SUMMARY

THE I-69 LOCATION STUDY

The Louisiana Department of Transportation and Development (DOTD), 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 project, hereafter referred to as the I-69 Project, is part of the planned improvements to Congressionally designated High Priority Corridor 18 (Corridor 18) which would link Indianapolis, Indiana to the lower Rio Grande Valley. The I-69 Project extends between U.S. Highway 171 (U.S. 171) near the Town of Stonewall in Desoto Parish and Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, a distance of approximately 35 miles. The routing and logical termini are identified and described in the Corridor 18 Special Issues Study (1997) and in the I-69 (Corridor 18) Special Environmental Study, Task C Report - Sections of Independent Utility (SIU) report (1999) for SIU 15.

The Federal Highway Administration (FHWA) issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement for this project in the July 20, 2000 Federal Register. The current study of alternatives and the environmental consequences of the proposed action were initiated by DOTD in April 2001. This study is fully documented in the remaining sections of this Environmental Impact Statement (EIS).

ALTERNATIVES CONSIDERED AND THE PREFERRED ALIGNMENT

The development of alternatives for the I-69 Project followed a multi-step study approach that evaluated possible highway locations in several stages so that only the most practicable alternatives, i.e., those that met the project purpose and need and that had the potential to minimize environmental impacts, were advanced to the next phase of study. Initially, a GIS-based Environmental Inventory map was created for the Study Area by collecting available environmental information from federal and state sources. This information was used to avoid and minimize impacts to sensitive environmental resources, while considering engineering design criteria.

The Corridor Study involved the development of seven distinct corridors within the Study Area. Corridor development used the environmental inventory mapping as a guide to avoid and minimize impacts to sensitive resources in addition to consideration of appropriate engineering design criteria and local community leader concerns. All corridors were analyzed and screened against the sensitive resources, and reviewed by the public, local community leaders, participating Native American tribes, and resource agencies, including the cooperating federal agencies.

A comprehensive public involvement program was conducted during the Corridor Studies that involved the public, local community leaders, appropriate

state and federal resource agencies, and participating Native American Tribes. Comments from those involved resulted in an expanded Study Area in order to evaluate additional corridors closer to the Port of Shreveport-Bossier. Once individual corridors or portions of corridors were eliminated from further study, a multi-corridor combination, the Preferred Corridor, was identified that provided the best opportunity to develop highway alignments within it which would avoid or minimize impacts to the social, natural, and cultural environments.

The Alignment Study initially developed four preliminary alignment alternatives, approximately 300 feet in width, within the Preferred Corridor to enhance the transportation services and economic vitality of the Study Area, and accommodate the overall purpose of the National I-69 Corridor.

The Preferred Corridor was divided into three discrete sections to allow a more detailed analysis of potential impacts. Section 1 begins at U.S. 171 and extends northward to the Kansas City Southern Railway (KCS) line at Frierson in DeSoto Parish, a distance of approximately 9.1 miles. Section 2N and Section 2S are the northern and southern routes of the Preferred Corridor respectively, and include the Red River crossing. These sections extend from the KCS line at Frierson to LA 157 in Bossier Parish. Section 2N and Section 2S are approximately 15.9 and 15.4 miles in length, respectively. Section 3 begins at LA 157 and extends northward to I-20, a distance of approximately 10.6 miles.

The alignment development process first emphasized avoidance, if practical, and then considered efforts to insure that the alternatives minimized impacts to sensitive resources such as wetlands, threatened and endangered species, and residential areas. This phase of study also included updating and refining the environmental inventory based on specific field investigations within the Preferred Corridor.

A comprehensive public involvement program was conducted during the Alignment Studies that involved the public, local community leaders, appropriate state and federal resource agencies, and participating Native American Tribes. Comments from those involved resulted in revisions to the preliminary highway alignments and the addition of a fifth and sixth alignment were developed that combined portions of the four preliminary alignments. As a result of this program, sufficient information and public opinion was available to identify a Preferred Alignment for the I-69 project. The basis for the identification of the Preferred Alignment in each section is discussed in detail in Section 2.

The Preferred Alignment satisfies the project Purpose and Need, minimizes wetland impacts to the greatest extent practicable in accordance with Section 404 b(1) Guidelines, has a moderate estimated overall cost, is endorsed by the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization, and

best balances the expected project benefits with the overall impacts.

The six alignments, including the Preferred Alignment, are shown on Exhibit S-1.

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 in the Study Area. Safety projects generally involve shoulder widening and curve realignment where necessary and would be implemented regardless of the decision to construct the proposed highway. This project would not be completed under the No-Action alternative.

The final selection of an alignment for the I-69 Project will not be made until after Public Hearings have been held to present the findings and conclusions presented in this Draft EIS. All comments received from the public, local community leaders, federal and state resource agencies, and participating Native American Tribes will be fully evaluated and included in the Final Environmental Impact Statement as part of the administrative record for this project.

SUMMARY OF BENEFICIAL AND ADVERSE IMPACTS

Construction of the proposed project would:

- ❑ Complete Section of Independent Utility (SIU) 15 of the Congressionally-mandated Interstate Highway 69, expanding Interstate linkage between Shreveport / Bossier City and the rest of the Nation
- ❑ Improve international and interstate movement of freight and people
- ❑ Facilitate economic development and enhance economic growth opportunities domestically and internationally
- ❑ Improve the intermodal connectivity of existing truck, rail and port transportation modes, including the Port of Shreveport-Bossier
- ❑ Complete transportation system improvements identified in the Shreveport-Bossier Metropolitan Area Transportation Plan and have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.

Table S-1 summarizes the direct impacts for the developed alignments. The shaded information in Table S-1 represents the Preferred Alignment. Direct, secondary (indirect), and cumulative impacts are discussed in Section 4. The alignments were developed in a corridor that allowed impact avoidance and minimization for a number of resources while providing feasible engineering alternatives. Adverse impacts to the social, economic, natural, and cultural environments would result if any of the alignments were constructed.

OTHER PROPOSED MAJOR ACTIONS IN THE REGION

Other proposed federal and state actions in the Project Area include:

The National I-69 Corridor – SIU 14. A Notice of Intent (NOI) was issued by the Federal Highway Administration (FHWA) in March 2003 to prepare an EIS on a proposal to construct SIU 14 of the National I-69 Corridor from I-20 near Haughton in Bossier Parish, Louisiana to U.S. Highway 82 near El Dorado in Union County, Arkansas. SIU 14 lies to the north of, and connects with, the I-69 Project. A Draft Environmental Impact Statement (FHWA LA-EIS-05-01-D) has been prepared and was distributed for public comment in April 2005.

Interstate 69/Trans-Texas Corridor. A NOI was issued by the FHWA in January 2004 to prepare a Tier One EIS to determine the location of an I-69/Trans-Texas Corridor. The Corridor Study includes SIU 16 of the National I-69 Corridor from U.S. Highway 171 near Stonewall in DeSoto Parish, Louisiana to U.S. Highway 59/U.S. Highway 259 near Nacogdoches in Nacogdoches County, Texas. SIU 16 lies to the south of, and connects with, the I-69 Project. After the Tier One decision has been made, the FHWA will proceed with the I-69 highway component by performing project-level studies in a Tier Two decision process. Other federal, state, and/or local agencies would pursue project decisions for the non-highway modes after the Tier One decision. This project is just beginning the environmental process.

The DOTD and the FHWA – Louisiana Division have consulted and coordinated with the FHWA Arkansas and Texas Division offices, the Arkansas State Highway and Transportation Department, and the Texas Department of Transportation throughout the project development process.

Southwest Arkansas Navigation Study. Authority for the feasibility is contained in Section 402 of the Water Resources Act of 1996 (P.L. 104-303) as a follow-on to a reconnaissance study that was completed in November 1995 to determine the feasibility of extending the navigation along the Red River above Shreveport-Bossier City, Louisiana into southwest Arkansas. The study is being conducted by the U.S. Army Corps of Engineers – Vicksburg District in cooperation with the Arkansas Red River Commission.

Caddo Parish
DeSoto Parish
Stonewall
Preferred Corridor
Line 6 (Preferred) & Line 5
Line 1
Line 2 & 4
Line 3
Match Line
See Sheet 2 of 6
I-69 SIU 16 (Interstate 69/Trans-Texas Corridor)
I-69 SIU 15
Conceptual Interchange (All Lines)
Relocated Road (All Lines)
Wendy Ln
Jeanne Ln
Cherri Ln
Franklin Rd
Old Jefferson Rd
Julie Ln
Dalton Rd
Hall Rd
Woodworth Rd
Karlyn Loop
Kay Ln Dr
Pine Grove Rd
Baker Rd
3276
Jill Rd
Stanley Rd
Lesa Ln
Middleton Rd
Winding Private Dr
Bowen Dr
Library Rd
Curtis Cir
Nancy Ln
Twin Oaks Rd
Williamson Rd
Stacy Ln
Memory Ln
Rv Ln
Douglas Rd
Rosemary
Maze Ln
Collinswood Rd
Thornton Rd
Ann Francis Dr
Jacks Ln
Hall Rd
Scarlett Rd
171
Red Bluff Rd
Buena Vista
McCoy Ln
Nova Ln
Long Rd
Brushy Bayou
Unwood Ave
Glenn Rd
Artha Rd
Fields Rd
Jessie Lattin Rd
Sand Bayou
Swim Club Rd

Legend

- LINE 1 — Proposed Interchange
- LINE 2 — Proposed Interchange
- LINE 3 — Proposed Interchange
- LINE 4 — Proposed Interchange
- LINE 5 — Proposed Interchange
- LINE 6 (Preferred) — Proposed Interchange
- OIL OR GAS WELL
- HAZMAT SITE
- CHURCH
- WELLHEAD PROTECTION AREA
- PARCEL BOUNDARY
- CEMETERY
- FLOODPLAIN
- WETLAND

I-69, SIU 15
US 171 to I-20

Exhibit S-1

ALIGNMENT LOCATIONS

Sheet 1 of 6

Feet
0 2,500
1 inch equals 2,500 feet

POTD

This page is intentionally blank for printing purposes.

Wallace Bayou

DeSoto Parish

Caddo Parish

Wallace Lake

Match Line See Sheet 1 of 6

Preferred Corridor

Line 1

Line 2

Line 3

Line 4

Line 5

Line 6 (Preferred)

Conceptual Interchange (Line 2, 4, 5, 6)

Conceptual Interchange (Line 1)

Conceptual Interchange (Line 3)

Frierson Branch

Sylvest Creek

Gandy Bayou

Frierson

3276

49

Rowe Rd

Alantala Ln

Kelly Ln

Chaparral Rd

Red Strong Rd

Timberline Cir

Stonewall Frierson Road

Bethel Rd

Dave Ln

Ridge Dr

Garden Cir

Chicken Merchant Ln

Wallace Lake Rd

Bloxom Rd

Fob Ln

Los Adais Rd

Old Church Rd

Mason Rd

Williams

Thomas Rd

Red Bluff Rd

Case Ln

Thames Ln

White Springs Rd

Wilson Ln

Miles Ln

Kansas City Southern Railway

Legend

- LINE 1 Proposed Interchange
- LINE 2 Proposed Interchange
- LINE 3 Proposed Interchange
- LINE 4 Proposed Interchange
- LINE 5 Proposed Interchange
- LINE 6 (Preferred) Proposed Interchange
- OIL OR GAS WELL
- HAZMAT SITE
- CHURCH
- WELLHEAD PROTECTION AREA
- PARCEL BOUNDARY
- CEMETERY
- FLOODPLAIN
- WETLAND

I-69, SIU 15
US 171 to I-20

Exhibit S-1

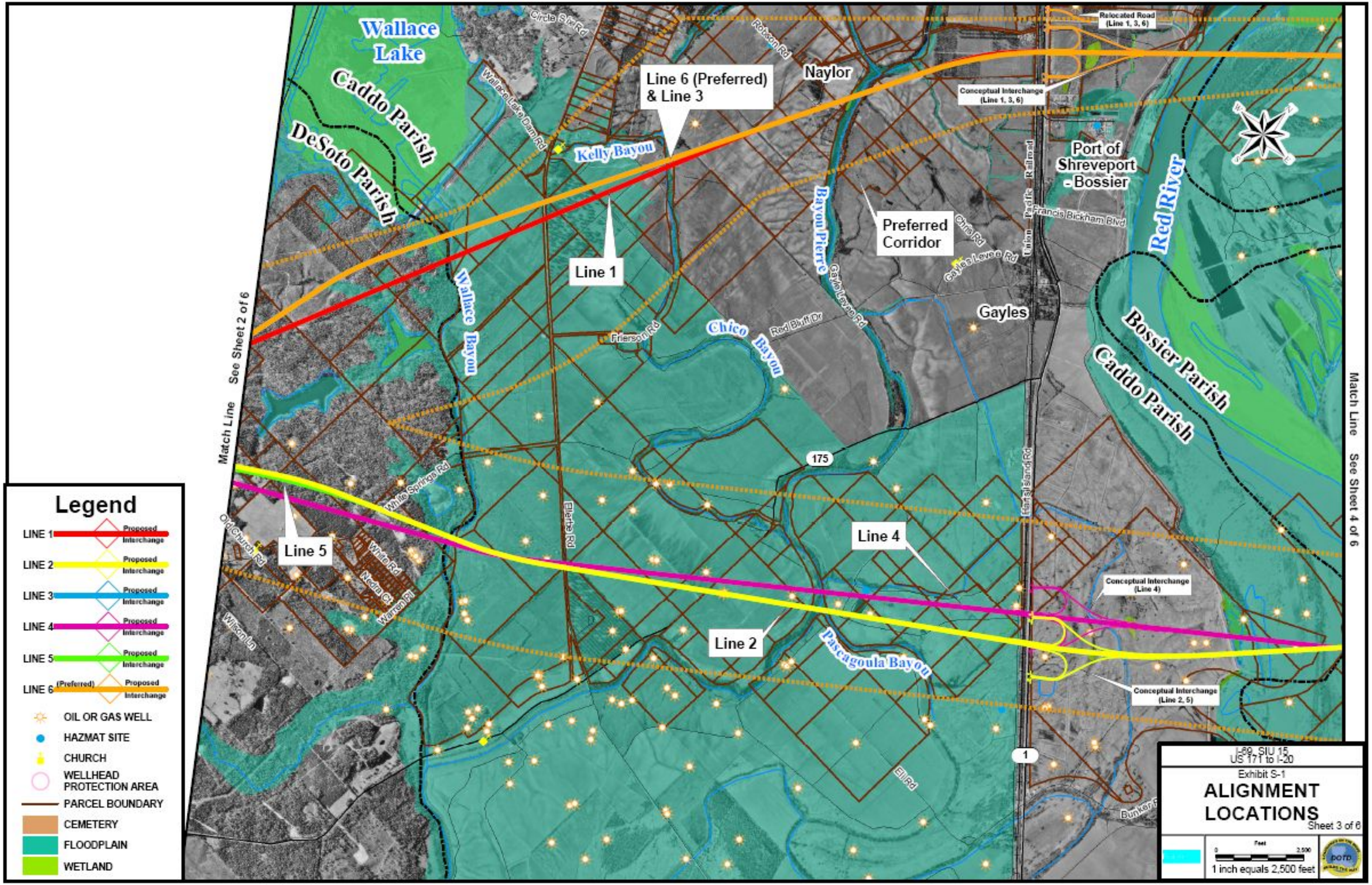
ALIGNMENT LOCATIONS

Sheet 2 of 6

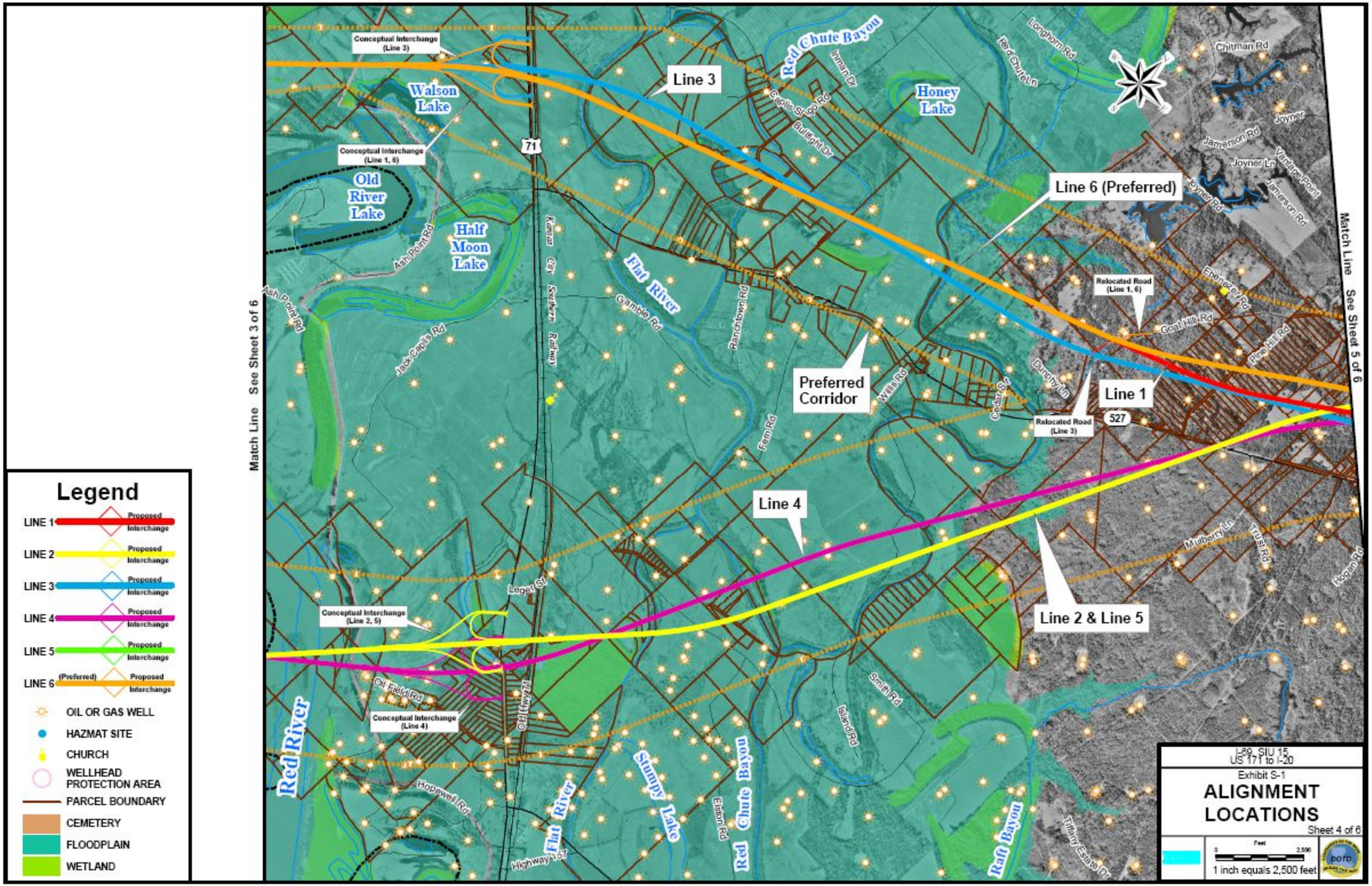
Feet 0 2,500

1 inch equals 2,500 feet

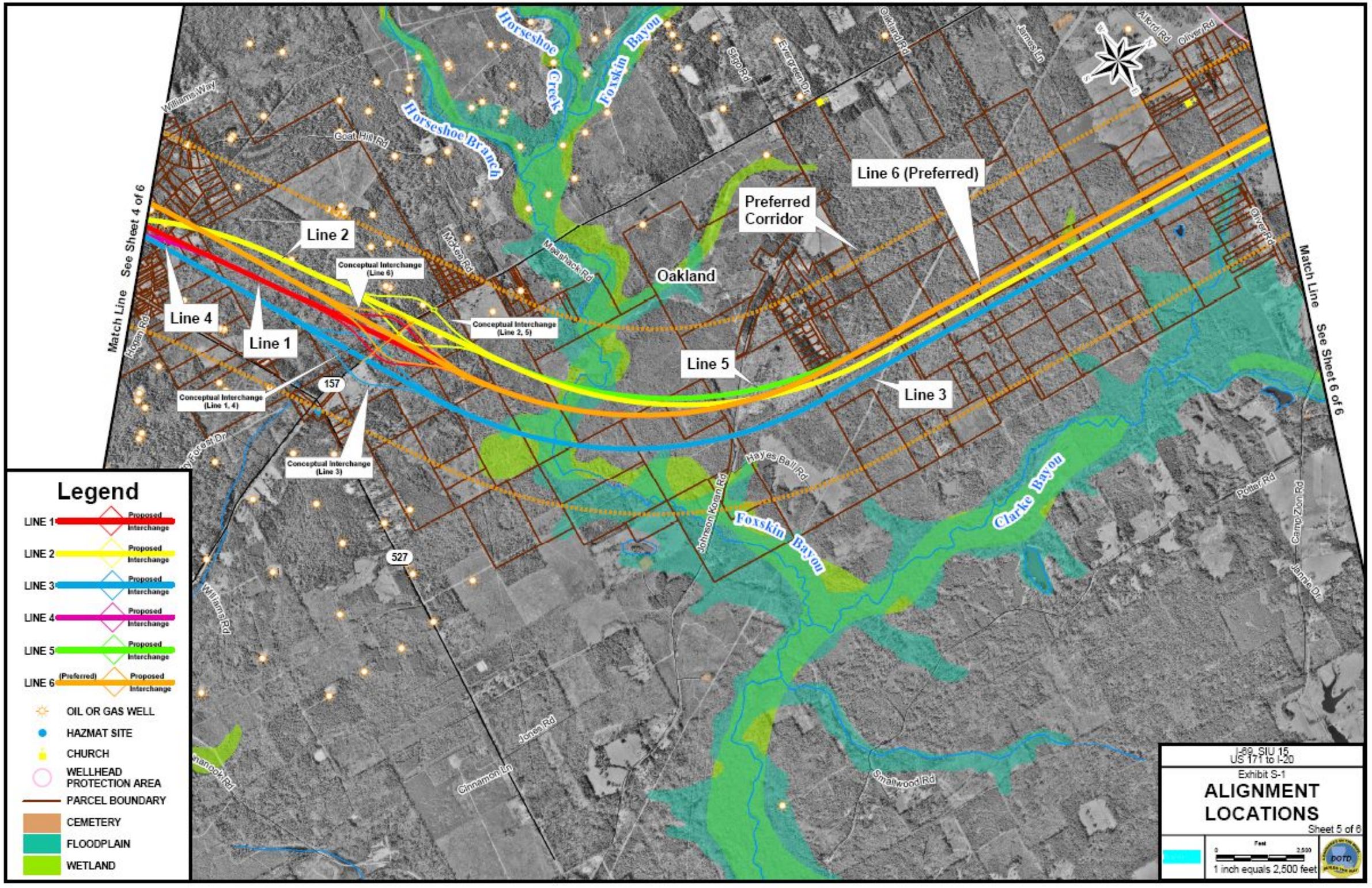
This page is intentionally blank for printing purposes.


Wallace Lake
Caddo Parish
DeSoto Parish
Circle S Rd
Wallace Lake Dam Rd
Kelly Bayou
Line 6 (Preferred) & Line 3
Line 1
Wallace Bayou
Robson Rd
Naylor
Bayou Pierre
Preferred Corridor
Gayle Lewis Rd
Chris Rd
Union Pacific Railroad
Relocated Road (Line 1, 3, 6)
Conceptual Interchange (Line 1, 3, 6)
Francis Bickham Blvd
Port of Shreveport - Bossier
Red River
Bossier Parish
Caddo Parish
Gayles
Frierson Rd
Chico Bayou
Red Bluff Dr
Match Line See Sheet 2 of 6
Match Line See Sheet 4 of 6
175
Hansil Island Rd
Line 5
Line 4
Line 2
Old Church Rd
White Springs Rd
White Rd
Nolan Ct
Warren Pl
Wilson Ln
Ellerbe Rd
Pascagoula Bayou
Conceptual Interchange (Line 4)
Conceptual Interchange (Line 2, 5)
1
Ell Rd
Legend
LINE 1 Proposed Interchange
LINE 2 Proposed Interchange
LINE 3 Proposed Interchange
LINE 4 Proposed Interchange
LINE 5 Proposed Interchange
LINE 6 (Preferred) Proposed Interchange
OIL OR GAS WELL
HAZMAT SITE
CHURCH
WELLHEAD PROTECTION AREA
PARCEL BOUNDARY
CEMETERY
FLOODPLAIN
WETLAND
I-69, SIU 15
US 171 to I-20
Exhibit S-1
ALIGNMENT LOCATIONS
Sheet 3 of 6
Feet
0
2,500
1 inch equals 2,500 feet
DOTD

This page is intentionally blank for printing purposes.


Legend
LINE 1 Proposed Interchange
LINE 2 Proposed Interchange
LINE 3 Proposed Interchange
LINE 4 Proposed Interchange
LINE 5 Proposed Interchange
LINE 6 (Preferred) Proposed Interchange
OIL OR GAS WELL
HAZMAT SITE
CHURCH
WELLHEAD PROTECTION AREA
PARCEL BOUNDARY
CEMETERY
FLOODPLAIN
WETLAND
Match Line See Sheet 3 of 6
Match Line See Sheet 5 of 6
Conceptual Interchange (Line 3)
Conceptual Interchange (Line 1, 6)
Conceptual Interchange (Line 2, 5)
Conceptual Interchange (Line 4)
Line 3
Line 6 (Preferred)
Preferred Corridor
Line 1
Line 4
Line 2 & Line 5
Walson Lake
Old River Lake
Half Moon Lake
Honey Lake
Red Chute Bayou
Flat River
Stumpy Lake
Red River
Raft Bayou
Relocated Road (Line 1, 6)
Relocated Road (Line 3)
71
527
Ash Point Rd
Jack Caplis Rd
Kansas City Southern Railway
Gamble Rd
Ranchtown Rd
Fern Rd
Wills Rd
Dunphy Ln
Coal Hill Rd
Pine Hill Rd
Ebenezer Rd
Chitman Rd
Joyner
Jamerson Rd
Joyner Ln
Vantage Point
Longhorn Rd
Red Chute Ln
Inman Dr
Caplis Slough Rd
Bullfight Dr
Legal St
Oil Field Rd
Old Hwy 71
Hopewell Rd
Highway 557
Elston Rd
Island Rd
Smith Rd
Tiffany Estate Dr
Mulberry Ln
Trust Rd
Hogan Rd
LA 69, SIU 15
US 171 to I-20
Exhibit S-1
ALIGNMENT LOCATIONS
Sheet 4 of 6
Feet
0
2,500
1 inch equals 2,500 feet
DOTD

This page is intentionally blank for printing purposes.


Horseshoe Creek
Horseshoe Branch
Foxskin Bayou
Clarke Bayou
Oakland
Line 1
Line 2
Line 3
Line 4
Line 5
Line 6 (Preferred)
Preferred Corridor
Conceptual Interchange (Line 6)
Conceptual Interchange (Line 2, 5)
Conceptual Interchange (Line 1, 4)
Conceptual Interchange (Line 3)
Match Line See Sheet 4 of 6
Match Line See Sheet 6 of 6
Williams Way
Goat Hill Rd
Mckee Rd
Meashack Rd
Hogan Rd
Oakland Rd
Sipo Rd
Evergreen Dr
James Ln
Alford Rd
Oliver Rd
Hayes Ball Rd
Johnson Koran Rd
Potter Rd
Camp Zion Rd
Jamie Dr
Williams Rd
Jones Rd
Cinnamon Ln
Smallwood Rd
Shamrock Rd
157
527
Legend
LINE 1 Proposed Interchange
LINE 2 Proposed Interchange
LINE 3 Proposed Interchange
LINE 4 Proposed Interchange
LINE 5 Proposed Interchange
LINE 6 (Preferred) Proposed Interchange
OIL OR GAS WELL
HAZMAT SITE
CHURCH
WELLHEAD PROTECTION AREA
PARCEL BOUNDARY
CEMETERY
FLOODPLAIN
WETLAND
I-69, SIU 15
US 171 to I-20
Exhibit S-1
ALIGNMENT LOCATIONS
Sheet 5 of 6
Feet
0
2,500
1 inch equals 2,500 feet
DOTD

This page is intentionally blank for printing purposes.

Match Line See Sheet 5 of 6

Haughton

Line 2

Line 4

Line 3

Line 6 (Preferred) & Line 5

Line 1

Preferred Corridor

Louisiana Army Ammunition Plant

I-69 SIU 15

I-69 SIU 14

Clarke Bayou

Caney Branch

Relocated Road (Line 1, 3,5,6)

Conceptual Interchange (Line 2, 3, 5, 6)

Conceptual Interchange (Line 1, 4)

Kansas City Southern Railway

Owl Ln, Pace Ln, Marland Dr, Academy Ln, Marrero Ave, Truman Ln, Burton Ln, Fox Creek, Jefferson Ave, Deer Valley, Ragan Ln, Cherry Oak Ln, Red Oak Ln, Covington Rd, Princeton Rd, Lodge Hall Rd, Redwood Ln, Booker Rd, Timberline Ln, Robbin Ln, McSwain Dr, Trail End, Evangeline Ln, Cherry St, Myrtle, Myrtle St, Laurel St, Haynes Rd, Oliver Rd, Lincoln Ave, Johnson Ave, Camp Zion Rd, Peach St, Galilee St, Debbie St, Cedar St, Oakwood Dr, Buccaneer Ln, Poplar St, Brenning Rd, Hazel St, Allentown Rd, McMullan Rd, Freedom St, Rowes Dr, Ashwood Dr, Wildoak Dr, Shootout Lane, Elsie Dr, Hickory Nut Ln, Chestnut Ln, Gilbert McCoy Ln, Jones Rd, Gary Ln

3227, 614, 20, 164, 157, 79, 80

Legend

- LINE 1 — Proposed Interchange
- LINE 2 — Proposed Interchange
- LINE 3 — Proposed Interchange
- LINE 4 — Proposed Interchange
- LINE 5 — Proposed Interchange
- LINE 6 (Preferred) — Proposed Interchange
- OIL OR GAS WELL
- HAZMAT SITE
- CHURCH
- WELLHEAD PROTECTION AREA
- PARCEL BOUNDARY
- CEMETERY
- FLOODPLAIN
- WETLAND

I-69, SIU 15
US 171 to I-20

Exhibit S-1

ALIGNMENT LOCATIONS

Sheet 6 of 6

Feet
0 2,500
1 inch equals 2,500 feet

POTD

This page is intentionally blank for printing purposes.

Table S-1

IMPACT SUMMARY

Section	Alignment	Length	Construction Cost	ROW & Utility Costs	Structures						Cemeteries	Total Noise Impacts	Natural Resources				Cultural Resources			Prehistoric Archaeology Probability Areas			Wellhead Protection Areas	Known Haz Mat Sites	Water Wells	Producing Oil and Gas Wells
					Houses	Mobile Homes	Apartment Buildings	Businesses	Churches	Public Facilities			Wetlands		Known T&E Species Locations	100-Year Floodplains	NRHP Listed Sites	Recorded Potentially EligibleSites	Recorded Ineligible Sites	High	Medium	Low				
																				ac	ac	ac				
																	#	#	#	RRAV	RRAV	RRAV				Oil
		(miles)	(in 000s)	(in 000s)									#	ac	#	ac	Caddoan	Caddoan	Caddoan	Upland	Upland	Upland				Gas
1	Line 1	9.1	$ 145,776	$ 12,317	-	1	-	-	-	-	-	20	9	10.7	-	11.8	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	16.7	539.1				3
	Line 2	9.1	$ 145,175	$ 11,673	3	-	-	-	-	-	-	18	17	13.5	-	14.3	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	16.7	532.2				-
	Line 3	9.1	$ 147,108	$ 11,553	1	2	-	-	-	-	-	17	18	16.0	-	12.4	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	16.7	567.7				-
	Line 4	9.1	$ 145,181	$ 11,673	3	-	-	-	-	-	-	18	17	13.5	-	14.3	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	16.7	532.2				-
	Line 5	9.1	$ 145,339	$ 11,813	1	-	-	-	-	-	-	19	11	10.5	-	15.3	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	18.2	569.0				1
	Line 6	9.1	$ 145,524	$ 11,813	1	-	-	-	-	-	-	20	11	10.5	-	15.3	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	18.5	569.3				1
2	Line 1	15.9	$ 237,555	$ 17,452	5	6	-	-	1	-	-	28	9	9.5	-	258.4	-	-	-	26.6	242.9	124.6	-	-	3	-
																	-	-	-	13.9	12.3	230.6				5
	Line 2	15.5	$ 229,015	$ 17,660	-	1	-	-	-	-	-	17	8	13.5	-	267.2	-	1	-	27.1	188.1	157.2	-	-	-	-
																	-	1	-	14.3	19.2	217.9				9
	Line 3	15.9	$ 236,695	$ 17,290	3	3	-	-	1	-	-	33	8	9.1	-	246.5	-	-	-	30.5	230.5	123.9	-	-	2	-
																	-	-	-	16.1	12.1	225.4				5
	Line 4	15.4	$ 229,781	$ 17,318	4	4	-	-	-	-	-	20	9	18.0	-	274.4	-	1	-	24.5	206.8	150.6	-	-	1	1
																	-	-	-	15.3	21.3	214.9				6
	Line 5	15.6	$ 228,894	$ 17,730	1	1	-	-	-	-	-	19	8	13.7	-	267.1	-	1	-	27.1	188.0	157.3	-	1	-	-
																	-	1	-	14.3	19.2	217.1				9
	Line 6	15.9	$ 235,911	$ 17,279	3	4	-	-	1	-	-	26	9	10.1	-	243.4	-	-	-	25.3	231.5	122.0	-	-	3	-
																	-	-	-	16.4	12.5	231.3				5
3	Line 1	10.6	$ 121,867	$ 11,519	-	8	-	1	-	-	-	5	4	31.0	-	10.5	-	-	-	-	-	-	4	1	-	1
																	-	-	-	12.8	16.6	410.8				-
	Line 2	10.4	$ 123,148	$ 11,032	1	2	-	-	-	-	-	8	4	20.9	-	8.9	-	-	-	-	-	-	4	1	-	-
																	-	-	-	9.2	26.2	407.9				-
	Line 3	10.8	$ 128,891	$ 11,430	-	7	-	2	-	-	-	5	4	30.1	-	12.7	-	1	-	-	-	-	3	1	-	-
																	-	-	-	15.0	23.2	413.9				-
	Line 4	10.5	$ 121,468	$ 11,164	-	4	-	-	-	-	-	4	4	26.7	-	9.3	-	-	-	-	-	-	4	1	-	1
																	-	-	-	8.7	17.8	418.1				-
	Line 5	10.8	$ 123,950	$ 11,276	-	6	-	1	-	-	-	5	4	22.5	-	9.8	-	1	-	-	-	-	4	1	-	-
																	-	-	-	11.4	25.7	390.0				-
	Line 6	10.6	$ 123,937	$ 11,556	-	6	-	1	-	-	-	5	4	22.3	-	10.0	-	1	-	-	-	-	4	1	-	1
																	-	-	-	11.4	16.3	408.7				-
TOTALS	No-Action	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																	-	-	-	-	-	-				-
	Line 1	35.6	$ 505,198	$ 41,288	5	15	-	1	1	-	-	53	22	51.2	-	280.7	-	-	-	26.6	242.9	124.6	4	1	3	1
																	-	-	-	26.7	45.6	1180.5				8
	Line 2	35.0	$ 497,338	$ 40,365	4	3	-	-	-	-	-	43	29	47.9	-	290.4	-	1	-	27.1	188.1	157.2	4	1	-	-
																	-	1	-	23.5	62.1	1158.0				9
	Line 3	35.8	$ 512,694	$ 40,273	4	12	-	2	1	-	-	55	30	55.2	-	271.6	-	1	-	30.5	230.5	123.9	3	1	2	-
																	-	-	-	31.1	52.0	1207.0				5
	Line 4	35.0	$ 496,430	$ 40,155	7	8	-	-	-	-	-	42	30	58.2	-	298.0	-	1	-	24.5	206.8	150.6	4	1	1	2
																	-	-	-	24.0	55.8	1165.2				6
	Line 5	35.5	$ 498,183	$ 40,819	2	7	-	1	-	-	-	43	23	46.7	-	292.2	-	2	-	27.1	188.0	157.3	4	2	-	-
																	-	1	-	25.7	63.1	1176.1				10
	Line 6	35.6	$ 505,372	$ 40,648	4	10	-	1	1	-	-	51	24	42.9	-	268.7	-	1	-	25.3	231.5	122.0	4	1	3	1
																	-	-	-	27.8	47.3	1209.3				6

Source: Michael Baker Jr., Inc.

- Line 6 (Preferred Alignment)
RRAV - Red River Alluvial Valley
Upland - Upland Areas
Caddoan - Sites with Caddoan Components

This page is intentionally blank for printing purposes

OTHER LOCAL ACTIONS

The FHWA, the DOTD, and the Caddo-Bossier Parishes Port Commission entered into a Corridor Preservation Memorandum of Agreement (MOA) to preserve Commission land, in an unimproved state, along the route of the Preferred Alignment subject to public, local officials, resource agency, and Native American tribe review and completion of the NEPA process. In the event that the alignment ultimately selected does not pass through Commission property, the MOA will terminate upon execution of the Record of Decision. This agreement is included in the Appendix.

ENVIRONMENTAL MITIGATION, COMMITMENTS AND PERMITS

Throughout this project, the DOTD and FHWA have consulted and coordinated with several federal and state agencies, as well as the public, regarding important issues. Many issues have been resolved throughout the course of the preparation of this Draft EIS. The resolution of other issues cannot be completed until the project moves forward into the next phase of design, when additional information becomes available. These issues have been resolved by agreeing to the manner in which they will be addressed at a later date. The following summarizes the required permits, and the agreements and commitments that have been reached for this project.

Permits

- State Water Quality Certification issued by the Louisiana Department of Environmental Quality, as required by Section 401 of the Clean Water Act.
- Clean Water Act Section 404 permit issued by the U.S. Army Corps of Engineers for the placement of dredged or fill material in waters of the United States. A draft Section 404 permit application for the Selected Alignment will be included in the Final Environmental Impact Statement.
- A National Pollutant Discharge Elimination System (NPDES) Permit required by Section 402 of the Clean Water Act issued by the Louisiana Department of Environmental Quality.
- Louisiana Water Discharge Permit System (LWDPS) permit issued by the Louisiana Department of Environmental Quality.
- A Bridge Permit issued by the U.S. Coast Guard, pursuant to the General Bridge Act of 1946, for crossing the Red River, a navigable waterway.

Relocations

- During final design of the highway, further consideration will be given to reducing all residential and business displacements. All displaced residents will be provided with relocation assistance by the DOTD and every reasonable effort will be made to relocate affected residents within their immediate community.

- ❑ The DOTD will provide relocation assistance to residences and businesses displaced during acquisition of right-of-way in accordance with the Federal Uniform Relocation Assistance and Real Property Policies Act of 1970. The DOTD is committed to assist with locating replacement housing within the occupant's financial means and within the general area of the project and when necessary providing housing of last resort. Real estate availability will be reassessed once final design of the highway has been completed. The DOTD publication, "Acquisition of Right of Way and Relocation Assistance" is included in the Appendix for further information.

Oil and Gas Resources

- ❑ In conjunction with the right-of-way acquisition process, a qualified petroleum engineer will conduct a feasibility study for each impacted well to determine the estimated reserves.
- ❑ All wells impacted by the proposed highway would be properly abandoned according to procedures established by the Louisiana Department of Environmental Quality.
- ❑ During final design of the highway, individual gas and oil collector lines would be identified. When possible, these lines would be avoided or relocated to continue service to these well sites.

Water Quality

- ❑ The DOTD will minimize non-point discharge water quality impacts and will comply with all requirements of the Clean Water Act, as amended, for the construction of this proposed highway. A Stormwater Pollution Prevention Plan will be prepared in conjunction with the NPDES permitting. This Plan will include all specifications and best management practices (BMPs) necessary for control of erosion and sedimentation due to construction-related activities.
- ❑ Mitigation measures will be implemented as part of the design and construction of the Project to reduce impacts resulting from stormwater runoff. These measures will include:
  - Implementation of a LADEQ approved Erosion and Sedimentation Control Plan
  - Use of properly sized and engineered culverts for stream crossings to minimize impacts attributed to flood height and flood duration
  - Construction of detention treatment facilities where necessary
  - Perpendicular stream crossings where practicable
  - Scheduling construction activities to minimize exposed areas and duration of exposure
  - Prompt re-vegetation of all disturbed areas
  - Minimize duration of in-stream work by heavy equipment
  - Control of runoff within the right-of-way limits using temporary stormwater management ponds before discharging into receiving streams

- Use of gentle slopes and wide shallow channels for grassed swales to remove pollutants through filtration, settling, and infiltration
- Designation of impervious areas for construction equipment, vehicle storage, and fuel to minimize accidental spills.
- Storing fuels, other similar materials, and construction vehicles and equipment away from designated Well Head Protection Areas.

Floodplains

- ❑ Detailed hydraulic studies will be performed during the final design of the Project to determine any changes in flood elevations due to construction. DOTD and FHWA will review these studies to confirm that adequate measures have been taken to insure that floodplain encroachment does not increase the risk of flooding to adjacent properties.

Wetlands

- ❑ The DOTD will attempt to further minimize wetland impacts during the final design phase of the project when practicable. All unavoidable wetland impacts will be mitigated for by the DOTD and the FHWA. Final mitigation ratios and requirements will be determined during an evaluation of the Project pursuant to Section 404 of the Clean Water Act. This evaluation process will take place after issuance of the Record of Decision.
- ❑ The DOTD and its contractors will not excavate, fill, or perform land clearing activities within Waters of the United States or any areas under jurisdiction of the COE, except as authorized by the COE. The DOTD will require its contractors to comply with all local, state, and federal regulations.
- ❑ Construction-related wetland impacts will be avoided through implementation of mitigation measures, including:
  - Wetlands outside the construction limits will not be used for construction support activities (borrow sites, waste sites, storage, parking access, etc.) unless the contractor obtains Section 404 permits from the Corps of Engineers
  - Clearing of wetland vegetation will be limited to the minimum required for job completion
  - Coordination with the contractor to ensure that all appropriate measures will be taken to protect the water quality of adjacent wetlands through the use of straw bales, silt fencing, and seeding and mulching.

Threatened and Endangered Species

- ❑ The DOTD and the FHWA will conduct biological assessments for the Interior least tern (*Sterna antillarum*) and Red-cockaded woodpecker (*Picoides borealis)* and will complete the Endangered Species Act (ESA) Section 7 consultations with the U.S. Fish and Wildlife Service prior to the issuance of the Final Environmental Impact Statement. The Record of Decision will address the status of the ESA Section 7 consultation.

Cultural Resources

- ❑ The DOTD and the FHWA will conduct a Phase I Cultural Resources Survey to identify

archaeological and historic resources along the Preferred Alignment. The survey findings and National Register of Historic Places eligibility will be coordinated with the Louisiana State Historic Preservation Officer and summarized in the Final Environmental Impact Statement.

- ❑ A commitment letter identifying continuing efforts for completion of the National Historic Preservation Act of 1966, Section 106 process with respect to the Project's effect on cultural resources will be prepared by the DOTD and the FHWA, and accepted by the Louisiana State Historic Preservation Officer prior to issuance of the Record of Decision.

Hazardous Materials

- ❑ The DOTD and the FHWA will conduct a Phase 1 Environmental Site Assessment along the Preferred Alignment. If areas of hazardous materials contamination are present, appropriate measures would be taken to remediate the area prior to construction.

Traffic Analysis

- ❑ The regional traffic model maintained by the North Northwest Louisiana Council of Governments (Shreveport-Bossier City area Metropolitan Planning Organization (MPO)) is being expanded to include the entire Study Area. When completed, a revised traffic analysis will be performed to evaluate and verify the serviceability of the highway system and the I-69 conceptual interchanges. The predictive noise model will also be revised and the traffic noise analysis verified. The results will be included in the Final Environmental Impact Statement.

Noise Analysis

- ❑ The regional traffic model maintained by the North Northwest Louisiana Council of Governments (Shreveport-Bossier City area Metropolitan Planning Organization (MPO)) is being expanded to include the entire Study Area. When completed, the predictive noise model will be revised, the traffic noise analysis verified, and a preliminary noise abatement analysis will be performed. The results will be included in the Final Environmental Impact Statement.

Navigation

- ❑ In accordance with 23 USC 144(h), (23 CFR Section 650.805), the DOTD and FHWA have made a preliminary determination that U.S. Coast Guard (USCG) bridge permits are only required for portions of the project spanning the Red River. A final joint determination on the locations requiring a bridge permit will be made with the USCG prior to issuance of the Record of Decision.
- ❑ The DOTD will coordinate with the U.S. Coast Guard to provide information relative to navigation and the effects the bridges will have on navigation interests using the waterways. Pier locations, horizontal and vertical navigation clearances, and the alignment of the navigational openings for the Red River bridge

crossing will be established in coordination with the U.S. Army Corps of Engineers and the U.S. Coast Guard and included in the Final Environmental Impact Statement. Detailed navigation studies and fendering or collision design alternatives will be coordinated with the U.S. Coast Guard during final design.