

Environmental Assessment for the Construction of a New Entrance Road to the Shady Lake Recreation Area

Ouachita National Forest—Polk and Howard Counties, Arkansas

A New Entrance Road to the Shady Lake

Recreation Area is Proposed

The Federal Highway Administration, in cooperation with the USDA Forest Service, proposes to construct a new entrance road to the Shady Lake Recreation Area. The existing Shady Lake Recreation Area entrance road (Caddo Road/FS Road 38) was constructed by the Civilian Conservation Corps in the 1930's. Caddo Road is accessed from State Highway 246, and travels through several private properties before entering Forest Service land. Seasonal high use of the Recreation Area and the associated higher volume of traffic through this residential area cause a potential for conflicts with property owners.



Existing Entrance from State Highway 246

The new entrance road would follow the existing 12-foot wide Rocky Hunting Club pioneer road for approximately 0.83 miles. The entrance road would then follow new alignment for approximately 0.49 miles. A new bridge would span the Saline River. Approximately 0.73 miles of the existing entrance road would be upgraded, ending at the gated entrance north of the Recreation Area.



Proposed Entrance from State Highway 246



Vegetation along Proposed New Alignment

The Environmental Assessment presents the proposed action and the potential for impacts to the natural, cultural, and social environment. The new entrance road would have a permanent beneficial impact to recreational use and aesthetics. The adverse impacts to historic structures and archeological resources would be mitigated through data recovery and mitigation measures as specified in the Memorandum of Agreement. Environmental Justice, air quality, noise, and rare and protected species would experience no to negligible impacts. Clearing would have permanent adverse impacts to vegetation and wildlife. Excavation and fill associated with the construction of the entrance road would have permanent adverse impacts to geology and soils, wetlands, and floodplains. Water quality would have localized temporary adverse impacts as a result of ground disturbing activities associated with construction; however, best management practices would be implemented to minimize erosion from disturbed soil.

EA and Draft Section 4(f) Evaluation Available for Public Review and Comment until August 15, 2011

The National Environmental Policy Act (NEPA) requires the USDA Forest Service and the Federal Highway Administration to consider potential environmental consequences of transportation improvements, and to document the analysis and make the information available to the public. You are invited to comment on the proposed project and its impacts. An electronic version of the EA can be downloaded at: www.efl.fhwa.dot.gov/projects/environment.aspx. To ensure that your comments are included in the process, all comments must be submitted or postmarked by **August 15, 2011**.

Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

Public Comment Period - Comments Accepted until
August 15, 2011. Comments may be submitted via email,
phone, or mail to:

Lisa Landers
Federal Highway Administration
Eastern Federal Lands Highway Division
Sterling, VA 20166
(571) 434-1592
Lisa.Landers@dot.gov

