

Missouri
Department
of Transportation



Pete K. Rahn, Director

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MO DIV
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APR 20 2007

April 20, 2007

Ms. Mary Ridgeway
Environmental Review Engineer
Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

*Peggy
As we discussed, the comments
have been addressed.*
KJR

DA	
ADA	
Planning	
ROW	
Env Review	✓
Env Pro	✓
Fin Mgr	
Fin Spec	
Fin Tech	
Bridge	
Civil Rights	
Safety	
Operations	✓
TE1	
TE2	
TE3	
TE4	
TE5 Kelly	✓

Re: US 71 Bella Vista to Pineville EIS Reevaluation
McDonald County, Missouri
FHWA-AR-EIS-98-01-F
Job Number: J7P0601
Federal Project: DPR-0051(1)

EXAMINED AND APPROVED 4-23-07
DATE

Mary Ridgeway
for Federal Highway Administration

Dear Ms. Ridgeway,

The following document contains a reevaluation of the US 71 Bella Vista to Pineville Environmental Impact Statement (EIS), specifically regarding the portion of the project that lies within McDonald County, Missouri from Pineville, Missouri to the Missouri-Arkansas state line. The purpose of this reevaluation is to examine the potential affects of design phase changes approved subsequent to the issuance of the 2000 Record of Decision (ROD). The proposed changes resulted from public involvement input gathered during the Location Public Hearing, as well as subsequent Value Engineering and toll-road feasibility studies performed during the initial stages of design. These alignment changes have resulted in the need to reevaluate the corridor to ensure no substantial changes have occurred in the social, economic or environmental effects of the proposed action that would significantly affect the quality of the human and natural environment and confirm that the original Administration Action remains valid.

GENERAL INFORMATION

The original proposed action within the EIS was a 26.4-mile improvement to interstate standards of US 71 from the McKisic Creek Interchange south of Bella Vista, Arkansas to Missouri Route H, southwest of Pineville, Missouri. The preferred alternative (Far West) included improvements to both the existing US 71 roadway and a new roadway corridor, the "Bella Vista Bypass", on new alignment. A Final EIS was approved on December 22, 1999, and a ROD followed in early 2000.

Within the FEIS, the Far West Alternative was selected as the preferred alternative. The Far West Alternative was selected because it was the most effective at improving traffic safety and overall roadway capacity. It was estimated to result in better reduction of projected crashes and

have better diversion of existing through traffic from existing US 71 to the new bypass. This was seen as a benefit to the local Bella Vista community since a high percentage of local transportation system users are elderly users and the local public preferred that the alignment for the bypass be located farther away from the Bella Vista community. The Far West Alternative was also viewed as providing the region another western connection for greater access and connectivity. The Far West Alternative also had the lowest social and economic impacts to the built environment, since it was located on new alignment in a mainly rural area of Missouri. The preferred alternative from the FEIS can be seen on Exhibits 1A and 1B. Exhibits 2A and 2B show all of the Reasonable Alternatives from the FEIS considered within the Far West Corridor.

Subsequent to the approval of the ROD in 2000, the US 71 Bella Vista to Pineville Traffic, Revenue and Toll Feasibility Study (2004) and the Bella Vista Bypass Toll Study Update (2006) were conducted to evaluate tolling of the new Bella Vista Bypass corridor. At the same time, a Value Engineering study was conducted to recommend practical design modifications that could be made to minimize project costs, while still designing the corridor to meet current safety standards and address the original purpose and need for the project. Through these subsequent studies, changes were made to the original EIS alignment. In addition, the Arkansas Highway Commission approved for implementing a toll road for the Arkansas portion of the project from McKisic Creek Interchange south of Bella Vista, Arkansas, to the Missouri-Arkansas state line. This resulted in the decision to perform this reevaluation for changes to the alignment for the Missouri portion of the project only (4.99 miles). The Arkansas Division of the Federal Highway Administration will evaluate the Arkansas portion of the project within a separate reevaluation.

The original FEIS alignment in Missouri was shifted due to several factors. The main reason for the shifts in alignment resulted from the Value Engineering study findings and the focus on reducing the overall costs for the project. Practical design recommendations were implemented within the design phase of the project. The majority of the practical design recommendations dealt with reducing the earthwork costs for the project, since the project involves rock excavation and the earthwork costs for the project were significant within the FEIS. Alignment shifts were then made to better balance earthwork quantities for the project and significantly reduce the earthwork costs. Additionally, the ramps for the directional interchange for the new US 71 (I-49) Bella Vista Bypass with existing US 71 was modified to reduce overall project costs for bridges, grading and drainage. These ramp modifications resulted in shifts in the original FEIS alignment to improve the ease of project constructability, reduce bridge lengths and reduce costs.

The alignment was also shifted in Missouri due to public comments related to a golf community development just south of the Missouri-Arkansas state line. Just south of the state line, the Highlands development and golf course was originally being impacted by the FEIS alignment. The Pioneer Cemetery was also located in close proximity to the FEIS alignment. Comments received from the public influenced the decision to shift the original alignment to avoid this development and be farther away from the cemetery. Because of the shift in Arkansas to avoid these developments, the tie-in to the Missouri side of the project was affected and caused an alignment shift.

Ms. Mary Ridgeway

April 20, 2007

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A cave (Cave Hollow Cave) was located approximately one-half mile north of the state line. The original FEIS alignment was avoiding this cave; however, during design it was determined that the fill slopes of the roadway would likely be outside the 330-foot FEIS alignment corridor and would impact the cave. As a result, the alignment was shifted to the east far enough to not disturb the cave, as there was the potential for impacts to threatened and endangered species in the area.

Exhibits 1A and 1B show the original FEIS alignment in relation to the current design alignment. Exhibits 2A and 2B show all of the Reasonable Alternatives from the FEIS within the Far West Corridor and how the current design alignment still falls within the original screening corridor for the Far West Corridor.

EVALUATION OF MAJOR DESIGN CHANGES

A review of all approved alignment changes was performed during the initial design phase to determine if the proposed changes fell outside of the clearances received in the 2000 Record of Decision. It was determined that some right-of-way adjustments did, in fact, fall outside of the original impact zone, as defined in the Final EIS. Therefore, it was deemed necessary to perform a reevaluation of the impacts with regard to each impact category to determine if the new impacts exceeded the parameters recorded in the 2000 Record of Decision. A comparison of the approved FEIS alignment and the current 2007 design alignment are shown on Exhibit 1A and 1B. Exhibits 2A and 2B show all of the Reasonable Alternatives from the FEIS within the Far West Corridor and how the current design alignment still falls within the original screening corridor for the Far West Corridor.

CHANGES IN IMPACT STATUS AND DOCUMENT COMPLIANCE

The following annotated matrix is an analysis of changes found during the reevaluation and the findings with regard to each impact category. This matrix reflects changes found for the Missouri portion of the project only. A summary of the impact evaluation findings is shown on Exhibit 3, Project Reevaluation Comparison Matrix.

Environmental Reevaluation/Consultation Form (NEPA)

23 CFR 771.129

Missouri Department of Transportation / Federal Highway Administration

REGION	STATE PROJECT NO.	FEDERAL AID NO.	FEDERAL PROJECT NO.
Arkansas Division	009969	FHWA-AR-EIS-98-01-F	DPR-0051(1)

PROJECT TITLE, ENVIRONMENTAL & DOCUMENT TYPE	DATE APPROVED
US 71 Benton County Arkansas and McDonald County Missouri Bella Vista to Pineville Final Environmental Impact Statement	December 22, 1999

REASON FOR CONSULTATION:

The US 71 Bella Vista Bypass alignment has been modified from the original EIS alignment. Portions of the centerline of the proposed new roadway alignment were shifted outside of the FEIS preferred alternative alignment corridor. The shift was a result of input received subsequent to the approval of the 2000 Record of Decision during a Value Engineering Study, the Location Public Hearing, and toll feasibility studies for the corridor. As a part of these subsequent studies and meetings, the Arkansas portion of the project from the McKisic Creek Interchange south of Bella Vista, Arkansas to the Missouri-Arkansas state line was approved by the Arkansas Highway Commission for implementation as a toll road. The Missouri portion of the project would be constructed as a toll-free facility. This resulted in the decision to perform this reevaluation for changes to the alignment for the Missouri portion of the project only (4.99 miles). The Arkansas Division of the Federal Highway Administration will evaluate the Arkansas portion of the project within a separate reevaluation.

The original FEIS alignment in Missouri was shifted due to several factors. The main reason for the shifts in alignment resulted from the Value Engineering study findings and the focus on reducing the overall costs for the project. Practical design recommendations were implemented within the design phase of the project. The majority of the practical design recommendations dealt with reducing the earthwork costs for the project, since the project involves rock excavation and the earthwork costs for the project were significant within the FEIS. Alignment shifts were then made to better balance earthwork quantities for the project and significantly reduce the earthwork costs. Additionally, the ramps for the directional interchange for the new US 71 (I-49) Bella Vista Bypass with existing US 71 was modified to reduce overall project costs for bridges, grading and drainage. These ramp modifications resulted in shifts in the original FEIS alignment to improve the ease of project constructability, reduce bridge lengths and reduce costs.

The alignment was also shifted in Missouri due to public comments related to a golf community development just south of the Missouri-Arkansas state line. Just south of the state line, the Highlands development and golf course was originally being impacted by the FEIS alignment. The Pioneer Cemetery was also located in close proximity to the FEIS alignment. Comments received from the public influenced the decision to shift the original alignment to avoid this development and be farther away from the cemetery. Because of the shift in Arkansas to avoid these developments, the tie-in to the Missouri side of the project was affected and caused an alignment shift.

A cave (Cave Hollow Cave) was located approximately one-half mile north of the state line. The original FEIS alignment was avoiding this cave; however, during design it was determined that the fill slopes of the roadway would likely be outside the 330-foot FEIS alignment corridor and would impact the cave. As a result, the alignment

was shifted to the east far enough to not disturb the cave, as there was the potential for impacts to threatened and endangered species in the area.

Exhibits 1A and 1B show the original FEIS alignment in relation to the current design alignment. Exhibits 2A and 2B show all of the Reasonable Alternatives from the FEIS within the Far West Corridor and how the current design alignment still falls within the original screening corridor for the Far West Corridor.

DESCRIPTION OF CHANGED CONDITIONS:

The proposed changes consist of a westerly shift of portions of the alignment to achieve improvements in geometry and service, and to improve connectivity for local and through traffic. Exhibit 1A and 1B, Project Alignment Comparison, shows the modifications made for the current alignment in comparison to the original EIS alignment.

HAVE ANY NEW OR REVISED ENVIRONMENTAL LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT?

YES [] NO [X] (If yes explain below)

WILL THE CHANGED CONDITIONS AFFECT THE FOLLOWING DIFFERENTLY THAN DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT (If yes explain in the comment section the impacts and mitigation, if any; and note any additional consultation conducted with resource and regulatory agencies regarding the change.)

1) THREATENED AND ENDANGERED SPECIES

YES [] NO [X]

New cave features were found in the area. The new cave was not near the FEIS Preferred Alternative, but is located adjacent to the new adjusted alignment. However, the cave entrance and extent of the cave are being avoided by the new alignment (See Exhibit 1B for location). The cave was previously investigated for listed threatened and endangered (T&E) species; however, no listed species were discovered.

MoDOT environmental personnel reviewed the Missouri Department of Conservation's Natural Heritage Database. It was determined that there are no known occurrences of T&E species along the new adjusted alignment.

2) PRIME AND UNIQUE FARMLAND

YES [] NO [X]

For prime and unique farmland within the project, the 2000 Record of Decision is still applicable. The Farmland Conversion Impact Rating in the FEIS for the Preferred Alternative (Far West) in McDonald County was 91 points. Differences in impacts are negligible and it is anticipated that any additional farmland impact rating would not exceed the 160-point threshold level under the Farmland Protection Policy Act. New Natural Resource Conservation Service (NRCS) mapping indicates that only Statewide Important farmland soils exist in the corridor. The Preferred Alternative in the FEIS impacted 26 acres and the new adjusted alignment would impact 33 acres of Statewide Important farmland, which would still be below the 160-point threshold level.

3) WETLANDS AND WATERS OF THE U.S.

YES [] NO []

The new alignment shift affects the same stream systems as the FEIS with the addition of one tributary. The impacts in the FEIS were based on a 330-foot wide corridor that included culverts and two bridges over streams. The impacts of the new shifted alignment are based on design construction limits that are wider (between 200 and 1,200 feet) with culverts and no bridges. Some streams that had ordinary high water marks (OHWMs) during EIS fieldwork either did not have OHWM characteristics or exhibited narrower OHWMs during recent field investigation in February 2007. The U.S. Army Corps of Engineers will make a final determination regarding jurisdictionality of streams. If the USACE determines that any of the streams without an OHWM are still jurisdictional, impact numbers will increase. However, a Section 404 permit is still required, and mitigation requirements will be based on final design impacts to jurisdictional waters.

The FEIS indicated that the preferred alternative corridor would impact approximately 2,987 linear feet of jurisdictional streams, equating to 0.54 acre of surface impacts within the OHWM. (If impacts of the two-bridged streams would have been calculated as culverts, there would have been an additional 1,000 feet of stream impacts.) No wetlands were impacted.

The new shifted alignment will impact approximately 3,580 linear feet of jurisdictional streams, equating to 0.36 acre of surface area impacts within the OHWM (see OHWM explanation above). As with the FEIS, no wetlands would be impacted. One pond (0.11 acre) would be impacted; however, it is an isolated stock pond that is non-jurisdictional.

Based upon the above considerations, and for the reasons stated in this Final Environmental Impact Statement, it has been determined that the FEIS Preferred Alternative (the West Hybrid Alternative) and the new adjusted alignment is the least damaging practicable alternative and that the proposed action includes all practicable measures to minimize harm to waters of the U.S. that may result from such action.

4) FLOODPLAINS

YES [] NO []

For floodplains, the 2000 Record of Decision is still applicable. The difference in floodplain impacts is negligible. The Preferred Alternative in the FEIS impacted 2,700 linear feet of floodplain equating to 25.6 acres of right of way (ROW) within the floodplain. The new adjusted alignment would impact 2,800 linear feet of floodplain equating to 23.5 acres of ROW within the floodplain. The difference in acreage impacts occurs at the north end of the project where the north/south bypass alignment and the east/west US-71 alignment diverge. In the FEIS, the east/west US-71 alignment was located farther north causing the north bound lanes of the north/south bypass alignment to impact more area of the floodplain than that of the new adjusted alignment which impacts the edge of the floodplain.

The crossings of all floodways will be designed and constructed in compliance with applicable floodplain regulations, including Executive Order 11988. The design intent is to limit to "zero-rise" in the base flood elevations attributable to implementation of the proposed roadway. The proposed action will conform to applicable State of Missouri and local floodplain protection standards, and the required floodplain development permit will be obtained.

Based upon the above considerations, and for the reasons stated in this Final Environmental Impact Statement, it has been determined that the FEIS Preferred Alternative (the West Hybrid Alternative) and the new adjusted alignment is the least damaging practicable alternative.

5) HAZARDOUS WASTE SITES	YES [<input checked="" type="checkbox"/>] NO [<input type="checkbox"/>]
<p>The Preferred Alternative from the original FEIS had no impacts to hazardous waste sites. The shift of the new adjusted alignment results in impacts to the east edge of a property that is described as containing an abandoned 10,000-gallon tank and 24 junk cars. The adjusted right-of-way will impact only the portion of the property containing the junk cars. The cars within the proposed right-of-way would require removal and the potential exists for release of fuel, lubricants, and battery acid.</p>	
6) HISTORIC AND ARCHAEOLOGICAL SITES	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]
<p>For Historic and Archaeological Sites, the potential for Bluff Shelter sites was re-evaluated. No evidence of Bluff Shelter sites were found within the project boundaries, which included the FEIS alignment and the new adjusted alignment. Some recon was done to assess if there were any areas that needed additional review/consideration for potential bluff shelter sites. Several ravines were found that exhibited rock outcrops that could potentially be used for prehistoric shelter. After identifying those locations, the equivalent of a Phase I survey was performed.</p> <p>One prehistoric site was found on the edge of the alignment - but the alignment was modified to prevent any impacts. There were no new sites within the project limits. Copies of the documentation were provided to the Osage Nation Tribal Council and the Caddo Nation in early December 2006, but have not received a response. Documentation was submitted to the SHPO that covered the entire project area with the assessment that "Job No. J7P0601L will not affect any historic properties [and that] we believe that no additional cultural resources investigations are necessary for this project . . ."</p> <p>The SHPO responded on 2/21/2007 (see attached correspondence) with the following: "We concur with your recommendation that site 23MO1157 is outside of the project corridor, therefore, there will be no historic properties affected and we have no objection to the initiation of project activities."</p>	
7) 4(f) LANDS	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]
<p>For Section 4(f) lands, the 2000 Record of Decision is still applicable. There are no 4(f) lands located within the corridor.</p>	
8) 6(f) LANDS	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]
<p>For Section 6(f) lands, the 2000 Record of Decision is still applicable. There are no 6(f) lands located within the corridor.</p>	
9) WILD AND SCENIC RIVERS	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]
<p>For Wild and scenic rivers, the 2000 Record of Decision is still applicable. There are no wild and scenic rivers within the corridor.</p>	
10) OTHER	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]
<p>There are no other additional impacts to consider. The 2000 Record of Decision is still applicable.</p>	
WILL THESE CHANGES RESULT IN ANY CONTROVERSY? (If yes explain):	YES [<input type="checkbox"/>] NO [<input checked="" type="checkbox"/>]

WILL THE CHANGES CAUSE ADVERSE IMPACTS TO THE FOLLOWING:

(If yes, explain in comment section)

1) AIR QUALITY	YES [] NO [X]
For air quality impacts, the 2000 Record of Decision is still applicable. The Final EIS stated that the CO levels for the preferred alignment were projected to be below the National Ambient Air Quality Standards (NAAQS), would not result in an adverse impact upon air quality in the project area, and would not cause or contribute to any violation of the NAAQS. The new proposed alignment involves only a shift, and will not result in increased miles traveled, capacity, or vehicle speeds. As a result, the new proposed alignment will not cause adverse impacts to air quality.	
2) NOISE	YES [] NO [X]
<p>Since the area containing the alignments is rural, existing buildings area scattered and few. The only sensitive noise receptors in both the FEIS Preferred Alternative corridor and the new adjusted alignment corridor are residences (Activity Category B), although there are very few. The Noise Abatement Criteria (NAC) 'approach' or exceedance criterion for residences is equal to or greater than 66 dBA Leq (h). According to information in the FEIS for the Preferred Alternative (Far West) in McDonald County (segments FWA3 and FWB2/C2), there was one noise receptor (residence) that would be affected by noise levels equal to or greater than 66dBA Leq(h).</p> <p>Since there are very few residences within and near the corridor of the new adjusted alignment, and the adjustment is a slight shift (See Exhibit 1 for comparison of original FEIS alignment versus new design alignment), noise impacts would be similar to those described for the FEIS Preferred Alternative, and would not result in noise abatement requirements. MoDOT's noise abatement criterion consists of 7 items, all of which must be satisfied in order for noise abatement procedures to become implemented as part of the project. The distances between residences is great enough that the following two criteria items would not be capable of being met:</p> <ol style="list-style-type: none">1. the noise wall must provide attenuation for more than one receptor, and2. the noise wall must not exceed a cost of \$30,000 per benefited receptor.	
3) LAND USE	YES [] NO [X]
Maintenance of existing land use is preserved or enhanced along the new alignment corridor in McDonald County. Future land-use decisions will most likely be the same as those that would have been associated with the FEIS Preferred Alternative, but will shift with the new adjusted alignment, particularly near the new interchange location. No adverse impacts to land use are anticipated.	
4) DISPLACEMENTS	YES [X] NO []
<p>The FEIS Preferred Alternative impacted one single-family residence. The new adjusted alignment will directly impact 2 single-family residences and 4 mobile homes in a mobile home park. However, only 2 of the mobile homes are occupied. One of the mobile homes is vacant and one is abandoned. In addition, the new alignment will indirectly impact one business (industrial/manufacturing building) by cutting off access to the building. According to local property owners, the business is currently vacant and the last known resident used the business as a residence. This building was not listed in the FEIS as a commercial displacement for the Far West Alternative. Exhibit 1B and 2B show that this building would have been taken by the FEIS preferred alternative. The new adjusted alignment will include a bridge over the bypass in order to restore access to the building and property on the east side of the bypass. Therefore, the building will remain undisturbed.</p> <p>Farm severances of the new alignment are similar to those described for the Preferred Alternative of the FEIS. Property that is acquired for construction of the roadway will be subject to the provisions of the Uniform Relocation</p>	

Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S. C. 4601).	
5) ECONOMIC GROWTH AND DEVELOPMENT	YES [] NO [X]
The new adjusted alignment represents a slight shift from the Preferred Alternative of the FEIS, therefore the information on economic growth and development discussed in the FEIS (economic impacts resulting from highway construction, impact on the region's competitive position, economic impacts of bypassing communities) is still applicable and there would be no adverse impacts.	
6) WATER QUALITY	YES [] NO [X]
The new adjusted alignment represents only a slight shift from the Preferred Alternative of the FEIS, therefore the information regarding water quality discussed in the FEIS is still applicable and there would be no adverse impacts. Temporary impacts to water resources in and adjacent to the new alignment can be prevented or minimized by following the management practices outlined by the Missouri Department of Conservation (MDC) including the State Channel Modification Guidelines when modifying channels or relocating streams. In addition, to protect the environment from sedimentation and construction pollutants during the building phase, the control of water pollution is to be accomplished by the use of MoDOT's Pollution Prevention Plan.	
7) VISUAL QUALITY	YES [] NO [X]
The new adjusted alignment represents only a slight shift from the Preferred Alternative of the FEIS, therefore the information regarding visual quality discussed in the FEIS is still applicable and there would be no adverse impacts. The alignment would travel through a mix of forested and cleared areas. The relative concentration of residences is low in this area; therefore, the potential for undesirable views <u>of</u> the road is low. Views <u>from</u> the road would be of moderately high quality as opportunities are provided at elevated valley crossings and through forested areas.	
8) PUBLIC SERVICES	YES [] NO [X]
There are no public services located along either the FEIS Preferred Alternative alignment or the new adjusted alignment; therefore, there would be no adverse impacts associated with public services. Fire, ambulance and police services that would need to travel to this area would most likely benefit with quicker response times with a new roadway.	
9) NATURAL COMMUNITIES AND WILDLIFE	YES [] NO [X]
New cave features were found in the NE ¼ of the SE ¼ of the NE ¼ of Section 28, T 21 N, R 32 W. The new cave was not near the FEIS Preferred Alternative, but is located adjacent to the new adjusted alignment, although the cave and its entrance are being avoided by the new alignment. (See Exhibit 1B) Regarding large contiguous blocks of forest for neotropical migratory bird habitat, the forested areas in the corridor have already been subjected to previous fragmentation. There would be no significant change in the amount of forest that would be impacted. The new adjusted alignment near the Missouri-Arkansas state line would actually move closer to the edge of a large forested tract, thereby leaving a larger contiguous block and reducing the impact of the severance as compared to the preferred alignment of the FEIS.	

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10) COMMUNITY COHESION

YES [] NO [X]

The alignment is in a rural area and few homes will be acquired. There is no severance of communities or adverse impact to community cohesion. The new proposed alignment includes re-establishment of connectivity to existing roads.

1) ENVIRONMENTAL JUSTICE

YES [] NO [X]

For environmental justice impacts, the 2000 Record of Decision is still applicable. The FEIS stated that neighborhoods or areas where the low income or minority populations reside or are employed are not present within the alternative alignment corridors and the study area. The new adjusted alignment is within that same study area. The recent field investigation performed in February 2007 supports those findings, as there was no indication that the building displacements contained low-income or minority populations.

CONCLUSIONS

There have been no significant changes in the proposed action. Changes in impacts are minor and conclusions of the FEIS were not changed with regard to the minor impacts of the new adjusted alignment.

As a result of the foregoing, it is the conclusion of this re-evaluation and consultation that the document continues to be valid. It is not deemed necessary to supplement the document prior to proceeding with major authorizations. Please note that coordination will continue throughout the term of the proposed action and that the FHWA will be kept informed of critical project milestones.

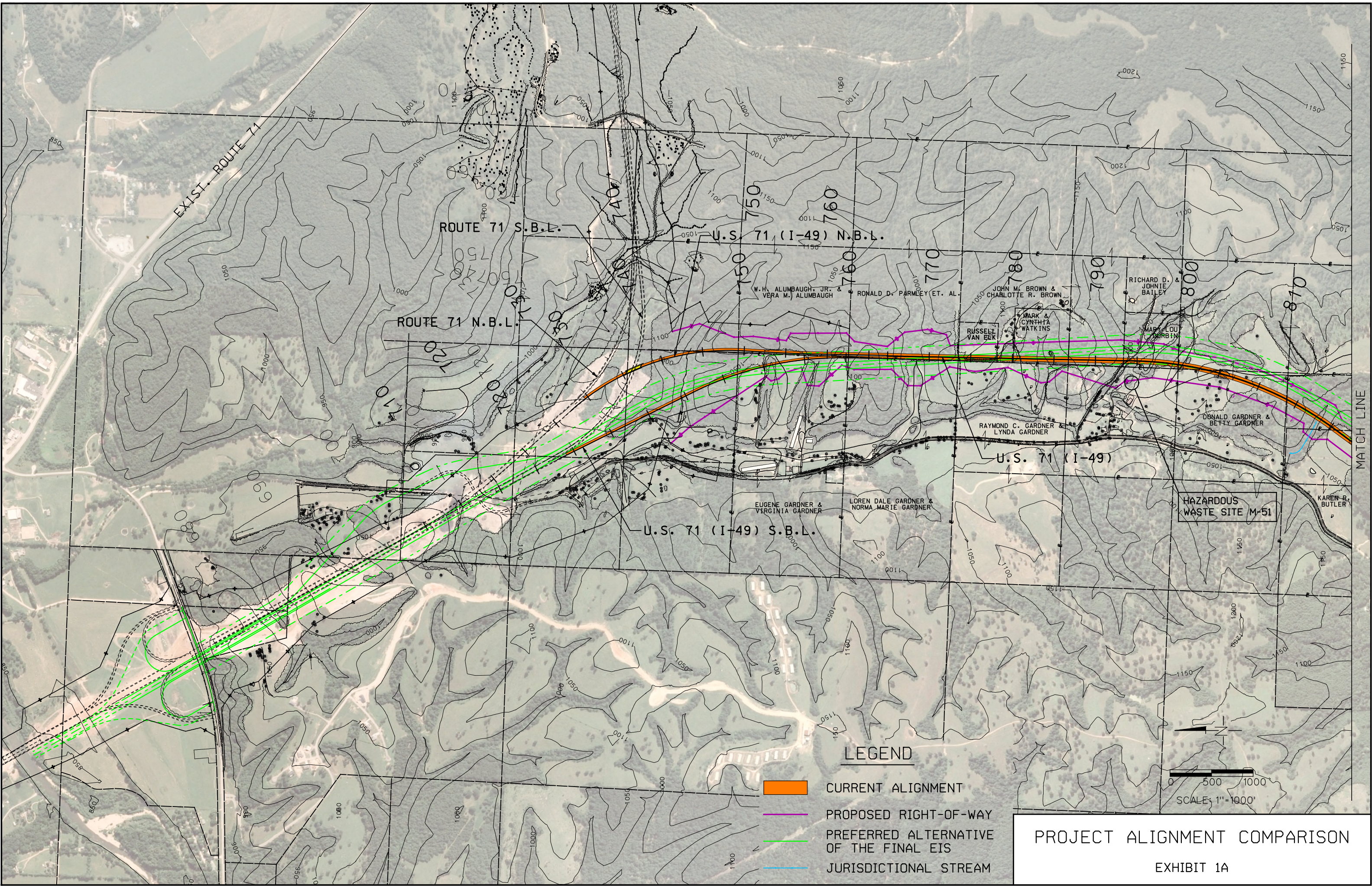
Your attention to this document is appreciated. We ask for your concurrence with the conclusions and recommendations above. If any specific assistance is needed, please contact Mr. Matt Burcham, Senior Environmental Specialist, at (573) 526-2909.

Sincerely yours,

Bill Graham

MoDOT Environmental Compliance Manager

Attachments: (1) Exhibit 1A and 1B, Project Alignment Comparison
(2) Exhibit 2A and 2B, FEIS Reasonable Alternatives Comparison
(3) Exhibit 3, Project Reevaluation Comparison Matrix



EXIST. ROUTE 71

ROUTE 71 S.B.L.

U.S. 71 (I-49) N.B.L.

ROUTE 71 N.B.L.

U.S. 71 (I-49)

U.S. 71 (I-49) S.B.L.

HAZARDOUS WASTE SITE M-51

W. H. ALUMBAUGH, JR. & VERA M. ALUMBAUGH

RONALD D. PARMLEY ET. AL.

JOHN M. BROWN & CHARLOTTE R. BROWN

RICHARD D. JOHNIE BAILEY

RUSSELL VAN ECK

MARK & CYNTHIA WATKINS

MARY LOU GORBIN

RAYMOND C. GARDNER & LYNDA GARDNER

DONALD GARDNER & BETTY GARDNER

EUGENE GARDNER & VIRGINIA GARDNER

LOREN DALE GARDNER & NORMA MARIE GARDNER

KAREN R. BUTLER

LEGEND

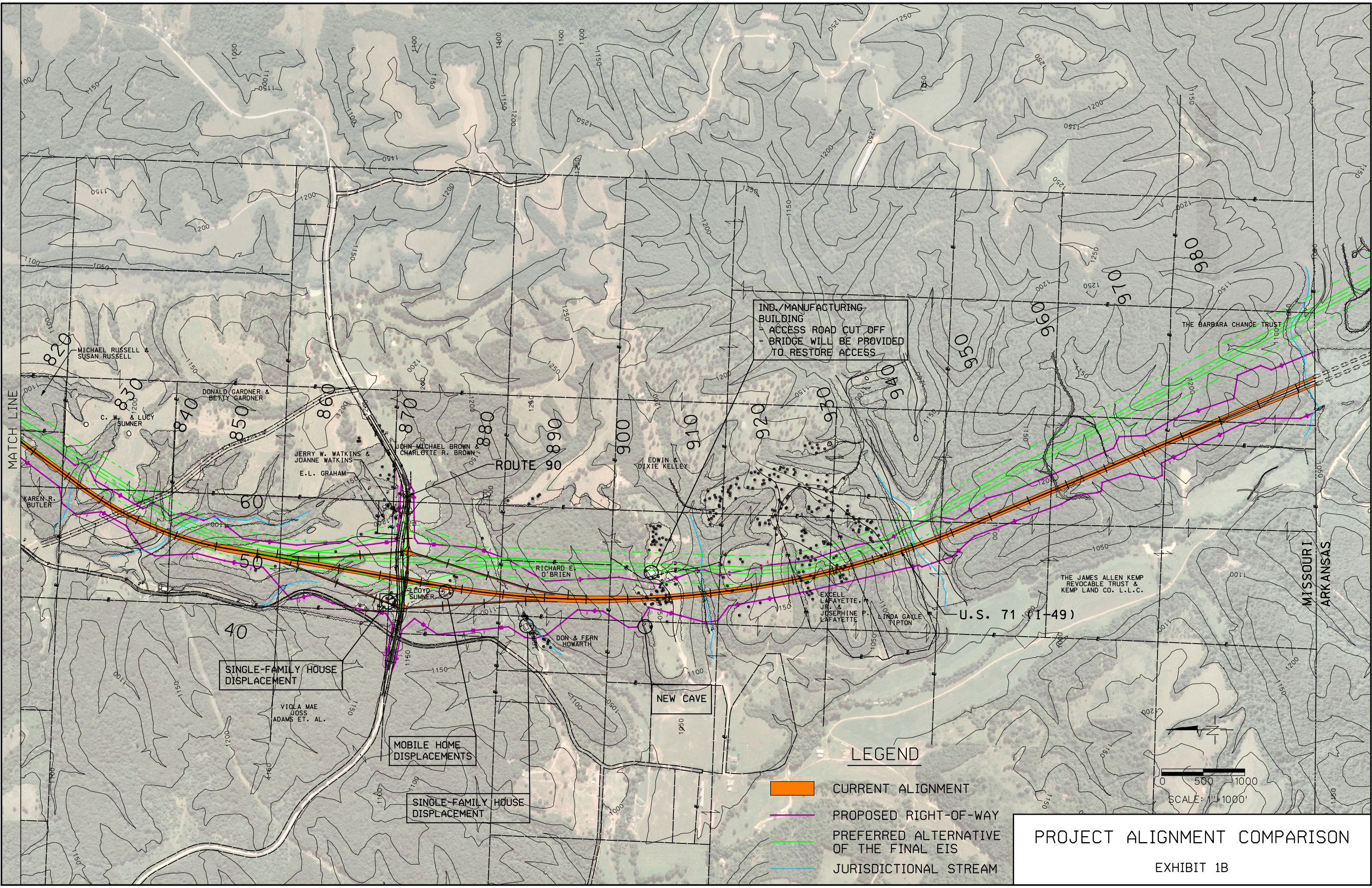
- CURRENT ALIGNMENT
- PROPOSED RIGHT-OF-WAY
- PREFERRED ALTERNATIVE OF THE FINAL EIS
- JURISDICTIONAL STREAM



PROJECT ALIGNMENT COMPARISON

EXHIBIT 1A

MATCH LINE



IND./MANUFACTURING BUILDING
 - ACCESS ROAD CUT OFF
 - BRIDGE WILL BE PROVIDED TO RESTORE ACCESS

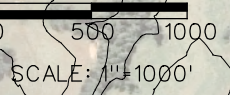
SINGLE-FAMILY HOUSE DISPLACEMENT

MOBILE HOME DISPLACEMENTS

SINGLE-FAMILY HOUSE DISPLACEMENT

LEGEND

- CURRENT ALIGNMENT
- PROPOSED RIGHT-OF-WAY
- PREFERRED ALTERNATIVE OF THE FINAL EIS
- JURISDICTIONAL STREAM



PROJECT ALIGNMENT COMPARISON

EXHIBIT 1B

MATCH LINE

MISSOURI
ARKANSAS

ROUTE 90

U.S. 71 (I-49)

NEW CAVE

THE BARBARA CHANCE TRUST

THE JAMES ALLEN KEMP REVOCABLE TRUST & KEMP LAND CO. L.L.C.

MICHAEL RUSSELL & SUSAN RUSSELL

DONALD GARDNER & BETTY GARDNER

JERRY W. WATKINS & JOANNE WATKINS

JOHN MICHAEL BROWN & CHARLOTTE R. BROWN

E.L. GRAHAM

EDWIN & DIXIE KELLEY

RICHARD E. O'BRIEN

BOVD SUMNER

DON & FERN HOWARTH

EXCELL LAFAYETTE, JR. & JOSEPHINE P. LAFAYETTE

LINDA GAYLE TIPTON

VIOLA MAE JOSS ADAMS ET. AL.

C. W. & LUCY SUMNER

KAREN R. BUTLER

40

840

850

860

870

880

890

910

920

930

950

960

970

980

086

016

096

056

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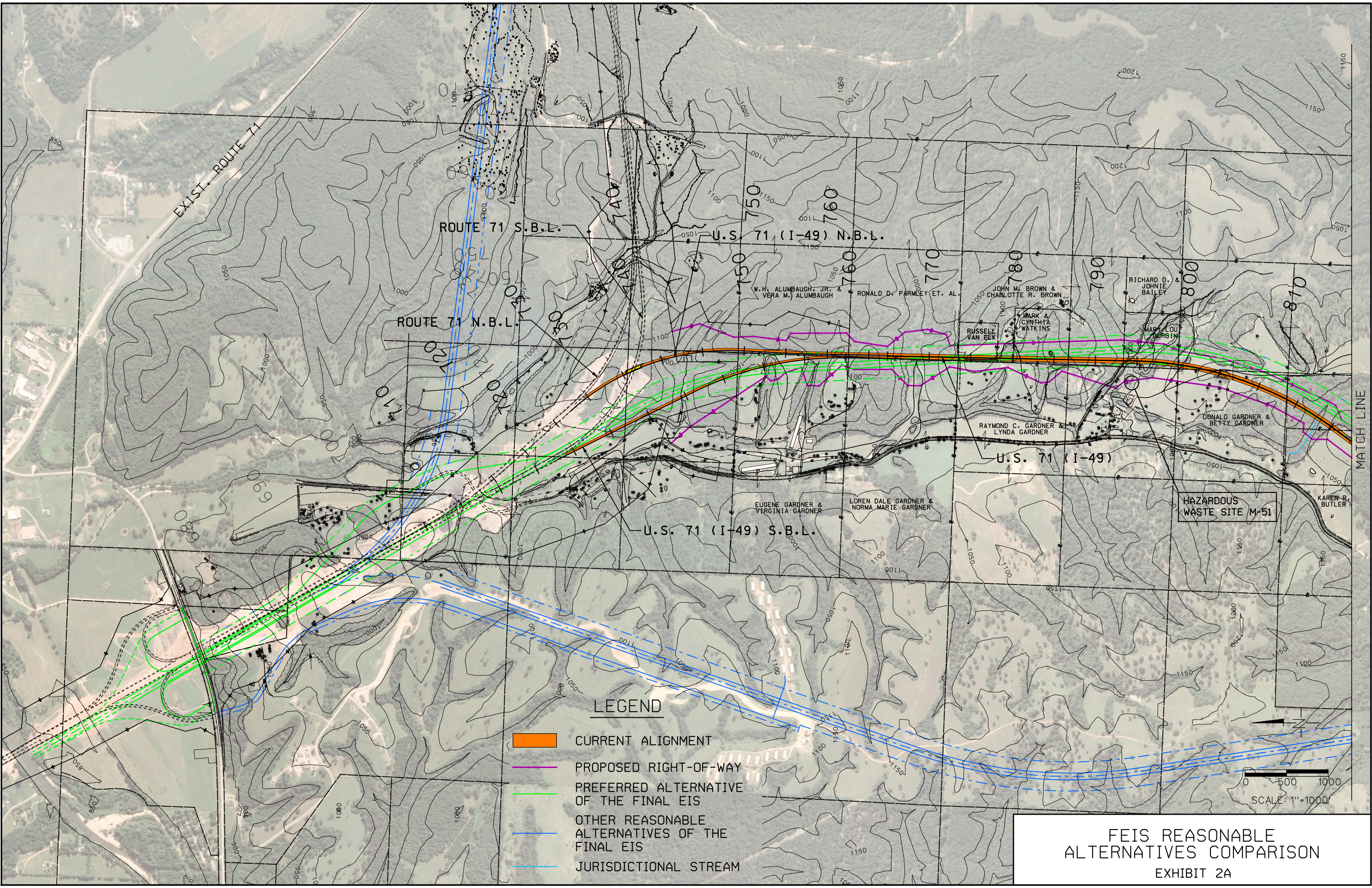
1250

1200

1150

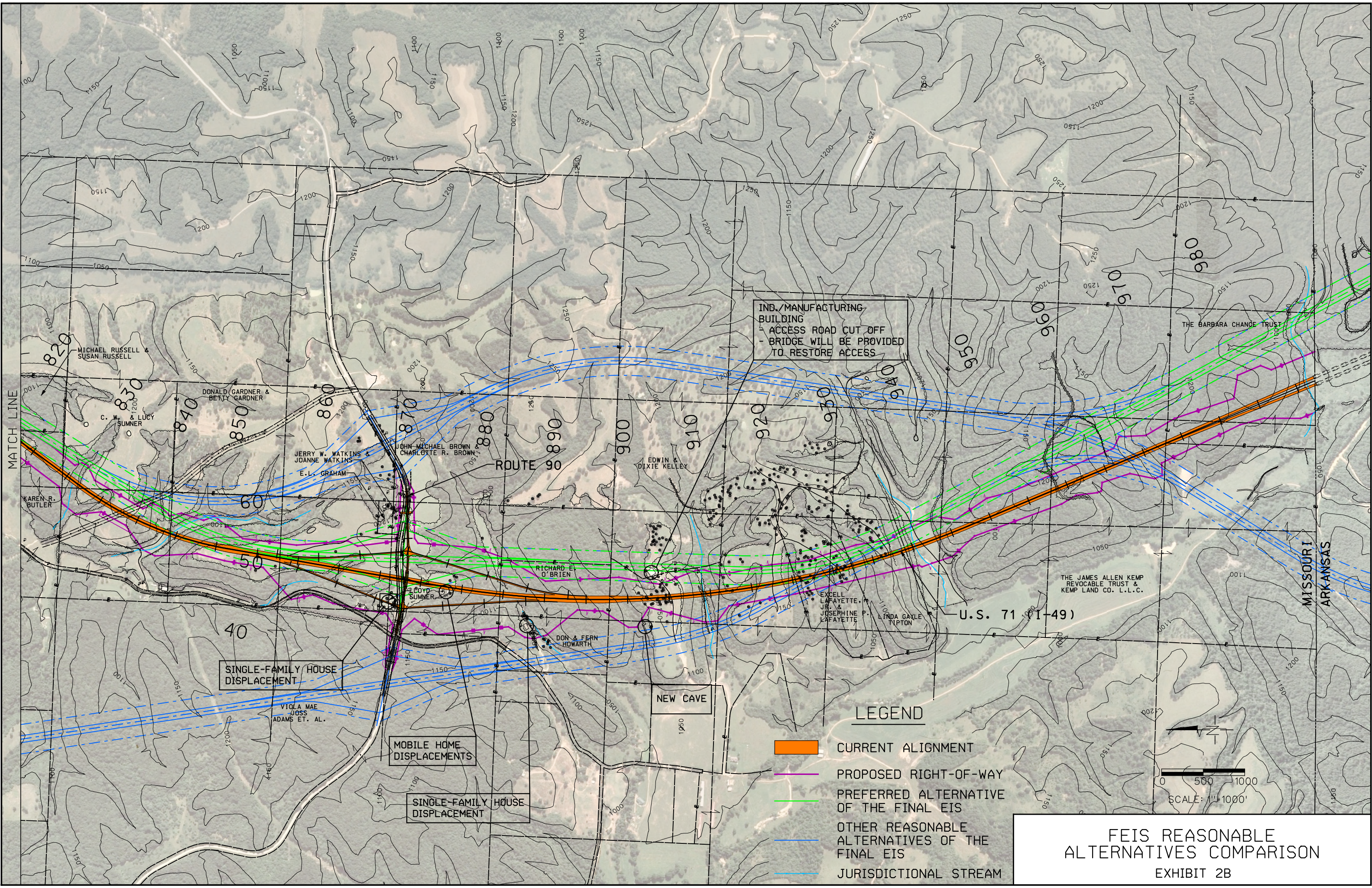
1100

1100



- LEGEND**
- CURRENT ALIGNMENT
 - PROPOSED RIGHT-OF-WAY
 - PREFERRED ALTERNATIVE OF THE FINAL EIS
 - OTHER REASONABLE ALTERNATIVES OF THE FINAL EIS
 - JURISDICTIONAL STREAM

FEIS REASONABLE ALTERNATIVES COMPARISON
EXHIBIT 2A








IND./MANUFACTURING BUILDING
ACCESS ROAD CUT OFF
BRIDGE WILL BE PROVIDED
TO RESTORE ACCESS

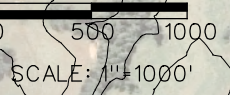
SINGLE-FAMILY HOUSE
DISPLACEMENT

MOBILE HOME
DISPLACEMENTS

SINGLE-FAMILY HOUSE
DISPLACEMENT

LEGEND

-  CURRENT ALIGNMENT
-  PROPOSED RIGHT-OF-WAY
-  PREFERRED ALTERNATIVE OF THE FINAL EIS
-  OTHER REASONABLE ALTERNATIVES OF THE FINAL EIS
-  JURISDICTIONAL STREAM



FEIS REASONABLE
ALTERNATIVES COMPARISON
EXHIBIT 2B

Exhibit 3: Project Reevaluation Comparison Matrix

US 71 Bella Vista to Pineville Environmental Impact Statement Reevaluation McDonald County, Missouri (Route H South of Pineville to Missouri-Arkansas State Line)

Reevaluation Factors	IMPACTS*		Comments
	Final EIS (1999)	Reevaluation (2007)	
Environmental Factors			
Threatened and Endangered Species	0	0	MoDOT environmental personnel reviewed Missouri Department of Conservation's Natural Heritage Database. It was determined that there are no known occurrences of T&E species along the corridor.
Prime and Unique Farmland	26.0 acres (SWI only)	32.9 acres (SWI only)	Statewide Important (SWI) farmland only. No prime farmland, based on current revised NRCS mapping. No change in impact rating from FEIS.
Streams	2,987 linear feet / 0.54 acre	3,580 linear feet / 0.36 acre	FEIS impacts were based on a 330-foot wide corridor and assumed that two of the streams would be bridged, thereby reducing impacts by 1,000 linear feet. New alignment impacts are based on a wider corridor and construction limits, and include culverts at all stream crossings. Some streams that had ordinary high water marks (OHWM) during EIS fieldwork did not have OHWM characteristics during recent field investigation in February 2007.
Wetlands	0	0	No wetlands exist in corridor. No change from 2000 ROD on FEIS.
Ponds	0	1 / 0.11 acre	One pond (0.11 acre) would be impacted; however, it is an isolated stock pond that is non-jurisdictional.
Floodplains	2,700 linear feet / 25.6 acres	2,800 linear feet / 23.5 acres	The 2000 Record of Decision is still applicable. The difference in floodplain impacts is negligible. Comparison shows length of road through floodplain, and area of right of way in floodplain.
Hazardous Waste Sites	0	1	The shift of the new adjusted alignment results in impacts to the east edge of a property that is described as containing an abandoned 10,000-gallon tank and 24 junk cars. The adjusted right of way will impact only the portion of the property containing the junk cars. (Site M-51)
Historic & Archaeological Sites	0	0	The potential for Bluff Shelter sites was re-evaluated. No evidence of Bluff Shelter sites was found within either alignment. Received SHPO concurrence (see attached letter) on 2/21/2007.
Public Lands – 4(f) & 6(f)	0	0	The 2000 Record of Decision is still applicable. No public lands are located in project corridor.
Wild & Scenic Rivers	0	0	The 2000 Record of Decision is still applicable. No wild and scenic rivers are located in project corridor.

Social Factors					
Residential Displacements					
- Single-family Residence	1	2	One additional property impacted.		
- Mobile Home	0	4 (2 occupied)	Mobile home park with 4 trailers impacted. Two are occupied, one is vacant, and one is abandoned.		
Business Displacements	0	1 – indirect impact	One Industrial/manufacturing Building impacted. The building is not directly impacted, but alignment cuts off access. Local property owners indicated that building is currently vacant and last known resident used building as residence. This building was not listed in the FEIS as a commercial displacement for the Far West Alternative. Exhibit 1B and 2B show that this building would have been taken by the FEIS preferred alternative. A bridge over the bypass will be included in order to restore access to the building and property on the east side of the bypass.		
Other Evaluation Factors					
	Adverse Impacts				
	Yes	No	Yes	No	
Air Quality		X		X	
Land Use		X		X	
Economic Growth & Development		X		X	
Water Quality		X		X	
Visual Quality		X		X	
Public Services		X		X	
Natural Communities & Wildlife		X		X	
Community Cohesion		X		X	
Environmental Justice		X		X	

* Impacts of the Preferred Alternative in the Final EIS were based on a corridor width of approximately 330 feet (100 meters). Impacts of the 2007 Reevaluation corridor are based on the proposed right-of-way, which varies in width from approximately 200 feet to 1,200 feet.