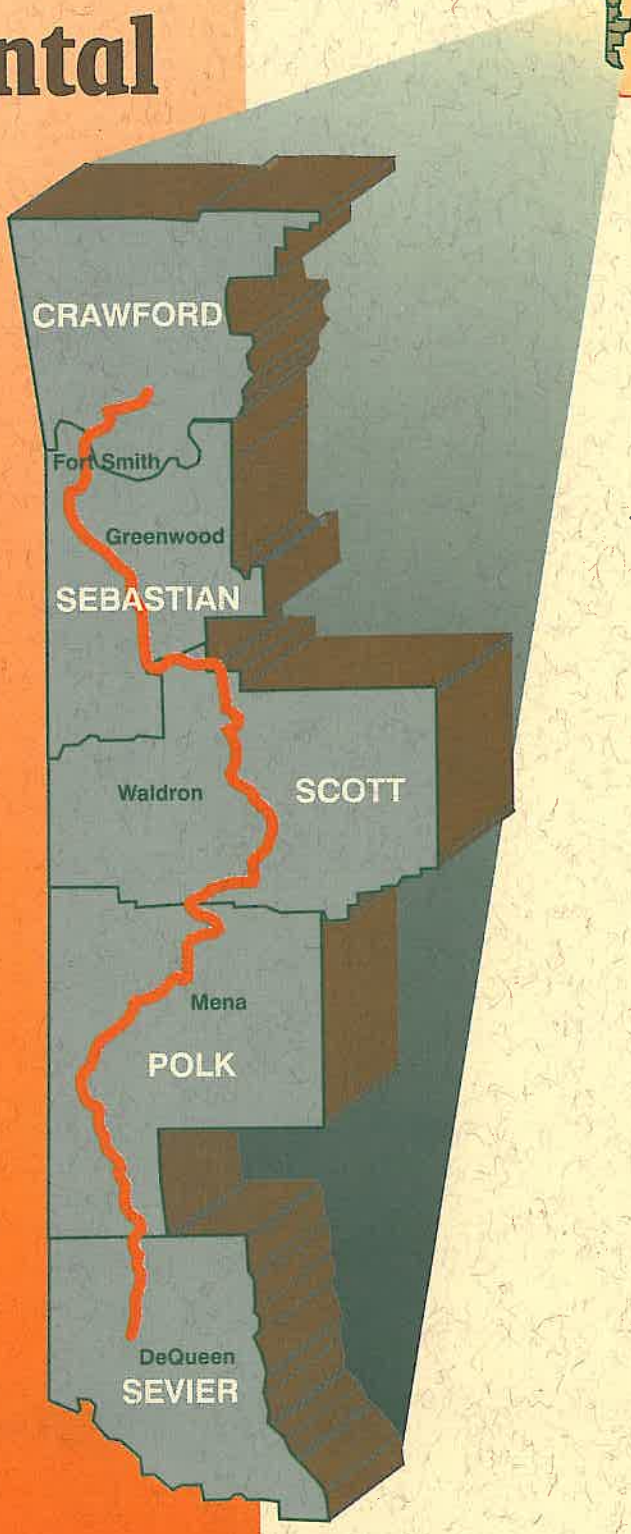
Executive Summary

Final Environmental Impact Statement

U.S. 71 RELOCATION DEQUEEN TO INTERSTATE 40

US 71



EXECUTIVE SUMMARY

INTRODUCTION

This document summarizes the August 7, 1997 Final Environmental Impact Statement (FEIS) prepared for the relocation of U.S. 71 from DeQueen, Arkansas to Interstate 40 near Alma, Arkansas. The Arkansas State Highway and Transportation Department (AHTD), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a four-lane fully controlled access highway on new location, designed to Interstate standards. The proposed highway is approximately 200 kilometers (125 miles) in length and generally parallels the existing U.S. 71 highway. The project passes through the Arkansas counties of Sevier, Polk, Scott, Sebastian and Crawford. Major communities along the route include DeQueen, Mena, Waldron, Greenwood, Fort Smith, Van Buren, and Alma.

The relocation of U.S. 71 in Arkansas is part of a congressionally designated High Priority Corridor (HPC) running from Shreveport, Louisiana to Kansas City, Missouri (Exhibit S-1). Several corridors were identified as nationally important by the U.S. Congress in 1991. These corridors are intended to complement the existing Interstate system, integrate regions of the country, improve safety and efficiency of travel and commerce, and promote economic development.

The study of alternatives and the environmental consequences of the proposed action was initiated by AHTD and FHWA in July 1995. This study followed the process outlined in Exhibit S-2, and is fully documented in the FEIS.

ALTERNATIVES CONSIDERED AND THE SELECTED ALIGNMENT

The development of alternatives for the U.S. 71 Relocation followed a multi-step approach to screen possible highway locations against increasingly more detailed environmental information. This information was gathered for a 4,300 square kilometer (1,600 square mile) study area paralleling the existing route and up to 35 kilometers (22 miles) in width. The collection and mapping of sensitive environmental resources resulted in a constraint map used for the development of broad, 3 kilometer (2 mile) wide *corridors*. These corridors were analyzed and screened for the presence of sensitive resources, and scrutinized by the public, local officials and resource agencies. This process provided sufficient information to identify a preferred corridor which was advanced to detailed study. A corridor along the existing U.S. 71 route was also considered. The implementation of a corridor along the existing route would have involved several hundred residential and business

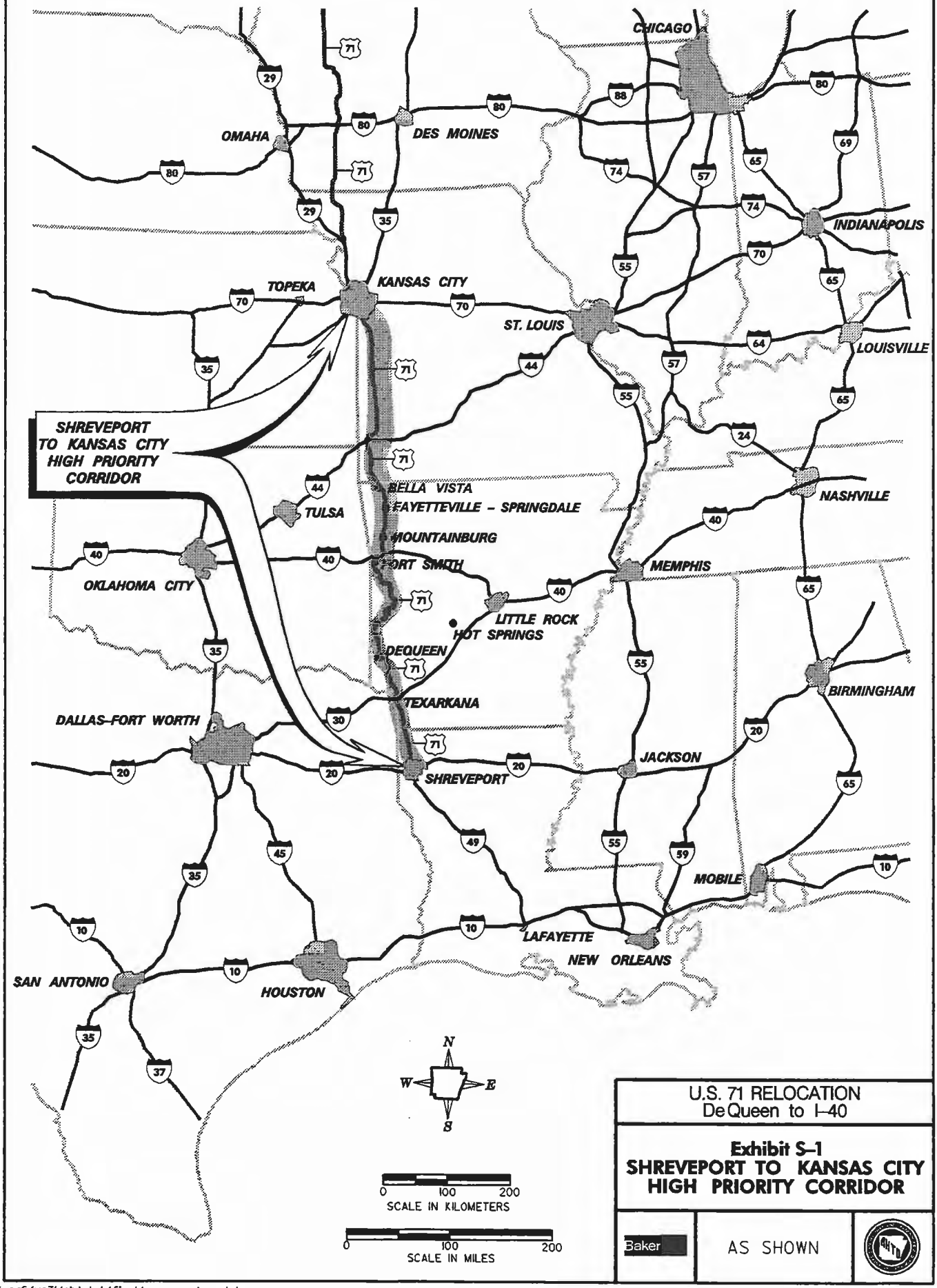
relocations and unsatisfactory design aspects and was eliminated on this basis.

Partially concurrent with the corridor study was the planning level Major Investment Study (MIS) within the Fort Smith / Van Buren urbanized area. This effort considered several construction and non-construction strategies for implementing the HPC through the urban area. A diverse group of local professionals worked with the study team on the MIS. This group concluded that a new location alternative, east of I-540 through the western portion of Fort Chaffee, best met the overall project purpose and need as well as numerous local objectives. This conclusion was also adopted by the Bi-State Policy Committee as part of its planning policy for the Fort Smith / Van Buren urbanized area. The Bi-State Policy Committee is the Metropolitan Planning Organization for the Fort Smith / Van Buren urbanized area.

By updating, expanding, and refining the environmental data contained in the corridor study resource inventory, detailed *alignments* were developed within the preferred corridor. The alignment development process considered alternatives that met the engineering design criteria and that would avoid or minimize impact to sensitive resources, including residential areas. Three alignments were ultimately developed with an average width of 150 meters (500 feet).

In order to finalize and confirm all previous studies and to respond to public comment, the right-of-way requirements for an I-540 Alignment were estimated and impacts were assessed. Construction of the HPC along I-540 would result in community disruption of extraordinary magnitude, with business and residential displacements far greater than any of the other alignments in this area, and could result in greater wetland impacts. Based on this information and the conclusions of the MIS and corridor study, the I-540 Alignment was found to be impracticable and was not considered further.

An integrated, comprehensive public involvement program was conducted for this project that included the public, local officials and appropriate resource agencies. The alignment study was particularly rigorous in its consideration of comments from these involved parties. As a result of this program, sufficient information and public opinion was available to identify a Preferred Alignment in the October 1996 Draft EIS. The three alignments, including the Selected Alignment are shown in Exhibit S-3. For short distances, one, two or all of the lines may run together and at several points may intersect. These points have been identified by letters A through O and divide the alignments into 14 *segments*. At or near these lettered points, there is the ability to "switch" from one line to another.



U.S. 71 RELOCATION
De Queen to I-40

Exhibit S-1
SHREVEPORT TO KANSAS CITY HIGH PRIORITY CORRIDOR

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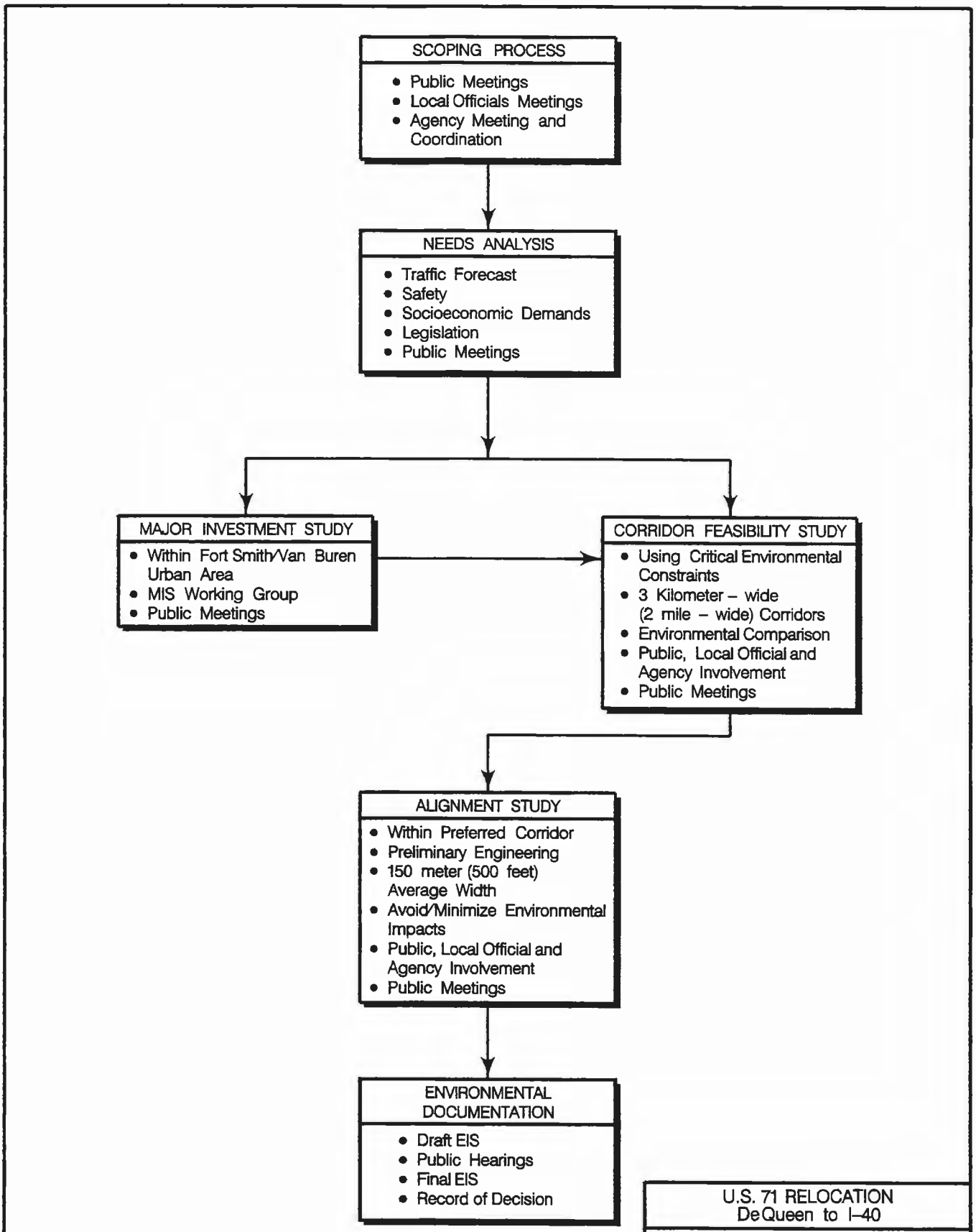

U.S. 71 RELOCATION
De Queen to I-40

Exhibit S-2
STUDY PROCESS SUMMARY

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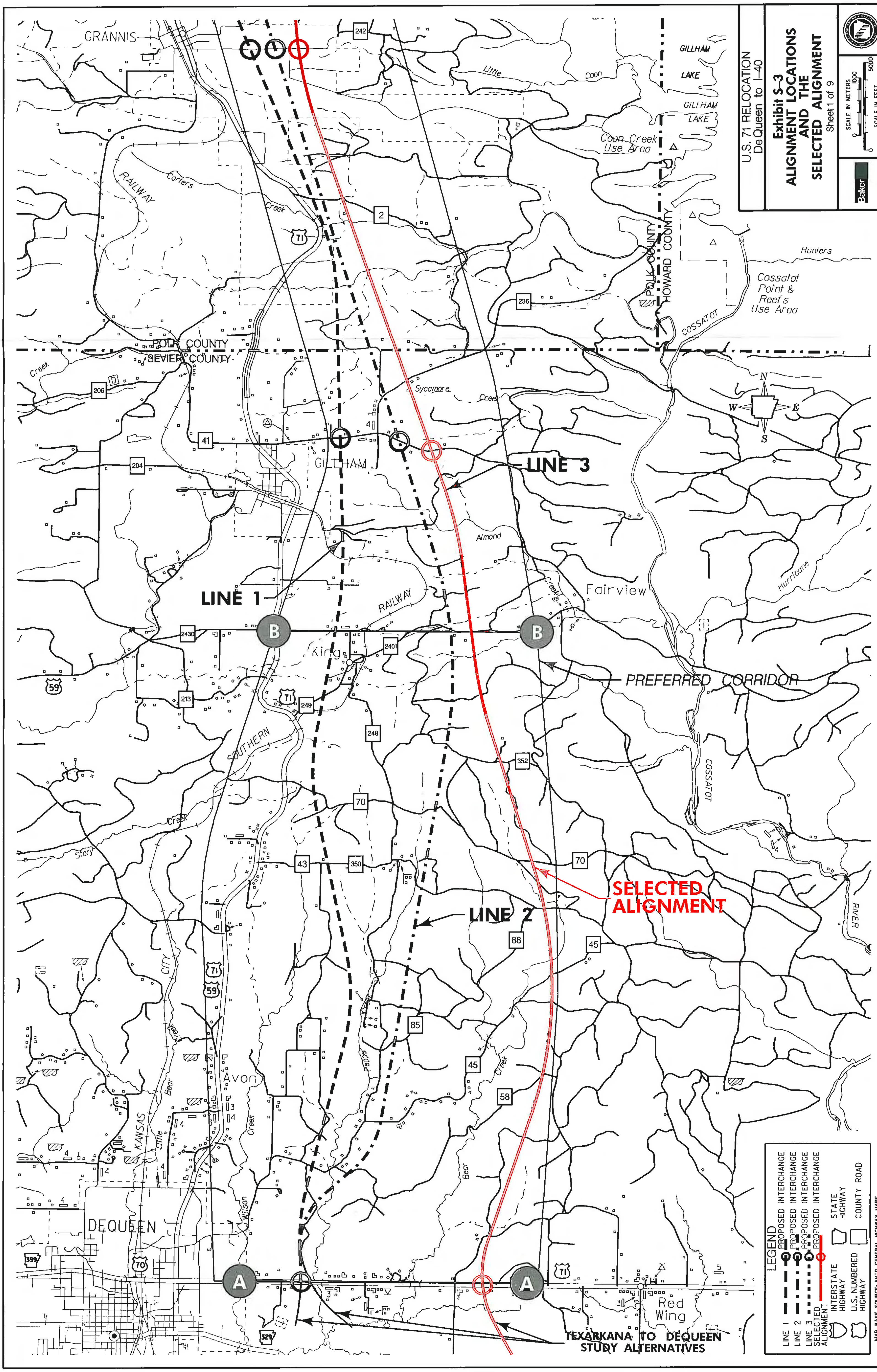

U.S. 71 RELOCATION
DeQueen to I-40
Exhibit S-3
ALIGNMENT LOCATIONS
AND THE
SELECTED ALIGNMENT
Sheet 1 of 9
SCALE IN METERS
SCALE IN FEET
Baker
GRANNIS
GILLHAM LAKE
Coon Creek Use Area
Little
Coon
Carters
Creek
RAILWAY
POLK COUNTY
HOWARD COUNTY
SEVIER COUNTY
Hunters
Cossatot Point & Reefs Use Area
COSSATOT
Sycamore
Creek
GILLHAM
LINE 3
LINE 1
LINE 2
Almond
Fairview
Hurricane
King
PREFERRED CORRIDOR
SOUTHERN
Story
CITY
KANSAS
Avon
Bear
Little
Wilson
Pepper
DEQUEEN
Red Wing
RIVER
SELECTED ALIGNMENT
TEXARKANA TO DEQUEEN STUDY ALTERNATIVES
LEGEND
LINE 1 PROPOSED INTERCHANGE
LINE 2 PROPOSED INTERCHANGE
LINE 3 PROPOSED INTERCHANGE
SELECTED ALIGNMENT PROPOSED INTERCHANGE
INTERSTATE HIGHWAY
STATE HIGHWAY
U.S. NUMBERED HIGHWAY
COUNTY ROAD
MAP BASE SOURCE: AHTD GENERAL HIGHWAY MAPS
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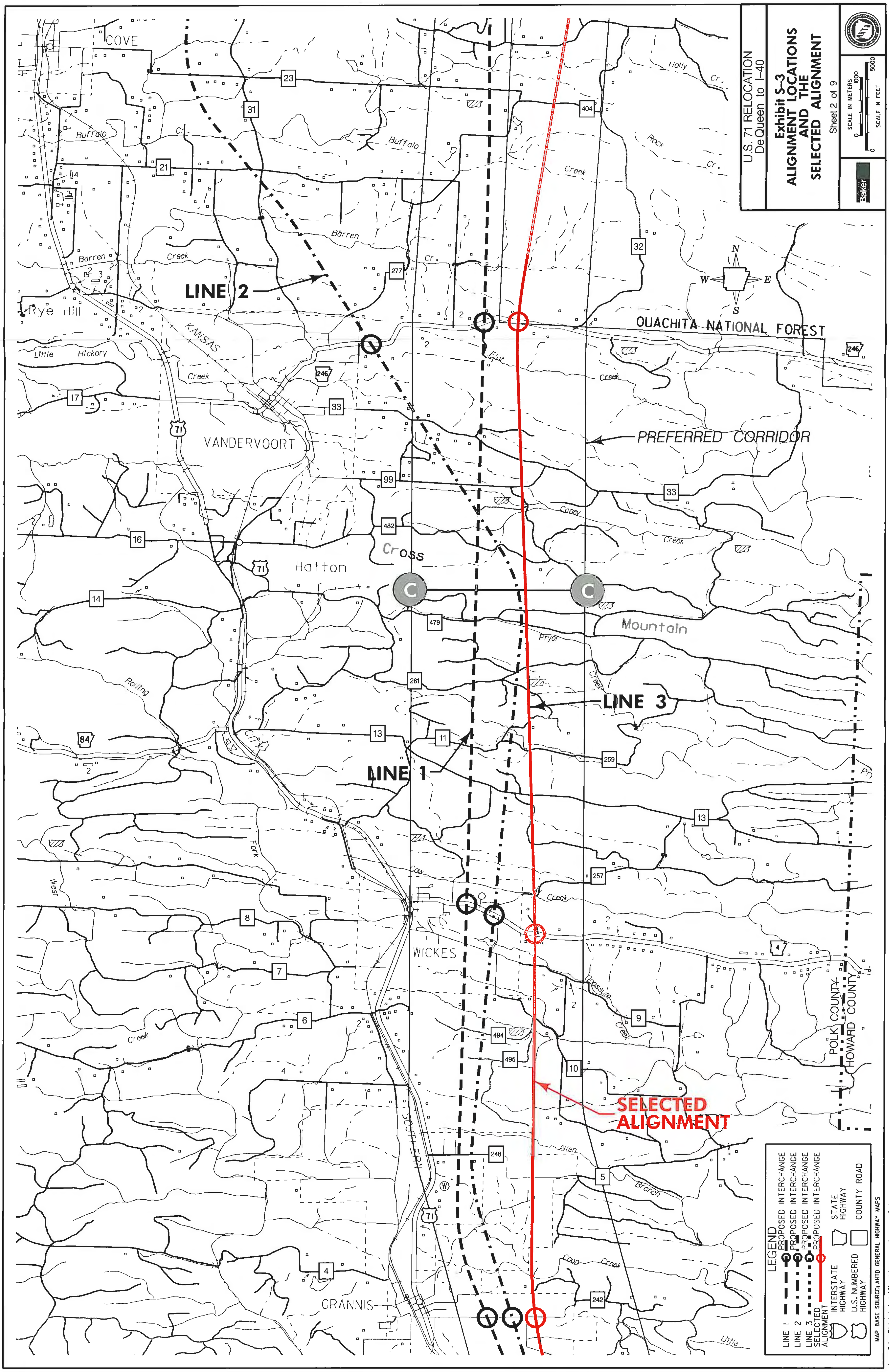
U.S. 71 RELOCATION
DeQueen to I-40
Exhibit S-3
ALIGNMENT LOCATIONS
AND THE
SELECTED ALIGNMENT
Sheet 2 of 9
SCALE IN METERS
SCALE IN FEET
Baker
LINE 2
LINE 1
LINE 3
PREFERRED CORRIDOR
SELECTED ALIGNMENT
OUACHITA NATIONAL FOREST
COVE
Rye Hill
VANDERVOORT
Hatton
WICKES
GRANNIS
Cross
Mountain
Buffalo
Barren
Creek
Little
Hickory
Kansas
Flat
Caney
Pryor
Rolling
Fork
West
Cow
Possum
Allen
Branch
Coon
Holly
Rock
SOUTHERN
POLK COUNTY
HOWARD COUNTY
LEGEND
LINE 1 PROPOSED INTERCHANGE
LINE 2 PROPOSED INTERCHANGE
LINE 3 PROPOSED INTERCHANGE
SELECTED ALIGNMENT PROPOSED INTERCHANGE
INTERSTATE HIGHWAY
U.S. NUMBERED HIGHWAY
STATE HIGHWAY
COUNTY ROAD
MAP BASE SOURCE: AHTD GENERAL HIGHWAY MAPS
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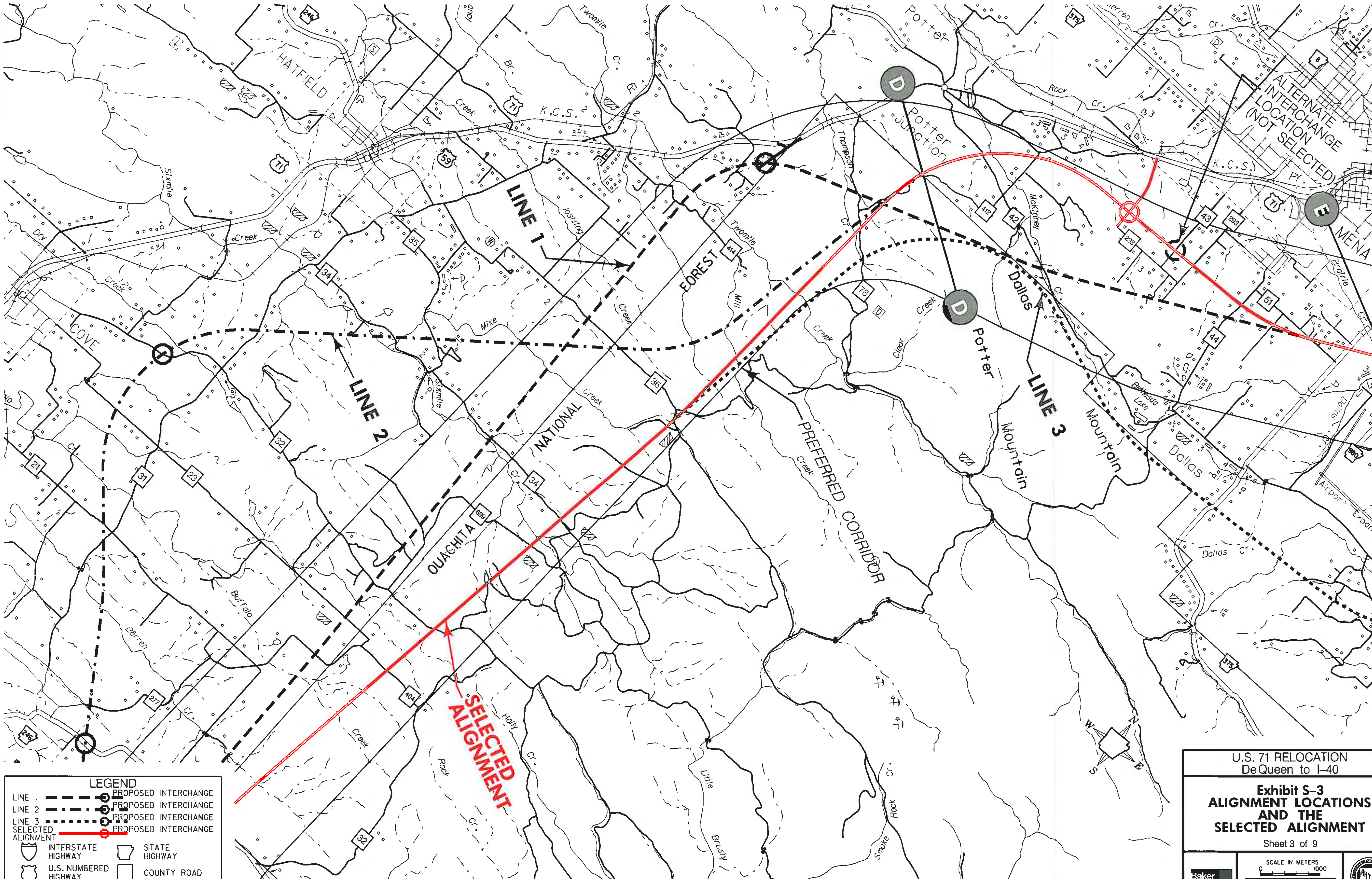

U.S. 71 RELOCATION
DeQueen to I-40

Exhibit S-3
ALIGNMENT LOCATIONS AND THE SELECTED ALIGNMENT

Sheet 3 of 9

Baker

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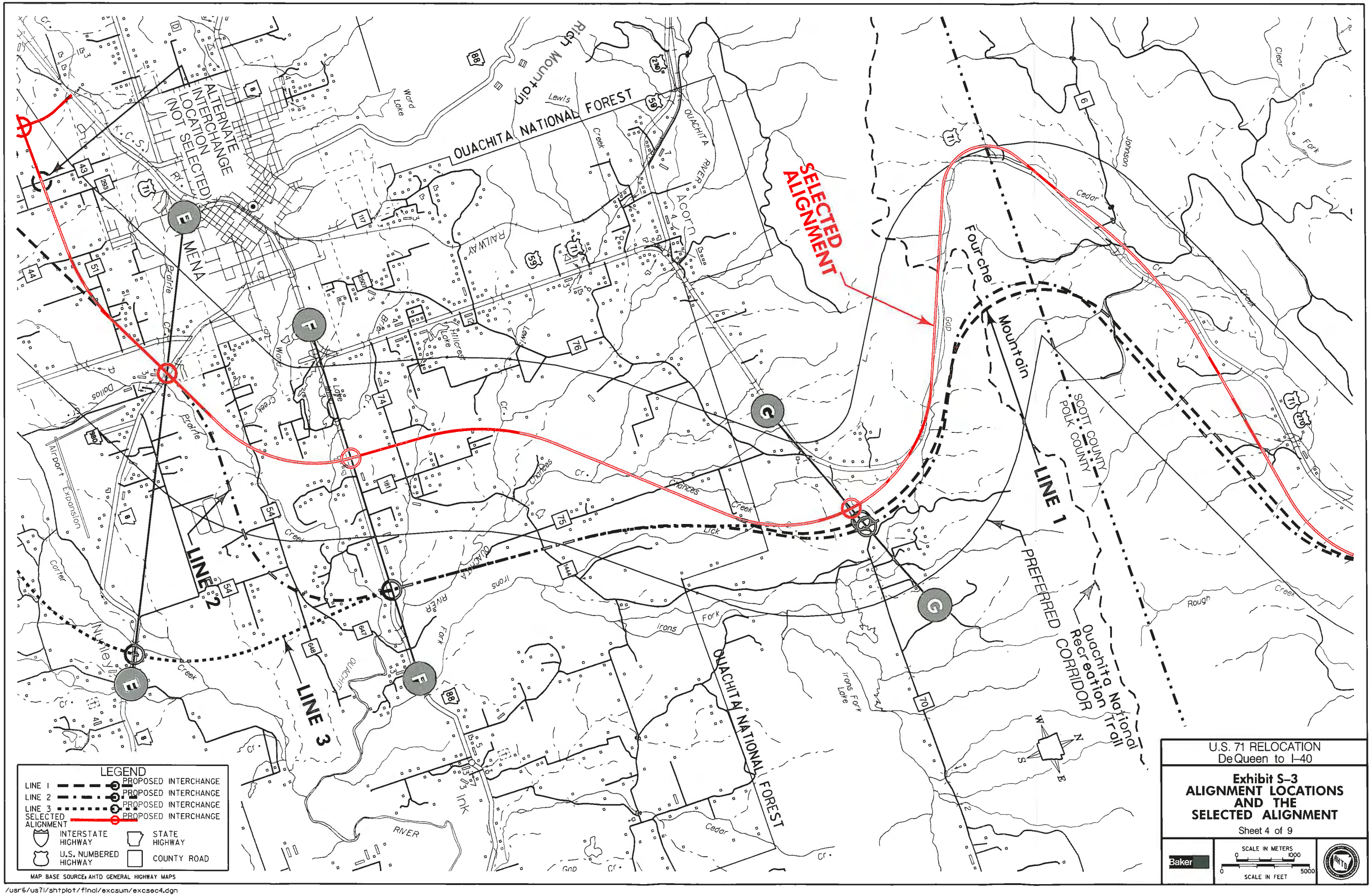

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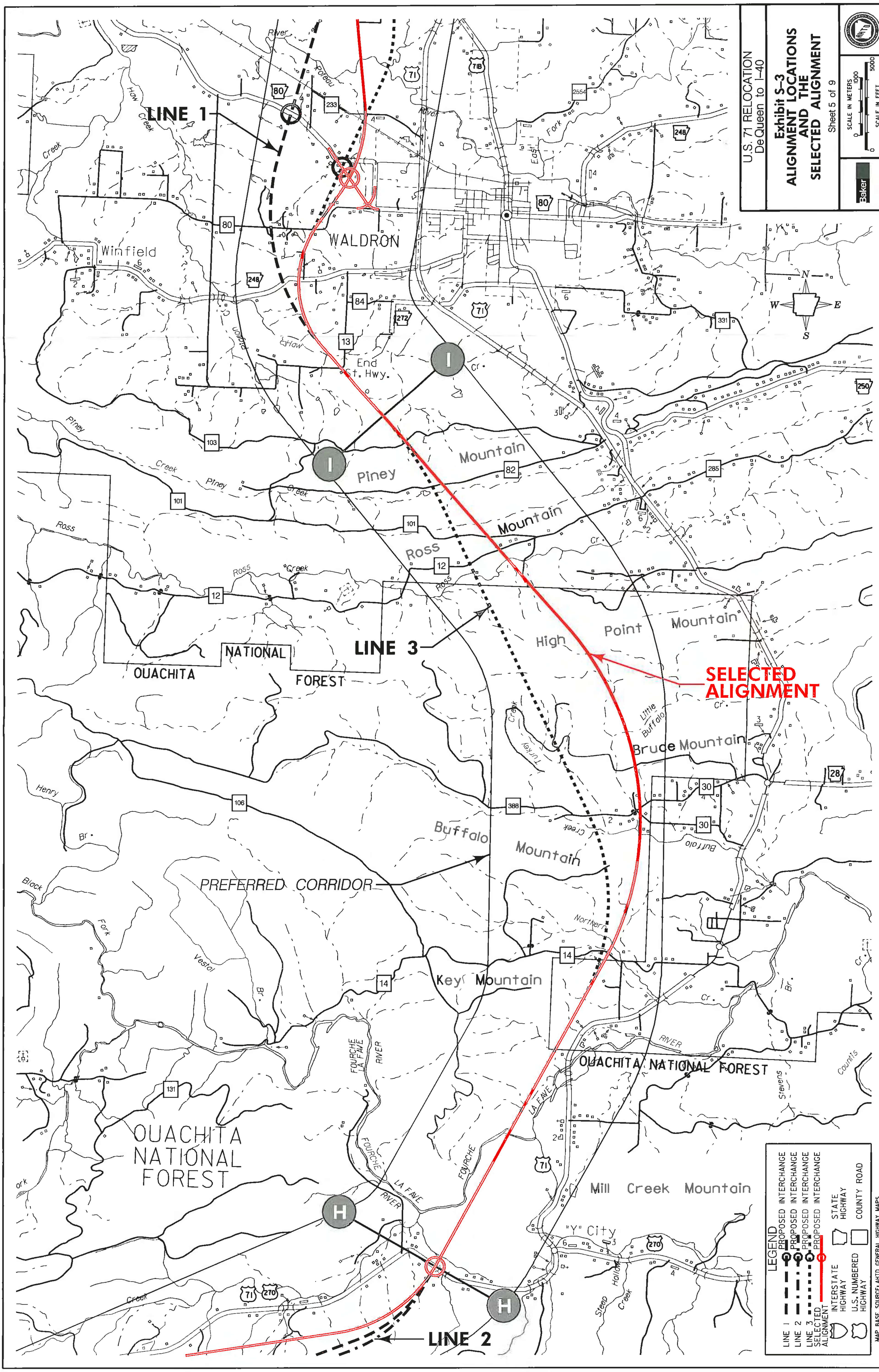
U.S. 71 RELOCATION
DeQueen to I-40
Exhibit S-3
ALIGNMENT LOCATIONS
AND THE
SELECTED ALIGNMENT
Sheet 5 of 9
SCALE IN METERS
0
1000
SCALE IN FEET
0
5000
Baker
LINE 1
LINE 2
LINE 3
SELECTED
ALIGNMENT
PREFERRED CORRIDOR
WALDRON
Winfield
End
St. Hwy.
Piney Mountain
Ross Mountain
High Point Mountain
Bruce Mountain
Buffalo Mountain
Key Mountain
Mill Creek Mountain
OUACHITA NATIONAL FOREST
"Y" City
FOURCHE LA FAVE RIVER
N
S
E
W
LEGEND
LINE 1 PROPOSED INTERCHANGE
LINE 2 PROPOSED INTERCHANGE
LINE 3 PROPOSED INTERCHANGE
SELECTED ALIGNMENT PROPOSED INTERCHANGE
INTERSTATE HIGHWAY
STATE HIGHWAY
U.S. NUMBERED HIGHWAY
COUNTY ROAD
MAP BASE SOURCE: AHTD GENERAL HIGHWAY MAPS
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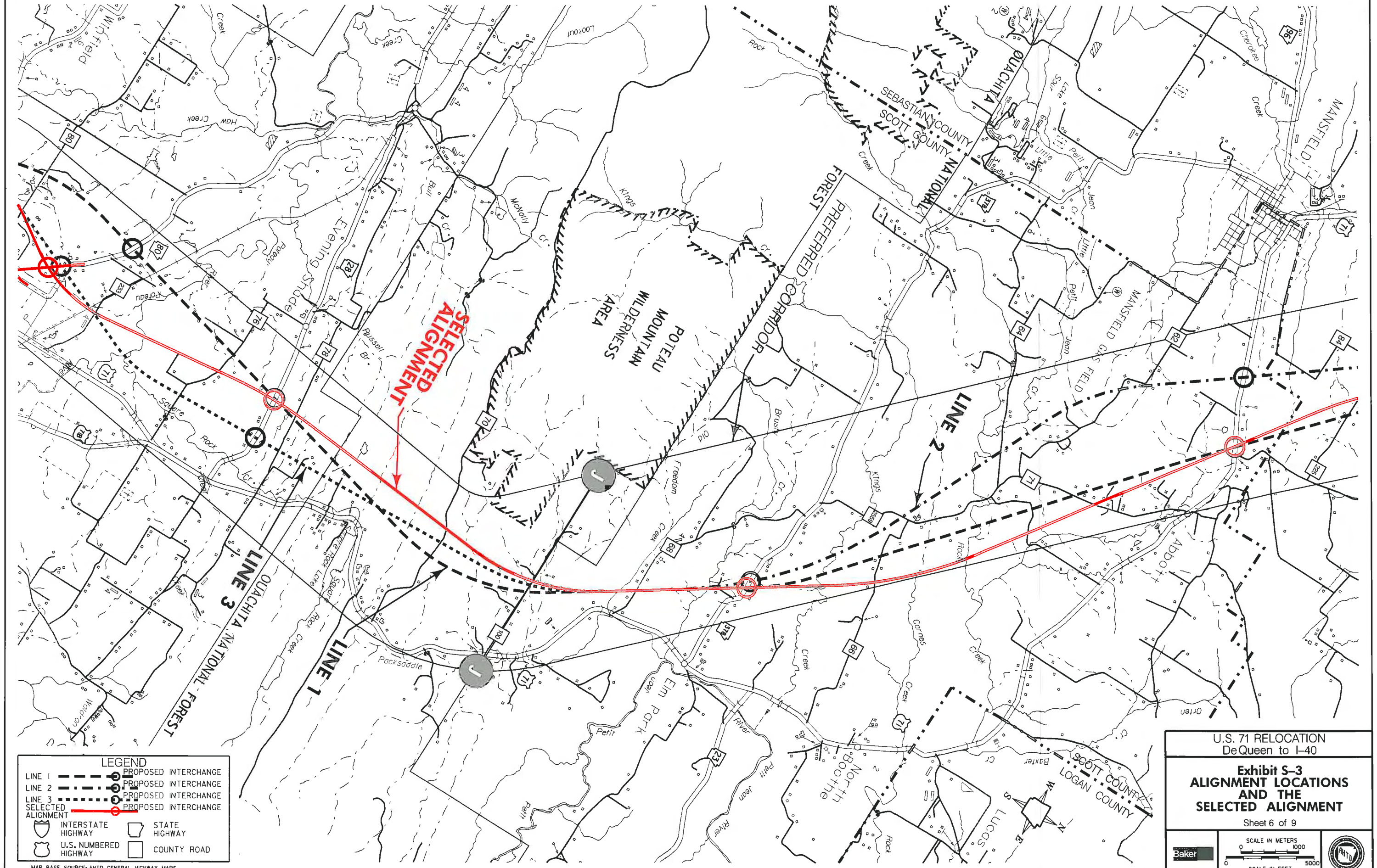

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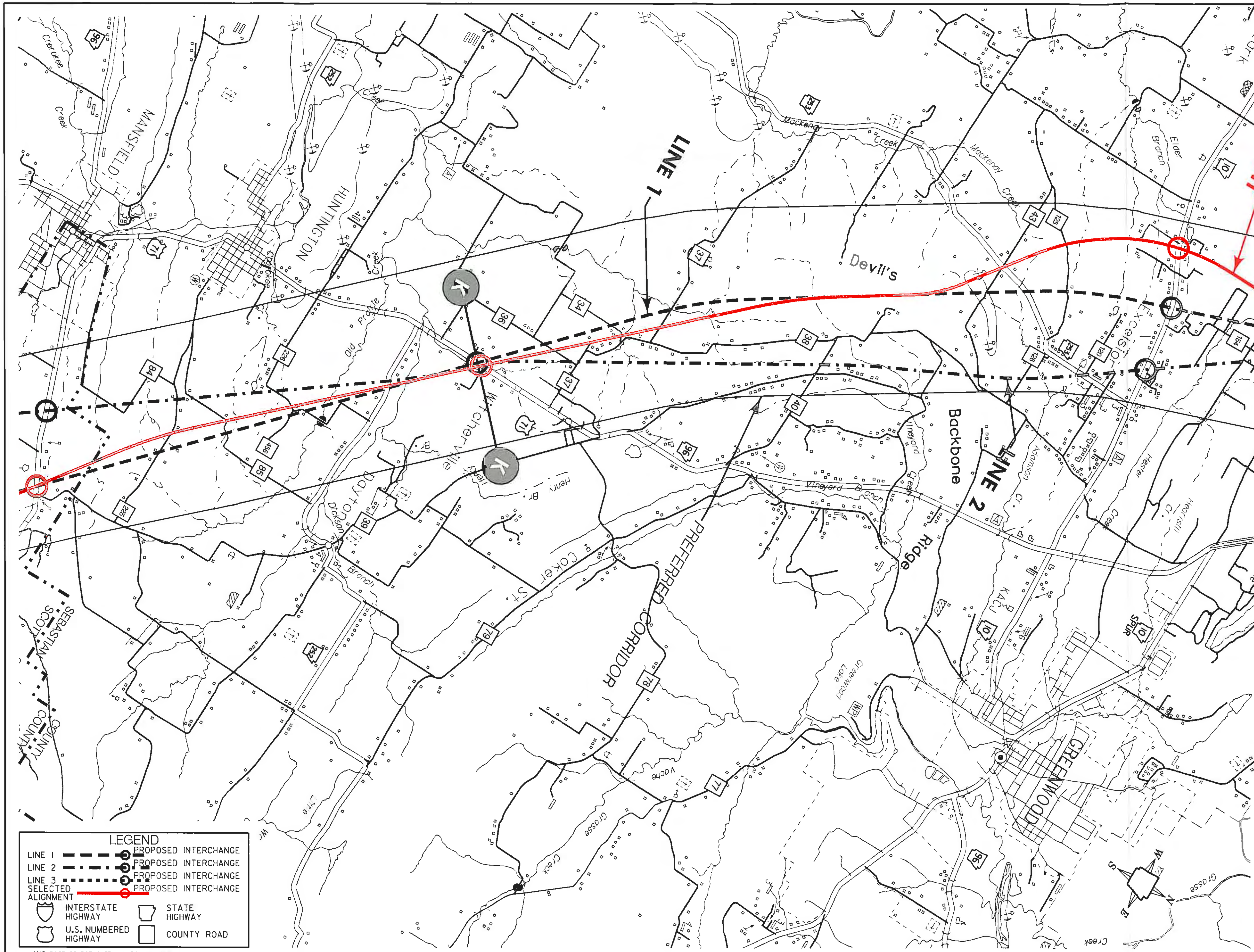

U.S. 71 RELOCATION
DeQueen to I-40

Exhibit S-3
ALIGNMENT LOCATIONS AND THE SELECTED ALIGNMENT

Sheet 7 of 9

SCALE IN METERS 0 1000
SCALE IN FEET 0 5000

Baker

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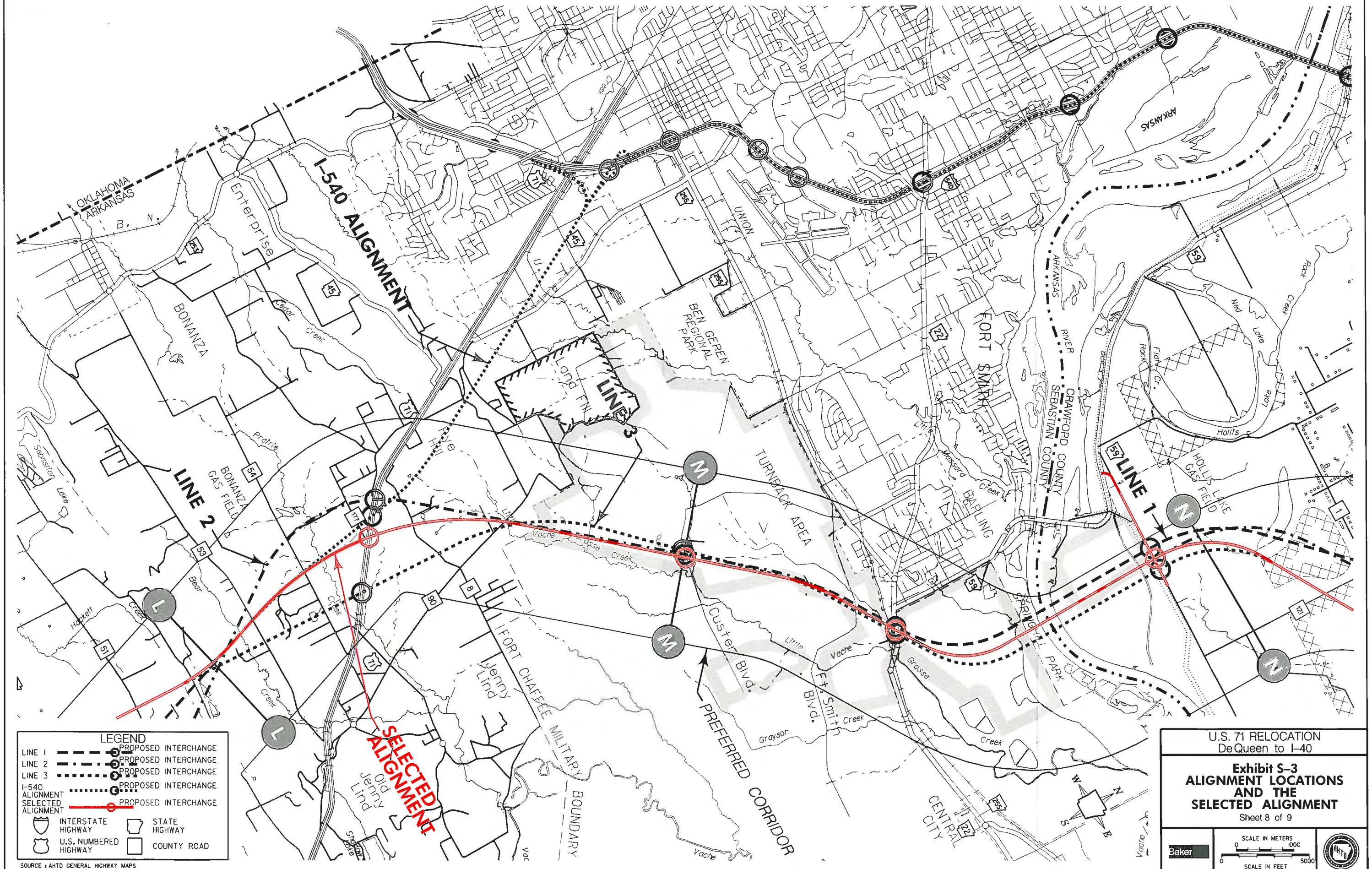

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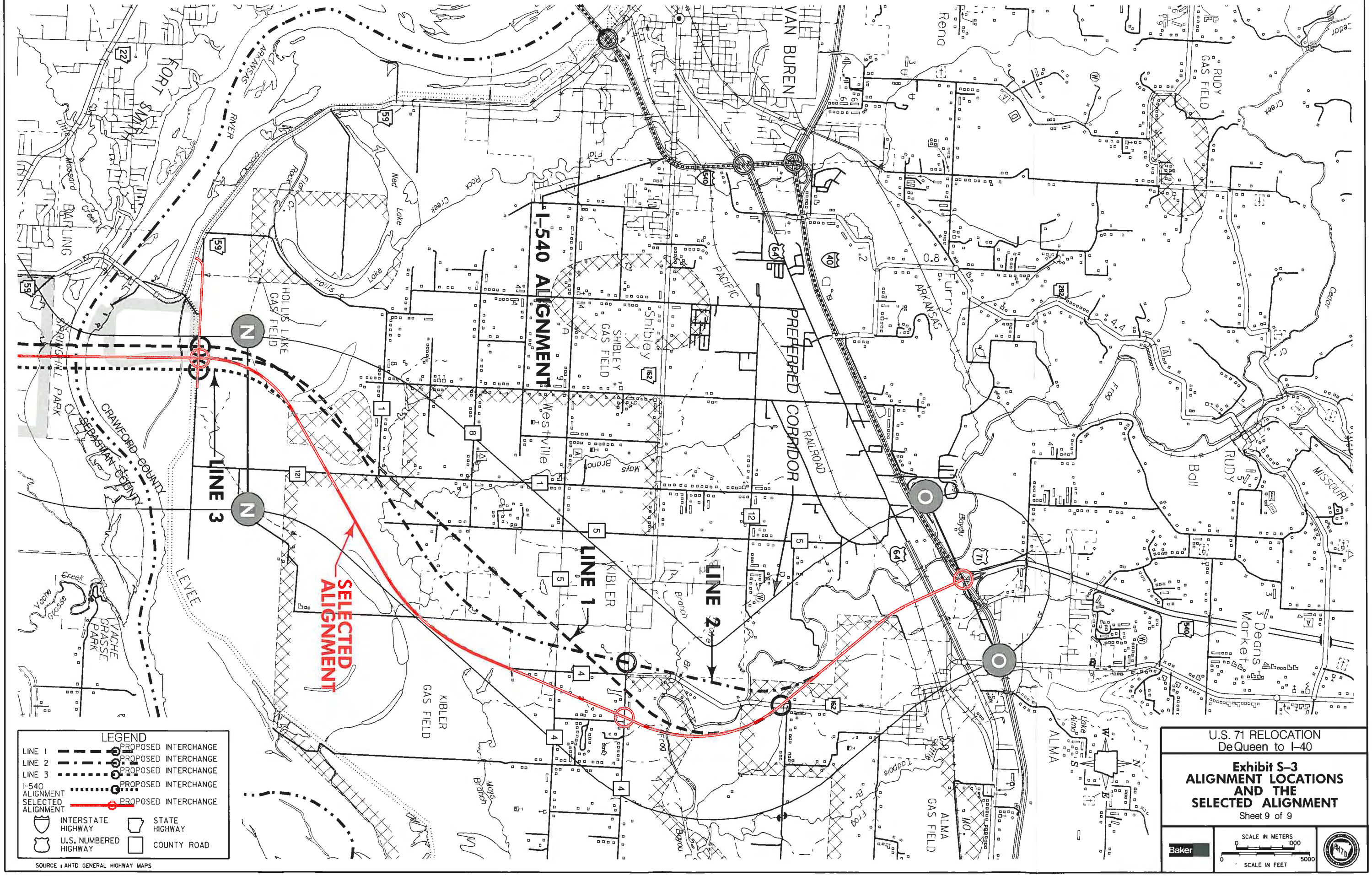

U.S. 71 RELOCATION
De Queen to I-40

Exhibit S-3
ALIGNMENT LOCATIONS AND THE SELECTED ALIGNMENT
Sheet 9 of 9

Baker

SCALE IN METERS 0 1000
SCALE IN FEET 0 5000

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A No-Action alternative was retained throughout the study as a basis for comparing the relative benefits and impacts of the alternatives. Under this alternative, the only projects undertaken would be currently planned safety and capacity improvement projects. Safety projects generally involve shoulder widening and curve realignment where necessary. The four-lane widening project currently under construction from S.H. 10 to Witcherville would be completed for this alternative. In addition, the following two reaches of existing U.S. 71 would also be widened to four lanes under the No-Action alternative:

- 12.5 kilometers (7.7 miles) from Witcherville to Mansfield
- 9.5 kilometers (5.9 miles) from Mena to Acorn

Should the proposed highway be constructed, these two reaches of U.S. 71 may not be widened. However, safety improvements would be implemented regardless of the decision to construct the proposed highway. Depending on the timing of construction of the proposed highway, it may be necessary to widen these and possibly other segments of existing U.S. 71 to serve local capacity demands.

Public hearings were held in early December 1996 throughout the study area. Nearly two hundred public comment letters were received on the DEIS. State and federal resource agencies also commented on the DEIS. All comments were considered in the identification of the Selected Alignment. Responses to comments are provided in Section 8 of the FEIS.

SUMMARY OF BENEFICIAL AND ADVERSE IMPACTS

Construction of the proposed highway would result in the following beneficial impacts :

- Complete a critical link in the Interstate system
- Provide for local, regional and national economic growth
- Provide a transportation facility that is consistent with local land use plans and development goals
- Produce travel time savings of up to 50 minutes for a trip between DeQueen and Interstate 40
- Provide the highest level of service possible on the High Priority Corridor and improve the level of service along 91% of the existing route to acceptable levels
- Provide sufficient capacity for the growing population of the study area
- Improve traffic safety
- Improve the connectivity of existing rail, bus, air and water transportation modes
- Improve the efficiency and capacity of the local street network in a number of communities

- Improve the efficiency and capacity of the local street network in a number of communities
- Improve access to military installations, medical facilities, retail establishments, and recreational attractions in the region
- Improve efficiency of transportation for the trucking industry and businesses dependent on trucking
- Provide a trade corridor in support of the North American Free Trade Agreement.

Adverse impacts to the social, economic, natural, and cultural environment would result from construction of any of the alignments evaluated in detail. A summary of these adverse impacts is presented in Table S-1. The shaded information in Table S-1 represents the Selected Alignment. The Selected Alignment is a composite of segments from each of the three alignments, where the selected segment has distinct advantages in that particular area.

The basis for identification of the Selected Alignment in each segment is summarized in Table S-2. The location of the Selected Alignment differs from the DEIS Preferred Alignment in segment C-D only. The Selected Alignment results in a reduction in every impact category, when compared to the Preferred Alignment. The Selected Alignment reduces home relocations (from 86 to 81), floodplains (from 286.4 to 252.1 ac), farmlands (from 2101.2 to 2070.1 ac), noise impacts (from 234 to 211), water quality index (from 39.0 to 38.8), stream crossings (from 90 to 86), and potential cultural resources (from 60 to 58). The Selected Alignment is also shorter (from 125.3 to 122.3 miles) and has a lower estimated construction cost (from $1.083 billion to $1.075 billion).

The Selected Alignment meets the project purpose and need, provides excellent access to most communities, minimizes impacts overall and has a moderate estimated construction cost. The Selected Alignment best balances the benefits expected from the project with the overall impacts.

OTHER MAJOR FEDERAL ACTIONS IN THE AREA

The proposed highway passes through the Fort Chaffee Military Reservation. Fort Chaffee was identified in the September 1995 Defense Base Realignment and Closure Commission's recommendations (BRAC 95). As part of the BRAC 95 recommendations, 2,400 hectares (6,000 acres) of land have been released for development by the surrounding communities. The lead federal agency for this action is the U.S. Army Corps of Engineers which is currently preparing an environmental impact statement for this action.

Table S-1
IMPACT SUMMARY

Segment	Alignment	Length (km)	Length (mi)	Cost (in 000s)	Relocations: Houses	Mobile Homes	Chicken Houses	Businesses	Community Facilities	Noise Impacts	Natural Resources: Wetlands (ha)	Wetlands (ac)	Floodplains (ha)	Floodplains (ac)	Water Quality Index Avg. Score	Farmlands: Prime (ha)	Prime (ac)	Statewide Impt. (ha)	Statewide Impt. (ac)	Cultural Resources: High Probability Areas Crossed (km)	High Probability Areas Crossed (mi)	Recorded Archeology Sites	Potential Cultural Resources	Number of Stream Crossings	Historic Sites	Historic Structures
A-B:	Line 1	11.5	(7.1)	$ 49,924	-	-	-	1	-	33	-	-	-	-	38.6	36.4	(89.9)	3.1	(7.6)	0.7	(0.4)	-	2	-	-	-
	Line 2	11.9	(7.4)	$ 53,523	-	-	4	1	-	34	-	-	3.5	(8.6)	40.8	15.0	(37.1)	2.2	(5.5)	1.7	(1.1)	-	1	3	-	-
	Line 3	11.7	(7.3)	$ 52,907	-	-	-	-	-	6	-	-	0.8	(2.0)	41.6	15.7	(38.8)	6.3	(15.6)	0.6	(0.4)	-	1	3	-	-
B-C:	Line 1	23.1	(14.4)	$ 121,793	26	-	4	-	-	27	3.1	(7.6)	6.1	(15.2)	38.1	8.0	(19.7)	51.2	(126.4)	2.0	(1.3)	1	3	10	-	-
	Line 2	23.3	(14.5)	$ 119,924	13	-	4	-	-	15	3.3	(8.1)	8.6	(21.2)	39.4	6.2	(15.3)	43.0	(106.2)	2.4	(1.5)	-	2	11	-	-
	Line 3	23.2	(14.4)	$ 120,924	9	-	4	1	-	8	1.3	(3.2)	7.1	(17.5)	38.7	11.3	(27.8)	42.3	(104.4)	3.6	(2.3)	1	2	14	-	1
C-D:	Line 1	22.4	(13.9)	$ 111,153	14	1	-	-	-	101	0.2	(0.6)	5.4	(13.2)	37.4	19.2	(47.5)	3.0	(7.4)	2.5	(1.6)	-	1	9	-	-
	Line 2	25.7	(16.0)	$ 111,525	7	-	-	-	-	42	-	-	12.2	(30.1)	36.7	25.3	(62.4)	9.0	(22.3)	4.3	(2.7)	-	4	14	-	-
	Line 3	20.5	(12.7)	$ 96,729	2	-	-	-	-	18	-	-	1.6	(3.9)	35.5	16.6	(41.0)	3.5	(8.8)	2.2	(1.3)	-	2	8	-	-
	Selected	20.8	(13.0)	$ 99,597	2	-	-	-	-	19	-	-	1.7	(4.2)	35.5	16.6	(41.0)	5.1	(12.6)	2.2	(1.3)	-	2	10	-	-
D-E:	Line 1	7.8	(4.9)	$ 52,932	10	-	1	-	1	90	3.4	(8.4)	1.8	(4.3)	38.8	18.7	(46.2)	12.0	(29.7)	5.1	(3.1)	-	3	3	-	-
	Line 2	8.9	(5.5)	$ 61,675	10	2	3	1	1	6	3.6	(8.9)	0.8	(2.0)	38.3	20.5	(50.6)	22.7	(56.1)	5.3	(3.3)	-	3	2	-	-
	Line 3	12.2	(7.6)	$ 65,029	9	-	-	-	-	6	1.2	(2.9)	7.8	(19.3)	38.0	38.6	(95.4)	7.4	(18.2)	4.3	(2.7)	1	7	3	-	-
E-F:	Line 1	3.7	(2.3)	$ 21,513	8	3	-	4	-	14	0.8	(1.9)	1.4	(3.5)	41.0	8.1	(20.1)	8.9	(22.1)	3.7	(2.3)	-	-	2	-	-
	Line 2	6.2	(3.9)	$ 34,063	6	1	-	2	-	22	0.9	(2.2)	8.4	(20.8)	40.5	19.9	(49.2)	2.4	(6.0)	3.2	(2.0)	-	-	2	-	-
	Line 3	4.7	(2.9)	$ 26,770	4	-	-	-	-	7	1.5	(3.7)	9.9	(24.4)	39.0	26.1	(64.5)	-	-	3.1	(2.0)	-	-	2	-	-
F-G:	Line 1	9.3	(5.8)	$ 42,935	2	-	2	-	-	3	2.9	(7.3)	11.9	(29.4)	37.0	41.0	(101.3)	20.6	(50.8)	7.6	(4.7)	1	4	7	-	-
	Line 2	8.4	(5.2)	$ 35,575	-	-	4	-	-	2	1.2	(2.9)	10.2	(25.2)	38.8	36.9	(91.2)	7.9	(19.5)	7.4	(4.6)	-	2	4	-	-
	Line 3	8.2	(5.1)	$ 35,080	1	-	2	-	-	2	1.2	(2.9)	10.3	(25.4)	38.8	34.3	(84.8)	8.9	(22.1)	7.1	(4.4)	2	2	4	-	-
G-H:	Line 1	13.3	(8.3)	$ 86,284	-	-	-	-	-	1	-	-	-	-	40.6	8.2	(20.2)	8.3	(20.4)	2.0	(1.2)	2	1	6	-	-
	Line 2	13.6	(8.5)	$ 90,846	-	-	-	-	-	1	-	-	1.3	(3.3)	40.6	9.0	(22.1)	10.6	(26.1)	1.8	(1.1)	3	1	8	-	-
	Line 3	17.5	(10.9)	$ 68,699	-	-	-	-	-	1	-	-	-	-	38.1	11.7	(28.9)	20.4	(50.4)	7.0	(4.3)	-	5	14	-	-
H-I:	Line 1	17.1	(10.6)	$ 113,099	3	1	3	-	-	14	2.7	(6.6)	-	-	41.8	28.8	(71.1)	24.5	(60.7)	5.3	(3.3)	-	2	7	-	-
	Line 2	17.1	(10.6)	$ 113,163	4	1	3	-	-	14	2.7	(6.6)	-	-	41.8	28.9	(71.3)	24.4	(60.3)	5.3	(3.3)	-	2	7	-	-
	Line 3	16.4	(10.2)	$ 114,426	1	-	-	-	-	12	1.6	(4.0)	-	-	40.5	29.1	(71.9)	23.1	(57.0)	5.0	(3.1)	1	2	8	-	-
I-J:	Line 1	15.1	(9.4)	$ 76,623	7	-	2	-	-	1	1.4	(3.4)	-	-	39.8	56.2	(139.0)	30.2	(74.5)	7.5	(4.7)	1	4	4	-	-
	Line 2	14.9	(9.3)	$ 76,597	11	-	3	-	-	9	2.6	(6.5)	-	-	38.9	46.3	(114.3)	30.6	(75.6)	7.2	(4.5)	-	1	2	-	-
	Line 3	14.9	(9.3)	$ 78,448	9	2	1	-	-	4	3.8	(9.4)	-	-	39.7	47.2	(116.7)	35.1	(86.7)	7.5	(4.6)	-	1	5	-	-
J-K:	Line 1	19.9	(12.4)	$ 116,968	13	5	5	-	-	14	2.5	(6.2)	4.5	(11.1)	40.7	51.4	(127.1)	76.0	(187.9)	5.4	(3.4)	-	6	11	-	-
	Line 2	20.2	(12.5)	$ 123,361	13	2	-	-	-	12	3.3	(8.2)	2.3	(5.7)	39.9	48.5	(119.7)	86.0	(212.5)	6.1	(3.8)	-	4	9	-	-
	Line 3	20.0	(12.4)	$ 115,152	11	3	3	-	-	10	1.6	(4.0)	3.8	(9.4)	38.6	53.7	(132.8)	74.5	(184.3)	6.8	(4.2)	-	6	7	-	-
K-L:	Line 1	14.2	(8.8)	$ 73,923	10	5	-	1	-	38	0.8	(1.9)	3.8	(9.4)	40.5	48.7	(120.4)	39.3	(97.0)	5.2	(3.2)	-	16	5	1	-
	Line 2	13.9	(8.7)	$ 67,343	18	7	2	-	1	82	-	-	4.9	(12.0)	40.4	48.2	(119.0)	34.0	(84.0)	7.8	(4.8)	-	13	5	1	-
	Line 3	14.6	(9.1)	$ 72,458	13	1	-	-	-	27	0.4	(1.1)	4.9	(12.2)	38.6	38.2	(94.3)	49.1	(121.4)	6.3	(3.9)	-	16	2	1	-
L-M:	Line 1	9.1	(5.7)	$ 50,199	8	-	4	-	-	10	0.9	(2.1)	8.7	(21.6)	37.8	43.4	(107.2)	17.9	(44.2)	5.3	(3.3)	-	11	5	-	-
	Line 2	9.7	(6.0)	$ 53,531	12	2	4	-	-	11	2.8	(6.9)	8.3	(20.6)	37.8	43.8	(108.2)	25.4	(62.9)	5.3	(3.3)	-	10	5	-	-
	Line 3	8.7	(5.4)	$ 49,967	9	1	-	-	-	31	0.1	(0.3)	7.5	(18.4)	39.5	43.4	(107.3)	24.8	(61.3)	3.8	(2.4)	2	8	7	-	-
M-N:	Line 1	9.6	(6.0)	$ 91,241	-	-	-	-	-	66	2.3	(5.6)	7.9	(19.6)	40.8	36.4	(89.9)	10.6	(26.2)	7.3	(4.6)	3	7	7	-	-
	Line 2	9.8	(6.1)	$ 91,250	-	-	-	-	-	66	3.6	(8.8)	10.3	(25.5)	40.8	46.0	(113.8)	3.0	(7.5)	7.3	(4.6)	1	3	6	-	-
	Line 3	10.0	(6.2)	$ 93,325	-	-	-	-	-	2	3.6	(8.8)	13.9	(34.3)	41.2	46.5	(114.8)	1.9	(4.7)	7.3	(4.5)	1	3	6	-	-
N-O:	Line 1	15.7	(9.8)	$ 87,950	8	1	-	1	-	14	6.6	(16.2)	58.3	(144.1)	44.4	94.5	(233.4)	26.7	(65.9)	10.6	(6.6)	3	2	11	-	-
	Line 2	15.3	(9.5)	$ 82,013	11	-	-	-	-	127	5.4	(13.3)	44.6	(110.3)	44.2	77.7	(191.9)	45.4	(112.1)	11.5	(7.1)	3	3	8	-	-
	Line 3	15.9	(9.9)	$ 87,901	4	2	-	-	-	18	0.6	(1.5)	53.9	(133.2)	43.3	100.7	(248.8)	29.8	(73.6)	14.6	(9.1)	3	2	5	-	-
TOTAL:	No-Action	215.1	(133.6)	$ 20,600	90	-	-	30	-	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Line 1	191.8	(119.4)	$ 1,096,537	109	16	21	7	1	426	27.6	(67.8)	109.8	(271.4)	39.7	499.0	(1,233.0)	332.3	(820.8)	70.2	(43.7)	11	62	87	1	-
	Line 2	198.9	(123.7)	$ 1,114,389	105	15	27	4	2	443	29.4	(72.4)	115.4	(285.3)	39.6	472.2	(1,166.1)	346.6	(856.6)	76.6	(47.7)	7	49	86	1	-
	Line 3	198.5	(123.4)	$ 1,077,815	72	9	10	1		152	16.9	(41.8)	121.5	(300.0)	38.9	513.1	(1,267.8)	327.1	(808.5)	79.2	(49.2)	11	57	88	1	1
	DEIS Preferred	*201.4*	*125.3*	*$ 1,083,094*	*86*	*12*	*22*	*6*	*1*	*234*	*21.0*	*51.9*	*115.8*	*286.4*	*39.0*	*490.7*	*(1,212.2)*	*359.6*	*(889.0)*	*84.9*	*52.9*	*6*	*60*	*90*	*1*	*1*
	Selected	196.5	(122.3)	$ 1,074,906	81	12	22	6	1	211	21.0	(51.9)	105.3	(252.1)	38.8	482.0	(1,190.8)	355.7	(879.3)	82.8	(51.5)	6	58	86	1	1

Source: Michael Baker Jr., Inc.

NOTES: Impacts for the No-Action alternative have been estimated when possible and could be different than what is shown.

Yellow highlighting indicates the Selected Alignment in each segment.

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Table S-2
IDENTIFICATION OF THE SELECTED ALIGNMENT

SEGMENT	PREFERRED ALIGNMENT	BASIS FOR PREFERENCE
A-B	Line 3	Line 3 takes the fewest houses and is publicly preferred.
B-C	Line 3	Line 3 takes the fewest houses and is publicly preferred.
C-D	Line 3 / Line 2 combination	Line 3 (modified to connect to Line 2 south of point D) takes the fewest homes; impacts the fewest streams, floodplains, farmlands, and wetlands; has the fewest noise impacts, the shortest length and lowest construction costs. This line does not provide direct access to Cove but best serves the general public due to its shorter length and corresponding shorter travel time.
D-E	Line 2	Line 2 provides the best access for a moderate cost, has minimal displacements and the fewest floodplain impacts. Line 2 is the only line that can provide access to south Mena in this reach.
E-F	Line 1	Line 1 provides the greatest potential of all three lines around Mena to reduce traffic congestion, provide access to the city and to promote development in accordance with Mena's Future Land Use plan.
F-G	Line 1	Based on segment E-F preference, Line 1 is preferred in this segment.
G-H	Line 3	Line 3 replaces the existing route through the gap, is publicly preferred, is preferred by the Forest Service, is preferred by the City of Mena and has the least potential to affect the Irons Fork watershed, minimizes impact to the Ouachita National Recreation Trail, and has the lowest estimated construction cost.
H-I	Line 1	Of the two lines that avoid all red-cockaded woodpecker active and recruitment areas (Lines 1 and 2), Line 1 takes fewer houses and has a similar cost to Line 2.
I-J	Line 2	Line 2 is preferred overall in Waldron by the public and local officials, has the best potential to integrate new businesses and commercial operations into the existing economic structure of the city.
J-K	Line 3	Line 3 impacts the fewest wetlands, takes the fewest houses and impacts no producing gas wells.
K-L	Line 3	Line 3 has the least impact on residential areas in this densely populated reach of the project. Line 3 is the furthest from the Devil's Backbone Ridge Civil War site which is impacted by Line 2. It also avoids the Excelsior Community Center which is impacted by Line 2.
L-M	Line 1	Line 1 takes the fewest houses in this reach which was voiced repeatedly by the public.
M-N	Line 2	Line 2 across the Arkansas River and Springhill Park minimizes impacts overall to park facilities and the military water obstacle training area east of the park.
N-O	Line 3	Line 3 takes the fewest houses, is publicly preferred in Kibler, is the location established in the June 3, 1996 City Council resolution and impacts the least wetland areas.

Source: Michael Baker Jr., Inc.

The Federal Highway Administration is preparing an environmental impact statement for the relocation of U.S. 71 from Texarkana to DeQueen, Arkansas. This project is also part of the Shreveport, Louisiana to Kansas City, Missouri High Priority Corridor.

OTHER FEDERAL ACTIONS AND PERMITS REQUIRED

The following actions must occur in order to implement this project:

1. The issuance of a Section 404 permit by the U.S. Army Corps of Engineers for the placement of dredged and fill material in waters of the United States and a related Section 401 Water Quality Certification issued by the Arkansas Department of Pollution Control and Ecology. The application for this permit was included in the Draft EIS. The Joint Public Notice is provided in the FEIS for information. The permit will be issued by the Corps roughly concurrent with the project's Record of Decision.
2. The issuance of a navigation permit (which complies with several federal laws) by the U.S. Coast Guard for crossing the Arkansas River and the related Section 401 Water Quality Certification which was issued by the Arkansas Department of Pollution Control and Ecology. The U.S. Coast Guard intends to adopt the FEIS in order to issue a permit for the bridge crossing of the Arkansas River.
3. An easement from the U.S. Forest Service, Ouachita National Forest for crossing federal lands within the Ouachita National Forest
4. A land transfer relative to the Base Realignment and Closure of Fort Chaffee in coordination with the Fort Chaffee Redevelopment Authority Public Trust and the U.S. Army Corps of Engineers.
5. An easement from the U.S. Army Corps of Engineers for the bridge crossing Springhill Park
6. A consent to easement for crossing property for which the U.S. Army Corps of Engineers has acquired a flowage easement
7. An easement from the U.S. Army, Fort Chaffee (or the Arkansas National Guard, depending on the timing of right-of-way acquisition) for the bridge crossing a portion of Fort Chaffee land just north of the Arkansas River.
8. A National Pollutant Discharge Elimination System (NPDES) Permit as required by Section 402 of the Clean Water Act, issued by the Arkansas Department of Pollution Control and Ecology.

SUMMARY OF AGREEMENTS REACHED AND FUTURE COORDINATION WITH OTHER AGENCIES

Throughout this project, the FHWA and AHTD consulted and coordinated with several state and

federal agencies regarding important issues. Many issues have been resolved throughout the course of the preparation of the Draft and Final EISs. The treatment of other issues cannot be completed until the project moves into the next phase of design, when additional information becomes available. The following issues have been resolved by agreeing to the manner in which they will be handled at a later date:

- A programmatic agreement for completion of the Section 106 process with respect to the cultural resources has been signed by the FHWA, AHTD, Arkansas Historic Preservation Program and the Advisory Council on Historic Preservation and is provided in the FEIS Appendix
- AHTD will coordinate with the U.S. Forest Service during final design regarding access to Forest Service lands and replacement of wildlife ponds (July 17, 1996 letter from Michael Baker Jr., Inc. to USFS)
- Mitigation measures have been agreed to for impacts to Springhill Park, owned and managed by the U.S. Army Corps of Engineers (Section 5.2 of the FEIS and July 30, 1996 letter from the Corps to Michael Baker Jr., Inc.)
- Mitigation measures have been agreed to for the impacts to the Ouachita National Recreation Trail owned and managed by the U.S. Forest Service (Section 5.3 of the FEIS and September 3, 1996 letter from USFS to Michael Baker Jr., Inc.)
- Mitigation ratios and concepts for the filling of wetlands have been agreed to with the Corps of Engineers (Section 4.10 of the FEIS and AHTD/COE meeting minutes dated September 10, 1996)
- An agreement has been reached with the U.S. Forest Service to compensate for government lands converted from Habitat Management Area 22 of the Ouachita National Forest to highway use. (Section 4.12 of the FEIS and AHTD letter to Forest Service dated May 16, 1997)
- AHTD and the Fish and Wildlife Service have agreed that further coordination and consultation under the Endangered Species Act may be necessary for the American Burying Beetle (Section 4.12 of the FEIS and DOI/USFWS letter dated December 23, 1996)
- AHTD and the U.S. Forest Service have agreed: 1) that a Biological Evaluation will be completed for specific roadway segments once the right-of-way limits within the Forest are finalized; 2) that the USFS will be compensated for any USFS land remnants that result from the highway; 3) that, during the design phase of the project, consideration will be given to culvert designs that allow for fish passage and measures to dissipate and

stabilize runoff flow velocities; 4) that the USFS will review the erosion and sedimentation control plan which will be prepared in accordance with the current Standard Specification for Highway Construction (June 18, 1997 letter from USFS to Michael Baker Jr., Inc.).

FUTURE PROJECT EFFORTS

The issuance of the FEIS and the subsequent Record of Decision will complete the environmental and location study process of the U.S. 71 Relocation project. However, several additional steps must be conducted in the future before actual highway construction begins, including additional public hearings. Once funding is secure, final design work will begin on selected segments of the project. This step involves working out all engineering details to refine the location of the highway and finalize the specific right-of-way limits. The duration of this process is dependent on the length of the individual design segments. During the design process, a public hearing will be held in each community affected by the design segment. This hearing will allow the public to view and comment on the finalized location of the highway and its right-of-way limits. AHTD representatives will be in attendance to discuss the design drawings and right-of-way acquisition issues. Right-of-way acquisition typically follows the design public hearing phase of a project. Property owners will be contacted by AHTD right-of-way specialists regarding the purchase of individual properties. Again the duration of this phase of the process is dependent on the length of the individual design segment and the number of individual property owners involved. Once property negotiations are completed, the property would be purchased and AHTD could begin highway construction.

The mailing list developed for the EIS process will be maintained throughout the design process to keep the public informed of ongoing project efforts.

ADDITIONAL INFORMATION

This Executive Summary was derived from information in the Final Environmental Impact Statement. The FEIS is a compilation of extensive scientific and engineering information required for compliance with federal and state rules and regulations.

Copies of the FEIS have been placed in various libraries and municipal offices throughout the study area and are also available by contacting:

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