

**Public Meeting Presentation**

**Interstate 69 – SIU 15**

**US 171 to I-20**

**Bossier, Caddo and DeSoto Parishes, Louisiana**

**August 2010**

State Project No. 700-94-0003  
F.A.P. No. HPI-69-1(001)

Baker

Thank you for attending tonight's Public Meeting on Interstate 69 – SIU 15.

If you've attended these meetings before... we're glad you're back. If you're here for the first time... welcome.

In order to get the most out of this presentation, please refer to the materials that were handed out at the Sign-In Table.

We last met with you in July 2005 for the Draft EIS Public Hearings, about 5 years ago.

Today's public meeting is to present revisions made in response to comments received on the Preferred Alignment identified in the Draft EIS. Because so much time has passed, we'll start today's presentation with a brief review of the study efforts leading up to the Draft EIS Public Hearings.

**SIU 15 – Study Process**

- 4 Study Phases
  - Scoping / Purpose & Need
  - Corridor Studies
  - Alignment Studies
  - Environmental Documentation
- Consensus Building & Decision-making

State Project No. 700-94-0003  
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The multi-step study process adopted for the SIU 15 project involves four (4) primary work phases and includes:

Scoping and Purpose & Need Assessment which included the identification and evaluation of a broad range of transportation alternatives and led to consensus on important project and environmental issues

Corridor Studies which developed several 1-mile wide corridors within the Study Area and identified a Preferred Corridor

Alignment Studies which developed, within the Preferred Corridor, specific highway alignments, approximately 300 feet in width and identified a Preferred Alignment

Environmental Documentation, which consisted of the preparation of the Draft Environmental Impact Statement (EIS) that was presented at the July 2005 Public Hearings, and other supporting documents. As the project moves forward, a Final EIS will be prepared, comments on that document solicited, and ultimately a single Selected Alignment identified in the Record of Decision.

This study process allowed the examination of a full range of alternatives at both the corridor and alignment levels, with increasing detail as the study progressed.

Through proactive coordination, public outreach and consensus building, decisions were made at the end of each phase of study.

**HIGH PRIORITY CORRIDOR NO. 18**  
**INTERSTATE 69**  
**US 171 to I-20**  
Bossier, Caddo & DeSoto Parishes

STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION  
LOUISIANA'S ON THE MOVE...  
DOTD  
BUILDS THE WAY

## Purpose & Need

- Congressionally-mandated highway expansion
- Improve freight and people movement
- Facilitate economic development and enhance economic growth
- Improve intermodal connectivity at the Port of Shreveport-Bossier

State Project No. 700-94-0003  
F.A.P. No. HPI-69-1(001)

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The Purpose and Need of the Project is to function as a critical link in the Interstate system serving travel, economic development, and commercial demands of the south-central United States as well as the local and regional needs of northwest Louisiana. SIU 15 would:

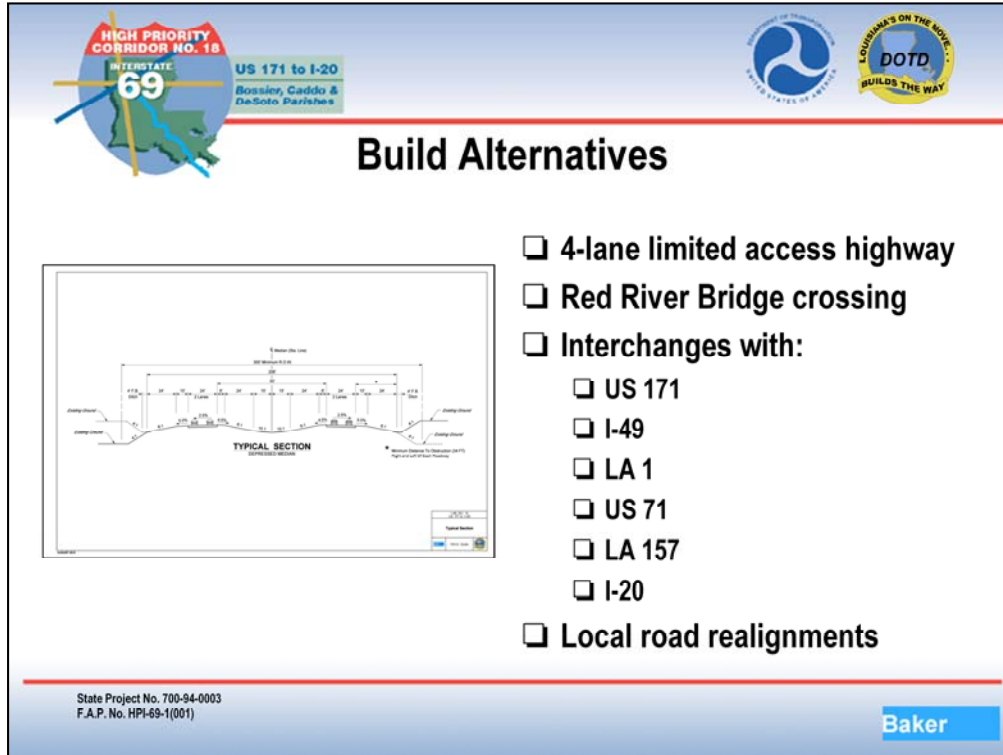
Complete a portion of the Congressionally-mandated Interstate Highway 69, expanding Interstate linkage between Shreveport / Bossier City and the rest of the Nation;

Improve international and interstate movement of freight and people;

Facilitate economic development and enhance economic growth opportunities both domestically and internationally, including Northwest Louisiana; and

Improve the intermodal connectivity of existing truck, rail and port transportation modes, including the Port of Shreveport-Bossier.

The Project is identified in, and consistent with, the approved Shreveport-Bossier Metropolitan Area Transportation Plan.



The slide features a header with logos for 'HIGH PRIORITY CORRIDOR NO. 18 INTERSTATE 69' and 'US 171 to I-20 Bossier, Caddo & DeSoto Parishes'. It also includes the Louisiana Department of Transportation and Development (DOTD) logo with the slogan 'LOUISIANA'S ON THE MOVE... BUILDS THE WAY'. The main title is 'Build Alternatives'. To the left is a 'TYPICAL SECTION' diagram of a highway cross-section. To the right is a list of alternatives, each preceded by an unchecked checkbox. At the bottom left, it lists 'State Project No. 700-94-0003' and 'F.A.P. No. HPI-69-1(001)'. At the bottom right is the 'Baker' logo.

## Build Alternatives

- 4-lane limited access highway
- Red River Bridge crossing
- Interchanges with:
  - US 171
  - I-49
  - LA 1
  - US 71
  - LA 157
  - I-20
- Local road realignments

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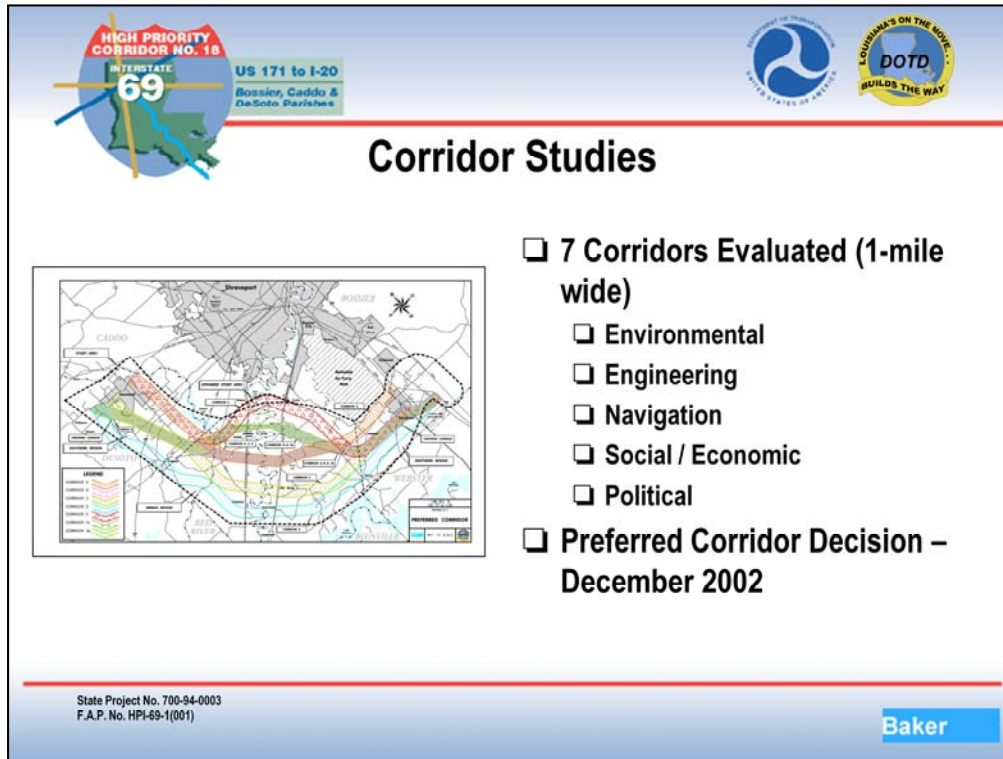
A broad range of transportation alternatives were considered for the Project. Three alternatives were eliminated from further study because they did not meet the Purpose and Need. These alternatives included Transportation Systems Management, Mass Transit, and Upgrading the Existing Roadway System.

The No-Action and Build alternatives were retained for further study. The MPO indicated that only a Build Alternative would satisfy the regional transportation needs.

The proposed highway would be a 4-lane, divided, fully controlled access facility on new location designed to Interstate standards, including a new bridge crossing of the Red River. The typical highway section includes two 12-foot through lanes in either direction with a 90-foot median and inside and outside shoulders. Frontage roads were not anticipated.

Access to I-69 would be limited to and provided at six interchange locations including US 171, I-49, LA 1, US 71, LA 157 and I-20. Grade separations are proposed at all other major roadway crossings using overpass or underpass structures depending on the roadway alignment and terrain.

Minor local roadway realignments are proposed at several locations to improve geometry.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State Department of Transportation. The main title is "Corridor Studies". To the left is a map of Louisiana highlighting the Interstate 69 corridor through the Bossier, Caddo, and DeSoto parishes. Below the title is a map of the study area showing seven different colored corridors (red, orange, yellow, green, blue, purple, and gray) and a preferred corridor in gray. A legend on the map identifies the corridors. To the right of the map is a list of evaluation criteria and a decision date.

**Corridor Studies**

- 7 Corridors Evaluated (1-mile wide)
  - Environmental
  - Engineering
  - Navigation
  - Social / Economic
  - Political
- Preferred Corridor Decision – December 2002

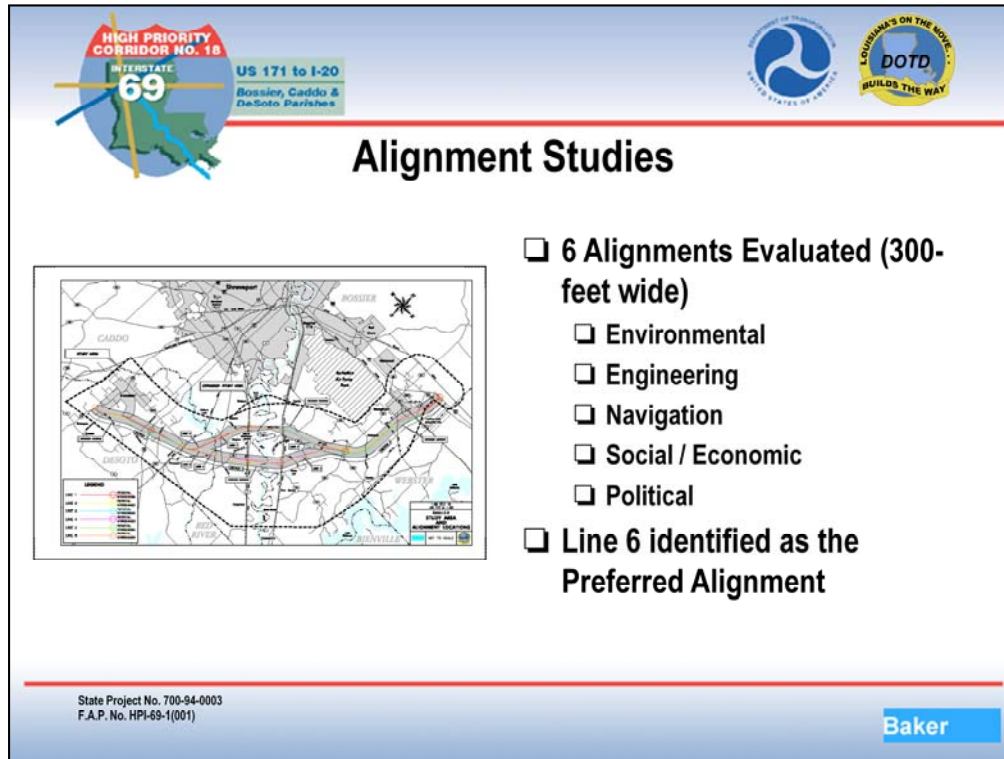
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In total, seven 1-mile wide corridors within a 300-square mile Study Area were developed and evaluated against environmental, engineering, navigation, socio-economic and political issues identified during Scoping and against the stated Purpose & Need.

A Preferred Corridor, shown in gray, was identified and publicly announced in December 2002.

Note that the Preferred Corridor has both a Northern Route and a Southern Route beginning at Frierson, crossing the Red River, and ending at LA 157.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State Department of Transportation. A map of Louisiana highlights the Interstate 69 corridor, labeled as 'HIGH PRIORITY CORRIDOR NO. 18' and 'US 171 to I-20' through Bossier, Caddo, and DeSoto parishes. The main title is 'Alignment Studies'. To the left is a detailed map showing six proposed alignment lines (1-6) across the region. To the right is a bulleted list of evaluation criteria and the preferred alignment. At the bottom left, project numbers are listed, and at the bottom right, the Baker logo is present.

## Alignment Studies

- ❑ 6 Alignments Evaluated (300-foot wide)
  - ❑ Environmental
  - ❑ Engineering
  - ❑ Navigation
  - ❑ Social / Economic
  - ❑ Political
- ❑ Line 6 identified as the Preferred Alignment

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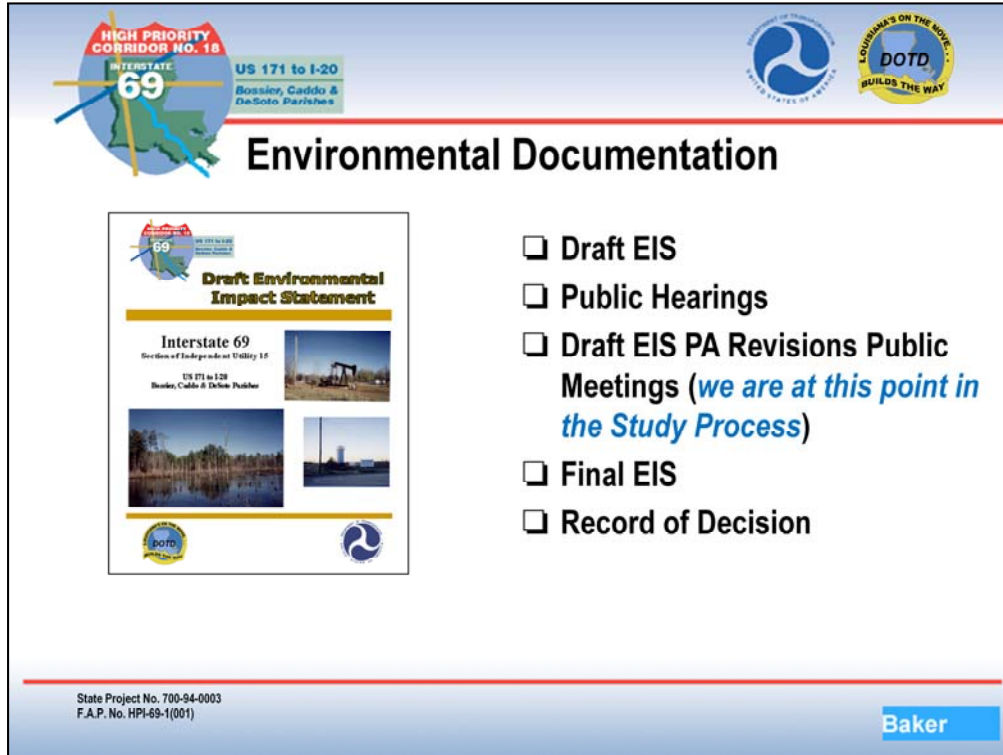
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The Alignment Studies consisted of a focused effort within the Preferred Corridor.

Six alignments, each approximately 300-feet wide, were developed within the Preferred Corridor and evaluated against environmental, engineering, navigation, socioeconomic and political issues and against the Purpose & Need. Lines 1, 3, and 6 followed the Preferred Corridor's Northern Route while Lines 2, 4, and 5 followed the Preferred Corridor's Southern Route.

Line 6 was the alignment preferred by Federal- and state-resource agencies, local officials, and the Northwest Louisiana Council of Governments (NLCOG), the designated Metropolitan Planning Organization (MPO) for transportation planning in the Shreveport-Bossier area.

All six alignments were presented and discussed in the Draft Environmental Impact Statement. Line 6 was identified as the Preferred Alignment.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State Department of Transportation. The main title is "Environmental Documentation". Below the title is a checklist of five items, with the second item highlighted in blue. To the left of the checklist is a thumbnail image of a "Draft Environmental Impact Statement" cover. The cover includes the text "Interstate 69 Section of Independence Utility 15 US 171 to I-20 Bossier, Caldo & DeSoto Parishes" and several landscape photographs. At the bottom of the slide, there is a footer with project numbers and the Baker logo.

**Environmental Documentation**

- Draft EIS
- Public Hearings
- Draft EIS PA Revisions Public Meetings (*we are at this point in the Study Process*)
- Final EIS
- Record of Decision

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Environmental Documentation consists of preparing a Draft Environmental Impact Statement, holding Public Hearings, completing various technical reports, preparing a Final EIS and executing a Record of Decision.

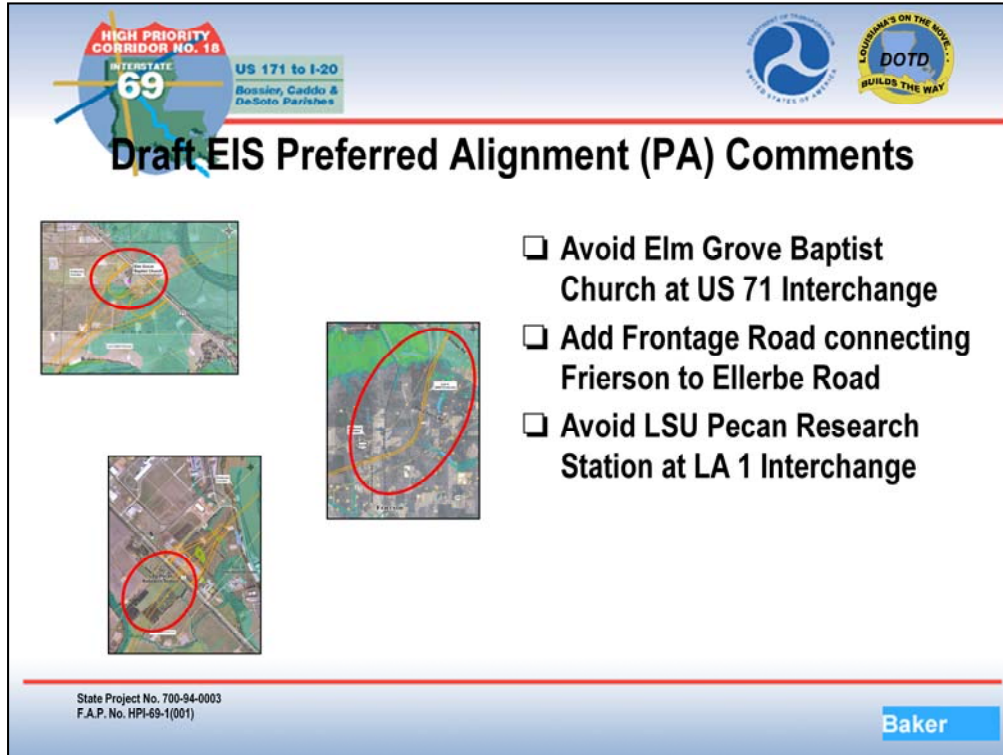
The Draft Environmental Impact Statement (Draft EIS) documented the study process, the alternatives considered, and decisions made, and disclosed the project impacts. It was distributed to Federal and State agencies, Federal and State legislators, Native American tribal interests, local officials, and other organizations and places including public libraries. In all, nearly 150 copies were distributed.

Two (2) Public Hearings were held in July 2005 to present the Project and to receive formal public comment.

Today's public meeting is to present revisions in response to comments received on the Preferred Alignment identified in the Draft EIS.

After the formal comment period closes, all comments will be evaluated and a Final EIS prepared, documenting and addressing comments received at the Public Hearings and this meeting. The Final EIS will then be distributed for public comment.

Once the Final EIS comment period closes, the Record of Decision (ROD) will be prepared and executed. The ROD is the decision document containing the Selected Alignment's final location and ending this study process.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State University (LSU). The main title is "Draft EIS Preferred Alignment (PA) Comments". Below the title are three satellite maps showing different areas of the project, with red circles highlighting specific locations. To the right of the maps is a list of three items, each preceded by a square checkbox:

- Avoid Elm Grove Baptist Church at US 71 Interchange
- Add Frontage Road connecting Frierson to Ellerbe Road
- Avoid LSU Pecan Research Station at LA 1 Interchange

At the bottom left, the text reads "State Project No. 700-94-0003" and "F.A.P. No. HPI-69-1(001)". At the bottom right, the Baker logo is visible.

Over 300 people attended the July 2005 Public Hearings. Comments were received from federal and state resource agencies, elected officials and the public. All comments were reviewed and evaluated.

Line 6 (the Draft EIS Preferred Alignment) was also the publicly-preferred alignment. Three (3) revisions were requested that warranted further consideration.

Over 100 parishioner requested that the Preferred Alignment be shifted to avoid impacts to the Elm Grove Baptist Church at the US 71 Interchange.

The Desoto Parish Police Jury (DPPJ) requested that access to the inaccessible portion of Old Church Road be maintained. Instead of a grade separation, they requested that a frontage road be provided between Bloxom Road in DeSoto Parish and Ellerbe Road in Caddo Parish.

Louisiana State University (LSU) requested that the Preferred Alignment be shifted, or another alignment selected to avoid impacts to the LSU Pecan Research Station, just west of the Port of Shreveport-Bossier at the LA 1 Interchange.

Numerous alignment revisions were evaluated. Two (2) feasible alignments were identified for further study and are being presented today.

The slide features a header with logos for 'HIGH PRIORITY CORRIDOR NO. 18 INTERSTATE 69', 'US 171 to I-20 Bossier, Caddo & DeSoto Parishes', the Louisiana Department of Transportation and Development (DOTD), and the slogan 'LOUISIANA'S ON THE MOVE... BUILDS THE WAY'. The main title is 'Revised Draft EIS PA – Northern Route'. On the left is a map showing the proposed route in yellow, with a red circle highlighting a specific area. On the right is a list of features for 'Line 6R (Northern Route)'. At the bottom left, it lists 'State Project No. 700-94-0003' and 'F.A.P. No. HPI-69-1(001)'. At the bottom right is the 'Baker' logo.

### Revised Draft EIS PA – Northern Route

- **Line 6R (Northern Route)**
  - Identical to Draft EIS PA except for shift between Wallace Bayou and Red Chute Bayou
  - Avoids Elm Grove Baptist Church
  - Adds Frontage Road
  - **Minimizes** impacts to LSU Pecan Research Station (avoidance within the Preferred Corridor northern route is **not feasible**)

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Line 6R is identical to the Draft EIS Preferred Alignment except for a southward shift between Wallace Lake and Red Chute Bayou. It remains within the Northern Route of the Preferred Corridor.

Line 6R shifts the US 71 Interchange southward to avoid the Elm Grove Baptist Church.

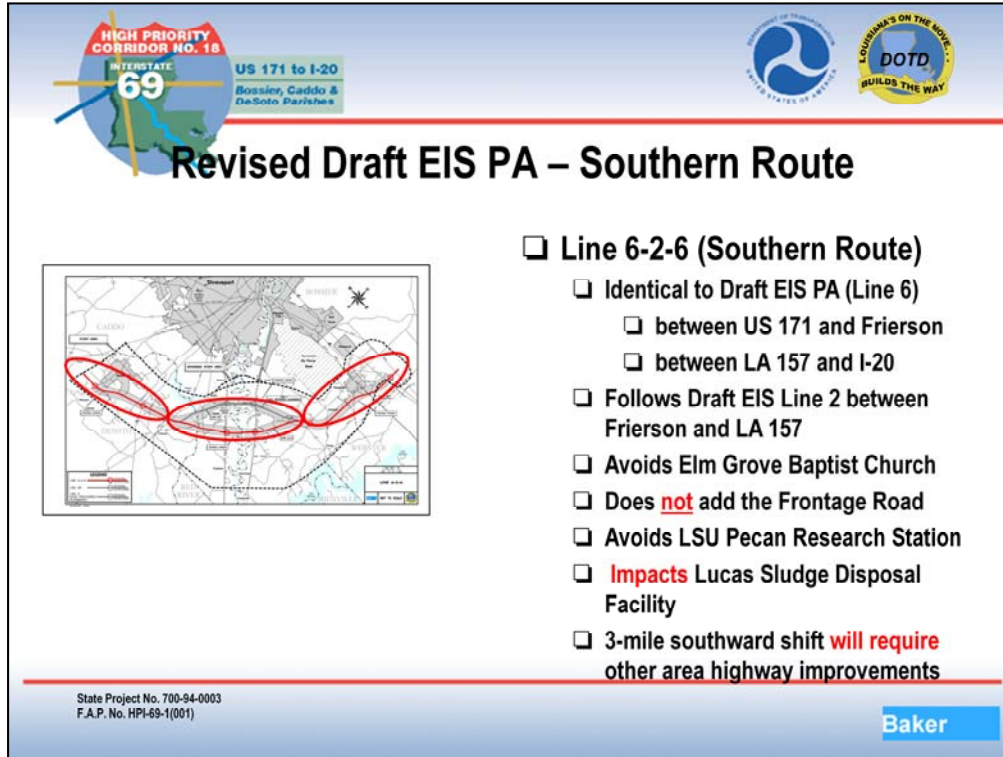
A Frontage Road, parallel to the shifted alignment, was also added between Frierson and Ellerbe Road in response to Desoto Parish Police Jury comments.

Line 6R minimizes impacts to the LSU Pecan Research Station. The LSU Pecan Research Station cannot be avoided by an alignment following the Preferred Corridor's Northern Route.

The CCS Midstream and ChemTrade Logistics facilities, both identified hazardous materials sites, and other Port tenants limited alignment shifts to the south.

Alignment shifts to the north were not feasible due to existing and planned industrial expansion at the Port. Several new facilities are currently under construction adjacent to the Preferred Corridor.

A wall was added on the north side of the highway to further reduce LSU Pecan Research Station impacts.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State University (LSU) system. A map in the top left shows the Interstate 69 corridor through the Bossier, Caddo, and DeSoto parishes. The main title is "Revised Draft EIS PA – Southern Route". To the left of the bullet points is a map showing the proposed route in red, looping around several areas. The bullet points list key characteristics and impacts of Line 6-2-6. At the bottom left, project numbers are provided, and the Baker logo is at the bottom right.

**Revised Draft EIS PA – Southern Route**

- Line 6-2-6 (Southern Route)**
  - Identical to Draft EIS PA (Line 6)
    - between US 171 and Frierson
    - between LA 157 and I-20
  - Follows Draft EIS Line 2 between Frierson and LA 157
  - Avoids Elm Grove Baptist Church
  - Does **not** add the Frontage Road
  - Avoids LSU Pecan Research Station
  - Impacts** Lucas Sludge Disposal Facility
  - 3-mile southward shift **will require** other area highway improvements

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In contrast to the Preferred Alignment and Line 6R, Line 6-2-6 follows the Preferred Corridor's Southern Route.

It is identical to the Draft EIS Preferred Alignment (Line 6) between US 171 and Frierson, and again between LA 157 and I-20. Along the Preferred Corridor's Southern Route, Line 6-2-6 follows Line 2, as identified the Draft EIS. Hence the alignment's name, six dash two dash six.

Line 2 was selected for this alignment because it had the least environmental impacts of the Draft EIS alignments developed within the Southern Route.

Line 6-2-6 avoids the Elm Grove Baptist Church.

This alignment does not include a Frontage Road.

Line 6-2-6 avoids impacts to the LSU Pecan Research Station, but impacts the Lucas Sludge Disposal Facility. Relocation estimates for this facility are in excess of \$1 Million Dollars.

It crosses both LA 1 and US 71 approximately three (3) miles south of the Preferred Alignment's current location. In order to provide adequate access between Line 6-2-6 and the Shreveport metropolitan area, LA 1 and US 71 must be widened to four lanes. The three (3) mile southward shift indirectly adds an additional \$32 Million Dollars to the LA 1 and US 71 roadway improvement costs.

The Shreveport-Bossier Metropolitan Area Transportation Plan identified the future extension of LA 3132 (Inner Loop) as part of the orderly development of the regional transportation system to meet future traffic demands. LA 3132 currently terminates at LA 526 (the Bert Kouns Industrial Loop) approximately 1.6 miles from the LA 1 – LA 526 intersection. This Inner Loop Extension would required further study to provide a revised connection with Line 6-2-6. The added highway length is envisioned to add an additional \$36 Million Dollars to the Inner Loop Extension costs.

**Project Impacts**

- Divided into 3 Sections**
  - Section 1 – US 171 to KCS Railway
  - Section 2 – KCS Railway to LA 157
  - Section 3 – LA 157 to I-20
- Environmental Updates**
  - Aerial Mapping & Property
  - Structures
  - Oil, gas & water wells
- Natural, Social and Cultural resources impacts are shown in the Table**

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In order to allow a more detailed analysis of each alignment's potential impacts, the Preferred Corridor was divided into three discrete sections.

Section 1 begins at US 171 and extends to the Kansas City Southern Railway line at Frierson.

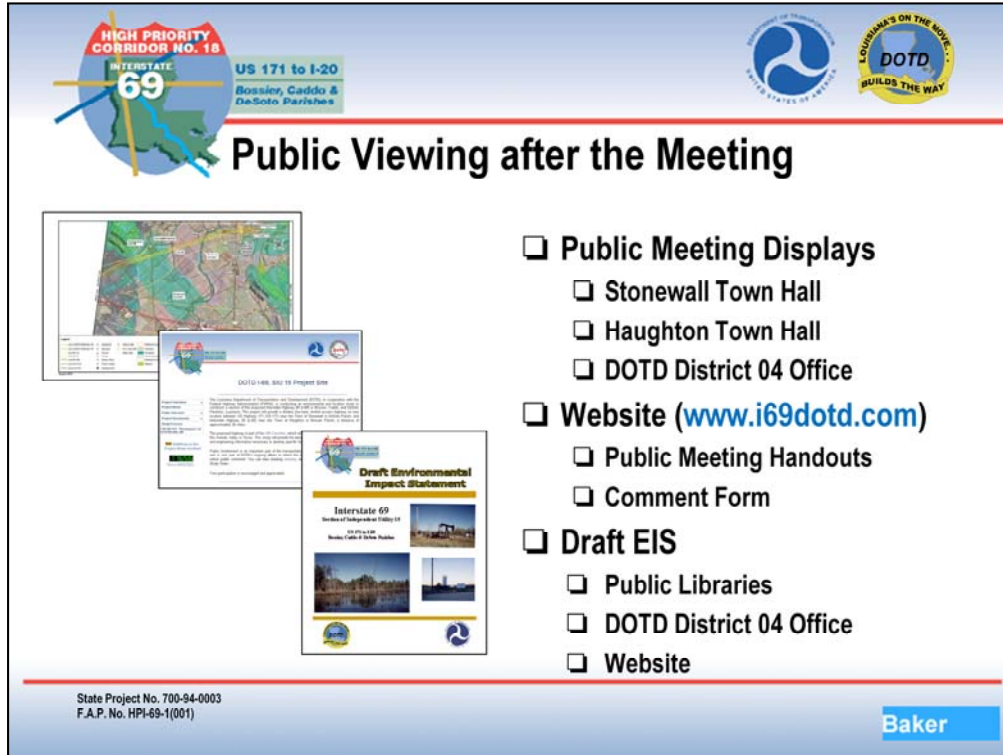
Section 2 extends from the Kansas City Southern line at Frierson to LA 157. This section includes the Northern and Southern Routes of the Preferred Corridor and includes the Red River bridge crossing.

Section 3 begins at LA 157 and extends to I-20.

The aerial photography, property boundaries, structures, floodplains, water wells, and oil & gas well information was recently updated to reflect area growth since the Public Hearings.

The handout materials and the exhibits on display include a table summarizing the Project's impact on natural, social and cultural resources. The environmental resources identified during Scoping are shown in the columns across the top of the table. The Draft EIS Preferred Alignment, Line 6R, and Line 6-2-6, by section, are shown in the rows along the left side. The intersection of a column and row shows the magnitude of the resource impacted by the alignment segment.

Only one (1) set of values are shown in Sections 1 and 3 because all three (3) alignments are identical through these portions of the Project.



The slide features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Interstate 69 project. The main title is "Public Viewing after the Meeting". To the left, there are three overlapping images: a map of the project area, a screenshot of the project website, and a cover page of the Draft Environmental Impact Statement. To the right, a list of viewing locations and materials is provided, each preceded by a checkbox. At the bottom left, the project number and F.A.P. number are listed, and at the bottom right, the Baker logo is present.

**Public Viewing after the Meeting**

- Public Meeting Displays**
  - Stonewall Town Hall
  - Houghton Town Hall
  - DOTD District 04 Office
- Website ([www.i69dotd.com](http://www.i69dotd.com))**
  - Public Meeting Handouts
  - Comment Form
- Draft EIS**
  - Public Libraries
  - DOTD District 04 Office
  - Website

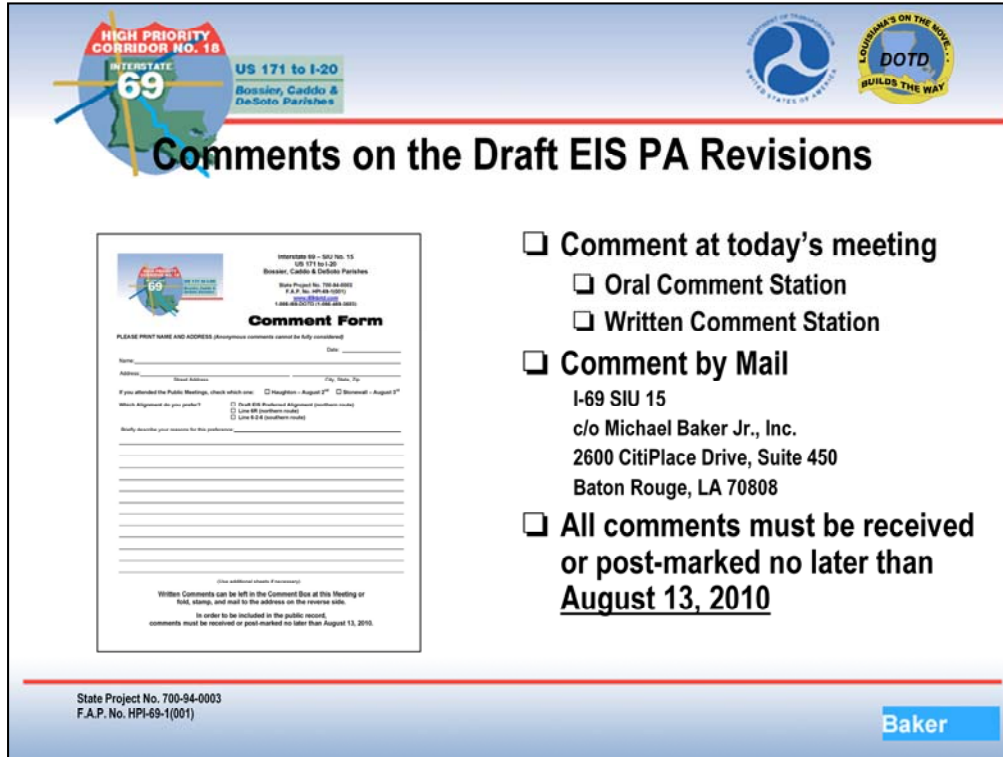
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The exhibits on display here today will be available for review during regular business hours, beginning August 5, 2010, at the Stonewall and Houghton Town Halls and the DOTD District 04 Headquarters.

Information concerning the Project can also be viewed on the Project website at [www.i69dotd.com](http://www.i69dotd.com). Today's public meeting handouts and the Comment Form can be viewed, downloaded, or printed.

The Draft EIS is available locally for public review at DeSoto Parish public libraries in Stonewall, Logansport, and Mansfield; the Shreve Memorial Library's South Caddo Branch, Cedar Grove/Line Avenue Branch, and Downtown Branch in Caddo Parish; Bossier Parish public libraries in Houghton and Bossier City, and at the DOTD District 04 Headquarters in Bossier City. It can also be viewed on the Project Website.



The poster features a header with logos for the Louisiana Department of Transportation and Development (DOTD) and the Louisiana State Department of Transportation. It includes a map of Louisiana highlighting the Interstate 69 corridor. The main title is "Comments on the Draft EIS PA Revisions". Below the title is a "Comment Form" with fields for name, address, and date, and checkboxes for comment type and alignment preference. To the right of the form are three main options: "Comment at today's meeting" (with sub-options for Oral and Written Comment Stations), "Comment by Mail" (with address: I-69 SIU 15, c/o Michael Baker Jr., Inc., 2600 CitiPlace Drive, Suite 450, Baton Rouge, LA 70808), and "All comments must be received or post-marked no later than August 13, 2010". The footer contains the State Project No. 700-94-0003, F.A.P. No. HPI-69-1(001), and the Baker logo.

We want your comments on the revisions made, and presented today, in response to comments received on the Draft EIS Preferred Alignment.

Line 6 (the Draft EIS Preferred Alignment) was preferred by Federal- and state-resource agencies, local officials, and the Northwest Louisiana Council of Governments (NLCOG), the designated Metropolitan Planning Organization (MPO) for transportation planning in the Shreveport-Bossier area. It was also the publicly-preferred alignment.

**Should the Preferred Alignment remain unchanged; be shifted within the Northern Route following Line 6R, or be changed to the Southern Route following Line 6-2-6? We would like to hear from you.**

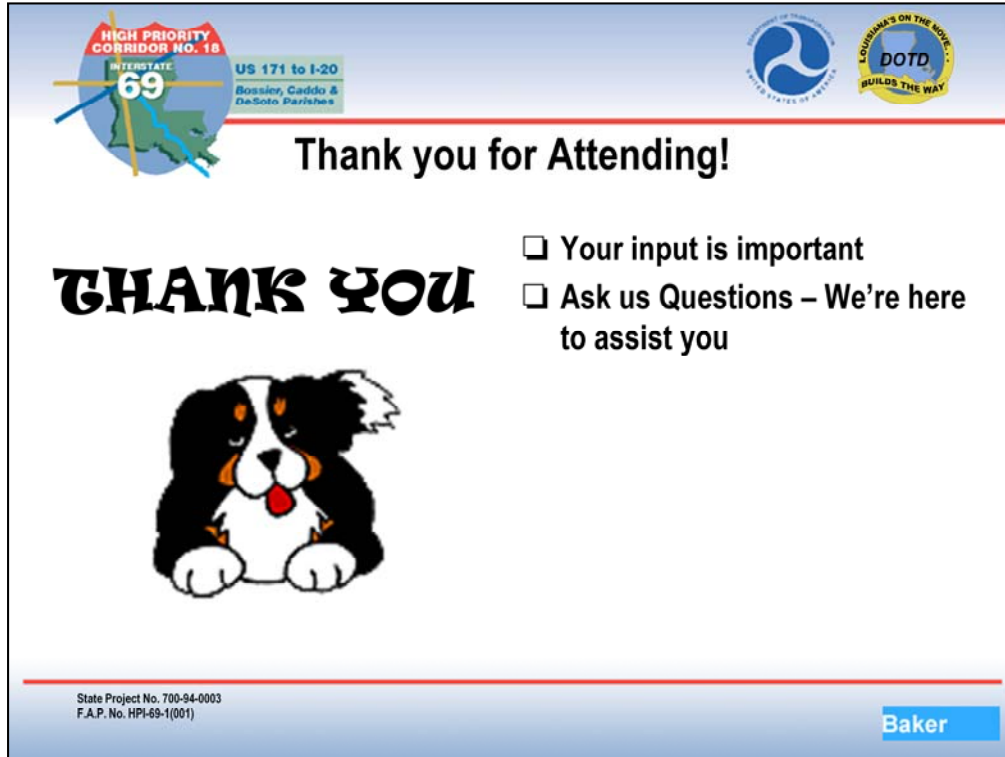
If you want to comment at today's public meeting, you can make a verbal statement at the Oral Comment Station or you can complete the Comment Form that is included in the handout materials and deposit it in the box at the Written Comments Station.

If you prefer to mail us your comments, please mail them to:

I-69 SIU 15  
c/o Michael Baker Jr., Inc.  
2600 CitiPlace Drive, Suite 450  
Baton Rouge, LA 70808

All comments must be received or post-marked no later than August 13, 2010 to become part of the public record.

Please complete your full name and address information. Anonymous comments cannot be fully considered.



The slide features a blue header with several logos: a red and white 'HIGH PRIORITY CORRIDOR NO. 18' shield with 'INTERSTATE 69' below it; a blue box with 'US 171 to I-20' and 'Bossier, Caddo & DeSoto Parishes'; the Louisiana Department of Transportation and Development (DOTD) logo with the slogan 'LOUISIANA'S ON THE MOVE... BUILDS THE WAY'; and the Louisiana State seal. The main text reads 'Thank you for Attending!' in bold black font, followed by 'THANK YOU' in a large, stylized, black font. To the right of the 'THANK YOU' text are two bullet points: '☐ Your input is important' and '☐ Ask us Questions – We're here to assist you'. Below the text is a cartoon illustration of a black and white dog with a red tongue. At the bottom left, it says 'State Project No. 700-94-0003' and 'F.A.P. No. HPI-69-1(001)'. At the bottom right, there is a blue box with the word 'Baker' in white.

This public meeting is an important part of the transportation decision-making process and your input is encouraged and appreciated.

If you have any questions, please do not hesitate to ask one of the Project Team Members. We're all wearing name badges. **Remember, the only bad questions are the ones not asked!**

Thank you again for attending today's public meeting!