

Appendix M – Induced Growth and Reasonably Foreseeable Impacts Technical Report

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



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Arkansas Department of Transportation
In cooperation with the Federal Hwy Administration

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Chapter 1 – Introduction

1.1 Project Overview

A Draft Environmental Impact Statement (DEIS) 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 Draft EIS.

1.2 Project Alternatives

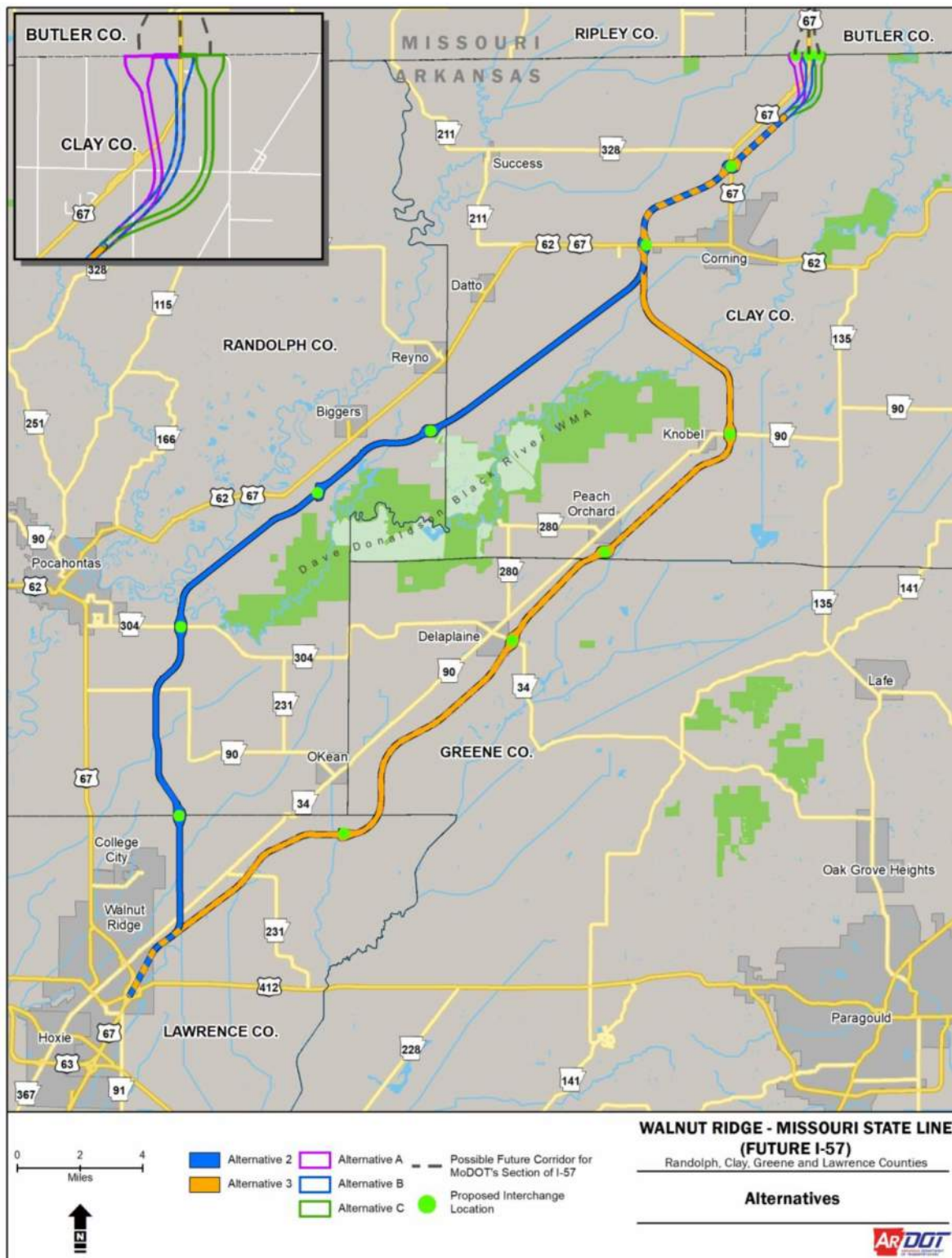
As shown in **Figure 1**, the following alternatives are considered and evaluated.

- 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)

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Figure 1: Future I-57 Action Alternatives



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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 DEIS document.

The No Action Alternative is also evaluated in the DEIS 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

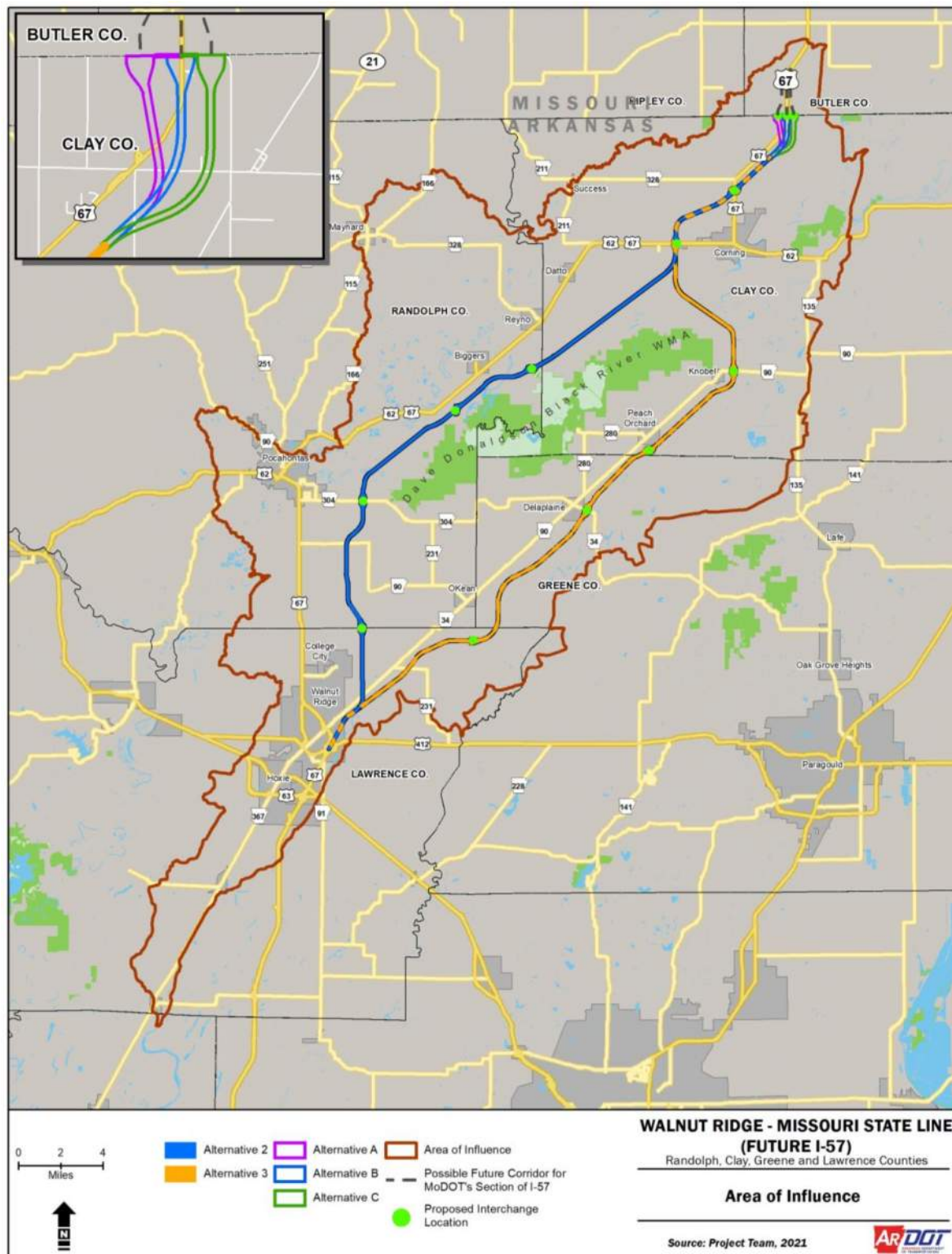
The time frame of both analyses extends to 2040, the design year of the proposed project. A study area, or Area of Influence (AOI), was determined and used for the induced growth and reasonably foreseeable action effects analyses. The AOI was determined using the natural feature of watershed boundaries 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**.

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Figure 2: Area of Influence



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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**.

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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.

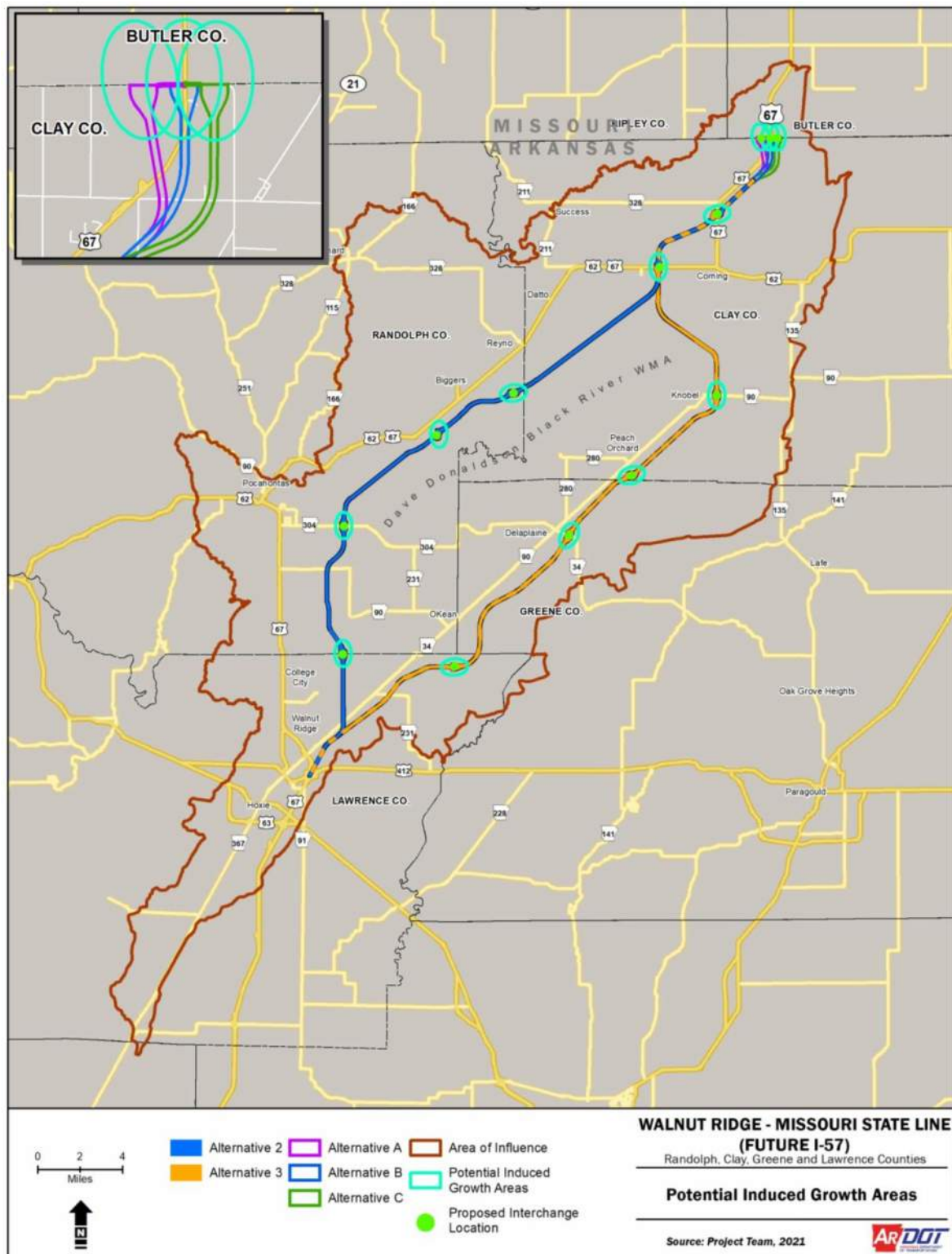
According to the U.S. Census Bureau population data provided in **Table 2**, most of the cities and counties within the AOI are experiencing a decreasing growth trend except for Greene County, Delaplaine, Walnut Ridge, and O’Kean. The Town of O’Kean shows the highest growth at 37 percent from 2010 to 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**.

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Figure 3: Potential Induced Growth Areas



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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

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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.

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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 DEIS. 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.

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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**.

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Table 4: Wetland Impacts from the Proposed Project

Action Alternative	Impacts
2	<ul style="list-style-type: none"> Approximately 38 acres of forested, emergent, pond and open water wetlands and an additional 154 acres potentially from induced growth areas. Approximately 594 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 5 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, 2021.

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 76 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 67 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, 2021.

Wildlife Habitat

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

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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 33 acres of upland woodlands and 38 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 71 acres of natural habitat that includes 46 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 2 acres 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 9 acres of natural habitat that includes 4 acres of upland woodlands and 5 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, 2021.

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 DEIS 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 DEIS: 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 DEIS: 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 InformationDate: April 2, 2021Name: Charles E. Snapp Organization/Title: MayorAddress: 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.
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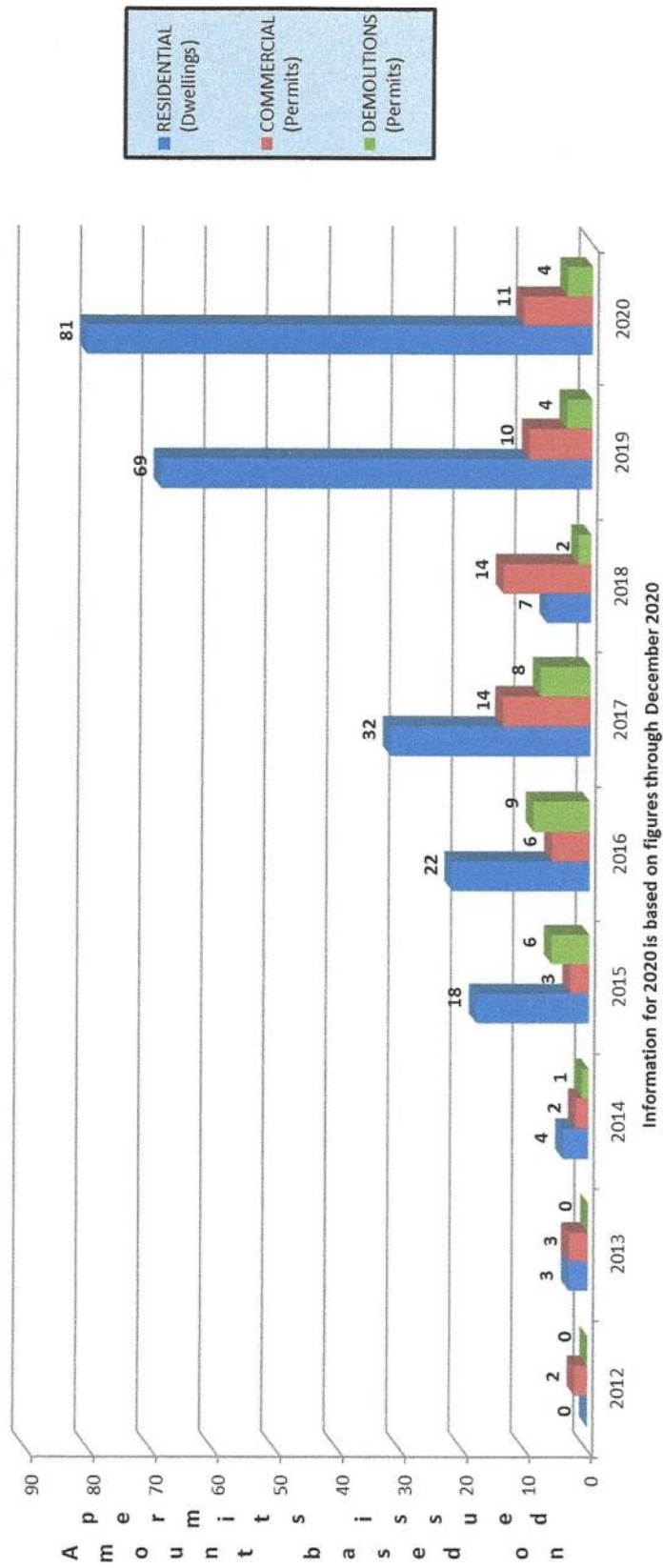
Reasonably foreseeable is an action that is probable, sufficiently likely to occur (excludes effects that are possible but not probable [e.g. "tableted" plans]). Impacts that are merely possible, or that are considered "speculative," are not reasonably foreseeable.

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.

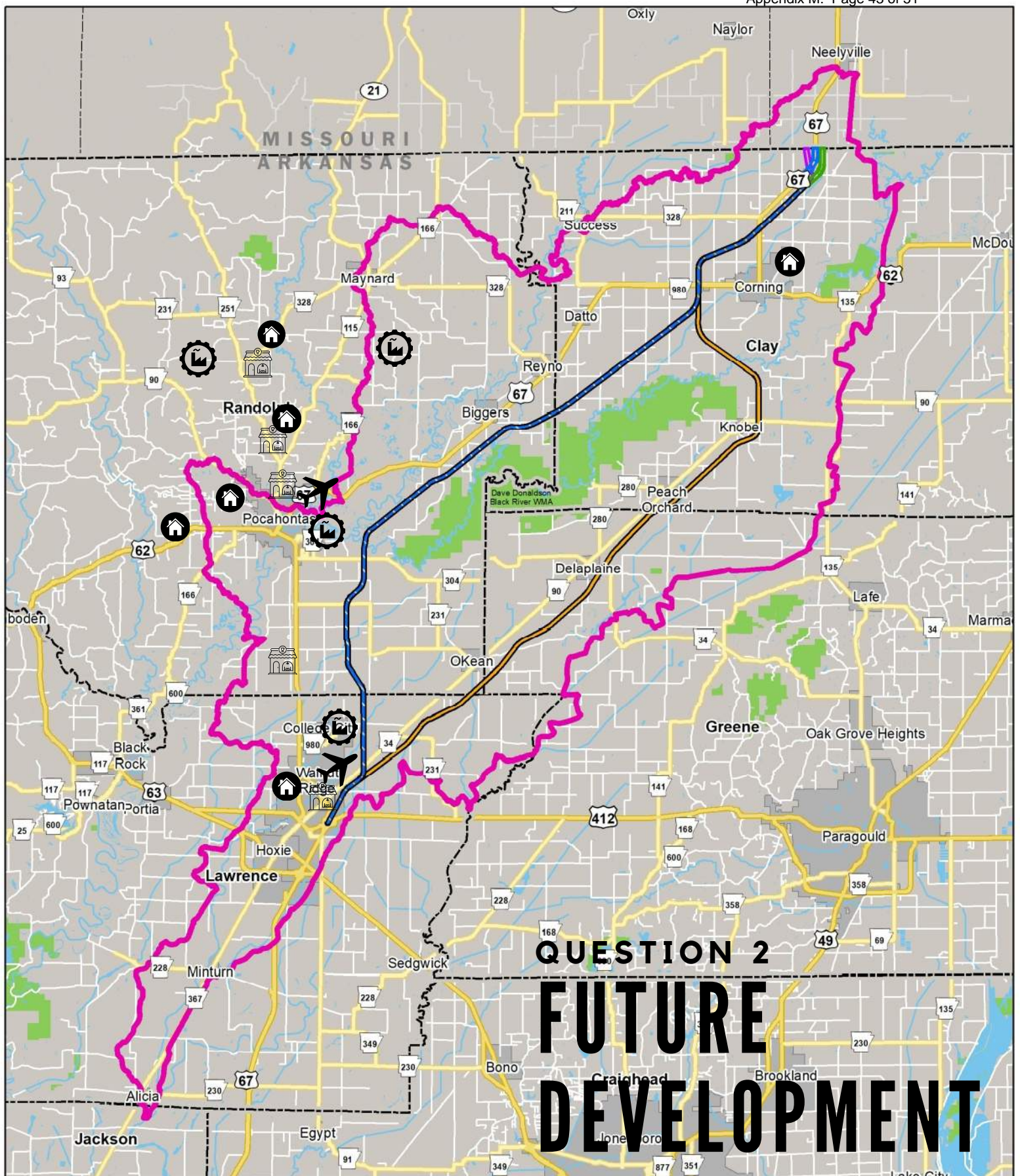
Constraints on Growth Potential. Even in situations where a transportation project increases mobility and accessibility, other factors may limit the potential for induced growth. Constraints on growth include factors such as lack of demand, lack of available land, lack of water and sewer infrastructure, 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.



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











Randolph, Clay, Greene and Lawrence Counties

A horizontal number line with tick marks at 0, 2, and 4. The word "Miles" is written below the line.



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

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.

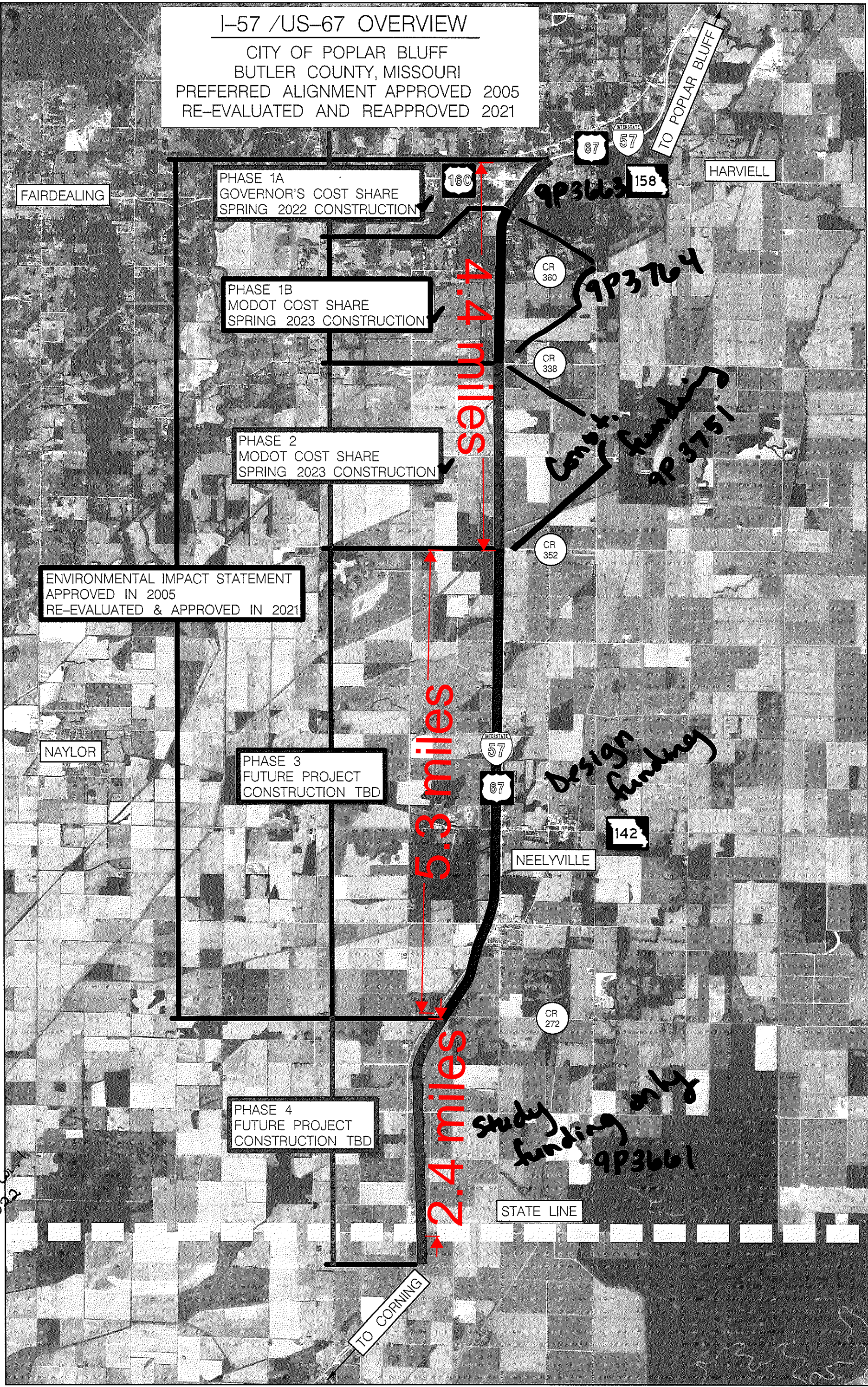
Growth and Development Impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed 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. "tableted" 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

NEELYVILLE

PHASE 4
FUTURE PROJECT
CONSTRUCTION TBD

STATE LINE

TO CORNING

TO POPLAR BLUFF

HARVIELL

4.4 miles

5.3 miles

2.4 miles

Consolidating funding
9P3764
9P3751

Design funding

Study funding only
9P3661

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.

STATE FISCAL YEAR PROJECT BUDGETING									
7/2021- 7/2022- 7/2023- 7/2024- 7/2025- 7/2026-									
Prior Prog. 6/2022 6/2023 6/2024 6/2025 6/2026									
County: Butler Route: BU 60 Job No.: 9S3603 Length: 5.10 MPO: N Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: Let With:		Pavement resurfacing from Rte. W to 0.2 mile west of Rte. B in Poplar Bluff.							
		Engineering: 2 2 20 174 0 0							
		R/W: 0 0 0 0 0 0							
		Construction: 0 0 0 2,367 0 0							
Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: Let With:		AC-State: 2,051 State: 512 Local: 0							
		Anticipated Fed Cat: STBG							
		Future Cost: 0 Estimate Total: 2,565							
		FFOS: 0 0 0 0 0 0							
County: Butler Route: US 67 Job No.: 9P3514 Length: 11.82 MPO: N Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: Let With:		Pavement resurfacing from Arkansas State line to Rte. 160.							
		Engineering: 21 10 148 0 0 0							
		R/W: 0 0 0 0 0 0							
		Construction: 0 0 2,073 0 0 0							
Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: Let With:		Fed: 1,784 State: 447 Local: 0							
		Anticipated Fed Cat: NHPP							
		Future Cost: 0 Estimate Total: 2,252							
		FFOS: 0 0 0 0 0 0							
County: Butler Route: US 67 Job No.: 9P3663 Length: 3.17 MPO: N Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		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.							
		Engineering: 750 735 0 0 0 0							
		R/W: 0 1,290 0 0 0 0							
		Construction: 0 5,659 0 0 0 0							
Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		Fed: 3,055 State: 405 Local: 4,224							
		Anticipated Fed Cat: NHPP							
		Future Cost: 0 Estimate Total: 8,434							
		FFOS: 0 6,949 0 0 0 0							
County: Butler Route: US 67 Job No.: 9P3751 Length: 2.00 MPO: N Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		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.							
		Engineering: 0 600 1,183 0 0 0							
		R/W: 0 922 0 0 0 0							
		Construction: 0 0 11,362 0 0 0							
Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		Fed: 6,658 State: 541 Local: 6,868							
		Anticipated Fed Cat: NHPP							
		Future Cost: 0 Estimate Total: 14,067							
		FFOS: 0 922 11,031 0 0 0							
County: Butler Route: US 67 Job No.: 9P3764 Length: 1.00 MPO: N Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		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.							
		Engineering: 0 72 411 0 0 0							
		R/W: 0 1,290 0 0 0 0							
		Construction: 0 0 5,636 0 0 0							
Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: Let With:		Fed: 3,432 State: 354 Local: 3,623							
		Anticipated Fed Cat: NHPP							
		Future Cost: 0 Estimate Total: 7,409							
		FFOS: 0 1,290 5,472 0 0 0							

* 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

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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

Appendix N – Public Involvement

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



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

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





Public Involvement

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NOI Public Meeting	Page 84



Public Involvement Meeting, 2020

August 13 – September 2, 2020

Public Involvement Synopsis

Virtual Public Meeting

Public Involvement Synopsis

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

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

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

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

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

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

Public Involvement Synopsis

Virtual Public Meeting

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

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

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

An analysis of the comment form responses is shown in the below tables:

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

Summarized Comments – Need for an Improved Connection

Yes

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

No

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

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

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

Closest City	Home	Destination	Work	School	Other
Corning and north	22	22	57	5	58
Datto/Reyno/Biggers	8	4			
Pocahontas	35	26			
Shannon/Manson/Lesterville	0	0			
Walnut Ridge/Hoxie/ College City	13	21			
Knobel/Peach Orchard/ Delaplaine/O’Kean	14	13			
Black Rock/Imboden/Portia/ Ravenden	3	1			
Paragould	11	7			
Jonesboro	5	16			
Other:	9	8			

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

Beneficial	67
Adverse	21
Both	34
Neither	3

Summarized Comments – Impacts to Community

Beneficial

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

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

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

Adverse

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

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

Summarized Comments – Preferred Corridor

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

Corridor 1

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

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

Corridor 2

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

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

Corridor 3

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

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

Summarized Comments – Preferred Missouri Connector

Connector A

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

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Connector B

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

Connector C

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

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

Summarized Comments – Environmental Constraints or Historic Sites

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

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

Summarized Comments – Land Development

Yes

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

No

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

Public Involvement Synopsis

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

Summarized Comments – Additional comments

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

Public Involvement Synopsis

Virtual Public Meeting

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

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

Attachments:

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

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

Virtual Public Meeting

The Meeting
Starts Here

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Meeting
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Exhibits and
Materials

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Corridors
Interactive Map

Learn More

Environmental
Interactive Map

Learn More

Submit a
Comment

Learn More

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

Virtual Meeting

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

Phone Number

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

Written Comments

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

Accommodations

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

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

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

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

ARDOT Job No. 100512





Sign-In and Handouts

[◀ Homepage](#)

Next: Presentation ►

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

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

Sign-In Sheet

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

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

1. Name

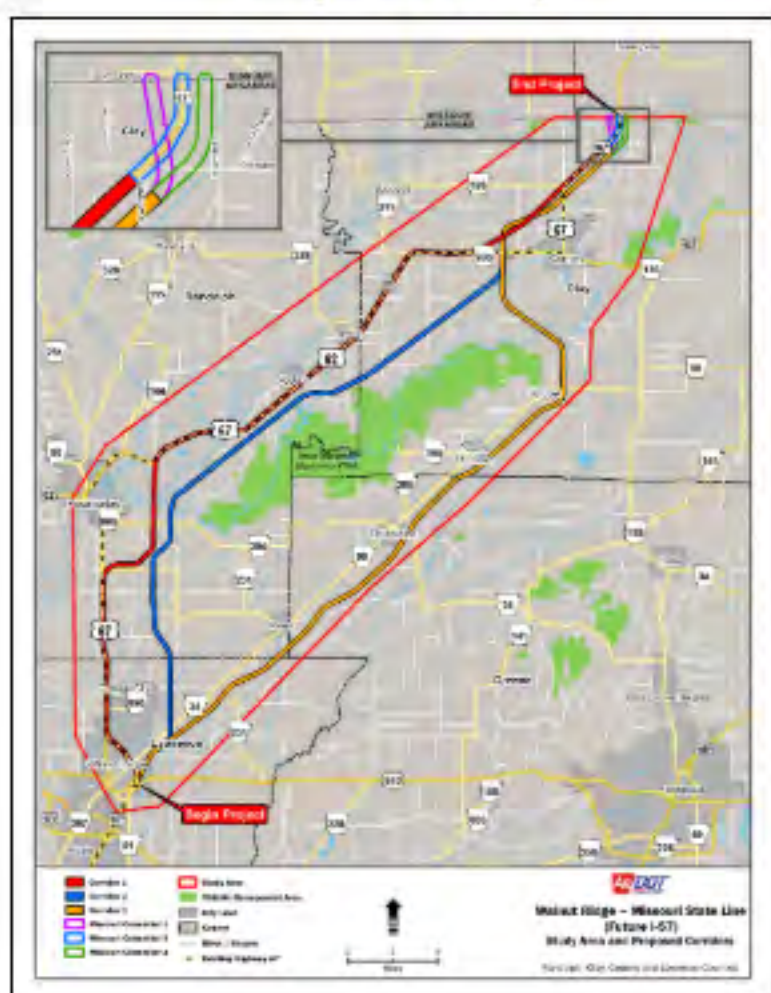
2. Address

3. Email

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

Handouts

Project Map



Summary Sheet




Walnut Ridge – Missouri State Line

(Event #57)

July 10/2012

Background

As a result of the completion of the Missouri Department of Transportation's (MDOT) Missouri State Line (MSL) project, the Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project. The study is being conducted by the Missouri Department of Transportation (MDOT) and the Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.

Purpose

The purpose of this study is to determine the feasibility of a new toll road to be constructed in the area of the MSL project. The study is being conducted by the Missouri Department of Transportation (MDOT) and the Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.

Need

The need for this study is to determine the feasibility of a new toll road to be constructed in the area of the MSL project. The study is being conducted by the Missouri Department of Transportation (MDOT) and the Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.

Corridors

- Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.
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Connection with Missouri

- Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.
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- Missouri Department of Transportation (MDOT) is currently conducting a study to determine the feasibility of a new toll road to be constructed in the area of the MSL project.

Public Meeting Purpose

The purpose of this public meeting is to provide an opportunity for the public to provide input on the proposed project. The public meeting will be held on July 10, 2012, at 10:00 AM, at the Missouri Department of Transportation (MDOT) office. The public meeting will be held on July 10, 2012, at 10:00 AM, at the Missouri Department of Transportation (MDOT) office.

Comment Form

[illegible]



Future I-57

VIDEO Presentation

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Presentation Video

**Future57 - presentation video**
from Garver



VIRTUAL PUBLIC MEETING

August 13 - September 2

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

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

**Future57.TransportationPlanRoom.com**

04:32





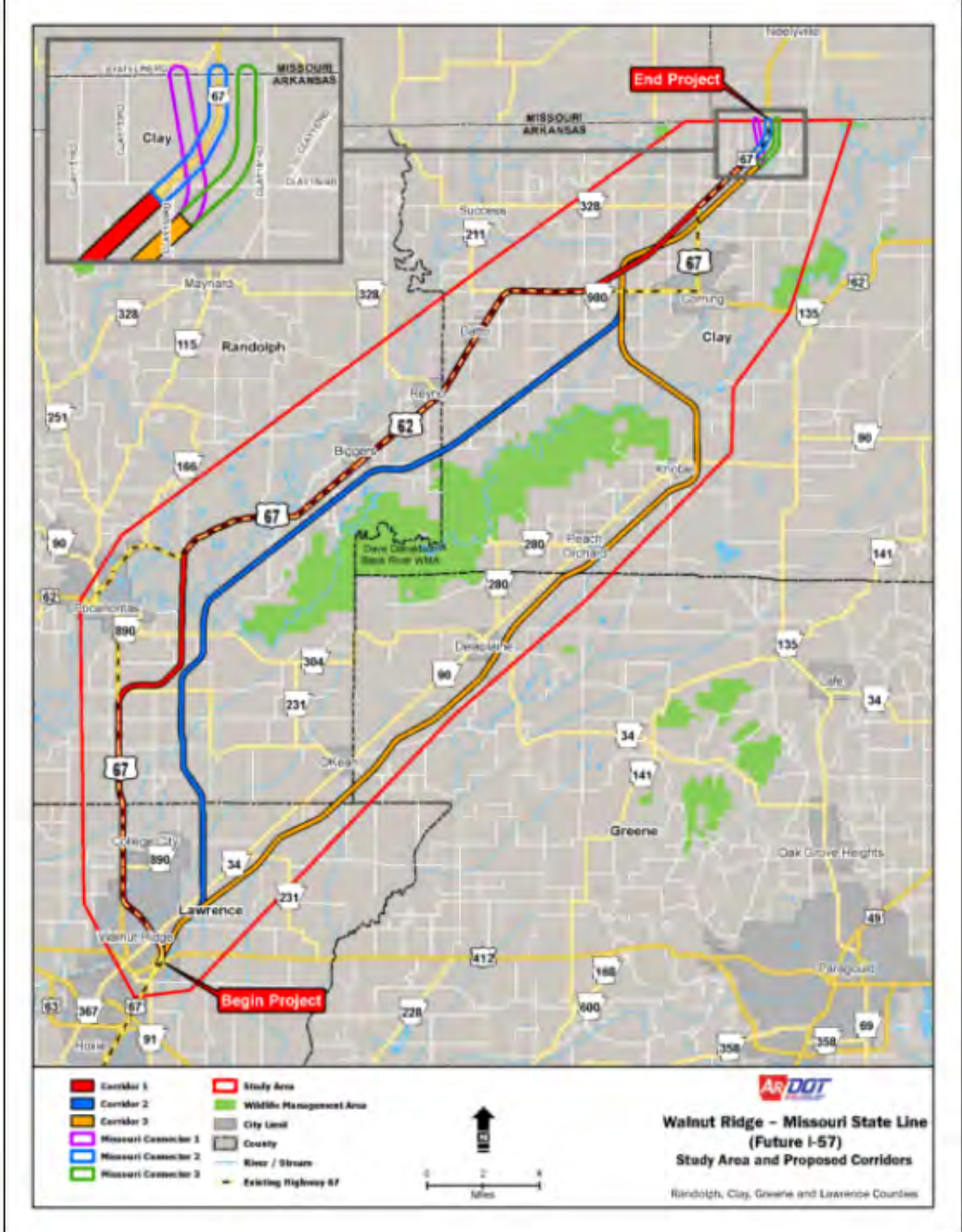
MATERIALS

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Project Map



Project History

1993

Walnut Ridge - Pocahontas (Hwy. 67) EA

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

1996

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

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

2012

Minute Order 2012-025

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

2015

Highway 67 Improvement Study

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

2018

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

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

Study Goals

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

Study Goals

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

Goals

Improve Connectivity

Improve Travel Time

Increase Reliability and Resilience

Stimulate Economic Opportunities

Fulfill Legislative Goals

Minimize Impacts to Natural and Social Environments

Draft Purpose and Need

Highway 67 Project Purpose and Need

What is meant by purpose and need?

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

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

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

What are the logical termini and study area limits?

Logical Termini

Logical termini identify rational end points for a transportation improvement project¹. The logical termini for the proposed project are the Hwy. 412/Hwy. 67 interchange at Walnut Ridge, Arkansas, and the Arkansas-Missouri State line. The length of the project is approximately 45 miles.

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

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

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

1

Summary Sheet

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

Job 100512

Background

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

Purpose

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

Need

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

A draft Purpose and Need Statement is provided in the meeting materials at future57.transportationpfbroom.com. We appreciate any comments you can provide regarding the content of the draft Purpose and Need Statement.

Corridors

The following corridors will be considered and evaluated.

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

Connection with Missouri

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

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

Public Meeting Purpose

The Department is conducting a virtual public involvement meeting (no in-person meeting) to obtain public input on the proposed improved connection between Walnut Ridge and the Missouri state line (Future I-57). The virtual meeting will be held Thursday, August 13 through Wednesday, September 2, 2020. The public is invited and encouraged to visit future57.transportationpfbroom.com during the scheduled dates to view meeting exhibits and offer comments.

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

Schedule Milestones

FUTURE I-57

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

Sign-In and Handouts

Presentation

Exhibits

Corridors Map

Environmental Map

Comment Period



MAP

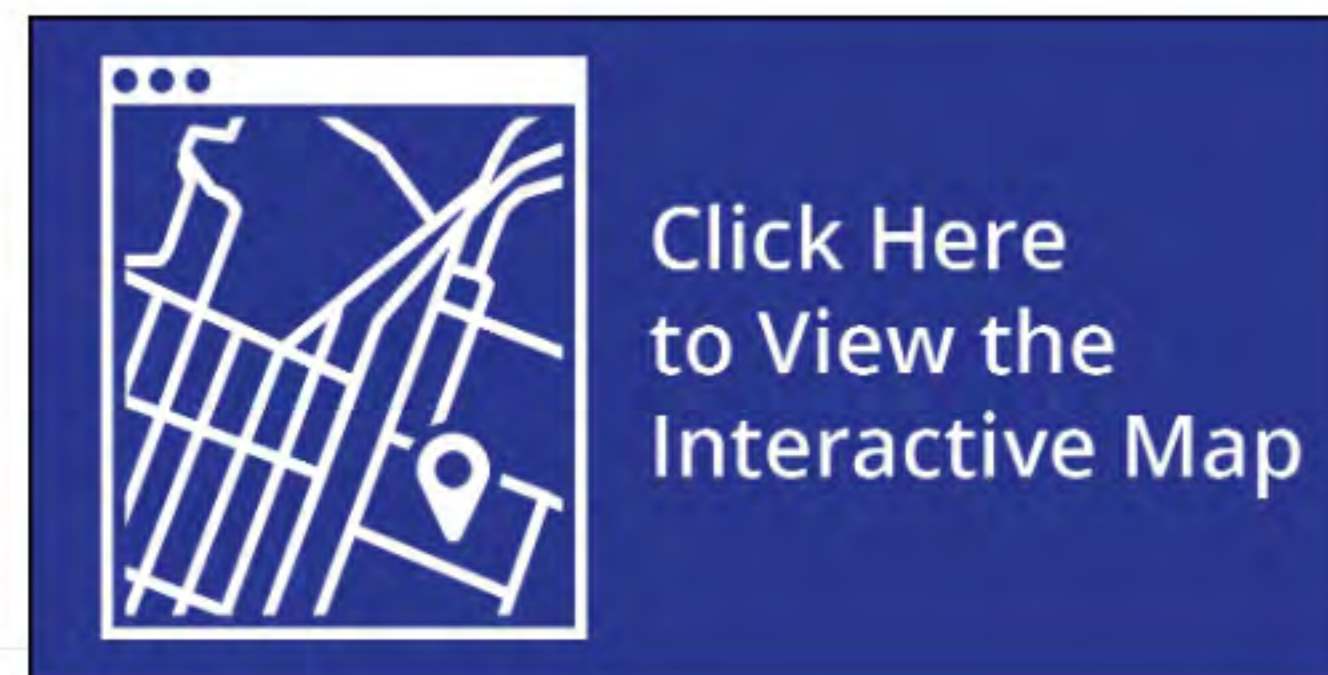
Corridors Map

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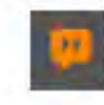
[Next: Environmental Map ▶](#)

Corridors Map Instructions

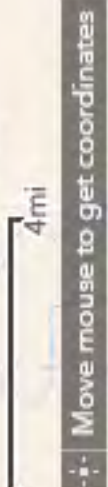
The interactive project map is easy to use on your computer or device and allows you to zoom in and out, pan around, and identify features on the map.



Use these map options to enhance your viewing.

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







MAP

Environmental Map

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
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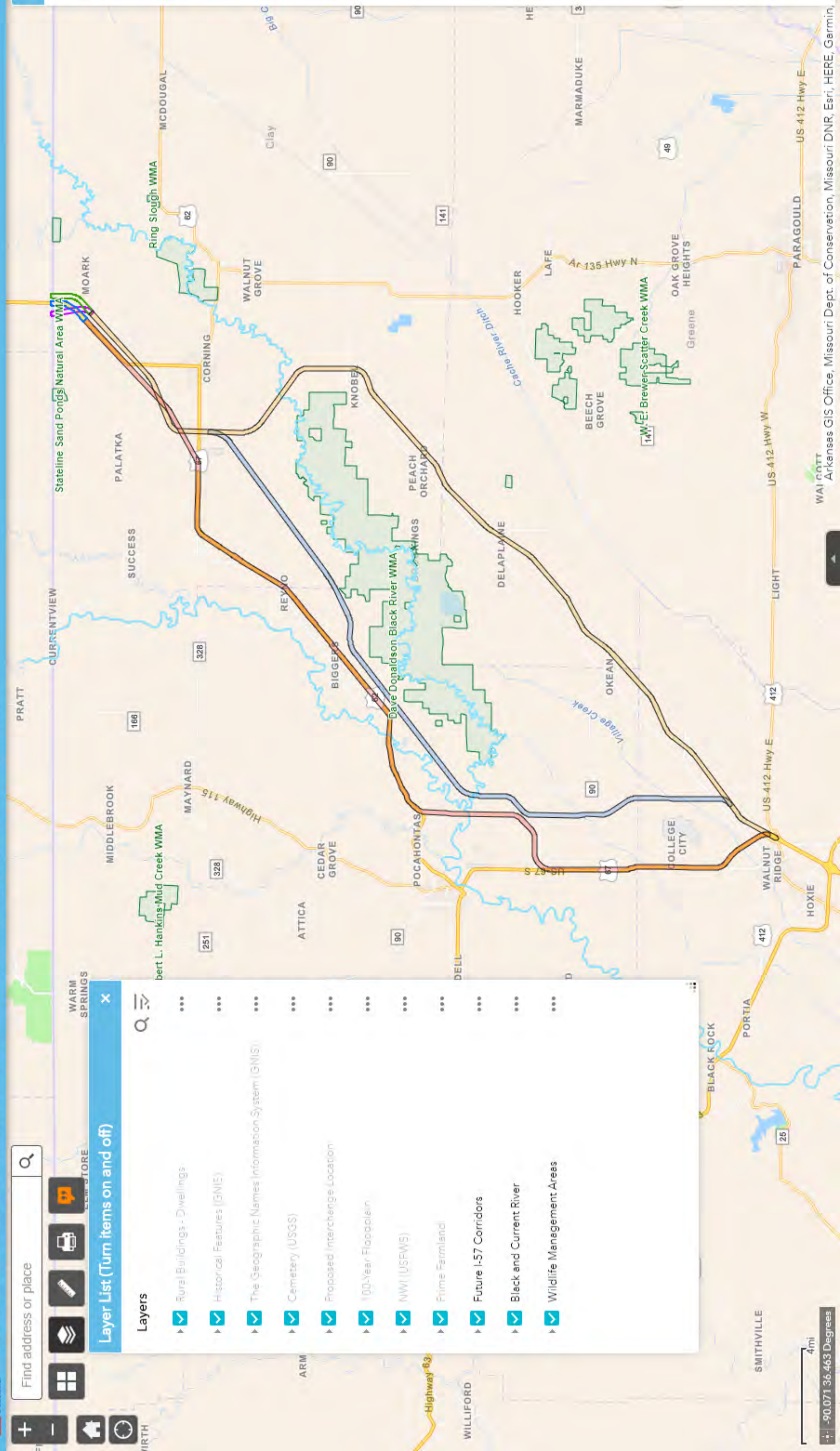
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COMMENTS

Submit a Comment

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

Comment Form (Online)

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

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

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

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

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

☐ Yes

☐ No

2. Why or why not?

Enter your answer

Next

Never give out your password. Report abuse

Comment Card (Print Version)

You may email or mail to the addresses provided below.

PublicInvolvement@GarverUSA.com

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

ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
CITIZEN COMMENT FORM

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

VIRTUAL MEETING WEBSITE:
FutureI57TransportationPublicInvolvement.com
Thursday, August 13 - Wednesday, September 2, 2020

Please provide your comments on this form and submit by **Wednesday, September 2, 2020** to Jon Hetzel, Garver, 4701 Northshore Drive North Little Rock, AR 72118. Alternatively, send the form via e-mail to: PublicInvolvement@GarverUSA.com or submit comments online at FutureI57TransportationPublicInvolvement.com

Yes

No

☐

☐

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

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

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Questions

Responses

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

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

Section 1

...

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

☐ Yes

☐ No

2. Why or why not?

Enter your answer

Section 2

...

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

3. Closest City to Home

☐ Corning and north

☐ Datto/Reyno/Biggers

☐ Pocahontas

☐ Shannon/Manson/Lesterville

☐ Walnut Ridge/Hoxie/College City

☐ Knobel/Peach Orchard/ Delaplaine/O'Kean

☐ Black Rock/mboden/Portia/ Ravenden

☐ Paragould

☐ Jonesboro

☐ Other

4. Closest City to Destination

☐ Corning and north

☐ Datto/Reyno/Biggers

☐ Pocahontas

☐ Shannon/Manson/Lesterville

☐ Walnut Ridge/Hoxie/College City

☐ Knobel/Peach Orchard/ Delaplaine/O'Kean

☐ Black Rock/mboden/Portia/ Ravenden

☐ Paragould

☐ Jonesboro

☐ Other

5. Purpose of Travel

☐ Work

☐ School

☐ Other

Section 3

...

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

☐ Beneficial

☐ Adverse

☐ Both

☐ Neither

7. Comments (Impacts)

Enter your answer

Section 4

...

8. Which corridor do you prefer?

☐ No Build

☐ Corridor 1

☐ Corridor 2

☐ Corridor 3

9. Comments (Corridor)

Enter your answer

10. Which connection with Missouri do you prefer?

☐ Missouri Connector A

☐ Missouri Connector B

☐ Missouri Connector C

11. Comments (Missouri Connection)

Enter your answer

Section 5

...

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

☐ Yes

☐ No

13. Comments (Environmental or Historic)

Enter your answer

Section 6

...

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

☐ Yes

☐ No

15. Comments (Land Development)

Enter your answer

Section 7

...

16. Please make any additional comments here.

Enter your answer

Section 8

...

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

17. Name

Enter your answer

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

Enter your answer

19. Street, City, State, Zip

Enter your answer

20. Phone

Enter your answer

21. Email

Enter your answer

+ Add new

Welcome to the Meeting

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

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

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

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

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

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

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

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

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

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

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

Thank you for attending this virtual public meeting.

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

Job 100512



Background

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

Purpose

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

Need

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

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

Corridors

The following corridors will be considered and evaluated.

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

Connection with Missouri

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

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

Public Meeting Purpose

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

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

Highway 67 Project Purpose and Need



What is meant by purpose and need?

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

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

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

What are the logical termini and study area limits?

Logical Termini

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

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

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

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

Highway 67 Project Purpose and Need



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

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

Study Area

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

What is the study area like today?

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

Table 1: Population Estimates

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

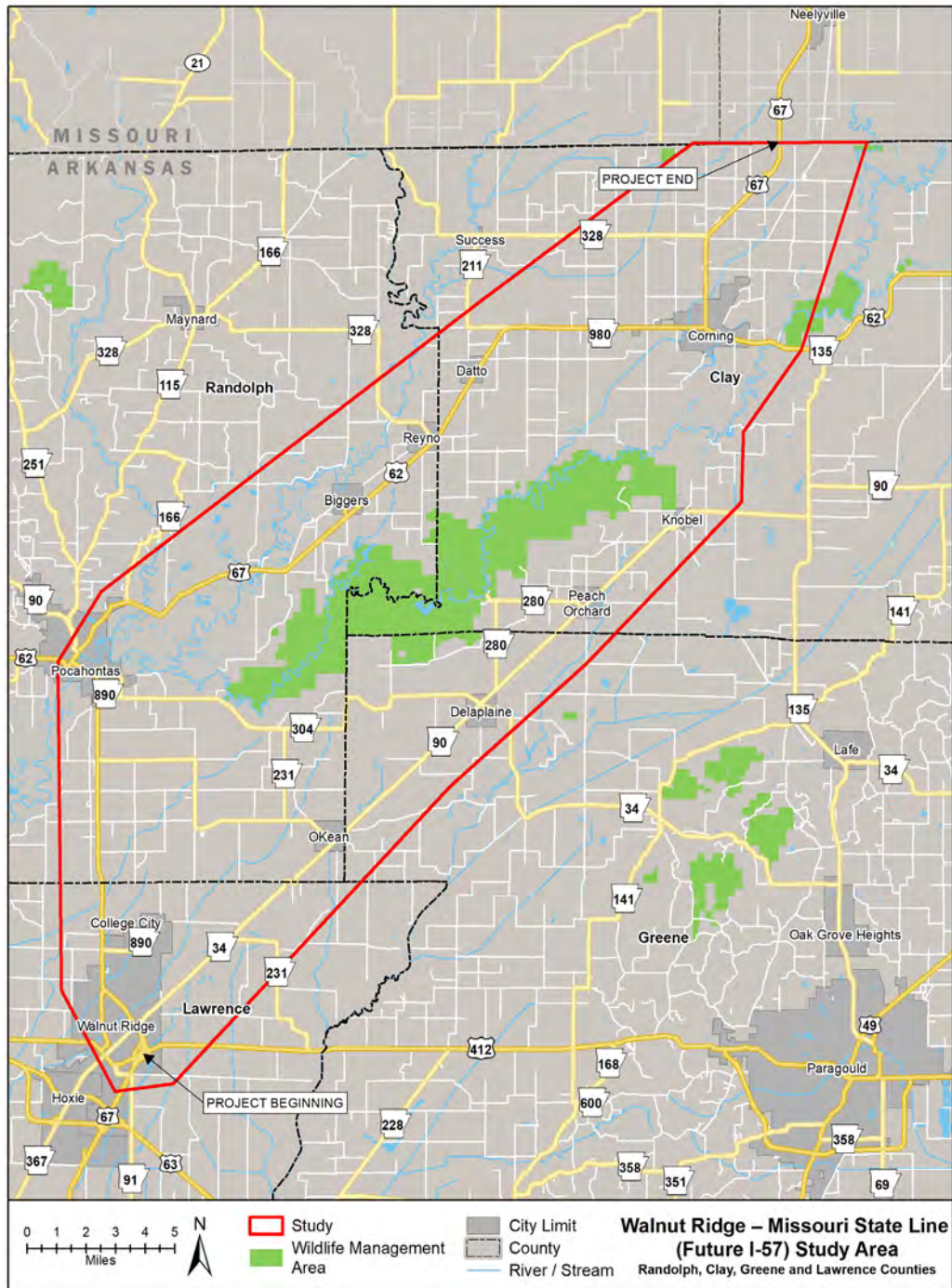
Source: U.S. Census Bureau 2013-2017 American Community Survey, Table B01003 – Total Population.

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

Highway 67 Project Purpose and Need



Figure 1: Study Area

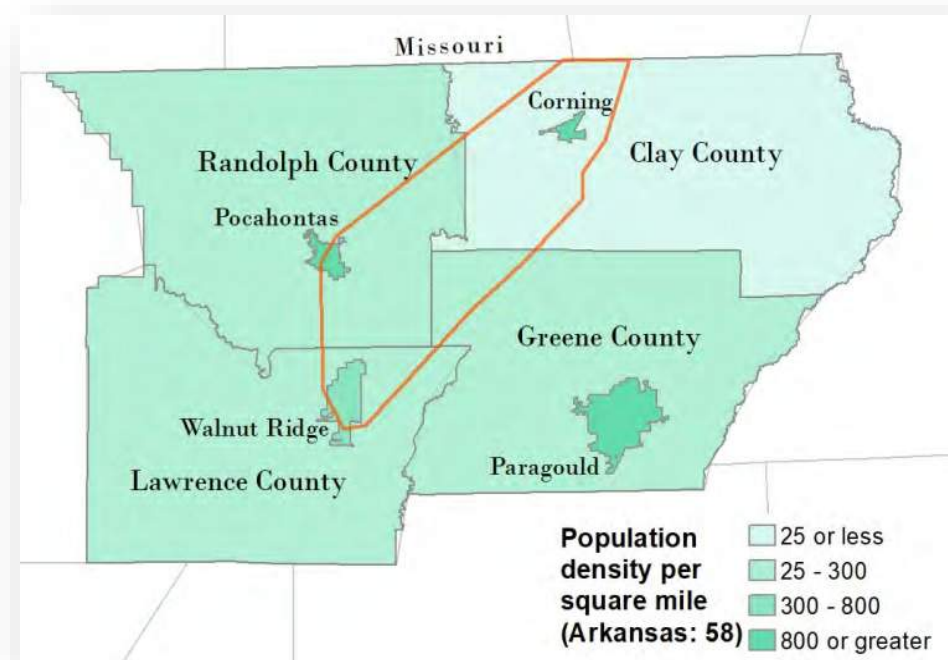


Highway 67 Project Purpose and Need



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

Figure 2: Population Density



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

Highway 67 Project Purpose and Need



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

Table 2: Demographic Data

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

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

Highway 67 Project Purpose and Need



Table 3: Education Data

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

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

Economic Information

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

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

Highway 67 Project Purpose and Need



Figure 3: Employment for All Study Area Counties Combined

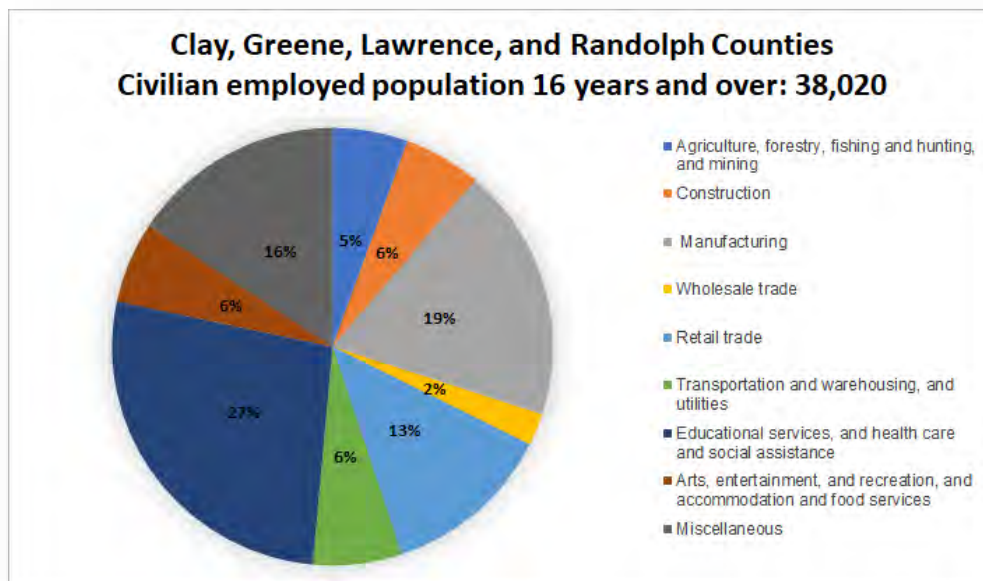
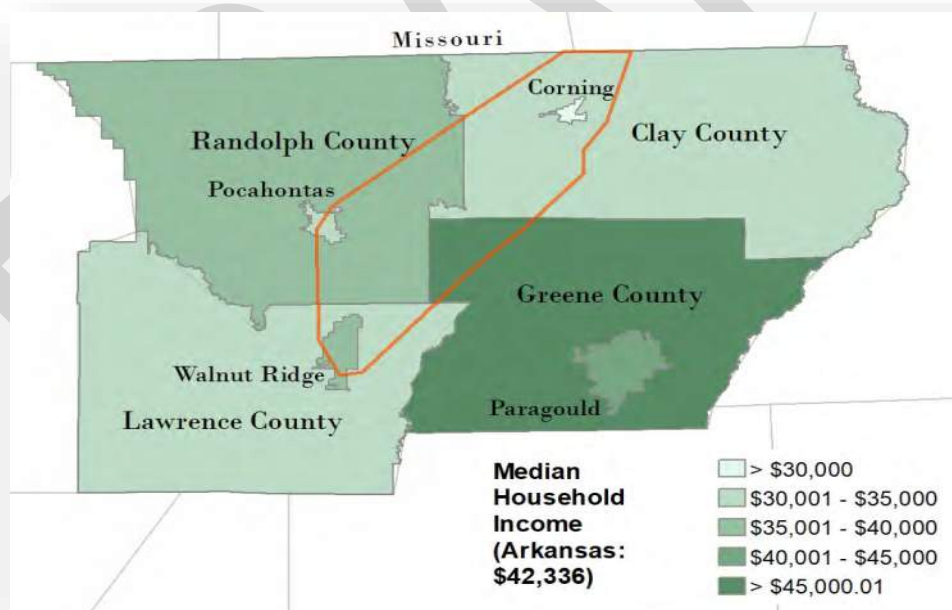


Figure 4: Median Household Income



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

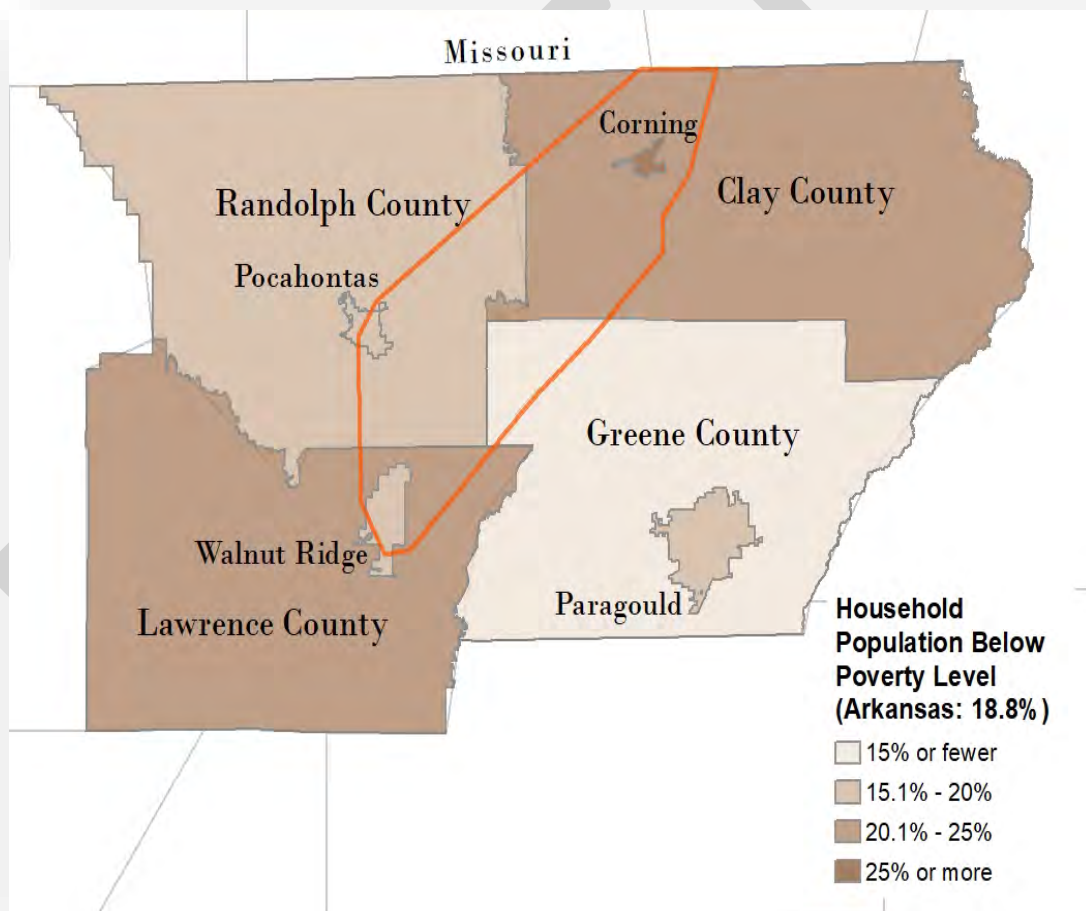
Highway 67 Project Purpose and Need



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

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

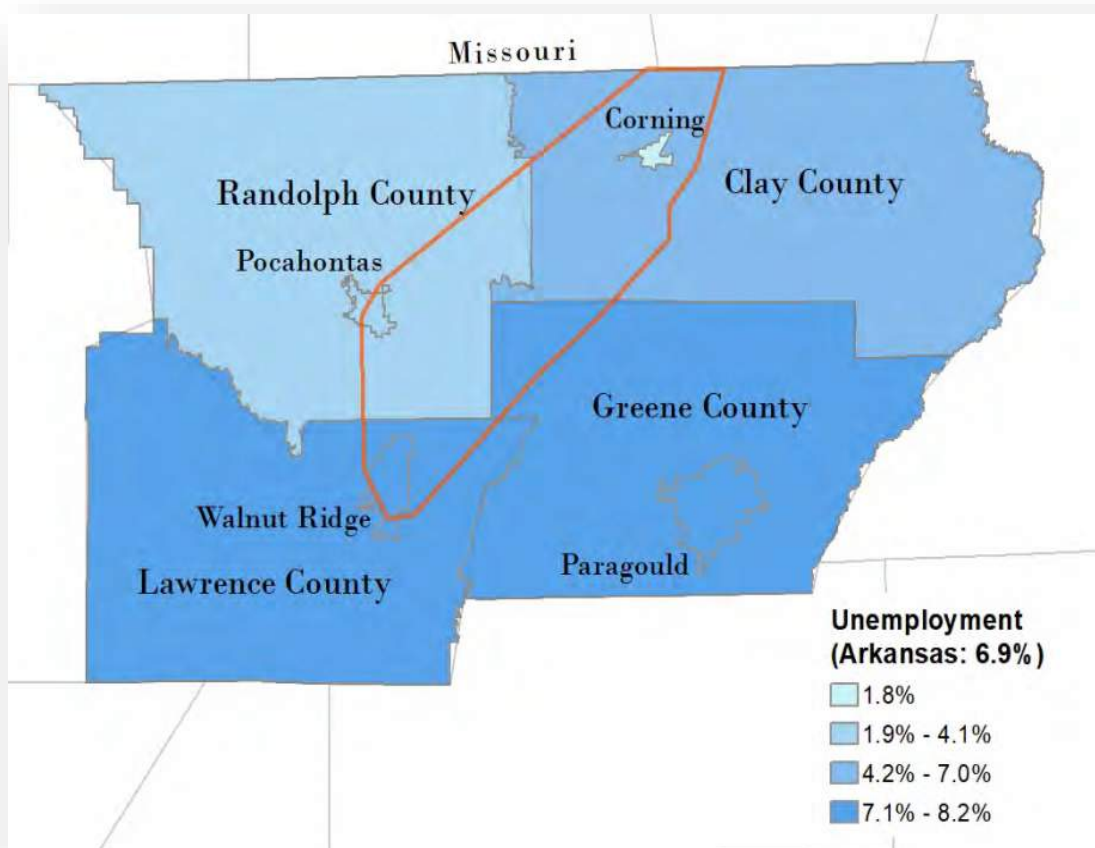
Figure 5: Household Population Below Poverty Level



Highway 67 Project Purpose and Need



Figure 6: Unemployment



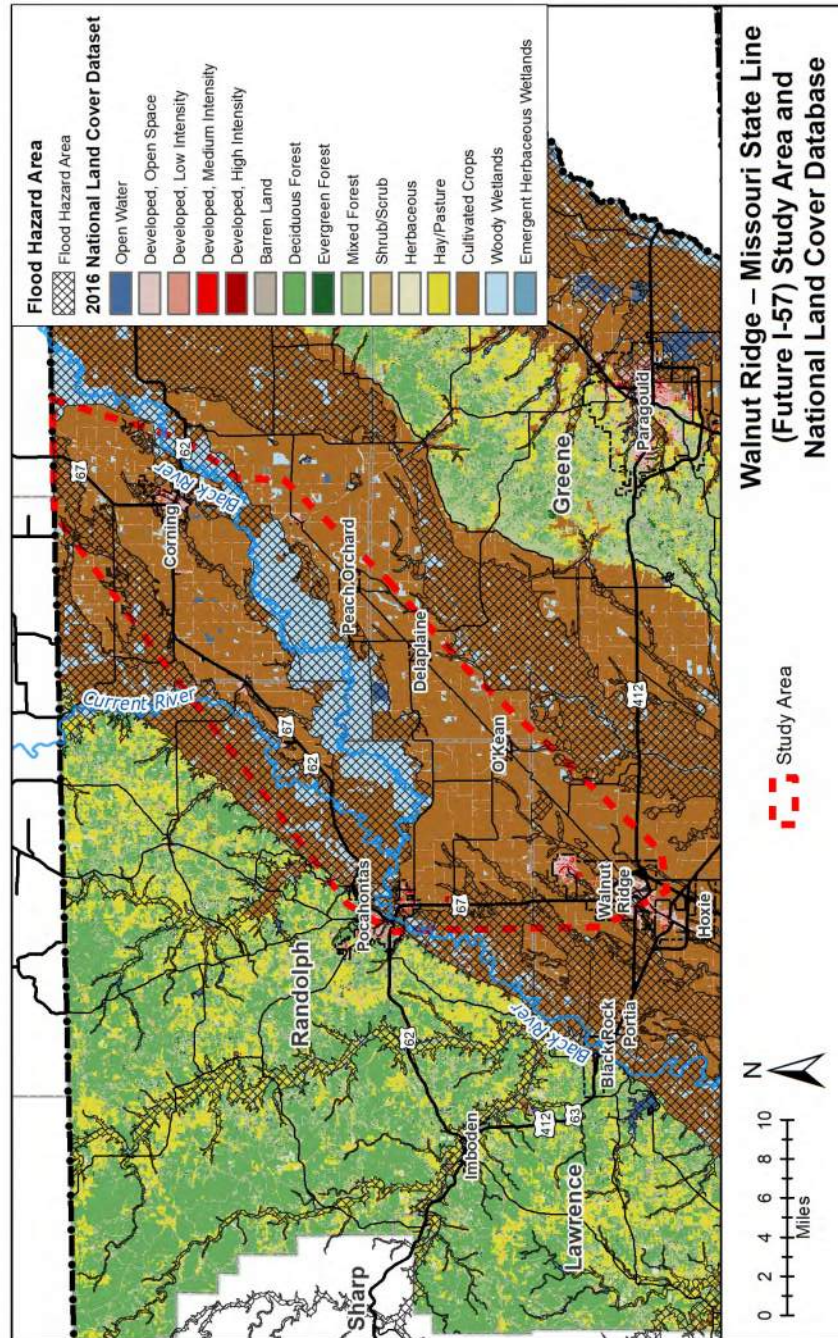
Land Use and Environmental Features

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

Highway 67 Project Purpose and Need



Figure 7: Land Use



Highway 67 Project Purpose and Need



Northeast Arkansas Road Network

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

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

Regional Roadway Network

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

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

Traffic Operations

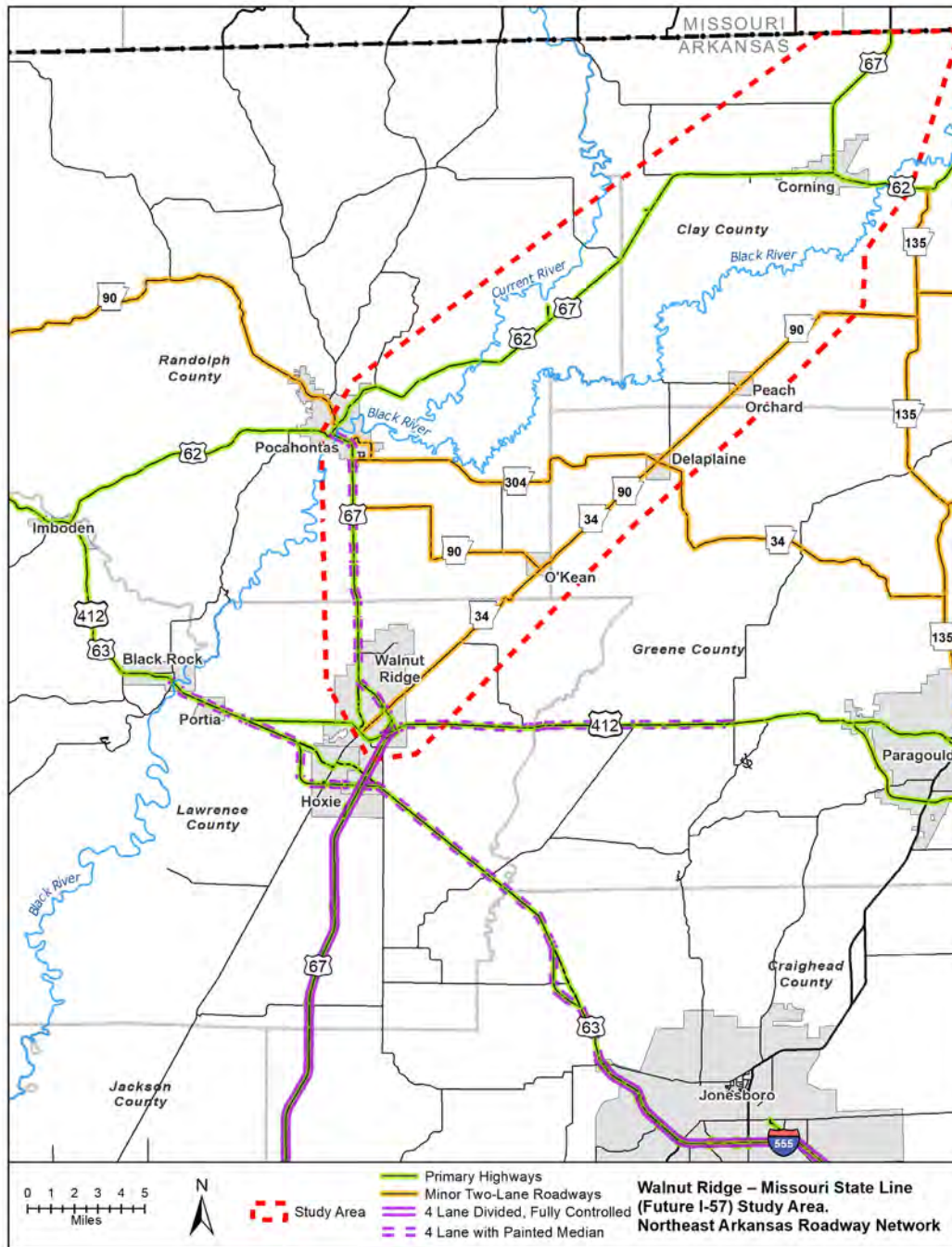
The 2015 *Draft Highway 67 Improvement Study* found that congestion levels were acceptable then and would still be acceptable without improvements in 2035. For this study, the 2015 and 2035 volumes developed in the previous planning study were updated to show 2018 and 2040 volumes. Annual growth rates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

Highway 67 Project Purpose and Need



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

Figure 8: Northeast Arkansas Roadway Network



Highway 67 Project Purpose and Need



Figure 9: Regional Roadway Network



Highway 67 Project Purpose and Need



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

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

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

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

Highway 67 Project Purpose and Need



Why is the project needed?

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

System Linkage & Continuity

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

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

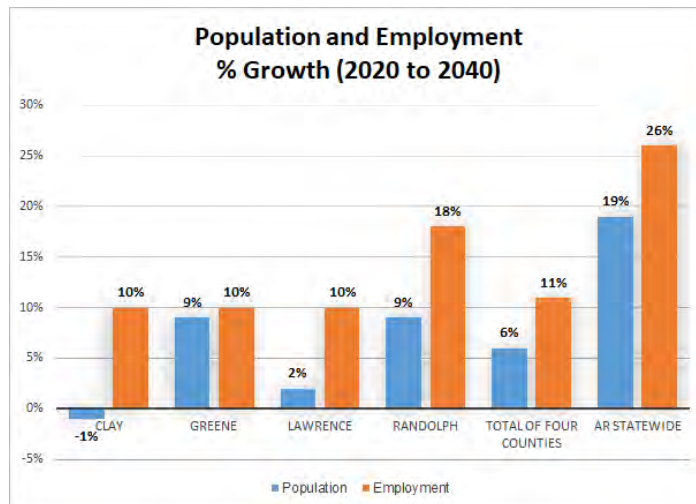
Economic Development

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

Highway 67 Project Purpose and Need



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



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

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

Climate Resiliency

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

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

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

Highway 67 Project Purpose and Need



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

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



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

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

⁷-<https://www.noaa.gov/weather>

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

⁹- <http://nca2014.globalchange.gov>

Highway 67 Project Purpose and Need

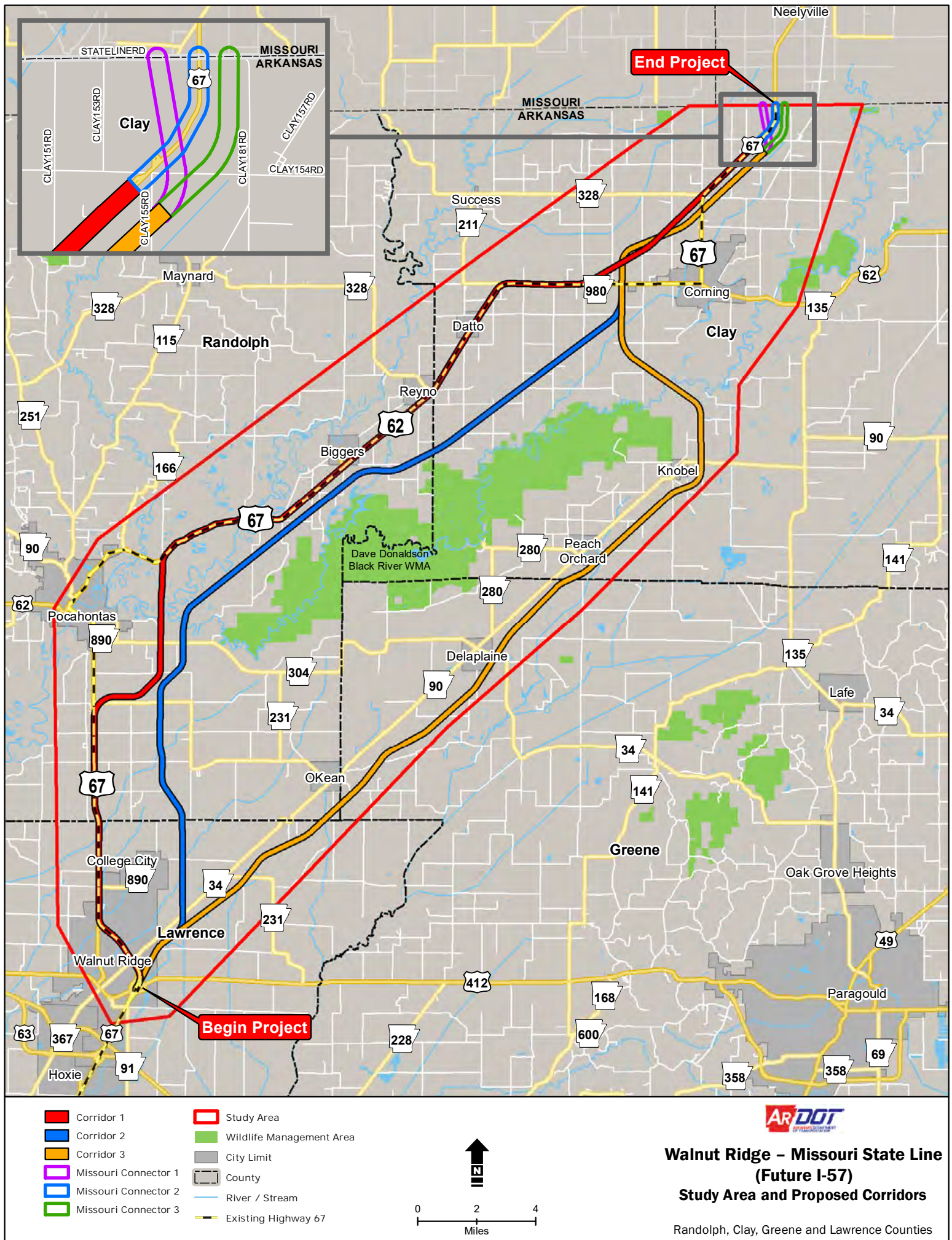


Congressional Designation

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

What is the purpose of the project?

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



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

Project History



1993

Walnut Ridge – Pocahontas (Hwy. 67) EA

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

1996

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

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

2012

Minute Order 2012-025

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

2015

Highway 67 Improvement Study

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

2018

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

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

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

Study Goals



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

Goals



Improve Connectivity



Improve Travel Time



Increase Reliability and Resilience



Stimulate Economic Opportunities



Fulfill Legislative Goals

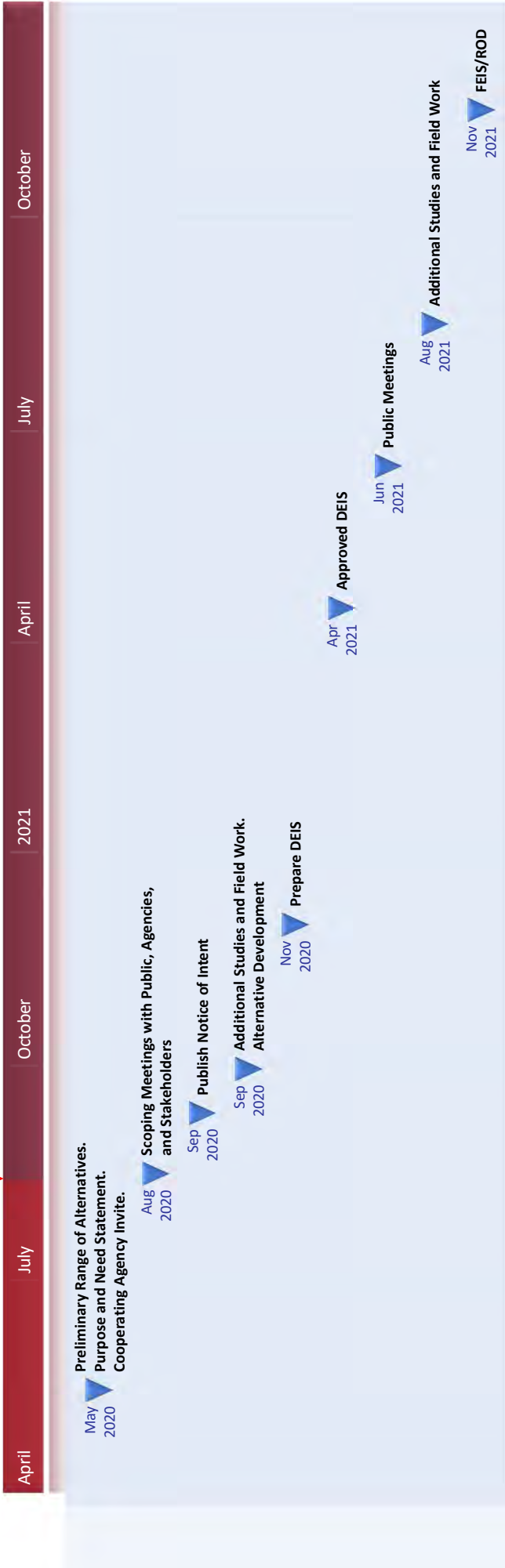


Minimize Impacts to Natural and Social Environments

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

Project No. 100512

August 13, 2020



ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) CITIZEN COMMENT FORM

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

VIRTUAL MEETING WEBSITE:
[FUTURE57.TRANSPORTATIONPLANROOM.COM](https://Future57.TransportationPlanRoom.com)
THURSDAY, AUGUST 13 – WEDNESDAY, SEPTEMBER 2, 2020

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

Yes No

☐
☐

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

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

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

(Continue on Back)

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

Which corridor do you prefer?

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

Which connection with Missouri do you prefer?

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

Yes **No**

☐
☐

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

Yes **No**

☐
☐

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

Please make any additional comments here. _____

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

Name: _____

Address: _____ Phone: (____) ____ - _____

Email: _____

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



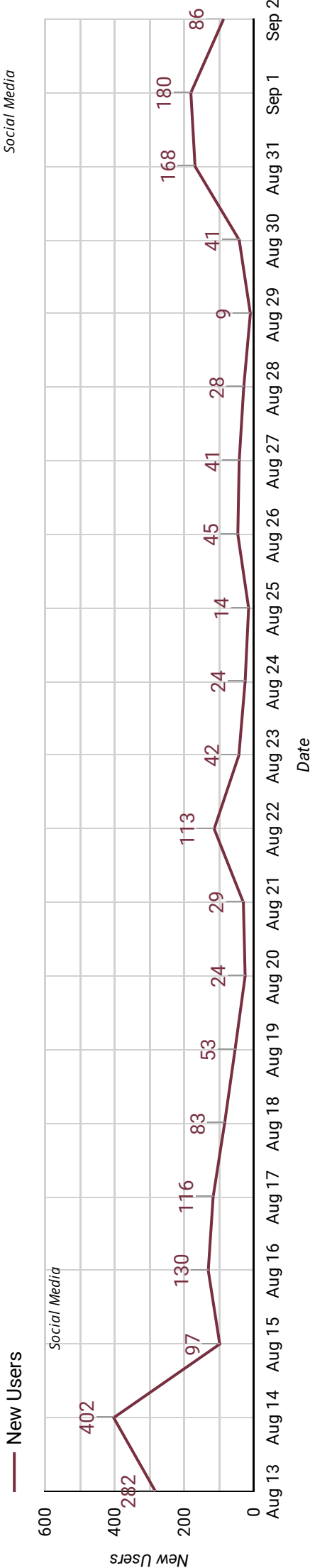
Walnut Ridge - Missouri State Line (Future I-57)

Virtual Public Meeting Analytics

Audience Overview

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

Aug 13, 2020 - Sep 2, 2020

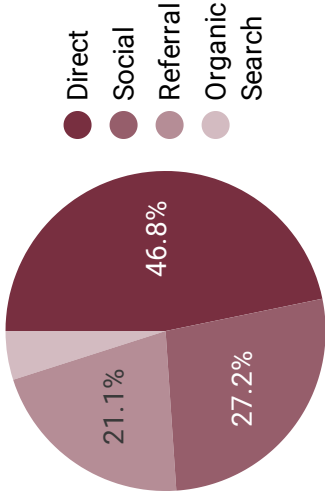
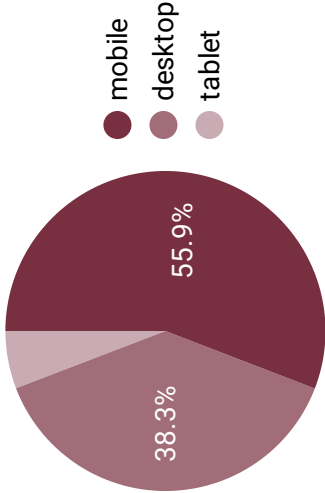


Top Pages

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

Grand total 8,168

Devices and Sources



Engagement by City

(IP Address)

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

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

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



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

July 27, 2020

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

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

Dear Judge Patterson:

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

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

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

Sincerely,
GARVER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 11, 2020

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

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

Greetings:

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

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

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

Sincerely,
GARVER

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

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

Edgar Mersiovsky
U.S.D.A. Natural Resources
Conservation Service, Arkansas
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Little Rock, AR 72201

Pat Fitts
Arkansas Game and Fish Commission
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Little Rock, AR 72205

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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8/18/20	blake brasher	504 north 72nd street, paragould ar 72450	blakeb@rgbmechanical.com	self	TV news story;	No	White
8/18/20	Jeremy edington	607 bill rice st datto at 72424	Jeremyedington@yahoo.com	Town of Datto	Email;	No	White
		100 Centennial Mall North, Room 474/ Lincoln, NE 68502		National Park Service, Historic Preservation			
8/19/20	Dawn Bringelson	(currently teleworking)	dawn_bringelson@nps.gov	Partnerships, IR 3, 4,	Email;	No	White
8/19/20	PAUL DRURY	3592 HWY 367 S, SEARCY, AR	PDRURY@CAPITALMIDSOUTH.CO	CAPITAL PAVING & CONSTRUCTION	TV news story;	No	White
8/19/20	Jackson Hurst	4216 Cornell Crossing, Kennesaw, Georgia 30144	ghostlightmater@yahoo.com	Self	ARDOT Website;	No	White
8/20/20	Nick Manatt	1011 N Missouri Ave. Corning, AR 72422	nmanatt@ccecc.coop	self	TV news story;	No	White
8/20/20	Dewayne Crouse	600 NW 4th St, Corning, Ar 72422	dewaynec@CenturyTel.net	self	Newspaper ad;	No	White
8/20/20	Diana Rush	122 N.E. 1st ST 805 Bryan Ave Corning,	Dianakayrush@hotmail.com	Self	Word-of-mouth;	No	White
8/21/20	Shonda Pence	AR	Shondap33@hotmail.com	Self	Social media post;	No	White
8/21/20	Mitch Brown	po box 125 success ar 72470	mitchrbrown@hotmail.com	mitch brown farms, millie brown living trust and quinn brown family trust	Mailed letter/postcard;	No	White
8/21/20	Jon Crabbe	289 Decliff lane Pocahontas AR 72455	janetandjon@msn.com	self	Mailed letter/postcard;	Prefer not to answer	Prefer not to answer
8/21/20	Virginia Porta Kimberly	Little Rock 54 CR 146, Corning, AR 72422	scrogin@centurytel.net	Self self	No Word-of-mouth;	No answer	White Prefer not to answer
8/21/20	Leslie Price	203 CR 127, Corning, AR 72422	clnjtprice@live.com	self	Word-of-mouth;	Prefer not to answer	Prefer not to answer

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

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

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

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

8/31/20	Tjay Cooper	6382 hwy 67 Corning AR 72422	tjacoop3490@gmail.com	Business . My wife's hair salon business is next to our home . Which this route will take out our home and her hair salon business next to our home. I pray this route does not happen! It will affect many others as well!	Social media post;Word-of- mouth;	No	White
8/31/20	Terry Bracy	1232 Grayson Circle Malvern, AR	tbracy@ipa.net	ProMed Ambulance, Inc.	Social media post;	No	White
9/1/20	Pam Lowe	617 Kelwyn Street, Corning, AR	pamlowe@claycountycourier.co m	Self	Newspaper ad;	No	White
9/1/20	Patrick Carroll	2599 Thomasville Avenue, Pocahontas AR 72455	patrick@arkansasguesthouse.co m	Lesmeister Guesthouse	Social media post;	No	White
9/1/20	Anna Hawkins	1944 Scott St, Pocahontas, AR 72455	bobanna1969@yahoo o.com	Social media post;	No	No	White
9/1/20	Rick Haley	1537 hwy 252	Richey028@cenrurytel.net	Self	TV news story;	No	White
9/1/20	Bobby L Wagoner	21 Lawrence RD 436 PO Box 994,	wagonerb@jariggs.com	Self	TV news story;Word- of-mouth;	No	White
9/1/20	Steve Shults	Pocahontas, AR. 72455	arfirerwks@suddenlink.net	BRTC	Mailed letter/postcard;	No	White
9/1/20	B Howard Thielemier	5950 Hwy 62 w Pocahontas Ar 72455	Rlfhtfarmer@yahoo.com	Self	Radio announcement;	No	White
9/1/20	Les a Lewallen	734 Abernathy trail POCAHONTAS, ARKANSAS	Lesalewallen@hotmail.com	Self	Email;Radio announcement;	No	White
9/1/20	rick haley	1537 hwy 251 pocahontas	rickey028@century tel.net	self	TV news story;	No	White

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

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



VIRTUAL PUBLIC INVOLVEMENT MEETING NOTICE

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

When: August 13 – September 2, 2020

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

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

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

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



You're invited!

VIRTUAL PUBLIC INVOLVEMENT MEETING NOTICE

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

WHEN: August 13 – September 2, 2020

WHERE: Future57.TransportationPlanRoom.com

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

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

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

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

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

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

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

ARDOT Job No. 100512



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Tweedie Mays
Retail – Display Advertising
Arkansas Democrat Gazette

Email: tmays@arkansasonline.com

Re: ARDOT Job No. 100512

Greetings,

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

Sunday, August 16, 2020

Sunday, August 30, 2020

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

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

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Retail – Display Advertising
Clay County Courier

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

Re: ARDOT Job No. 100512

Greetings,

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

Thursday, August 13, 2020

Thursday, August 27, 2020

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

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

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Amanda McFall
Retail – Display Advertising
Paragould Daily Press

Email: amcfall@jonesborosun.com

Re: ARDOT Job No. 100512

Greetings,

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

Saturday, August 15, 2020

Saturday, August 29, 2020

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

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

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Retail – Display Advertising
Pocahontas Star Herald

Email: mary@starheraldnews.com

Re: ARDOT Job No. 100512

Greetings,

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

Thursday, August 13, 2020

Thursday, August 27, 2020

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

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

Sincerely,

Jon Hetzel
Garver – Communications Manager



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

August 7, 2020

Amanda Reynolds
Retail – Display Advertising
The Times Dispatch

Email: areynolds@thetd.com

Re: ARDOT Job No. 100512

Greetings,

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

Wednesday, August 12, 2020

Wednesday, August 26, 2020

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

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

Sincerely,

Jon Hetzel
Garver – Communications Manager

NOTICE OF VIRTUAL PUBLIC INVOLVEMENT MEETING



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

WHEN: August 13 – September 2, 2020

WHERE: Future57.TransportationPlanRoom.com

Sponsor: Arkansas Department of Transportation (ARDOT)

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

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

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

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

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

ARDOT Job No. 100512



ARKANSAS DEPARTMENT OF TRANSPORTATION

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

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

INFORMATION RELEASE

Contact:
Krista Sides

NR 20-228
August 14, 2020

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

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

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

August 14 – September 2, 2020

Future57.TransportationPlanRoom.com

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



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

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

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

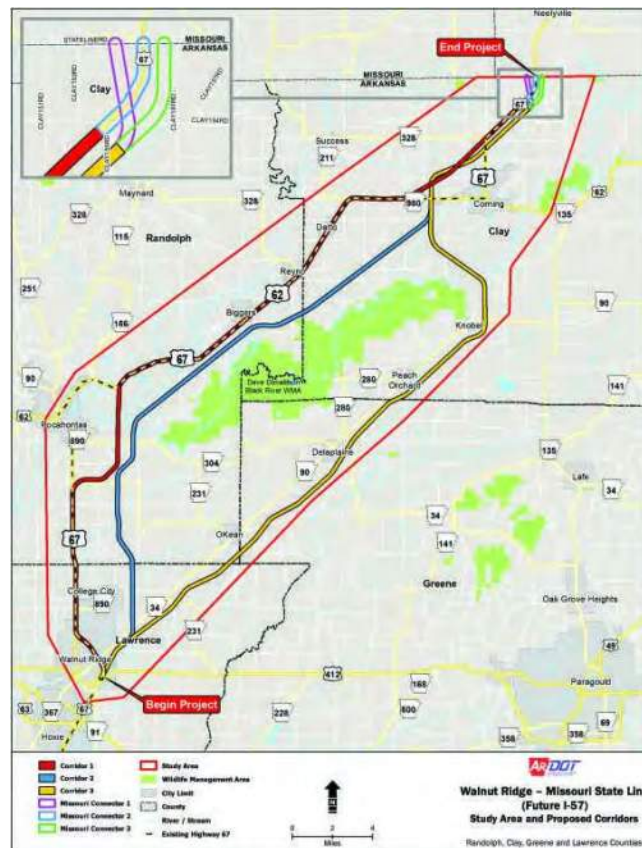
ArDOT Holding Online Meeting on Interstate Path

 cctimesdemocrat.com/story/2829431.html

August 19, 2020

Wednesday, August 19, 2020

Times-Democrat News Staff



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

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

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

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

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

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

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

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

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

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ARDOT sets online meeting regarding I-57

Js jonesborosun.com/times_dispatch/news/ardot-sets-online-meeting-regarding-i-57/article_eab3688d-1de2-57fb-9950-26e148661afd.html

By GRETCHEN HUNT
Editor

August 13, 2020

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

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

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

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

ARDOT holding virtual hearing on future I-57 project

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

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

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

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

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

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

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

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

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

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

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

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

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VIRTUAL PUBLIC MEETING *August 13 - September 2*

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

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

A graphic featuring a large, stylized blue hand pointing upwards towards a red rectangular button with rounded corners. The button contains the text "Join Us!" in white, with "Join" on the top line and "Us!" on the bottom line. The entire graphic is set against a dark blue background.

**Join
Us!**

Virtual Public Meeting!

Aug 13 - Sept 2

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



Future57.TransportationPlanRoom.com

Tweet Sheet

Suggested Public Meeting Social Media Posts

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

Example 1

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

Example 2

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

Example 3

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

Example 4

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



NOI Public Meeting

July 1 – August 2, 2021

Public Involvement Synopsis

Public Comment Period

Public Involvement Synopsis

ARDOT Job Number 100512

Future I-57

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

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

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

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

Outreach notification to receive comments included the following:

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

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

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

Public Involvement Synopsis

Public Comment Period

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

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

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

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

Public Involvement Synopsis

Public Comment Period

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

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

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

Submitted Comments:

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

Public Involvement Synopsis

Public Comment Period

Attachments:

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

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

(b) *Summary of Proposed Information Collection:*

Title: Affiliation Worksheet.

Form Number: SBA Form 3511.

OMB Control Number: 3245-0416.

Description of respondents: Paycheck Protection Program Borrowers and Lenders.

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

Estimated time per response: 45 minutes.

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

Estimated time per response: 15 minutes.

Total estimated annual responses: 42,500.

Total Estimated Annual Hour Burden: 37,500 hours.

Curtis Rich,

Management Analyst.

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

BILLING CODE 8026-03-P

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

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

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

Contiguous Counties (Economic Injury Loans Only):

Oklahoma: Choctaw.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

James Rivera,

Associate Administrator for Disaster Assistance.

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

BILLING CODE 8026-03-P

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

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

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

Fax: Randal Looney at 501-324-6423.

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

Email address: Randal.Looney@dot.gov

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

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

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

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

SMALL BUSINESS ADMINISTRATION

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

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

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 5.

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

Incident: Severe Winter Storms.

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

DATES: Issued on 06/24/2021.

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2021-0009]

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

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

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

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

DATES: Comments on the NOI or the Supplementary NOI Information

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

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

All build alternatives begin at Walnut Ridge, Arkansas and end at the Arkansas-Missouri state line, a distance of approximately 42 miles. There are currently three build alternatives and the no-build alternative under consideration. The build alternatives include Alternative 1, an evaluation of improvements to existing Highway 67 with new location bypasses around the towns of Pochahontas and Corning; Alternative 2, which generally lies between Highway 67 and the Dave Donaldson Black River Wildlife Management Area (DDWMA) turning north on the east side of Corning up to the Arkansas-Missouri state line on all-new location; and Alternative 3, which generally parallels the Highway 90 corridor east of the DDWMA until reaching the town of Knobel where the study corridor turns north passing east of Corning and to the Arkansas-Missouri state line and is all on new location. Three approximately 1.7-mile

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

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

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

Formal coordination with the USACE began in November 2020 when they accepted the responsibility to be a cooperating agency. A Section 401 Water Quality Certification from the Arkansas Department of Energy and Environment (ADEE) will be required for potential impacts to surface waters. Formal coordination began in May 2020 when ADEE accepted the responsibility to be a participating agency. Consultation with the U.S. Fish and

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

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

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

With this Notice, FHWA and ARDOT request and encourage State, Tribal, and local government agencies, and the

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

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

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

Vivien N. Hoang,

Division Administrator, Little Rock, Arkansas.

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

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

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

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

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION:

Electronic Availability

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

Notice of OFAC Action(s)

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

BILLING CODE 4810-AL-P



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

Notice of Intent to Prepare an EIS

Notice of Intent
Documents

[Learn More](#)

Public Meeting
2020 Materials

[Learn More](#)

Submit a
Comment

[Learn More](#)

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

[Visite el sitio en Español](#) ►

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Docket No. FHWA-2021-0009

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

Agency

Federal Highway Administration (FHWA), Department of Transportation.

Action

Notice of Intent to Prepare an Environmental Impact Statement.

Summary

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

Dates

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

Addresses

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

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

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

For Further Information, Contact

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

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

Accommodations

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

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

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

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

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





MATERIALS

Notice of Intent

[◀ Homepage](#)

[Next: 2020 Meeting Materials ▶](#)

Notice of Intent (NOI)

Supplementary NOI Document

Project Schedule

Corridors Map Instructions

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

Corridors Map

[Click Here to View the Interactive Map](#)





Future I-57

Public Meeting 2020 Materials

[◀ Homepage](#)

[Next: Comment Form ▶](#)

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

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

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

Presentation Video



VIRTUAL PUBLIC MEETING


August 13 - September 2

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

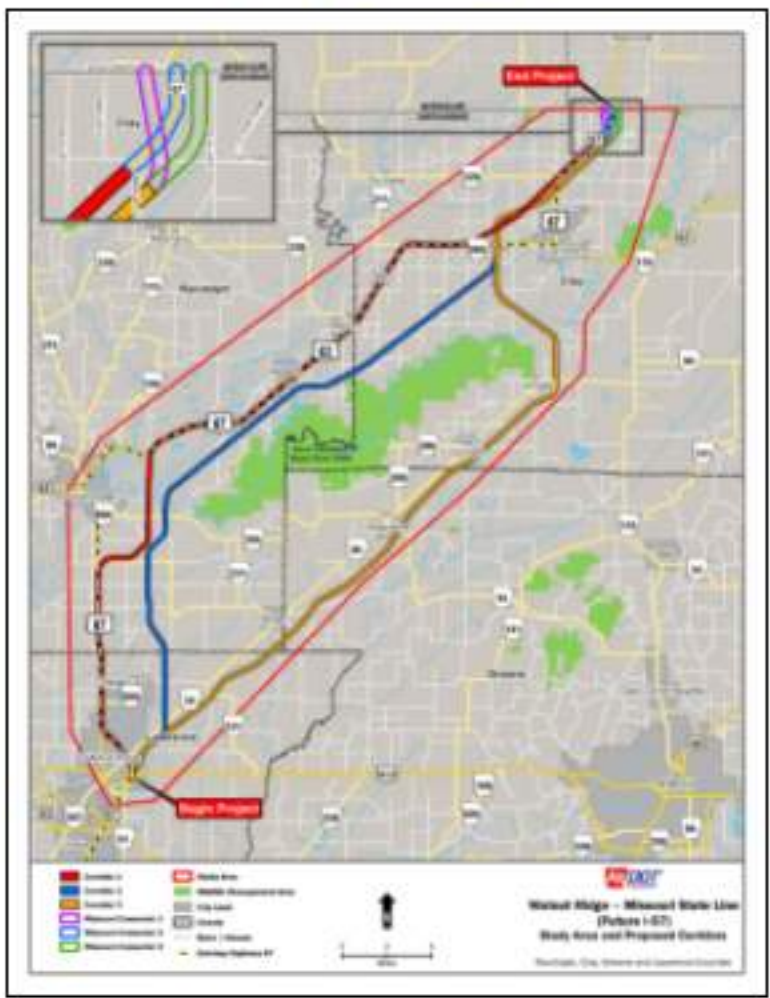
Anyone with limited internet access or has general questions or comments regarding the project or virtual public meeting may call (501) 823-0730 to request a phone conversation.

Future57.TransportationPlanRoom.com

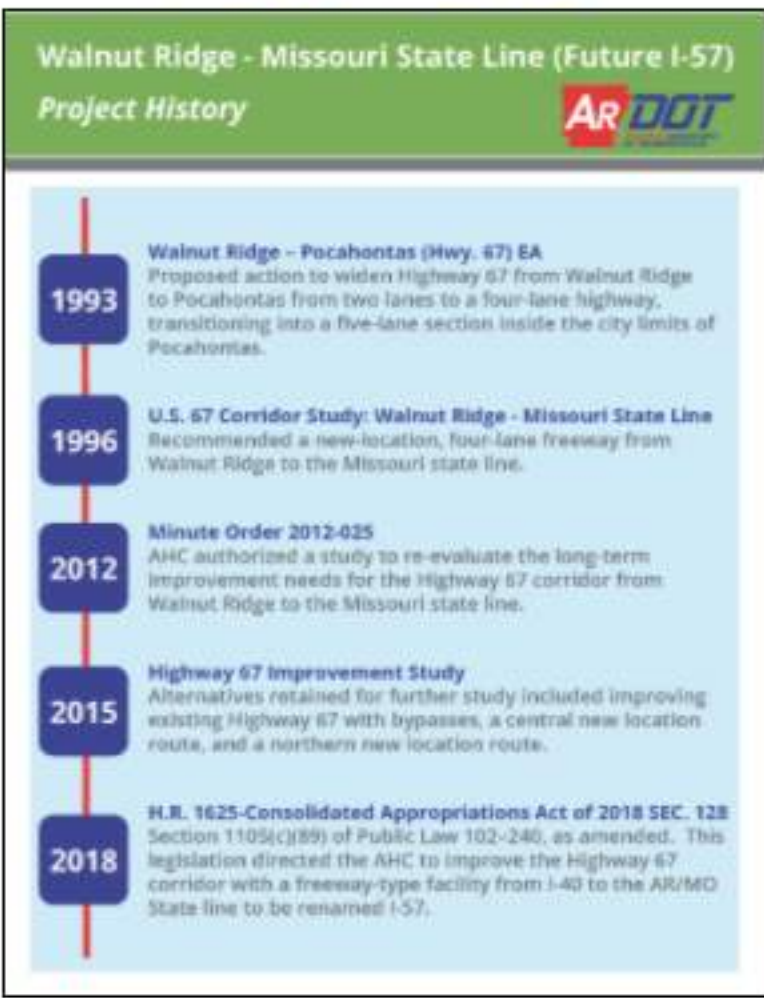
Meeting Synopsis




Project Map




Project History




Study Goals



Draft Purpose and Need



Summary Sheet



Corridors Map Instructions

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

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

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



Click Here to View the Interactive Map



Click Here to View the Interactive Map





COMMENTS

Submit a Comment NOI

[◀ Homepage](#)

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

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

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

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

Written Comments

Fax: Randal Looney at 501-324-6423

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

Email Address: Randal.Looney@dot.gov



Written Comments (Online Form)

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

NOI Comment Form

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

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

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

1. Date

Please input date in format of M/d/yyyy

2. Name

Enter your answer

3. Address

Enter your answer

4. Email

Enter your answer

5. Comments

Enter your answer

Submit

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

AGENCY: FEDERAL HIGHWAY ADMINISTRATION AND
ARKANSAS DEPARTMENT OF TRANSPORTATION

DOCKET NUMBER: FHWA-2021-0009

ARDOT JOB NUMBER 100512

WALNUT RIDGE – MISSOURI STATE LINE (FUTURE I-57)
CLAY, GREENE, LAWRENCE, AND RANDOLPH COUNTIES

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

- **Email:** Randal.Looney@dot.gov
- **Mail, Hand Delivery, or Courier:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Fax:** Randal Looney at 501-324-6423
- **Website Form:** [Future57.transportationplanroom.com](https://future57.transportationplanroom.com) or regulations.gov

Please Print:

Date: _____

Name: _____

Email: _____

Address: _____

Street Address

City, State, Zip

Comments _____

Use additional pages if necessary



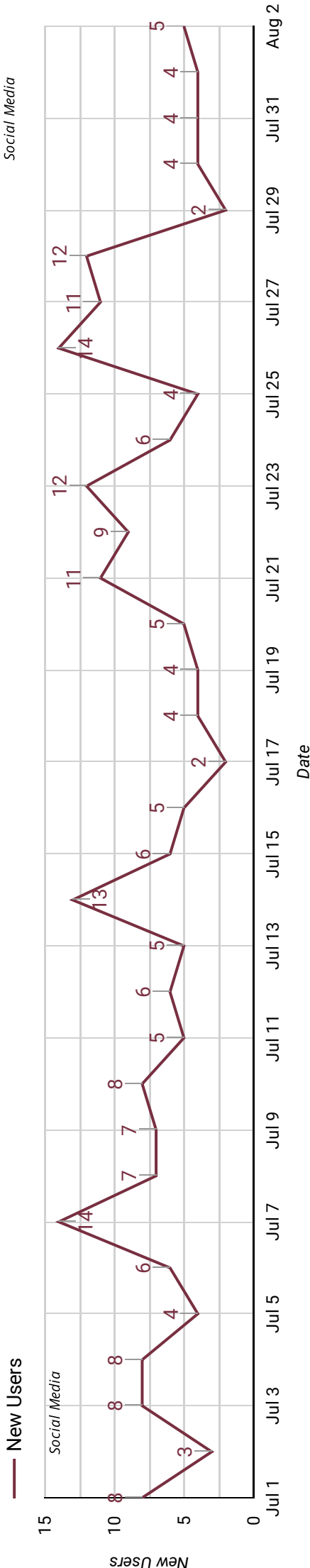
Walnut Ridge - Missouri State Line (Future I-57)

NOI Comment Period Analytics

Audience Overview

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

Jul 1, 2021 - Aug 2, 2021

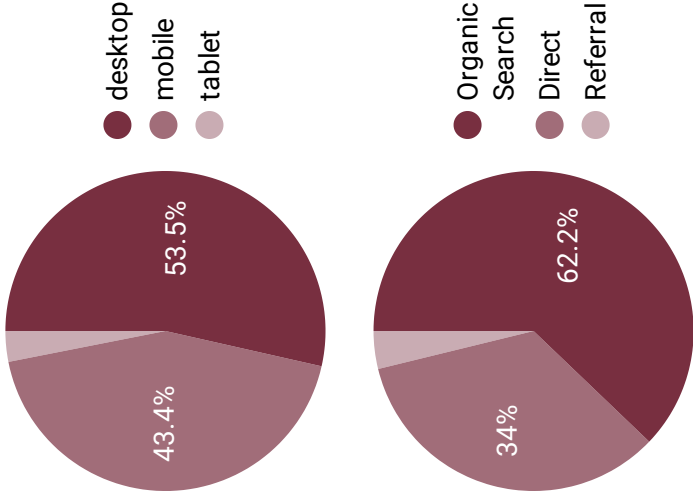


Top Pages

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

Grand total 543 1 - 8 / 8 < >

Devices and Sources



Engagement by City

(IP Address)

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

Grand total 226 543 1 - 10 / 112 < >

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

Aviso de Intención (NOI) para Preparar un EIS

Documentos del Aviso de Intención

Learn More

Materiales de la Reunión Pública en 2020

Learn More

Escribe un Comentario

Learn More

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

[Visit the English Site](#) ►

DEPARTAMENTO DE TRANSPORTE

La Administración Federal de Carreteras (FHWA)

Número de expediente: FHWA-2021-0009

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

Agencia

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

Acción

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

Resumen

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

Fechas

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

Direcciones

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

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

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

Para más información, contacta

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

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

Adaptaciones Especiales

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

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



Los Documentos del Aviso de Intención

◀ [Página Principal](#)

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

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

El Aviso de Intención (NOI)

El Documento Adicional del NOI

Calendario del Proyecto

Instrucciones del Mapa de los Corredores

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

Mapa de los Corredoes

Haga un clic aquí para ver El Mapa Interactivo



MATERIALES

Materiales de la Reunión Pública en 2020

◀ [Página Principal](#)

[Escribe un Comentario](#) ▶

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

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

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

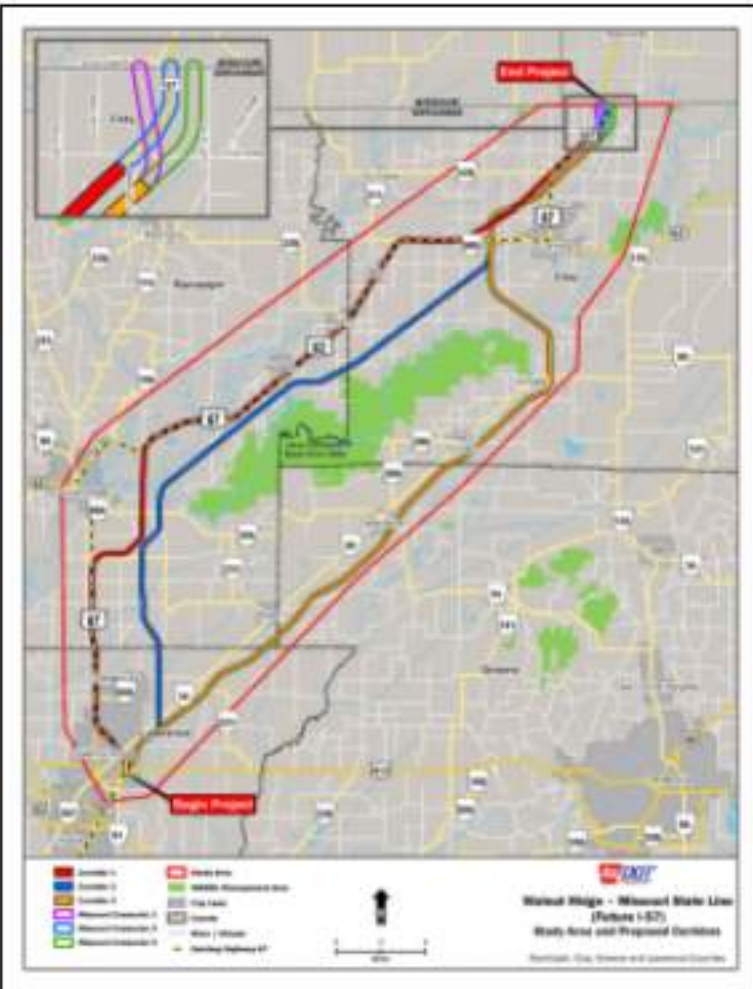
Video de la Presentación



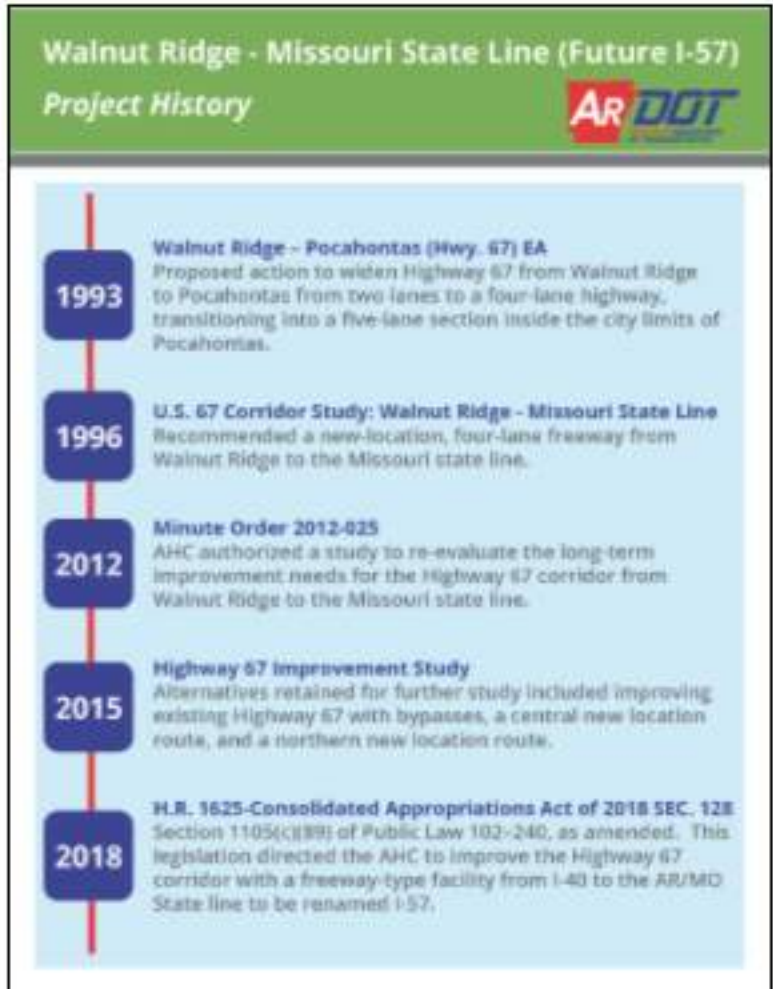
Sinopsis de la Reunión



Mapa del Proyecto



Historia del Proyecto



Metas del Estudio



Propósito y Necesidad



El Resumen de Información del Proyecto



Instrucciones del Mapa de los Corredores

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

Mapa de los Corredoes (2020)



Mapa Ambiental (2020)





COMENTARIO

Copy of Escribe un Comentario

[◀ Página Principal](#)

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

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

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

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

Comentarios Escritos

Fax: Randal Looney a 501-324-6423

Dirección de envío o para entrega en mano o mensajería: Federal Highway Administration, Arkansas
Division, 700 West Capitol Avenue, Room 3130, Little Rock,
AR 72201

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

Comentarios Escritos (Formulario en Línea)

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

Formulario de Comentario de NOI

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

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

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

1. Fecha:

Please input date in format of M/d/yyyy

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

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

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

- **Correo Electrónico:** Randal.Looney@dot.gov
- **Dirección de envío o para entrega en mano o mensajería:** Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, AR 72201.
- **Fax:** Randal Looney at 501-324-6423
- **Formulario del Sitio Web:** [Future57.transportationplanroom.com](https://future57.transportationplanroom.com/regulations.gov) o regulations.gov

Por favor, Letra Imprenta:

Fecha: _____

Nombre: _____

Correo Electrónico: _____

Dirección: _____

Dirección de la calle

Ciudad, Estado, Código Postal

Comentarios _____

Si necesario, usar hojas adicionales



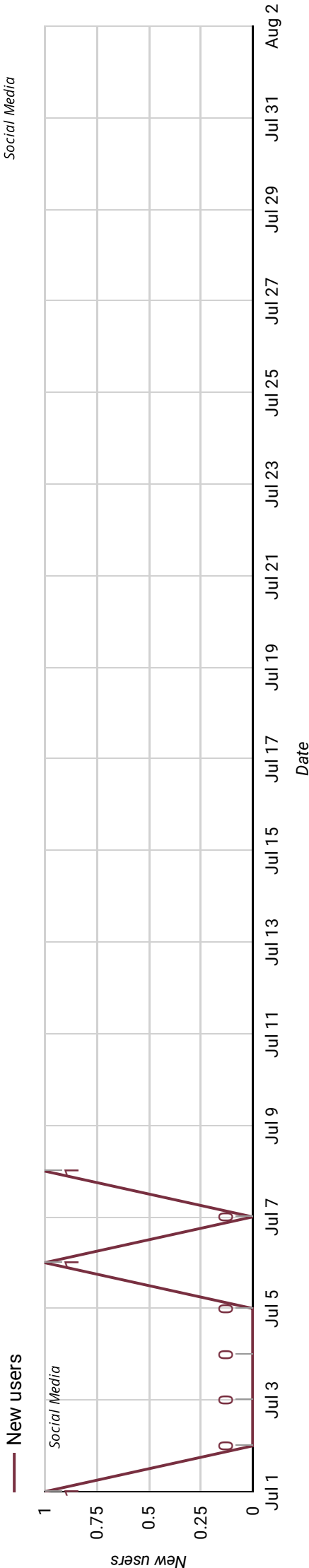
Walnut Ridge - Missouri State Line (Future I-57)

NOI Comment Period Analytics - Spanish Website

Audience Overview

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

Jul 1, 2021 - Aug 2, 2021



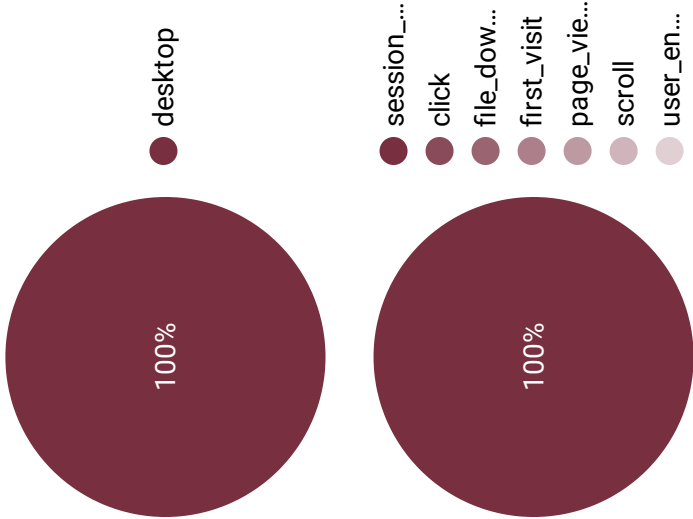
Top Pages

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

Grand total 48

1 - 4 < >

Devices and Sources



Engagement by City

(IP Address)

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

Grand total 3

1 - 4 < >

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT



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

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

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

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

Sponsor: FHWA and ARDOT

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

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

Free language assistance for LEP individuals is available upon request.

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

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

Clay Co. Summer Slam Machine Pitch Champions

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

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



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

Pollard Beauty Contests to be Held July 10th

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

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

months. Dress in casual clothing.

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

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

3:00 p.m. - "Little Miss

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

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

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

The entry fee for

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

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

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

Where Does Our Drinking Water Come From?

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

How Safe Is The Source Of Our Drinking Water?

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

What Contaminants Can Be In Our Drinking Water?

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

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

Am I at Risk?

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

Lead and Drinking Water

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

How Can I Learn More About Our Drinking Water?

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

TEST RESULTS

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

Action Level - the concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.

CCRWDD - Clay County Regional Water Distribution District

Maximum Contaminant Level (MCL) - the highest level of a contaminant that is allowed in drinking water. MCLs are set as close to the MCLGs as feasible using the best available treatment technology.

Maximum Contaminant Level Goal (MCLG) - unenforceable public health goal; the level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.

Maximum Residual Disinfectant Level (MRDL) - the highest level of a disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.

Maximum Residual Disinfectant Level Goal (MRDLG) - the level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contaminants.

NA - Not applicable

Parts per billion (ppb) - a unit of measurement for detected levels of contaminants in drinking water. One part per billion corresponds to one minute in 2,000 years, or a single penny in \$10,000,000.

Parts per million (ppm) - a unit of measurement for detected levels of contaminants in drinking water. One part per million corresponds to one minute in two years or a single penny in \$10,000.

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

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

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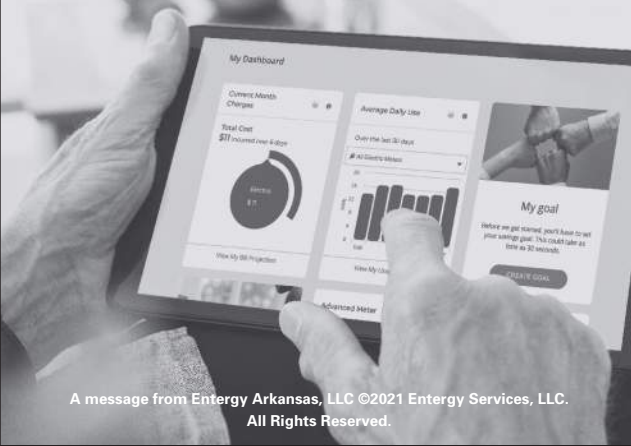


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The world in brief



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

Shelling kills 8 people on Syria rebel turf

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

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

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

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

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

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

43 migrant deaths reported off Tunisia

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

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

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

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

Protests flare against Brazilian leader

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

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

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

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

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

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

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

10 people die in Somali suicide bombing

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

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

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

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

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

— COMPILED BY DEMOCRAT-GAZETTE STAFF FROM WIRE REPORTS



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

Elsa takes aim at Cuba, Florida

Storm pounds southern coasts of Haiti, Dominican Republic

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

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

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

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

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

“The whole country is threat-

VIDEO ONLINE

Elsa hits Caribbean, heads toward Haiti

arkansasonline.com/74elsa/



ened,” a civil protection statement read. “Make every effort to escape before it’s too late.”

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

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

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

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

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

A hurricane warning remains in effect from the Haitian capital, Port-au-Prince, to the southern border with the Dominican Republic. A hurricane watch was issued for the Cuban provinces of Camaguey, Granma, Guantanamo, Holguin, Las Tunas and Santiago de Cuba.

Some of those provinces have reported a high number of covid-19 infections, raising concerns that the storm could force a lot of people to seek shelter together.

“Anticipating is the key word,” said Cuban President Miguel Diaz-Canel, adding that vaccination efforts would continue. “Let’s take care of lives and property.”

In the neighboring Dominican Republic, which shares the island of Hispaniola with Haiti, authorities opened more than 2,400 shelters as forecasters warned of heavy rains. Officials also ordered evacuations ahead of the storm as people kept stocking up on supplies.

Some people worried about the state of their homes, with many living under corrugated roofing.

Elsa was forecast to brush past the southernmost point of Hispaniola by Saturday afternoon and then take aim at southern Haiti.

The storm already had ripped off roofs, destroyed crops and downed trees and power lines in the eastern Caribbean

on Friday, with damage reported in Barbados, St. Lucia and in St. Vincent and the Grenadines.

At least 43 homes and three police stations were damaged, said St. Vincent Prime Minister Ralph Gonsalves.

“We expect that this number will increase as reports keep coming in,” he said. “We have some damage, but it could have been far worse.”

In St. Lucia, the wind damaged a secondary school, pummeling desks, overturning chairs and sending papers flying after blowing off the roof and siding. Officials also reported significant damage to roofs, including major damage at three government buildings.

A similar report emerged from Barbados, where more than 580 roofs were damaged, dozens of trees and power lines fell and about 50% of customers were still without power.

Meanwhile, authorities in Puerto Rico rescued eight people, including two children, in stormy conditions after their boat sank in waves rising 8 to 10 feet.

Elsa was the first hurricane of the Atlantic season and the earliest fifth-named storm on record. It is forecast to drop 4 to 8 inches of rain with maximum totals of 15 inches across portions of southern Hispaniola and Jamaica.

Information for this article was contributed by Ramon Carmona of The Associated Press.

Companies scramble after cyberattack

MATT O'BRIEN
THE ASSOCIATED PRESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT



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

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

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

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

Sponsor: FHWA and ARDOT

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

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

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

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

ONLINE VIRTUAL PUBLIC MEETING NOTICE

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

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

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

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

Sponsor: Arkansas Department of Transportation (ARDOT)

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

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

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

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

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

Job 061632

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT



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

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

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

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

Sponsor: FHWA and ARDOT

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

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

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

Proof of Publication

STATE OF ARKANSAS

COUNTY OF LAWRENCE

ss. }

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

Notice of Intent

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

the 7 Day of July 2021

the Day of 2021

the Day of 2021

the Day of 2021

the Day of 2021

the Day of 2021

Signed: Reece Terry
Publisher, The Times Dispatch

STATE OF ARKANSAS

COUNTY OF LAWRENCE

ss. }

Sworn to and subscribed before me this

Day of

My Commission Expires 9-6-22

Signature Janet Melton



No. Words 2 col by 9.3 in display ad

Printing Fee \$130.00

Received Payment in the sum of \$

This Day of 2021

Reece Terry Publisher



4701 Northshore Drive
North Little Rock, AR 72118

TEL 501.376.3633
FAX 501.372.8042

www.GarverUSA.com

June 30, 2021

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

Re: PSA – Notice of Intent for Environmental Impact Statement

Dear Mr. Burtrón:

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

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

Send invoice for payment to:

Garver

Attn: Lindi Miller - 17017535

4701 Northshore Drive

North Little Rock, AR 72118

Email: LKMiller@GarverUSA.com

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

Sincerely,
GARVER

Lindi Miller
Communications Specialist

Enclosure

PSA Notice

Aviso de reunión pública

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

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

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

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

Las horas de operación varían.

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

#

Miller, Lindi K.

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

A comment on the NOI Comment form has been submitted.

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

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

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

Date: 2021-08-01

Name: Frank Binkley

Address: 1813 Corbet St Walnut Ridge, AR 72476

Email: fbinkley78@gmail.com

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

Miller, Lindi K.

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

A comment on the NOI Comment form has been submitted.

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

Agency: Federal Highway Administration and Arkansas Department of Transportation

Docket No.: FHWA-2021-0009

ARODT Job 100512

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

Clay, Greene, Lawrence and Randolph Counties

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

Date: 2021-07-18

Name: Edward Harthorn

Address: Lincoln, Nebraska

Email: edwardharthorn@yahoo.com

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