



## Corridor 1 – Summary and Potential Impacts

Corridor 1 is approximately 108 miles in length and transects Monroe and Phillips Counties in Arkansas and Coahoma, Quitman, and Panola Counties in Mississippi. The four-lane corridor begins west of Brinkley at a proposed new interchange with I-40 and travels southeast on new location to the intersection of US 70 and US 49 before following US 49 southeast to Walnut Corner, the intersection of

US 49 and Highway 1N. The corridor proceeds southeast on new location bypassing the town of Helena-West Helena, Arkansas and then crosses the Mississippi River on a proposed new four-lane bridge via US 49. Entering Mississippi, the corridor proceeds on US 49 to the proposed I-69 interchange with MS 315, where it follows MS 315 for 5.4 miles before the corridor traverses southeast on new location. The corridor intersects with MS6/US 278, one mile west of the town of Marks, MS. From Marks, the corridor travels east to Batesville on the planned Marks Bypass, MS 6/US 278, and the designed Batesville Bypass.

### Purpose and Need

Based on the four Needs identified in the study’s Purpose and Need Statement, Corridor 1 **does** create an efficient roadway connection between I-55 and I-40 outside the most severe devastation zone of the New Madrid Seismic Fault area. Corridor 1 **does not significantly** reduce congestion on interstates in the Memphis, West Memphis, and northern Mississippi urbanized areas. Based on the slight traffic volume reduction, Corridor 1 **will not significantly improve** air quality in the Memphis, West Memphis, and northern Mississippi urbanized area. Corridor 1 **would** create jobs and add additional economic development opportunities in the study area.

### Engineering and Right-of-Way Impacts

Segment	Length (miles)	New Location (miles)	Follows Existing	Potential Right-of-Way Impacts	Potential New Bridges	Potential Widen Bridges
I-40 northwest of Brinkley, Arkansas to US 70/US 49	3.25	3.25	N/A	Division of acreages under cultivation. Some filling of wetlands. ROW < 250'.	1	0
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	39.25	0.00	US 49	100' of extra ROW on eastern side for 30.19 miles. 50' of extra ROW on both sides for 7.70 miles Limited impacts on 1.36 miles in Marvell, Arkansas.	4	2
Walnut Corner to Mississippi River	11.15	11.15	N/A	Division of acreages under cultivation. Some filling of wetlands. ROW < 250'.	6	0
New Mississippi Bridge to Proposed I-69	9.87	0.00	US 49	Approximately 140' extra ROW width. Division of acreages under cultivation. Some filling of wetlands.	2	0
Proposed I-69 to Marks	16.13	10.70	MS 315	Extra 200' width of ROW along MS 315 and 300' of ROW for new location.	8	0
Marks to Batesville	28.30	15.10	MS 6	ROW for Marks bypass of 400' and for Batesville bypass of 300-400'. Extra ROW on MS 6 of 150'.	19	0
<b>Corridor 1 Totals</b>	<b>107.95</b>	<b>40.20</b>			<b>40</b>	<b>2</b>

### Potential Environmental Impacts

The following table provides a brief overview of the potential impacts (1,000 foot width) to the built and natural environment in the study area. Ecological resources, specifically the occurrence of federally protected species, are evident throughout counties in which Corridor 1 traverses. If this corridor moves forward in the planning process, additional environmental studies will need to be completed.

Potential Land Use/Land Cover Impacts		Potential Built and Natural Impacts	
Category	Percent	Category	Occurrences
Cultivated Crops / Agriculture	65.4%	Cemeteries	5
Forest	7.7%	Historic Sites	1
Wetlands	3.9%	Parks	2
Developed	18.7%	Places of Worship	10
Other	4.3%	Wildlife Preserves	1
<b>Total</b>	<b>100.0%</b>	Water Bodies	15

### Traffic Impacts

The traffic impacts are based on the travel demand model projected traffic volumes between 2040 build and 2040 no-build conditions. Based on the Corridor 1 scenario (see map on opposite page), 2040 daily traffic volumes on I-40 are 55,400 near Brinkley, 53,300 in Forrest City, and 60,300 near West Memphis. Comparing to the no-build conditions, traffic decreases by 5,300 vehicles per day on I-40 both east of Forrest City and west of West Memphis, a decrease of 9 percent and 8 percent, respectively. Thus, there is a slight diversion of traffic from I-40 to Corridor 1.

Corridor 1 bypasses Helena-West Helena on a new location roadway south of US 49 and the corridor connects back to US 49 before the new Mississippi River Bridge. Daily traffic volumes along the new bypass are projected to be 15,000 and traffic entering Mississippi on US 49 increases by 6,500 vehicles per day, which is a 66 percent growth over no-build conditions.

I-55 traffic volumes are 26,800 south of Batesville, 38,100 north of Batesville, 106,500 south of Memphis, Tennessee. Comparing to the no-build conditions, traffic on I-55 south of Batesville, increases by 1,100, and traffic on I-55 south of Memphis, Tennessee decreases by 1,000. This is an increase of 4 percent and a decrease of less than one percent respectively.

While some traffic does divert from I-40 onto Corridor 1, there is minimal traffic diversion from I-55 onto Corridor 1.

### Cost Estimates

The planning level cost estimate to construct and improve Corridor 1, which is a four-lane roadway between Batesville and Brinkley, is approximately \$924.1 million. The following table provides a cost breakdown by each major corridor segment:

Segment Description	Cost Estimate
I-40 northwest of Brinkley, Arkansas to US 70/US 49	\$35,092,000
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	\$184,426,000
Walnut Corner to Mississippi River	\$110,456,000
New Mississippi Bridge to Proposed I-69	\$390,850,996
Proposed I-69 to Marks	\$127,815,327
Marks to Batesville	\$75,481,141
<b>TOTAL</b>	<b>\$924,121,464</b>

*Note: Programmed costs for projects designated as “committed” and costs for active construction projects are not included in the corridor cost estimate. If planned improvements are in place, then these costs could be overestimated.*

### Economic Impacts

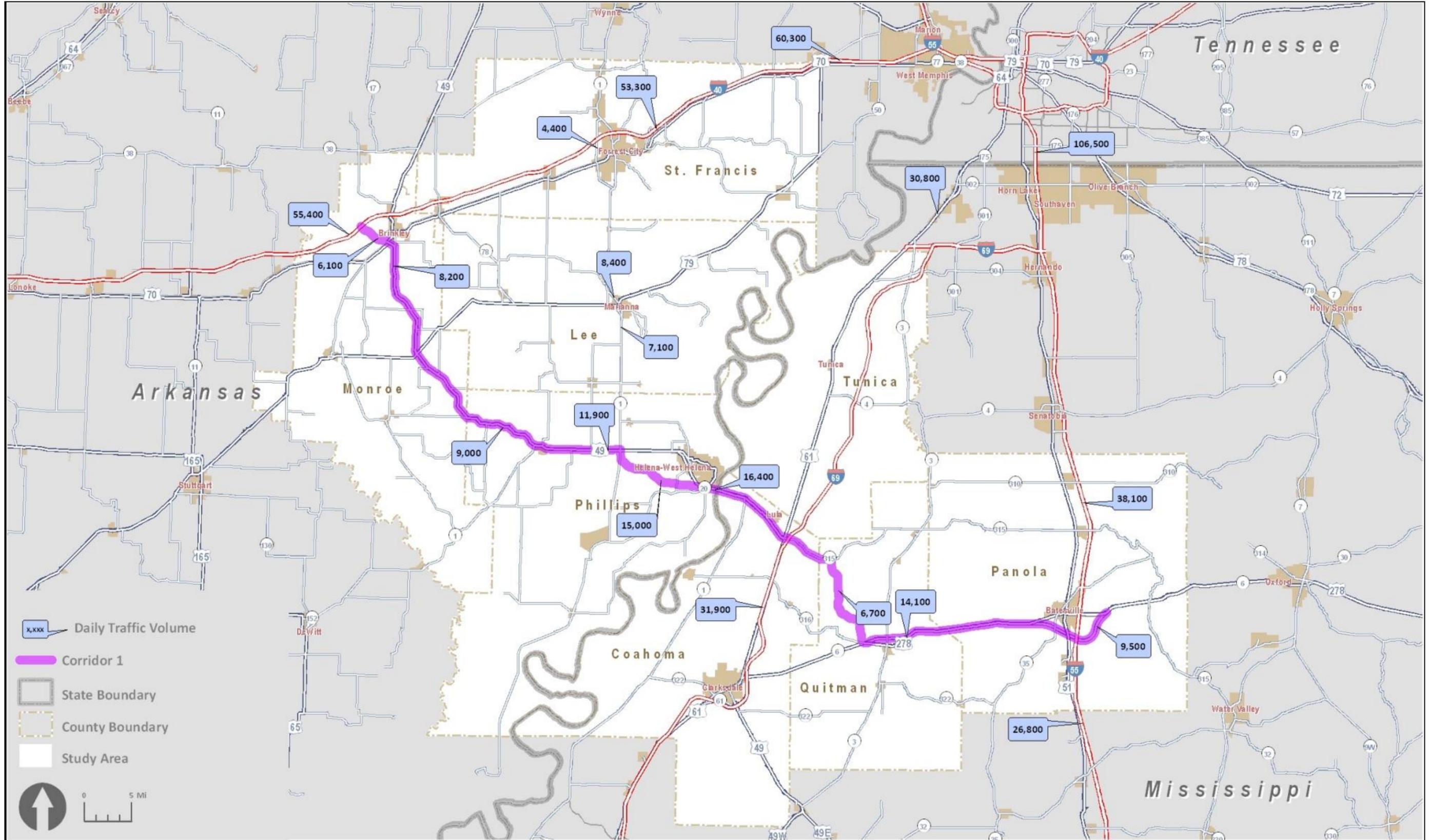
Constructing, operating, maintaining, and preserving Corridor 1 would create nearly 5,000 cumulative job-years (job year is equivalent to one job position held for a year), and the economic activity associated with these expenditures is projected to amount to nearly \$214.4 million over the combined 10-year construction and subsequent 20-year operating period.

Activity	Total Job-Years	Economic Activity (2010 \$ Millions)
Construction	4,100	\$177.92
Operations and Maintenance	90	\$3.88
Preservation	770	\$32.61
<b>Total</b>	<b>4,960</b>	<b>\$214.41</b>

*Note: The total impacts include both direct and multiplier impacts, and economic activity is measured in economic value-added terms.*



Corridor 1 – 2040 Projected Traffic Volumes





## Corridor 2 – Summary and Potential Impacts

Corridor 2 is approximately 108 miles in length and transects Monroe and Phillips Counties in Arkansas and Coahoma, Quitman, and Panola Counties in Mississippi. The four-lane corridor begins west of Brinkley at a proposed new interchange with I-40 and travels southeast on new location to the intersection of US 70 and US 49 before following US 49 southeast to Walnut Corner, the intersection of US 49 and Highway 1N. The corridor proceeds east to Helena-West Helena on US 49 to the intersection of US 49 Business and US 49/Martin Luther King Jr. Drive, where it continues southeasterly along US 49/Martin Luther King Jr. Drive and then crosses the Mississippi River on a proposed new four-lane bridge via US 49. Entering Mississippi, the corridor proceeds on US 49 to the proposed I-69 interchange with MS 315, where it follows MS 315 for 5.4 miles before the corridor traverses southeast on new location. The corridor intersects with MS6/US 278, one mile west of the town of Marks, MS. From Marks, the corridor travels east to Batesville on the planned Marks Bypass, MS 6/US 278, and the designed Batesville Bypass.

### Purpose and Need

Based on the four Needs identified in the study’s Purpose and Need Statement, Corridor 2 **does** create an efficient roadway connection between I-55 and I-40 outside the most severe devastation zone of the New Madrid Seismic Fault area. Corridor 2 **does not significantly** reduce congestion on interstates in the Memphis, West Memphis, and northern Mississippi urbanized areas. Based on the slight traffic volume reduction, Corridor 2 **will not significantly improve** air quality in the Memphis, West Memphis, and northern Mississippi urbanized area. Corridor 2 **would** create jobs and add additional economic development opportunities in the study area.

### Engineering and Right-of-Way Impacts

Segment	Length (miles)	New Location (miles)	Follows Existing	Potential Right-of-Way Impacts	Potential New Bridges	Potential Widen Bridges
I-40 northwest of Brinkley, Arkansas to US 70/US 49	3.25	3.25	N/A	Division of acreages under cultivation. Some filling of wetlands. ROW < 250'.	1	0
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	39.25	0.00	US 49	100' of extra ROW on eastern side for 30.19 miles. 50' of extra ROW on both sides for 7.70 miles Limited impacts on 1.36 miles in Marvell, Arkansas.	4	2
Walnut Corner to Mississippi River	11.04	0.00	US 49	Addition of 11' raised median for 6 miles will require narrow widths of ROW with minimal impact	0	2
New Mississippi Bridge to Proposed I-69	9.87	0.00	US 49	Approximately 140' extra ROW width. Division of acreages under cultivation. Some filling of wetlands.	2	0
Proposed I-69 to Marks	16.13	10.70	MS 315	Extra 200' width of ROW along MS 315 and 300' of ROW for new location.	8	0
Marks to Batesville	28.30	15.10	MS 6	ROW for Marks bypass of 400' and for Batesville bypass of 300-400'. Extra ROW on MS 6 of 150'.	19	0
<b>Corridor 2 Totals</b>	<b>107.84</b>	<b>29.05</b>			<b>34</b>	<b>4</b>

### Potential Environmental Impacts

The following table provides a brief overview of the potential impacts (1,000 foot width) to the built and natural environment in the study area. Ecological resources, specifically the occurrence of federally protected species, are evident throughout counties in which Corridor 2 traverses. If this corridor moves forward in the planning process, additional environmental studies will need to be completed.

Potential Land Use/Land Cover Impacts		Potential Built and Natural Impacts	
Category	Percent	Category	Occurrences
Cultivated Crops / Agriculture	63.0%	Cemeteries	3
Forest	7.7%	Historic Sites	1
Wetlands	4.4%	Parks	2
Developed	20.9%	Places of Worship	6
Other	4.0%	Wildlife Preserves	1
<b>Total</b>	<b>100.0%</b>	Water Bodies	15

### Traffic Impacts

The traffic impacts are based on the travel demand model projected traffic volumes between 2040 build and 2040 no-build conditions. Based on the Corridor 2 scenario (see map on opposite page), 2040 traffic volumes on I-40 are 55,800 near Brinkley, 53,300 in Forrest City, and 60,200 near West Memphis. Comparing to the no-build conditions, traffic decreases by 5,300 vehicles per day on I-40 east of Forrest City and 5,400 vehicles per day on I-40 west of West Memphis, which is a decrease of 9 percent and 8 percent, respectively. Similar to Corridor 1, there is a slight diversion of traffic from I-40 to Corridor 2.

Corridor 2 uses US 49 and US 49/Martin Luther King Jr. Drive, which is the existing Helena-West Helena Bypass, and the corridor connects to the new four-lane Mississippi River Bridge via US 49. Daily traffic volumes along US 49/Martin Luther King Jr. Drive are projected to be 25,100, which is an increase of 17,400 vehicles per day, compared to no-build conditions.

2040 traffic volumes on I-55 are 26,800 south of Batesville, 38,100 north of Batesville, and 106,700 south of Memphis. In comparison with the no-build conditions, traffic on I-55 south of Batesville increases by 1,100, a four percent growth, and traffic on I-55 south of Memphis decreases by 800, a 1 percent decline.

While some traffic does divert from I-40 onto Corridor 2, there is minimal traffic diversion from I-55 onto Corridor 2. Corridor 2 also has the highest projected traffic volumes on the existing US 49/Martin Luther King Jr. Drive compared to the other corridors.

### Cost Estimates

The planning level cost estimate to construct and improve Corridor 2, which is a four-lane roadway between Batesville and Brinkley, is approximately \$840.7 million. The following table provides a cost breakdown by each major corridor segment:

Segment Description	Cost Estimate
I-40 northwest of Brinkley, Arkansas to US 70/US 49	\$35,092,000
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	\$184,426,000
Walnut Corner to Mississippi River	\$27,023,000
New Mississippi Bridge to Proposed I-69	\$390,850,996
Proposed I-69 to Marks	\$127,815,327
Marks to Batesville	\$75,481,141
<b>TOTAL</b>	<b>\$840,688,464</b>

*Note: Programmed costs for projects designated as “committed” and costs for active construction projects are not included in the corridor cost estimate. If planned improvements are in place, then these costs could be overestimated.*

### Economic Impacts

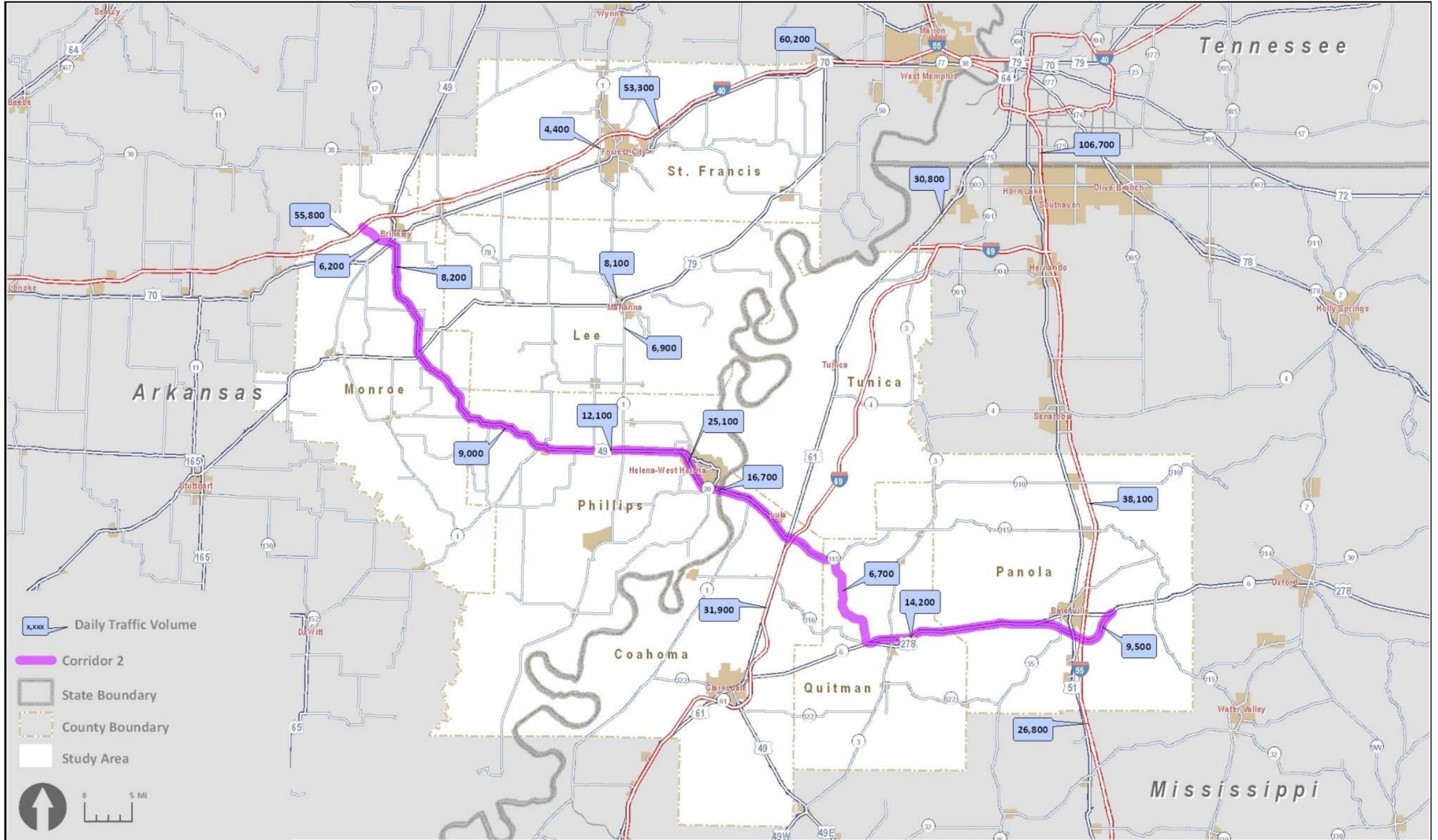
Constructing, operating, maintaining, and preserving Corridor 2 would create nearly 5,000 cumulative job-years (job year is equivalent to one job position held for a year), and the economic activity associated with these expenditures is projected to amount to nearly \$214.4 million over the combined 10-year construction and subsequent 20-year operating period.

Activity	Total Job-Years	Economic Activity (2010 \$ Millions)
Construction	3,730	\$161.87
Operations and Maintenance	90	\$3.88
Preservation	770	\$32.59
<b>Total</b>	<b>4,590</b>	<b>\$198.34</b>

*Note: The total impacts include both direct and multiplier impacts, and economic activity is measured in economic value-added terms.*



Corridor 2 – 2040 Projected Traffic Volumes





## Corridor 4 – Summary and Potential Impacts

Corridor 4 is approximately 119 miles in length and transects Monroe and Phillips Counties in Arkansas and Coahoma, Quitman, and Panola Counties in Mississippi. The four-lane corridor begins west of Brinkley at a proposed new interchange with I-40 and travels southeast on new location to the intersection of US 70 and US 49 before following US 49 southeast to Walnut Corner, the intersection of US 49 and Highway 1N. The corridor proceeds east to Helena-West Helena on US 49 to the intersection of US 49 Business and US 49/Martin Luther King Jr. Drive, where it continues southeasterly along US 49/Martin Luther King Jr. Drive and then crosses the Mississippi River on a proposed new four-lane bridge via US 49. Entering Mississippi, the corridor proceeds on US 49 to the proposed I-69 interchange with MS 315 southeast of Lula, where it follows the proposed I-69 alignment south, which is the existing US 61, to the MS 6/US 278 interchange east of Clarksdale. The corridor then follows MS 6/US 278 to the town of Marks, MS. From Marks, the corridor travels east to Batesville on the planned Marks Bypass, MS 6/US 278, and the designed Batesville Bypass.

### Purpose and Need

Based on the four Needs identified in the study’s Purpose and Need Statement, Corridor 4 **does** create an efficient roadway connection between I-55 and I-40 outside the most severe devastation zone of the New Madrid Seismic Fault area. Corridor 4 **does not significantly** reduce congestion on interstates in the Memphis, West Memphis, and northern Mississippi urbanized areas. Based on the slight traffic volume reduction, Corridor 4 **will not significantly improve** air quality in the Memphis, West Memphis, and northern Mississippi urbanized area. Corridor 4 **would** create jobs and add additional economic development opportunities in the study area.

### Engineering and Right-of-Way Impacts

Segment	Length (miles)	New Location (miles)	Follows Existing	Potential Right-of-Way Impacts	Potential New Bridges	Potential Widen Bridges
I-40 northwest of Brinkley, Arkansas to US 70/US 49	3.25	3.25	N/A	Division of acreages under cultivation. Some filling of wetlands. ROW < 250'.	1	0
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	39.25	0.00	US 49	100' of extra ROW on eastern side for 30.19 miles. 50' of extra ROW on both sides for 7.70 miles Limited impacts on 1.36 miles in Marvell, Arkansas.	4	2
Walnut Corner to Mississippi River	11.04	0.00	US 49	Addition of 11' raised median for 6 miles will require narrow widths of ROW with minimal impact	0	2
New Mississippi Bridge to proposed I-69	9.87	0.00	US 49	Approximately 140' extra ROW width. Division of acreages under cultivation. Some filling of wetlands.	2	0
Lula (SR 315) to Clarksdale	14.50	0.00	I-69 (Prop.)	Approximately 400' of ROW required, which includes existing US 61 ROW	6	0
Clarksdale to Marks	13.10	0.00	MS 6	Approximately 150' of extra ROW along MS 6	7	4
Marks to Batesville	28.30	15.10	MS 6	ROW for Marks bypass of 400' and for Batesville bypass of 300-400'. Extra ROW on MS 6 of 150'.	19	0
<b>Corridor 4 Totals</b>	<b>119.31</b>	<b>18.35</b>			<b>39</b>	<b>8</b>

### Potential Environmental Impacts

The following table provides a brief overview of the potential impacts (1,000 foot width) to the built and natural environment in the study area. Ecological resources, specifically the occurrence of federally protected species, are evident throughout counties in which Corridor 4 traverses. If this corridor moves forward in the planning process, additional environmental studies will need to be completed.

Potential Land Use/Land Cover Impacts		Potential Built and Natural Impacts	
Category	Percent	Category	Occurrences
Cultivated Crops / Agriculture	63.8%	Cemeteries	2
Forest	6.6%	Historic Sites	1
Wetlands	2.0%	Parks	2
Developed	23.9%	Places of Worship	7
Other	3.7%	Wildlife Preserves	1
<b>Total</b>	<b>100.0%</b>	Water Bodies	15

### Traffic Impacts

The traffic impacts are based on the travel demand model projected traffic volumes between 2040 build and 2040 no-build conditions. Based on the Corridor 4 scenario (see map on opposite page), 2040 traffic volumes on I-40 are 55,000 near Brinkley, 54,700 in Forrest City, and 61,700 near West Memphis. Comparing to the no-build conditions, traffic decreases by 3,900 vehicles per day on I-40 east of Forrest City, a 7 percent decline, and on I-40 west of West Memphis, a 6 percent decline. Less traffic is diverted from I-40 on Corridor 4, than Corridors 1 and 2.

Corridor 4 uses US 49 and US 49/Martin Luther King Jr. Drive, which is the existing Helena-West Helena Bypass, and the corridor connects to the new four-lane Mississippi River Bridge via US 49. Daily traffic volumes along US 49/Martin Luther King Jr. Drive are projected to be 24,400, which is an increase of 16,700 vehicles per day, compared to no-build conditions.

2040 traffic volumes on I-55 are 26,200 south of Batesville, 37,900 north of Batesville, and 106,500 south of Memphis. In comparison with the no-build conditions, traffic on I-55 south of Batesville increases by 500 vehicles per a day, a 2 percent growth, and traffic on I-55 south of Memphis decreases by 1,000 vehicles per a day, a less than 1 percent decline.

While some traffic does divert from I-40 onto Corridor 4, there is minimal traffic diversion from I-55 onto Corridor 4.

### Cost Estimates

The planning level cost estimate to construct and improve Corridor 4, which is a four-lane roadway between Batesville and Brinkley, is approximately \$896 million. The following table provides a cost breakdown by each major corridor segment:

Segment Description	Cost Estimate
I-40 northwest of Brinkley, Arkansas to US 70/US 49	\$35,092,000
US 70/US 49 to Walnut Corner (Hwy 1/US 49)	\$184,426,000
Walnut Corner to Mississippi River	\$27,023,000
New Mississippi Bridge to proposed I-69	\$390,850,996
Lula (SR 315) to Clarksdale	\$132,763,813
Clarksdale to Marks	\$50,320,762
Marks to Batesville	\$75,481,141
<b>TOTAL</b>	<b>\$895,957,712</b>

*Note: Programmed costs for projects designated as “committed” and costs for active construction projects are not included in the corridor cost estimate. If planned improvements are in place, then these costs could be overestimated.*

### Economic Impacts

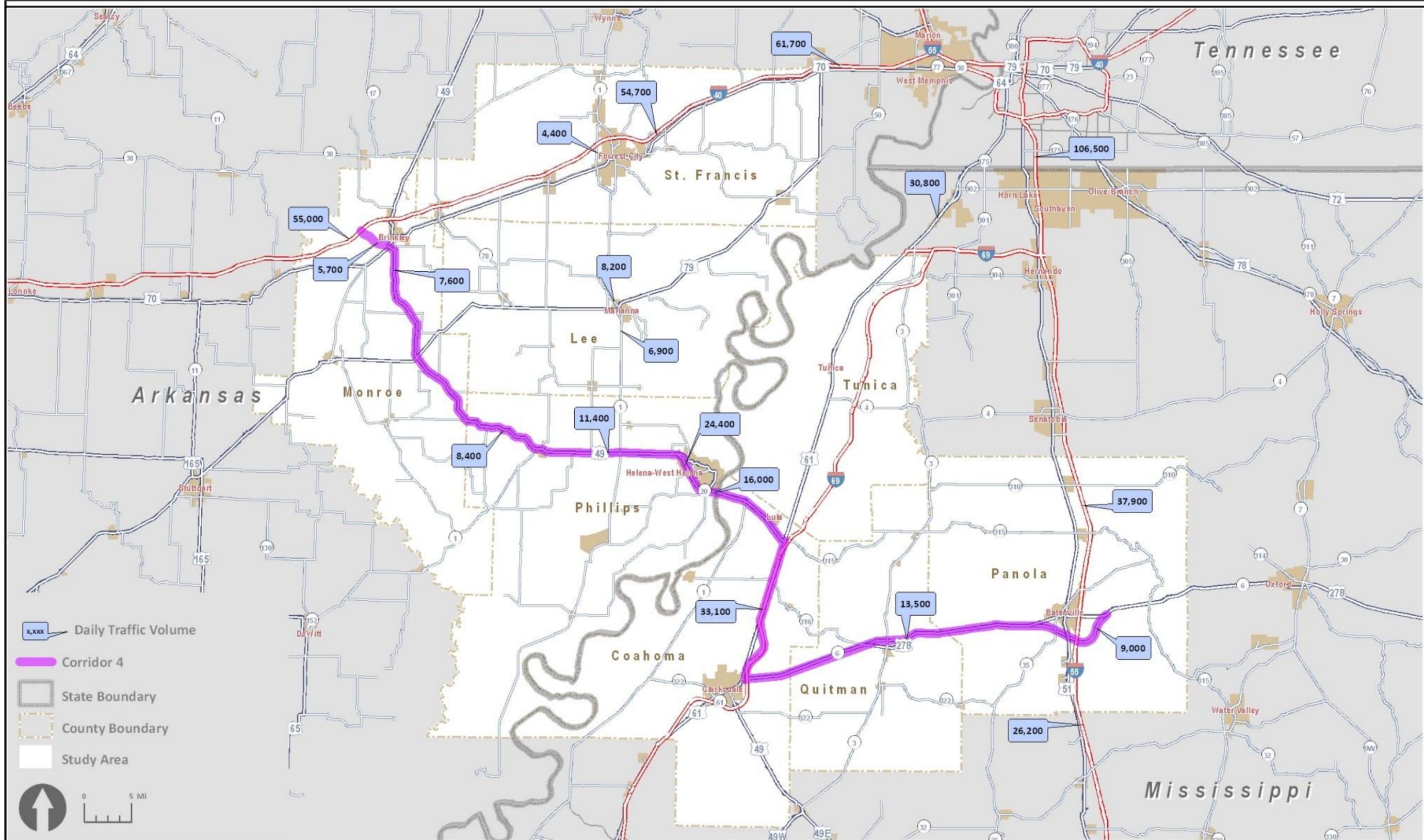
Constructing, operating, maintaining, and preserving Corridor 4 would create nearly 5,000 cumulative job-years (job year is equivalent to one job position held for a year), and the economic activity associated with these expenditures is projected to amount to nearly \$214.4 million over a the combined 10-year construction and subsequent 20-year operating period.

Activity	Total Job-Years	Economic Activity (2010 \$ Millions)
Construction	4,030	\$174.92
Operations and Maintenance	110	\$4.43
Preservation	900	\$37.85
<b>Total</b>	<b>5,040</b>	<b>\$217.20</b>

*Note: The total impacts include both direct and multiplier impacts, and economic activity is measured in economic value-added terms.*



Corridor 4 – 2040 Projected Traffic Volumes





## Corridor 6 – Summary and Potential Impacts

Corridor 6 is approximately 100 miles in length and traverses through St. Francis, Lee, and Phillips Counties in Arkansas and Coahoma, Quitman, and Panola Counties in Mississippi. The four-lane corridor begins west of Forrest City in St. Francis County at the existing interchange on I-40 at Highway 1 (Forrest City Bypass) and travels south on Highway 1 to the intersection of Highway 1N and US 49 at Walnut Corner. The corridor proceeds east to Helena-West Helena on US 49 to the intersection of US 49 Business and US 49/Martin Luther King Jr. Drive, where it continues southeasterly along US 49/Martin Luther King Jr. Drive and then crosses the Mississippi River on a proposed new four-lane bridge via US 49. Entering Mississippi, the corridor proceeds on US 49 to the proposed I-69 interchange with MS 315, where it follows MS 315 for 5.4 miles before the corridor traverses southeast on new location. The corridor intersects with MS6/US 278, one mile west of the town of Marks, MS.. From Marks, MS, the corridor travels east to Batesville on the planned Marks Bypass, MS 6/US 278, and the designed Batesville Bypass.

### Purpose and Need

Based on the four Needs identified in the study’s Purpose and Need Statement, Corridor 6 **does** create an efficient roadway connection between I-55 and I-40 outside the most severe devastation zone of the New Madrid Seismic Fault area. Corridor 6 **does not significantly** reduce congestion on interstates in the Memphis, West Memphis, and northern Mississippi urbanized areas. Based on the slight traffic volume reduction, Corridor 6 **will not significantly improve** air quality in the Memphis, West Memphis, and northern Mississippi urbanized area. Corridor 6 **would** create jobs and add additional economic development opportunities in the study area.

### Engineering and Right-of-Way Impacts

Segment	Length (miles)	New Location (miles)	Follows Existing	Potential Right-of-Way Impacts	Potential New Bridges	Potential Widen Bridges
I-40 Northwest of Forrest City to Walnut Corner (US 49)	34.49	0.00	Hwy 1	Additional ROW south of Marianna required varying between 25' and 50' on both sides	1	0
Walnut Corner to Mississippi River	11.04	0.00	US 49	Addition of 11' raised median for 6 miles will require narrow widths of ROW with minimal impact	0	2
New Mississippi Bridge to proposed I-69	9.87	0.00	US 49	Approximately 140' extra ROW width. Division of acreages under cultivation. Some filling of wetlands.	2	0
Proposed I-69 to Marks	16.13	10.70	MS 315	Extra 200' width of ROW along MS 315 and 300' of ROW for new location.	8	0
Marks to Batesville	28.30	15.10	MS 6	ROW for Marks bypass of 400' and for Batesville bypass of 300-400'. Extra ROW on MS 6 of 150'.	19	0
<b>Corridor 6 Totals</b>	<b>99.83</b>	<b>25.80</b>			<b>30</b>	<b>2</b>

### Potential Environmental Impacts

The following table provides a brief overview of the potential impacts (1,000 foot width) to the built and natural environment in the study area. Ecological resources, specifically the occurrence of federally protected species, are evident throughout counties in which Corridor 6 traverses. If this corridor moves forward in the planning process, additional environmental studies will need to be completed.

Potential Land Use/Land Cover Impacts		Potential Built and Natural Impacts	
Category	Percent	Category	Occurrences
Cultivated Crops / Agriculture	66.9%	Cemeteries	3
Forest	4.9%	Historic Sites	0
Wetlands	5.3%	Parks	0
Developed	18.6%	Places of Worship	6
Other	4.3%	Wildlife Preserves	0
<b>Total</b>	<b>100.0%</b>	Water Bodies	6

### Traffic Impacts

The traffic impacts are based on the travel demand model projected traffic volumes between 2040 build and 2040 no-build conditions. Based on the Corridor 6 scenario (see map on opposite page), 2040 traffic volumes on I-40 are 54,200 near Brinkley, 58,800 in Forrest City, and 63,800 near West Memphis. Comparing to the no-build conditions, traffic increases by 200 vehicles per day on I-40 east of Forrest City, a less than 1 percent growth, and decreases by 1,800 vehicles per day on I-40 west of West Memphis, an 8 percent decline. Less traffic is diverted from I-40 on Corridor 6, than Corridors 1, 2, and 4, which connect to I-40 west of Brinkley.

Corridor 6 uses US 49/Martin Luther King Jr. Drive, which is the existing Helena-West Helena Bypass. The corridor connects to the new four-lane Mississippi River Bridge via US 49. Daily traffic volumes along US 49/Martin Luther King Jr. Drive are projected to be 22,900, which is an increase of 15,200 vehicles per day compared to no-build conditions.

2040 traffic volumes on I-55 are 26,200 south of Batesville, 37,900 north of Batesville, and 106,600 south of Memphis. In comparison with the no-build conditions, traffic on I-55 south of Batesville increases by 500, a 2 percent growth, and traffic on I-55 south of Memphis decreases by 900, a less than one percent decline.

There is minimal traffic diversion on both I-40 and I-55, under the Corridor 6 scenario.

### Cost Estimates

The planning level cost estimate to construct and improve Corridor 6, which is a four-lane roadway between Batesville and Brinkley, is approximately \$686.7 million. The following table provides a cost breakdown by each major corridor segment:

Segment Description	Cost Estimate
I-40 Northwest of Forrest City to Walnut Corner (US 49)	\$65,511,000
Walnut Corner to Mississippi River	\$27,023,000
New Mississippi Bridge to proposed I-69	\$390,850,996
Proposed I-69 to Marks	\$127,815,327
Marks to Batesville	\$75,481,141
<b>TOTAL</b>	<b>\$686,681,464</b>

*Note: Programmed costs for projects designated as “committed” and costs for active construction projects are not included in the corridor cost estimate. If planned improvements are in place, then these costs could be overestimated.*

### Economic Impacts

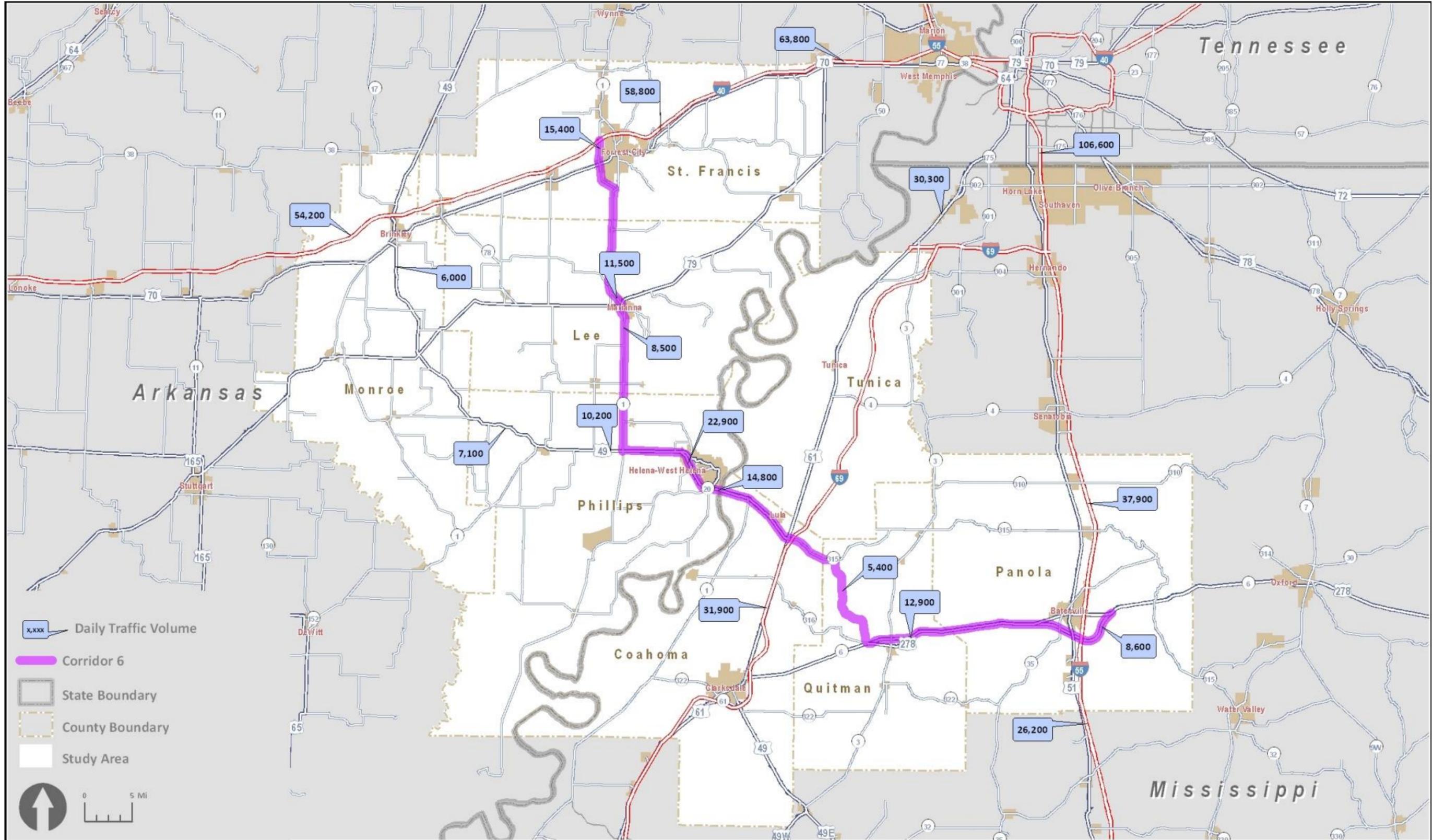
Constructing, operating, maintaining, and preserving Corridor 6 would create nearly 5,000 cumulative job-years (job year is equivalent to one job position held for a year), and the economic activity associated with these expenditures is projected to amount to nearly \$214.4 million over a the combined 10-year construction and subsequent 20-year operating period.

Activity	Total Job-Years	Economic Activity (2010 \$ Millions)
Construction	3,050	\$132.51
Operations and Maintenance	90	\$3.67
Preservation	740	\$31.30
<b>Total</b>	<b>3,880</b>	<b>\$167.48</b>

*Note: The total impacts include both direct and multiplier impacts, and economic activity is measured in economic value-added terms.*



Corridor 6 – 2040 Projected Traffic Volumes





## Corridor 8 – Summary and Potential Impacts

Corridor 8 is approximately 111 miles in length and traverses St. Francis, Lee, and Phillips Counties in Arkansas and Coahoma, Quitman, and Panola Counties in Mississippi. The four-lane corridor begins northwest of Forrest City in St. Francis County at the existing interchange on I-40 at Highway 1 (Forrest City Bypass) and travels south on Highway 1 to the intersection of Highway 1N and US 49 at Walnut

Corner. The corridor proceeds east to Helena-West Helena on US 49 to the intersection of US 49 Business and US 49/Martin Luther King Jr. Drive, where it continues southeasterly along US 49/Martin Luther King Jr. and then crosses the Mississippi River on a proposed new four-lane bridge via US 49. Entering Mississippi, the corridor proceeds on US 49 to the proposed I-69 interchange with MS 315 southeast of Lula, where it follows the proposed I-69 alignment south, which is the existing US 61, to the MS 6/US 278 interchange east of Clarksdale. The corridor then follows MS 6/US 278 to the town of Marks, MS. From Marks, the corridor travels east to Batesville on the planned Marks Bypass, MS 6/US 278, and the designed Batesville Bypass.

### Purpose and Need

Based on the four Needs identified in the study's Purpose and Need Statement, Corridor 1 **does** create an efficient roadway connection between I-55 and I-40 outside the most severe devastation zone of the New Madrid Seismic Fault area. Corridor 1 **does not** reduce congestion on interstates in the Memphis, West Memphis, and northern Mississippi urbanized areas. Based on the slight traffic volume reduction, Corridor 1 **will not improve** air quality in the Memphis, West Memphis, and northern Mississippi urbanized area. Corridor 1 **would** create jobs and add additional economic development opportunities in the study area.

### Engineering and Right-of-Way Impacts

Segment	Length (miles)	New Location (miles)	Follows Existing	Potential Right-of-Way Impacts	Potential New Bridges	Potential Widen Bridges
I-40 Northwest of Forrest City to Walnut Corner (US 49)	34.49	0.00	Hwy 1	Additional ROW south of Marianna required varying between 25' and 50' on both sides	1	0
Walnut Corner to Mississippi River	11.04	0.00	US 49	Addition of 11' raised median for 6 miles will require narrow widths of ROW with minimal impact	0	2
New Mississippi Bridge to proposed I-69	9.87	0.00	US 49	Approximately 140' extra ROW width. Division of acreages under cultivation. Some filling of wetlands.	2	0
Lula (SR 315) to Clarksdale	14.50	0.00	I-69 (Prop.)	Approximately 400' of ROW required, which includes existing US 61 ROW	6	0
Clarksdale to Marks	13.10	0.00	MS 6	Approximately 150' of extra ROW along MS 6	0	4
Marks to Batesville	28.30	15.10	MS 6	ROW for Marks bypass of 400' and for Batesville bypass of 300-400'. Extra ROW on MS 6 of 150'.	19	0
<b>Corridor 8 Totals</b>	<b>111.30</b>	<b>15.10</b>			<b>28</b>	<b>6</b>

### Potential Environmental Impacts

The following table provides a brief overview of the potential impacts (1,000 foot width) to the built and natural environment in the study area. Ecological resources, specifically the occurrence of federally protected species, are evident throughout counties in which Corridor 8 traverses. If this corridor moves forward in the planning process, additional environmental studies will need to be completed.

Potential Land Use/Land Cover Impacts		Potential Built and Natural Impacts	
Category	Percent	Category	Occurrences
Cultivated Crops / Agriculture	67.4%	Cemeteries	2
Forest	4.1%	Historic Sites	0
Wetlands	2.3%	Parks	0
Developed	22.5%	Places of Worship	7
Other	3.7%	Wildlife Preserves	0
<b>Total</b>	<b>100.0%</b>	Water Bodies	<b>6</b>

### Traffic Impacts

The traffic impacts are based on the travel demand model projected traffic volumes between 2040 build and 2040 no-build conditions. Based on the Corridor 8 scenario (see map on opposite page), 2040 traffic volumes on I-40 are 53,600 near Brinkley, 58,800 in Forrest City, and 65,900 near West Memphis. Comparing to the no-build conditions, traffic increases by 200 vehicles per day on I-40 east of Forrest City and increases by 300 vehicles per day on I-40 west of West Memphis. Both are a less than 1 percent increase compared to no-build conditions. There appears to be limited traffic diversion from I-40 to Corridor 8.

Corridor 8 uses US 49 and US 49/Martin Luther King Jr. Drive, which is the existing Helena-West Helena Bypass. The corridor connects to the new four-lane Mississippi River Bridge via US 49. Daily traffic volumes along US 49/Martin Luther King Jr. Drive are projected to be 20,000, which is an increase of 12,300 vehicles per day, compared to no-build conditions.

2040 traffic volumes on I-55 are 26,000 south of Batesville, 38,800 north of Batesville, and 106,400 south of Memphis. In comparison with the no-build conditions, traffic on I-55 south of Batesville increases by 300 vehicles per a day, a 1 percent growth, and traffic on I-55 south of Memphis decreases by 1,100, a 1 percent decline.

There is minimal traffic diversion on both I-40 and I-55, under the Corridor 8 scenario.

### Cost Estimates

The planning level cost estimate to construct and improve Corridor 8, which is a four-lane roadway between Batesville and Brinkley, is approximately \$741.9 million. The following table provides a cost breakdown by each major corridor segment:

Segment Description	Cost Estimate
I-40 Northwest of Forrest City to Walnut Corner (US 49)	\$65,511,000
Walnut Corner to Mississippi River	\$27,023,000
New Mississippi Bridge to proposed I-69	\$390,850,996
Lula (SR 315) to Clarksdale	\$132,763,813
Clarksdale to Marks	\$50,320,762
Marks to Batesville	\$75,481,141
<b>TOTAL</b>	<b>\$741,950,712</b>

*Note: Programmed costs for projects designated as "committed" and costs for active construction projects are not included in the corridor cost estimate. If planned improvements are in place, then these costs could be overestimated.*

### Economic Impacts

Constructing, operating, maintaining, and preserving Corridor 8 would create nearly 5,000 cumulative job-years (job year is equivalent to one job position held for a year), and the economic activity associated with these expenditures is projected to amount to nearly \$214.4 million over a the combined 10-year construction and subsequent 20-year operating period.

Activity	Total Job-Years	Economic Activity (2010 \$ Millions)
Construction	3,360	\$145.56
Operations and Maintenance	100	\$4.22
Preservation	870	\$36.56
<b>Total</b>	<b>4,330</b>	<b>\$186.34</b>

*Note: The total impacts include both direct and multiplier impacts, and economic activity is measured in economic value-added terms.*



Corridor 8 – 2040 Projected Traffic Volumes

