approximately 3 to 37 percent of the total acreage of water resources (approximately 2,617 acres) found within the AOI. Alternatives A, B, and C would result in relatively minor percentages of water feature effects (6, 4, and 3 percent respectively) compared to a moderate percentage of impacts from Alternatives 2 and 3 at 37 and 35 percent, respectively.

Future I-57 FEIS: Induced Growth and Reasonably Foreseeable Effects



As shown in **Table 8**, floodplain impacts are anticipated to be greatest for Alternative 2 at 877 acres. More than double the other action alternatives, Alternative 2 would impact the most amount of floodplain areas within the AOI. Similarly, Alternative 2 would also impact the most important farmlands among the action alternatives; however, over half of the affected acreage of important farmland is from the induced growth areas.

The overall impacts to wildlife habitat are greatest from Alternatives 2 and 3 but can be contributed to the longer proposed length of these alternatives. Overall, the impacts to wildlife habitat are minor from all action alternatives in context with the greater potential of habitat within the AOI. A large portion of the AOI would not be impacted by the proposed project and reasonably foreseeable actions. Approximately 18 percent would be considered natural habitat available within the AOI and the impacts to wildlife habitat would affect approximately one percent of that total area. Although this total acreage is not substantial in the context of the AOI, the numbers do not reflect the potential for further impact resulting from habitat fragmentation that may result. Continuous landscapes are preferred and useful for sustainable continued success of wildlife populations. Minimizing corridor fragmentation shall be considered where possible.

4.4 Mitigation of Overall Effects

For each of the action alternatives, general minimization, and mitigation measures such as erosion and sedimentation BMPs as a part of the SWPPP would be required for developments and would be implemented by the developer or the contractor. These BMPs would help protect water quality within the region and as a result, also help protect stream and/or wetland habitats potentially utilized by threatened and endangered species. The Arkansas Division of Environmental Quality (DEQ) is the agency responsible for authorizing General Construction Stormwater permits and their associated SWPPPs.

Furthermore, any development projects within the AOI would be required to comply with the CWA. Section 404 of the CWA is regulated by the USACE and protects Waters of the United States, such as streams and wetlands. For any project, requirements may include a Section 404 permit, Section 401 of the CWA and Section 7 of the ESA if federal funding is utilized. Section 401 requires water quality certification and is regulated by DEQ.

Any stream and wetland impacts would require Section 404 permitting through the USACE. Mitigation would be required for the impacts only if they exceed thresholds, and it is possible that a permanent loss of function and services associated with aquatic features within the proposed project limits may occur. Additional coordination with USACE and the USFWS may be required prior to construction. Any floodplain impacts would require a Floodplain Development permit be obtained from the local county if participating in the National Flood Insurance Program.

For potential loss of habitat and species potentially affected from increased magnitude of growth, BMPs could be implemented to minimize impacts to these resources. Local entities and developers would be responsible for incorporating BMPs for potential development activities.

Land use planning and regulatory guidelines would help manage any impacts within the AOI, including impacts from reasonably foreseeable actions. Examples of regulatory guidelines and planning techniques include subdivision regulations, zoning ordinances, land development regulations, and ordinances. The responsibility of transportation providers, such as ARDOT, local and regional transit agencies, and local municipalities, would be to implement a transportation system to complement land use or development management techniques currently in place.



4.5 Summary and Conclusion

Alternative 2 and 3 would result in greater impacts compared to Alternatives A, B, and C; however, these alternatives have a longer project length and greater potential for impacts. Overall, all the action alternatives would not impact resources in high intensity or large context within the AOI. In conclusion, reasonably foreseeable actions combined with the proposed project would result in impacts to natural resources that would require mitigation measures; however, overall impacts from the combined actions are not substantial. Protections for wildlife management areas and other federal, state, and local regulatory guidelines would help to avoid, mitigate and minimize proposed and future impacts within the AOI.



Chapter 5 – References

American Association of State Highway and Transportation Officials (AASHTO). August 2016.
Practitioner's Handbook 12: Assessing Indirect Effects and Cumulative Impacts Under NEPA.



ATTACHMENT A — PLANNER INTERVIEW QUESTIONNAIRE

Growth and Development Questionnaire

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

Respondent Information

Date: _____

Name: _____ Organization/Title: _____

Address: _____ Phone and Email: _____

**** Please answer the following questions and specify if your response applies to all or a specific alternative (see page 2 for project information and attached map for alternatives being evaluated).**

- 1) Please summarize the trend of development and changes in land use within your jurisdiction during the past 5-10 years. If possible, please provide examples.
- 2) What are the current and future major developments in your planning area or within the Area of Influence (AOI; see attached exhibit) that are NOT dependent on the proposed project? Future developments should be *reasonably foreseeable* within the next 20 years. Please provide the location and extent of each current or future major development (via plans, shapefile, Google Earth KMZ file or markup of attached map).
- 3) Do you know of any major past developments in the AOI within the last 10 years? If so, what were they, type of development, and where did they occur?
- 4) In your opinion, would the proposed project induce development (i.e., cause *induced growth*) in your area that would otherwise not occur?
 - a. If so, what type of development do you anticipate?
 - b. If so, why do you believe the proposed project would induce development?
 - c. If so, would this development occur alone or in conjunction with other factors?
 - d. If so, please locate the specific area(s) you anticipate induced development to occur as a result of the proposed project. (via plans, shapefile, Google Earth KMZ file, or mark-up of attached map)
- 5) In your opinion, would any redevelopment occur as a result of the proposed project? If so, where?
- 6) In your opinion, would the proposed project affect or change the type of development within your jurisdiction and if so, why?
- 7) In your opinion, would the proposed project prohibit development in your jurisdiction or planning area and if so, why and where?
- 8) Using a scale of 1 to 5, please indicate if you think the proposed project would affect the *rate* and *intensity* or *magnitude* of development within your jurisdiction or planning area.
(Scale based on 1 = No Influence, 5= Strong Influence)

RATE OF DEVELOPMENT _____ INTENSITY/MAGNITUDE _____

ADDITIONAL INFORMATION

Project Description. The project includes improvements to the United States Highway (Hwy.) 67 corridor in northeastern Arkansas between the Highway 412/Highway 67 interchange at Walnut Ridge in Arkansas and the Missouri state line. The purpose of the project is to improve the existing Hwy. 67 corridor or provide a new location alignment to improve 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. Legislation has designated this route as the future Interstate Route 57.

The study area or **Area of Influence**, as shown on page 3, is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas and covers two new location alternatives (2 and 3) and three connectors with the Missouri state line (Alternatives A, B, and C) to be considered and evaluated. Alternative 1 that included improvements to the existing Hwy. 67 was dropped from further consideration.

Constraints on Growth Potential. Even in situations where a transportation project increases mobility and accessibility, other factors may limit the potential for induced growth. Constraints on growth include factors such as lack of demand, lack of available land, lack of water and sewer infrastructure, land use controls, regulatory constraints, natural features and public opposition to development. These types of factors also play an important role in assessing a project's potential to cause induced growth and are particularly important in assessing the degree to which increased accessibility and mobility will translate into increased growth.

TERMINOLOGY

Induced Growth are changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by a project. An example of an induced growth effect is commercial development occurring around a new interchange and the environmental impacts associated with this development.

Growth and Development Impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects do not include those effects that the agency has no ability to prevent due to its limited statutory authority or would occur regardless of the proposed action.

Reasonably foreseeable is an action that is probable, sufficiently likely to occur (excludes effects that are possible but not probable [e.g. "tabled" plans]). Impacts that are merely possible, or that are considered "speculative," are not reasonably foreseeable.





ATTACHMENT B — PLANNER QUESTIONNAIRE RECEIVED RESPONSES

From: [bill carroll](#)
To: [Lopez, Michele A.](#)
Subject: Alternative Rte 2
Date: Thursday, April 1, 2021 10:21:34 AM

I'm writing in support of adoption of Alternative Rte 2 for future I-57 from Walnut Ridge to the Missouri Line.

This route is much more central to the indicated service area and it's population. It also preserves the development in place for Randolph County. It better serves the largest city in the service area.

Randolph County has a booming Tourism Industry. With uniquely (for Arkansas and the nation), five navigable rivers in the county, a significant portion of the state's historic sites before and after the Louisiana Purchase, and a 17 block National Historic District (Arkansas's largest) in downtown Pocahontas, the county depends on accessibility to travelers.

Development of the Hospitality Industry along Hwy 67 here has been quite significant as a result with large investment therein from local and national sources.

The lands between Walnut Ridge and Missouri are uniformly flat and somewhat uninteresting along Alternative Rte 3. Alternative 2 at least brings the front range of the Ozarks within view of travelers. ARDOT has spent significant funding to develop several projects through Interstate Transportation grants to Pocahontas. Alternative 3 would generally mean those funds were wasted and the projects no longer effective in attracting visitors here.

PECO Industries recently located their largest processing plant in Pocahontas along Hwy 67 south of town. They recently announced they are moving their operations in Mississippi to Pocahontas. Pocahontas lost it's rail service in 1972. Losing easy access to highway transportation would leave us without easy access to interstate commerce.

Existing Hwy 67 is the successor to the Old Military Road--the oldest federally improved roadway in Arkansas, the route into the state taken by 75% of Arkansas's early settlers. Along it here was the center of population for historic Lawrence County where 33% of Arkansas's population lived by 1820.

Please do not abandon this historic corridor, so important to our present and future development.

William Carroll

A

From: [Linda Bowlin](#)
To: [Lopez, Michele A.](#)
Subject: HWY 67 / I-57 Questionnaire response
Date: Thursday, April 1, 2021 10:58:51 AM

Memo to : Ms. Michelle Lopez

From : Linda Bowlin
 Citizen, Lawyer (retired)
 Community Involved: Downtown Network, Tourism Assn, Historic Preservation
 group,
 Former Chamber Member and Rotarian
 502 N Marr St.
 Pocahontas, AR. 72455
 870-892-0087
 870-378-6248

Date: April 1, 2021

Re: Growth and Development Questionnaire/Highway 67, I-57

Responses to Growth and Development Questionnaire and Comments:

First let me say that with regard to “Constraints on Growth Potential” as defined in your Additional Information, the proposed Alternative 3 is vehemently opposed to by most , if not all, citizens of Randolph County because Alternative 3 does not even enter our county except in a minuscule area in the remote SE corner. For the Highway Department to select Alternative 3 completely eliminates all chances for growth in Randolph County and, in fact, would stymie chances for maintaining our current economy as some sectors of industry would consider a move to areas more convenient to transportation routes.

Of the three counties affected, Randolph is currently the most developed and prosperous and a move by the Highway Department, which would limit our current access would be devastating to us.

A second preliminary point I want to make is that the “Area of Influence” as defined in the document by a bright pink line only includes a portion of our major city, Pocahontas, and does not include the western part of the county. The areas omitted include our hospital , St. Bernard Five Rivers Medical Center, much of our medical equipment and health related businesses, and also our Schools and other businesses which are related , not just to industry (several smaller manufacturing companies are outside the pink line) , but also to tourism and the portion of our county that lends itself to tourism. For these businesses to lose proximity to the major Highway system would be detrimental to their growth and for the Highway to lose proximity to an excellent emergency medical center could be tragic.

Alternative 2 is at least in the center of what has been defined as the “Area of Influence” while 3 is practically on the eastern edge of the “AOI”, making access from Randolph County remote.

Regarding the Questionnaire:

Question 1: A major Poultry growing and processing industry was started in Randolph County within the past 6-7 years and while the processing plant is within the “Area of Influence”, most of the growing is conducted in western Randolph County. The potential for spin off operations in the western part of the county is there but could be hindered and discouraged without access to the Highway.

Questions 2 and 3: PECO is the biggest, employing the most people and having the potential for spin-off industries. But there are others which the City, County or Chamber can fully list and describe.

Question 4: In my opinion, Alternative 2 would potentially induce growth...although Alternative 1, which was scrapped would be our preferred alternative...while Alternative 3 would potentially cause the death of economic growth in Randolph County.

Question 5: Our town is constantly struggling to replace the industries that left in the 90s under NAFTA and to recoup the job opportunities lost during that era. We are always hopeful for redevelopment and to some extent have seen some, but it has been hard to regroup and recover. As I see it, we are just beginning to recover and along comes the the Highway Project rearing it's head again to take away the benefit we have had by being in close proximity to Highway 67, a semi-major artery for commerce. I am afraid we will wither away if Alternative 3 is chosen and I urge the department to scrap 3 and select Alternative 2, if not just go back to the drawing board and reconsider something closer to what Alternative 1 was.

Question 6: The development of I 57 will definitely have an affect on Randolph County. We are hoping for the alternative which has less deleterious affect...which in the current proposal would be Alternative 2.

Question 7: Yes. Our current and future industrial development and tourism and other economic development and endeavors depend on access. We have it to an extent now and are working to grow and prosper. To take it away, especially with Alternative 3 would set us reeling and it would be hard to recover.

Question 8: Rate of Development : 5+ Strong negative influence
Intensity/magnitude: 5+ Strong negative impact

Growth and Development Questionnaire

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

Respondent Information

Date: April 2, 2021

Name: Charles E. Snapp Organization/Title: Mayor

Address: 300 West Main Walnut Ridge, AR 72476 Phone and Email: (870)886-6638

**** Please answer the following questions and specify if your response applies to all or a specific alternative (see page 2 for project information and attached map for alternatives being evaluated).**

- 1) Please summarize the trend of development and changes in land use within your jurisdiction during the past 5-10 years. If possible, please provide examples.
- 2) What are the current and future major developments in your planning area or within the Area of Influence (AOI; see attached exhibit) that are NOT dependent on the proposed project? Future developments should be *reasonably foreseeable* within the next 20 years. Please provide the location and extent of each current or future major development (via plans, shapefile, Google Earth KMZ file or markup of attached map).
- 3) Do you know of any major past developments in the AOI within the last 10 years? If so, what were they, type of development, and where did they occur?
- 4) In your opinion, would the proposed project induce development (i.e., cause *induced growth*) in your area that would otherwise not occur?
 - a. If so, what type of development do you anticipate?
 - b. If so, why do you believe the proposed project would induce development?
 - c. If so, would this development occur alone or in conjunction with other factors?
 - d. If so, please locate the specific area(s) you anticipate induced development to occur as a result of the proposed project. (via plans, shapefile, Google Earth KMZ file, or mark-up of attached map)
- 5) In your opinion, would any redevelopment occur as a result of the proposed project? If so, where?
- 6) In your opinion, would the proposed project affect or change the type of development within your jurisdiction and if so, why?
- 7) In your opinion, would the proposed project prohibit development in your jurisdiction or planning area and if so, why and where?
- 8) Using a scale of 1 to 5, please indicate if you think the proposed project would affect the *rate* and *intensity* or *magnitude* of development within your jurisdiction or planning area.
(Scale based on 1 = No Influence, 5= Strong Influence)

RATE OF DEVELOPMENT _____ INTENSITY/MAGNITUDE _____

ADDITIONAL INFORMATION

Project Description. The project includes improvements to the United States Highway (Hwy.) 67 corridor in northeastern Arkansas between the Highway 412/Highway 67 interchange at Walnut Ridge in Arkansas and the Missouri state line. The purpose of the project is to improve the existing Hwy. 67 corridor or provide a new location alignment to improve 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. Legislation has designated this route as the future Interstate Route 57.

The study area or **Area of Influence**, as shown on page 3, is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas and covers two new location alternatives (2 and 3) and three connectors with the Missouri state line (Alternatives A, B, and C) to be considered and evaluated. Alternative 1 that included improvements to the existing Hwy. 67 was dropped from further consideration.

Constraints on Growth Potential. Even in situations where a transportation project increases mobility and accessibility, other factors may limit the potential for induced growth. Constraints on growth include factors such as lack of demand, lack of available land, lack of water and sewer infrastructure, land use controls, regulatory constraints, natural features and public opposition to development. These types of factors also play an important role in assessing a project's potential to cause induced growth and are particularly important in assessing the degree to which increased accessibility and mobility will translate into increased growth.

TERMINOLOGY

Induced Growth are changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by a project. An example of an induced growth effect is commercial development occurring around a new interchange and the environmental impacts associated with this development.

Growth and Development Impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects do not include those effects that the agency has no ability to prevent due to its limited statutory authority or would occur regardless of the proposed action.

Reasonably foreseeable is an action that is probable, sufficiently likely to occur (excludes effects that are possible but not probable [e.g. "tableted" plans]). Impacts that are merely possible, or that are considered "speculative," are not reasonably foreseeable.

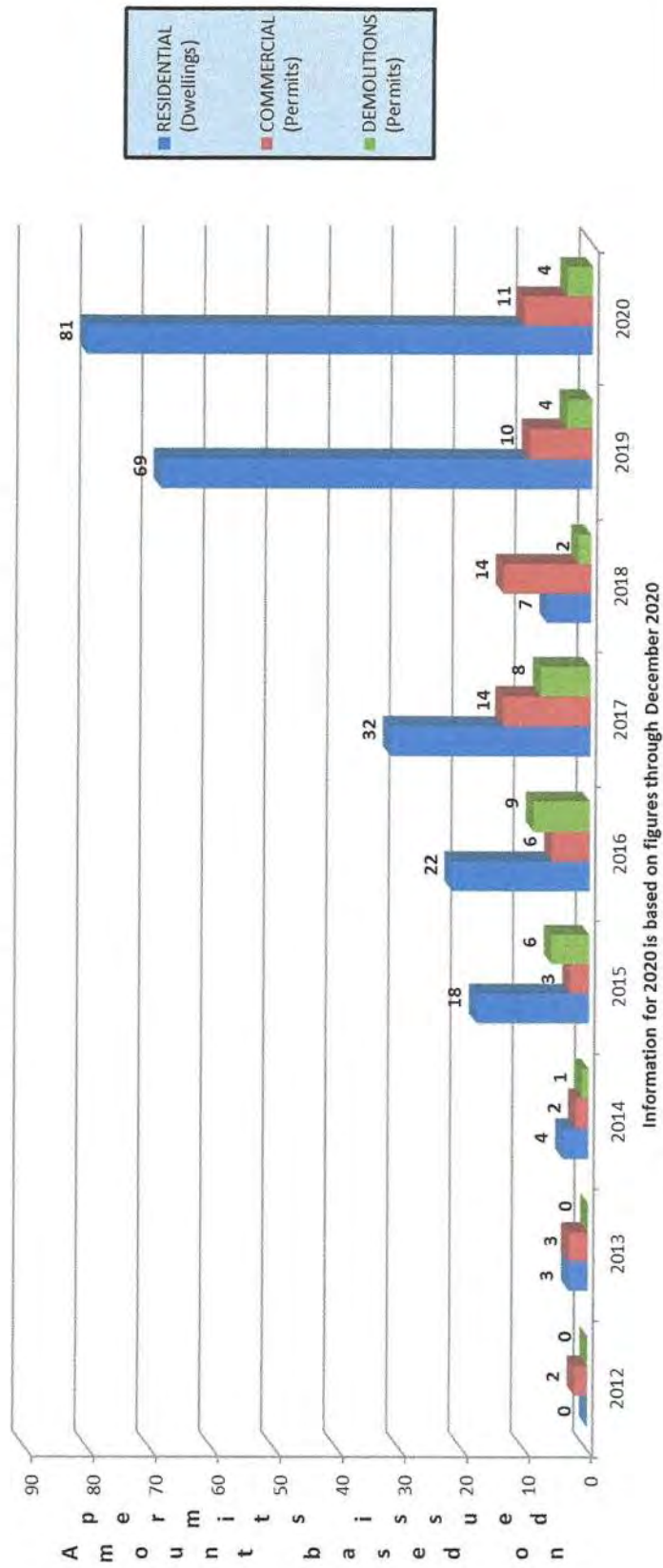
1. The Walnut Ridge area has seen outstanding growth since 2015, which coincides with PECO opening a plant just across the line in Randolph County. Please see the attached growth chart comparing permits issued through the calendar year 2020.
2. Just prior to the pandemic we had a feasibility study done, hoping for the construction of a new hotel. We had two chains interested, until the pandemic hit, thus I anticipate one of them coming back to discussions with us in the near future. We have also applied for a classification change on our airport, seeking a 139 classification to allow for commercial air freight and 80 passenger and larger charters, like Arkansas State University and their competitors use.
3. I would show where Allegis built the new facility, WBU added a new dorm, (Eagle Farms, through the Williams Works program, has installed a "pasture-raised egg operation" producing an average of 20,000 eggs per day. (I can show you where the egg house is for the map) Also show Cavanaugh GM Store and the Dodge Store.
4. I have no doubt this highway project would induce development. A.) Increased commercial traffic will provide additional benefits for the lodging industry, as well as increased opportunity for travel related industries such as a truck stop. B.) Opening up the interstate will increase commercial and personal traffic and traffic counts and infrastructure are the key. C.) I anticipate it would only occur if and when this project is developed. D.) I can show you on a map)
5. Not that I envision
6. As previously mentioned, growth is based on traffic flow/count.
7. Absolutely not
8. 5

Charles E. Snapp, Mayor

www.cityofwalnutridge.com

2012-2020 Walnut Ridge Growth Chart

Residential, Commercial and Demolitions



Growth and Development Questionnaire

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

Respondent Information

Date: 4/2/2021

Name: Graycen Colbert Bigger Organization/Title: Northeast Arkansas Regional Intermodal Authority , Executive Director

Address: 1410 Hwy 304 East Pocahontas, AR 72455 Phone and Email: graycen@neaintermodal.com , (870) 335-7409

***** Please answer the following questions and specify if your response applies to all or a specific alternative (see page 2 for project information and attached map for alternatives being evaluated).***

- 1) Please summarize the trend of development and changes in land use within your jurisdiction during the past 5-10 years. If possible, please provide examples.**

The NEA Intermodal footprint, which includes the Cities of Corning, Pocahontas and Walnut Ridge along with Randolph County and Lawrence County, has seen significant development over the past decade. In a time when most rural communities struggled, the NEA Intermodal area attracted new manufacturing and agricultural processing employers. Existing industries throughout the footprint thrived, expanding employment opportunities and services. The area of influence actually increased population, labor force participation and jobs during the pandemic and outpaced much of the state and country in unemployment statistics. Although there has been a steady increase in single and multi-family housing over the past several years, both Randolph and Lawrence counties are now experiencing a housing shortage for the first time in decades. Education providers in Pocahontas and Walnut Ridge expanded programs to meet the growing needs of industry. There has also been a significant increase in large truck traffic throughout the NEA Intermodal footprint related to agriculture, manufacturing and transportation. Major industrial and housing development has been concentrated in the cities of Pocahontas and Walnut Ridge, as well as along Hwy 67 between the two communities. Agricultural land, previously used for row crop farming, has been converted for both housing and industry. Significant infrastructure improvements, relating to roads, water and Broadband, have occurred throughout the area of influence in recent years to meet growing economic needs.

Specific examples of development can be found below.

- 2) What are the current and future major developments in your planning area or within the Area of Influence (AOI; see attached exhibit) that are NOT dependent on the proposed project? Future developments should be *reasonably foreseeable* within the next 20 years. Please provide the location and extent of each current or future major development (via plans, shapefile, Google Earth KMZ file or markup of attached map).**

Although it is difficult to predict the development of a rural community such as the area of influence over 20 years, especially when it has changed significantly over the past decade due to the influx agricultural processing operations, we can reasonably assume the following if Alternative Two is chosen:

Several industrial employers are currently expanding in the Intermodal's area of influence due to business returning to the U.S. in a post-pandemic economy. In June 2020, Peco announced that it would close two plants in Mississippi and add operations to the Pocahontas facility over the next several years. Vital Farms is currently building 10 additional poultry houses that will open within the next few months and is expected to add at least

20 more. As operations continue to increase in these two businesses, we reasonably expect more food processing companies and suppliers will locate to the area within the next 20 years.

The Walnut Ridge Business Park is also seeing new development. We are currently in negotiations with a business that is expected to locate in the area by Fall 2021. Another industry, already located in the industrial park, has plans for a major expansion and intends to build a new facility. To support growth and development, Walnut Ridge's airport commission is diligently working to upgrade the facility's classification to Part 139. This would allow for small commercial and freight in addition to charter aircraft.

Williams Baptist University, located adjacent to the business park and airport, has launched an innovative work-based learning program called Williams Works. As part of the initiative, the university is building an on-campus farm and was recently awarded funding to build a USDA-certified meat processing facility. This will encourage more development in the area's agriculture and food processing industry while also building the local talent pipeline.

In Pocahontas, Black River Technical College launched Arkansas's first accredited gunsmithing program in 2020. The college is also in the process of expanding its Law Enforcement Training Academy (LETA). During the 2021 state legislative session \$4 million in funding was appropriated for BRTC to build barracks on campus in order to provide housing for trainees and shelter for law enforcement in times of emergency. BRTC will also begin building a \$2.1 million berm in 2021. The unique combination of the college's gunsmithing and LETA program will enable the Intermodal to do targeted recruitment of security and firearms related industries in the area of influence.

Pocahontas, in particular, will see increased commercial development in the next few years. At least four new businesses are being constructed in the city and will open in 2021, alone. The Pocahontas School District will also complete the construction of a new elementary school this year and will work towards another millage for a new high school. Large-scale housing developments in Pocahontas and Walnut Ridge are currently being discussed to meet the needs of the growing local economy.

In addition to steady industry growth and innovative workforce initiatives, the Intermodal area is also planning major infrastructure improvements. An expansion of Hwy 412 will be finished between Walnut Ridge and Paragould within the next 24 months. The future I-57 will also be completed to the City of Walnut Ridge within the next 20 years. The Pocahontas Water Department is currently working to add additional water lines in order to increase capacity for industrial development. Nearly \$500,000 of improvements are being discussed for 2021. Pocahontas is also discussing the need for a bypass around Thomasville Street and Hwy 90, the heart of the city's residential development, due to a major increase in large truck traffic.

3) Do you know of any major past developments in the AOI within the last 10 years? If so, what were they, type of development, and where did they occur?

The NEA Intermodal footprint has seen significant development over the past decade. There have been multiple poultry-related industries that have located in the area of influence. Peco invested more than \$176 million in the Intermodal footprint and opened a processing facility, hatchery and truck stop outside of Pocahontas and a feed mill in Corning in 2016 that now employs nearly 2,000 individuals. There have also been nearly 500 poultry houses built in Randolph and Lawrence counties. Vital Farms, which exports chicken eggs, has also contracted with more than 80 producers around the area of influence and built a feed mill.

New businesses focused on the export of peanuts and rice, such as Ag Headquarters, Birdsong Peanuts and Black River Commodities, have opened in Pocahontas and outside of Walnut Ridge. Both manufacturing and

agricultural processing employers throughout the footprint have expanded, adding more than 500 jobs in the cities of Pocahontas and Walnut Ridge in 2020, alone. Riceland, a long-time industry in Corning, also expanded.

There has been a significant increase in large truck traffic throughout the NEA Intermodal footprint related to agriculture, manufacturing and transportation. Peco now dispatches approximately 66,000 trucks per year, carrying feed and live product. More than 200 loads of feed and 80 loads of eggs travel through our area of influence each month on behalf of Vital Farms. Capital Quarriers and Atlas Asphalt, located outside of Pocahontas, have seen an influx in projects and shipments over the past few years. For example, Capital Quarriers transported 27,978 loads of rock from the area of influence in 2020, which was nearly 1,500 truckloads more than the year prior. In 2019, Black River Technical College launched a CDL training program after receiving \$150,000 in federal workforce funding to support the growing needs of the local transportation industry.

The Intermodal area has seen a number of infrastructure improvements over the past 10 years to keep up with growing industry demands. In addition to ARDOT's road improvements and a new bridge over Black River in the City of Pocahontas, Peco invested significant funding in additional water and wastewater infrastructure in Randolph County. The City of Corning also began upgrading its water infrastructure in 2019 for the first time in decades. After incurring damage during the historic 2017 flood, the Pocahontas airport built a new terminal and upgraded runway facilities. Clay County Electric unveiled its first solar farm in 2020. Finally, multiple providers have expanded critical Broadband access throughout the area. The Intermodal footprint within the area of influence received over \$11 million through the Arkansas Rural Connect program in 2020.

The helipad was improved at the Pocahontas hospital in 2017, which served as a major development for safety and healthcare in our rural region. After years of decline, St. Bernards Healthcare assumed operations of the local hospital in Pocahontas in 2019, which has both stabilized and increased medical services and operating capacity for the area of influence.

Although there has been a steady increase in single and multi-family housing over the past several years, both Randolph and Lawrence counties are now experiencing a housing shortage for the first time in decades. Walnut Ridge, in particular, has seen a sharp increase in residential housing. Over the past five years the community has issued 222 residential permits, with two-thirds being requested in 2019 and 2020. Onin Staffing, a vendor for Peco, also built Randolph County's first large-scale apartment complex in 2015. The housing community is located off Hwy 62 in Pocahontas and includes 120 units. In 2013, the City of Pocahontas passed a sales tax to fund a new, \$7.5 million aquatic center and water park to bolster quality of life efforts and increase tourism. Upgrades to the neighboring community tennis courts followed in 2019.

4) In your opinion, would the proposed project induce development (i.e., cause *induced growth*) in your area that would otherwise not occur? Yes

- a. **If so, what type of development do you anticipate?** The NEA Intermodal believes that additional manufacturing, agri-processing as well as transportation and logistics companies will consider the area of influence as a place to locate. We also believe it would bolster the development of housing, commercial business, retail operations and the hospitality industry in areas close to proposed exit roads.
- b. **If so, why do you believe the proposed project would induce development?** Many large-scale industries require close proximity to Interstate infrastructure in order to move goods efficiently and maintain low operating costs. When the NEA Intermodal responds to RFI documents from the state economic development agency, we are forced to put 40 miles from an Interstate. The ability to put 3-4 miles from Alternative Two on response documents would make a significant difference in the site selection process. An Interstate in the area of influence would also encourage hospitality and commercial growth. The area

between Walnut Ridge and Pocahontas would be the midpoint between Chicago and Dallas along I-57. Located approximately 7-8 hours from each location, it would serve as a natural stopping place for overnight travelers. Finally, when reviewing development patterns throughout Arkansas, it is undeniable that proximity to Interstate infrastructure influences growth. We believe the Intermodal's area of influence, due to its diverse, pre-existing industry base, larger population, medical community, police force and infrastructure, is more suited to support the proposed project and future development.

- c. **If so, would this development occur alone or in conjunction with other factors?** This development would occur in conjunction with a number of other factors. Not only does the area of influence have a strong and diverse industry base with a higher than normal manufacturing jobs per capita, it also has a low cost of doing business in comparison to other parts of the state and the country. Land is inexpensive throughout the area of influence, making it attractive for development. The area is also located in close proximity to a growing economy, two airports, an Amtrak stop, Williams Baptist University, Black River Technical College along with a number of tourism attractions. Finally the area of influence is also located within 40 minutes of the Jonesboro metro and within a two-hour drive of the Little Rock Port and the I-40/I-55 interchange in West Memphis. This proximity to major markets around the country makes the proposed project even more valuable for economic development.
- d. **If so, please locate the specific area(s) you anticipate induced development to occur as a result of the proposed project. (via plans, shapefile, Google Earth KMZ file, or mark-up of attached map)**

5) In your opinion, would any redevelopment occur as a result of the proposed project? If so, where?

Yes. We believe it would bolster the redevelopment of commercial business operations and the hospitality industry throughout our footprint. Over the past few decades small, independent motel operators have left the Intermodal area, like many rural communities throughout the country. However, the area between Walnut Ridge and Pocahontas would serve as the midpoint between Chicago and Dallas along I-57. Located approximately 7-8 hours from each location, it would serve as a natural stopping place for overnight travelers. The area is also located in close proximity to growing industry, two airports, an Amtrak stop, Williams Baptist University and Black River Technical College. There is also a growing tourism industry related to hunting duck hunting in Randolph, Lawrence and Clay counties close to the proposed route that would benefit. We have already experienced interest from franchise restaurants and hotel operators since the announcement of I-57 to Walnut Ridge, and believe interest regarding property along Hwy 67 would only grow with a second designation through the area.

In addition to restaurants and hotels, we believe that more transportation-related businesses would return to the area. This includes gas stations, truck stops and mechanics close to proposed exits in Walnut Ridge, Corning and potentially Biggers.

It is likely that housing redevelopment would also occur in communities close to the proposed project like Corning and strengthen the need for additional housing in growing areas such as Pocahontas and Walnut Ridge along Alternative 2.

6) In your opinion, would the proposed project affect or change the type of development within your jurisdiction and if so, why?

Because of the area's diverse economic base, we do not believe that the proposed project will change the type of development in the area of influence. However, we strongly believe it will significantly expand opportunities.

Additional businesses within the agri-processing and manufacturing supply chain are likely to locate in the footprint, for example. An interstate announcement, coupled with proximity to airports and BRTC's gunsmithing and LETA programs, may influence new interest from security-related industries. We also believe that the location of development will shift towards exits on the proposed Interstate project, especially with commercial, hospitality and transportation-related businesses. Since the announcement of I-57 to Walnut Ridge, the NEA Intermodal area has already seen increased interest from food and beverage providers as well as hotel operators.

7) In your opinion, would the proposed project prohibit development in your jurisdiction or planning area and if so, why and where?

No. We do not believe the proposed project would prohibit any development along Alternative Two. We believe it would both encourage and expedite housing, commercial and industrial growth. The proposed project, and the anticipated growth, will also strengthen the need for additional infrastructure improvements as it pertains to water, sewer, roads and Broadband. We believe the Intermodal's area of influence, due to its diverse, pre-existing industry base, larger population, medical community, police force and infrastructure, is more suited to support the proposed project and future development. The cities of Pocahontas, Walnut Ridge and Corning have full-time government leadership and staff that can manage the growth associated with the proposed project. They also have stronger funding to support development associated with I-57 as it pertains to the economy and safety of residents.

**8) Using a scale of 1 to 5, please indicate if you think the proposed project would affect the *rate* and *intensity* or *magnitude* of development within your jurisdiction or planning area.
 (Scale based on 1 = No Influence, 5= Strong Influence)**

RATE OF DEVELOPMENT _____5_____ INTENSITY/MAGNITUDE _____5_____

ADDITIONAL INFORMATION

Project Description. The project includes improvements to the United States Highway (Hwy.) 67 corridor in northeastern Arkansas between the Highway 412/Highway 67 interchange at Walnut Ridge in Arkansas and the Missouri state line. The purpose of the project is to improve the existing Hwy. 67 corridor or provide a new location alignment to improve 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. Legislation has designated this route as the future Interstate Route 57.

The study area or **Area of Influence**, as shown on page 3, is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas and covers two new location alternatives (2 and 3) and three connectors with the Missouri state line (Alternatives A, B, and C) to be considered and evaluated. Alternative 1 that included improvements to the existing Hwy. 67 was dropped from further consideration.

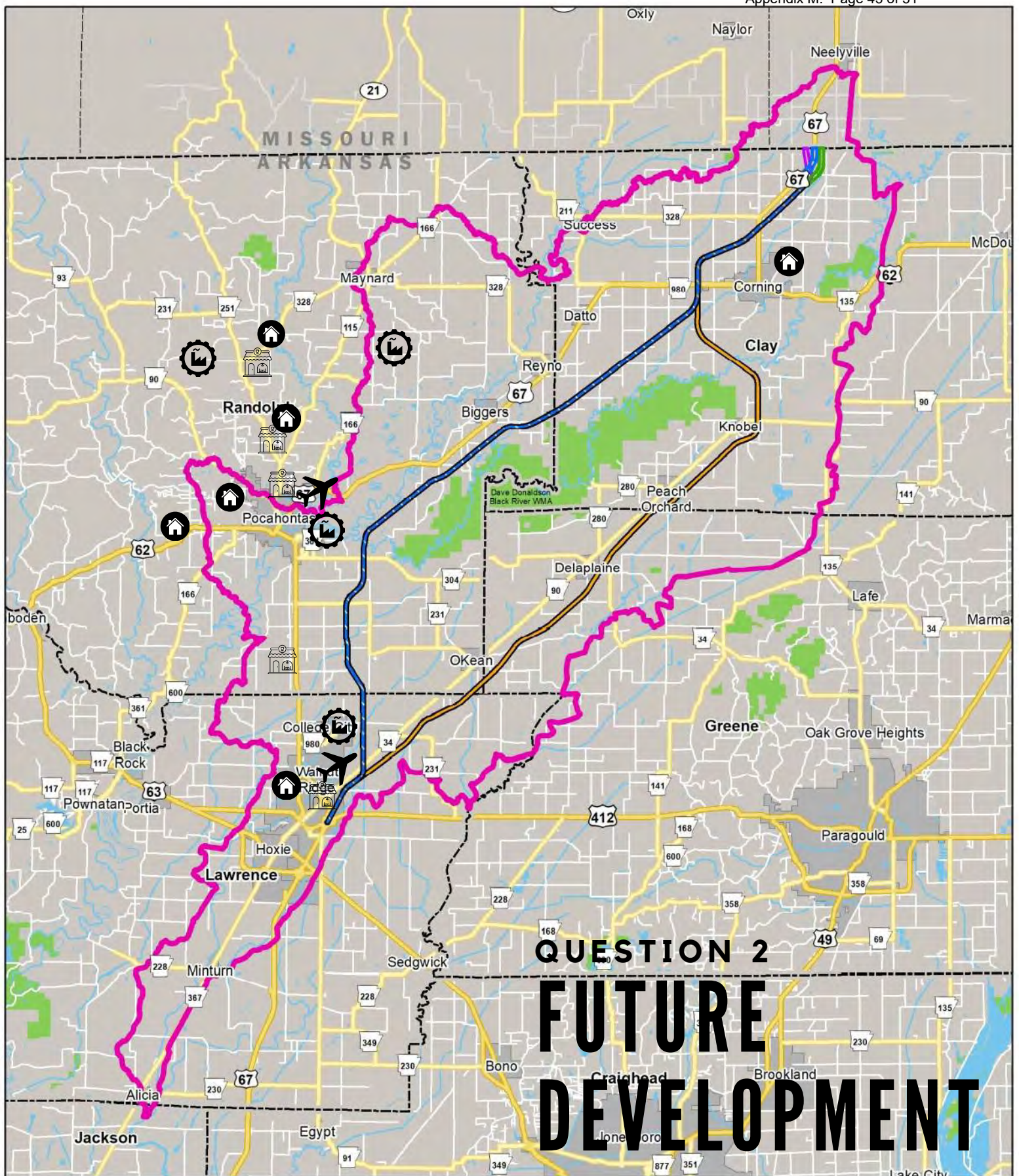
Constraints on Growth Potential. Even in situations where a transportation project increases mobility and accessibility, other factors may limit the potential for induced growth. Constraints on growth include factors such as lack of demand, lack of available land, lack of water and sewer infrastructure, land use controls, regulatory constraints, natural features and public opposition to development. These types of factors also play an important role in assessing a project's potential to cause induced growth and are particularly important in assessing the degree to which increased accessibility and mobility will translate into increased growth.

TERMINOLOGY

Induced Growth are changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by a project. An example of an induced growth effect is commercial development occurring around a new interchange and the environmental impacts associated with this development.

Growth and Development Impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects do not include those effects that the agency has no ability to prevent due to its limited statutory authority or would occur regardless of the proposed action.

Reasonably foreseeable is an action that is probable, sufficiently likely to occur (excludes effects that are possible but not probable [e.g. “tabled” plans]). Impacts that are merely possible, or that are considered “speculative,” are not reasonably foreseeable.



QUESTION 2

FUTURE DEVELOPMENT

0 2 4
Miles



- ▬ Alternative 2
- ▬ Alternative 3
- ▬ Alternative A
- ▬ Alternative B
- ▬ Alternative C
- ▬ Area of Influence

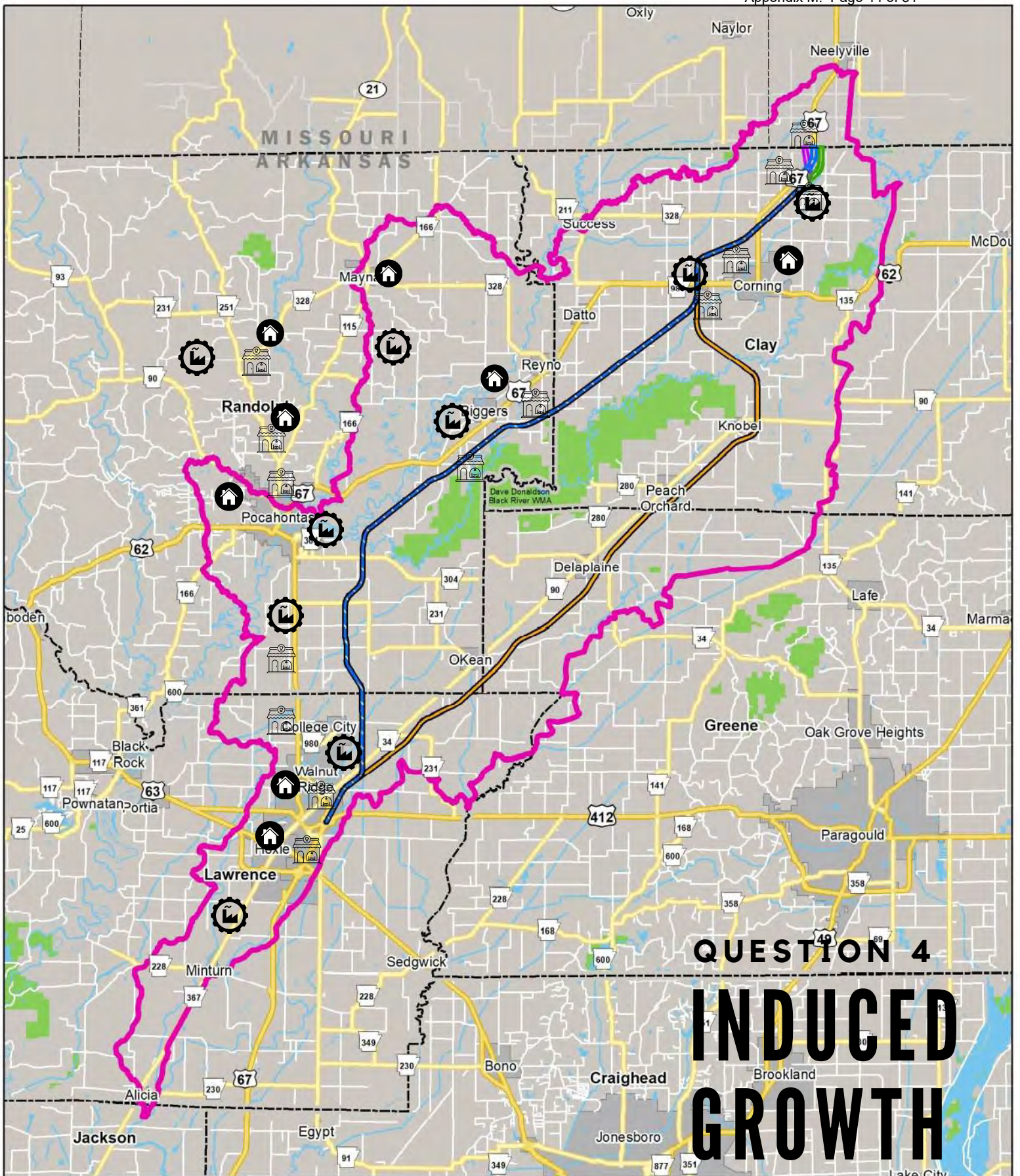
FUTURE I-57 ALTERNATIVES

Randolph, Clay, Greene and Lawrence Counties

Area of Influence

20210222





QUESTION 4 INDUCED GROWTH

FUTURE I-57 ALTERNATIVES
Randolph, Clay, Greene and Lawrence Counties

Area of Influence

0 2 4
Miles



- ▬ Alternative 2
- ▬ Alternative 3
- ▬ Alternative A
- ▬ Alternative B
- ▬ Alternative C
- ▬ Area of Influence

20210222



Growth and Development Questionnaire

Future I-57 (AR DOT Job 100512)
from Walnut Ridge to Missouri State Line
Clay, Greene, Lawrence, and Randolph Counties, Arkansas

Respondent Information

Date: 04/02/2021

Name: Mark Holt Organization/Title: Randolph County Chamber of Commerce

Address: 203 W. Broadway Phone and Email: 501-680-0742 | mark@eriverbank.com

***** Please answer the following questions and specify if your response applies to all or a specific alternative (see page 2 for project information and attached map for alternatives being evaluated).***

- 1) Please summarize the trend of development and changes in land use within your jurisdiction during the past 5-10 years. If possible, please provide examples.
 - a) Peco Processing Plant (Poultry Processing), Pocahontas, AR
 - b) Peco Feed Mill (Poultry Feed), Corning AR
 - c) AgHeadQuarters Peanuts (Raw Peanut, Purchasing, Drying, and Cleaning), Pocahontas, AR
 - d) Pocahontas Aluminum Expansion, Pocahontas, AR
 - e) St. Bernard's management of Five River Medical Clinic, Pocahontas, AR
 - f) Clay County Electric Headquarters Relocation, Corning, AR
 - g) Two Major Gas Stations (Casey's and Jordan's), Corning and Pocahontas respectively.
 - h) Construction of New Elementary School, Pocahontas, AR
 - i) Construction of New Nursing Home, Pocahontas, AR
 - j) DaVita Dialysis station, Pocahontas, AR.
 - k) Veterans Administration Clinic, Pocahontas, AR
 - l) Walmart Remodel, Pocahontas, AR
 - m) Construction of two new Grocery/Market places (Harps, American Made), Pocahontas, AR.
 - n) Various retail and dining developments, Pocahontas, AR
- 2) What are the current and future major developments in your planning area or within the Area of Influence (AOI; see attached exhibit) that are NOT dependent on the proposed project? Future developments should be *reasonably foreseeable* within the next 20 years. Please provide the location and extent of each current or future major development (via plans, shapefile, Google Earth KMZ file or markup of attached map).
 - a. Relocation on USDA Service Center, Pocahontas, AR
 - b. Relocation and Construction of Randolph Health Clinic, Pocahontas, AR
 - c. Construction of Strip Mall, Pocahontas, AR
- 3) Do you know of any major past developments in the AOI within the last 10 years? If so, what were they, type of development, and where did they occur? See Above
- 4) In your opinion, would the proposed project induce development (i.e., cause *induced growth*) in your area that would otherwise not occur? Alternative 2 (Blue). Alternate 3 offers little local development along the route due to distance from existing population and flood prone building location.
 - a. If so, what type of development do you anticipate?
 - i. Compensatory gain in retail and dining business associated with past increase in job market.
 - ii. Additional hotel added in Pocahontas.

- b. If so, why do you believe the proposed project would induce development?
- i. Area has proven to be economically successful over the past decade with investment on significant capital.
 - ii. Partnership with St. Bernard's further strengthens the attractiveness of future investment
 - iii. Expansion into new School infrastructure further strengthens the attractiveness of future investment.
- c. If so, would this development occur alone or in conjunction with other factors?
- i. Development would occur in conjunction with other factors such as changing government administrations, laws, and tax base.
- d. If so, please locate the specific area(s) you anticipate induced development to occur as a result of the proposed project. (via plans, shapefile, Google Earth KMZ file, or mark-up of attached map)

- 5) In your opinion, would any redevelopment occur as a result of the proposed project? If so, where?
- 6) In your opinion, would the proposed project affect or change the type of development within your jurisdiction and if so, why?
- i. Alternative 2 (Blue) would certainly affect the type of future developments in Randolph county as the largest population center of the three counties involved. More multi-family apartments and townhouses, convenience and hospitality.
- 7) In your opinion, would the proposed project prohibit development in your jurisdiction or planning area and if so, why and where? The route selection will have a binary affect on regional development. Alternate 2 will be a contributing factor in the continued development that has in the portion of the region with higher elevation. (Primarily Pocahontas). Alternate 3 will distract resource and opportunity from that successful area and primarily serve only to bypass traffic through the region. While the hospitality benefit for the region will be realized regardless of route, the regional benefit as Alternative 2 will be greater due to the fact the increased traffic and improved logistics will service more people, more industry and an area with greater economic development.
- 8) Using a scale of 1 to 5, please indicate if you think the proposed project would affect the *rate* and *intensity* or *magnitude* of development within your jurisdiction or planning area.
 (Scale based on 1 = No Influence, 5= Strong Influence)

RATE OF DEVELOPMENT 5 INTENSITY/MAGNITUDE 5

ADDITIONAL INFORMATION

Project Description. The project includes improvements to the United States Highway (Hwy.) 67 corridor in northeastern Arkansas between the Highway 412/Highway 67 interchange at Walnut Ridge in Arkansas and the Missouri state line. The purpose of the project is to improve the existing Hwy. 67 corridor or provide a new location alignment to improve 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. Legislation has designated this route as the future Interstate Route 57.

The study area or **Area of Influence**, as shown on page 3, is located in Clay, Greene, Lawrence, and Randolph counties in northeast Arkansas and covers two new location alternatives (2 and 3) and three connectors with the Missouri state line (Alternatives A, B, and C) to be considered and evaluated. Alternative 1 that included improvements to the existing Hwy. 67 was dropped from further consideration.

Constraints on Growth Potential. Even in situations where a transportation project increases mobility and accessibility, other factors may limit the potential for induced growth. Constraints on growth include factors such as lack of demand, lack of available land, lack of water and sewer infrastructure, land use controls, regulatory constraints, natural features and public opposition to development. These types of factors also play an important role in assessing a project's potential to cause induced growth and are particularly important in assessing the degree to which increased accessibility and mobility will translate into increased growth.

TERMINOLOGY

Induced Growth are changes in the location, magnitude, or pace of future development that result from changes in accessibility caused by a project. An example of an induced growth effect is commercial development occurring around a new interchange and the environmental impacts associated with this development.

Growth and Development Impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects do not include those effects that the agency has no ability to prevent due to its limited statutory authority or would occur regardless of the proposed action.

Reasonably foreseeable is an action that is probable, sufficiently likely to occur (excludes effects that are possible but not probable [e.g. "tabled" plans]). Impacts that are merely possible, or that are considered "speculative," are not reasonably foreseeable.



ATTACHMENT C — FUTURE I-57/Hwy. 67 MISSOURI DEPARTMENT OF TRANSPORTATION PROJECT INFORMATION

I-57 /US-67 OVERVIEW

CITY OF POPLAR BLUFF
BUTLER COUNTY, MISSOURI
PREFERRED ALIGNMENT APPROVED 2005
RE-EVALUATED AND REAPPROVED 2021

FAIRDEALING

PHASE 1A
GOVERNOR'S COST SHARE
SPRING 2022 CONSTRUCTION

PHASE 1B
MODOT COST SHARE
SPRING 2023 CONSTRUCTION

PHASE 2
MODOT COST SHARE
SPRING 2023 CONSTRUCTION

ENVIRONMENTAL IMPACT STATEMENT
APPROVED IN 2005
RE-EVALUATED & APPROVED IN 2021

NAYLOR

PHASE 3
FUTURE PROJECT
CONSTRUCTION TBD

PHASE 4
FUTURE PROJECT
CONSTRUCTION TBD

STATE LINE

TO CORNING

HARVIELL

TO POPLAR BLUFF

CR 360

CR 338

CR 352

CR 272

NEELYVILLE

142

67 57

158

study funding only
9P3661

construction funding
9P3751

design funding

2.4 miles

fieldwork
2022



2022-2026 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

| Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals. | | | | | | | | | | STATE FISCAL YEAR PROJECT BUDGETING | | | | | | | | | | | |
|--|---------------|---|--|--|--|--|--|--|--|-------------------------------------|--|-------------------|--|-------------------|--|-------------------|--|-------------------|--|-------------------|--|
| | | | | | | | | | | Prior Prog. | | 7/2021- 6/2022 | | 7/2022- 6/2023 | | 7/2023- 6/2024 | | 7/2024- 6/2025 | | 7/2025- 6/2026 | |
| County: Butler | Engineering: | Pavement resurfacing from Rte. W to 0.2 mile west of Rte. B in Poplar Bluff. | | | | | | | | | | | | | | | | | | | |
| Route: BU 60 | R/W: | | | | | | | | | | | | | | | | | | | | |
| Job No.: 9S3603 | Construction: | | | | | | | | | | | | | | | | | | | | |
| Length: 5.10 | | MPO: N | | | | | | | | | | | | | | | | | | | |
| Fund Cat: Taking Care Of System | FFOS: | AC-State: 2,051 State: 512 Local: 0 | | | | | | | | | | | | | | | | | | | |
| Sec Cat: Thin Lift Overlay | Payments: | 2024 Anticipated Fed Cat: STBG | | | | | | | | | | | | | | | | | | | |
| TIP #: | | Let With: 0 Estimate Total: 2,565 | | | | | | | | | | | | | | | | | | | |
| County: Butler | Engineering: | Pavement resurfacing from Arkansas State line to Rte. 160. | | | | | | | | | | | | | | | | | | | |
| Route: US 67 | R/W: | | | | | | | | | | | | | | | | | | | | |
| Job No.: 9P3514 | Construction: | | | | | | | | | | | | | | | | | | | | |
| Length: 11.82 | | MPO: N | | | | | | | | | | | | | | | | | | | |
| Fund Cat: Taking Care Of System | FFOS: | Fed: 1,784 State: 447 Local: 0 | | | | | | | | | | | | | | | | | | | |
| Sec Cat: Thin Lift Overlay | Payments: | 2023 Anticipated Fed Cat: NHPP | | | | | | | | | | | | | | | | | | | |
| TIP #: | | Let With: 0 Estimate Total: 2,252 | | | | | | | | | | | | | | | | | | | |
| County: Butler | Engineering: | Add lanes and outer roads to upgrade corridor to freeway standards from 0.5 mile north of Rte. 160 to County Road 360. \$2,724,976 Governor's Cost Share Program and \$4,223,166 Poplar Bluff funds. | | | | | | | | | | | | | | | | | | | |
| Route: US 67 | R/W: | | | | | | | | | | | | | | | | | | | | |
| Job No.: 9P3663 | Construction: | | | | | | | | | | | | | | | | | | | | |
| Length: 3.17 | | MPO: N * Contingent | | | | | | | | | | | | | | | | | | | |
| Fund Cat: Flexible & Other | FFOS: | Fed: 3,055 State: 405 Local: 4,224 | | | | | | | | | | | | | | | | | | | |
| Sec Cat: System Expansion | Payments: | Awd Date: Winter 22 Anticipated Fed Cat: NHPP | | | | | | | | | | | | | | | | | | | |
| TIP #: | | Let With: 0 Estimate Total: 8,434 | | | | | | | | | | | | | | | | | | | |
| County: Butler | Engineering: | Add lanes and outer roads to upgrade corridor to freeway standards from County Road 338 south to County Road 352. \$5,085,253 Cost Share and \$6,868,213 Poplar Bluff funds. | | | | | | | | | | | | | | | | | | | |
| Route: US 67 | R/W: | | | | | | | | | | | | | | | | | | | | |
| Job No.: 9P3751 | Construction: | | | | | | | | | | | | | | | | | | | | |
| Length: 2.00 | | MPO: N | | | | | | | | | | | | | | | | | | | |
| Fund Cat: Flexible & Other | FFOS: | Fed: 6,658 State: 541 Local: 6,868 | | | | | | | | | | | | | | | | | | | |
| Sec Cat: System Expansion | Payments: | 2023 Anticipated Fed Cat: NHPP | | | | | | | | | | | | | | | | | | | |
| TIP #: | | Let With: 0 Estimate Total: 14,067 | | | | | | | | | | | | | | | | | | | |
| County: Butler | Engineering: | Add lanes and outer roads to upgrade corridor to freeway standards from County Road 360 to County Road 338. \$2,631,917 Governor's Cost Share Program, \$507,271 Cost Share Program and \$3,622,456 Poplar Bluff funds. | | | | | | | | | | | | | | | | | | | |
| Route: US 67 | R/W: | | | | | | | | | | | | | | | | | | | | |
| Job No.: 9P3764 | Construction: | | | | | | | | | | | | | | | | | | | | |
| Length: 1.00 | | MPO: N * Contingent | | | | | | | | | | | | | | | | | | | |
| Fund Cat: Flexible & Other | FFOS: | Fed: 3,432 State: 354 Local: 3,623 | | | | | | | | | | | | | | | | | | | |
| Sec Cat: System Expansion | Payments: | Awd Date: 2023 Anticipated Fed Cat: NHPP | | | | | | | | | | | | | | | | | | | |
| TIP #: | | Let With: 0 Estimate Total: 7,409 | | | | | | | | | | | | | | | | | | | |

* Contingent upon the execution of the cost participation agreement.

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Jun-9-2021

Section 4 - 4

District Southeast

Dollars in Thousands



2022 - 2026 Scoping and Design Projects

| | | STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING) | | |
|---|---|--|-------------------|-------------------|
| | | Prior Prog. | 7/2021- 6/2022 | 7/2022- 6/2026 |
| County: Butler Route: US 67 Anticipated Federal Category: NHPP | Job No: 9P3661 NHPP Scoping to convert to freeway from 0.5 mile north of Rte. 160 to the Arkansas State line. | 400 | 250 | 2,000 |
| | Fed 1,800 State 450 Local 0 Future Cost: 50,001 - 75,000 | | | |
| County: Cape Girardeau Route: US 61 Anticipated Federal Category: STBG | Job No: 9P3450 STBG Scoping for capacity improvements from I-55 to Rte. 25. | 120 | 20 | 20 |
| | AC-State 32 State 8 Local 0 Future Cost: 5,001 - 10,000 | | | |
| County: Cape Girardeau Route: US 61 Anticipated Federal Category: NHPP | Job No: 9P3451 NHPP Scoping for intersection improvements at Shawnee Drive and Donna Drive in Jackson. | 65 | 20 | 20 |
| | AC-State 32 State 8 Local 0 Future Cost: 1,001 - 2,000 | | | |
| County: Carter Route: US 60 Anticipated Federal Category: Safety | Job No: 9P3656 Safety Scoping for safety improvements at Rte. 99, Rte. 19 north and south junctions and Rtes. A and V in Carter County. | 20 | 10 | 10 |
| | Fed 18 State 2 Local 0 Future Cost: 2,001 - 5,000 | | | |
| County: Dunklin Route: US 412 Anticipated Federal Category: NHPP | Job No: 0P2272 NHPP Scoping to add lanes from Rte. AC to 0.2 miles east of Rte. Y. | 5 | 200 | 300 |
| | AC-State 400 State 100 Local 0 Future Cost: 25,001 - 50,000 | | | |
| County: Howell Route: US 160 Anticipated Federal Category: STBG | Job No: 9P3760 STBG Scoping for capital improvements from Rte. 63 to Bus 63. | 0 | 100 | 100 |
| | AC-State 160 State 40 Local 0 Future Cost: 2,001 - 5,000 | | | |
| County: Iron Route: MO 32 Anticipated Federal Category: STBG | Job No: 9P3447 STBG Scoping for safety improvements from Rte. KK to the south intersection of Rte. 21. | 25 | 5 | 5 |
| | AC-State 8 State 2 Local 0 Future Cost: 301 - 1,000 | | | |
| County: Madison Route: US 67 Anticipated Federal Category: Safety | Job No: 9P3655 Safety Scoping for safety improvements at Rte. A and Rte. C. | 23 | 20 | 20 |
| | Fed 36 State 4 Local 0 Future Cost: 2,001 - 5,000 | | | |
| County: New Madrid Route: US 61 Anticipated Federal Category: STBG | Job No: 9S3767 STBG Scoping for capacity improvements from Larcel Lane to County Road 824. | 150 | 140 | 140 |
| | AC-State 224 State 56 Local 0 Future Cost: 1,001 - 2,000 | | | |