



FINAL ENVIRONMENTAL IMPACT STATEMENT

APPENDICES

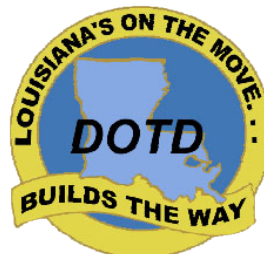
Interstate 69

Section of Independent Utility 15

US 171 to I-20
Bossier, Caddo & DeSoto Parishes



State Project No. H.005184
F.A.P. No. HPI-69-1(001)



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APPENDIX A
Environmental Determination Checklist

ENVIRONMENTAL DETERMINATION CHECKLIST

State Project No. H.005184 (Legacy Project No. 700-94-0003)
Federal Aid No. HPI-69-1(001)
Name: Interstate 69 Section of Independent Utility 15
Route: New Highway from US 171 to Interstate 20
Parish: Bossier, Caddo and Desoto Parishes

1. General Information

Status: () Conceptual Layout () Plan-in-Hand
 (**X**) Line and Grade () Preliminary Plans
 () Survey () Final Design

2. Class of Action

(**X**) Environmental Impact Statement (E.I.S.)
 () Environmental Assessment (E.A.)
 () Categorical Exclusion (C.E.)
 () Programmatic C.E. (as defined in letter of agreement dated 03/15/95,
 does not require FHWA approval)

3. Project Description (use attachment if necessary)

The project is a proposal to construct a divided four-lane, limited access highway on new location between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, and Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. A bridge would span the Red River south of Shreveport, Louisiana. The proposed highway is a portion of the planned improvements to Congressionally designated High Priority Corridor Number 18 (Corridor 18), which extends from the Canadian border at Port Huron, Michigan to several points on the Mexican/Texas border. 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 proposed highway would be approximately 35 miles in length through Bossier, Caddo and DeSoto Parishes, Louisiana.

4. Public Involvement

(**X**) Views were solicited on May 14, 2001.
 Responses are attached.
 (**X**) No adverse comments were received.
 () Comments are addressed in attachment.
 () A public hearing (P/H)/Opportunity is not required.
 () An opportunity for requesting a P/H will be afforded upon your concurrence.
 () Opportunity was afforded, with no requests for P/H.
 (**X**) A Public Hearing was held on July 20 & 21, 2005.
 (**X**) A Public Meeting was held on June 6 & 7, 2001, December 11 & 12, 2001, April 2 & 3, 2002, July 22 & 23, 2003 and August 2 & 3, 2010.

5. Real Estate

	NO	YES
a. Will additional right-of-way be required?.....	()	(X)
b. Will any relocations be required?.....	()	(X)
c. Are construction or drainage servitudes required?.....	(X)	()
d. Will right-of-way be required from a Wetland Reserve Program (WRP) property?.....	(X)	()

6. Cultural and 106 Impacts

	NO	YES
a. Section 4(f) or 6(f) lands		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
b. Known Historic sites/structures		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
c. Known Archaeological sites		
Are any impacted by the project? (If so, list site # below).....	()	(X)
Are any adjacent to the project? (If so, list site # below).....	(X)	()
d. Cemeteries		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
e. Historic Bridges	(X)	()

7. Wetlands

	NO	YES
a. Are wetlands being affected?.....	()	(X)
b. Are other waters of the U.S. being affected?.....	()	(X)
c. Can C.O.E. Nationwide Permit be used?.....	(X)	()

8. Natural Environment

	NO	YES
a. Endangered/Threatened Species/Habitat.....	(X)	()
b. Within 100 Year Floodplain?.....	()	(X)
Is project a significant encroachment in Floodplain?.....	(X)	()
c. In Coastal Zone Management Area?.....	(X)	()
Is the project consistent with the Coastal Management Program?.....	()	()
Will a Coastal Use Permit be required?.....	()	()
d. Coastal Barrier Island (Grand Isle only).....	()	()
e. Farmlands (use form AD 1006 if necessary).....	()	(X)
f. Is project on Sole Source Aquifer?.....	(X)	()
Is coordination with EPA necessary?.....	()	()
g. Natural & Scenic Stream Permit required.....	(X)	()
h. Is project impacting a waterway?.....	()	(X)
Has navigability determination been made?.....	()	(X)
Will a US Coast Guard permit or amended permit be required?.....	()	(X)

9. Physical Impacts

	NO	YES
a. Is a noise analysis warranted (Type I project).....	()	(X)
Are there noise impacts based on violation of the (NAC)?.....	()	(X)
Are there noise impacts based on the 10 dBA increase?.....	()	(X)
Are noise abatement measures reasonable and feasible?.....	(X)	()
b. Is an air quality study warranted?.....	(X)	()
Do project level air quality levels exceed the NAAQS for CO?.....	()	()
c. Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O ₃), Nitrogen dioxide (NO ₂), or Particulates (PM-10)?	(X)	()
d. Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?.....	()	(X)
e. Are construction air, noise, & water impacts major?.....	(X)	()
f. Are there any known waste sites or U.S.T.s?.....	()	(X)
Will these sites require further investigation prior to purchase?	(X)	()

10. Social Impacts

	NO	YES
a. Land use changes	()	(X)
b. Churches and Schools		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
c. Title VI Considerations	(X)	()
d. Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?	(X)	()
e. Hospitals, medical facilities, fire police		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
f. Transportation pattern changes	()	(X)
g. Community cohesion	(X)	()
h. Are short-term social/economic impacts due to construction considered major?	(X)	()
i. Do conditions warrant special construction times (i.e., school in session, congestion, tourist season, harvest)?	(X)	()
j. Were Context Sensitive Solutions considered? (If so explain below).....	()	(X)
k. Will the roadway/bridge be closed? (If yes, answer questions below)	(X)	()
Will a detour bridge be provided?.....	()	()
Will a detour route be signed?.....	()	()

11. Other (Use this space to explain or expand answers to questions above.)

- 5(a) Additional right-of-way will be required. The project is a proposal to construct a divided four-lane, limited access highway, approximately 35 miles in length on new location.
- 5(b) Relocations will be required for all Build alternatives, including the Selected Alignment. See Final EIS Section 4.1.4 and Appendix L.
- 6(c) A Louisiana Division of Archaeology and the Louisiana Division of Historic Preservation records search identified 172 previously recorded cultural resources within the Study Area including standing structures and prehistoric and historic archaeological sites of various National Register of Historic Places (NRHP) eligibility. Line 1 does not impact any previously recorded resources. Lines 2, 3, 4, 6 (Draft EIS Preferred) and the Selected Alignment impact one potentially NRHP-eligible resource. Line 5 impacts two potentially NRHP-eligible resources.
- A Phase I Cultural Resources Survey was conducted on Line 6 (Draft EIS Preferred Alignment) and the Selected Alignment. The SHPO approved the Final Phase I Cultural Resources Survey report, including a standing structures survey, on September 1, 2009 (see Appendix D, page D-143). The Draft EIS Preferred Alignment (Line 6) and Selected Alignment would both impact one additional potentially NRHP-eligible archaeological site identified during the Phase I survey.
- 8(b) 100-year floodplain encroachment would be mitigated as part of final design to ensure no adverse floodplain and floodway impacts. See Final EIS Section 4.9.
- 8(e) The NRCS determined that none of the Build alternatives exceed 160 points in Desoto or Bossier Parishes. In Caddo Parish, Lines 1 was 175 points, Line 2, Line 4, and Line 5 was 171 points, Line 3 and Line 6 (DEIS Preferred Alignment) was 176 points and the Selected Alignment was 156 points. See Final EIS Section 4.13.
- 8(h) In accordance with 23 USC 144(h), (23 CFR Section 650.805), FHWA determined that a U.S. Coast Guard (USCG) bridge permit is required for a waterway crossing on the Red River at Mile 212.2 and USGC bridge permits are not required for the following waterway crossings: Wallace Bayou, Chico Bayou, Bayou Pierre, Flat River, Red Chute Bayou, Foxskin Bayou, and Clark Bayou. The USCG concurred with FHWA’s determination (see Appendix D, page D-174).
- 9(a) A highway traffic noise analysis was performed on the Build alternatives. Receptors exceeding the

NAC and substantial noise increase criteria were identified. Noise abatement measures are not warranted for any of the Build alternatives, including the Selected Alignment, because they do not satisfy the DOTD noise policy cost reasonableness criteria. See Final EIS Section 4.16.

- 9(d) The Project is included in the Northwest Louisiana Long Range Transportation Plan (LRTP-2030) and was added to the 2010 Transportation Improvement Plan (TIP) and Statewide Improvement Program (STIP) for engineering/design in FY 2012 through MPO administrative amendment on February 27, 2012 (see Appendix F, page F-128). FHWA approved the STIP amendment on March 28, 2012 (see Appendix F, page F-130).
- 9(f) All the Build alternatives, including the Selected Alignment, would encroach upon properties identified as known potential hazardous waste sites, but the encroachments are in undeveloped portions of the properties and there is no evidence of contamination.
- 10(j) Comprehensive outreach program to engage the stakeholders including public meetings, Public Hearings, project mailings, local media coverage, project materials viewing locations, a toll-free phone line, and interactive Project website.

Early involvement and participation by community leaders, federal and state resource agencies, Native American tribes, and the public to receive comments regarding possible adverse economic, social or environmental effects or concerns and to receive input on proposed corridor and alignment locations.

Identification of potential impacts to natural, cultural and physical resources as a means to locate proposed corridors and alignments and avoid impacts.

Design considerations include the use of bridges and culverts in order to minimize impact to water resources and implementation of BMPs to reduce erosion and minimize sediment transport during construction.

Stakeholder comments received during the public participation process led to the evaluation of possible realignments. The Selected Alignment includes revisions to avoid the Elm Grove Baptist Church and includes an adjacent frontage road between Stonewall Frierson Road in DeSoto Parish and Ellerbe Road in Caddo Parish to maintain access to properties along Old Church Road and improve area access for police, fire protection, and emergency medical services.

Environmental Mitigation, Commitments and Permits are summarized in the Final EIS Summary and Section 4.23.

Preparer: **Michael Baker Jr., Inc.**
Christopher G. Gesing, P.E.
Title: **Sr. Project Manager & Envr. Lead**
Date: **July 2012**

Attachments

- S.O.V. and Responses
- Wetlands Finding
- Project Description Sheet (**See Section 2**)
- Conceptual Stage Relocation Plan (See Appendix L)
- Noise Analysis (**See Section 4**)
- Air Analysis
- Exhibits and/or Maps
- 4(f) Evaluation
- Form AD 1006 (Farmlands)
- 106 Documentation
- Other: Public Meeting Transcripts: The transcripts of the Public Meetings identified in Section 4 above are on file at DOTD and were submitted to DOTD on September 25, 2001, March 19, 2002, May 30, 2002, November 24, 2003 and August 30, 2010, respectively. The transcript of the July 20 & 21, 2005 Public Hearings is on file at DOTD and was submitted to DOTD on September 30, 2005.

APPENDIX B
Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

THE LEVEL OF SERVICE CONCEPT

A Level of Service (LOS) is a letter designation that describes a range of operating conditions on a particular type of facility. The 1994 Highway Capacity Manual defines levels of service as “qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers.”

The critical point in this definition is the need to define service quality in terms that are perceived by drivers and passengers. Several key measures are used to describe service quality in these terms:

- ❑ Speed and travel time. One of the most easily perceived measures of service quality is speed, or its inverse, travel time. Drivers and passengers alike are keenly aware of the amount of time it takes to get from place to place. On freeways, speed is a very evident measure of service quality, while on street systems, the driver is very sensitive to total travel time.
- ❑ Density. Density is a parameter not often used in traffic analysis. Nevertheless, it is an excellent descriptor of service quality in many cases. Density describes the proximity of vehicles to each other in the traffic stream and reflects ease of maneuverability in the traffic stream, as well as the psychological comfort of drivers.
- ❑ Delay. Delay can be described in many ways. Highway capacity analysis uses delay in several different ways. At intersections, delay is defined in terms of the average stopped time per vehicle traversing the intersection. On rural two-lane highways, percent time delay is defined as the percent of time that all drivers spend in platoons behind slow-moving vehicles they cannot pass. In any of its uses, it represents excess or additional travel time due to traffic conditions or controls. Delay times

are portions of travel time that are particularly obvious to drivers and are particularly annoying or frustrating.

- ❑ Other measures. A variety of other measures are used to describe service quality. In some cases, measures used are not directly discernible to drivers or passengers. Such measures generally rely upon volumes or flow rates because the state of the art does not yet include other calibrated quality measures.

Six levels of service are defined for capacity analysis. They are given letter designations A through F, with LOS A representing the best range of operating conditions and LOS F the worst. The specific terms in which each level of service is defined vary with the type of facility involved. In general, LOS A describes a free-flowing condition in which individual vehicles of the traffic stream are not influenced by the presence of other vehicles. LOS F generally describes breakdown operations (except for signalized intersections) which occur when flow arriving at a point is greater than the facility's capacity to discharge flow. At such points, queues develop, and LOS F exists within the queue and at the point of the breakdown. Levels of service B, C, D, and E represent intermediate conditions, with the lower bound of LOS E often corresponding to capacity operations.

LEVEL OF SERVICE DEFINITIONS

The six levels of service are generally described as follows.

- ❑ Level of Service A: This is a condition of free flow, accompanied by low volumes and high speeds. Traffic density will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

- ❑ Level of Service B: This occurs in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been used in the design of rural highways.
- ❑ Level of Service C: This is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes suitable for urban design practice.
- ❑ Level of Service D: This level of service approaches unstable flow, with tolerable operating speeds being maintained, though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated, however, for short periods of time.
- ❑ Level of Service E: This cannot be described by speed alone, but represents operations at lower operating speeds, typically, but not always, in the neighborhood of 30 miles per hour, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration. This level of service is associated with operation of a facility at capacity flows.
- ❑ Level of Service F: This describes a forced-flow operation at low speeds, where volumes are below capacity. In the extreme, both speed and volume can drop to zero. These conditions usually result from queues of vehicles backing up for a restriction downstream. The section under study will be

serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion.

The above information was taken directly from Traffic Engineering, by William R. McShane and Roger P. Roess 1990, and Traffic Engineering Theory and Practice, by Louis J. Pignataro 1973.

APPENDIX C
Notice of Intent, Solicitation of Views
and Draft EIS Notice of Availability

available. The public must make arrangements by August 1, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to the meeting.

If you are in need of assistance or require a reasonable accommodation for this meeting, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on July 14, 2000.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 00-18409 Filed 7-19-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Bossier, Caddo, & DeSoto Parishes, Louisiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed Interstate highway project in Bossier, Caddo, and DeSoto Parishes, Louisiana.

FOR FURTHER INFORMATION CONTACT:

William Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Avenue, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 767-7615, or Vincent Russo, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Post Office Box 94245, Baton Rouge, Louisiana 70804-9245, Telephone: (225) 929-9190.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (DOTD), will prepare an Environmental Impact Statement (EIS) on a proposal to construct a segment of the proposed Interstate Highway 69 (I-69) in Bossier, Caddo, and DeSoto Parishes, Louisiana. This proposal will provide a divided four-lane, limited access highway on new location between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, a distance of approximately 30 miles. The proposed

new highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The purpose of this proposal is to improve international and interstate trade in accordance with national and state goals and to facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local needs and with the Congressional designation of the corridor.

The location of the proposed new highway generally follows a proposed alignment as developed in the City of Shreveport's 1992 study entitled "Interstate 69 and the Inner Loop Extension: Compatibility Report". However, social, economic, and environmental considerations will determine the number and location of alternatives to be developed during the preparation of the EIS. The western terminus of the proposed highway will be an interchange at US 171 near the Town of Stonewall in DeSoto Parish. The eastern terminus of the proposed highway will be an interchange at I-20 near the Town of Haughton in Bossier Parish.

Alternatives under consideration include (1) the construction of a new controlled access highway, including interchanges providing access at I-20, US Highway 71, Louisiana Highway 1, Interstate Highway 49 and US 171, and (2) taking no action and using existing road network to connect the other segments of the proposed highway in the corridor. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to the appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Federal and State agencies with jurisdiction by law with regards to the social, economic and environmental impact of this proposal will be requested to act as a Cooperating Agency in this matter in accordance with 40 CFR 1501.6. Numerous public involvement initiatives, including public meetings, newsletters, and advisory committee meetings will be held throughout the course of this study. Additionally, a Public Hearing will be held. Public notice will be given, in local newspapers, of the time and place of the meetings and hearing. The Draft EIS will be available for public

and agency review prior to the Public Hearing. A formal scoping meeting will be held upon initiation of this project.

To ensure that the full range of issues related to this proposal are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the DOTD at the address above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: July 10, 2000.

William A. Sussmann,

Division Administrator, FHWA.

[FR Doc. 00-18385 Filed 7-19-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-00-7283; Notice No. 00-7]

Hazardous Materials Safety: Public Meeting Related to Customer Service and Regulatory Review

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of public meeting.

SUMMARY: RSPA will hold a public meeting to seek information from the public on improving safety, reducing costs (especially to small businesses) and increasing customer service through RSPA's management of the national hazardous materials transportation safety program. This meeting is being held in conjunction with a Hazardous Materials Multimodal Training Seminar sponsored by RSPA on September 12 and 13, 2000.

ADDRESSES: The public meeting will be held at the Sheraton Airport Hotel Cleveland, 5300 Riverside Drive, Cleveland, OH (216-267-1500). For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Charles Betts at the address or phone number listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

DATES: The public meeting will be held on Wednesday, September 13, 2000, 1:00 p.m. to 5:00 p.m.; however, the meeting may end prior to 5:00 p.m., dependent upon public interest.

Baker

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

May 14, 2001

«NAME»
«AFFILIATION»
«ADDRESS_1»
«ADDRESS_2»
«ADDRESS_3»
«CITY_STATE_ZIP»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Solicitation of Views

Dear «SALUTATION»:

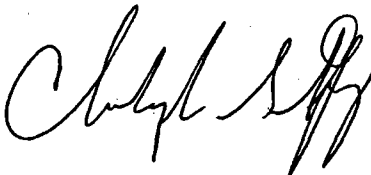
The Louisiana Department of Transportation and Development (DOTD) has retained the consulting firm of Michael Baker Jr. Inc. to conduct an environmental study for the development of a divided four-lane, limited access highway on new location between US 171 and I-20. The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor No. 18, which will link Indianapolis, Indiana and the Lower Rio Grande Valley in Texas. Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached maps showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by June 13, 2001. Replies should be addressed to Christopher G. Gesing, P.E., Michael Baker Jr., Inc., 420 Rouser Road, Airport Office Park, Building 3, Coraopolis, PA 15108. Please reference the State Project Number in your reply.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachments
CGG/mew

cc: Wayne Nguyen - DOTD

1

HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
SOLICITATION OF VIEWS MAILING LIST

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Federal Agencies					
Douglas J Kamien, P.E.	Deputy For Programs & 6ENXP	Project Management	Vicksburg Dist Corps Of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	8th Coast Guard District	Environmental Protection Agency	1445 Ross Avenue		Dallas TX 75202-2733
Commander	Federal Activities Br (6E-F)	Hale Boggs Federal Building	501 Magazine Street		New Orleans LA 70130-3396
Greg Solvey	Fema Region VI	US Environ Protection Agency	1445 Ross Avenue		Dallas TX 75202-2733
Donald Gohmert	Natural Resources	800 North Loop 288			Denton TX 76201
David Fruge	US Fish & Wildlife Service	Conservation Service	3737 Government Street		Alexandria LA 71302
Claudia Nissley Director	Advisory Council/Historic	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
	Dept Of Transportation	Preservation	12136 W Bayaud Avenue #330		Lakewood CO 80228-2113
	Dpt Interior/Geological Survey	Federal Aviation	Attn ASW-472		FtWorth TX 76193
	Federal Prog Rev Coord	3535 South Sherwood Forest	Suite 120		Baton Rouge LA 70806
Morton Wakeland Jr	Marine & Wetlands Section	NW Regional Clearinghouse	P O Box 37005		Shreveport LA 71133-7005
Superintendent	National Park Service	(6WQ-EM)	US Environ Protection Agency	1445 Ross Avenue	Dallas TX 75202-2733
	Region Environmental Officer	365 Canal Street/Suite 3080			New Orleans LA 70130
	US Dept Of The Interior	US Dpt Of Housing/Urban Dev	P O Box 2905		FortWorth TX 76113
	US Dept Of The Interior	National Park Service	P O Box 728		Santa Fe NM 87504-0728
	US Dept Of The Interior	Regional Env Office	P O Box 649		Albuquerque NM 87103
	US Dept Of The Interior	Economic Development Admn	327 Congress Ave Suite 200		Austin TX 78701
Jerry Belson	US Dept Of The Interior	National Park Service, Southeast Region	100 Alabama St. SW	1924 Building	Atlanta GA 30303
State Agencies					
Peggy Thurin, P.E.	Texas Dept Of Transportation	Transportation Planning And Programming Division	P O Box 149217		Austin TX 78714-9217
	Dept Of Culture Rec & Tour	Division Of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dpt Of Wildlife & Fish	P O Box 98000		Baton Rouge LA 70898-9000
	Office Of State Parks	Dpt Of Culture Rec & Tour	P O Box 44426-Cap Ann 3rd		Baton Rouge LA 70804
Lisa Miller	Dept Of Environment Quality	P O Box 82231			Baton Rouge, LA 70884-2231
Curtis F Hoglan/Laf Econ	211 Devalcourt Street				Lafayette LA 70506-4121
	Dept Of Public Safety	Highway Safety Commission	P O Box 66336		Baton Rouge LA 70896
	Dept Economic Development	Office Of Commerce & Industry	P O Box 94185		Baton Rouge LA 70804-9185
	Dept Of Agriculture & Forestry	Office Of Forestry	P O Box 1628		Baton Rouge LA 70821
	Dept Of Agriculture & Forestry	Office Of Soil/Water Conserv	P O Box 3554		Baton Rouge LA 70821-3554
Doug Vincent, Chief Engr	Dept Of Health And Hospitals	Div Of Environmental Health	6867 Bluebonnet Road		Baton Rouge LA 70810
	Dept Of Wildlife & Fisheries	Ecological Studies Section	P O Box 98000		Baton Rouge LA 70898-9000
Maurice Watson	Dept Of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
Frank Deffes/Room 210	DHH/Public Health/Sanitarian	P O Box 60630			New Orleans LA 70160
	Division Of Administration	State Land Office	P O Box 44124		Baton Rouge LA 70804
	Dorchest Soil & Water	Conservation Dist Of LA	216B N Broadway Street		Minden LA 71055
	Floodplain Management Pgm	DOTD-P O Box 94245	Room 430		Baton Rouge LA 70804-9245
	LA Dept Of Natural Resources	Office Of Conservation	P O Box 94275 (625 North 4th)		Baton Rouge LA 70804-9275
	LA Health & Human Res Adm	Bureau Of Envir Services	P O Box 60630		New Orleans LA 70160
	LA State Mineral Board	P O Box 2827			Baton Rouge LA 70821-2827
	Louisiana State Police	Troop G	5300 Industrial Dr Extension		Shreveport LA 71112

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
SOLICITATION OF VIEWS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
LA State Attorney General	P O Box 94095 State Planning Office	P O Box 94095	Capitol Annex Building, 2nd Floor		Baton Rouge LA 70804-9095 Baton Rouge LA 70804-4095
Other Agencies					
Mark S Davis, Executive Director	Coalition To Restore Coastal Environmental Assessment	200 Lafayette St Suite 500 Sierra Club/Delta Chp			Baton Rouge LA 70801-1203 New Orleans LA 70179-0469
Executive Director	LA Forestry Association	P O Drawer 5067			Alexandria LA 71301
Preston Eggers	LA Good Roads Association	656 North Street			Baton Rouge LA 70802
	Louisiana State University	Sea Grant Legal Program	170 Law Center LSU		Baton Rouge LA 70803-1018
	Shreveport Transport Mgmt	P O Box 7314			Shreveport LA 71137-7314
Native American Tribes					
Vernon Hunter, Chairman	Caddo Tribe Of Oklahoma	P O Box 487			Binger, OK 73009
Phillip Martin, Chairman	Mississippi Band Of Choctaw Indians	P O Box 6257			Philadelphia, MS 39350
Ed Rogers, Chairman	Quapaw Tribe Of Oklahoma	P O Box 765			Quapaw, OK 74363-0765
Rufus Davis Jr, Chairman	Caddo Adai Indians Of LA	Route 2, Box 246			Robeline, LA 71469
Gilmer Bennett	Apalachee Tribe Of LA	P O Box 84			Libuse, LA 71348
Roy L Tyler, Chairman	Clifton Choctaw Tribe Of LA	1146 Clifton Rd			Clifton, LA 71447-4015
Brenda Dardar, Chairman	United Houma Nation	20986 LA Hwy 1			Golden Meadow, LA 70357
Earl J Barbry Sr, Chairman	Tunica Biloxi Indians Of LA	P O Box 331			Marksville, LA 71351
Alton Leblanc, Chairman	Chitimacha Tribe Of LA	P O Box 661			Charenton, LA 70523
Tommy W Bolton, Chairman	Choctaw-Apache Tribe Of Ebarb	P O Box 858 (Billy Rd)			Zwolle, LA 71486
Lovelin Poncho, Chairman	Chouhatta Tribe Of LA	P O Box 818			Elton, LA 70532
Wade Blackwell, Chairman	Four-Minds Cherokee	P O Box 267			Slagle, LA 71475
Joey Strickland, Director	Governor's Office Of Indian Affairs	365 N Fourth St	P O Box 94004		Baton Rouge LA 70804-9004
Mona Kogel, Director	Inter-Tribal Council Of LA, Inc	5723 Superior Dr, S.B-1			Baton Rouge, LA 70816
Beverly C Smith, Chairperson	Jena Band Of Choctaws	P O Box 14			Jena LA 71342
Chambers Of Commerce					
Executive Vice President	Chamber Of Commerce	Bossier Parish	710 Benton Road		Bossier City LA 71111
Sue Gruber, President	Chamber Of Commerce	P O Box 20074			Shreveport LA 71130-0074
Alfred Sanders	Webster Chamber Of Commerce	P O Box 819			Minden LA 71058
	Desoto Chamber Of Commerce	P O Box 928			Mansfield LA 71052
Sheriffs & Police Juries					
Desoto Parish Sheriff		205 Franklin Street			Mansfield, LA 71052
Bossier Parish Sheriff					Benton LA 71106
Caddo Parish Sheriff					Shreveport LA 71101
Marlin Caston	Desoto Parish Police Jury	P O Box 898			Mansfield, LA 71052
Jesse Williams	Bossier Parish Police Jury	P O Box 68			Benton LA 71006
Joyce Bowman	Caddo Parish Police Jury	3623 Milton Street			Shreveport LA 71109
Charles Walker	Webster Parish Police Jury	P O Box 389			Minden LA 71058
Federal Senators And Representatives					
The Honorable Jim McCrery	U S House Of Representatives	6425 Youree Dr #350			Shreveport LA 71101-4600

HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
SOLICITATION OF VIEWS MAILING LIST

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable W J "Billy" Tauzin	U S House Of Representatives	107 Federal Building			Houma LA 70360
The Honorable David Vitter	U S House Of Representatives	2800 Veterans Memorial Blvd, #201			Metairie LA 70002-6130
The Honorable William J Jefferson	U S House Of Representatives	501 Magazine Street	Suite 1012		New Orleans LA 70130
The Honorable Richard H Baker	U S House Of Representatives	5757 Corporate Blvd, Suite 104			Baton Rouge LA 70808
The Honorable Chris John	U S House Of Representatives	800 Lafayette Street Suite 1400			Lafayette LA 70501
The Honorable John Cooksey	U S House Of Representatives	1101 Hudson Lane, Suite B			Monroe LA 71201
The Honorable John B Breaux	United States Senate	501 Magazine St, Suite 1005			New Orleans LA 70130
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 326	707 Florida Boulevard		Baton Rouge LA 70801
State Senators And Representatives					
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624		Bossier City LA 71172
The Honorable Roy "Hoppy" Hopkins	LA House Of Representatives	District 1	P O Box 63		Oil City LA 71061
The Honorable Lydia P Jackson	LA House Of Representatives	District 2	610 Texas Street, Suite 201		Shreveport LA 71101
The Honorable Joe R. Satter	LA House Of Representatives	District 24	P O Box 250		Florien, LA 71429
The Honorable Ernest Baylor Jr	LA House Of Representatives	District 3	2835 Hollywood Ave, Suite 270		Shreveport LA 71108
The Honorable Cedric B Glover	LA House Of Representatives	District 4	401 Edwards St, Suite 219		Shreveport LA 71101
The Honorable Wayne Waddell	LA House Of Representatives	District 5	9260 Ellerbe Rd		Shreveport LA 71106
The Honorable Beverly Gourdon Bruce	LA House Of Representatives	District 7	P O Box 884		Mansfield, LA 71052
The Honorable Billy Montgomery	LA House Of Representatives	District 9	4326 Parkway Drive		Bossier City LA 71112-4200
The Honorable B L Shaw	LA House Of Representatives	District 6	3825 Gilbert, Suite 131		Shreveport, LA 71104
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	731 Main Street		Minden LA 71055
The Honorable Max Tatum Malone	The Senate Of Louisiana	District 37	610 Marshall St, Suite 722		Shreveport LA 71101
The Honorable Gregory Tarver	The Senate Of Louisiana	District 39	1024 Pierre Avenue		Shreveport LA 71103
The Honorable Ronald Bean	The Senate Of Louisiana	District 38	2520 Bert Kouns Suite 100		Shreveport LA 71118
The Honorable Kenneth "Mike" Smith	The Senate Of Louisiana	District 31	P O Box 1381		Winnfield, LA 71483
The Honorable Foster Campbell Jr	The Senate Of Louisiana	District 36	1800 Jimmie Davis Hwy. Suite A		Bossier City LA 71112
Local Officials					
	Bossier City Parish Metro	Planning Commission	620 Benton Road		Bossier City LA 71111
	Bossier Office Of Community Services	P O Box 6004			Bossier City LA 71111
	Bossier Parish School Board	P O Box 2000			Benton LA 71006-2000
	Caddo Comm Action Agency	4055 St Vincent			Shreveport LA 71108
Caddo Parish Commission	Caddo Parish Courthouse	501 Texas Street			Shreveport LA 71101
	Caddo Parish School Board	P O Box 3200			Shreveport LA 71130-2000
	Caddo-Bossier Port Commission	P O Box 52071			Shreveport LA 71135-2071
Lorenz Walker	City Of Bossier	P O Box 5337			Bossier City LA 71171-5337
Director	Desoto Parish Civil Defense	P O Box 1341			Mansfield, LA 71052
	Desoto Parish School Board	201 Crosby Street			Mansfield, LA 71052
	Caddo Soil & Water	Conservation Dist Of LA	P O Box 7278		Shreveport LA 71137
	Desoto Soil & Water	Conservation Dist. Of LA	211 Washington Ave.		Mansfield, LA 71052
Mr Gary P Neathery	Floodplain Administrator	525 Marshall Suite 200			Shreveport LA 71101
The Honorable Joseph Nichols	Mayor Of Mooringsport	P O Box 577			Mooringsport LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101

HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
SOLICITATION OF VIEWS MAILING LIST

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Charles Kirkland	Shreveport Metropolitan	Planning Commission	P O Box 1109		Shreveport LA 71130
Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
Bill Maxey	Mayor Of Haughton	P O Box 729			Haughton LA 71037
Bill Robertson	Mayor Of Minden	P O Box 580			Minden LA 71058
Curtis McCune	Mayor Of Stonewall	P O Box 92			Stonewall LA 71078
Lynn Mascagni	Mayor Of Benton	P O Box 336			Benton LA 71006
Bill Hanna	Caddo Parish Administrator	505 Travis, Suite 800			Shreveport LA 71101
Shirley Bryd	Webster Parish Sec/Treasure	P O Box 389			Minden LA 71058
Dennis Woodward	Bossier Parish Administrator	P O Box 70			Benton LA 71006
Donald Edington	Desoto Parish Administrator	P O Box 898			Mansfield LA 71052
Stephanie Edminstons	Executive Director	Bossier City Metropolitan	Planning Commission		Bossier City LA 71111
Other Officials					
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
S. Bruce Easterly	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive		Bossier LA 71112
Tommy Clark	Director Of Public Affairs	KCS Railway Co	4601 Shreveport-Barksdale Blvd.		Shreveport LA 71107
John D. Caruthers	I-69 Coalition	400 Travis St., Suite 1510			Shreveport LA 71101
Roy Miller	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport LA 71109
Murry Viser	Executive Director	Shreveport-Bossier Military Affairs Council	P.O. Box 1931	Barksdale Air Force	Shreveport LA 71166-1931

State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to Junction I-20
Bossier, Caddo and DeSoto Parishes

The Federal Highway Administration, in cooperation with the Louisiana Department of Transportation and Development, will prepare an Environmental Impact Statement (EIS) on a proposal to construct the proposed Interstate Highway 69 (I-69) in Bossier, Caddo, and DeSoto Parishes, Louisiana. This proposal will provide a divided four-lane, limited access highway on new location between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, a distance of approximately 30 miles.

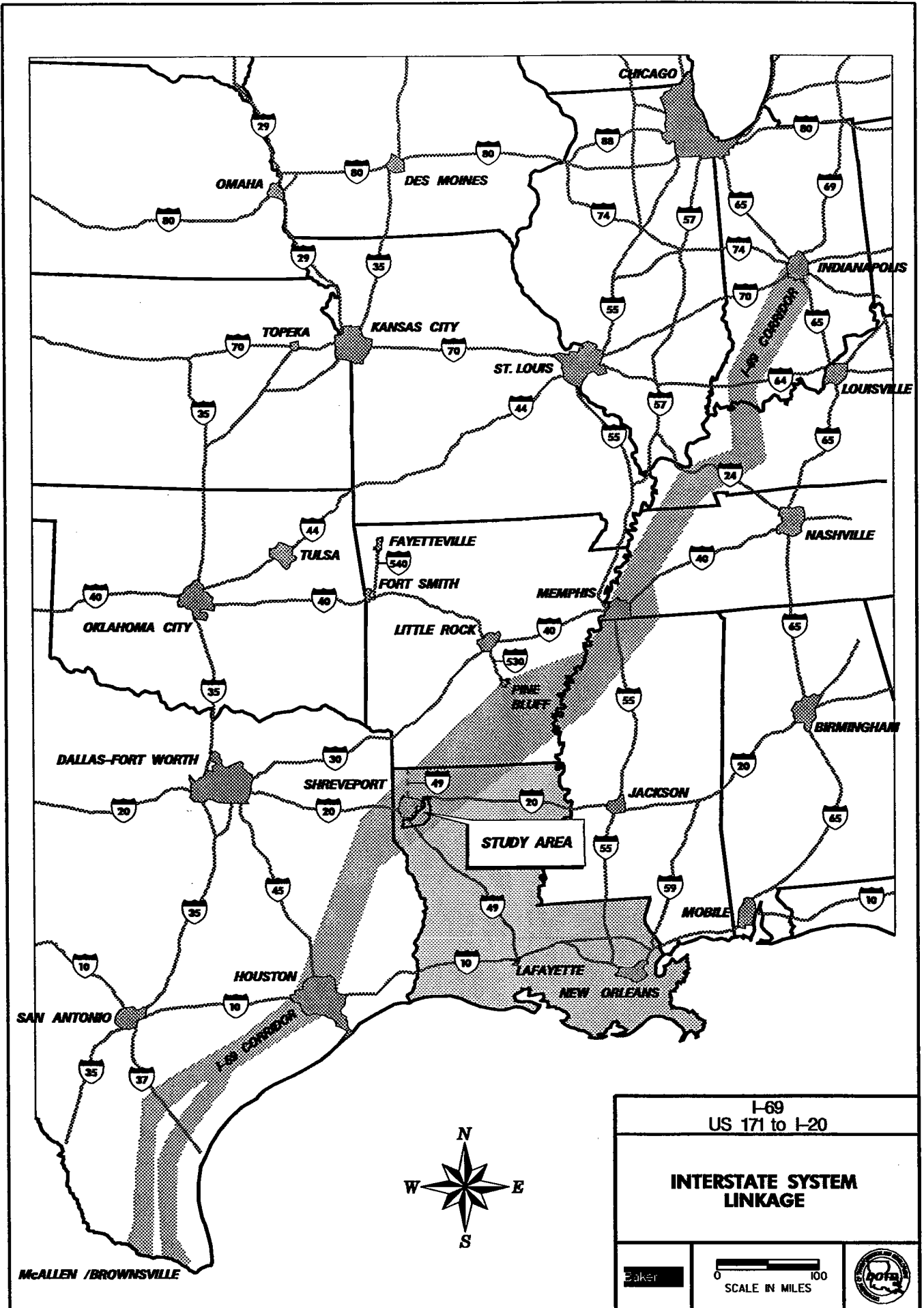
The proposed new highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The purpose of this proposal is to improve international and interstate trade in accordance with national and state goals and to facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local needs and with the Congressional designation of the corridor.

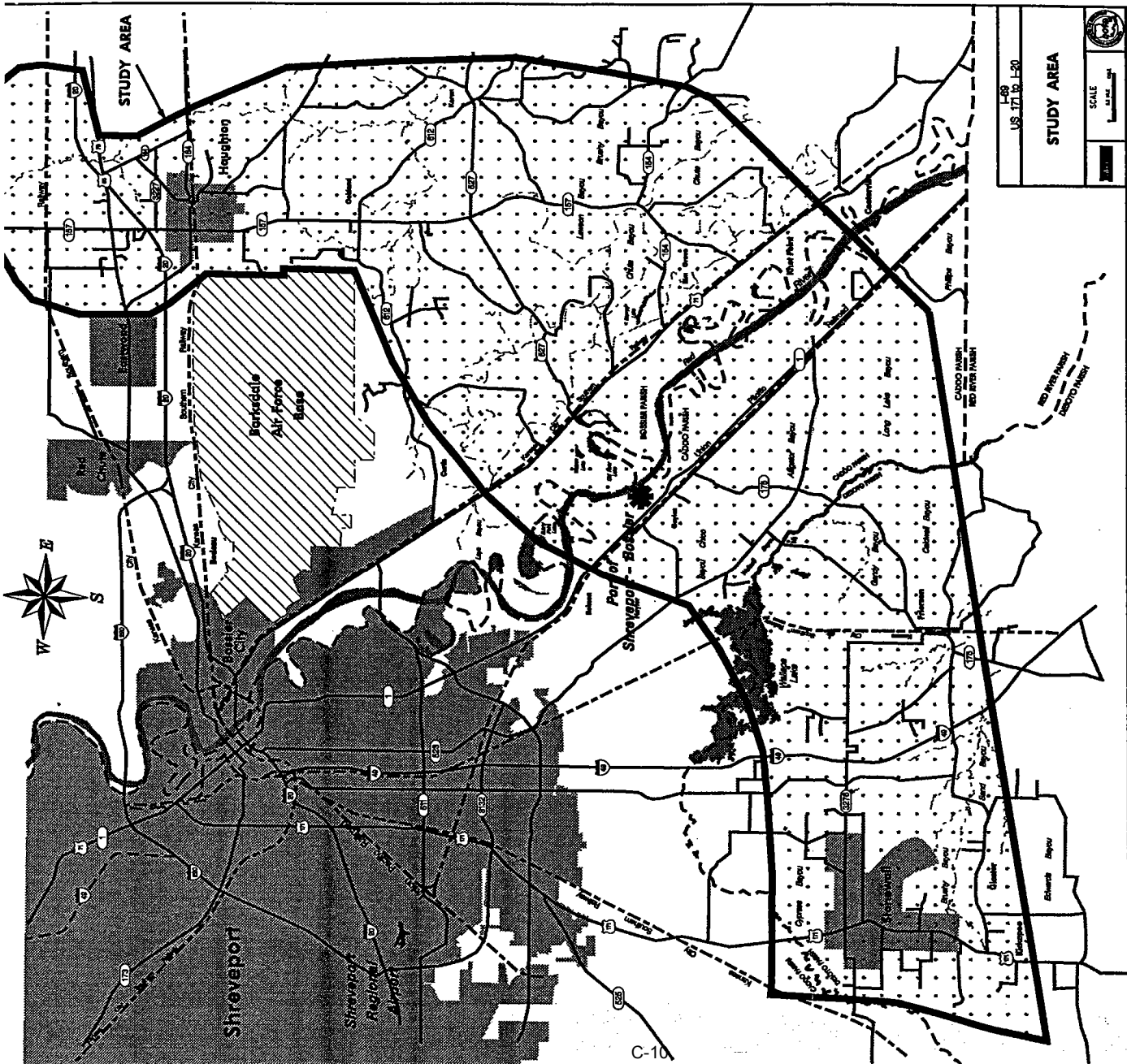
The location of the proposed new highway generally follows a proposed alignment as developed in the City of Shreveport's 1992 study entitled "Interstate 69 and the Inner Loop Extension: Compatibility Report". However, social, economic, and environmental considerations will determine the number and location of alternatives to be developed during the preparation of the EIS. The western terminus of the proposed highway will be an interchange at US 171 near the Town of Stonewall in DeSoto Parish. The eastern terminus of the proposed highway will be an interchange at I-20 near the Town of Haughton in Bossier Parish.

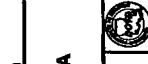
Alternatives under consideration include (1) the construction of a new controlled access highway, including interchanges providing access at I-20, US Highway 71, Louisiana Highway 1, Interstate Highway 49 and US 171, and (2) taking no action and using existing road network to connect the other segments of the proposed highway in the corridor. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to the appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Federal agencies with jurisdiction by law with regard to the social, economic and environmental impact of this proposal will be requested to act as a Cooperating Agency in this matter in accordance with 40 CFR 1501.6. Numerous public involvement initiatives, including public meetings, newsletters, and advisory committee meetings will be held throughout the course of this study. Additionally, a Public Hearing will be held. Public notice will be given, in local newspapers, of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review prior to the Public Hearing. A formal scoping meeting will be held upon initiation of this project.

To ensure that the full range of issues related to this proposal are addressed and all significant issues identified, comments and suggestions are invited from all interested parties.



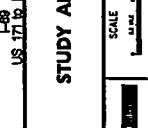




 US 17.19 L-50

STUDY AREA

 SCALE





CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 ~ SHREVEPORT, LOUISIANA 71135-2071

(318) 524-2272 ~ FAX (318) 524-2273

May 18, 2001

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Inc.
Airport Office Park
Building 3
420 Rouser Road
Coraopolis, PA 15108

cc: Wayne Ngyen, DOTD

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and Desoto Parishes
Solicitation of Views

Dear Mr. Gesing:

The Caddo-Bossier Parishes Port Commission is in full agreement with the Corridor 18 alignment for I-69. This alignment supports the Port's mission of supplying full transportation modality for products into and out of the Ark-La-Tex region at the lowest cost possible. The alignment also conforms to the mandate from ISTEA that Ports shall have access to these new projects.

The map of the proposed corridor included in the solicitation of views has been annotated to identify the approximate boundaries of the port complex for your information and to put the following comments in context.

The corridor's north boundary is approximately the same as the Port's at the point where the river is crossed. Along this boundary are plans for the construction of a private marina which is either still in the process of obtaining a Corps of Engineer permit or it has already been obtained, there are ongoing discussions with the local fire district to construct a new fire station and the port is in the process of developing a major power plant.

From this northernmost boundary the Port owns approximately 2000 acres along the river on the west side of the Red and between the Red River and La. Highway 1. Within this area the citizens of the State of Louisiana and Caddo and Bossier Parishes have invested approximately \$90 million developing various infrastructures to facilitate riverborne transportation and an industrial park. It is not in the best interests of those citizens to have the lands that they have invested in so heavily be negatively impacted from a development perspective by having that land, or a portion of it, crossed or otherwise physically constrained.

MEMBERS: *Michael H. Wainwright, President; Steve Watkins, Vice President; Artis Terrell, Jr., Secretary-Treasurer; A.K. Busada; Jerry C. Harris; Duncan McRae; Edward G. Powell; Maxine E. Sarpy; Lorenz J. Walker*

Mr. Christopher G. Gesing, P.E.
May 18, 2001
Page 2

Alignment on the northernmost edge of Corridor 18, once it past the port, would almost certainly require a significant southerly bend to avoid the wetlands, lake area and construction costs associated with Wallace Lake. Additionally there is substantial new home building in progress in this area. In fact a significant portion of the development of the City of Shreveport is now directed to the southeastern section of town. This can only be expected to accelerate during the period between project development and actual construction given the normal development lag times for a project of this nature.

From the ports perspective the alignment is best served by a crossing south of the existing port lands (e.g. center of the corridor). There is more unconstrained land there.

It is the ports intent to push for an expansion of the actual right-of-way width at the point of the river crossing wherever finally decided in order to facilitate the crossing of the Kansas City Southern Railroad from the eastern side of the river to the western side. The present path of the KCS rail is parallel to US 71 along the east side of the river. It ultimately passes through the entire southern half of Bossier City. Due to the limited land between the river and the Federal reservation for Barksdale Air Force Base the city has grown along the river to the south. By default almost every subdivision requires a rail crossing to enter. Although not the fault of the railroad, the result is that rail traffic causes more and more disruption to the city and safety concerns get greater. This rail traffic is increasing due to NAFTA development. KCS railroad has another main line to the west of La Highway 1 that passes roughly North-South-Southwest. Making a crossing south of Bossier City and connecting to this north-south line would allow the rerouting of traffic onto this western line thus eliminating all the dangerous and disrupting railroad crossings. Additionally this southern crossing near the port would give the port access to a second (UP and KCS) tier one railroad, a major plus to any shippers using the port. Should a major industry such as a steel mill or paper mill or refinery or similar activity locate here this would be a significant asset.

In summary, from the ports point of view, an alignment close to the center of the proposed corridor 18 is the most advantageous. It is the most direct, probably least expensive, more unrestrictive and disrupts the ports ongoing and planned activities the least and in fact facilitates the overall area development better.

If we can provide any other information as your efforts proceed, please let us know and we will attempt to provide the necessary assistance views

Sincerely,



Richard A. Nance
Director of Engineering & Planning

RAN: vb
cc: Mr. John W. Holt, Jr., CED, PPM, Executive Port Director



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

<http://www.mvk.usace.army.mil/>
May 21, 2001

cc: Wayne Ngyen, DOTD

Planning, Programs, and
Project Management Division
Environmental and Economic
Analysis Branch

Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
420 Rouser Road
Airport Office Park, Building 3
Coraopolis, Pennsylvania 15108

Dear Mr. Gesing:

I refer to your letter of May 14, 2001, soliciting views on the Louisiana Department of Transportation and Development State Job No. 700-94-0003.

We have reviewed our records and find that the proposed projects would not conflict with any ongoing or proposed U.S. Army Corps of Engineers, Vicksburg District, activities. However, based on the information provided, it appears that a Department of the Army permit may be required for some aspects of the proposed work. You should contact Mr. Mike McNair of our Regulatory Branch at the above address, ATTN: CEMVK-OD-FP, concerning permit requirements (telephone (601) 631-5721) or (e-mail regulatory@mvk02.usace.army.mil).

I trust this information meets your needs. If we can be of further assistance, please let us know.

Sincerely,

Douglas J. Kamien, P.E.
Deputy for Programs and
Project Management



DeSoto Parish School Board

201 Crosby Street - Mansfield, Louisiana 71052 - (318) 872-2836 - FAX (318) 872-1324

WALTER C. LEE
Superintendent

May 25, 2001

cc: Wayne Ngyen, DOTD

JOHNNY H. HAYNES
President
P. O. Box 354
Logansport, LA 71049
District 7

DUDLEY M. GLENN
Vice President
341 Duncan Road
Gloster, LA 71030
District 1

THOMAS CRAIG, JR.
Finance Chairman
106 Clista
Mansfield, LA 71052
District 9

DANA L. DEAS
235 Wildwood
Mansfield, LA 71052
District 4

DONALD B. DUFOUR
P. O. Box 734
Mansfield, LA 71052
District 8

McLAWRENCE FULLER
208 Doris Drive
Grand Cane, LA 71032
District 3

BRENDA E. HALL
751 Hall Road
Stonewall, LA 71078
District 2

PATRICIA C. HESSER
3694 Hwy 346
Pelican, LA 71063
District 5

L. J. MAYWEATHER, JR.
P. O. Box 862
Mansfield, LA 71052
District 11

JOHN A. NEILSON
1200 Polk Street
Mansfield, LA 71052
District 6

JAMES H. WIGGINS
1102 Bernard Street
Mansfield, LA 71052
District 10

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

Dear Mr. Gesing:

On behalf of the DeSoto Parish School System, we strongly support the western terminus interchange at US 171 near the Town of Stonewall.

The proposed route appears to minimize disruption of businesses and private dwellings. The route also provides for easy access to Shreveport, I-20 and I-49. The proposed route will benefit Bossier, Caddo, and DeSoto parishes. It also accommodates a direct route from Indianapolis to the Mexico border.

Thank you for the opportunity to respond to the proposed route and exits for I-69 through the state of Louisiana.

Sincerely,

Walter C. Lee, Superintendent
DeSoto Parish Schools

WCL:dt



Federal Emergency Management Agency

Region VI
Federal Regional Center
800 North Loop 288
Denton, TX 76209-3606

Region VI Mitigation Division

Public Notice Review

Re: State Job No. 700-94-0003

cc: Wayne Ngnyen, DOTD

We offer the following comments:

Please contact the Bossier Parish (phone 318-965-2328), Caddo Parish (318-226-6930), and DeSoto Parish (318-872-0738) Floodplain Administrators for determinations as to whether Floodplain Development Permits will be needed.

We have no comments to offer.

David Hiegel

Reviewer

5-30-01

Date

If further information is required, please write to the address above or call (940) 898-5127.



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY

BOB ODOM, COMMISSIONER
W.G. "BUD" COURSON, DEPUTY COMMISSIONER



ASSISTANT
COMMISSIONERS

May 30, 2001

**Agricultural &
Environmental Sciences**

Matthew Keppinger, III
P.O. Box 3596
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

cc: Wayne Ngyen, DOTD

**Agro-Consumer
Services**

Manning Broussard
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 922-0477

Michael Baker Jr., Inc.
Christopher G. Gesing, P.E.
420 Rouser Road
Airport Office Park, Building #3
Coraopolis, PA 15108

**Animal Health
Services**

Terrel Delphin
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

RE: Solicitation of Views

State Job No: 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
Route: US 171 to I-20
Parish: Bossier, Caddo and DeSoto Parishes

Forestry

Paul D. Frey
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

**Management
& Finance**

Skip Rhorer
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

Dear Mr. Gesing:

I have no comment at this time regarding the above referenced project.

Marketing

Bryce Malone
P.O. Box 3334
Baton Rouge, LA 70821
(225) 922-1277
Fax: 922-1289

Sincerely,

Bradley E. Spicer
Assistant Commissioner

**Soil & Water
Conservation**

Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1269
Fax: 922-2577

BES:le

Town of Haughton

POST OFFICE BOX 729
HAUGHTON, LOUISIANA 71037-0729

Phone: (318) 949-9401
Fax: (318) 949-2609

May 31, 2001

Christopher g. Gesing, P.E.
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburgh, Pa.-15231-0259

cc: Wayne Ngyen, DOTD

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and DeSoto Parishes

Dear Mr. Gesing:

In reply to your letter, May 14, 2001, the study area (Interstate System Lineage) is a much needed project to address the Interstate Highway Program. The I-69 project, when completed, will compliment the Interstate Highway Network many times in economic value.

The completion of this project, Interstate I-69, will be one of the most important construction phases of the Interstate Network System. Not only will it be beneficial to the National Highway Traffic routing system, but it will be a major benefit, many times over, to every state, city, town, or community when the project is completed.

In the Bossier, Caddo, and DeSoto Parish area, lineage will be a major uplift. Not only economically, but in traffic control and transportation routing. In this area, Highway 171, Interstate 49, Highway 71, Port of Shreveport-Bossier, Highway 157, Highway 80, and Interstate 20, the compliment of I-69 will bring the possibility of routing major truck traffic and personal travel traffic in several directions without major congestion and/or confusion. The Port of Shreveport-Bossier, in my opinion, will greatly benefit with traffic control and routing problems that need to be solved early. The I-69 corridrer would be very, very beneficial in this respect.

Yours truly,



Billy J. Maxey, Mayor

BJM/cs



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

June 5, 2001

cc: Wayne Ngyen, DOTD

Mr. Christopher G. Gesing
Project Manager
Michael Baker Jr., Inc.
420 Rouser Road
Airport Office Park, Building 3
Coraopolis, Pennsylvania 15108

Dear Mr. Gesing:

Please reference your May 14, 2001, letter requesting our review of State Project No. 700-94-0003, F.A.P. No. HPI-69-1(001). The proposed project would involve the construction of a new divided four-lane interstate highway (I-69) from U.S. Highway 171 to Interstate Highway 20 located in Bossier, Caddo, and DeSoto Parishes, Louisiana. The U.S. Fish and Wildlife Service has reviewed the information you provided, and offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Migratory Bird Treaty Act (40 Stat. 755, as amended; 16 U.S.C. 703 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

The proposed project will involve construction of a bridge over the Red River; that portion of the project may be within habitat that is utilized by the interior least tern (*Sterna antillarum*). Federally listed as endangered, the interior least tern is a migratory shorebird that breeds, nests, and rears its young on non-vegetated portions of sandbars and islands in the Mississippi, Missouri, Arkansas, and Ohio River systems. In the lower Mississippi Valley, the interior least tern population is concentrated along approximately 500 miles of the river between the confluence of the Mississippi and Ohio Rivers at Cairo, Illinois, and Vicksburg, Mississippi. In Louisiana, the interior least tern is listed as occurring along the Mississippi River north of Baton Rouge, but few birds have been observed within the state during surveys conducted over the last few years. Several nesting colonies have recently been found along the Red River in northwestern Louisiana, but none farther south than the pool of Lock and Dam Number 3 in Natchitoches Parish. Major threats to this species include habitat loss and human disturbance at nesting colonies. Least terns are apparently extending their breeding habitat farther south along the Red River, and the absence of nesting should be confirmed before initiating any work in or adjacent to the river during the breeding season (May 15 to August 31). If least terns should be observed in the project area during the breeding season, all work should cease and the Service should be contacted immediately for further consultation.

Portions of the proposed project are also within habitat that is inhabited by the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). RCWs inhabit open, parklike stands of mature (i.e., greater than 60 years of age) pine trees containing little hardwood understory or midstory. RCWs can tolerate small numbers of overstory hardwoods or large midstory hardwoods at low

densities found naturally in many southern pine forests, but do not tolerate dense hardwood midstories resulting from fire suppression. RCWs excavate roost and nest cavities in large living pines (i.e., 10 inches or greater in diameter at breast height). The cavity trees and the foraging area within 200 feet of those trees are known as a cluster. Foraging habitat is defined as pine and pine-hardwood stands over 30 years of age that are located contiguous to and within one-half mile of the cluster.

If the proposed project area does not contain suitable nesting and/or foraging habitat as defined above, further consultation with the Service for this project will not be necessary. However, if suitable nesting and/or foraging habitat does exist, the lands within a one-half mile radius of the project boundary should be carefully surveyed by a qualified biologist for the presence of RCW clusters in accordance with the Henry (1989) guidelines. We recommend that you provide this office with a copy of the survey report, which should include the following details:

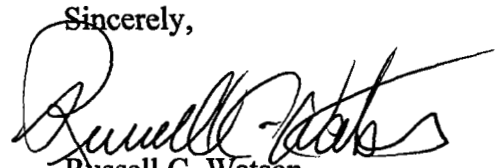
1. survey methodology including dates, qualifications of personnel, size of survey area, and transect density;
2. pine stand characteristics including number of acres of suitable nesting and/or foraging habitat, species, basal area and number of pine stems 10 inches or greater per acre, percent cover of pine trees greater than 60 years of age, species of dominant vegetation within each canopy layer, understory conditions and species composition (several representative photographs should be included);
3. number of active and inactive RCW cavity trees observed, and the condition of the cavities (e.g., resin flow, shape of cavity, start-holes);
4. presence or absence of RCWs; and
5. topographic quadrangle maps which illustrate areas of adequate RCW nesting and/or foraging habitat, cluster sites, and cavity tree locations relative to proposed construction activities.

If no RCW clusters are found within a one-half mile radius of the project boundaries, a request for our concurrence with your "not likely to adversely affect" determination should be included with the survey report. If we concur with that determination, no further consultation with this office will be necessary. If RCW clusters are found in the surveyed areas, further consultation will be required.

The proposed project may also impact wetlands. For a complete jurisdictional wetland delineation of the proposed project, please contact Mr. Ken Moseley (601/631-5289) at the Vicksburg District Corps of Engineers (Corps). If the Corps determines that the proposed project is within their regulatory jurisdiction, official U.S. Fish and Wildlife Service comments will be provided in response to the corresponding Public Notice.

We appreciate the opportunity to provide comments in the planning stages of the proposed project. If you need further assistance, please contact Brigette Decoteau (337/291-3108) of this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Watson", written in a cursive style.

Russell C. Watson
Acting Field Supervisor

cc: Corps of Engineers, Vicksburg, MS
LDWF, Natural Heritage Program, Baton Rouge, LA



State of Louisiana
Department of Environmental Quality

M.J. "MIKE" FOSTER, JR.
GOVERNOR

J. DALE GIVENS
SECRETARY

June 6, 2001

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
420 Rouser Road
Airport Office Park, Building 3
Coraopolis, PA 15108

cc: Wayne Nguyen, DOTD

RE: SOV 700-94-0003; Bossier, Caddo and DeSoto Parishes
Proposed Construction of a High Priority Corridor No.18,
Route (I-69) from US 171 to I-20

Dear Mr. Gesing:

The Department of Environmental Quality has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure 'Construction Nonpoint Source Pollution Program' is enclosed."



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OFFICE OF MANAGEMENT AND FINANCE P.O. BOX 82231 BATON ROUGE, LOUISIANA 70884-2231

AN EQUAL OPPORTUNITY EMPLOYER

C-21



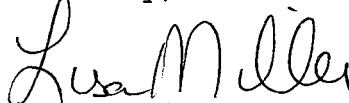
June 6, 2001
Page 2

Please forward all future SOV's to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call me at (225) 765-0723.

Sincerely,



Lisa L. Miller
Contracts & Grants

LLM/nos
Enclosures



State of Louisiana
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

MAY 27 2001

J. DALE GIVENS
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: Project No. 700-94-0003; proposed construction of a High Priority Corridor
No. 8, Route (I-69) from US 17 to I-20; Michael Baker, Jr., Inc.; Bossier,
Caddo and DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated May 14, 2001, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has a stormwater general permit for construction areas equal to or greater than five acres. It is recommended that you contact Jan Cedars at (225) 765-2784 to determine if your proposed improvements are covered under that general permit.



recycled paper

OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 82135 • BATON ROUGE, LOUISIANA 70884-2135

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C-23



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,

A handwritten signature in black ink that reads "Jim Delahoussaye". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division

JOHN D. CARUTHERS, JR.

400 TRAVIS STREET

SUITE 1510

SHREVEPORT, LOUISIANA 71101-3182

TEL: (318) 222-0285

FAX: (318) 221-6089

June 11, 2001

Mr. Christopher G. Gesing, P. E.
Project Manager
Michael Baker Jr., Inc.
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

cc: Wayne Nguyen, DOTD

Dear Chris:

I enjoyed the well-conducted meeting in Haughton Wednesday nite. The newspaper account this morning indicated a similar positive response from Stonewall. Today the Federal Highway Administration was contacted by the Environmental Policy Center in Chicago which has appeared in past years in the Indiana scene involving I-69. They wanted minutes of the seven state highway department steering committee and were referred to the Arkansas highway department. All SIU environmental studies may be scrutinized and challenged.

The following are my comments in response to your letter of May 14, 2001:

I. Local and State

I-69's Section of Independent Utility (SIU) #15 will connect the former Louisiana Ordinance Plant, the corridor's greatest potential industrial park of 11,000 acres, with water, sewage and streets, to the Port of Shreveport-Bossier, the northern terminus of the Red River Waterway Project.

The Kansas City Southern railway, which serves both the above Ordinance plant and the Port, has expressed an interest in using the highway's median for a rail connection between the two. By their extension of this connection west from the Port to their main route to New Orleans, they report that they could close 12 or more grade crossings along Barksdale Boulevard in Bossier City and donate the abandoned right of way to the city. This would end the possibility of rail blockage of Barksdale Air Force Base's west gate, one of only two exits from the Base.

Furthermore, SIU #15 will connect both I-20 and the Port to Interstate 49, which connects New Orleans to Shreveport, but when completed, will join I-29 at

Kansas City, thus providing interstate highway from New Orleans to Winnipeg, Canada.

The local benefit of a semi-circumferential route around the metropolitan area of 300,000 people completing with I-220 (and LA. 3132) a circle, though irregular, is obvious both from the stand-point of value added and traffic relief.

II. National and International

Interstate 69 – High Priority Corridors 18 and 20

When completed, I-69 will span the nation's heartland, connecting Canada and Mexico through the states of Michigan, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas. Designated as congressional High Priority Corridors 18 and 20 in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and as Interstate Route I-69 in the Transportation Equity Act for the 21st Century (TEA-21), the I-69 Corridor traverses over 150 counties and hundreds of municipalities, directly serving over 20 million people.

Two sections of the Corridor 18 system – Interstate 69 from Port Huron, Michigan at the Canadian border to Indianapolis, Indiana and Interstate 94 from Port Huron southwest to the Ambassador Bridge in Detroit and west to Chicago, Illinois are existing-open-to-traffic Interstates. The rest of Corridor 18, as well as Corridor 20, is under development. From Indianapolis south I-69 connects Evansville, Indiana, Memphis, Tennessee, Mississippi, Arkansas, Shreveport/Bossier City, Louisiana and Houston, Texas to the Lower Rio Grande Valley at the Mexican border. Corridor 20 extends along US 59 from Laredo, Texas at the Mexican border through Houston to Texarkana, Texas. A portion of Corridor 20 overlaps Corridor 18. Together, Corridors 18 and 20 comprise I-69.

When the Interstate system was initially designed, it was laid out generally east to west, reflecting the demographics, trade patterns and defense needs of the time. Trade has shifted, particularly after the passage of the North American Free Trade Agreement (NAFTA), from east-west to north-south. U.S. Mexican trade has more than doubled since the passage of NAFTA in 1993. U.S. imports from Mexico were up 175% from 1993 to 1999. U.S. exports to Mexico rose 109% over the same period and trade with Canada increased 73%. The I-69 Corridor accounts for over 64 percent of the nation's trade with Canada and Mexico. It has the nation's busiest border crossings on both the Canadian and Mexican borders, accounting for over 46 percent of the nation's trade with Canada and almost 49 percent of the nation's trade with Mexico.

Yet there is no direct Interstate level highway from Indianapolis to the Mexican border. Completion of I-69 will significantly enhance safety and

efficiency along this key international trade route. Completion of the Corridor 18 portion of I-69 alone is projected to save 3100 lives, avoid 158,000 injuries and 409,000 property damage accidents. I-69 will reduce travel time, fuel consumption and costs over the existing circuitous route. It is an essential intermodal link for trade and commodity flow. Twenty of the nation's top 25 seaports are directly connected to I-69 and 16 of the nation's top 25 air cargo airports are readily accessible to I-69.

In addition to its national and international trade benefits, I-69 will stimulate economic growth. I-69 traverses some of the nation's most impoverished regions. There are over 10.5 million people living below the poverty level in the I-69 Corridor states. In six of the Corridor states the population in poverty exceeds the U.S. average. There are 12 empowerment zones, enhanced enterprise communities and enterprise communities along the Corridor, including two rural empowerment zones-Mid-Delta and Lower Rio Grande Valley. Construction of I-69 will provide economic growth. The Corridor 18 Feasibility study estimated that, in the Houston to Indianapolis segment alone, I-69 will create 27,000 jobs, add \$11 billion in wages and produce \$19 billion in value added through 2025.

The I-69 Corridor 18 and 20 system spans over 2600 miles. About 2000 miles from Indianapolis to the Mexican border remain to be completed. The estimated cost of completing the unfinished portion of I-69 is \$8.3 billion. Completion of I-69 will not require an entirely new facility from Indianapolis to the Mexican border. In some areas it will link existing Interstates or highways at Interstate standards. In other areas it will require upgrading and linking existing non-Interstate highways and in others new construction.

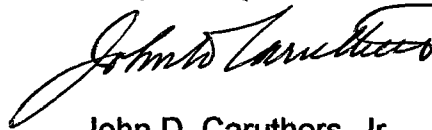
Work is underway along the entire I-69 corridor. Feasibility studies have been completed and have shown that both Corridors 18 and 20 have positive cost benefit ratios returning \$1.57 and \$1.68 respectively for every dollar invested. Sections of Independent Utility (SIUs) have been identified, corridorwide location and environmental studies are in progress and some sections are in design, preliminary engineering and construction.

ISTEA provided \$4.05 million for Corridor 18 Feasibility and Special Issues Studies, the identification of SIUs and Special Environmental Studies. The State of Texas paid for the Corridor 20 Feasibility Study and other location studies out of state only funds. Since the inception of TEA-21, Corridors 18 and 20 have received over \$166 million from the National Corridor Planning and Development and the Coordinated Border Infrastructure programs and directly from the Highway Trust Fund. Funds also have been provided for specific segments in appropriations, ISTEA and TEA-21 and states have invested their own funds.

On May 3, 2000 the Federal Highway Administration finalized the Record of Decision approving the location of the Great River Bridge across the Mississippi River linking Mississippi and Arkansas. The Environmental Impact Statement identifying the Great River Bridge as the I-69 Mississippi River crossing is underway and is anticipated to be completed in 2001.

The I-69 Mid-Continent Highway Coalition has been the primary advocate for I-69 before Congress and the Executive Branch. The Coalition spearheaded the creation of the National Corridor Planning and Development and Coordinated Border Infrastructure programs in the Transportation Equity Act for the 21st Century and has consistently advocated funding for I-69 in annual appropriations and the Department of Transportation. The Coalition is a dues paying organization of cities, counties, states, business, labor and civic organizations all along the I-69 Corridor. Supporters include over 45 Chambers of Commerce representing over 13,050 businesses. The I-69 Mid-Continent Highway Coalition reflects the economic diversity of this vast region, including the agriculture, mining, timber, energy, transportation, chemical, electronic and industrial sectors-current and future users of the I-69 Corridor.

Respectfully submitted,



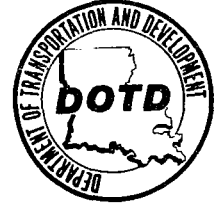
John D. Caruthers, Jr.
President

I-69 Mid Continent Highway Coalition

JDC:tgh



STATE OF LOUISIANA
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 P. O. Box 94245
 Baton Rouge, Louisiana 70804-9245



M. J. "MIKE" FOSTER, JR.
 GOVERNOR

June 12, 2001

KAM K. MOVASSAGHI
 SECRETARY

SPN 700-94-0003
 US 171 to I-20
 BOSSIER, CADDO & DESOTO PARISHES

cc: Wayne Nguyen, DOTD

Mr. Christopher G. Gesing, P.E.
 Michael Baker Jr., Incorporated
 Airport Office Park, Building 3
 420 Rouser Road
 Coraopolis, PA 15108

SUBJECT: SOLICITATION OF VIEWS

Dear Mr. Gesing:

Enclosed are copies of the flood insurance rate maps for Bossier, Caddo and DeSoto Parishes. The general area of the proposed highway is indicated on these maps. Upon review of the roadway corridor, it was noted that several sections are located in special flood hazard areas and a portion of the project is located near a regulatory floodway (near & in the Town of Haughton, Bossier Parish).

A regulatory floodway is the stream channel, plus that portion of the adjacent floodplain areas, that must be kept free from encroachment in order that the 100-year flood may be carried without increasing flood levels. The intention of the floodway is not to preclude development. Rather, it is intended to assist communities in prudently and soundly managing floodplain development and prevent additional damages to other property owners. Proposed encroachments should be reviewed to show that flood levels within the community won't be increased.

Our office advises that the floodplain administrators for each community be contacted regarding appropriate permits and any parish requirements. Contacts are as follows:

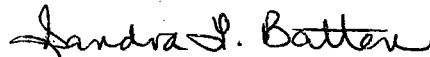
Bossier Parish	Mr. Dennis Woodward Parish Admin./Engr.	P.O. Box 70 Benton, LA 71006	318-965-2328
Caddo Parish	Mr. James Demouchet Permit Official	8 th Floor, 505 Travis St. Shreveport, La 71101	318-226-6930
DeSoto Parish	Mr. Don Edington Parish Engineer	P.O. Box 898 Mansfield, LA 71052	318-872-0738

Mr. Christopher Gesing
Solicitation of Views
June 12, 2001

Also, during and after this project, consideration must be given to the responsibility for clearing debris and keeping the areas surrounding construction clear so as not to interfere with the accumulation and flow of water.

We thank you for the opportunity to comment on this project. If you need additional information please contact our office, 225/274-4354.

Sincerely,



Sandra L. Batten
Floodplain Management

Enclosure

pc: Mr. Dennis Woodward
Bossier Parish
Mr. James Demouchet
Caddo Parish
Mr. Don Edington
DeSoto Parish



State of Louisiana

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

June 19, 2001

Mr. Christopher G. Gesing, P.E.
Michael Baker Jr., Inc.
420 Rouser Road
Airport Office Park, Building 3
Coraopolis, PA 15108

Re: Solicitation of Views
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and DeSoto Parishes, Louisiana

cc: Wayne Nguyen, DOTD

Dear Mr. Gesing:

Receipt is acknowledged of correspondence dated May 14, 2001, concerning the above-referenced Solicitation of Views. We have completed our review of the data submitted and have the following comments to offer.

Due to the size of the proposed undertaking and its potential to affect historic properties, it is our recommendation that a Phase I cultural resources survey be conducted of the proposed project's Area of Potential Effects. Upon completion of the survey and submittal of a report of findings to this office for review, we will issue specific comments on project effects on historical and archaeological properties.

If we may be of further assistance, do not hesitate to contact Duke Rivet in the Division of Archaeology at (225) 342-8170.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245



M.J. "MIKE" FOSTER
GOVERNOR

KAM K. MOVASSAGHI
SECRETARY

Phone (225) 248-4190 Fax (225) 248-4188
July 24, 2001

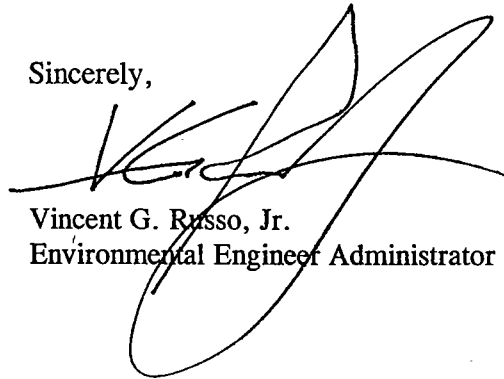
STATE PROJECT NO. 700-94-0003
F.A.P NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
(JCT. US 171 TO JCT. I-20)
BOSSIER, CADDO, AND DESOTO PARISHES

Ms. Chris Gesing
Michael Baker, Jr., Inc.
420 Rouser Road
Airport Office Park, Building 3
Coraopolis, PA 15108

Dear Ms. Gesing:

Transmitted, herewith, is a copy of EPA response letter for the captioned project. Should you have any question, please feel free to contact Wayne Nguyen at (225) 248-4193.

Sincerely,



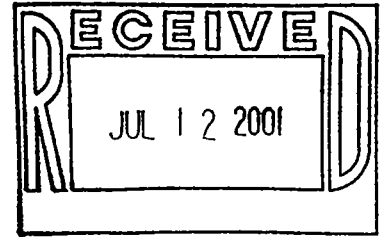
Vincent G. Russo, Jr.
Environmental Engineer Administrator

VGR/qvn
Enclosure



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE
DALLAS, TEXAS 75202-2733



NOTICE

The Ground Water/UIC Section, Region 6 U.S. Environmental Protection Agency (EPA) has received descriptions of the following projects:

State Project No. 713-14-0106
Off-System Bridge Rehabilitation and
Replacement Program
Claiborne Parish


State Project No. 700-94-0003
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and DeSoto Parishes

Project No. TX95B338008 Site #1 (Ina Maldonado site)
Project No. TX95B338008 Site #2 (Quanah Whitethunder site)
Alabama-Coushatta Reservation
Polk County, TX

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the projects do not lie within the boundaries of a designated sole source aquifer and are thus not eligible for review under the SSA program.

For further information on this determination or on the sole source aquifer program, please contact the project evaluator listed below.

Project evaluated by: 
Clay Chesney
(214) 665-7128.

Date: 7/05/01

and requested additional information regarding the selection of evaluation criteria, cumulative impacts to injured resources, and impacts to endangered species. Rating EC2.

EIS No. 20050143, ERP No. D-FHW-G40184-00, I-69 Corridor—Section of Independent Utility (SIU) No. 14, Construction from Junction 1-20 near Haughton, LA to U.S. 82 near EL Dorado, AR, Bossier, Claiborne and Webster Parishes, LA and Columbia and Union Counties, AR.

Summary: EPA has no objections to the project as proposed. Rating LO.

EIS No. 20050158, ERP No. D-AFS-L65482-ID, Aspen Range Timber Sale and Vegetation Treatment Project, Proposal to Treat Forested and Nonforested Vegetation, Caribou-Targhee National Forest, Soda Springs Ranger District, Caribou County, ID.

Summary: EPA expressed environmental concerns about potential adverse impacts to surface water quality and habitat from sediment produced from roads, and silviculture activities, and recommends conducting timber harvest during winter months and applying BMPs immediately after harvest. Rating EC2.

Final EISs

EIS No. 20050125, ERP No. F-NPS-E61074-00, Big South Fork National River and Recreation Area, General Management Plan, Implementation, Resources, Roads and Trails, McCreary, Ky and Fentress, Morgan, Pickett and Scott Counties, TN.

Summary: EPA has no objections to the project as proposed.

EIS No. 20050171, ERP No. F-AFS-K65256-NV, Jarbidge Canyon Project, Road Management Plan, Implementation, Water Projects Construction along Charleston-Jarbidge Road and South Canyon Road Reconstruction, Humboldt-Toiyabe National Forest, Jarbidge Ranger District, Elko County, NV.

Summary: The Final EIS was responsive to the primary objections raised on the Draft EIS on CWA Section 404-issues and water quality mitigation. EPA continues to have concerns about the Selected Alternative due to its presence within the flood plain and low-water crossings. EPA recommended additional water quality mitigation measures and strong enforcement of both seasonal use and the forest closure order.

EIS No. 20050172, ERP No. F-NRC-G06013-AR, Generic—License Renewal of Nuclear Plants, Arkansas Nuclear One, Unit 2 (Tac. Nos. MB

8405) Supplement 19 to NUREG-1437, Operating License Renewal, Pope County, AR.

Summary: No formal comment letter was sent to the preparing agency.

EIS No. 20050183, ERP No. F-NOA-K91013-HI, Seabird Interaction Mitigation Methods, To Reduce Interaction with Seabird in Hawaii-Based Longline Fishery and Pelagic Squid Fishery Management, to Establish an Effective Management Framework for Pelagic Squid Fisheries, Fishery Management Plan, Pelagic Fisheries of the Western Pacific Region, Exclusive Economic Zone of the U.S. and High Sea, HI.

Summary: EPA's concerns have been addressed with the creation of a new seabird action preferred alternative in the FEIS; therefore, EPA has no objections to the proposed action.

EIS No. 20050184, ERP No. F-NOA-L91021-AK, Essential Fish Habitat Identification and Conservation, Implementation, North Pacific Fishery Management Council, Magnuson-Stevens Fishery Conservation and Management Act, AK.

Summary: EPA continues to express concerns about rescinding HAPC status without appropriate evaluation.

Dated: June 14, 2005.

Robert W. Hargrove,
Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 05-12013 Filed 6-16-05; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6664-4]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 06/06/2005 Through 06/10/2005 Pursuant to 40 CFR 1506.9.

EIS No. 20050231, Draft EIS, AFS, MT, Gallatin National Forest, Proposed Travel Management Plan, Implementation, Forest Land and Resource Management, Madison, Gallatin, Park, Meagher, Sweetgrass and Carbon Counties, MT, Comment Period Ends: 08/01/2005, Contact: Steve Christiansen 406-587-6750.

EIS No. 20050232, Final EIS, FHW, OR, Newberg-Dundee Transportation Improvement Project, (TEA 21 Prog.

#37), Proposal to Relieve Congestion on OR-9W through the Cities of Newberg and Dundee, Bypass Element Location (Tier 1), Yamhill County, OR, Wait Period Ends: 07/18/2005, Contact: Alan J. Fox 503-986-2681.

EIS No. 20050233, Final EIS, FHW, MI, I-75 from M-102 to M-59 Proposed Widening and Reconstruction, Transportation Improvements, Funding, NPDES Permit and U.S. Army COE Section 404 Permit, Oakland County, MI, Wait Period Ends: 08/05/2005, Contact:

Abdelmoez Abdalla 517-702-1820.

EIS No. 20050234, Draft EIS, FHW, LA, Interstate 69, Section of Independent Utility (SIU) 15 Project, Construct between U.S. Highway 171 near the Town of Stonewall in DeSoto Parish, and Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, LA, Comment Period Ends: 08/01/2005, Contact: William C. Farr 225-757-7615.

EIS No. 20050235, Draft EIS, NPS, IN, Lincoln Boyhood National Memorial General Management Plan, Implementation, Lincoln City, Spencer County, IN, Comment Period Ends: 08/16/2005, Contact: Nick Chevance 402-661-1844.

EIS No. 20050236, Draft EIS, AFS, MT, Rocky Mountain Ranger District Travel Management Plan, Proposes to Change the Management of Motorized and Non-Motorized Travel, Lewis and Clark National Forest, Glacier, Pondera, Teton and Lewis and Clark Counties, MT, Comment Period Ends: 08/16/2005, Contact: Dick Schwewecke 406-791-7700.

EIS No. 20050237, Final EIS, NOA, 00, Bottomfish and Seamount Groundfish Fisheries Conservation and Management Plan, Implementation, U.S. Economic Zone (EEZ) around the State of Hawaii, Territories of Samoa and Guam, Commonwealth of the Northern Mariana and various Islands and Atolls known as the U.S. Pacific remove Island areas, HI, GU and AS, Wait Period Ends: 07/18/2005, Contact: William Robinson 808-973-2937.

EIS No. 20050238, Final EIS, AFS, UT, Monticello and Blanding Municipal Watershed Improvement Projects, Implementation, Manti-La Sal National Forest, Monticello Ranger District, San Juan County, UT, Wait Period Ends: 07/18/2005, Contact: Greg Montgomery 435-636-3348.

EIS No. 20050239, Draft EIS, CGD, 00, Main Pass Energy HUB Deepwater Port License Application, Proposes to Construct a Deepwater Port and Associated Anchorages, U.S. Army

APPENDIX D
Agency Coordination

May 18, 2001

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Scoping Meeting

Dear «Salutation»:

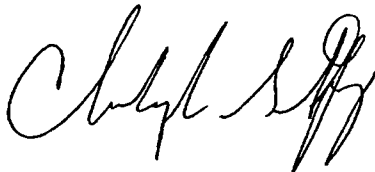
On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is pleased to invite you to participate in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local needs and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility. A Scoping Meeting will be held at 10:00 a.m. on June 6, 2001 in Baker's Shreveport office, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. The purpose of this meeting is to discuss the study process and to identify specific issues you may have relative to your area of expertise.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement (EIS). We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J Kamien, P.E.	Deputy For Programs & 6ENXP	Project Management Environmental Protection Agency	Vicksburg Dist Corps Of Engineers 1445 Ross Avenue	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	8th Coast Guard District Fema Region VI	Hale Boggs Federal Building 800 North Loop 288	501 Magazine Street		Dallas TX 75202-2733
Commander Greg Solvey	Natural Resources	Conservation Service			New Orleans LA 70130-3396
Donald Gohmert	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400	3737 Government Street		Denton TX 76201
David Fruge	Texas Dept Of Transportation	Transportation Planning And Programming Division	P O Box 149217		Alexandria LA 71302
Peggy Thurin, P.E.	Dept Of Culture Rec & Tour	Division Of Archaeology	P O Box 44247, Capitol Annex 3rd		Lafayette LA 70506
	LA Natural Heritage Program	LA Dpt Of Wildlife & Fish	P O Box 98000		Austin TX 78714-9217
Lisa Miller	Dept Of Environment Quality				Baton Rouge LA 70804
Maurice Watson	Dept Of Wildlife & Fisheries				Baton Rouge LA 70898-9000
	LA Dept Of Natural Resources	Office Of Conservation			Baton Rouge LA 70898-9000
Vernon Hunter, Chairman	Caddo Tribe Of Oklahoma	P O Box 487			Baton Rouge LA 70804-9275
Phillip Martin, Chairman	Mississippi Band Of Choctaw Indians	P O Box 6257			Binger, OK 73009
Ed Rogers, Chairman	Quapaw Tribe Of Oklahoma	P O Box 765			Philadelphia, MS 39350
					Quapaw, OK 74363-0765

June 15, 2001

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
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Airport Office Park, Building 3
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RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Minutes of Agency Scoping Meeting

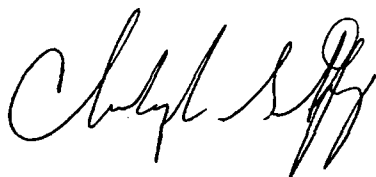
Dear «Salutation»:

Thank you for attending the Scoping Meeting held on June 6, 2001 for the above referenced project. The meeting brought out several environmental issues to be considered during this study. We are currently collecting information to be used in both the corridor and alignment phases of the study, with special emphasis on the data to be used as constraints for our corridor development efforts.

The list of attendees, agenda, handouts and meeting minutes are attached for your information. Thank you again for your attendance. We look forward to your continued involvement in this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Michael P. Jansky	6ENXP	Environmental Protection Agency	1445 Ross Avenue		Dallas TX 75202-2733
Peggy Thurin, P. E.	Texas Dept Of Transportation	Transportation Planning And Programming Division	P O Box 149217		Austin TX 78714-9217
Charles Guillory	Natural Resources	Conservation Service	3737 Government Street		Alexandria LA 71302
Michael Nichols	Natural Resources	Conservation Service	3737 Government Street		Alexandria LA 71302
Danny Martin	Natural Resources	Conservation Service	1402 Hawn Avenue		Shreveport LA 71107

Baker

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

June 15, 2001

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
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Office Location:
Airport Office Park, Building 3
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RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Minutes of Agency Scoping Meeting


Dear «Salutation»:

We are sorry that you could not attend the Scoping Meeting held on June 6, 2001 for the above referenced project. The meeting brought out several environmental issues to be considered during this study. The attached flowchart illustrates the study process to be used for this project, which was discussed during the meeting. We are currently collecting information to be used in both the corridor and alignment phases of the study, with special emphasis on the data to be used as constraints for our corridor development efforts.

The agenda, list of attendees, handouts and meeting minutes are attached for your information. We look forward to working with you and to your involvement in this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J Kamien, P.E. Commander	Deputy For Programs & 8th Coast Guard District	Project Management Hale Boggs Federal Building	Vicksburg Dist Corps Of Engineers 501 Magazine Street	4155 Clay Street	Vicksburg MS 39183-3435 New Orleans LA 70130-3396
Greg Solvey	Fema Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	Natural Resources	Conservation Service	3737 Government Street		Alexandria LA 71302
David Fruge	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
	Dept Of Culture Rec & Tour	Division Of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dpt Of Wildlife & Fish	P O Box 98000		Baton Rouge LA 70898-9000
Lisa Miller	Dept Of Environment Quality	P O Box 82231			Baton Rouge, LA 70884-2231
Maurice Watson	Dept Of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
	LA Dept Of Natural Resources	Office Of Conservation	P O Box 94275 (625 North 4th)		Baton Rouge LA 70804-9275
Vernon Hunter, Chairman	Caddo Tribe Of Oklahoma	P O Box 487			Binger, OK 73009
Phillip Martin, Chairman	Mississippi Band Of Choctaw Indians	P O Box 6257			Philadelphia, MS 39350
Ed Rogers, Chairman	Quapaw Tribe Of Oklahoma	P O Box 765			Quapaw, OK 74363-0765

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Scoping Meeting

Attendees: See Attached List

Time and Place: June 6, 2001, 10:00 a.m.
Baker's Shreveport Office
Shreveport, LA

Purpose: Discuss the Project Study Process and Identify Resource Agency Concerns

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. Baker has been contracted by DOTD to complete the environmental and location study for SIU 15 of the I-69 Corridor. A Notice of Intent to prepare an Environmental Impact Statement has been published in the Federal Register. Vince stated that the consultant team, Baker and Gulf South Research Corporation (GSRC) is the same team that successfully completed the North-South Expressway project. Tony Sussmann stated that SIU 15 is the main section of I-69 in Louisiana and is important in that it could function as an integral and independent component of the area transportation system, connecting I-20 and U.S. 171, should the development of the adjacent SIUs be delayed.

Chris Gesing presented an overview of the I-69 corridor from Indianapolis, IN to the Mexican border near McAllen/Brownsville, TX. The development of this corridor has been a multi-state effort initially led by the Arkansas Highway and Transportation Department (AHTD). This corridor has subsequently been divided into 26 Sections of Independent Utility (SIU) to facilitate project development. Three SIUs are located within Louisiana, SIU 14 from I-20 to El Dorado, AR where DOTD will be the lead agency in cooperation with the AHTD, SIU 15 from I-20 to U.S. 171, SIU 16 from U.S. 171 to Nacogdoches, TX where TXDOT will be the lead agency in cooperation with DOTD.

The 24 month project study process was discussed. A handout was distributed outlining this process (attached). Four main phases of work will be completed: 1) Scoping & Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, and 4) Environmental Documentation. Although there are no joint hearings planned, this project is being developed using the NEPA 404 integrated process. As such, federal agency concurrence is required at specific points in the study process, which include the Purpose and Need, the identification of the Preferred Corridor, and the identification of the Preferred Alignment. A Draft Section 404 Permit application will be prepared and included with the Final EIS.

The Scoping Process & Purpose and Need were discussed. It was emphasized that the purpose of the Agency Scoping Meeting was to identify specific issues of concern at the onset of the project and to

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

determine at which step in the study process various environmental issues would be considered. Early agency identification of key environmental issues will insure that these concerns are adequately considered and addressed at the appropriate point in the study process and with the appropriate level of detail. Meetings will also be held with local elected officials and the public to obtain input on local purpose and need and to identify specific community and individual concerns. Following the scoping meetings, a project Purpose and Need statement will be prepared that documents the justification for the project.

The project study area was presented (attached). The study area is about 30 miles long and encompasses a 300 square mile area. The study area extends beyond U.S. 171 and I-20 to consider potential environmental issues that may preclude future extension of the adjacent SIUs. Baker will use a Geographic Information System (GIS) to build an environmental inventory of the study area, primarily using secondary source, or readily available, information from state and federal resource agencies. A constraints map will be developed that is used for analysis and screening to identify environmental "show stoppers."

Corridor Studies were discussed. Three corridors 1 mile in width will be developed within the study area. The constraints map will be used to guide corridor development. An inventory of environmental resources within each corridor will be calculated. The corridors will be presented to the public, local elected officials, state and federal agencies, and participating Native American Tribes for review and comment. A Preferred Corridor will be identified that allows the greatest opportunity to further avoid and minimize environmental impacts during the Alignment Studies.

Alignment Studies were discussed. Three alignments approximately 300 feet in width will be developed with the Preferred Corridor. Detailed field studies will be conducted within the Preferred Corridor to delineate wetlands, identify the built environment, identify hazardous materials sites, and conduct noise measurements. Tax map property boundary information will be collected within the Preferred Corridor. This phase of study will also include the development of interchange schematics and a Point of Access Study for I-20 and I-49. The alignments will be presented to the public, local elected officials, state and federal agencies, and participating Native American Tribes for review and comment. A Preferred Alignment will be identified and will be carried into the Draft Environmental Impact Statement (DEIS).

The Environmental Documentation phase of the project will include preparation of the Draft and Final EISs, public hearings on the DEIS, a Phase I cultural resources survey of the Preferred Alignment and a Phase I Environmental Site Assessment of the Preferred Alignment. Environmental commitments will be finalized and a Record of Decision will be issued.

Project outreach will be provided through several mediums. A mailing list will be used to inform federal, state, and local agencies, Native American Tribes, and the public of upcoming meetings and updated project information. Advertisements will be placed in local newspapers of meetings. A toll free project hotline has been established, 866-I69-DOTD (866-469-3683), and a project Website is under construction. Special meetings will be held on an as needed basis. Exhibits from public meetings will be displayed at the DOTD District 4 office, the Baker office, and two other locations within the study area, likely Haughton and Stonewall.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Project milestones were discussed. Results from the Corridor Study are anticipated in the Fall of 2001. Selection of a Preferred Alignment is scheduled for the Spring of 2002 followed by the completion of the DEIS in the Fall of 2002. The Final Environmental Impact Statement (FEIS) and the ROD are intended to be completed by the Winter and Spring of 2003, respectively.

Tony Sussmann stated that the study process emphasizes the early and continued involvement of all agencies through the Solicitation of Views, the Scoping Process, corridor and alignment review, and Draft and Final EIS review.

Mike Janksy stated that involvement of the permitting agencies should be emphasized and that EPA had more of an oversight role to insure that the requirements of NEPA were fully addressed.

Richard Savoie stated that DOTD was proposing several projects within the study area (Pines Rd. interchange with I-49) and that this information would be forwarded to Baker. This information will be useful to document other relevant federal actions in the DEIS.

A question was asked about the Barksdale Airforce base involvement. A representative from Barksdale was identified by the Northwest Louisiana Council of Governments (NLCOG) and was invited to attend the local officials meeting.

The Red River crossing was discussed. Vince stated that a meeting would be held with the Coast Guard, COE, and the local river pilot's association to determine acceptable river crossing locations. This location will be a major influence in the corridor location studies.

Richard stated that the location of the proposed interchange at LA 1 will also be important during the corridor studies due to the constraints of the railroad, river, and port.

Mike Janksy suggested that the study follow FHWA's Technical Advisory 6640.8A. He also stressed that it was important to obtain public input throughout the study and if the resource agencies could not attend the meetings that Baker should visit them. Vince added that the study process has several agency concurrence points that should provide ample opportunity for agency involvement and comments on the on-going study.

Tony asked how detailed the hazardous materials assessment would be. State and federal databases will be consulted to obtain the most current information on hazardous material sites within the study area. A detailed Phase I Environmental Survey (ESA) will be conducted on the Preferred Alignment later in the study.

The Wetland Reserve Program was discussed. This program, administered by the Natural Resources Conservation Service, establishes areas that are permanently deeded as conservation areas, and as such, should be identified and avoided. Mike Nichols stated that the NRCS Alexandria office has the most up to date information on these areas.

Environmental Constraints development was discussed. Information on various environmental resources will be collected during the corridor and alignment studies (see attached table).

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Mike Jansky stated that Environmental Justice issues need to be considered. EPA has developed a GIS analysis for Environmental Justice considerations that may be useful on this project. Dr. Gerald Carney should be contacted for more information. EPA also has other GIS environmental information that can be obtained through Dr. Carney.

Vince stated that a rail compatibility study would be conducted in conjunction with the alignment studies, serving to focus on the inter-modal nature of this project, highway (I-69) rail (Kansas City Southern Railroad), waterway (Shreveport-Bossier Port).

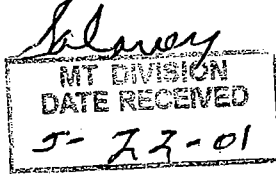
Vince emphasized that good decisions were based on the consideration of a great deal of information. The more information collected early in the study process, the better the decisions. Vince stated that agency concurrence was necessary to advance the study to the next stage of work.

Meeting adjourned at 11:30 a.m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Agency Scoping Meeting
 June 6, 2001

NAME	ORGANIZATION	TELEPHONE
MIKE JANSKY, P.E.	U.S. EPA Reg 6	214-665-7451 JANSKY, MICHAEL@EPA.GOV.
DAVID BEDNAR, JR	Baker	202-8110
WAYNE NGUYEN	DOTD/Environmental	225-248-4193
Bill Farr	FHWA	225-757-7615
CHAD WINCHESTER	DOTD - Road Design	225-379-1048
VINCENT RUSSO, JR	DOTD - ENVIRONMENT	225-248-4190
MARK CHENEVERT	DOTD - ROAD DESIGN	225-379-1311
DANNY MARTIN	USDA NRCS	318-676-3333
Tony Sussmann	FHWA	225-757-7600
Richard L. Savore	DOTD - Road Design	225-379-1384
SCOTT NELSON	FHWA	225-757-7619
Peppy Thurin	Tx DOT	512-486-5036
Jim Smith	Baker - Shreveport	318 222 8110
Chris Gesing	Baker	412 269 4636
Charles Guillory	USDA-NRCS	318-473-7789
Michael Michals	USDA-NRCS	318-473-7803

Baker



Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

May 18, 2001

Greg Solvey
Fema Region VI
800 North Loop 288
Denton TX 76201

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Scoping Meeting

Dear Mr. Solvey:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is pleased to invite you to participate in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local needs and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility. A Scoping Meeting will be held at 10:00 a.m. on June 6, 2001 in Baker's Shreveport office, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. The purpose of this meeting is to discuss the study process and to identify specific issues you may have relative to your area of expertise.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement (EIS). We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



State of Louisiana
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

JUN 25 2001

J. DALE GIVENS
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: Project No. 700-94-0003; proposed high priority corridor No. 18,
Route I-69 from Indianapolis, IN to the Mexican Border; Michael
Baker, Jr., Inc.; Bossier, Caddo and DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated June 15, 2001, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has a stormwater general permit for construction areas equal to or greater than five acres. It is recommended that you contact Jan Cedars at (225) 765-2784 to determine if your proposed improvements are covered under that general permit.



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,



Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality

M.J. "MIKE" FOSTER, JR.
GOVERNOR

J. DALE GIVENS
SECRETARY

July 2, 2001

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: SOV 700-94-0003; Bossier, Caddo and DeSoto Parishes
Proposed High Priority Corridor No. 18, Route I-69 from
Indianapolis, IN to the Mexican Border

Dear Mr. Gesing:

The Department of Environmental Quality has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure 'Construction Nonpoint Source Pollution Program' is enclosed."

cc: Wayne Nguyen, DOTD



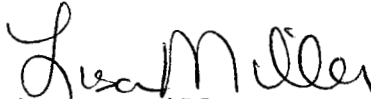
July 2, 2001
Page 2

Please forward all future SOV's to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call me at (225) 765-0723.

Sincerely,



Lisa L. Miller
Contracts & Grants

LLM/nos
Enclosures



DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P. O. BOX 17300
FORT WORTH, TEXAS 76102-0300

REPLY TO
ATTENTION OF:

June 22, 2001

Planning, Environmental, and Regulatory Division

Mr. Vince Russo
LA DOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Russo:

This is in response to your letter dated June 18, 2001, requesting our assistance in an environmental review of the proposed transportation facility in Bossier and Caddo Parishes, with respect to flood plains and regulatory requirements. It has been determined that the proposed project is not within the jurisdiction of the U.S. Army Corps of Engineers, Fort Worth District. Your letter has been forwarded to the Vicksburg District for review. A map of the Civil Works Boundary for the Fort Worth District is enclosed for your information. If you have any questions concerning the review of your project, the Vicksburg District may be contacted at the following address:

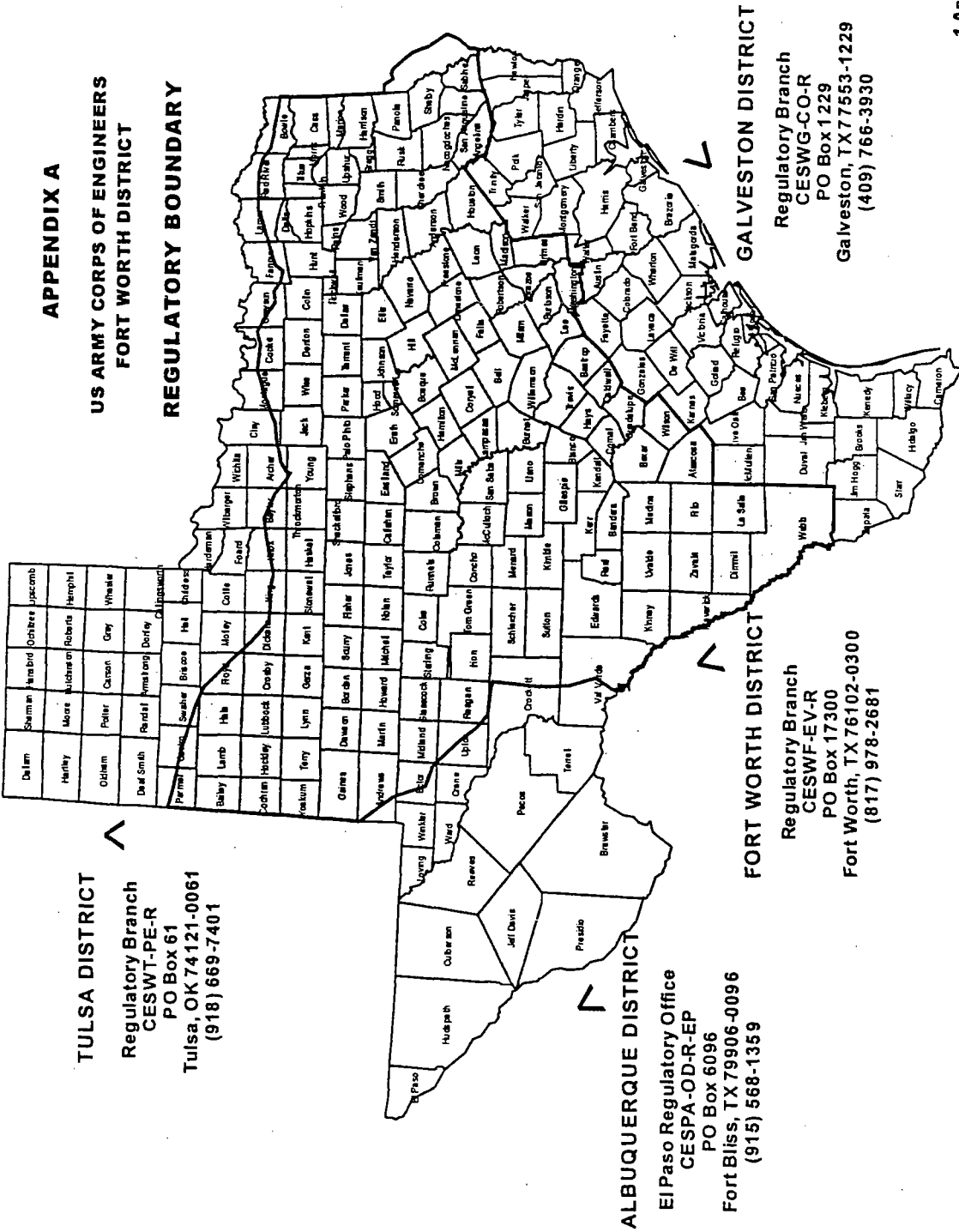
U.S. Army Corps of Engineers
Vicksburg District
ATTN: Rayford Wilbanks
4155 Clay Street
Vicksburg, MS 39180
Phone: (601) 631-5410

We apologize for the inconvenience.

Sincerely,

A handwritten signature in black ink that reads "Paul M. Hathorn".

Paul M. Hathorn
Chief, Environmental Resources Branch



APPENDIX A

**US ARMY CORPS OF ENGINEERS
FORT WORTH DISTRICT**

REGULATORY BOUNDARY

TULSA DISTRICT

**Regulatory Branch
CESWT-PE-R
PO Box 61
Tulsa, OK 74121-0061
(918) 669-7401**

ALBUQUERQUE DISTRICT

**EI Paso Regulatory Office
CESPA-OD-R-EP
PO Box 6096
Fort Bliss, TX 79906-0096
(915) 568-1359**

FORT WORTH DISTRICT

**Regulatory Branch
CESWF-EV-R
PO Box 17300
Fort Worth, TX 76102-0300
(817) 978-2681**

GALVESTON DISTRICT

**Regulatory Branch
CESWG-CO-R
PO Box 1229
Galveston, TX 77553-1229
(409) 766-3930**

1 April, 1998

MICHAEL BAKER, JR., INC.
CONTACT REPORT

PROJECT/LOCATION: High Priority Corridor No. 18 S.O.No.: 24999-000-0003-12300
Route I-69, US 171 to I-20 DATE: June 27, 2001
State Job No.: 700-94-0003

Contact: Hubert Hervey

Subject: Interior Least Tern Colony Locations

I met with Hubert Hervey to discuss the interior least tern and nesting colony locations along the Red River. The interior least tern is an endangered species and was identified by the US Fish and Wildlife Service (FWS) as potentially occurring within the project area. Mr. Hervey has been conducting tern colony surveys along the Red River since 1996 and has been providing this information to the US Army Corps of Engineers.

The interior least tern is a migratory shorebird that breeds, nests, and raises its young on non-vegetated portions of sand islands and sandbars. Mr. Hervey emphasized that sand islands were the preferred habitat. Islands offer protection from land based predators such as raccoon, foxes, and coyotes, which have been documented destroying nesting sites and young. Mr. Hervey stated that his research has found that vegetation on these breeding sites must be minimal for continued colony use. Sand islands with grass or shrubs are abandoned from colony use. Optimal habitat is a sand island with no vegetation.

The breeding season on the Red River in Louisiana and Arkansas extends from late May through August. The critical time period is June and July when eggs are being incubated and the young are being fledged. Mr. Hervey has found that flash floods and high water are the main causes of nest failure. The birds have no defense against rising water. If the first nest is destroyed, birds may attempt a second nesting, depending on the timing of the disturbance. Second nests have been found to produce fewer eggs and young than the first nesting attempt.

Mr. Hervey emphasized that while some locations have seen repeated colony use, the Red River is a constantly changing environment and sandbar and sand island locations change from year to year. A monitoring program that documented tern colony locations would need to be conducted prior to highway construction once a timeframe for this construction is developed. Mr. Hervey stated that if necessary, mitigation could likely be achieved through developing a vegetation removal plan on existing sand islands that would create and maintain optimal tern nesting habitat.

Three colony sites were located within the project study area and have been entered into the project GIS. These sites will be considered during the corridor development process. Discussions with the FWS will be required to insure that all concerns for this species are adequately addressed.

Prepared by Tim Smith Title Environmental Manager Page 1 of 1

cc: Wayne Nguyen – DOTD



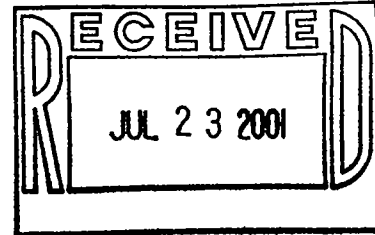
United States
Department of
Agriculture

Natural Resources
Conservation Service

3737 Government Street
Alexandria, Louisiana
71302

July 13, 2001

Mr. Timothy J. Smith
Michael Baker Jr., Inc.
Petroleum Square II
1324 North Hearne Avenue, Suite 255
Shreveport, Louisiana 71107



Re: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes

Dear Mr. Smith:

Please find enclosed the natural resource information that NRCS agreed to provide at the Scoping Meeting held by Baker, Inc., on June 6, 2001, in Shreveport, Louisiana. We have identified important NRCS program lands (i.e. WRP and CRP) and prime farmland within the I-69 study corridor. Identifying the exact locations of these environmentally sensitive areas early in the corridor study will help us avoid and/or minimize adverse impacts during the alignment phases of the study.

If you need additional information or assistance, please contact Michael Nichols, Wildlife Biologist, at (318) 473-7803.

Sincerely,

Donald W. Gohmert
State Conservationist

Enclosure

cc: Ed Giering, SCE, NRCS, Alexandria
Ronald J. Marcantel, SRC, NRCS, Alexandria
Michael Nichols, Wildlife Biologist, NRCS, Alexandria

MICHAEL BAKER, JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: _____	S.O.No.: 24999
High Priority Corridor 18, Route I-69	DATE: 7/29/01
US 71 to I-20	State Project No.: 700-94-0003
To: David Bednar, Jr.	From: Craig Carroll
Repres.: Baker	Repres.: US EPA
Phone No.: 318-222-8110	Phone No.: 214-665-2220
Subject: _____	

Spoke with Craig Carroll of EPA regarding potential contamination along the western boundary of the Louisiana Army Ammunitions Plant. Mr. Carroll provides oversight of investigations at the plant. He said that the portion of the plant located in the vicinity of Clarke Bayou was not involved with any plant operations. He informed me that there is groundwater contamination at the plant, however, Caney Branch represents the westernmost extent of contamination. If I wanted more detailed information on investigations performed at the plant, I should visit the site repository at the Webster Parish Public Library as well as contacting Doyle Williams. Mr. Williams is the project manager for the army responsible for implementing site investigations.

Prepared by David Bednar, Jr. Title Senior Environmental Scientist Page 1 of 1

November 28, 2001

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A corridor studies review meeting will be held at **10:30 a.m. on December 11, 2001 at Baker's Shreveport Office**, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the environmental resource information collected following the June 6, 2001 Agency Scoping Meeting and to review the corridors developed. This meeting precedes public outreach meetings being held on December 11 and December 12, 2001. An invitational flyer distributed to individuals on the project mailing list is enclosed for your information.

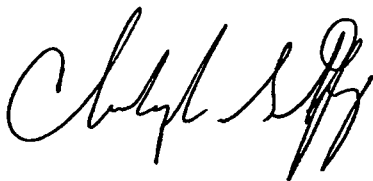
Also enclosed is a map showing the preliminary corridors and a comparative analysis so you can become familiar with the corridors developed prior to the meeting. These corridors are preliminary, and as such, should not be distributed to the public at this time.

«Salutation»
November 28, 2001
Page 2

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.

A handwritten signature in black ink, appearing to read "Chris Gesing". The signature is fluid and cursive, with a large initial "C" and "G".

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J. Kamien, P.E.	Deputy For Programs &	Project Management	Vicksburg Dist Corps Of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	6ENXP	Environmental Protection Agcy	1445 Ross Avenue		Dallas TX 75202-2733
Commander	8th Coast Guard District	Hale Boggs Federal Building	501 Magazine Street		New Orleans LA 70130-3396
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	Natural Resources	Conservation Service	3737 Government Street		Alexandria LA 71302
David Fruge	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
Peggy Thurin, P.E.	Texas Dept Of Transportation	Transportation Planning And Programming Division	P O Box 149217		Austin TX 78714-9217
	LA Dept Of Culture Rec & Tour	Division Of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dpt Of Wildlife & Fish	P O Box 98000	2000 Quail Drive,	Baton Rouge LA 70898-9000
Lisa Miller	LA Dept Of Environment Quality	P O Box 82231			Baton Rouge, LA 70884-2231
Maurice Watson	LA Dept Of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
	LA Dept Of Natural Resources	Office Of Conservation	P O Box 94275 (625 North 4th)		Baton Rouge LA 70804-9275
Phillip Martin, Chairman	Mississippi Band Of Choctaw Indians	101 Industrial Road			Philadelphia, MS 39350
Ed Rogers, Chairman	Quepaw Tribe Of Oklahoma	P O Box 765			Quepaw, OK 74363-0765



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

December 21, 2001

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker, Jr., Inc.
Post Office Box 12259
Pittsburgh, Pennsylvania 15231-0259

cc: Wayne Nguyen, DOTD

Dear Mr. Gesing:

Please reference your November 28, 2001, letter regarding the December 11, 2001, agency coordination meeting for State Project No. 700-94-0003, F.A.P. No. HPI-69-1(001). The proposed project would involve four proposed alternatives for the Interstate 69 High Priority Corridor No. 18, between U.S. Highway 171 and Interstate Highway 20, in Bossier, Caddo, and DeSoto Parishes, Louisiana. While we were unable to attend the December 11, 2001, meeting, the Service has reviewed the information you provided, and offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

Our current records indicate that proposed Corridor "C" would be located within 1,500 feet of a known interior least tern nesting area within the Red River. The interior least tern (*Sterna antillarum*) is an endangered migratory shorebird that breeds, nests, and rears its young on non-vegetated portions of sandbars and islands in the Mississippi, Missouri, Arkansas, and Ohio River systems. In the lower Mississippi Valley, the interior least tern population is concentrated along approximately 500 miles of the river between the confluence of the Mississippi and Ohio Rivers at Cairo, Illinois, and Vicksburg, Mississippi. In Louisiana, the interior least tern is listed as occurring along the Mississippi River north of Baton Rouge, but few birds have been observed within the state during surveys conducted over the last few years. Several nesting colonies have recently been found along the Red River in northwestern Louisiana, but none farther south than the pool of Lock and Dam Number 3 in Natchitoches Parish. Major threats to this species include habitat loss and human disturbance at nesting colonies. Least terns are apparently extending their breeding habitat farther south along the Red River, and the absence of nesting should be confirmed before initiating any work in or adjacent to the river during the breeding season (May 15 to August 31). If least terns should be observed in the project area during the breeding season, all work should cease and the Service should be contacted immediately for further consultation.

All of the proposed alternative corridors may be within areas that are inhabited by the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). RCWs inhabit open, parklike stands of mature (i.e., greater than 60 years of age) pine trees containing little hardwood understory or midstory. RCWs can tolerate small numbers of overstory hardwoods or large midstory

hardwoods at low densities found naturally in many southern pine forests, but do not tolerate dense hardwood midstories resulting from fire suppression. RCWs excavate roost and nest cavities in large living pines (i.e., 10 inches or greater in diameter at breast height). The cavity trees and the foraging area within 200 feet of those trees are known as a cluster. Foraging habitat is defined as pine and pine-hardwood stands over 30 years of age that are located contiguous to and within one-half mile of the cluster.

If the proposed project area does not contain suitable nesting and/or foraging habitat as defined above, further consultation with the Service for this project will not be necessary. However, if suitable nesting and/or foraging habitat does exist, the area within one-half mile radius from the project boundary should be carefully surveyed by a qualified biologist for the presence of RCW clusters in accordance with the Henry (1989) guidelines. We recommend that you provide this office with a copy of the survey report, which should include the following details:

1. survey methodology including dates, qualifications of personnel, size of survey area, and transect density;
2. pine stand characteristics including number of acres of suitable nesting and/or foraging habitat, species, basal area and number of pine stems 10 inches or greater per acre, percent cover of pine trees greater than 60 years of age, species of dominant vegetation within each canopy layer, understory conditions and species composition (several representative photographs should be included);
3. number of active and inactive RCW cavity trees observed, and the condition of the cavities (e.g., resin flow, shape of cavity, start-holes);
4. presence or absence of RCWs; and
5. topographic quadrangle maps which illustrate areas of adequate RCW nesting and/or foraging habitat, cluster sites, and cavity tree locations relative to proposed construction activities.

If no RCW clusters are found within a one-half mile radius of the project boundaries, a request for our concurrence with your "not likely to adversely affect" determination, as well as the basis for your determination, should be included with the survey report. If we concur in that determination, no further consultation with this office will be necessary. If RCW clusters are found in the surveyed areas, further consultation with this office will be required.

Similarly, all of the proposed alternative highway corridors will impact wetland habitat. When the actual construction alignment is identified, the Service will evaluate both the quantity and quality of wetland impacts, and will make recommendations regarding the least environmentally damaging alternative to wetlands at that time.

Finally, proposed Corridor "D" would be located within a Wetland Reserve Program (WRP) site near Bossier Point. This site is a wetland area that has been placed under a conservation easement by the U.S. Department of Agriculture. Please contact the Natural Resource Conservation Service (318/473-7856) in Alexandria, Louisiana, for further information regarding possible impacts to that WRP site.

Although we were unable to attend the agency coordination meeting, we appreciate the opportunity to provide comments in the planning stages of the proposed project. If you need further assistance, please contact Brigette Firmin (337/291-3108) of this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell C. Watson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Russell C. Watson
Assistant Field Supervisor

cc: NRCS, Alexandria, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

Letter of Transmittal

To: «Name» _____	S.O. 24999 _____
«Affiliation» _____	Project: High Priority Corridor No. 18 _____
«Address 1» _____	Route I-69, US 171 to I-20 _____
«Address 2» _____	State Project No. 700-94-0003 _____
«Address 3» _____	F.A.P. No. HPI-69-1(001) _____
«City State Zip» _____	Date: February 4, 2002 _____

We are forwarding the following: Attached Under Separate Cover

DWG. NO.	NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
	1	Minutes of the Agency Coordination Meeting held on December 11, 2001	

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|---|---|
| <input type="checkbox"/> As requested | <input type="checkbox"/> No exception taken | <input type="checkbox"/> Revise and resubmit |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> Rejected - See remarks | <input type="checkbox"/> Submit specified items |
| <input checked="" type="checkbox"/> For your information | <input type="checkbox"/> Proceed subject to corrections noted | <input type="checkbox"/> _____ |

GENERAL COMMENTS:

Michael Baker Jr., Inc.

By: Christopher G. Gesing, P.E. _____

Title: Project Manager _____

Page 1 of 1 _____

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J Kamien, P.E.	Deputy For Programs &	Project Management	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1212	1445 Ross Aven	Dallas TX 75202-2733
Commander	8th Coast Guard District	Hale Boggs Federal Building	501 Magazine Street		New Orleans LA 70130-3396
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
David Fruge	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Lisa Miller	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
Maurice Watson	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
Joseph F. DeVall	LA Dept of Natural Resources	Office Of Conservation	P O Box 94275 (625 North 4th)		Baton Rouge LA 70804-9275
Philip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road			Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765			Quapaw OK 74363-0765

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Coordination Meeting

Attendees: See Attached List

Time and Place: December 11, 2001, 10:00 a.m.
Baker's Shreveport Office
Shreveport, LA

Purpose: Discuss the Preliminary Corridor Development

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. This is the second agency coordination meeting for the I-69 project from US 171 to I-20 and focused on the environmental resources inventory and the preliminary corridors developed to date.

Chris Gesing presented and reviewed the study process flowchart. A handout was distributed that outlined this process (attached). Four main phases of work will be completed: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, 4) Environmental Documentation. Project efforts are currently focused on the Corridor Studies phase of the study process.

The corridor study efforts were discussed. Four corridors 1 mile in width have been developed within the Study Area. In some areas, the corridors overlap due to specific engineering or environmental issues. An attempt was made to utilize as much of the Study Area as possible for the corridor development. Environmental resources and corridor location maps were reviewed. The corridors were plotted on an aerial mosaic of the Study Area based on 1999 aerial photography. Constraints at the northern end of the Study Area including Barksdale Air Force Base, the Louisiana Army Ammunition Plant, and residential development near the community of Houghton limited corridor development to a narrow area.

The preliminary corridor inventory comparison was discussed (attached). It was emphasized that the information shown was an inventory of resources within the entire 1 mile wide corridor and that actual highway impacts would be substantially less. No Scenic Streams would be impacted by any of the corridors. The Study Area contains a number of state and federally listed threatened or endangered species. Corridors C and D contain a nesting location of the endangered least tern on the Red River. No known location of red-cockaded woodpecker colonies are within the developed corridors. Oil and gas well information was obtained from the LA Department of Natural Resources database and are scattered throughout the Study Area. A field survey of the built environment was conducted within the developed corridors to verify the locations of cemeteries, churches, schools, residences, businesses, and other public facilities. No sole source aquifers exist in the Study Area, but several wellhead protection areas were identified. One Wetland Reserve Program property was identified and falls within Corridor D. This likely would prohibit further development of Corridor D in this area. Known locations of prehistoric and historic cultural resource sites listed on the National Register of Historic Places, potentially eligible for listing, or recorded but not eligible were obtained from the LA Department of Culture, Recreation and Tourism, Division of Archaeology. In addition, sites with a Caddo Indian component were further

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

identified. Probability areas for prehistoric archaeological sites were also developed. Known hazardous materials sites were obtained from state and federal database searches.

Engineering issues were discussed. The crossing of the Red River and the bridge location was a critical engineering issue. The crossing location had to consider vertical and horizontal clearances from a river navigation standpoint, but also had to consider how the bridge would tie into interchanges proposed at LA 1 and US 71. It was suggested that an evaluation of the Port of Shreveport-Bossier be added to the preliminary corridor inventory comparison. Previous correspondence from the Port stated that they preferred the highway be developed in the middle of the Study Area. Tony Sussman stated that specific rationale for the engineering rankings should be provided.

Issues west of US 171 were discussed. The LA corrections facility lies due west of US 171 near Stonewall and needs to be avoided.

Railroad compatibility was discussed. A railroad compatibility study will be performed as part of the Alignment Studies phase and that railroad compatibility was not a corridor issue. It was noted that railroad compatibility would not dictate highway alignment development.

Mike Jansky, EPA, stated that Corridor C looked the most favorable, while Corridor D the least.

Vince Russo stated that public meetings are scheduled for December 11 and December 12, 2001 to allow the public to review the preliminary corridors developed. Comments will be obtained and FWHA/DOTD will meet to discuss the comments/concerns. A Preferred Corridor would be identified based on public and local official involvement.

Meeting adjourned at 11:00 a. m.

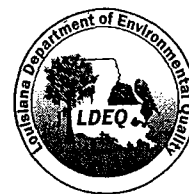
**High Priority Corridor No. 18, Route I-69
Environmental and Location Study
Agency Coordination Meeting
December 11, 2001**

NAME	ORGANIZATION	TELEPHONE
CHRIS GESING	BAKER	412-269-4636
Peggy Thurin	TxDOT	512-486-5036
Bill Farr	FHWA	225-757-7615
Tony Sussmann	FHWA	225-757-7600
David Bednar, Jr	Baker	318-222-8110
Jim Smith	Baker	318-222-8110
Richard L Savoie	LADOTD/RD. DESIGN	225-379-1384
LAMAR SMITH	BAKER	(601) 933-6224
Wayne Nguyen	DOTD/Environmental	(225) 248-4193
JOSEPH F. DEVAL	OFFICE OF CONSERVATION	318-676-7585
MIKE JANSKY	U.S. EPA - Ref 6	Jansky.Michael@EPA.GOV 214-665-7451
VINCENT G. RUSSO, JR	LA DOTD	225-248-4190



State of Louisiana

Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

FEB 20 2002

J. DALE GIVENS
SECRETARY

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
Airport Office Park-Bldg. 3; 420 Rouser Road
Coraopolis, PA 15108

RE: Project No. 700-94-0003; proposed High Priority Corridor No. 18
Route I-69, US 171 to I-20; Michael Baker, Jr., Inc.; Bossier, Caddo
& Desoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated February 4, 2002, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has a stormwater general permit for construction areas equal to or greater than five acres. It is recommended that you contact Jan Cedars at (225) 765-2784 to determine if your proposed improvements are covered under that general permit.



OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 82135 • BATON ROUGE, LOUISIANA 70884-2135

AN EQUAL OPPORTUNITY EMPLOYER



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Delahoussaye", with a long horizontal flourish extending to the right.

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

J. DALE GIVENS
SECRETARY

February 27, 2002

cc:

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
420 Rouser Road
Coraopolis, PA 15108

RE: SOV State Project No. 700-94-0003; Bossier, Caddo and
Desoto Parishes
Proposed High Priority Corridor No. 18 Route I-69, Us
171 to I-20; F.A.P. No. HPI-69-1(001)

Dear Mr. Gesing:

The Department of Environmental Quality, Office of
Environmental Assessment and Office of Environmental Services has
received your request for comments on the above referenced
project.

There were no objections based on the limited information
submitted to us. However, the following comments have been
included and/or attached. Should you encounter a problem during
the implementation of this project, please make the appropriate
notification to this Department.

The Office of Environmental Services has made the following
comments:

Please see the letter from the Office of Environmental
Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is
relevant only to the granting of funds for the proposed
project. This does not relieve the applicant of his
responsibility for obtaining any other permits or approvals
necessary from LDEQ or other State, Local, or Federal
agencies, nor does it influence the Department's ultimate
decision on those permits or approvals. A copy of our
brochure on construction best management practices is
enclosed."



recycled paper

OFFICE OF MANAGEMENT AND FINANCE P.O. BOX 82231 BATON ROUGE, LOUISIANA 70884-2231

AN EQUAL OPPORTUNITY EMPLOYER



February 27, 2002
Page 2

Please forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call me at (225) 765-0723.

Sincerely,



Lisa L. Miller
Contracts & Grants

llm
Enclosures

March 14, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»P.O. Box 12259
Pittsburgh, PA 15231-0259(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647*Office Location:*
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A series of agency, local officials and public meetings were held December 11 and December 12, 2001, to present the results of the corridor location studies for the proposed I-69 project. In response to comments received from local elected officials and the public, three (3) additional corridors have been developed.

A second corridor studies review meeting will be held at **1:00 p.m. on April 2, 2002 at Baker's** ⁻⁷ **Shreveport Office**, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the environmental resource information and the additional corridors developed. This meeting precedes public outreach meetings being held on April 2 and April 3, 2002. An invitational flyer distributed to individuals on the project mailing list is enclosed for your information.



«Name»

March 14, 2002

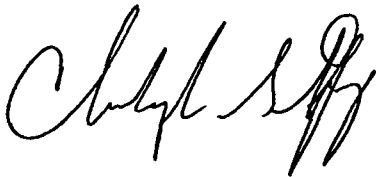
Page 2

A map showing the original corridors (Corridors A, B, C, and D), the additional corridors (Corridors E, F, and G), and a comparative analysis will be sent to you shortly so you can become familiar with the corridors prior to the meeting.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J Kamien, P.E.	Deputy For Programs &	Project Management	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 12	1445 Ross Aven	Dallas TX 75202-2733
Commander	8th Coast Guard District	Hale Boggs Federal Building	501 Magazine Street		New Orleans LA 70130-3396
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
David Fruge	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Lisa Miller	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
Maurice Watson	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
	LA Dept of Natural Resources	Office Of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
Joseph F. DeVall	LA Dept of Natural Resources	Office Of Conservation, Shreveport District Office	State Office Bldg. Rm 668	1525 Fairfield Av	Shreveport LA 71101
Phillip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road			Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765			Quapaw OK 74363-0765

Baker

March 21, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Additional Corridor Studies

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

We recently notified you of a second corridor studies review meeting being held at **1:00 p.m. on April 2, 2002 at Baker's Shreveport Office**, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana, and indicated that additional review materials would follow. The purpose of the meeting is to review the environmental resource information and additional corridors developed in response to comments from local elected officials and the public following agency, local officials and public meetings held December 11 and December 12, 2001.

Enclosed is a map showing the original corridors (Corridors A, B, C, and D), the additional corridors (Corridors E, F, and G), and a comparative analysis so that you can become familiar with the corridors developed prior to the meeting. These corridors are preliminary, and as such, should not be distributed to the public at this time.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



A Total Quality Corporation

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Douglas J Kamien, P.E.	Deputy For Programs &	Project Management	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	4445 Ross Avenue	Dallas TX 75202-2733
Commander	8th Coast Guard District	Hale Boggs Federal Building	501 Magazine Street		New Orleans LA 70130-3396
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
David Fruge	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400			Lafayette LA 70506
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Lisa Miller	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
Maurice Watson	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
	LA Dept of Natural Resources	Office Of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
Joseph F. DeVail	LA Dept of Natural Resources	Office Of Conservation, Shreveport District Office	State Office Bldg. Rm 668	1525 Fairfield Ave	Shreveport LA 71101
Phillip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road			Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765			Quapaw OK 74363-0765

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Coordination Meeting

Attendees: See Attached List

Time and Place: April 2, 2002, 1:00 p.m.
Baker's Shreveport Office
Shreveport, LA

Purpose: To Discuss Additional Corridor Development

Discussions:

Vince Russo opened the meeting and stated that this meeting was to discuss three additional corridors that were developed in response to comments received at the December 2001 public, agency, and local official meetings. These additional corridors were discussed earlier in the day with the local officials and will be presented and discussed with the public at Haughton and Stonewall.

Chris Gesing asked that all in attendance identified themselves and their agency/affiliation. Three additional corridors (Corridors E, F, and G) were developed to: 1) avoid residential development at Williamson/Stacey Lane and the Old Port Petroleum facility, 2) locate the facility closer to Shreveport and Bossier City, 3) locate the facility closer to the Port of Shreveport-Bossier.

The revised project study process was discussed. A handout was distributed that outlined the revised study process flowchart (attached). Four main phases of work will be completed: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, and 4) Environmental Documentation.

The corridor study efforts were discussed. A project specific GIS was developed, based on agency input, that included natural, cultural, and social information within the Study Area. Four corridors 1 mile in width were originally developed within the Study Area that considered a number of engineering and environmental issues. These corridors were presented at a series of public, agency, and local official meetings in December 2001. Based on comments received at these meetings, 3 additional corridors (Corridors E, F, and G) were developed. A handout was distributed showing the additional corridor locations. The location of each corridor was described to the group and shown on the display boards. All new corridors begin at I-20 east of Haughton. Corridor E generally follows the route identified in the Inner Loop Study completed several years ago, crosses the Red River north of the Port, and then merges with Corridors A and B ending just north of Stonewall at US 171. Corridor E avoids the dense area of oil and gas wells in the Sligo field and the primary residential development east of the Red River. Corridors F and G cross the Red River using Port property. This issue was discussed with Port and city officials who stated that this was an acceptable crossing location. Original corridor development had avoided this property. Corridors F and G merge with Corridor C west of the river. Corridor F follows Corridor C to US 171, while Corridor G turns south to merge with Corridor D avoiding the Williamson Road/Stacey Lane area.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

The revised corridor inventory comparison was discussed, focusing on the additional Corridors E, F, and G (attached). It was emphasized that the information shown was an inventory of resources within the entire 1 mile wide corridor and that actual highway impacts would be substantially less. Corridor E has the highest inventory of wetlands and prehistoric archaeology probability areas while Corridors F and G have the highest inventory of potentially eligible archaeological sites.

Engineering issues were discussed. The crossing of the Red River and the bridge location was a critical engineering issue. The crossing location had to consider vertical and horizontal clearances from a river navigation standpoint, but also had to consider how the bridge would tie into interchanges proposed at LA 1 and US 71. Corridors C, F and G had the highest ranking for the Red River crossing engineering issues.

The Coast Guard asked if there were specific bridge plans for the Red River crossing. Vince stated that bridge plans had not been developed at this stage of the project. Horizontal and vertical clearances will match existing bridges. No river users group exists in the area.

The COE stated that the main channel of the river was currently maintained up to the Port and that some studies have looked at extending a navigation channel north of Shreveport. Any bridge over the Red River needs to accommodate navigation concerns. Secondary and cumulative impacts associated with development and opening up of new areas should be addressed in the EIS. Impacts associated with frontage roads should also be addressed.

The FWS was concerned with impacts to wetlands, Interior least tern, and any red-cockaded woodpecker habitats. These issues have been considered during corridor development and further studies will be conducted during the Alignment phase of the project.

Joe Devall stated that plugging active wells could be a problem and that alignment development should attempt to avoid wells to the greatest extent possible.

Vince stated that it was not likely to use Corridor D due to the Wetland Reserve Program property. At the meeting earlier in the day, the local officials were highly supportive of Corridor E and were concerned with maximizing the growth and economic vitality of the area.

No comments have been received from the Caddo Nation on the corridors developed. The tribes are an important part of this project and DOTD/FHWA will be meeting with them in the future to discuss the project.

The status of I-69 in Texas was discussed. Peggy Thurin stated that due to budgetary constraints, the Texas sections of I-69 would be delayed until September 1, 2002.

Meeting adjourned at 2:00 p. m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Agency Coordination Meeting
 April 2, 2002

NAME	ORGANIZATION	TELEPHONE
PAUL JOHNSON	US COAST GUARD	504-589-2965
Brigette Firmin	U.S. FWS	337/291-3108
Joe Hoise	FHWA - LA	225 757-7603
BOB MAHONEY	FHWA	225-757-7624
Tony Sussmann	FHWA	225-757-7600
Scott Nelson	FHWA	225-757-7619
Tim Smith	Baker	318 222 8110
DAVID BENDOR	Baker	318-222-8100
LAMAR SMITH	BAKER	(601) 933-6224
JOSEPH DEVALL	LA. OFFICE OF CONSERVATION	318-676-7585
Richard L. Savole	LA DOTD	225-379-1384
KEITH TINDEN	LA DOTD 04	318-549-8305
VINCENT G. Russo, Jr	LA DOTD	225-248-4190
HAROLD LEE	CDE	601-631-7104
CHRIS GESING	BAKER	412-269-4636
PEGGY THURIN	TEXAS DOT	VIA CONF. CALL



State of Louisiana
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

APR 04 2002

J. DALE GIVENS
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker, Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: Project No. 700-94-0003; proposed High Priority Corridor No. 18, Route I-69;
US 171 to I-20 Additional Corridor Studies; Michael Baker, Jr., Inc.; Bossier,
Caddo, and DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated March 21, 2002, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has a stormwater general permit for construction areas equal to or greater than five acres. It is recommended that you contact Jan Cedars at (225) 765-2784 to determine if your proposed improvements are covered under that general permit.



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OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 82135 • BATON ROUGE, LOUISIANA 70884-2135

AN EQUAL OPPORTUNITY EMPLOYER



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,



Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.
GOVERNOR

J. DALE GIVENS
SECRETARY

April 16, 2002

Mr. Christopher G. Gesing, P.E.
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburg, PA 15231-0259

RE: SOV 700-94-0003; Bossier, Caddo, and DeSoto Parishes
Proposed High Priority Corridor No. 18, Route I-69; US 171 to I-20 Additional Corridor
Studies

Dear Mr. Gesing:

The Department of Environmental Quality has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure 'Construction Nonpoint Source Pollution Program' is enclosed."



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OFFICE OF MANAGEMENT AND FINANCE P.O. BOX 82231 BATON ROUGE, LOUISIANA 70884-2231

AN EQUAL OPPORTUNITY EMPLOYER



April 16, 2002
Page 2

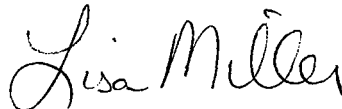
Currently, Bossier, Caddo, and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future SOV's to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call me at (225) 765-0723.

Sincerely,

A handwritten signature in cursive script that reads "Lisa Miller".

Lisa L. Miller
Contracts & Grants

LLM/nos
Enclosures

November 26, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Corridor Studies Report and Preferred Corridor Recommendation

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Corridor Studies Report and Preferred Corridor Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15. In accordance with the merged NEPA/404 process adopted for this project, we are requesting your review and concurrence.

This document presents the development and comparison of several one-mile wide highway corridors. The Corridor Studies Phase of this project included involvement with federal and state resource agencies, local officials, and the public through the scoping and public involvement processes. Using a Geographic Information System (GIS), an Environmental Inventory was developed for the Study Area that allowed a comparison of all corridors with respect to potential involvement with various environmental resources. The objective of the Corridor Study is to identify a Preferred Corridor that best balances the environmental and engineering considerations with the benefits expected from the project.

Please provide your written response by December 27, 2002. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen – DOTD



**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
COOPERATING AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Phillip Hollis, P.E.	Civil Engineer	Department of the Army	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	445 Ross Avenue	Dallas TX 75202-2733
Marcus N. Redford, P.E.	Chief, Bridge Administration Branch	Commander (obc)	8th Coast Guard District	501 Magazine Str	New Orleans LA 70130-3396
Brigette Firmin	Fish and Wildlife Biologist	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400		Lafayette LA 70506

Baker

November 26, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Corridor Studies Report and Preferred Corridor Recommendation

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

Dear «Salutation»:

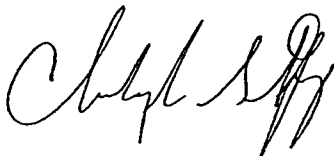
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In accordance with the merged NEPA/404 process adopted for this project, only the Federal cooperating agencies are required to comment on the document. However, should you wish to comment, please provide your written response by December 27, 2002. If you have any questions or need additional information, please contact me at (412) 269-4636. We look forward to your continued input throughout the duration of this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen – DOTD



A Total Quality Corporation

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
Duke Rivet	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
Lisa Miller	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Maurice Watson	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
Joseph F. DeVall	LA Dept of Natural Resources	Office Of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
		Office Of Conservation, Shreveport District Office	State Office Bldg, Rm 668	1525 Fairfield Ave	Shreveport LA 71101

Baker

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

~~November 26, 2002~~

December 17, 2002

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

Phillip Hollis
Department of the Army, Vicksburg
Corps of Engineers
Operation Division, Regulatory Branch
4155 Clay Street
Vicksburg MS 39180-3435

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Corridor Studies Report and Preferred Corridor Recommendation

Dear Mr. Hollis:

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Please provide your written response by December 27, 2002. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen – DOTD

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

501 Magazine Street
New Orleans, LA 70130-3396
Staff Symbol: (obc)
Phone: 504-589-2965
FAX: 504-589-3063

16591A
December 10, 2002

MR. CHRISTOPHER G. GESING, P.E.
PROJECT MANAGER
MICHAEL J. BAKER, JR., INC.
P. O. BOX 12259
PITTSBURG, PA 15231-0259

Dear Mr. Gesing:

We have reviewed the Corridor Studies Report and Preferred Corridor Recommendation for the Interstate Highway 69, Section of Independent Utility (SIU) 15, which was forwarded to us by your letter dated November 26, 2002. We have no comments on the report as it does not contain the specific details on location and plans for a bridge over which the Coast Guard has jurisdiction. The Coast Guard will have a permitting action and an active part in this project as the location and plans for the crossing are developed.

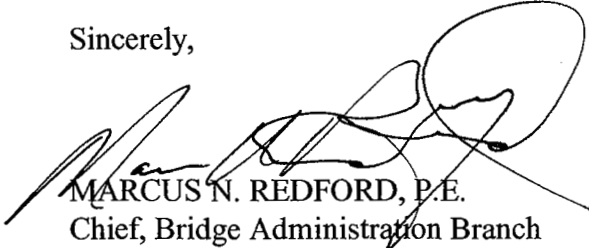
The Coast Guard is bound by its own instructions to assess all of the potential navigational and environmental impacts of construction, maintenance and operation of bridges which cross navigable waterways. Thus, the proposed I-69 crossing of the Red River will need to be evaluated from the standpoint of navigation. As indicated in the Corridor Studies Report, if the Red River crossing is constructed with no piers in the water, then there will be little or no concern with the location or angle at which the bridge crosses the waterway, provided that the vertical clearances meet the reasonable needs of navigation. However, if piers are to be constructed within the water, then the pier locations, horizontal clearance between them, angle of the bridge crossing, relative to the channel axis, and plans for fendering systems become critical concerns. Coast Guard approval of location and plans for a bridge will depend on these factors once they have been determined.

While the Federal Highway Administration is the lead federal agency for satisfying requirements of the National Environmental Policy Act (NEPA), the Coast Guard, as a cooperating agency, will primarily limit its NEPA jurisdiction to the bridge and its approaches. However, we may comment on any issues or environmental concerns, which are beyond the scope of our mandatory consideration. That is, we will not only consider the immediate impacts of the bridge crossing, but also those which are considered to be secondary and cumulative or those which would not ordinarily occur, were it not for the existence of the bridge. As with any transportation project of this scale, the Environmental Impact Statement should address all impacts directly associated with the bridge as well as those which are secondary and cumulative.

16591A
December 10, 2002

It is our desire, to the extent possible, to be actively involved in this project. Please contact us should you have any questions or if wish to further discuss this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Redford', is written over the typed name and title.

MARCUS N. REDFORD, P.E.
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: Mr. Vincent Russo, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Baton Rouge, LA

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>December 20, 2002</u>
<u>Bossier, Caddo & DeSoto Parishes</u>	CONTRACT NO.:

To: <u>Chris Gesing</u>	From: <u>Michael P. Jansky</u>
Repres.: <u>Baker</u>	Repres.: <u>USEPA</u>
Phone No.: <u>412.269.4636</u>	Phone No.: <u>214.665.7451</u>

Subject: Corridor Studies Report and Preferred Corridor Recommendation

Mike called in response to Baker's November 26, 2002 letter requesting EPA's review and concurrence on the Corridor Studies Report and Preferred Corridor Recommendation.

Mike agreed with our Preferred Corridor recommendation. He will be sending a letter but we have his verbal concurrence.

(Referenced hard copy was never received)



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

<http://www.mvk.usace.army.mil/>
December 20, 2002

Operations Division
Regulatory Branch

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Incorporated
Post Office Box 12259
Pittsburgh, Pennsylvania 15231-0259

Dear Mr. Gesing:

I am responding to your letter of December 17, 2002, concerning the subject project. We appreciate the opportunity to participate in the continued development of the project.

You asked for concurrence with the "Corridor Studies Report", which you enclosed with your letter, and the preferred corridor recommendation contained within the report for Interstate Highway 69, Section of Independent Utility (SIU) 15. My staff has reviewed the document and agrees with the conclusion of the preferred corridor selection.

Thank you for the opportunity to comment in the corridor development stage. Please contact Mr. Philip Hollis, telephone (601) 631- 5491, for future coordination required for this project development under the NEPA and 404/10 Concurrent Process Agreement. This agreement requires concurrence at three points in the project development process: purpose and need, alternatives development and screening, and the preferred/selected alternative. Please refer to action identification No. 200213490 in future correspondence regarding this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth S. Guynes".

Elizabeth S. Guynes
Chief, Regulatory Branch



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

December 24, 2002

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Incorporated
P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259

Dear Mr. Gesing:

Please reference your November 26, 2002, letter on behalf of the Louisiana Department of Transportation and Development regarding State Project No. 700-94-0003, Federal Aid Project No. HPI-69-1(001). The proposed project is a segment of the overall project to construct a new Interstate Highway (I-69) linking Indianapolis, Indiana, to the Lower Rio Grande Valley in Texas. That segment would connect Interstate Highway 20 and U.S. Highway 171 in Bossier, Caddo, and DeSoto Parishes, Louisiana. The U.S. Fish and Wildlife Service (Service) has reviewed the November 2002 Corridor Studies Report, which identifies the Preferred Corridor Recommendation, and submits the following comments in accordance with provisions of the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852; 42 U.S.C. 4321-4347), the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

We appreciate your consideration of our past comments and suggested project alternatives. The preferred corridor locations identified in the report are Corridor Gs in its entirety and a portion of Corridor B. The Corridor Studies Report concludes that the preferred corridor alternatives would have significantly less impact to wetland habitats than the other corridor alternatives. In addition, both of these proposed corridors would avoid the land proposed to be acquired for the Red River National Wildlife Refuge and a large tract of bottomland hardwood forest recognized by The Louisiana Nature Conservancy as the largest remaining forested wetland in the northern Red River Valley. Accordingly, we concur with your findings that Corridor Gs and a portion of Corridor B be carried forward into the Alignment Studies Phase as the preferred corridor locations for the proposed project. Once the actual construction alignment is identified in the Alignment Studies Phase, the Service will evaluate both the quantity and quality of wetland habitats and will make recommendations regarding the least environmentally damaging alternative.

We look forward to additional involvement in the merged NEPA/404 process that has been adopted for the proposed I-69 project. Please contact Derek Hamilton of this office at (337) 291-3138 if you need further assistance.

Sincerely,



David W. Frugé
Supervisor
Louisiana Field Office

cc: FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, National Heritage Program
The Nature Conservancy, Baton Rouge, LA



State of Louisiana

Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

DEC 10 2002

L. HALL BOHLINGER
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker, Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

cc: Wayne Nguyen, DOTD

RE: Project No. 700-94-0003; proposed Construction of a Segment of Interstate Highway 69; Michael Baker, Jr., Inc.; Bossier, Caddo & DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated November 26, 2002, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has a stormwater general permit for construction areas equal to or greater than five acres. It is recommended that you contact Jan Cedars at (225) 765-2784 to determine if your proposed improvements are covered under that general permit.



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Delahoussaye", with a long horizontal flourish extending to the right.

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

December 18, 2002

cc: Wayne Nguyen, DOTD

Mr. Christopher G. Gesing, P. E.
Michael Baker, Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: State Job No. 700-94-0003; Corridor Studies Report and
Preferred Corridor Recommendation; Bossier, Caddo and
DeSoto Parishes
Proposed Construction of a Segment of Interstate Highway 69

Dear Mr. Gesing:

The Department of Environmental Quality, Office of
Environmental Assessment and Office of Environmental Services has
received your request for comments on the above referenced
project.

There were no objections based on the limited information
submitted to us. However, the following comments have been
included and/or attached. Should you encounter a problem during
the implementation of this project, please make the appropriate
notification to this Department.

The Office of Environmental Services has made the following
comments:

Please see the letter from the Office of Environmental
Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is
relevant only to the granting of funds for the proposed
project. This does not relieve the applicant of his
responsibility for obtaining any other permits or approvals
necessary from LDEQ or other State, Local, or Federal
agencies, nor does it influence the Department's ultimate
decision on those permits or approvals. A copy of our
brochure on construction best management practices is
enclosed."

December 18, 2002

Page 2

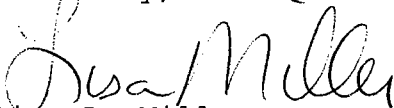
Currently, Bossier, Caddo and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call me at (225) 765-0723. **If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at 225/765-0507.**

Sincerely,

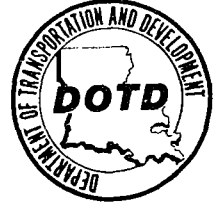


Lisa L. Miller
Contracts & Grants

llm:vh
Enclosures



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245



M. J. "MIKE" FOSTER, JR.
GOVERNOR

January 7, 2003
(225) 248-4190

KAM K. MOVASSAGHI
SECRETARY

STATE PROJECT NO. 700-94-0003
FEDERAL AID PROJECT NO. HPI-69-01(001)
HIGH PRIORITY CORRIDOR NO. 18
U.S. 171 TO I-20
ROUTE I-69
BOSSIER, CADDO AND DESOTO PARISHES

Christopher G. Gesing, P.E.
Michael Baker, Jr. Incorporated
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, Pennsylvania 15108

Subject: Preferred Corridor Selection

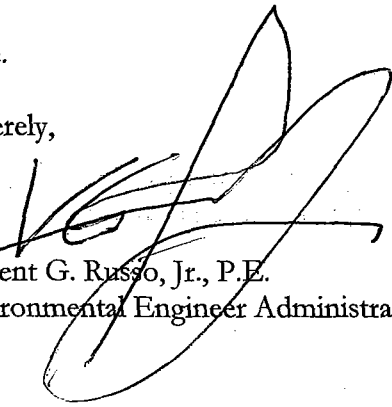
Dear Mr. Gesing:

This letter is to document our decision to advance preferred corridors B and Gs for further study for the captioned project. On December 31, 2002, this decision was published on the project website and flyers sent to those interested parties on our mailing list.

The advancement of the preferred corridors, as described in the Additional Corridor Study developed in August 2002, came as a result of concurrence by local officials subsequent to a meeting held on October 30, 2002. During November and December 2002, you coordinated this decision with Cooperating Agencies involved as a part of the NEPA process. Based on their concurrences, we have decided to advance the two aforementioned corridors to the next phase of the process, which will be to provide more detailed environmental analysis to develop a number of highway alignments in the preferred corridors.

Should any questions arise, please notify me.

Sincerely,


Vincent G. Russo, Jr., P.E.
Environmental Engineer Administrator

VGR

cc: See attached list

Dr. Kam K. Movassaghi
Mr. Kenneth A. Perret
Mr. Richard Savoie
Mr. Bruce Easterly
Mr. Hossein Ghara
Mr. Quang V. Nguyen
Federal Highway Administration

Baker

Michael Baker Jr., Inc.

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-4600
FAX (412) 375-3989

May 2, 2003

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Purpose and Need Statement

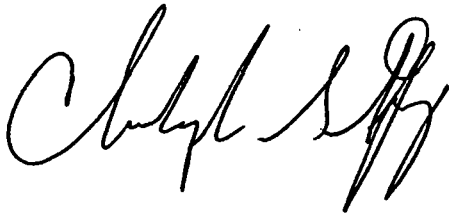
Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Purpose and Need Statement for Interstate Highway 69, Section of Independent Utility (SIU) 15. In accordance with the merged NEPA/Section 404 process adopted for this project, we are requesting your review and concurrence.

Please provide your written response by June 10, 2003. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
COOPERATING AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Phillip Hollis, P.E.	Civil Engineer	Department of the Army	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P. Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	1445 Ross Avenue	Dallas TX 75202-2733
Marcus N. Redford, P.E.	Chief, Bridge Administration Branch	Commander (obc)	8th Coast Guard District	501 Magazine Street	New Orleans LA 70130-3396
Derek Hamilton	Fish and Wildlife Biologist	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400		Lafayette LA 70506

Baker

May 2, 2003

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Purpose and Need Statement

Michael Baker Jr., Inc.

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-4600
FAX (412) 375-3989

*Office Location:
Airsides Business Park
100 Airside Drive
Moon Township, PA 15108*

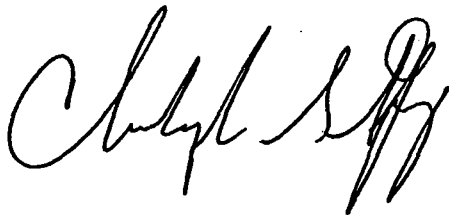
Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD) we are submitting, for your information, the Purpose and Need Statement for Interstate Highway 69, Section of Independent Utility (SIU) 15.

In accordance with the merged NEPA/Section 404 process adopted for this project, only the Federal cooperating agencies are required to comment on the document. However, should you wish to comment, please provide your written response by June 10, 2003. If you have any questions or need additional information, please contact me at (412) 269-4636. We look forward to your continued input throughout the duration of this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.

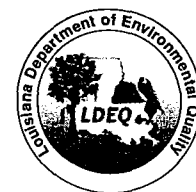
**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
Duke Rivet	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd		Baton Rouge LA 70804
Lisa Miller	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Maurice Watson	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
Joseph F. DeVall	LA Dept of Natural Resources	Office Of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
	LA Dept of Natural Resources	Office Of Conservation, Shreveport District Office	State Office Bldg. Rm 668	1525 Fairfield Ave	Shreveport LA 71101



State of Louisiana

Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

MAY 28 2003

L. HALL BOHLINGER
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

RE: Project No. 700-94-0003; proposed Construction of a Segment
of Interstate Highway 69 - SIU 15; Michael Baker, Jr., Inc.;
Bossier, Caddo & DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated May 2, 2003, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Wingate at (225) 765-0508 to determine whether your proposed improvements are covered under these general permits.



Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,



Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana

Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

May 30, 2003

RECEIVED
6/10/03

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Inc.
P. O. Box 12259
Pittsburgh, PA 15231-0259

cc: Wayne Nguyen, DOTD

RE: State Project No. 700-94-0003; Bossier, Caddo and
Desoto Parishes
Proposed Construction of a Segment of Interstate Hwy. 69 -
SIU 15

Dear Mr. Gesing:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure on construction best management practices is enclosed."

May 30, 2003
Page 2

Currently, Bossier, Caddo and Desoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies. **Also, note new address:**

**Mrs. Lisa Miller
Louisiana Department of Environmental Quality
Office of Management & Finance
Contracts & Grants Division
P. O. Box 4303
Baton Rouge, LA 70821-4303**

Should you need any additional information please call me at (225) 765-0723. **If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at 225/765-0507.**

Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures

From: "Johnson, Philip" <PJohnson@d8.uscg.mil>
To: "MWADDELL@mbakercorp.com" <MWADDELL@mbakercorp.com>
Date: 6/16/03 9:58AM
Subject: I-69

Mr. Gesing:

We received subject Purpose and Need Statement on May 5, 2003. We had no comments.

Thank you,

Phil Johnson
Bridge Administration Branch
Eighth Coast Guard District

CC: "Redford, Marcus" <MRedford@d8.uscg.mil>



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

<http://www.mvk.usace.army.mil/>

September 9, 2003

Operations Division
Regulatory

cc: Wayne Nguyen, DOTD

Mr. Christopher G. Gesing, P.E.
Post Office Box 12259
Pittsburgh, Pennsylvania 15231-0259

Dear Mr. Gesing:

I refer to your letter of May 2, 2003, submitting the recommended Purpose and Need Statement for Interstate Highway 69, Section of Independent Utility (SIU) 15.

We have reviewed the Purpose and Need Statement as presented in the document dated May 2003. The document adequately describes and integrates the national and SIU purpose and need. Therefore, I hereby concur with the referenced Purpose and Need Statement.

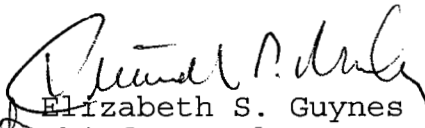
I participated via conference call in this project's alignment studies review meeting July 23, 2003. My specific comments during this meeting were as follows:

- Offsite borrow areas that are not part of an ongoing commercial operation must be surveyed for wetlands, cultural resources and other resources.
- In addition to the Regulatory Branch, other Corps elements must review project proposals which impact Federal property or interests.
- Bridge crossings of jurisdictional areas will be addressed after selection of the preferred alternative.
- The Corps Regulatory Branch will review all wetland delineations. A site visit may be necessary prior to concurrence in some cases.

Thank you for including the Corps in the ongoing development of this project. At this point in the process, we ask that you continue working with my staff during the alignment selection process and to be diligent in avoidance and minimization of wetland impacts in all alignments.

If you have any questions concerning this matter, please refer to action identification No. 200310320 and contact Ms. Susan A. Jarvis, telephone (601) 631-5146, fax (601) 631-5459 or e-mail address: regulatory@mvk02.usace.army.mil.

Sincerely,


Elizabeth S. Guynes
Chief, Regulatory Branch



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

June 4, 2003

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Incorporated
P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259

cc: Wayne Nguyen, DOTD

Dear Mr. Gesing:

Please reference your May 2, 2003, letter on behalf of the Louisiana Department of Transportation and Development requesting our concurrence on the Purpose and Need Statement for proposed State Project No. 700-94-0003; Federal Aid Project No. HPI-69-1(001). That project is a Segment of Independent Utility 15 (SIU-15) for the proposed Interstate Highway 69 (I-69), linking Indianapolis, Indiana, to the Lower Rio Grande Valley in Texas. SIU-15 would connect Interstate Highway 20 and U.S. Highway 171 in Bossier, Caddo, and DeSoto Parishes, Louisiana. The U.S. Fish and Wildlife Service (Service) has reviewed the Purpose and Need Statement, and submits the following comments in accordance with provisions of the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852; 42 U.S.C. 4321-4347).

The Service believes that the Purpose and Need Statement is well-written and adequately addresses national, regional, and local needs. In particular, the Service is pleased to note that local considerations such as system linkage, economic development, intermodal connectivity, and logical termini, are clearly identified in the Purpose and Need Statement. Accordingly, the Service concurs with your Purpose and Need Statement for the proposed SIU-15 segment of I-69.

We look forward to additional involvement in the merged NEPA/404 process that has been adopted for the proposed I-69 project, especially with regard to identifying environmental concerns and considerations early in that process. Please contact Derek Hamilton of this office at 337/291-3138 if you need further assistance.

Sincerely,

Russell C. Watson
Acting Field Supervisor
Louisiana Field Office

cc: FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA

Baker

July 7, 2003

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

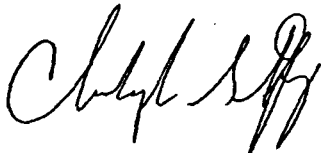
The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

An alignment studies review meeting will be held at **10:30 a.m. on July 23, 2003 at Baker's Shreveport Office, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana.** A meeting agenda is enclosed. The purpose of this meeting is to review the preliminary highway alignments, approximately 300 feet in width, that have been developed within the Preferred Corridor. This meeting is being held in conjunction with public outreach meetings on July 22 and July 23, 2003. An invitational flyer distributed to individuals on the project mailing list is enclosed for your information.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

cc: MRP/GJKurgan/JWhiteford/Cfile,
CGG/Pfile, Shreveport Office,
AGCalloway
24999 - I-69(15)

ChallengeUs.

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Joyce Butler	Civil Engineer	Department of the Army	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	1445 Ross Avenue	Dallas TX 75202-2733
Marcus N. Redford, P.E.	Chief, Bridge Administration Branch	Commander (obc)	8th Coast Guard District	501 Magazine Street	New Orleans LA 70130-3396
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
DoBald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
DeBak Hamilton	Fish and Wildlife Biologist	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400		Lafayette LA 70506
Peggy Thurin, P.E.	Texas Dept of Transportation	Transportation Planning and Programming Division	P O Box 149217		Austin TX 78714-9217
Duke Rivet	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, Capitol Annex 3rd	2000 Quail Drive	Baton Rouge LA 70804
Lisa Miller	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000		Baton Rouge LA 70808
Maurice Watson	LA Dept of Environment Quality	P O Box 82231			Baton Rouge LA 70884-2231
Joseph F. DeVall	LA Dept of Natural Resources	Office of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
Phillip Martin, Chairman	LA Dept of Natural Resources	Office Of Conservation, Shreveport District Office	State Office Bldg, Rm 668	1525 Fairfield Ave	Shreveport LA 71101
Ed Rogers, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road			Philadelphia MS 39350
	Quapaw Tribe of Oklahoma	P O Box 765			Quapaw OK 74363-0765

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Coordination Meeting

Attendees: See Attached List

Time and Place: July 23, 2003, 10:30 a.m.
Baker's Shreveport Office

Purpose: To Present the Results of the Alignment Location Study

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation.

Chris Gesing provided an overview of the four main phases of the highway study which include: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, 4) Environmental Documentation. Scoping involved the identification of Federal, State, regional, local and public stakeholders. Scoping sessions identified the Federal, State, regional, and local issues that defined the framework for the environmental information to be considered during the project. In concert, a Purpose and Need Statement was prepared that provided the justification for the project. The national, regional, and local purpose and need was identified. All Federal cooperating agencies responding to date concurred with the Purpose and Need. The Vicksburg District COE had not yet responded.

Corridor Studies were discussed. The purpose of this phase was to develop an environmental inventory of the study area to develop a constraints map. The constraints map was used to guide corridor development. Some of the identified constraints included features such as wetlands, wetland reserve program areas, floodplains, hazardous waste sites, residences, and businesses. In December 2001, four corridors (Corridors A, B, C, and D) 1 mile in width were presented within the study area. In response to comments received from local elected officials and the public following the December meetings, additional corridors were developed and evaluated. The additional corridor studies focused on two issues: 1) Avoiding the Williamson Road/Stacey Lane area and the Old Port Petroleum Facility along U.S. 171 while maintaining a southern route around Stonewall and 2) A corridor location closer to the cities of Shreveport and Bossier City that could pass through the Port of Shreveport-Bossier to enhance intermodal connectivity. Additionally, these studies included the expansion of the study area northward to evaluate the I-69 Inner Loop Extension Corridor from earlier studies. An expanded GIS environmental inventory was developed to cover the northern expansion of the study area.

In April 2002, the initial four corridors (Corridors A, B, C, and D) and three additional one mile wide corridors (Corridors E, F, and G) were presented. Subsequently, Corridors F and G were revised to pass through the Port property south of and adjacent to their original corridor locations in order to avoid the largest contiguous of property owned by the Port. The Port expressed their desire to retain this tract for potential future development. These revised corridors were designated as Corridors F_s and G_s. The study area was divided into three general geographic regions for comparison and evaluation. The Northern Region extends from the northern terminus at I-20 to approximately Johnson-Koran Road, the Middle Region from Johnson-Koran Road to approximately the Kansas City Southern Railroad line east of

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Friendship Road, and the Southern Region from the KCS Railroad line to the southern terminus at U.S. 171. A Preferred Corridor consisting of Corridor G_s in its entirety along with a segment of Corridor B through the Red River Alluvial Valley was recommended and submitted to the MPO and resource agencies for review and comment in November 2002. The Preferred Corridor was announced on December 31, 2002.

Alignment Studies were discussed. Digital orthophotography was used to provide greater detail of environmental features within the Preferred Corridor and used as the base map for this phase of the project. Property boundaries from Parish tax maps were collected and identified on the base map within the Preferred Corridor. Letters were sent to property owners within the Preferred Corridor that requested permission to access land for detailed field studies. Detailed field studies focused on wetland delineations and a historic structures survey. A DTM model was used to estimate horizontal and vertical controls. The project GIS was expanded to include additional environmental information such as water well and oil and gas well locations. It was stressed that oil and gas well development was a dynamic data set and it would not be possible to contain real time mapping of these facilities, we can only provide a snapshot in time. The review of this data, including engineering design standards and engineering considerations regarding the crossing of the Red River, existing roadway crossings, grades, and navigation at the Red River, resulted in the development of four alignments approximately 300 feet wide and conceptual interchange locations.

Chris discussed the alignment and environmental resources from U.S. 171 to I-20. All alignments start at the same location at U.S. 171. Constraints in this area to the east of U.S. 171 include the North Desoto Parish Elementary, Middle, and High Schools, residences along Red Bluff Road, floodplains associated with Brushy Bayou, and moderately probable archaeological areas. All alignments avoid schools and residences in this area and minimize impacts to floodplains and archaeological areas.

The Preferred Corridor splits into two segments just west of Wallace Bayou. Lines 1 and 3 veer to the north and follow the northern segment through Port property while Line 2 and 4 continue into the southern segment and pass through the Lucas Sludge Disposal Site. All alignment locations reduce the number of bridge crossings. Shreveport city officials stated that there are no problems with passing through the disposal site.

Beth Guynes asked if all wetland areas would be bridged. It was noted that anticipated bridge locations are shown on the Alignment and Resource Location Plans.

Mike Jansky expressed concern that all lines impact a wetland along Brushy Bayou and another near the proposed interchange along I-49. He also stated that all lines would miss the residential area along Red Bluff Road.

All lines would miss the Bethlehem Baptist Church and about 30 residences along Oliver Road east of LA 157.

Concern was expressed about wetland impacts at Station 1830+00 and Station 1960+00. The preliminary alignments would be further evaluated to determine if impacts could be further minimized.

After all exhibits were reviewed Chris asked if anyone had comments on the alignments. Pat Owen had no comments, but asked if Baker had looked to the west of U.S. 171 for any show stoppers. Chris

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

responded that environmental constraints were gathered 2 miles to the west of U.S 171 and evaluated during the Corridor Studies phase. Vince Russo added that HDR needed to coordinate the logical termini at U.S. 171 with DOTD.

Mike Jansky stated that a successful meeting was conducted and stated that we needed public input on the alignments.

Chris added that the alignment report would be updated and revised shortly after the public meetings. Currently, no decision has been made on the Preferred Alignment that will be identified in the DEIS.

The Environmental Documentation phase will begin after concurrence of a Preferred Alignment. The completion of the Draft Environmental Impact Statement (EIS) is anticipated by the end of 2003. A Phase 1 ESA and archeological survey will begin once a Preferred Alignment has been identified.

Meeting adjourned at 12:00 p.m.

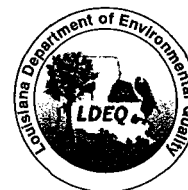
High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Agency Alignment Meeting
 July 23, 2003

NAME	ORGANIZATION	TELEPHONE
DEREK HAMILTON	USFWS	337-291-3138
VINCENT G. RUSSO, JR.	LA DOTD	225-248-4190
WAYNE NGUYEN	"	225-248-4193
VIRGIL PAGE	FHWA	225-757-7622
SCOTT NELSON	"	225-757-7619
BILL FARR	"	225-757-7615
CHAS GESING	MICHAEL BAKER JR	412-269-4636
LAMAR SMITH	"	601-933-6224
DAVE BEDNAR	"	318-272-8110
BILL McAbee	"	318-272-8110
(VIA PHONE CONFERENCE)		
ELIZABETH GUYNES	COECS OF ENGINEERS (vicksburg)	601 631 5276
MIKE JANSKY	EPA	214 665 7451
Phillip Johnson	US COAST GUARD	504 589 2965
PAT OWEN	TX DOT	512 314 1732
RYAN HILL	"	↓
ANN COBY	TX DOT	
MIKE SPEIGEL	TX DOT	



State of Louisiana

Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

JUL 18 2003

L. HALL BOHLINGER
SECRETARY

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker, Jr., Inc.
Petroleum Square II
1324 North Hearne Avenue, Suite 255
Shreveport, LA 71107

RE: Project No. 700-94-0003; proposed Environmental & Location
Study for the I-69 - SIU 15 Project; Michael Baker, Jr., Inc.;
Bossier, Caddo and DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated July 7, 2003, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Wingate at (225) 219-3111 to determine whether your proposed



OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 4313 • BATON ROUGE, LOUISIANA 70821-4313

AN EQUAL OPPORTUNITY EMPLOYER



improvements are covered under these general permits.

Mr. Gesing
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 219-3815.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Delahoussaye". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

July 18, 2003

Mr. Christopher G. Gesing, P.E.
Michael Baker, Jr., Inc.
Petroleum Square II
1324 N. Hearne Ave., Ste. 255
Shreveport, LA 71107

cc: Wayne Nguyen, DOTD

RE: State Project No. 700-94-0003; High Priority Corridor No. 18;
Route I-69; Bossier, Caddo and DeSoto Parishes
Proposed Environmental & Location Study for the I-69 -
SIU 15 Project

Dear Mr. Gesing:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure on construction best management practices is enclosed."

July 18, 2003
Page 2

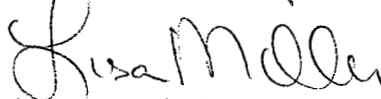
Currently, Bossier, Caddo and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies. Also, note new address:

Mrs. Lisa Miller
Louisiana Department of Environmental Quality
Office of Management & Finance
Contracts & Grants Division
P. O. Box 4303
Baton Rouge, LA 70821-4303

Should you need any additional information please call me at (225) 219-3820. If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at (225) 219-3097.

Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

September 2, 2003

Mr. Christopher Gesing, P.E.
Michael Baker Jr. Incorporated
Post Office Box 12259
Pittsburgh, Pennsylvania 15231

cc: Wayne Nguyen, DOTD

Dear Mr. Gesing:

The U.S. Fish and Wildlife Service (Service) has reviewed the July 2003 Alignment Studies Report (ASR) for the Louisiana Department of Transportation and Development's proposed Interstate Highway 69 (I-69), Segment of Independent Utility 15 (SIU-15), project [State Project No. 700-94-0003; Federal Aid Project No. HPI-69-1(001)] in Bossier, Caddo, and DeSoto Parishes, Louisiana. We offer the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321 et seq.).

The Service believes that the ASR adequately identifies four proposed alignments within the Preferred Corridor and that all of those alignments should be carried forward for further evaluation as the array from which the preferred alternative will ultimately be selected. Please note that these four preliminary alignments are located in areas that may be inhabited by the endangered interior least tern (*Sterna antillarum*) and the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). Accordingly, the Service recommends that each of those proposed alignments be surveyed by a qualified biologist, in accordance with the guidance below, for the presence of these species prior to selecting a preferred alignment.

The interior least tern is an endangered migratory shorebird that breeds, nests, and rears its young on non-vegetated portions of sandbars and islands in the Mississippi, Missouri, Arkansas, and Ohio River systems. On the lower Mississippi River, the interior least tern population is concentrated within approximately 500 river miles between its confluence with the Ohio River at Cairo, Illinois, and Vicksburg, Mississippi. In Louisiana, the interior least tern is listed as occurring along the Mississippi River north of Baton Rouge, but few birds have been observed within the State during surveys conducted in that area over the last few years. Several nesting colonies have recently been found along the Red River in northwestern Louisiana, but none farther south than the pool of Lock and Dam Number 3 in Natchitoches Parish. Major threats to this species include habitat loss and human disturbance at nesting colonies. Least terns are apparently extending their breeding habitat farther south along the Red River, and the absence of nesting should be confirmed before initiating any work in or adjacent to the river during the breeding season (May 15 to August 31).

If no interior least tern nests are found within 650 feet of the preferred alignment boundaries, a request for our concurrence with your "not likely to adversely affect" determination, as well as the basis for your determination, should be included with the survey report. If we concur with that determination, no

further consultation with this office will be necessary. If interior least tern nests are found within 650 feet of the preferred alignment boundaries, however, then further consultation with this office will be required. In addition, if nesting least terns should be observed within the project area during the breeding season, all work should cease and the Service should be contacted immediately for further consultation.

The RCW inhabits open, park-like stands of mature (i.e., greater than 60 years of age) pine trees containing little hardwood understory or midstory. RCWs can tolerate small numbers of overstory hardwoods or large midstory hardwoods at low densities found naturally in many southern pine forests, but they are not tolerant of dense hardwood midstories resulting from fire suppression. RCWs excavate roost and nest cavities in large living pines (i.e., 10 inches or greater in diameter at breast height). The cavity trees and the foraging area within 200 feet of those trees are known as a cluster. Foraging habitat is defined as pine and pine-hardwood (i.e., 50 percent or more of the dominant trees are pine trees) stands over 30 years of age that are located within one-half mile of the cluster.

If the proposed project area does not contain suitable nesting and/or foraging habitat as defined above, or if the project would not involve the clearing of suitable pine habitat, further consultation with the Service for this project will not be necessary. If suitable nesting and/or foraging habitat does exist, however, the area within a one-half mile radius from the project boundary should be carefully surveyed by a qualified biologist for the presence of RCW clusters in accordance with the RCW Recovery Plan (2003) survey protocol. We recommend that you provide this office with a copy of the survey report, which should include the following details:

1. survey methodology including dates, qualifications of personnel, size of survey area, and transect density;
2. pine stand characteristics including number of acres of suitable nesting and/or foraging habitat, species, basal area and number of pine stems 10 inches or greater per acre, percent cover of pine trees greater than 60 years of age, species of dominant vegetation within each canopy layer, understory conditions and species composition (several representative photographs should be included);
3. number of active and inactive RCW cavity trees observed, and the condition of the cavities (e.g., resin flow, shape of cavity, start-holes);
4. presence or absence of RCWs; and
5. topographic quadrangle maps which illustrate areas of adequate RCW nesting and/or foraging habitat, cluster sites, and cavity tree locations relative to proposed construction activities.

If no RCW clusters are found within a one-half mile radius of the preferred alignment boundaries, a request for our concurrence with your "not likely to adversely affect" determination, as well as the basis for your determination, should be included with the survey report. If we concur with that determination, no further consultation with this office will be necessary. If RCW clusters are found in the surveyed areas, however, then further consultation with this office will be required.

Finally, all four of the proposed alignments would impact wetland habitats. Absent additional data regarding the habitat quality of the wetlands that would be impacted by each alternative, we note that the

alignment that would impact the lowest wetland acreage is Alignment 2 (44.8 acres). Please note, however, that although Alignments 1, 3, and 4 would impact a greater acreage than Alignment 2, all four alternatives should be fully analyzed in terms of their relative habitat quality variables prior to selection of a preferred alternative.

We look forward to assisting you in selecting the preferred alternative, and appreciate the opportunity to review the ASR. If you have any questions regarding this input, please contact Derek Hamilton (337/291-3138) of this office.

Sincerely,



Russell C. Watson
Acting Supervisor
Louisiana Field Office

cc: FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: COE Vicksburg District Coordination Meeting

Attendees: Charles Allred – COE
Tony Lobred - COE
Bill McAbee – Baker

Time and Place: August 19, 2003 9:30 a.m.
Baker Shreveport Office – Various Wetland Sites

Purpose: To field view various wetland sites within the Preferred Corridor and to review delineation methodology.

Summary:

Mr. Charles Allred and Mr. Tony Lobred from Vicksburg District COE Regulatory Branch visited the Baker Shreveport office on August 19th 2003. They were first presented a general project overview and then specific documentation of wetlands potentially impacted by the project proposed activities. Wetland documentation consisted of soil survey maps, USGS maps, infrared aerial photography, wetland data forms, and site photographs. Wetland delineations, wetland data and maps were reviewed in the office. For the remainder of the day Mr. Bill McAbee accompanied Mr. Allred and Mr. Lobred to various representative wetland sites of their choosing to conduct onsite confirmation of wetland delineations.

Mr. Allred and Mr. Lobred agreed with the wetland delineation process and concurred with delineations of the wetland sites that they observed. They requested that the revised alternative alignments (to be completed at later date) with wetland boundaries be placed on USGS topographic maps for further review at their office. Following the review of the alignment on topo maps, if no discrepancies were noted, they indicated that a letter of approval of the wetland delineation process and a tentative approval of the wetland delineations would be processed for Baker. It was stated by both COE personnel that a more robust confirmation of wetland delineations would be required prior to or concurrent with the permit request.



Federal Emergency Management Agency

Region VI
Federal Regional Center
800 North Loop 288
Denton, Texas 76209-3698

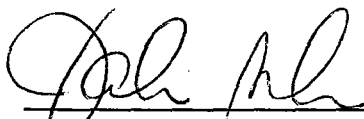
Region VI Federal Insurance and Mitigation Administration Public Notice Review

Re: High Priority Corridor No. 18
State Project No. 700-94-0003
Federal Aid Project No. HPI-69-1 (001)
Bossier, Caddo and DeSoto Parishes, LA

- We offer the following comments:

Please contact the below listed Floodplain Administrators for a determination as to whether a Floodplain Development Permit is needed.

Bossier Parish	Phone Number (318) 965-2328
Caddo Parish	Phone Number (318) 226-6930
DeSoto Parish	Phone Number (318) 872-0738



Reviewer

10-20-2003
Date

If further information is required, please write to the address above or call (940) 898-5127.

Baker

Michael Baker Jr., Inc.

September 13, 2004

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-6300
FAX (412) 375-3989

Susan Jarvis
Civil Engineer
Department of the Army
Vicksburg Dist Corps of Engineers
4155 Clay Street
Vicksburg MS 39183-3435

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Alignment Studies Report and Preferred Alignment Recommendation

Dear Ms. Jarvis:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Alignment Studies Report and Preferred Alignment Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15 (Project).

As a result of the comprehensive involvement by the public, local officials, and federal and state resource agencies, two additional alignments, Line 5 and Line 6 (following the southern and northern routes of the Preferred Corridor, respectively), were developed by combining portions of the four preliminary alignments previously reviewed with the resource agencies on July 23, 2003.

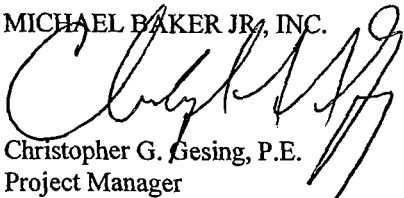
We believe that Line 6 best balances the expected project benefits with the overall impacts and recommend identifying it in the Draft Environmental Impact Statement (EIS) as the Preferred Alignment. In addition, the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization (MPO), concurs with this recommendation and adopted a January 20, 2004 resolution supporting Line 6 as the Preferred Alignment.

Line 6, the recommended Preferred Alignment, and the other five preliminary alignments will be subject to public, local officials, federal and state resource agency, and Native American tribe review during the public hearings and comment period on the Draft EIS.

In accordance with the merged NEPA/Section 404 process adopted for this project, we are requesting your review and concurrence/comment on the Alignment Studies Report and Preferred Alignment Recommendation. Please provide your written response by October 18, 2004. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.


Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS

4155 CLAY STREET

VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

October 6, 2004

Operations Division
Regulatory

SUBJECT: Comments on the Alignment Studies Report and Preferred Alignment Recommendation, Interstate 69, Section of Independent Utility 15, Haughton to Stonewall, Bossier, Caddo and Webster Parishes, Louisiana

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker, Jr. Incorporated
Post Office Box 12259
Pittsburgh, Pennsylvania 15231-0259

Dear Mr. Gesing:

I am responding to your letter of September 13, 2004 concerning the subject project.

You asked for comments and concurrence concerning the Alignment Studies Report and Preferred Alignment Recommendation. We have reviewed all the information you provided and offer the following comments.

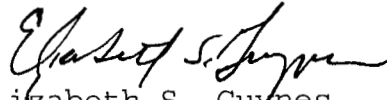
After reviewing the maps for the Interstate 69, SIU 15 project, it appears that all the alignments affect, in some way, areas of high or moderate probability for the existence of archeological sites. Alignment 2 directly impacts a Caddoan site potentially eligible for listing in the National Register of Historic Places (NRHP) along the Red Chute Bayou. Also all alignments impact or come close to three archeological sites on Sheet 7, one of which is potentially eligible for the NRHP.

We will need a copy of the draft intensive cultural resources survey report that is to be conducted upon determination of the final alignment in order to assess and mitigate the actual impacts to sites, known and unknown.

I hereby concur with the Preferred Alignment, Line 6, recommended to be identified in the draft Environmental Impact Study.

If you have any questions, please contact Ms. A. Susan Jarvis, telephone (601) 631-5146, fax (601) 631-5459 or e-mail address: regulatory@mvk02.usace.army.mil. In any future correspondence, please refer to identification No. MVK-2003-587.

Sincerely,



Elizabeth S. Guynes
Chief, Regulatory Branch



Michael Baker Jr., Inc.

September 13, 2004

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-6300
FAX (412) 375-3989

Michael P Jansky
US Environmental Protection Agency
Office of Planning & Coordination
Fountain Place, 12th Floor, Suite 1200
1445 Ross Avenue
Dallas TX 75202-2733

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Alignment Studies Report and Preferred Alignment Recommendation

Dear Mr. Jansky:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Alignment Studies Report and Preferred Alignment Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15 (Project).

As a result of the comprehensive involvement by the public, local officials, and federal and state resource agencies, two additional alignments, Line 5 and Line 6 (following the southern and northern routes of the Preferred Corridor, respectively), were developed by combining portions of the four preliminary alignments previously reviewed with the resource agencies on July 23, 2003.

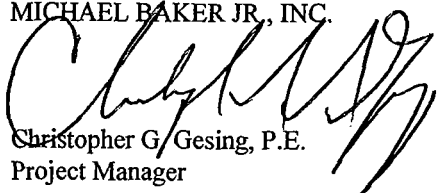
We believe that Line 6 best balances the expected project benefits with the overall impacts and recommend identifying it in the Draft Environmental Impact Statement (EIS) as the Preferred Alignment. In addition, the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization (MPO), concurs with this recommendation and adopted a January 20, 2004 resolution supporting Line 6 as the Preferred Alignment.

Line 6, the recommended Preferred Alignment, and the other five preliminary alignments will be subject to public, local officials, federal and state resource agency, and Native American tribe review during the public hearings and comment period on the Draft EIS.

In accordance with the merged NEPA/Section 404 process adopted for this project, we are requesting your review and concurrence/comment on the Alignment Studies Report and Preferred Alignment Recommendation. Please provide your written response by October 18, 2004. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

October 15, 2004

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Inc.
P.O. Box 12259
Pittsburgh, PA 15231-0259

Dear Mr. Gesing:

This is in reply to your letter dated September 13, 2004, regarding our review and concurrence of the preferred alignment recommendation for the I-69 project, Section of Independent Utility (SIU) 15, US 171 to I-20, Bossier, Caddo, and DeSoto parishes, Louisiana. Your letter and the Alignment Studies Report indicates Line 6 to best balance the expected project benefits with the overall impacts and recommends that it be identified in the upcoming Draft Environmental Impact Statement (DEIS) as the Preferred Alignment.

Our review of the submitted materials and maps indicates that Alignment 2 may be the least damaging and Alignment 3 to be the most damaging from an environmental impact perspective. Although we recognize that the National Environmental Policy Act (NEPA) does not require that the lead agency select the least damaging as their preferred alternative for which an EIS is prepared, it must clearly identify the reasons and justification for its selection and assure that unavoidable impacts be fully mitigated. All impacts including impacts to minority populations, population density, air quality, water quality, wildlife habitat, prime farmland and 4f(parkland) are just a few to mention that must be considered in the overall plan as well as the cumulative effects.

Although we are not objecting to this selection at time, we will weigh our overall position on our tentative concurrence on the selection of Line 6 upon review of the Draft EIS. We appreciate the opportunity to comment at this early stage of planning and look forward with working with your staff during future coordination activities. If you have any questions, please contact me at 214-665-7451 or by e-mail at jansky.michael@epa.gov.

Sincerely yours,

A handwritten signature in black ink that reads "Michael P. Jansky, P.E.".

Michael P. Jansky, P.E.
Regional 309 Coordinator

Baker

Michael Baker Jr., Inc.

September 13, 2004

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-6300
FAX (412) 375-3989

Marcus N. Redford, P.E.
Chief, Bridge Administration Branch
Commander (obc)
8th Coast Guard District
501 Magazine Street
New Orleans LA 70130-3396

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Alignment Studies Report and Preferred Alignment Recommendation

Dear Mr. Redford:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Alignment Studies Report and Preferred Alignment Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15 (Project).

As a result of the comprehensive involvement by the public, local officials, and federal and state resource agencies, two additional alignments, Line 5 and Line 6 (following the southern and northern routes of the Preferred Corridor, respectively), were developed by combining portions of the four preliminary alignments previously reviewed with the resource agencies on July 23, 2003.

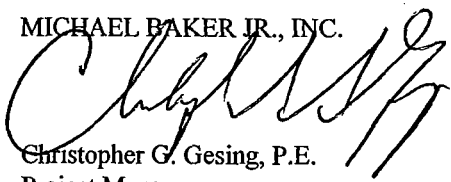
We believe that Line 6 best balances the expected project benefits with the overall impacts and recommend identifying it in the Draft Environmental Impact Statement (EIS) as the Preferred Alignment. In addition, the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization (MPO), concurs with this recommendation and adopted a January 20, 2004 resolution supporting Line 6 as the Preferred Alignment.

Line 6, the recommended Preferred Alignment, and the other five preliminary alignments will be subject to public, local officials, federal and state resource agency, and Native American tribe review during the public hearings and comment period on the Draft EIS.

In accordance with the merged NEPA/Section 404 process adopted for this project, we are requesting your review and concurrence/comment on the Alignment Studies Report and Preferred Alignment Recommendation. Please provide your written response by October 18, 2004. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.


Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.

U.S. Department of
Homeland Security



United States
Coast Guard

Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street
New Orleans, LA 70130-3310
Staff Symbol: (obc)
Phone: (504) 589-2965
Fax: (504) 589-3063

16591A
September 23, 2004

MR CHRISTOPHER GESING PE
PROJECT MANAGER
MICHAEL J BAKER JR INC
P O BOX 12259
PITTSBURG PA. 15231-0259

OPTIONAL FORM 98 (7-90)

FAX TRANSMITTAL

of pages **1**

To <i>Marilyn Waddell</i>	From <i>Phil Johnson</i>
Dept./Agency <i>Baker Corp.</i>	Phone # <i>504-589-2965</i>
Fax # <i>412-375-3989</i>	Fax # <i>504-589-3063</i>
NSN 7540-01-217-7368	5099-101 GENERAL SERVICES ADMINISTRATION

Dear Mr. Gesing:

We have reviewed the Alignment Studies Report and Preferred Alignment Recommendation for the Interstate Highway 69, Section of Independent Utility (SIU) 15 dated September, 2004, which you recently forwarded to us. We have no comments on the report at this time because it does not contain the specific details on the locations and plans for proposed bridges over the waterways. Although the proposed I-69 crossing of the Red River will be the most significant, all other proposed waterway crossings will need to be evaluated from the standpoint of navigation and environmental impacts. As locations and plans for waterway crossings are developed, we will evaluate each to determine the extent to which the Coast Guard will exercise jurisdiction for bridge permit actions. Commercial and recreational use of the waterways, as well as the proposed vertical clearances, pier locations, horizontal clearance between fenders or piers, angle of the bridge crossing relative to the channel axis and plans for fendering systems are critical concerns in the evaluation process.

While the Federal Highway Administration is the lead federal agency for satisfying requirements of the National Environmental Policy Act (NEPA), the Coast Guard, as a cooperating agency, will primarily limit its NEPA jurisdiction to the bridges and their approaches. However, we may comment on any issues or environmental concerns, which are beyond the scope of our mandatory consideration. That is, we will not only consider the immediate impacts of bridge crossings, but also those which are considered to be secondary or cumulative.

Please contact us should you have any questions or if wish to further discuss this project.

Sincerely,

MARCUS N. REDFORD, P.E.
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction.

Copy: Mr. Vincent Russo, LA Dept. of Transportation and Development, Baton Rouge, LA

Baker

Michael Baker Jr., Inc.

September 13, 2004

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-6300
FAX (412) 375-3989

Derek Hamilton
Fish and Wildlife Biologist
US Fish & Wildlife Service
646 Cajundome Blvd, Suite 400
Lafayette LA 70506

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Alignment Studies Report and Preferred Alignment Recommendation

Dear Mr. Hamilton:

On behalf of the Louisiana Department of Transportation and Development (DOTD), we are submitting the Alignment Studies Report and Preferred Alignment Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15 (Project).

As a result of the comprehensive involvement by the public, local officials, and federal and state resource agencies, two additional alignments, Line 5 and Line 6 (following the southern and northern routes of the Preferred Corridor, respectively), were developed by combining portions of the four preliminary alignments previously reviewed with the resource agencies on July 23, 2003.

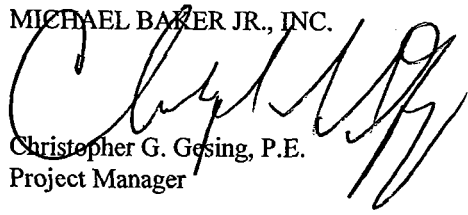
We believe that Line 6 best balances the expected project benefits with the overall impacts and recommend identifying it in the Draft Environmental Impact Statement (EIS) as the Preferred Alignment. In addition, the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization (MPO), concurs with this recommendation and adopted a January 20, 2004 resolution supporting Line 6 as the Preferred Alignment.

Line 6, the recommended Preferred Alignment, and the other five preliminary alignments will be subject to public, local officials, federal and state resource agency, and Native American tribe review during the public hearings and comment period on the Draft EIS.

In accordance with the merged NEPA/Section 404 process adopted for this project, we are requesting your review and concurrence/comment on the Alignment Studies Report and Preferred Alignment Recommendation. Please provide your written response by October 18, 2004. If you have any questions or need additional information, please contact me at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.


Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.

Suite 400

Lafayette, Louisiana 70506

October 28, 2004

Mr. Christopher Gesing, P.E.
Michael Baker Jr. Incorporated
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

Dear Mr. Gesing:

The U.S. Fish and Wildlife Service (Service) has reviewed your September 2004 Alignment Studies Report and Preferred Alignment Recommendation (Report) for the proposed Interstate Highway 69 (I-69), Segment of Independent Utility 15 (SIU-15), project [State Project No. 700-94-0003; Federal Aid Project No. HPI-69-1(001)] in Bossier, Caddo, and DeSoto Parishes, Louisiana. The accompanying letter requested Service concurrence on the findings of that Report, specifically, identifying preferred alignment to be carried forward and analyzed further in the draft Environmental Impact Statement (EIS). The Service offers the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act (NEPA) (83 Stat. 852; 42 U.S.C. 4321 et seq.).

Please reference the Service's September 2, 2003, letter, in which we concurred with your determination that the four alignments identified in the July 2003 Alignment Studies Report (ASR) should be carried forward for further evaluation as the array from which the preferred alternative would ultimately be selected. The current 2004 Report, however, identified two additional alignments to be further evaluated, i.e., Lines 5 and 6 (following the southern and northern routes, respectively, of the Preferred Corridor), which were developed by combining portions of the four alignments previously identified in the July 2003 ASR. The Service believes that it is appropriate to include the two additional alignments identified in the Report, and to evaluate them, along with the four alignments initially developed in the July 2003 Alignment Studies Report, in the forthcoming draft EIS.

While your Report identifies and recommends Line 6 as the Preferred Alignment, the Service cannot concur with that recommendation at this time, because potential impacts to the Federally listed endangered interior least tern (*Sterna antillarum*) and the endangered red-cockaded woodpecker (RCW, *Picoides borealis*) have not yet been assessed. The *Environmental Commitments* section of your Report further states that surveys conducted for the above-referenced species may not be valid until the start of construction, due to the dynamic nature of the Red River and potential future changes in land cover. Therefore, the subject Report

concludes that, “A commitment could be made in the draft EIS to conduct surveys. . . “ for the interior least tern and RCW prior to construction.

While we recognize the dynamic nature of the Red River and the potential for future land cover changes, the Service cannot, in accordance with the ESA and NEPA, procedurally concur with selection of any proposed alignment as a preferred NEPA alternative until a biological assessment of the potential effects of each NEPA alternative to listed species has been completed. Accordingly, we must recommend that a biological assessment (which incorporates any needed surveys) be completed prior to release of the draft EIS for public review. If that biological assessment identifies potential impacts to a Federally listed species, Section 7 ESA consultation should be initiated prior to, or at the time, that the draft EIS is undergoing public review. If the Federal Highway Administration (FHWA) determines that the proposed project is not likely to adversely affect listed species, and the Service subsequently concurs with that determination, no further ESA consultation would be required. If, however, the FHWA determines that the proposed project may adversely affect listed species, then formal ESA consultation should be initiated immediately. It is important to note that Section 7 ESA consultation (whether formal or informal) must be completed prior to the issuance of the Final EIS, and the signed Record of Decision must address the results of that consultation. Pertinent Section 7 ESA guidance is available on the Service’s website at: <http://endangered.fws.gov>, or you may contact us for additional information.

As stated in our September 2, 2003, letter, and in order to meet established NEPA coordination and ESA consultation requirements, the Service again recommends that each of the proposed alignments be surveyed by a qualified biologist, in accordance with the guidance below, for the presence of the interior least tern and the RCW. This information will also be needed to complete the forthcoming biological assessment.

The interior least tern is an endangered migratory shorebird that breeds, nests, and rears its young on non-vegetated portions of sandbars and islands in the Mississippi, Missouri, Arkansas, and Ohio River systems. On the lower Mississippi River, the interior least tern population is concentrated within approximately 500 river miles between its confluence with the Ohio River at Cairo, Illinois, and Vicksburg, Mississippi. In Louisiana, the interior least tern is listed as occurring along the Mississippi River north of Baton Rouge, but few birds have been observed within the State during surveys conducted in that area over the last few years. Several nesting colonies have recently been found along the Red River in northwestern Louisiana, but none farther south than the pool of Lock and Dam Number 3 in Natchitoches Parish. Major threats to this species include habitat loss and human disturbance at nesting colonies. Least terns are apparently extending their breeding habitat further south along the Red River, and the absence of nesting should be confirmed before initiating any work in, or adjacent, to the river during the breeding season (May 15 to August 31).

If no interior least tern nests are found within 650 feet of the preferred alignment boundaries, a request for our concurrence with your “not likely to adversely affect” determination, as well as the basis for your determination, should be included with the survey report. If we concur with that determination, no further consultation with this office will be necessary. If interior least tern

nests are found within 650 feet of the preferred alignment boundaries, however, then further consultation with this office will be required. In addition, if nesting least terns should be observed within the project area during the breeding season, all work should cease and the Service should be contacted immediately for further consultation.

The RCW inhabits open, park-like stands of mature (i.e., greater than 60 years of age) pine trees containing little hardwood understory or midstory. RCWs can tolerate small numbers of overstory hardwoods or large midstory hardwoods at low densities found naturally in many southern pine forests, but they are not tolerant of dense hardwood midstories resulting from fire suppression. RCWs excavate roost and nest cavities in large living pines (i.e., 10 inches or greater in diameter at breast height). The cavity trees and the foraging area within 200 feet of those trees are known as a cluster. Foraging habitat is defined as pine and pine-hardwood (i.e., 50 percent or more of the dominant trees are pine trees) stands over 30 years of age that are located within one-half mile of the cluster.

If the proposed project area does not contain suitable nesting and/or foraging habitat as defined above, or if the project would not involve the clearing of suitable pine habitat, further consultation with the Service for this project will not be necessary. If suitable nesting and/or foraging habitat does exist, however, the area within a one-half mile radius from the project boundary should be carefully surveyed by a qualified biologist for the presence of RCW clusters in accordance with the RCW Recovery Plan (2003) survey protocol. We recommend that you provide this office with a copy of the survey report, which should include the following details:

1. survey methodology including dates, qualifications of personnel, size of survey area, and transect density;
2. pine stand characteristics including number of acres of suitable nesting and/or foraging habitat, species, basal area and number of pine stems 10 inches or greater per acre, percent cover of pine trees greater than 60 years of age, species of dominant vegetation within each canopy layer, understory conditions and species composition (several representative photographs should be included);
3. number of active and inactive RCW cavity trees observed, and the condition of the cavities (e.g., resin flow, shape of cavity, start-holes);
4. presence or absence of RCWs; and
5. topographic quadrangle maps which illustrate areas of adequate RCW nesting and/or foraging habitat, cluster sites, and cavity tree locations relative to proposed construction activities.

If no RCW clusters are found within a one-half mile radius of the preferred alignment boundaries, a request for our concurrence with your "not likely to adversely affect" determination, as well as the basis for your determination, should be included with the survey report. If we concur with that determination, no further consultation with this office will be

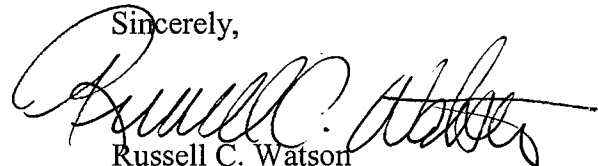
necessary. If RCW clusters are found in the surveyed areas, however, then further consultation with this office will be required.

All of the proposed alignments would impact wetland habitats. Absent additional data regarding the habitat quality of the wetlands that would be impacted by each alternative, we note that the alignment that would impact the lowest wetland acreage (42.0 acres) is Alignment 2. Please note, however, that all of the alternatives should be fully analyzed in terms of their relative habitat quality impacts prior to selection of a preferred alternative.

In summary, the Service believes that the two additional alignments identified in your Report (Lines 5 and 6) should, along with the four alignments previously developed and identified in your July 2003 ASR, be carried forward for further analysis and inclusion in the forthcoming draft EIS. The Service cannot, however, concur that alternative Line 6 be identified as the Preferred Alignment in that Draft EIS absent completion of a biological assessment evaluating the effects of each alternative to listed species. In addition, the Service recommends that the biological assessment be completed prior to release of the Draft EIS. If the FHWA determines that proposed project may affect a listed species, Section 7 ESA consultation must be completed prior to release of the Final EIS, and the signed Record of Decision must address the results of that consultation.

We look forward to assisting you in selecting the preferred alternative, and appreciate the opportunity to review the subject Report. If you have any questions, or would like to arrange for additional Service assistance in designing needed surveys or in developing a biological assessment, please contact Derek Hamilton (337/291-3138) of this office.

Sincerely,



Russell C. Watson

Supervisor

Louisiana Field Office

cc: FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Coordination Meeting

Attendees: See Attached List

Time and Place: January 25, 2005 1:00 p.m.
DOTD Headquarters Office

Purpose: To discuss the Preferred Alignment Recommendation and Threatened & Endangered Species Consultation

Discussions:

Vince Russo opened the meeting and indicated that the purpose of the meeting was to discuss the Preferred Alignment recommendation and the US Fish and Wildlife Service's (FWS) October 28, 2004 response regarding the need to conduct Biological Assessments (BA) before receiving concurrence on a preferred alignment or circulating the Draft Environmental Impact Statement (EIS).

Vince added that he did not dispute the need to perform BA for threatened and endangered species and potential habitat, but questioned the timing of those assessments when construction was not funded and was most likely many years away. The environment could change significantly between now and construction and the BAs would most likely required re-evaluation.

Chris Gesing added that the forested land cover that would be converted for highway use for the six alignments under consideration was between 1,100 and 1,200 acres, only about a 10% difference. Chris indicated that he did not know the split between evergreen, mixed, and deciduous forest cover.

Derek Hamilton indicated that the FWS could not issue a conditional concurrence letter without the BAs being performed.

After some discussion, the following actions were agreed to:

1. FWS will provide a written response to these meeting minutes, concurring with the agreed upon actions.
2. Using the project GIS, Baker will attempt to determine the impacted land cover split between evergreen, mixed, and deciduous forest. This additional information will be included in the Preferred Alignment recommendation, which will be resubmitted to the FWS for review/concurrence.
3. Biological Assessments for the Interior least tern (*Sterna antillarum*) and the Red-cockaded woodpecker (*Picoides borealis*) will be conducted and the Endangered Species Act Section 7 consultation will be completed prior to circulation of the Final EIS.
4. The Draft EIS will be circulated and a public hearing held following joint DOTD/FHWA/Cooperating Agency review of the *Preliminary* Draft EIS.
5. Resubmission of the Preferred Alignment recommendation and advancement of the Draft EIS CAN occur simultaneously.

High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes

The FWS indicated that BAs only need to be completed for the Preferred Alignment, but added that DOTD may want to consider performing studies for both a northern and southern route.

The FWS indicated that the field survey for the Interior least tern (*Sterna antillarum*) must be conducted between May 15 and August 31, and should include an area ½-mile up- and downstream of the river crossing location.

The FWS also indicated that following for the field studies for the Red-cockaded woodpecker (*Picoides borealis*):

- There are no calendar restrictions for conducting the field survey
- Survey area is to be ½-mile on each side of the Preferred Alignment
- Survey should include all areas with medium-density mid-story, including foraging areas. Minimum trunk diameter for nesting in 9-10 inches.

Chris indicated that the Red-cockaded woodpecker survey width (1-mile) was greater than the Preferred Corridor width (2,000 feet), and that additional property research and access requests would be required. He added that the survey would be limited to those land tracts where permission to enter was granted.

Bob Mahoney indicated that re-evaluations would be performed during final design.

The meeting adjourned at 1:50 p.m.

High Priority Corridor No. 18, Route I-69
Environmental and Location Study
Agency Scoping Meeting
January 25, 2005

NAME	ORGANIZATION	TELEPHONE
Colby Guidry	FHWA	225-757-7620
VINCENT RUSSO, JR	DOTD	225-242-4502
KARL BILIAU	FWS	337/291-3132
Derek Hamilton	USFWS	337/291-3138
BOB MAHONEY	FHWA	225-757-7624
WAYNE NGUYEN	DOTD	225-242-4513
Bill Farr	FHWA	225-757-7615
Tim Smith	Baker	512-465-9559
CHRIS GESING	BAKER	412-269-4636

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Navigation Studies Coordination Meeting

Attendees: Vince Russo – DOTD
Richard Savoie – DOTD
Wayne Nguyen – DOTD
Bill Farr – FHWA
Bob Mahoney – FHWA
Colby Guidry – FHWA
Arturo Aguirre – FHWA
Gary Walker – Vicksburg District COE
Terry Smith – Vicksburg District COE
Susan Jarvis – Vicksburg District COE
Phil Johnson – 8th Coast Guard District
Chris Gesing - Baker

Time and Place: April 14, 2005, 10:00 a.m.
Via Conference Call

Purpose: To discuss the U.S. Coast Guard comments regarding Red River Navigation Studies

Discussions:

Chris Gesing opened the meeting indicating that the purpose of the meeting was to discuss the U.S. Coast Guard's (USCG) March 17, 2005 and March 22, 2005 letters regarding waterway crossing and navigation studies for the Red River bridge crossing and the necessary scope of services to adequately address USCG comments.

Vince Russo added that DOTD has no objection to conducting navigation studies on the Red River crossing, but in order to maintain a schedule for distribution the Draft EIS, they would prefer the studies be conducted prior to distribution of the Final EIS. He added that Baker will be asked to prepare a supplement for the navigation study as well as additional studies requested by the U.S. Fish and Wildlife Service. Vince also added that at the beginning of the project we attempted, but were unable to identify a river pilot's association for the upper reach of the Red River.

Phil Johnson explained that the USCG recommended the studies at this time so that navigation issues are addressed prior to the record of Decision (ROD). There have been instances in the past where projects completed the NEPA process, but navigation became an issue afterwards in final design. Current USCG guidance lists the navigation clearance for the Red River at 52 feet above the 2-percent flow line.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

The COE indicated that the Red River is currently navigable up to the I-220 bridge crossing and that there is an ongoing study to extend navigation up to Index, Arkansas. The COE added that extending navigation into Arkansas would have minimal effect on the Lock & Dam No. 5 pool over which the I-69 project passes. The COE also indicated that the current navigation channel is 9-feet deep and 200-feet wide, but there are preliminary discussions on increasing the draft to 12 feet. They indicated that the I-220 bridge at Shreveport and the US 84 bridge at Coushatta were both designed to the 52-foot above the 2-percent flow line clearance.

It was agreed that additional preliminary bridge design studies (type, size and location) would be conducted to determine 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 would be performed as part of final design. It was also agreed that additional information would be developed so that prior to the ROD the FHWA-LA and the USCG can make a joint determination on any other locations requiring a bridge permit.

Meeting adjourned at 10:40 a.m.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Red River Valley Association Navigation Meeting Presentation

Attendees: See Attached List

Time and Place: June 8, 2005, 1:00 p.m.
Red River Waterway Commission Office
Natchitoches, LA

Purpose: To present a project briefing to the Red River Waterway Commission and the Red River Valley Association

Discussions:

Vince Russo opened the presentation, thanking the Red River Valley Association (RRVA) and the Red River Waterway Commission (RRWC) for the opportunity to present the I-69 SIU 15 project. Vince added that the Draft Environmental Impact Statement (EIS) was being distributed this week.

Chris Gesing presented a project briefing. The briefing included a discussion of:

- History of the I-69 Corridor including Sections of Independent Utility (SIU)
- DOTD Project Development Process
- SIU 15 Project Development Process
 - Scoping / Purpose & Need
 - Corridor Studies
 - Alignment Studies
 - Environmental Documentation
- Project Schedule
- Red River bridge crossing preliminary engineering
- Contact Information

Copies of the presentation and an exhibit of the Study Area/Preferred Corridor/Alignments including the Draft EIS Preferred Alignment were distributed.

Chris indicated that the Draft EIS was being distributed today and that public hearings were scheduled for July 20 and July 21, 2005. Chris added that the Draft EIS comment period closes on August 1, 2005.

Vince Russo presented both the Red River Waterway Commission and the Red River Valley Association with a copy of the Draft EIS.

The Port of Shreveport-Bossier displayed an aerial photograph of the Port showing the I-69 crossing location north of their infrastructure.

The attendees offered their comments on the Red River bridge crossing, which focused on the difficulties in navigating the stretch of waterway during high water. It was noted that as wide a channel opening as possible was desirable and piers should be located on the west bank then on an "island" on the Bossier

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

parish side. Chris noted that river contours would be obtained from the Vicksburg District Corps of Engineers to identify the navigation channel and water depths during high water events.

Vince Russo indicated the DOTDs desire to obtain the RRWCs and RRVAs input on the Red River bridge crossing preliminary engineering. The RRWC and the RRVA indicated their interest and willingness to participate and also indicated that a special meeting would be set up to review and comment on the alternatives under consideration.

Meeting adjourned at 1:50 p.m.

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Red River Valley Authority
 Navigation Committee Meeting

June 8, 2005

Red River Waterway Commission Office

NAME	AGENCY/DIVISION	PHONE NUMBER
Rich Brantolo	RRVA	(318) 221-5233
Johnny Martin	Terral River Service	(318) 559-1500
John Hoopough	Pine Bluff Sand & Gravel	318-448-0536
Gini Wood	PBSQG	318-308-4409
Tom Goldenschue	Kirby Inland Marine	512-773-5028
PRESTON Ancoiu	Kirby Inland	985-500-3804
Clem Thruot	Kirby Inland	225-201-3005
Joe McCormick	Corps of Eng, MAPD	318-322-5047
IAN McVICKER	USCG ANT COLFAX	318-627-2783
Lewis Bishop	Army ADF. Vicksburg	601-631-5266
Cliff Getet	USACE VICKSBURG	601 631 5955
JERRY DAVENPORT	USCG Gr Lmar	901-544-3912
SKIP MARTIN	CORPS OF ENGINEERS	(318) 322-6391, x101
Bill Starnit		
KEN GUIDRY	RRWC	318-352-7446
Leo Boles	DOTD	225.274.4145
Eugene Lively	USACE MVK	318 627 3639
JERRY STEWART	USACE MVK	601-631-5618
Cody Eckhardt	USACE MVK	601-631-5865

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Red River Valley Authority
 Navigation Committee Meeting

June 8, 2005

Red River Waterway Commission Office

NAME	AGENCY/DIVISION	PHONE NUMBER
TERRY SMITH	Corps of ENGINEERS	(601) 631-5480
Leo Boles	LA DOTD	225 274 4145
KEVIN GUIDRY	RRWC	318-352-7446
Bill Stewart	Cleco Power	318 793 1128
Lody Eckhardt	USACE	601-631-5865
Hugh McConnell	Port Shareport Bossier	318-524-2272
JERRY STEWART	VXD, USACE	601-631-5618
Eugene Livch	USACE MNPO	318 327 3639
Hubert Sit	USACE MNPO	318-322-6391
RICK WANCE	CADDO-BOSSIER PORT	318-524-2272
ERIC ENGLAND	CADDO-BOSSIER	318.524.2272
ROBERT BREEDLOVE	NATCHITOCHEES PARISH PORT	318-356-9686
VINCENT G. RUSSO, JR.	DOTD	225.242.4502
CHRIS GUSING	BARBR	412.269-4636



State of Louisiana

Department of Environmental Quality

KATHLEEN BABINEAUX BLANCO
GOVERNOR

July 7, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

Mr. Vincent G. Russo, Jr., EEA
LA DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 700-94-0003; Draft EIS; Bossier, Caddo and DeSoto Parishes
Proposed Construction of Divided Four-Lane, Limited Access Highway (I-69, SIU 15/US Hwy. 171 to Interstate Hwy. 20)

Dear Mr. Russo:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services recommends that you investigate the following requirements that may influence your proposed project:

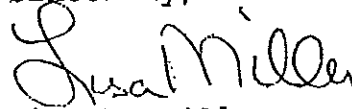
1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary.
2. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Baker at (225) 219-3111 to determine if your proposed improvements require one of these permits.
3. All precautions should be observed to control nonpoint source pollution from construction activities.
4. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
5. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).

July 7, 2005
Page 2

Currently, Bossier, Caddo and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to the Louisiana Department of Environmental Quality, Office of Management and Finance, Contracts & Grants, P. O. Box 4303, Baton Rouge, LA 70821-4303, and we will expedite your request as quickly as possible. Should you need any additional information please call me at (225) 219-3815.

Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS

4155 CLAY STREET

VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

July 8, 2005

Operations Division
Regulatory

SUBJECT: Comments on the Draft Environmental Impact Statement, I-69, Section of Independent Utility 15, U.S. Highway 171 to Interstate 20, Bossier, Caddo, and Desoto Parishes, Louisiana

Mr. Christopher G. Gesing
Project Manager
Michael Baker Jr., Incorporated
Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108

Dear Mr. Gesing:

I am responding to your letter of June 10, 2005, concerning the subject project. Thank you for incorporating specific comments we offered concerning mitigation and appropriate methodology from the Preliminary DEIS. You asked for comments concerning the Draft Environmental Impact Statement (DEIS). We have reviewed the information you provided and have no further comment on the project at this time.

Please forward copies of any additional reports such as cultural resource surveys and final wetland report as they become available. We look forward to participating in the final alignment selection within the preferred corridor.

If you have any questions regarding this matter, please contact Ms. A. Susan Jarvis, telephone (601) 631-5146, fax (601) 631-5459 or e-mail address: regulatory@mvk02.usace.army.mil. In any future correspondence, please refer to identification No. MVK-2003-587.

I am forwarding a copy of this letter to Mr. Vincent G. Russo, Jr. P.E., Environmental Administrator, Louisiana Department of Transportation and Development, Post Office Box 94245, Baton Rouge, Louisiana 70804-9245.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

cc: Vincent Russo - DOTD

cc: JWhiteford/Cfile, CGG/Pfile,
JKopf, FEIS, JMcCandless
B24999

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street
New Orleans, LA 70130-3310
Staff Symbol: (obc)
Phone: (504) 589-2965
Fax: (504) 589-3063

16591A
July 20, 2005

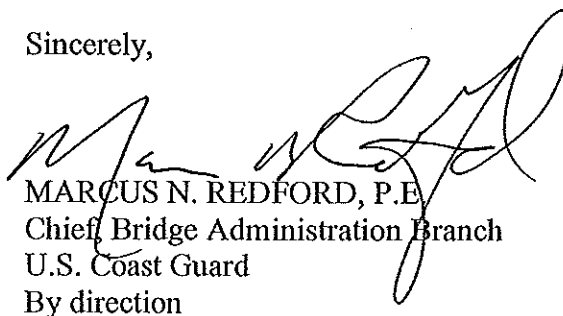
MR VINCENT RUSSO
LOUISIANA DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
PO BOX 94245
BATON ROUGE LA 70804-9245

Dear Mr. Russo:

We have reviewed the Draft Environmental Statement (DEIS) for the proposed Interstate Highway 69 Project, Section of Independent Utility 15. The DEIS states that a 52-foot vertical navigation clearance above the 50-year flood elevation, consistent with published Coast Guard Bridge Guide Clearances, will be provided for all alternatives. It also states that details of the Red River crossing will be coordinated with the Coast Guard during final design. As indicated in our previous correspondence, we suggest that a navigation study be conducted for the Red River prior to issuance of the Final Environmental Impact Statement in order to effectively determine appropriate navigational clearances for the proposed crossing that will provide for the reasonable needs of present and future navigation.

We have no additional comments to offer at this time. Please feel free to contact us if you have any questions or if we can be of additional assistance.

Sincerely,



MARCUS N. REDFORD, P.E.
Chief Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: Mr. Christopher Gesing, P.E., Michael J. Baker Jr. Inc., Moon Township, PA
Mr. Bob Mahoney, Federal Highway Administration, Baton Rouge, LA

cc: JWhiteford/Cfile, CGG/Pfile,
JKopf, JMcCandles,
B24999 EIS file



16591A
July 27, 2005

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
ATTN MR VINCENT G. RUSSO JR
P O BOX 94245
BATON ROUGE LA 70804-9245

State Project No. 700-94-0003
FAP No. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
I-69 SIU 15 (JCT. US 171 to JCT. I-20)
BOSSIER, CADDO, AND DESOTO PARISHES

Dear Mr. Russo:

This refers to your Solicitation of View dated July 11, 2005 regarding the proposed replacement of existing bridges. Construction of the proposed replacement bridges may necessitate the Coast Guard's involvement in the permitting process. An initial review to determine navigability for the subject project has begun. However, prior to the Coast Guard's involvement in these projects, under 23 CFR §650.805, the Federal Highway Administration (FHWA) has the responsibility under the Surface Transportation Assistance (STA) Act of 1978 to determine whether or not a USCG permit is required for bridge constructions.

Section 144(h) of Title 23 U.S. Code was enacted in 1978 to reduce paperwork and related costs in the execution of the Coast Guard's bridge permit programs. This section has been amended by the Act of April 2, 1987 (Public Law 100-17), to further reduce paperwork and related costs in the permitting of bridges funded by this Act. By reason of this provision, certain bridges -- which are constructed, reconstructed, rehabilitated, or replaced with federal assistance imposed under Title 23 U.S. Code -- are no longer subject to the permitting requirements imposed under 33 U.S.C. 401 and 525(b). The bridges that fall into this excluded category are those that cross waterways:

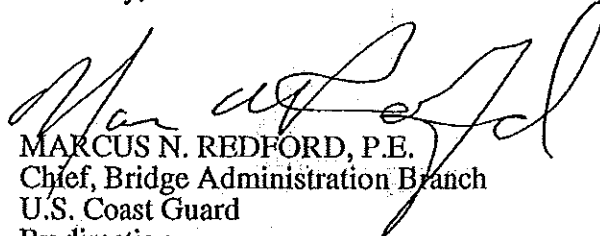
- (1) which are not used and are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce; and
- (2) which are nontidal, or if tidal, used by vessels less than 21 feet in length.

Since FHWA has the responsibility for the STA Act, the Coast Guard will accept a determination by the FHWA Administrator that a bridge project receiving federal assistance under Title 23 U.S. Code meets the stated criteria and is exempted for Coast Guard Bridge Administration purposes. This letter does not imply that these projects meet the criteria above and does not constitute concurrence as meeting the criteria. Coordination and concurrence between FHWA and the Coast Guard is required once FHWA has investigated a project and reached a determination that the bridge or bridges are eligible under the applicable statutes.

16591A
July 27, 2005

It must be noted that the subject Act which amended Title 23 U.S. Code to include 23 U.S.C. 144(h), did not exclude that category of bridges from the application of 14 U.S.C.85. The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. Approval of lights and other signals required under the provisions of 33 CFR 118 should be obtained, prior to the commencement of construction, from this office. If we can be of further assistance, please contact this office.

Sincerely,



MARCUS N. REDFORD, P.E.
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: FHWA Division Administrator

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>August 4, 2005</u>
<u>Bossier, Caddo & DeSoto Parishes</u>	CONTRACT NO.:

To: <u>Susan Jarvis</u>	From: <u>Chris Gesing</u>
Repres.: <u>Vicksburg District, COE</u>	Repres.: <u>Baker</u>
Phone No.: <u>601-631-5146</u>	Phone No.: <u>412-269-4636</u>

Subject: Wetlands Technical Report

Talked with Susan Jarvis about the Wetlands Technical report that was being prepared for the project, specifically the functions and values analysis.

I explained to Susan that we would be submitting the Wetlands Technical report for their review/approval. I also explained to Susan that a Draft CWA Section 404 permit application would be developed from the Technical report and included in the Final EIS, but that neither a joint public hearing nor a Permit would be requested at this time. I indicated that we were preparing the Draft application at this time so all of the necessary information was completed prior to completing the NEPA process.

Susan indicated that there are a number of methods that the COE uses to conduct a wetlands functions and values analysis. The Vicksburg District currently uses the Charleston Method. Susan added that the functions and values analysis is typically performed as part of the permit application to determine wetland mitigation requirements.

Since DOTD will not be requesting a permit at this time, Susan indicated that the wetlands technical report should be prepared without a functions and values analysis. When DOTD applies for the permit, the COE will conduct the functions and values analysis using the method being used in the Vicksburg District at that time.

Prepared by <u>Chris Gesing</u>	Title <u>Project Manager</u>	Page <u>1</u> of <u>1</u>
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cc: Vince Russo - DOTD

WCF
United States Department of the InteriorOFFICE OF THE SECRETARY
Washington, DC 20240

AUG 8 2005

ER 05/520

CG _____

Mr. William C. Farr
Program Operations Manager
Federal Highway Administration
Louisiana Division Office
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Dear Mr. Farr:

As requested, the Department of the Interior (Department) has reviewed the May 2005 draft Environmental Impact Statement (EIS) for **Interstate 69 (I-69) Section of Independent Utility 15, US-171 to I-20, Bossier, Caddo, and Desoto Parishes, Louisiana**. The Department offers the following comments and recommendations for your consideration.

General Comments

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (DOTD) in evaluating a section of the proposed National I-69 Corridor (Corridor) in the Shreveport, Louisiana area.

This proposed project represents one of the Sections of Independent Utility (SIU) that has been identified as part of the nationally designated Corridor that reaches from Port Huron, Michigan, to the Texas/Mexico border. The project was identified in the I-69 Corridor Special Environmental Study – Sections of Independent Utility as SIU No. 15.

The draft EIS adequately describes affected fish and wildlife resources, and discloses potential project impacts to those resources. During the planning and evaluation process, the FHWA and DOTD coordinated extensively with several Federal and State agencies, including the U.S. Fish and Wildlife Service (USFWS). As a result of that coordination, and based on information received from field assessments and public comments, the proposed project has been revised and refined to include six potential roadway alternatives.

Section 4(f) Comments

The Department notes that the FHWA and the DOTD present only a summary of potentially affected Section 4(f) properties, but provides no analysis of the potential impacts and avoidance measures to reduce harm in the draft EIS. We were unable to locate a specific determination required by Section 4(f) of the Department of Transportation Act of 1968 (as amended) within the Environmental Consequences and Mitigation Section of the draft EIS. However, limited information in Sections 3.14 and 3.15 collectively make reference to Section 4(f), and indicate that no public parks, recreational areas, or wildlife/waterfowl refuges would be affected. Accordingly, we recommend that the final EIS contain a formal determination that includes all Section 4(f) resources.

We would encourage the FHWA and DOTD to use all possible measures to reduce impacts to section 4(f) properties, including all of those properties mentioned in the draft EIS. We would expect to see all avoidance measures explored fully and all measures to reduce harm utilized to their fullest.

Fish and Wildlife Coordination Act Comments

Since August 2000, the USFWS's Lafayette Louisiana Field Office has provided continued planning and technical assistance to FHWA and DOTD, primarily with regard to survey protocols and conservation recommendations for the endangered interior least tern (*Sterna antillarum*) and the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). The USFWS also identified other environmentally significant areas and features within the study area including wading bird nesting colonies, wetlands, and publicly owned and/or managed lands.

According to the draft EIS, Alternative 6 would affect the least amount of acres of floodplains and wetlands. In addition, that alternative would also have the third-lowest impact on residences and, according to the draft EIS, would best balance the expected project benefits with the overall impacts. Accordingly, we have preliminarily recommended selection of Alternative 6 as the preferred alternative. As noted in our prior correspondence and specific comment below, our recommendation for that (or any other) alternative is contingent upon the results of the threatened and endangered species surveys associated with the forthcoming final preferred alternative selected by FHWA and DOTD.

Consultation required under Section 7 of the Endangered Species Act (ESA) is continuing for the proposed project. Consistent with our October 28, 2004, letter and our March 28, 2005, electronic mail message, such consultation must be completed prior to the completion of the final EIS for the proposed project.

Summary Comments


The Department cannot provide Section 4(f) approval of this project at this time. No specific alternatives to impacts to Section 4(f) properties were developed in this draft EIS, and not all possible planning to minimize harm to 4(f) properties has been accomplished.

Consistent with the environmental commitments presented in section 4.10.1 of the draft EIS, the Department recommends that detailed surveys of the preferred alternative right-of-way be conducted for the presence of interior least terns and suitable RCW nesting and foraging habitat. Information should be provided in the form of a biological assessment along with a determination of whether the proposed activity is "likely, or not likely, to adversely affect" interior least terns and RCWs. The FHWA and DOTD should request the Department's concurrence with that determination and provide its underlying rationale, in accordance with the applicable consultation provisions of the ESA.

The Department has a continuing interest in working with the FHWA and DOTD to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f) resources, please contact the National Park Service, Southeast Regional Office, Atlanta Federal Center, 1924 Building, 100 Alabama Street, S.W., Atlanta, Georgia, 30303, telephone 404-562-3124, extension 660. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with David Soileau, Jr. of the USFWS, Lafayette Louisiana Field Office, at 337-291-3109.

We appreciate the opportunity to provide these comments.

Sincerely,


for Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION:	<u>I-69 SIU 15</u> <u>US 171 to I-20</u> <u>Bossier, Caddo & DeSoto Parishes</u>	S.O.No.: <u>B24999</u> DATE: <u>August 9, 2005</u> CONTRACT NO.:
To:	<u>Chris Gesing</u>	From: <u>Duke Rivet</u>
Repres.:	<u>Baker</u>	Repres.: <u>LACRT, Div of Archaeology</u>
Phone No.:	<u>412-269-4636</u>	Phone No.: <u>225-219-4598</u>
Subject:	<u>Draft EIS</u>	

Duke Rivet called to discuss the Draft EIS that was sent to the SHPO's Office for review, specifically the commitment letter identified in the DEIS Summary.

I reviewed the Section 106 project efforts to date.

- The Draft EIS impacts and the identification of a Preferred Alignment, were based on a number of environmental and engineering issues including cultural resources. Cultural resources on record at the SHPO's office, a windshield survey of potential historic standing structures and a probability model for archaeological resources were included in the project evaluation.
- A complete Phase I Cultural Resources Survey (CRS) was performed for the Preferred Alignment. A Preliminary Draft report has been prepared by GSRC and is currently being reviewed by Baker before being forwarded to the DOTD for their review.
- Duke asked if John Lindemuth was the archaeology principal investigator and Pauline barrow was responsible for the historic structures. I indicated that they were and that Baker's Steve Hinks was providing Quality Assurance of the document. .

I added that the CRS would be submitted for SHPO review/concurrence and the findings documented in the Final EIS. The commitment letter would address issues that would happen after the ROD, such as Phase II surveys, if they were warranted. I told Duke that this approach was identical to that used for the North-South Expressway (I-49 North) project EIS.

He asked that in the Environmental Consequences and Mitigation Section, under Secondary and Cumulative Impacts, that the Cultural Resources be broken out into their own subsection and discussion. I indicated that I would make the requested change in the Final EIS.

In summary, Duke was satisfied with the project approach. The SHPO may or may not elect to send a formal comment letter on the Draft EIS.

Prepared by <u>Chris Gesing</u>	Title <u>Project Manager</u>	Page <u>1</u> of <u>1</u>
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cc: Vince Russo - DOTD

412-375-3989



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

AUG 12 2005

Mr. William Farr
Program Operations Manager
Federal Highway Administration
Louisiana Division Office
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Dear Mr. Farr:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality Regulations (CEQ) for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) for the I-69 Section of Independent Utility No.15 US Highway 171 to Interstate 20, Desoto, Caddo and Bossier Parishes, Louisiana. The Louisiana Department of Transportation and Development, in cooperation with the Federal Highway Administration (FHWA), are proposing to construct approximately 35 miles of four-lane divided Interstate Highway between Stonewall and Haughton, Louisiana. The FHWA is the Federal sponsor for this project and responsible for compliance with NEPA and the CEQ implementing regulations.

The DEIS evaluates and identifies the potential environmental impacts associated with the Build Alternatives, including the No-Action Alternative. After unavoidable impacts are minimized and mitigated, the DEIS demonstrates the final selected alternative action should have minimal significant adverse impact. Final selection will be based on practicability and viability which includes not only environmental but also economic costs and social impact. EPA concurs that Alternative G is the environmentally preferred corridor alternative. This alternative has the least potential to cause adverse impact to wetlands.

EPA's participation as cooperating agency provided opportunity to comment early in the developmental stages of the DEIS and contributed to the development of environmentally acceptable alternatives. EPA rates the DEIS as "EC-2," i.e., EPA has "**Environmental Concerns and Requests Additional Information in the Final EIS (FEIS).**" EPA has identified environmental concerns that may require changes to the preferred alternative or application of mitigation measures that can reduce environmental impact. EPA asks for additional information to be included in the FEIS to complement and to more fully insure compliance with the requirements of NEPA and the CEQ regulations. Areas requiring additional information or clarification include: air quality impacts and conformity.

Internet Address (URL) - <http://www.epa.gov/ea11116/>

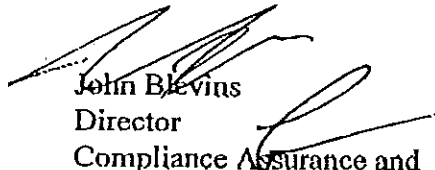
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Enclosed are detailed comments which more clearly identify the information needed. The classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on proposed Federal actions. If you have any questions, please contact Mike Jansky, of my staff, at (214) 665-7451 or by e-mail at jansky.michael@epa.gov.

EPA appreciates the opportunity to review the DEIS. Please send five copies of the FEIS to EPA Region 6 when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004.

Sincerely yours,


John Blevins
Director
Compliance Assurance and
Enforcement Division

Enclosure

**DETAILED COMMENTS
ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR
INTERSTATE 69, US 171 TO I-20
LOCATED WITHIN
BOSSIER, CADDO & DESOTO PARISHES, LOUISIANA**

COMMENTS:

In regard to air quality impacts, EPA offers the following comments to strengthen the FEIS:

1. Section 3.16 Air Quality, p. 3-33: This section of the DEIS provides limited information on the existing air quality in the region other than to describe the attainment status of each parish. EPA suggests adding additional information with regard to the monitored air quality values for those monitors closest to the study corridor. The EIS should provide discussion on how the requirement for carbon monoxide (CO) hot-spot analysis is being met. Please include a discussion of this requirement in the FEIS.

2. Section 4.13 Air Quality, p.4-41: EPA suggests adding a description of the impact to air quality expected from the construction and operation of the proposed highway, particularly with respect to the criteria pollutants. Additionally, EPA suggests that the FEIS include discussion on any mitigation measures under consideration by the sponsors.

3. Section 4.13 Air Quality, p. 4-41: The second paragraph in this section is misleading, as the State Transportation Improvement Plan (STIP) does not undergo a transportation conformity determination per se. Likewise, the Metropolitan Planning Organization (MPO)'s Transportation Improvement Program in these parishes is not subject to conformity. Regardless, inclusion or exclusion from the STIP does not affect the need for a micro-scale analysis of air quality. We suggest this paragraph be clarified or eliminated. Also, since the STIP generally includes only those near-term projects that have met the criteria for financial constraint and for which funding has been dedicated, it seems unlikely that this project would be included. Please confirm in the FEIS.

Chapter 5, Project Implementation, p. 237. This paragraph states that an analysis of the project was conducted, and that it is not expected to interfere with the State Implementation Plan. Please include an overview of the analysis, including the emission estimates into the FDIS.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
5304 Flanders Dr. Suite A
BATON ROUGE, LOUISIANA 70808

March 21, 2006

IN REPLY REFER TO
FAP No. HPI-69-1(001)
SP No. 700-94-0003
I-69 SIU 15
Bossier, Caddo, DeSoto
Parishes

Mr. Russell C. Watson
Supervisor, Louisiana Field Office
U.S. Fish and Wildlife Service
646 Cajundome Blvd., Suite 400
Lafayette, LA 70506

Dear Mr. Watson:

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Federal Highway Administration - Louisiana Division (FHWA), is proposing to construct Interstate 69, Section of Independent Utility (SIU) 15 between US 171 in Stonewall and I-20 near Haughton, in northwest Louisiana. SIU 15 will be a four-lane fully controlled access highway on new location designed to interstate standards and would include a new bridge crossing of the Red River. The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas.

The FHWA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the project in the July 20, 2000 Federal Register. Informal consultation with the U.S. Fish and Wildlife Service (FWS) pursuant to the Endangered Species Act (ESA) has identified the Federally-protected Interior least tern (*Sterna antillarum*) as being present in the Study Area.

A Draft EIS for the project was circulated for public comment in June 2005. A total of six alignments, crossing at two locations on the Red River were presented.

A Biological Assessment (BA) of the two Red River crossing locations was conducted following guidance provided by the Louisiana Field Office. No Interior least terns, nests, or suitable nesting habitat were observed within 1,500-foot up- or down-stream of either Red River crossing location. No exposed sandbars were visible and all islands and riverbanks were heavily vegetated to the waters edge with little or no exposed bank.



Based on our BA findings, it is our opinion that construction of the SIU 15 project, at either river crossing location, will not likely adversely affect the Federally-protected Interior least tern.

Two copies of the BA are enclosed for your review. We request FWS concurrence with our "not likely to adversely affect" determination for the 1-69 SIU 15 project on the Federally-protected Interior least tern.

Should you have any questions, please contact Mr. Colby Guidry at 757-7620.

Sincerely yours,

/s/ Joe A. Bloise

Joe A. Bloise
Acting Division Administrator

Enclosures

cc: wo/enclosure
Mr. Vince Russo, LDOTD
Mr. Chris Gesing, Michael Baker, Jr., Inc.



I-69 FIELD SURVEY
MEETING MINUTES
August 18, 2006

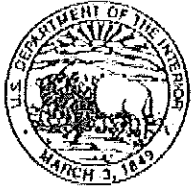
Attendees:

Brady Turk, GSRC
Jack Culpepper, USFWS
Wayne Nguyen, LADOTD
Lei Jin, LADOTD
Ronnie Sicard, LADOTD

As per the request of the USFWS, the team met at the project site to determine whether the proposed project area is considered interior least tern (*Sterna antillarum athalassos*) nesting habitat. According to a biological assessment (BA) completed in March 2006, no suitable nesting habitat was observed. All of the islands and sand bars within the project area were completely vegetated with no exposed surfaces or banks that could support nesting habitat.

The team traveled to the area of the northernmost proposed alignment and briefly observed river conditions and islands and sandbars that could be seen from the western bank. Mr. Culpepper agreed with the findings of the March 2006 BA and stated that, at the time of the site visit, he saw no evidence that the project area could support nesting habitat for the interior least tern under the current conditions. An attempt was made to access the area of the southernmost proposed alignment but locked gates and not having permission to enter private property prevented the team from observing river conditions.

The team met and discussed what was needed to obtain concurrence from the USFWS. Mr. Culpepper requested an addendum to the March 2006 BA or like report. He stated that it is important to show historical hydrological data such as river stages and bathymetric readings to support the hypothesis that the project area does not support interior least tern nesting habitat, particularly from the months of April through August. Mr. Culpepper also requested that a more current aerial photograph be included in the report to show island and sand bar conditions within the project area. Team members from LADOTD and GSRC told Mr. Culpepper that the requested information would be provided to him as soon as possible so that the project could get approval and concurrence from the USFWS.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

November 14, 2006

Ms. Noel Ardoin
State of Louisiana
Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Ardoin:

Please reference your October 25, 2006, letter and biological assessment requesting the U.S. Fish and Wildlife Service's (Service) concurrence with your determination of the effects of the proposed Interstate 69 Project on the endangered interior least tern (*Sterna antillarum athalassos*). The Service has reviewed the information provided, and offers the following comments in accordance with provisions of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*)

The Louisiana Department of Transportation (DOTD), in cooperation with the Federal Highway Administration, is proposing to construct a four-lane highway that would extend between U. S. Highway 171 near the Town of Stonewall in Desoto Parish, and Interstate Highway 20 near the Town of Haughton in Bossier Parish. The project includes two proposed Red River crossings that may affect the interior least tern. Accordingly, DOTD consulted with the U. S. Fish and Wildlife Service (Service) regarding those potential effects. In January of 2005, the Service recommended completing a biological assessment for the interior least tern and the endangered red-cockaded woodpecker (*Picoides borealis*); DOTD completed an initial assessment of the interior least tern in March of 2006 and a revised assessment of project impacts on the interior least tern in October 2006.

The interior least tern is an endangered migratory shorebird that breeds, nests, and rears its young on non-vegetated portions of sandbars and islands in the Mississippi, Missouri, Arkansas, Ohio, Red and Rio Grande river systems, and other rivers of central Texas. Within this reach of the Red River, the tern excavates shallow, inconspicuous nest depressions in open areas on sandbars and sand islands that are typically located at elevations less than 2 feet above the water surface. Previous studies of the project area suggest the tern initiates nesting in June and concludes in mid-August. In some years, nesting may occur as early as May; however high-water conditions typically persist until June, and thereby preclude nest initiation until the water levels recede, and sand bars and islands become available.

Nests are subject to a variety of impacts within the Red River including non-predatory effects resulting from human recreational activity, livestock foraging, and natural water-level variation. The proposed project area occurs within the Lock and Dam Number 5 pool, located south of

Shreveport, LA where the size of sandbars and sand islands are reduced due to the increased water elevation. The bars and islands that remain do not experience seasonal flooding that scours those sandy surfaces clear of vegetative growth. Therefore, due to the controlled nature of the river's hydrology, suitable nesting habitat for the tern is limited within the proposed project area. To better understand this limitation, DOTD evaluated local hydrologic data collected from 1980 to 2003. Based upon those data, DOTD illustrated that water levels within the Lock and Dam Number 5 area indicate a low probability of nesting habitat occurrence. DOTD also conducted an onsite survey on August 9, 2005, of areas 1,500 feet upstream and downstream of each proposed Red River crossing. DOTD representatives did not observe any terns, nests, or suitable habitat within the survey area, and further noted the absence of exposed sandbars and the presence of heavily vegetated riverbanks.

As a result of their findings, DOTD concluded that the project "may affect, but is not likely to adversely affect" the interior least tern. Based upon the information provided, the Service concurs with this determination. Therefore, no further consultation will be required for the interior least tern unless there are changes in the scope or location of the work, or construction has not been initiated within one year. If the work has not been initiated within one year, follow-up consultation should be accomplished with this office prior to making expenditures for construction.

We appreciate the opportunity to provide comments on this biological assessment and look forward to working with DOTD to complete the species assessment for the red-cockaded woodpecker (*Picoides borealis*). Should you have further questions, please contact Jack Culpepper (337-291-3123) of this office.

Sincerely,



Russell C. Watson

Supervisor

Louisiana Field Office

cc: LDWF, Natural Heritage Program, Baton Rouge, LA

UNITED STATES COAST GUARD
DISTRICT EIGHT BRIDGE BRANCH (obr)



To: Juan Contreras

Attn:

Phone: 817.987.4903

Fax: 817.987.4910

From: David Orzechowski

Date: November 14, 2006

Phone: 314.269.2382

Fax: 314.269.2737

Re: Our reply letter

Pages: 2 total (including cover page)

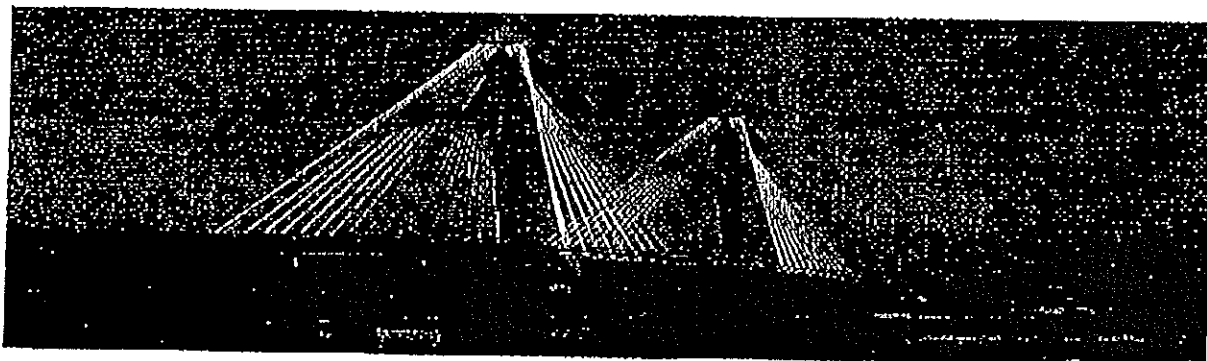
• **Comments:** Juan,

As requested. Here is a copy of our response to a new bridge at mile 212.2 across the Red River

Any questions – please call me.

Thanks,

David Orzechowski



U.S. COAST GUARD

D8(obr)

1222 Spruce Street

St. Louis MO 63103

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2892
Staff Symbol: dwb
Phone: (314) 269-2382
Fax: (314) 269-2737
Email: david.a.orzechowski@uscg.mil

16591.1/212.2 RED
November 14, 2006

Mr. Juan Contreras, P.E.
Michael Baker Corporation
2221 E. Lamar Blvd., Suite 600
Arlington, TX 76006

Subj: PROPOSED I-69 (SIU 15) BRIDGE, MILE 212.2, RED RIVER

Dear Mr. Contreras:

This is reply to your e-mail dated October 19, 2006 concerning the subject bridge. Vessels using the Red River vary from small recreational craft to large commercial tows. Tows consist of towboats up to 1,800 horsepower in size pushing from one to six barges. They usually are arranged 3 barges long and 2 wide. The overall tow dimensions are about 685 feet long and 70 feet wide including the tow. Towboats range in height from 35 to 45 feet with an average upbound speed of 5 mph and a downbound speed of 6.5 mph.

From a navigational viewpoint, the right pier must be located on the bank and the left pier 300' toward the left descending bank. The resulting minimum horizontal clearance of 300.0 feet and a minimum vertical clearance of 52 feet above the 2% flowline would meet the reasonable needs of navigation. Alternate pier locations will require further review by this office.

Historic and future trends of commercial navigation on the Red River should be directed to the Vicksburg District, Army Corps of Engineers. That agency can also provide data on the number of locks, commercial tonnage and types of commodities moved on the river.

If there are any questions, you may contact Mr. David Orzechowski at 314-269-2382 to discuss this project.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Red-Cockaded Woodpecker Survey Results Meeting

Attendees: Eric Baca – Louisiana Department of Wildlife & Fisheries
Howard Nass – Gulf South Research Corporation (GSRC)

Date: December 11, 2006

Purpose: To discuss survey methodologies, techniques and results associated with the Red-Cockaded Woodpecker Survey

Discussions:

Mr. Howard Nass met with Mr. Eric Baca (LA Department of Wildlife and Fisheries) on Monday, December 11, 2006 to discuss the current RCW surveys for the I-69 alignment. After reviewing the project maps and discussing the results from the habitat surveys conducted from October 9 through October 13 and during the week of November 27, 2006, Mr. Baca indicated he was comfortable with the results of the survey which had concluded that no RCW individuals, colonies or potential nesting habitat was observed within the study limits of the preferred alignment but only a small portion of potential foraging habitat was observed on the Louisiana National Guard, Camp Minden property. Mr. Baca stated that our results are not surprising due to the lack of contiguous habitat in Northwest Louisiana and also indicated he did not have any personal knowledge of known nesting sites within the preferred alignment. Mr. Baca felt the work done to complete the survey and the initial results presented were accurate and complete.

Mr. Baca also inquired about a database search for Natural Heritage files has either been requested or completed. If not, Mr. Baca suggested having the search completed.

From: "Triplett, Jamie K MVK" <Jamie.K.Triplett@mvk02.usace.army.mil>
To: <jcontreras@mbakercorp.com>
Date: 12/14/2006 2:29 PM
Subject: I-69 Data Request (UNCLASSIFIED)

CC: "Robertson, Rick MVK" <Rick.Robertson@mvk02.usace.army.mil>
Classification: UNCLASSIFIED
Caveats: NONE

Mr. Contreras,

You recently sent in a request for some Red River data at river mile 212 for the construction of Interstate 69. The data you requested is as follows :

1. Normal Pool for Pool 5 - 145.0' NGVD
2. 2% Flowline Elevation at RM 212 - 148.5' NGVD
3. 100 Year Flood Elevation at RM 212 - 155.5' NGVD
4. Ordinary High Water Elevation @ 212 - See note below
5. Minimum Navigable Water Elevation - 145.0' NGVD

We do not have the 100 year flood velocities on file in this office. This could be obtained from new cross section data and the 100 year flow and using $Q=VA$ to get an average velocity. The last documented Ordinary High Water Elevation that we have at RM 212 is elevation 141.0' NGVD which has not been updated since the installation of the locks and dams on the Red River system. If you have any further questions please feel free to contact me at 601-631-7243.

James Triplett
Hydraulic Engineer
Vicksburg District
601-631-7243
Classification: UNCLASSIFIED
Caveats: NONE



United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

May 22, 2007

Ms. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms. Ardoin:

Please reference your May 8, 2007, letter requesting our review of the red-cockaded woodpecker Biological Assessment (BA) for Interstate Highway 69 (I-69), Section of Independent Utility 15 (SIU 15) (FAPN HPI-69-1(001), SPN 700-94-0003), from U.S. Highway 171 to Interstate Highway 20 in Caddo, DeSoto, and Bossier Parishes, Louisiana. That BA included a determination that the proposed project is not likely to adversely affect the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). The U.S. Fish and Wildlife Service (Service) has reviewed this information, and offers the following comments in accordance with provisions of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

RCWs inhabit open, park-like stands of mature (i.e., greater than 60 years of age) pine trees containing little hardwood understory or midstory. RCWs excavate roost and nest cavities in large living pines (i.e., 10 inches or greater in diameter at breast height). Foraging habitat is defined as pine and pine-hardwood stands over 30 years of age that are located contiguous to and within one-half mile of the cluster.

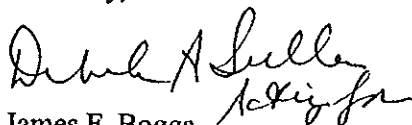
A survey was conducted from October 9, 2006, to November 29, 2006, within one-half mile on each side of the Draft Environmental Impact Statement (EIS) Preferred Alignment for the I-69 project to identify the location of any RCWs, potential RCW foraging habitat, or potential RCW nesting habitat. No RCWs were observed in the survey area. Potential foraging habitat (approximately 23 acres) occurred on the Louisiana National Guard, Camp Minden property. That site is not contiguous with other suitable foraging or nesting habitat, as it is surrounded by stands with high basal areas or dense hardwood midstories. There are no mature age pine or mixed pine/hardwood stands within the one-half mile buffer around SIU 15 that would be suitable as RCW nesting habitat. A ten-acre site on Camp Minden located near the potential foraging habitat area was reported by the installation forester as a former RCW nesting site. The forest stand surrounding the site had been harvested, but some mature pines remained. No evidence of RCW nesting activity (i.e., active cavities or start holes) was observed in this area.

Based on the above information, the Service concurs that the proposed project is not likely to adversely affect RCWs. No further endangered species consultation will be required for the

project unless there are changes in the scope or location of the project, or project construction has not been initiated within one year. If the project has not been initiated within one year, follow-up consultation should be accomplished with this office prior to the permittee making expenditures for construction.

We appreciate the opportunity to provide comments regarding the subject proposal. Should you have any further questions, please contact Seth Bordelon (337/291-3138) of this office.

Sincerely,



James F. Boggs
Acting Supervisor
Lafayette Field Office

cc: FHWA, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA
LDWF, Avian Non-game Program, Baton Rouge, LA (Attn: Eric Baka)






Memorandum

Subject: **ACTION**: Louisiana, Added System
Interchanges, Interstate 69 at Interstates 49
and 20, Shreveport, LA

Date: January 18, 2008

From: Joseph S. Toole 
Acting Executive Director

In Reply Refer To:
HIPA-20

To: Charles W. Bolinger
Division Administrator
Baton Rouge, LA

The request to add an interchange at the subject location, transmitted by your office memorandum to Mr. Jon Obenberger dated November 26, 2007, has been reviewed. The proposed additional interchanges are meant to improve operations, safety and accessibility.

Based on an engineering and operations review, the proposed additional interchanges on I-69 at I-49 and on I-69 at I-20 are acceptable. If there are no major changes to the proposed design, final approval may be given upon completion of the environmental process.

Should you have any questions, please contact Michael Matzke at (202) 366-4658.

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: I-69 SIU 15 S.O.No.: B24999
DATE: 22-June-2009
CONTRACT NO.: _____

To: Mr. Carl Fohn & Ms. Tony Evans From: David J. Martin
Repres.: LADEQ Repres.: Baker
Phone No.: 318-676-5087/225-219-3719 Phone No.: 412-269-2041
Subject: Environmental Conditions at CCS Midstream Services, LLC.

Spoke with Mr. Carl Fohn & Ms. Tony Evans of the LADEQ. Mr. Frohn said that there is currently a criminal investigation associated with CCS Midstream Services discharging contaminants into the Red River and that he could not provide any additional information.

Ms. Evans said the EPA has issued a CAO (Corrective Action Order) for the collection of media samples (i.e. soil, groundwater) to CCS Midstream Services due to previous spills and compliances issues (i.e. underground leaking piping) to determine if there is media contamination associated with facility operations.

Also, according to the EPA database the facility has violations of the Clean Air Act as recently as May 2009 and has violated the conditions of their NPDES permit for contaminant discharges to surface water bodies in 2007.

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
	DATE: <u>22-June-2009</u>
	CONTRACT NO.:
<hr/>	
To: <u>Mr. John Hawk</u>	From: <u>David J. Martin</u>
Repres.: <u>LADEQ</u>	Repres.: <u>Baker</u>
Phone No.: <u>225-219-3190</u>	Phone No.: <u>412-269-2041</u>
Subject: <u>Environmental Conditions at Chem Trade Logistics</u>	
<hr/>	

Spoke with Mr. John Hawk of LADEQ who said that DEQ records show that NFA BOD (No Further Action – Basis of Decision) was recorded on 3-5-2004 in regards to the contaminated groundwater.

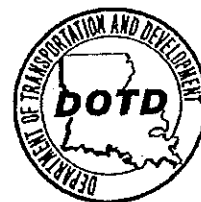
The facility is listed under the EPA data bases as a LQG (large quantity, generator), CERCLIS-NFRAP (CERCLA No Further Remedial Action Planned), TRIS (Toxic Chemical Release Inventory System), & CORRACTS (Corrective Action Report).

Recently (January 2009) there have been violations of their Title V Permit for air emissions and they were fined \$270K. According to the LA DEQ database (EDMS) there have been recent small spills of sulfuric acid.



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
(225) 242-4505



WILLIAM D. ANKNER, Ph.D.
SECRETARY

May 14, 2008

STATE PROJECT NO. 700-94-0003
F.A.P. NO. HPI-69-1(001)
NAME: HIGH PRIORITY CORRIDOR NO. 18
(JUNCTION US 171-JUNCTION I-20)
PARISHES: BOSSIER, CADDO, AND DESOTO

Ms. Pam Breaux
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, Louisiana 70804

SUBJECT: Draft Report

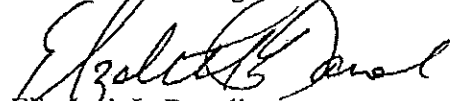
Dear Ms. Breaux:

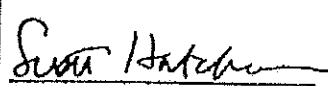
Enclosed for your library are two copies of the final Cultural Resources Survey (CRS) report titled "Phase I Cultural Resources Survey I-69 SIU 15, US 171 to I-20 DeSoto, Caddo, and Bossier Parishes, Louisiana" for the above-captioned project.

If we can be of further assistance, please call me at (225) 242-4505.

Sincerely,

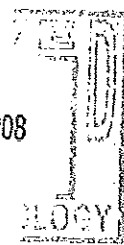
Noel Ardoin
Environmental Engineer Administrator


Elizabeth L. Davoli
Environmental Impact Specialist

The Final Report has been reviewed and accepted.
 9/1/09
Scott Hutcheson Date
State Historic Preservation Officer

SGNA/BLD/lid
cc: Mr. Wayne Nguyen
FHWA

MAY 4 2008



Michael Baker Jr., Inc.

*Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108*

(412) 269-6300
FAX (412) 375-3995

September 8, 2009

Roger K. Wiebusch
Bridge Director
Eighth Coast Guard District
United States Coast Guard
1222 Spruce Street
St. Louis, MO 63103-2832

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes
**Proposed I-69 SIU 15 Bridge
Mile 212.2
Red River Bridge Realignment**

Dear Mr. Wiebusch:

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Federal Highway Administration – Louisiana Division (FHWA), is proposing to construct Interstate 69, Section of Independent Utility (SIU) 15 between US 171 in Stonewall and I-20 near Houghton, in northwest Louisiana. SIU 15 will be a four-lane fully controlled access highway on new location designed to interstate standards and would include a new bridge crossing of the Red River. The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. Location studies and the preparation of an Environmental Impact Statement (EIS) began in 2001.

A Preferred Alignment (PA) was identified in the Draft EIS, and following the Public Hearings, the PA was sent to the US Coast Guard (USCG) for guidance on the navigational requirements for the Red River Bridge crossing. In the November 14, 2006 correspondence, the USCG indicated that from a navigational viewpoint, the right pier must be located on the bank and the left pier 300' towards the left descending bank. The resulting minimum horizontal clearance of 300.0 feet and a minimum vertical clearance of 52 feet above the 2% flow line would meet reasonable needs of navigation. Alternate pier locations would require further review.

A potential alignment shift to the Draft EIS PA is being evaluated to avoid impacts to the LSU AgCenter's Pecan Research Station and CCS Midstream (aka Arkla Disposal Services), an identified Louisiana Department of Environmental Quality (LADEQ) Voluntary Remediation Program site. This realignment would change the Red River crossing approximately 400 feet to the north of the Draft EIS PA location and at a slightly different crossing angle. Two interchange and several local road configurations are also being considered. The attached exhibit illustrates the Draft EIS PA along with the potential revisions being considered.

Roger K. Wiebusch
September 8, 2009
Page 2

Engineering and environmental studies are on-going and we are requesting your review of the potential alignment shift and whether the previously defined navigation requirements for the Draft EIS PA still satisfy the navigation needs.

A final decision on the potential realignment will not be made until engineering and environmental studies are completed, meetings held, and comments received from the public, local officials, federal and state resource agencies, and Native American tribes have been fully evaluated. USCG will be invited to these meetings.

If you have any questions or need additional information, please call me at 412.269.4636 or cgesing@mbakercorp.com.

Sincerely,

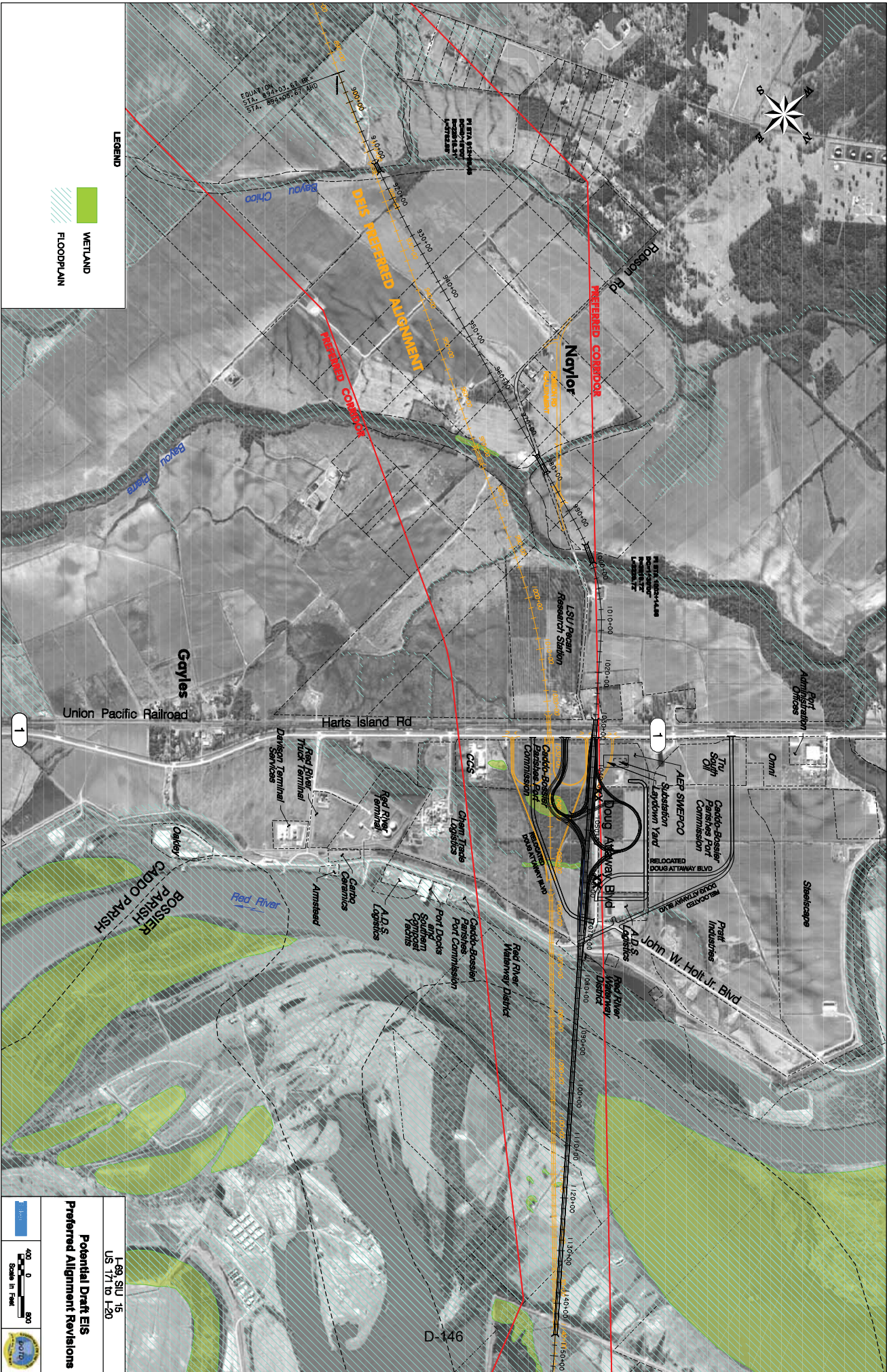
MICHAEL BAKER JR., INC.

A handwritten signature in black ink, appearing to read "Chris Gesing". The signature is fluid and cursive, with a large initial "C" and "G".

Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



LEGEND

WETLAND

FLOODPLAIN

**Potential Draft EIS
Preferred Alignment Revisions**

US 171 to I-20
I-69 SBL 15

Scale in Feet

400' 0' 800'

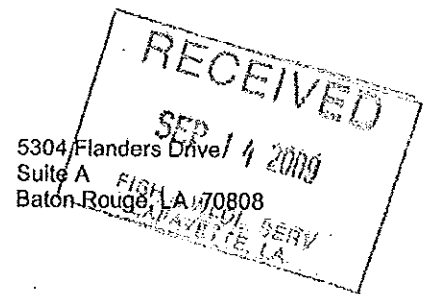
D-146



U.S. Department
of Transportation
Federal Highway
Administration

Louisiana Division

September 9, 2009



In Reply Refer To:
FAP HP-HPI-69-1(001)
SP 700-94-0003
Interstate Highway 69,
SIU 15 US 171 TO I-20
Bossier, Caddo
& DeSoto Parishes
Endanger Species Act
Section 7 Consultation

James F. Boggs
Field Supervisor
Lafayette Ecological Services Field Office
U.S. Fish and Wildlife Service
646 Cajundome Blvd., Suite 400
Lafayette LA 70506

Dear Mr. Boggs:

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Federal Highway Administration – Louisiana Division (FHWA), is proposing to construct Interstate 69, Section of Independent Utility (SIU) 15 between US 171 in Stonewall and I-20 near Haughton, in northwest Louisiana. SIU 15 will be a four-lane fully access controlled highway on new location designed to interstate standards and would include a new bridge crossing of the Red River. The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. Location studies and the preparation of an Environmental Impact Statement (EIS) began in 2001.

Prior consultation with the U.S. Fish and Wildlife Service (FWS) pursuant to the Endangered Species Act (ESA) identified the Federally-protected Interior least tern (ILT, *Sterna antillarum*) and Red-cockaded woodpecker (RCW, *Picoides borealis*) as potentially being present in the Study Area.

An ILT Biological Assessment (BA) was conducted in August 2005 using protocols established through consultation with the FWS Lafayette, Louisiana Ecological Services Field Office. No ILTs, nests, or suitable nesting habitat were observed within 1,500-feet up- or down-stream of the two Red River crossing locations being considered. No exposed sandbars were visible and all islands and riverbanks were heavily vegetated to the water's edge with little or no exposed bank. An RCW BA was also conducted in October and November 2006 within one-half mile of



the Draft EIS Preferred Alignment (PA) using established FWS survey protocols. No RCWs or suitable habitat were observed.

In the November 14, 2006 and May 22, 2007, correspondence, FWS concurred that SIU 15 is not likely to adversely affect ILTs or RCWs, respectively and that Section 7 consultation was complete unless there was a change in the scope or location of the project or if project construction had not been initiated within one year. Copies of these concurrence letters are enclosed.

A potential alignment shift to the Draft EIS PA, including a reconfiguration of the I-69 /LA 1 interchange and local road relocations is being evaluated to avoid impacts to the LSU AgCenter's Pecan Research Station and CCS Midstream (aka Arkla Disposal Services), an identified Louisiana Department of Environmental Quality (LADEQ) Voluntary Remediation Program site. Two interchange and several local road configurations are being considered. The enclosed exhibit illustrates the Draft EIS PA along with the potential revisions.

This realignment crosses the Red River approximately 400 feet to the north of the Draft EIS PA location. An August 2006 field view with FWS personnel indicated that, at that time, there was no evidence that the area in the vicinity of either crossing would support ILT nesting habitat.

The potential revisions are located within the Red River floodplain and the Red River Alluvial Valley, and are absent of the pine and pine/hardwood stands suitable for RCW foraging and nesting habitat.

While we do not believe that the area encompassing the potential realignment has suitable habitat, now or in the immediate future, to support ILT and RCW, and would therefore, lead to "a not likely to adversely affect determination", we are reinitiating ESA Section 7 informal consultation because of the potential location change and delay in constructing the project.

A final decision on the potential realignment will not be made until engineering and environmental studies are completed, meetings held, and comments received from the public, local officials, federal and state resource agencies, and Native American tribes have been fully evaluated. FWS will be invited to these meetings.

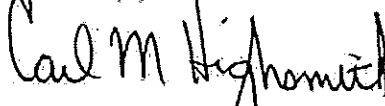
SITE MAY CONTAIN WETLANDS
Contact the U.S. Army Corps of Engineers
for a jurisdictional determination.

District: Vicksburg, MS

Telephone No. 601.631.5289
Enclosures (3)

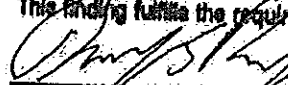
cc: Mr. Quang Nguyen - DOTD/ w-encl.
Mr. Chris Gesing - Michael Baker, Jr., Inc./w-draft

Sincerely yours,



Carl M. Highsmith
Project Delivery Team Leader

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed, will have no effect on those resources is not likely to adversely affect those resources. This finding fulfills the requirements under Section 7(a)(2) of the Act.



Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

11/20/09

Date

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2379
Fax: (314)269-2737
Email: eric.washburn@uscg.mil

16591.1/212.2 RED
January 15, 2010

Mr. Wayne Nguyen
Louisiana Department of Transportation
Box 94245
Baton Rouge, LA 70804


Subj: PROPOSED 1-69 (SIU 15) BRIDGE, MILE 212.2, RED RIVER WATERWAY

Dear Mr. Nguyen:

This is in reply to the letter from Michael Baker Jr., Inc. dated September 8, 2009 concerning the navigational clearances for the subject bridge. On November 14, 2006, we notified Michael Baker Inc. that the minimum vertical clearance would be 52 feet above the 2% flowline and that the minimum horizontal clearance would be 300 feet. In addition, the right descending pier would be placed on the right descending bank. In Baker's most recent letter, they indicate a possibility that the preferred alignment may be moved upriver approximately 400 feet. Our requirements for the minimum horizontal and vertical navigational clearances remain the same for either of the locations mentioned. We do require a plan on where exactly you propose to place the navigation piers. Upon receiving that information, we will consult with the river industry and Army Corps of Engineers and provide a letter to you on approved pier placement. If, in the future, a different location is proposed, that location would require further review from this office.

The opportunity to comment on this work that could have impact on matters under jurisdiction of the Coast Guard is appreciated. If you should need any further information, you can contact Mr. Eric Washburn at 314-269-2379.

Sincerely,


ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

Enclosure: USCG D8(dwb) ltr dtd 14 Nov 06

Copy: Mr. Christopher Gesing, Michael Baker Jr., Inc.



Michael Baker Jr., Inc.

2600 CitiPlace Drive
Suite 450
Baton Rouge, Louisiana 70808
(225) 923-8380
FAX (225) 923-8381

July 16, 2010

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker has been investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A Preferred Alignment Revisions meeting will be held at 1:00 p.m. on August 3, 2010 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) distributed in June, 2005. This meeting is being held in conjunction with public outreach meetings on August 2 and 3, 2010. An invitational flyer distributed to individuals on the project mailing list is enclosed for your information.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. We look forward to meeting with you and to your continued input throughout the duration of this project. If you would like to contact us in advance, please do so at (866) I-69-DOTD or cgesing@mbakercorp.com.

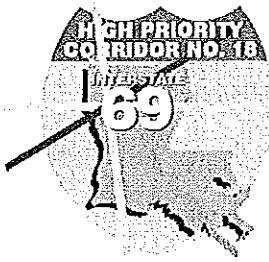
Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



US 171 to I-20
Bossier, Caddo &
DeSoto Parishes

July 16, 2010

ANNOUNCING PREFERRED ALIGNMENT REVISIONS PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will hold two open-forum public meetings to present revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) for the I-69 Section of Independent Utility (SIU) 15 Project between U.S. Highway 171 near Stonewall in DeSoto Parish, Louisiana and Interstate 20 near Haughton in Bossier Parish, Louisiana. The public meetings will be held from 4:30 to 7:30 PM in the following communities. All interested parties are invited and encouraged to attend.

- Monday, August 2, 2010 Haughton, Louisiana Haughton Middle School, 395 South Elm Street.
- Tuesday, August 3, 2010 Stonewall, Louisiana North DeSoto Parish High School, 2571 Hwy 171

The public meetings will include a video presentation summarizing the National I-69 Corridor; the environmental and location study and alternatives development efforts; the identification of a Preferred Alignment in the Draft EIS; and the revisions to the Preferred Alignment developed in response to comments received. The Draft EIS was distributed in June 2005 and Public Hearings held in July 2005.

The Draft EIS is still 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 Haughton and Bossier City, and at the DOTD District 04 Headquarters in Bossier City.

All interested parties are encouraged to express their views regarding the Preferred Alignment revisions developed. Verbal comments will be recorded at these meetings. All comments received during the public meetings and written comments mailed to the following address and will be considered if postmarked within ten (10) calendar days following the meetings. If you are unable to attend the meetings, you may mail your comments to the address listed below.

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

Beginning August 5, 2010, the public meeting exhibits will be available for review during regular business hours at the Stonewall and Haughton Town Halls and the DOTD District 04 Headquarters. Information concerning the Project can also be viewed on the Project website at www.i69dotd.com.

These public meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions regarding these public meetings, please contact the I-69 SIU 15 Toll-Free Hotline at 866-469-3683, or the DOTD at Environmental Engineer Administrator, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, LA 70804-9245. Should anyone require special assistance due to a disability, to participate in the public meetings, please contact the DOTD at least five working days prior to the public meetings dates.

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Elizabeth Guynes	Civil Engineer	Department of the Army	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P. Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	1445 Ross Avenue	Dallas TX 75202-2733
Eric Washburn	Bridge Administrator	8th Coast Guard District	1222 Spruce Street		St. Louis, MO 63103-2398
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
Joshua C. Marceaux	Fish and Wildlife Biologist	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400		Lafayette LA 70506
Doug Bocher	Texas Dept of Transportation	Tumpike Authority Division	125 E. 11th Street		Austin TX 78701-2483
Bill Boggan	Deputy State Historic Preservation Officer	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, C	Baton Rouge LA 70804
Lisa Miller	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Mike Carlos	LA Dept of Environment Quality	P.O. Box 4303	Office of Management & Finance	Contracts & Grant	Baton Rouge LA 70821-4303
	LA Dept of Wildlife & Fisheries	P O Box 98000			Baton Rouge LA 70898-9000
Joseph F. DeVail	LA Dept of Natural Resources	Office Of Conservation	617 N. Third Street	9th Floor	Baton Rouge LA 70802
	LA Dept of Natural Resources	Office Of Conservation, Shreveport District Office	State Office Bldg, Rm 668	1525 Fairfield Ave	Shreveport LA 71101



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

**PUBLIC NOTICE REVIEW/ENVIRONMENTAL
CONSULTATION**

We have no comments to offer. We offer the following comments:

**WE WOULD REQUEST THAT THE PARISHES FLOODPLAIN ADMINISTRATORS
BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS
FOR THIS PROJECT.**

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940)898-5541

DATE: 7/28/10



Michael Baker Jr., Inc.

August 11, 2010

2600 CitiPlace Drive
Suite 450
Baton Rouge, Louisiana 70808
(225) 923-8380
FAX (225) 923-8381

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Follow-up to Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker has been investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A Preferred Alignment Revisions meeting was held at 1:00 p.m. on August 3, 2010 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana. The purpose of this meeting was to review revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) distributed in June, 2005. This meeting was held in conjunction with public meetings on August 2 and 3, 2010. Regretfully, your agency was unable to attend.

Your participation in providing current, relevant information will insure the development of a comprehensive Final EIS. Enclosed are the public meeting handouts and transcript of a narrated PowerPoint presentation that was played at the public meetings. The PowerPoint presentation provides an overview of the project and the alignment revisions considered feasible. It can also be viewed at www.i69dotd.com/handouts/handouts.htm. We would appreciate your review of this information and provide us with any comments you may have by September 13, 2010. We look forward to your continued input throughout the duration of this project.

If you would like to contact us, please do so at (866) I-69-DOTD or cgesing@mbakercorp.com.

Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
AGENCY MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Elizabeth Guynes	Civil Engineer	Department of the Army	Vicksburg Dist Corps of Engineers	4155 Clay Street	Vicksburg MS 39183-3435
Michael P. Jansky	US Environmental Protection Agency	Office of Planning & Coordination	Fountain Place, 12th Floor, Suite 1201	1445 Ross Avenue	Dallas TX 75202-2733
Eric Washburn	Bridge Administrator	8th Coast Guard District	1222 Spruce Street		St. Louis, MO 63103-2398
Greg Solvey	FEMA Region VI	800 North Loop 288			Denton TX 76201
Donald Gohmert	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria LA 71302
Joshua C. Marceaux	Fish and Wildlife Biologist	US Fish & Wildlife Service	646 Cajundome Blvd, Suite 400		Lafayette LA 70506
Doug Booher	Texas Dept of Transportation	Turnpike Authority Division	125 E. 11th Street		Austin TX 78701-2483
Bill Boggan	Deputy State Historic Preservation Officer	LA Dept of Culture Rec & Tour	Division of Archaeology	P O Box 44247, C	Baton Rouge LA 70804
Lisa Miller	LA Natural Heritage Program	LA Dept of Wildlife & Fish	P O Box 98000	2000 Quail Drive	Baton Rouge LA 70808
Mike Carlos	LA Dept of Wildlife & Fisheries	P.O. Box 4303	Office of Management & Finance	Contracts & Grant	Baton Rouge LA 70821-4303
Joseph F. DeVall	LA Dept of Natural Resources	P O Box 98000	617 N. Third Street		Baton Rouge LA 70898-9000
Beasley Denson, Chairman	LA Dept of Natural Resources	Office Of Conservation	State Office Bldg. Rm 668	9th Floor	Baton Rouge LA 70802
John Berrey, Chairman	Mississippi Band of Choctaw Indians	Office Of Conservation, Shreveport District Office		1525 Fairfield Ave	Shreveport LA 71101
Kimberly S. Walden, Cultural	Quapaw Tribe of Oklahoma	P.O. Box 6257			Philadelphia MS 39350
LaRue Martin Parker, Chair	Chitimacha Tribe of Louisiana	P O Box 765			Quapaw OK 74363-0765
	Caddo Nation of Oklahoma	155 Chitimacha Loop			Charenton, LA 70523
		P.O. Box 487	Attn: Robert Cast		Binger OK 73009

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Preferred Alignment Revisions
 Agency Coordination Meeting
 DOTD's District 04 Office
 August 3, 2010, 1:00 PM

NAME	AGENCY / DIVISION	PHONE NUMBER EMAIL
Doug Burgin	BAKER	225-923-8386 wburgin@mbakercorp.com
Chris Gesing	BAKER	412-269-4636 cgesing@mbakercorp.com
Ryan Reviere	DOTD	225-379-1071 ryan.reviere@la.gov
Quang Nguyen	DOTD - Environmental	225-242-4513 quang.nguyen@la.gov
Lismary Gavillan	FHWA - LA	225-757-7604 Lismary.Gavillan@dot.gov
BOB MAHONEY	FHWA - LA	225-757-7624 robert.mahoney@dot.gov
CARL HIGGINS	FHWA - LA	225-757-7615 CARL.HIGGINS@DOT.GOV



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

August 11, 2010

Christopher G. Gesing, P.E.
Senior Project Manager
Michael Baker Jr., Inc.
2600 Citiplacé Dr., Suite 450
Baton Rouge, LA 70808

SUBJECT: Comments regarding the proposed I-69 SIU 15 Preferred Alignment Revisions

Dear Ms. Gesing:

The Environmental Protection Agency (EPA) Region 6 has received your correspondence, dated July 16, 2010, regarding agency coordination and public meetings to present revisions to the I-69 SIU 15 Preferred Alignment. Since representatives of EPA Region 6 were unable to attend, we do not have enough information to provide meaningful comments within the ten (10) calendar day comment period ending August 13, 2010. We have downloaded the maps and impact summary from the public meeting website; however, we would need more specific information in order to respond to your request. Specifically, the website did not provide any documents to assist us in understanding reasons for the revision. Additionally, we would need GIS-compatible files (i.e., shapefiles) in order to evaluate the new preferred alignment.

We appreciate the opportunity to participate in the I-69 SIU 15 process. EPA would like to be placed on the mailing list to receive notifications and updates regarding this project, as they become available. If you have questions or wish to coordinate further, please contact Dr. Sharon L. Osowski, of my staff at osowski.sharon@epa.gov or by phone at 214-665-7506.

Sincerely,

A handwritten signature in cursive script that reads "Cathy Gilmore".

Cathy Gilmore
Chief, Office of Planning and
Coordination

Cc: Wayne Nguyen (DOTD)

Waddell, Marilyn

From: Gesing, Chris
Sent: Thursday, August 19, 2010 9:28 AM
To: Osowski.Sharon@epamail.epa.gov
Cc: Quang Nguyen
Subject: RE: Comments regarding I69 SIU 15
Attachments: Line_6-2-6.sbx; Line_6-2-6.shp; Line_6-2-6.shx; Line_6R.dbf; Line_6R.prj; Line_6R.sbn; Line_6R.sbx; Line_6R.shp; Line_6R.shx; I69_SIU15_Alternatives_August_2010.txt; Line_6-2-6.dbf; Line_6-2-6.prj; Line_6-2-6.sbn

Good Morning Sharon,

As a follow-up to our conversation yesterday, attached are ESRI shape-files for Line 6R and Line 6-2-6. Our IT Department blocks WinZip files (even if renamed) and e-mailing seemed easier than using our FTP site since the files are small.

Please respond that you received the ESRI files.

I will send you a separate e-mail containing a PDF of the August 11, 2010 letter we sent to EPA that has not yet made it to your desk.

We have also updated our mailing list to identify Cathy Gilmore as the point of contact for written correspondence with EPA.

If you have any questions or need any additional information, please call me anytime.

Regards,

Baker

Christopher G. Gesing, P.E.
Senior Project Manager
Michael Baker Jr., Inc.
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

412.269.4636 (Direct)
412.375.3995 (Fax)
412.551.3503 (Cell)
cgesing@mbakercorp.com
www.mbakercorp.com

From: Osowski.Sharon@epamail.epa.gov [mailto:Osowski.Sharon@epamail.epa.gov]
Sent: Tuesday, August 17, 2010 2:24 PM
To: Gesing, Chris
Subject: Comments regarding I69 SIU 15



Michael Baker Jr., Inc.
 Airside Business Park
 100 Airside Drive
 Moon Township, PA 15108
 (412) 269-6300

Letter of Transmittal

To: LDEQ/Business and
Community Outreach Division
Office of the Secretary
602 N. 5th Street, 10th Floor
Baton Rouge, LA 70802-5312

Attn: Beth Altazan-Dixon

S.O. 24999
 Project: High Priority Corridor No. 18
Route I-69, US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)

Date: August 18, 2010

We are forwarding the following: Attached Under Separate Cover

DWG. NO.	NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
	1	Draft Environmental Impact Statement	Per our phone conversation

THESE ARE TRANSMITTED as checked below:

- As requested No exception taken Revise and resubmit
- For review and comment Rejected - See remarks Submit specified items
- For your information Proceed subject to corrections noted _____

GENERAL COMMENTS:

cc: Wayne Nguyen - DOTD

Michael Baker Jr., Inc.

By: Christopher G. Gesing, P.E.

Title: Senior Project Manager

Page 1 of 1

From: [Beth Altazan-Dixon](#)
To: [Gesing, Chris](#)
Subject: DEQ SOV 700-91-0003/1770 High Priority Corridor No. 18, Route I-69
Date: Monday, August 30, 2010 3:06:01 PM
Attachments: [image001.png](#)

August 30, 2010

Christopher G. Gesing, P.E.
Michael Baker Jr., Inc.
2600 CitiPlace Drive, Suite 450
Baton Rouge, LA 70808
CGESING@mbakercorp.com

RE: 700-91-0003/1770 High Priority Corridor No. 18, Route I-69
LaDOTD funding
Bossier, Caddo and DeSoto Parishes

Dear Mr. Gesing:

The Department of Environmental Quality (LDEQ), Offices of Environmental Services and Environmental Compliance have received your request for comments on the above referenced project. Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.

There were no objections based on the information in the document submitted to us. However, the following comments have been included below. Should you encounter a problem during the implementation of this project, please notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

The Office of Environmental Services/Permits Division recommends that you investigate the following requirements that may influence your proposed project:

- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permit Division at (225) 219-3181 to determine if your proposed improvements require one of these permits.
- All precautions should be observed to control nonpoint source pollution from construction activities.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28.Lead-Based Paint

Activities, LAC 33:III.Chapter 27.Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation), and LAC 33:III.5151.Emission Standard for Asbestos for any renovations or demolitions.

- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Bossier, Caddo, and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards.

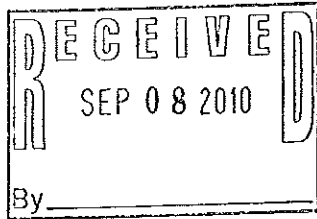
Please forward all future requests to Ms. Beth Altazan-Dixon, LDEQ/Performance Management/ P.O. Box 4301, Baton Rouge, LA 70821-4301, and your request will be processed as quickly as possible.

If you have any questions, please feel free to contact me at (225) 219-3958 or by email at beth.dixon@la.gov Permitting questions should be directed to the Office of Environmental Services at (225) 219-3181.

Sincerely,



Beth Altazan-Dixon
Performance Management
LDEQ/Business and Community Outreach Division
Office of the Secretary
P.O. Box 4301 (602 N. 5th Street)
Baton Rouge, LA 70821-4301
Phone: 225-219-3958
Fx: 225-325-8148
Email: beth.dixon@la.gov



U.S. Department of Homeland Security
FEMA Region 6
800 North loop 288
Denton, TX 76209-3698



FEMA

September 2, 2010

Mr. Christopher G. Gesing, P.E.
Senior Project Manager
Michael Baker, Jr., Inc.
2600 CitiPlace Drive, Suite 450
Baton Rouge, LA 70808

Re: High Priority Corridor No. 18
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)

Dear Mr. Gesing:

This office is in receipt of the captioned project submitted to this office.

In reviewing the current effective Flood Insurance Rate Maps for Bossier, Caddo and DeSoto Parishes, we find that several areas of the project will be located in a high-risk flood zone. All activities will need to meet Executive Order 11988 and 44CFR parts 60 and 65. As many floodplains will be affected, if increases in the Base Flood Elevation occur, the project will require submission of a Letter of Map Revision (LOMR) to amend any FIRM. Should any increase in a floodway occur, a Conditional Letter of Map Revision (CLOMR) will be required under 44CFR65.12 prior to starting the project.

As all three parishes are participating in the National Flood Insurance Program (NFIP), this project must be coordinated with the appropriate Floodplain Administrators (FPA) in each community to ensure compliance with their Flood Damage Prevention Ordinance. Please contact the following FPA, for any building and permitting requirements.

Bossier Parish
Butch Ford, Parish Engineer
(318) 965-2329

Caddo Parish
James Demouchet, CFM
(318) 226-6934

DeSoto Parish
Steven Brown, P.E.
(318) 872-0738

If you have any other questions, please feel free to contact me at (940) 898-5523 or via email at Diana.b.herrera@dhs.gov.

Sincerely,

Diana B. Herrera, CFM
Natural Hazards
Program Specialist

CC: Wayne Nguyen, DOTD ✓

United States Department of Agriculture

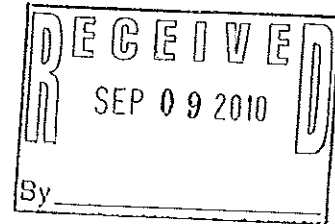


Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

318-473-7751
318-473-7626

September 3, 2010

Christopher G. Gesing, Senior Project Manager
c/o Michael Baker, Jr. Inc
2600 CitiPlace Drive, Suite 450
Baton Rouge, Louisiana 70808



RE: State Project No. 700-94-0003 - F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69 - US 171 to I-20
Bossier, Caddo, and DeSoto Parishes

Dear Mr. Gesing,

Please find enclosed a map of the project study area that you provided with Welland Reserve Program (WRP) Easement areas indicated in red. Although there are easements owned by the United States Government within the project study area, the proposed and alternative routes indicated on the map will not directly impact these easements.

Also enclosed is a listing of prime and important farmland soils found in the three parishes. The federal rule pertaining to farmland protection of prime and important farmland is summarized below.

The Farmland Protection Policy Act (FPPA)-Subtitle I of Title XV, Section 1539-1549 of PL 97-98, final rules and regulations were published in the Federal Register on June 17, 1994. These rules state that projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

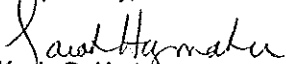
NRCS policy clarifies the Rule by stating that activities not subject to FPPA include:

1. Federal permitting and licensing
2. Projects planned and completed without assistance of a federal agency
3. Projects on land already in urban development or used for water storage
4. Construction within an existing right-of-way purchased on or before August 4, 1984.
5. Construction for national defense purposes
6. Construction of on-farm structures needed for farm operations
7. Surface mining, where restoration to agricultural use is planned
8. Construction of new minor secondary structures, such as a garage or storage shed.

The soils on this project are in the vicinity of or are Prime Farmland. The final determination of impact to prime farmland and wetlands is reserved until more planning detail is given. Any conversion of prime or important farmland to roadways and right-of-ways, if federal funds are involved, will require a farmland conversion impact rating. The assessment is completed on form AD-1006, Farmland Conversion Impact Rating. The sponsoring agency completes the site assessment portion of the AD-1006, which assesses non-soil related criteria such as the potential for impact on the local agricultural economy if the land is converted to non-farm use and compatibility with existing agricultural use. Agencies can obtain form AD-1006 from the NRCS.

Our Soil Survey also indicates that there are hydric soils present in some areas of the proposed project site. There may be a slight alteration to wetlands during construction. Mitigation may be required. NRCS recommends that the Project Sponsor contact the Corps of Engineers for determination of any requirements.

Respectfully,

 ACTING FOR
Kevin D. Norton
State Conservationist

Attachments

CC: Wayne Nguyen, DOTD ✓

Helping People Help the Land

An Equal Opportunity Provider and Employer

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>September 13, 2010</u>
<u>Bossier, Caddo & DeSoto Parishes</u>	CONTRACT NO.:
<hr/>	
To: <u>Pete Sambor (Peter.J.Sambor@uscg.mil)</u>	From: <u>Chris Gesing</u>
Repres.: <u>St Louis District USCG</u>	Repres.: <u>Baker</u>
Phone No.: <u>314.269.2380</u>	Phone No.: <u>412.269.4636</u>
Subject: <u>Draft EIS Preferred Alignment Revisions – Request for Comments</u>	
<hr/>	

Pete called in response to Baker's August 13, 2010 letter soliciting comments on the Draft EIS Preferred Alignment revisions presented at the August 2 and 3, 2010 stakeholder meetings.

Pete and I talked about the SIU 15 project development process and the US Coast Guard involvement as a cooperating agency. Pete and I also discussed the background leading up to the latest round of possible revisions and whether either of the possible alignment revisions would present difficulties (or fatal flaws) from a navigation perspective. I also told Pete that we had already reached out to the Red River Waterway Commission (RRWC) and the Red River Valley Authority (RRVA) and that the RRWC representation that attended the local officials meeting did not see any difficulties with either alternative being considered.

Pete indicated that the USCG did not have any objections to either alternative, and that the 300-foot wide by 52-foot high (above the 2% water level) navigation channel would continue to be required for either crossing location. Since the USCG has no concerns, Pete indicated that this phone conversation would be in lieu of a written USCG response. I told Pete that that was fine and would prepare a phone call report for the files.

Pete did add that correspondence should continue to be addressed to Eric Washburn, but that he would be reviewing the project materials.

Prepared by Chris Gesing Title Senior Project Manager Page 1 of 1

cc: Wayne Nguyen - DOTD ✓



SCOTT A. ANGELLE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

PAM BREAU
SECRETARY

September 14, 2010

Mr. Christopher G. Gesing
Michael Baker Jr., Inc.
2600 CitiPlace Drive, Suite 450
Baton Rouge, LA 70808

Re: High Priority Corridor No. 18, Rouge I-69
US 171 to I-20
State Project No. 700-94-0003
Bossier, Caddo and DeSoto Parishes

Dear Mr. Gesing:

This is in response to your letter received by our office on August 16, 2010, regarding the above-referenced project. Our office previously commented on the cultural resources study conducted by Gulf South Research Corporation in preparation for this undertaking. Please see the attached comment letter from our office regarding the report.

If you have any questions concerning these comments, please contact Rachel Watson in the Division of Archaeology at (225) 342-8165.

Sincerely,

Phil Boggan
Deputy State Historic Preservation Officer

PB:RW:kf

Enclosure

CC: Wayne Nguyen, DOTD ✓



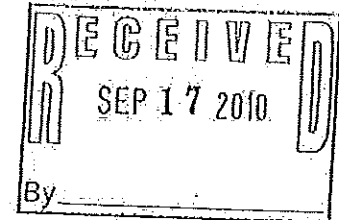
United States Department of the Interior



FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

September 15, 2010

Mr. Christopher Gesing
Senior Project Manager
Michael Baker Jr., Inc.
2600 CitiPlace Drive
Suite 450
Baton Rouge, Louisiana 70808



CC: Wayne Nguyen, DOTD ✓

Dear Ms. Gesing:

Please reference your August 11, 2010, letter requesting our review of the proposed I-69 SIU 15 Draft EIS Preferred Alignment Revisions in Caddo and Desoto Parishes, Louisiana. The Service submits the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

Threatened and Endangered Species

The Service's Lafayette, Louisiana, Field Office was sent a solicitation-of-views letter in September 2009, requesting our review of the proposed alignment revisions. On October 20, 2009, our office provided a response stating the alignment revisions, as proposed, were not likely to adversely affect threatened and endangered species in Louisiana. No further consultation with our office, regarding threatened or endangered species, will be necessary unless there are changes in the scope or location of the project.

Wetlands

In a letter dated August 8, 2005, in response to the I-69 SIU 15 Draft EIS, the Service's Louisiana Ecological Services Field Office recommended the selection of Alternative 6 (Line 6) as the preferred alternative because it would affect the least amount floodplains and wetlands. According to the information provided, the proposed alignment revisions (6R and 6-2-6) are very similar to the other alternative alignments discussed in the I-69 SIU 15 Draft EIS. The proposed line 6R alignment revision is similar to the Draft EIS Preferred Alignment (Alternative 6), except for a southward shift between Wallace Lake and Red Chute Bayou. In contrast, the proposed line 6-2-6 alignment revision would dramatically shift the alignment in a southern direction. As indicated in the I-69 SIU 15 Draft EIS, the alignments similar to the line 6-2-6 revision would impact more wetland acres than

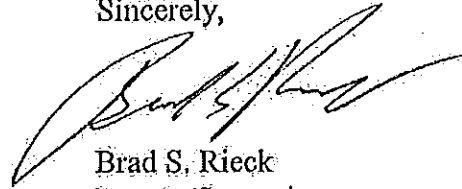


Alternative 6. Because the proposed alignment revisions are similar to previously discussed alignments, which would result in higher wetland impacts when compared to Alternative 6, the Service currently maintains the recommendation to select the originally proposed Alternative 6 as the preferred alternative. In addition, if the proposed alignment revisions are included in the I-69 SIU 15 EIS, the Service recommends that the EIS contain a detailed description of the different types of wetlands present within the alignment revisions, how those wetlands would be traversed, and the anticipated total impacts each proposed alignment revision would have on those wetland types. The Service also recommends that those calculations (impacts) then be compared to the original Alternative 6 proposed impacts.

Because the proposed project will impact wetlands, we recommend that a complete jurisdictional wetland delineation of the proposed project be conducted. Please contact Mr. Charles Allred (601/631-5546) at the Vicksburg District, U.S. Army Corps of Engineers (Corps) for assistance in that effort. Official U.S. Fish and Wildlife Service comments, pertaining to wetland impacts, will be provided in response to the corresponding Public Notice.

We appreciate the opportunity to provide comments in the planning stages of this proposed project and look forward to our continued participation in the project evaluation process. If you need further assistance, please contact Joshua Marceaux (337/291-3110) of this office.

Sincerely,



Brad S. Rieck
Deputy Supervisor
Lafayette Field Office

cc: Corps of Engineers, Vicksburg, MS
FHWA, Federal Highway Administration, Baton Rouge, LA
LADOTD, Baton Rouge, LA
LDWF, Wetland Permitting Program, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAU
ASSISTANT SECRETARY

29 August 2011

Stacie Palmer
Archaeologist
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804

RE: Louisiana Division of Archaeology Report 22-2958
*Phase I cultural Resources Survey I-69 SIU 15, US 171 to I-20, DeSoto, Caddo and Bossier
Parishes, Louisiana*
State Project No. 700-94-0003
F.A.P. No. HPI 69-1 (001)

Dear Stacie Palmer:

The draft report on this project (22-2958) was submitted in August 2007 and a response letter submitted to the Louisiana Department of Transportation in October of that same year. In the comment letter, the eligibility recommendations for most sites in the report were concurred with. However, the comment letter raised concerns about two sites and did not provide a statement of eligibility concurrence for those two sites in the draft letter. When the final report was submitted in May 2008, the report was accepted by our office without discussion of the two sites in question. This letter addresses the eligibility of these two sites.

Site 16BO603 was recommended not eligible in the draft report and the draft response letter requested additional information about the site. Based upon the information provided in the final report, our office concurs that the site is not eligible for nomination to the National Register.

The Palmetto Plantation Store (08-03275) and its three associated structures (08-03277, 08-03278, and 08-03279) were recommended not eligible in the draft report. The draft report response letter recommended that these buildings be considered undetermined with respect to their eligibility for nomination to the National Register. The final report recommends that these buildings be considered undetermined, and our office concurs with that recommendation.

If you have any questions or concerns about these sites, please contact Chip McGimsey at the Division of Archaeology at cmcgimsey@crt.la.us or at 225-219-4598.

Sincerely,

Pam Breau
State Historic Preservation Officer

PB:crm



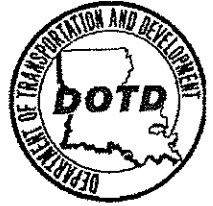
BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.louisiana.gov

Phone (225) 242-4502

Fax (225) 242-4500



SHERRI H. LEBAS
SECRETARY

August 31, 2011

STATE PROJECT NO. H.005184 (LEGACY PROJECT NO. 700-94-0003)
F.A.P. NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
I-69 SIU 15 (JCT. US 171 TO JCT. I-20)
BOSSIER, CADDO, AND DESOTO PARISHES

Ms. Pam Breaux
State Historic Preservation Officer
Louisiana Department of Culture, Recreation and Tourism
Office of Cultural Development
Post Office Box 44247, Capitol Station
Baton Rouge, Louisiana 70804-4247

RE: National Historic Preservation Act, Section 106
Continued Compliance Commitment

Dear Ms. Breaux:

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Federal Highway Administration – Louisiana Division (FHWA), determined that the construction of Interstate 69, Section of Independent Utility (SIU) 15 between US 171 in Stonewall and I-20 near Haughton, hereafter referred to as the Project, is necessary to service the local, regional and national transportation needs. SIU 15 will be a four-lane fully access controlled highway on new location designed to interstate standards and will include a new crossing of the Red River. The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor No. 18 linking Indianapolis, Indiana to the lower Rio Grande Valley in Texas.

A Preferred Alignment (PA) for the Project was identified in the May 2005 Draft Environmental Impact Statement (EIS). The Draft EIS assessed the potential for important cultural resources along the alignment based on the review of records of archaeological sites and historic structures, an analysis of areas of high probability for prehistoric archaeological remains, and a survey of architectural resources. With the exception of a minor alignment shift between Wallace Bayou and Red Chute Bayou, the Selected Alignment (SA) identified in the Final EIS is identical to the Draft EIS PA. The SA includes an adjacent frontage road between Frierson and Ellerbe Road.

A Phase I Cultural Resources Survey was performed on both the PA and SA. Eighty-four (84) percent of the SA was surveyed. The Final Phase I Cultural Resources Survey report, including a standing structures survey, was reviewed and approved by the Louisiana State Historic Preservation Office (SHPO) on September 1, 2009.

One hundred thirty-six (136) standing structures were identified. The Palmetto Plantation store (08-03275) was recommended National Register of Historic Places (NRHP) significant. The store, along with several other associated structures (08-03277, 08-03278, and 08-03279), were recommended potentially NRHP-eligible as a historic district. The SA would not impact these structures.

Thirty-six (36) archaeological sites and six isolated finds were also identified. The 36 sites consisted of three prehistoric, 28 historic, and five multi-component sites with both prehistoric and historic materials. The six isolated finds were historic. Most of the sites were compromised by logging, oil production, or farming activities. One identified site (16BO582) was recommended potentially NRHP-eligible and would be impacted by the SA. One previously recorded site (16BO196) was recommended potentially NRHP-eligible and would also be impacted by the SA. Access to Site 16BO196 could not be obtained to reassess the current condition and potential NRHP significance.

The DOTD and FHWA are committed to continuing the NHPA Section 106 process and propose to conduct a Phase I cultural resources survey on the remaining 16 percent of the SA once Project rights-of-way have been acquired or right-of-entry granted. This survey will include reassessing the current condition and potential NRHP significance of previously recorded Site 16BO196. Geomorphological testing will also be conducted along the SA within the Red River Alluvial Valley, as recommended in the Final Phase I Cultural Resources Survey report. The geomorphological testing and survey findings will be submitted for SHPO evaluation and concurrence as the Project is advanced and funding is available.

The DOTD and the FHWA will continue using the National Environmental Policy Act (NEPA) process and required documentation to satisfy the National Historic Preservation Act (NHPA) Section 106 process. The commitment to complete coordination of the NHPA Section 106 process will be included in the Record of Decision (ROD), which will satisfy the requirements of NEPA for this Project. The DOTD and FHWA will enter into further agreements to ensure the successful completion of the NHPA Section 106 process should the findings of additional studies warrant such action.

STATE PROJECT NO. 700-94-0003
F.A.P NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
I-69 SIU 15 (JCT. US 171 TO JCT. I-20)
BOSSIER, CADDO, AND DESOTO
PARISHES
August 30, 2011
Page 3

Should this commitment, as written, meet with your approval, please signify by signing, dating and returning one (1) executed original to this office.

Very truly yours,



Sm Noel Ardoin
Environmental Engineer Administrator

Agreed to and accepted this 31st day of August, 2011.



Pam Breaux
State of Louisiana
State Historic Preservation Officer

DOTD
Environmental Section

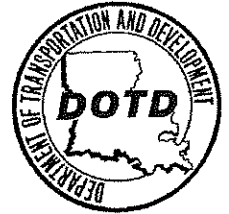


BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
September 8, 2011



SHERRI H. LEBAS, P.E.
SECRETARY

STATE PROJECT NO. H.005184.2 (700-94-0003)
F.A.P NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
I-69 SIU 15 (JCT. US 171 TO JCT. I-20)
BOSSIER, CADDO, AND DESOTO PARISHES

Mr. Wes Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Attn: Ms. Lismary Gavillan

RE: Draft EIS Re-evaluation requirement

Dear Mr. Bolinger:

This letter is in response to the FHWA Technical Advisory T 6640.8A XI relating to Draft Environmental Impact Statement (DEIS) re-evaluation requirement. The DEIS was approved by your office for distribution on May 23, 2005. If the Final EIS is not received by FHWA within 3 years from the above date, a re-evaluation is needed to assess any changes that have occurred and their effect on the adequacy of the DEIS.

Attached, please find the timelines and the outlined issues that were encountered during the NEPA process for the above project. As far as the project study area is concerned, there are no changes in the issues encountered. Based on the attached outlined issues and the fact that project was constantly under environmental study with no stoppage in the NEPA process, LADOTD concludes that a Supplemental EIS is not needed. We request your concurrence.

If you need further information, please call Mr. Wayne Nguyen at 242-4513

EXAMINED AND RECOMMENDED FOR
APPROVAL *Thomas Sallal*
DATE 9/14/11

Sincerely,

Robert Jett
for Noel Ardoin
Environmental Engineer Administrator

APPROVED
Carl M. Highsmith
CARL M. HIGHSMITH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION
DATE 9-19-11

EO. NA/qvn
Attachment
cc: Mr. Ryan Reviere



U.S. Department
of Transportation
**Federal Highway
Administration**

Louisiana Division Office

October 4, 2011

5304 Flanders Drive, Suite A
Baton Rouge, LA 70808
225.757.7600
225.757.7601 (fax)

In Reply Refer To:
HDA-LA

Sherri H. LeBas, P.E.
Secretary
Louisiana Department of Transportation
and Development
Baton Rouge, LA

Subject: S.P. No. 700-94-0003, H.005184.2: FAP No. 0691(001)
I-69 SIU 15 (Jct. US 171 to Jct. I-20) Bossier, Caddo & DeSoto Parishes

Attention: Ms. Traci Johnson

Dear Ms. LeBas:

We have determined under provisions of Section 144(h) of Title 23 U.S. Code that a USCG permit is not needed for the following waterway crossings: Wallace Bayou, Chico Bayou, Bayou Pierre, Flat River, Red Chute Bayou, Foxskin Bayou, and Clarke Bayou. These waterways are not used and are not susceptible to use in their natural condition or by reasonable improvements as a means to transport interstate or foreign commerce and are non-tidal, or if tidal are used only by recreational boating, fishing, and other small vessels less than 21 feet in length. Additional information about these waterways can be found in the attached Navigable Waters Evaluation report (August 2007).

The subject project also crosses the Red River at River Mile (RM) 212.2. We have determined under provisions of Section 144(h) of Title 23 U.S. Code that a USCG permit is required for the Red River at RM 212.2 since this waterway is used and is susceptible to use in its natural condition or by reasonable improvements as a means to transport interstate or foreign commerce and is non-tidal, or if tidal is used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

By copy of this letter, we are requesting that the USCG concur in our determinations under provision of 23 U.S.C. 144(h).

Should you have any questions, please contact Ms. Lismary Gavillán, Area Engineer, at (225)757-7604.

Sincerely,

Digitally signed by Carl Highsmith
DN: cn=Carl Highsmith o,ou,
email=carl.highsmith@dot.gov,
c=US
Date: 2011.10.04 08:57:44 -0500

Carl Highsmith
Project Delivery Team Leader

Cc: Ms. Noel Ardoin, LDOTD
Mr. David M. Frank, w/encl
Chief, Bridge Administration Branch
U.S. Coast Guard

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2379
Fax: (314)269-2737
Email: rodney.l.wurgler@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.1/212.2 RED
October 27, 2011

GAVILLAN *WS*

Ms. Sherrij H. LeBas, P.E.
Louisiana Department of Transportation
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Subj: S.P. NO. 700-94-0003, H.005184.2: FAP NO. 0691(001), MILE 212.2, RED RIVER

Dear Ms. LeBas:

Please refer to your letter of October 4, 2011. A Coast Guard permit is not required for the following waterway crossings: Wallace Bayou, Chico Bayou, Bayou Pierre, Flat River, Red Chute Bayou, Foxskin Bayou, and Clark Bayou. A Coast Guard permit is required for a waterway crossing on the Red River at Mile 212.2.

We appreciate the opportunity to comment on the project.

Sincerely,

for William F. Kuntz

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION:	<u>I-69 SIU 15</u> <u>US 171 to I-20</u>	S.O.No.:	<u>B24999</u>
		DATE:	<u>27-Feb-2012</u>
		CONTRACT NO.:	
To:	<u>Pete Sambor</u>	From:	<u>Chris Gesing</u>
Repres.:	<u>US Coast Guard</u>	Repres.:	<u>Baker</u>
Phone No.:	<u>314.269.2380</u>	Phone No.:	<u>412.269.4636</u>
Subject:	<u>Red River Bridge Navigation Clearances</u>		

I called Pete Sambor to follow up on the February 22, 2012 Red River Valley Association (RRVA) Navigation Committee Meeting.

Pete told me that the 52-foot vertical clearance above the two-percent flowline previously provided by the USCG is being revised upward because of increased traffic on the waterway. Pete also noted that there are additional casinos planned along the river and the 52-foot clearance is insufficient to pass the vessels.

Pete added that the COE expressed similar concern with insufficient clearance, as their dredging equipment will not fit.

It was unclear whether the other bridges along the Red River provided 52-foot or greater clearance, but Pete indicated that since this would be a new structure with a life expectancy of 80-years, that it needed to be built higher and that the other bridges along the Red River would have less than 80-year life remaining and USCG would push for larger clearances as those bridges were replaced or rehabilitated.

Pete expects it will take a couple of weeks to receive official correspondence from the COE, but expects the required vertical clearance will increase from 52 feet to 59 feet above the two-percent flowline.

Pete noted that the elevation increase only needed to be through the navigation span, and haunched girders or grade changes through the approach spans could be used.

I inquired as to whether there were any location changes to the 300-foot horizontal criteria. Pete said there was not.

We should expect a letter from the USCG in the next few weeks officially transmitting the revised vertical navigation clearance requirements.

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.1/ 212.2 RED
February 27, 2012

Mr. Wayne Nguyen
Louisiana DOTD
P.O. Box 94245
Baton Rouge, LA 70804

COPY

Subj: PROPOSED I-69 (SIU 15) BRIDGE, MILE 212.2, RED RIVER

Dear Mr. Nguyen:

Please refer to your contract engineer's most recent preliminary plan submission for the proposed bridge. After careful consideration we have determined the navigation span's horizontal clearance and pier placement to be adequate; however, vertical clearance of the navigation span must be at least 62 feet above pool stage of 145.0 feet mean sea level elevation. Once these design parameters have been addressed you may resubmit your bridge design for further approval review.

If you have any questions please contact Mr. Peter Sambor at the above telephone number.

Sincerely,

A handwritten signature in black ink, appearing to read "Erica Washburn".

ERICA WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Copy: Chris Gesing, Michael Baker Jr., Inc.

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>April 13, 2012</u>
<u>Bossier, Caddo & DeSoto Parishes</u>	CONTRACT NO.:

To: <u>Pete Sambor (Peter.J.Sambor@uscg.mil)</u>	From: <u>Chris Gesing</u>
Repres.: <u>St Louis District USCG</u>	Repres.: <u>Baker</u>
Phone No.: <u>314.269.2380</u>	Phone No.: <u>412.269.4636</u>

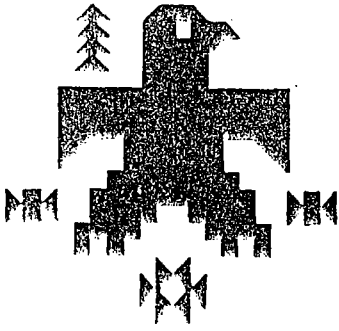
Subject: Red River Bridge – Revised Vertical Navigation Clearance Reviews

I called Pete Sambor to discuss the February 27, 2012 US Coast Guard letter regarding the change in the Red River Bridge vertical navigation clearance and the need to resubmit the Red River Bridge Concept Study report for further USCG approval review. I explained to Pete that DOTD was looking to expedite the distribution of the SIU 15 Final EIS and I was checking to see what additional USCG reviews were needed before circulating the document.

Pete indicated that as long as the revised vertical navigation clearance requirements were satisfied, no further USCG reviews were necessary at this time. Pete added that the next USCG review would be the bridge permit application.

Pete asked if I needed written USCG confirmation that no additional reviews were needed at this time. I told him that I did not and that I would prepare a phone call report for the project files documenting our conversation.

APPENDIX E
Tribal Coordination



CLIFTON CHOCTAWS

CLIFTON-CHOCTAW RESERVATION, INC.

Mailing and Location: 1146 Clifton Road • Clifton, LA 71447 • (318) 793-4253

May 23, 2001

Mr. Christopher G. Gesing, P.E.
Project Manager
Michael Baker Jr., Inc.
PO Box 12259
Pittsburgh, PA 15231-0259

cc: Wayne Ngyen, DOTD

Re: State Project No. 700-94-0003
US 171 to I-20 Bossier, Caddo, and DeSoto Parishes

Mr. Christopher G. Gesin, P.E.

We the Clifton Choctaw Tribe of Louisiana accept your invitation in determining whether any of these proposed projects will effect or disturb any religious, cultural, or historical resources sacred and important to our people.

We the people of the Clifton Choctaw Tribe of Louisiana have concluded these particular projects will not likely effect sacred tribal resources or remains of any Indian people. If it should we request that they be properly handled and we be notified at once. We do know our ancestry were in that area.

Sincerely,

Theresa C. Sarpy
Tribal Historian
RLT/tcs



CADDO TRIBE OF OKLAHOMA

Cultural Preservation Department

Post Office Box 487

Binger, Oklahoma 73009

405-656-2901 405-656-2344

Fax # 405-656-2892

May 29, 2001



Mr. Christopher G. Gesing, P. E.
Project Manager
Michael Baker Jr. Inc.
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

cc: Wayne Ngnyen, DOTD

Re: *State Job No. 700-94-0003, F. A. P. No. HPI-69-1(001)*
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes

Dear Mr. Gesing:

Your letter was forwarded to my office by Ms. LaRue Parker, Chairwoman of the Caddo Nation.

The Caddo Nation has a vast history in the state of Louisiana. They left behind many important sites, place names, and memories when they ceded their lands in 1835. We would further request that the Caddo Nation be consulted prior to any archeological investigations pertaining to this area.

We would ask that a cultural resources survey be undertaken prior to any ground disturbing activities anywhere within this corridor. We would also request that the Caddo Nation be consulted when making determinations of eligibility for sites to be listed on the NRHP. We respectfully request copies of any archeological/cultural resource survey reports for the area which have been done to date and would request that we be provided draft copies of any future survey reports, so that we would have an opportunity to comment on them. Thank you for your time and consideration.

Sincerely,

Robert Cast
Historic Preservation Officer
Caddo Nation of Oklahoma

CHAIRMAN
EARL J. BARBRY, SR.

VICE CHAIRMAN
ALFRED BARBRE

SECRETARY-TREASURER
MARSHALL PIERITE

COUNCIL MEMBERS
EARL J. BARBRY, JR.
HAROLD PIERITE, SR.
DAVID RIVAS, JR.
MARSHALL RAY SAMPSON

TUNICA-BILOXI TRIBE OF LOUISIANA



June 22, 2001

Michael Baker Jr., Inc.
P.O. Box 12259
Pittsburgh, PA 15231-0259

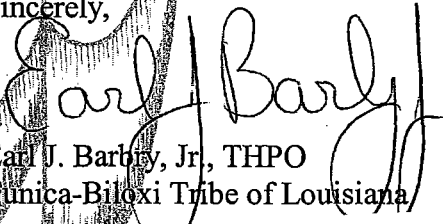
cc: Wayne Nguyen, DOTD

To Whom It May Concern:

I am responding to the various requests for information regarding the presence of historic properties or traditional cultural, religious, and/or sacred sites related to the Tunica-Biloxi Tribe of Louisiana, which may be impacted by proposed construction activities. Due to the historic presence of the Tunica-Biloxi Tribe and their ancestors in the area of construction, there is a strong likelihood of such sites being encountered at these locations. While the State Historic Preservation Officer is required by the NHPA to respond to requests such as these within 30 days, Federally recognized Indian Tribes are under no such obligation. Nor does a lack of response within your timeframe constitute Tribal assent to this project. Further, Tribal assent, in writing, does not satisfy your responsibilities with respect to any Federal or State laws concerning potential effects on historic properties. We require you to provide appropriate notice to this office of any future activities at these sites, which may affect our legal statutory interests in these locations.

Budgetary constraints and loss of staff have contributed to the delay of this correspondence. Future correspondence will be soon to follow. Thank you for your patience.

Sincerely,


Earl J. Barbry, Jr., THPO
Tunica-Biloxi Tribe of Louisiana

EJBJ/anj



CADDO TRIBE OF OKLAHOMA

Cultural Preservation Department

Post Office Box 487

Binger, Oklahoma 73009

405-656-2901 405-656-2344

Fax # 405-656-2892



July 16, 2001

Christopher G. Gesing, P.E.
Michael Baker Jr., Inc.
P.O. Box 12259
Pittsburgh, PA 15231-0259

cc: Wayne Nguyen, DOTD

Re: State Project No. 700-94-0003
F. A. P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Minutes of Agency Scoping Meeting

Dear Mr. Gesing:

At the request of Chairwoman Parker, (not Chairman Vernon Hunter as stated in your letter) I am responding to a number of issues on how this project and Federal Highways consultation with Indian tribes has gone so far.

For one, Chairwoman Parker has been the elected official of the Caddo Nation for over two years now, and has recently been elected for another 2 year term. Please update your records and make these appropriate changes.

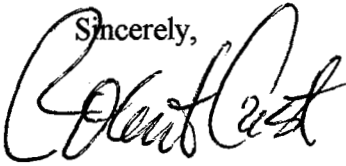
Secondly, this in itself, seems evident of the lack of consultation and coordination that has been taking place on these major highway projects. As part of your NEPA scoping process you are also required under federal laws to meet obligations under Section 106 of the National Historic Preservation Act. We are again requesting consulting party status on this project. We possess expertise in the areas of Caddoan archeology and traditional cultural properties in this area. As you may be aware, Nacogdoches is a Caddo word and this area contains many important historical sites to the Caddo Nation. As a point of fact, we are also currently working with Barksdale Air Force Base to develop a Memorandum of Agreement related to cultural resources there.

In reviewing the minutes of the meeting, Mike Jansky stressed the importance of public input and that if "resource agencies" could not attend that Baker should visit them. What about making a visit to the Caddo Nation to hear some of their concerns about this project? We are at a disadvantage in that we are in Oklahoma and the time and money it

takes to attend these scoping meetings cut in to monies that have already been designated for certain projects under grant funding or specific tribal program budgets.

Additionally, in reading the minutes, it was stated that environmental justice issues needed to be considered. Not only does Executive Order 12898 apply to Indian tribes, but the Executive Orders on Sacred Sites (13007) and government-to-government consultation (13175) also applies to Indian tribes. How would Baker know what is a Sacred Site to the Caddo? Or what the Caddo consider to be a Traditional Cultural Property? I believe that these issues, among others, need to be addressed in a face-to-face consultation meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Cast". The signature is written in a cursive, flowing style with some loops and flourishes.

Robert Cast
Historic Preservation Director
Caddo Nation of Oklahoma

December 6, 2001

LaRue Martin Parker, Chairperson
Caddo Tribe of Oklahoma
P.O. Box 487
Binger, OK 73009
ATTN: Robert Cast

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Minutes of November 2, 2001 Meetings

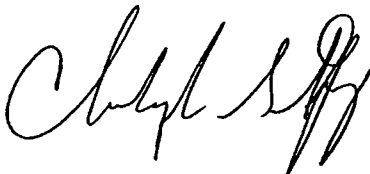
Dear Ms. Parker:

On behalf of the Federal Highway Administration, Louisiana Division (FHWA-LA) and the Louisiana Department of Transportation and Development (DOTD), we are transmitting the minutes from our meetings of November 2, 2001.

Should there be any questions on the minutes, or if you need any additional information, please do not hesitate to call Bill Farr of FHWA-LA at (225) 757-7615, Vince Russo of DOTD at (225) 248-4190 or me at (866) I69-DOTD. Thank you for taking the time to meet with us on November 2, 2001.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Enclosure
CGG/mew

cc: Meeting Attendees (w/ encl.)

3, TJS,



**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Caddo Tribe Coordination Meeting

Attendees: See Attached List

Time and Place: November 2, 2001, 11:00 a.m.
Caddo Tribe of Oklahoma Office
Binger, OK

Purpose: Discuss the Project Study Process and Identify Caddo Tribal Concerns

Discussions:

Chris Gesing opened meeting and presented a chronological history of the project coordination to date with the Caddo Tribe, which included:

- Federal Register Notice of Intent to Prepare an EIS – July 2000
- Solicitation of Views (SOV) Letter sent to Caddo Tribe – May 14, 2001
- Caddo Tribe response to the SOV letter – May 29, 2001
- Invitation to Caddo Tribe to Participate in Agency Scoping Meeting – May 18, 2001
- Minutes of Agency Scoping Meeting sent to Caddo Tribe – June 15, 2001
- Caddo Tribe response to Minutes of Agency Scoping Meeting – July 16, 2001

Chris distributed and reviewed the various handouts that were included as part of the SOV and Agency Scoping Meeting. These included:

- Description of the Proposed Action
- Interstate System Map – showing the entire I-69 Corridor. Sections of Independent Utility (SIU) were discussed
- Study Area Map – 300 square-mile Study Area for SIU 15 around the southeast side of Shreveport-Bossier City
- Study Process Flowchart – for the project's study process covering a 24-month period

The Study Process flowchart was reviewed in detail. The study process involves four main phases:

- Scoping which led to consensus on important project and environmental issues and development of an environmental resource inventory within the 300 square-mile Study Area
- Corridor Studies which developed several corridor alternatives, approximately 1 mile in width within the Study Area and identification of a Preferred Corridor
- Alignment Studies which will develop, with the Preferred Corridor, specific highway alignment alternatives, approximately 300 feet in width and ultimately the identification of a Preferred Alignment
- Environmental Documentation which consists of the preparation of the Draft and Final Environmental Impact Statements (EIS) and other supporting documents, and the selection of a single Selected Alignment identified in the Final EIS and Record of Decision.

It was noted that as part of the Environmental Documentation phase, a Phase I Cultural Resources Survey would be performed on the Preferred Alignment. The Phase I Management Summary, which presents the

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

findings of the survey and recommendations for further testing, if warranted, would be completed prior to issuing the Final Environmental Impact Statement (EIS). A Memorandum of Understanding would be developed, outlining continuation of the Section 106 process, as appropriate based on the findings and recommendations, and included in the Final EIS.

Chris presented Geographic Information System (GIS) based maps showing the environmental resource inventory within the Study Area and the corridor development efforts to date. The various environmental resources, including cultural resources were discussed. Cultural Resources information included known archaeological and historic structures information obtained from the Louisiana State Historic Preservation Office (SHPO). The archaeological site information presented reflected the current National Register of Historic Places (NRHP) status and differentiated between sites containing Caddoan and non-Caddoan content. A table was distributed showing the eligibility status and period of the known sites within the Study Area.

Robert Cast indicated unlike some other States, the Louisiana SHPO was a good source of Caddo information.

Chris also explained that a geomorphologic study of the Study Area was prepared by Paul Heinrich of the Louisiana Geologic Survey and a probability model for archaeological potential was being prepared by Gulf South Research Corporation, a cultural resources subconsultant to Baker.

Bobby Gonzalez indicated that areas of high, moderate and low probability combined with the locations of know archaeological sites would be useful in evaluating the developed corridors. Robert added that entire Red River crossing area should be designated as high probability for archaeological potential.

Robert indicated that the Caddo Tribe wants to be consulted for the Corridor review and selection process and wants to be involved during the conduct of the Phase I surveys of the Preferred Alignment.

Robert discussed the importance of historic landscapes including mound sites and ceremonial sites. He indicated that each site is part of a bigger picture.

Robert stressed the importance of indicated the reviewing historic maps of the Study Area. He presented and discussed a map of northeast Texas, which illustrated the location of mound and ceremonial sites along historic trails.

Robert also stressed that the project archaeologists be knowledgeable in Caddo culture. Certain type of diagnostic pottery and points were used solely at burial sites. Robert indicated that Jeff Girard, the Louisiana SHPO regional archaeologist and Dr. Gregory were knowledgeable sources of Caddo information.

Bobby indicated that Caddo Tribe would want to be consulted on the development of a treatment plan for any sites recommended for Phase II investigations. It was noted that development of a project-specific Memorandum of Understanding (MOU) may be warranted, depending on the findings of the Phase I survey.

Bill Farr and Vince Russo indicated for this project, monies could be made available to cover the costs of Caddo representation at project coordination meetings or for the Caddo to view the Study Area/Preferred Corridor/Preferred Alignment.

Meeting adjourned at 12:30 p.m.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
5304 Flanders Dr. Suite A
BATON ROUGE, LOUISIANA 70808

March 15, 2002

IN REPLY REFER TO
FAP HP-HPI-69-1(001)
SP 700-94-0003
Interstate Highway 69
US 171 to I-20
Bossier, Caddo & DeSoto
Parishes

RE: Coordination Meeting

Ms. LaRue Martin Parker, Chairperson
Caddo Nations of Oklahoma
P.O. Box 487
Binger, Oklahoma 73009-0487

Dear Ms. Parker:

We, the Federal Highway Administration – Louisiana Division (FHWA), are requesting your continued participation in the environmental and location study for the above-listed portion of I-69. We are the lead Federal agency and the Louisiana Department of Transportation and Development (DOTD) is the project sponsor. Michael Baker Jr., Inc. (Baker) has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

We last met with the Caddo Nations on November 2, 2001, to discuss the project. Since that time, a series of agency, local officials and public meetings were held December 11 and December 12, 2001, to present the results of the corridor location studies for the proposed I-69 project. In response to comments received from local elected officials and the public, three (3) additional corridors have been developed.

A second corridor studies review meeting will be held at 1:00 p.m. on April 2, 2001, at Baker's Shreveport Office, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the environmental resource information and the additional corridors developed. This meeting precedes public outreach meetings being held on April 2 and April 3, 2002.

A map showing the original corridors (Corridors A, B, C, and D), the additional corridors (Corridors E, F, and G), and a comparative analysis will be sent to you shortly, directly from the consultant, Michael Baker Jr., Inc., so you can become familiar with the corridors prior to the meeting.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. If you would like to attend the April 2, 2002, coordination meeting, we can arrange for your travel needs to be met. Or, if you prefer, we can arrange to meet at your office again to discuss these additional corridor studies efforts. If you have any questions, please contact Mr. William Farr at (225) 757-7615. We look forward to your continued participation in this project.

Sincerely yours,

/s/ Joe Bloise

William A. Sussmann
Division Administrator

cc: Mr. Vince Russo – DOTD
Mr. Chris Gesing – Baker [Michael Baker Jr., Inc.]

Baker

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

March 21, 2002

Ms. LaRue Martin Parker, Chairperson
Caddo Nations of Oklahoma
P.O. Box 487
Binger, Oklahoma 73009-0487

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Additional Corridor Studies

Dear Ms. Parker:

The Federal Highway Administration – Louisiana Division (FHWA) recently contacted you requesting the Caddo Nations' continued participation in the environmental and location study for the above-listed portion of I-69. FHWA is the lead federal agency and the Louisiana Department of Transportation and Development (DOTD) is the project sponsor. Michael Baker Jr., Inc. (Baker) has been retained by the DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

Additional corridor studies have been performed in response to comments received from local elected officials and the public following agency, local officials and public meetings held December 11 and December 12, 2001. In their letter, the FHWA indicated that Baker would provide the Caddo Nation with information on the additional corridors developed.

Enclosed is a map showing the original corridors (Corridors A, B, C, and D), the additional corridors (Corridors E, F, and G), and a comparative analysis so that you can become familiar with the corridors developed. These corridors are preliminary, and as such, should not be distributed to the public at this time.

If you have any questions, please contact FHWA's Mr. William Farr at (225) 757-7615 at your convenience. We look forward to your continued input throughout the duration of this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Bill Farr - FHWA
Wayne Nguyen - DOTD

 A Total Quality Corporation



CADDO TRIBE OF OKLAHOMA

Cultural Preservation Department

Post Office Box 487

Binger, Oklahoma 73009

405-656-2901 405-656-2344

Fax # 405-656-2892

July 23, 2002



Mr. William C. Farr
Program Operations Manager
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808-4348

Re: I-69 Proposed Corridors

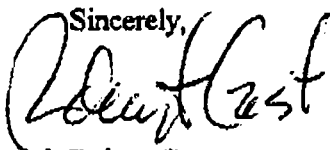
Dear Mr. Farr:

Thank you for providing the Caddo Nation with the opportunity to comment on the above referenced project.

As you are well aware, the Caddo have had an extensive history in the state of Louisiana. In 1835, the Caddo ceded over approximately 1 million acres of land along the Red River near the area of present day Shreveport. Any developments related to the I-69 corridors should be aware that there is a high potential for Caddo archeological sites in and around the areas of Northwestern Louisiana.

We would ask that any corridor that contains or has the potential to contain Caddo archeological sites be avoided if at all possible. If not avoided, a plan to minimize and mitigate adverse effects to the sites should be developed in conjunction with the Caddo Nation, along with a Memorandum of Agreement stipulating the process for minimizing these effects.

We would also ask that the FHWA and their contractors be aware of surrounding cultural landscapes related to the Caddo Nation. In simply identifying what archeological sites are within the bounds of the corridor, we are avoiding the role these sites play within a cultural context or community which may be outside the corridor. Thank you for the opportunity to comment.

Sincerely,

Robert Cast
Historic Preservation Director
Caddo Nation of Oklahoma

OPTIONAL FORM 99 (7-90)	
FAX TRANSMITTAL	
# of pages >	
To: <i>Trace Russo</i>	From: <i>Bill Farr</i>
Dept./Agency	Phone #
Fax #	Fax #
NSN 7540-01-317-7388 5089-101 GENERAL SERVICES ADMINISTRATION	



November 26, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«City_State_Zip»

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Corridor Studies Report and Preferred Corridor Recommendation

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

Dear «Salutation»:

On behalf of the Federal Highway Administration – Louisiana Division (FHWA-LA) and the Louisiana Department of Transportation and Development (DOTD), we are submitting, for your information, the Corridor Studies Report and Preferred Corridor Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15.

This document presents the development and comparison of several one-mile wide highway corridors. The Corridor Studies Phase of this project included involvement with federal and state resource agencies, local officials, and the public through the scoping and public involvement processes. Using a Geographic Information System (GIS), an Environmental Inventory was developed for the Study Area that allowed a comparison of all corridors with respect to potential involvement with various environmental resources. The objective of the Corridor Study is to identify a Preferred Corridor that best balances the environmental and engineering considerations with the benefits expected from the project.

We look forward to your continued participation in this project. Should you wish to comment on this document, please provide your written response by December 27, 2002. If you have any questions or need additional information, please contact FHWA-LA's Mr. William Farr at (225) 757-7615.

Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Bill Farr – FHWA-LA
Wayne Nguyen – DOTD



**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
NATIVE AMERICAN TRIBES MAILING LIST**

Name	Affiliation	Address_1	Address_2	City, State, Zip
Phillip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road		Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765		Quapaw OK 74363-0765
LaRue Martin Parker, Chairperson	Caddo Tribe of Oklahoma	P.O. Box 487	Attn: Robert Cast	Binger OK 73009

Baker

May 2, 2003

«Name»
«Affiliation»
«Address_1»
«Address_2»
«City_State_Zip»

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Purpose and Need Statement

Michael Baker Jr., Inc.

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-4600
FAX (412) 375-3989

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

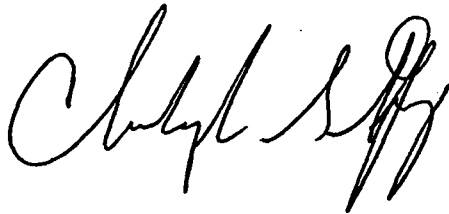
Dear «Salutation»:

On behalf of the Federal Highway Administration – Louisiana Division (FHWA-LA) and the Louisiana Department of Transportation and Development (DOTD), we are submitting, for your information, the Purpose and Need Statement for Interstate Highway 69, Section of Independent Utility (SIU) 15.

We look forward to your continued participation in this project. Should you wish to comment on this document, please provide your written response by June 10, 2003. If you have any questions or need additional information, please contact FHWA-LA's Mr. William Farr at (225) 757-7615.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Bill Farr – FHWA-LA
Vince Russo – DOTD

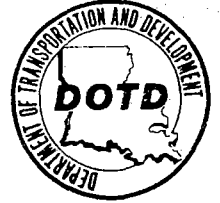
Challenge Us.

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
NATIVE AMERICAN TRIBES MAILING LIST**

Name	Affiliation	Address_1	Address_2	City, State, Zip
Phillip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road		Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765		Quapaw OK 74363-0765
LaRue Martin Parker, Chairperson	Caddo Tribe of Oklahoma	P.O. Box 487	Attn: Robert Cast	Binger OK 73009



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245



M. J. "MIKE" FOSTER, JR.
GOVERNOR

July 8, 2003
(225) 248-4190

KAM K. MOVASSAGHI
SECRETARY

STATE PROJECT NO. 700-94-0003
FEDERAL AID PROJECT NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
(JUNCTION US 171 TO JUNCTION I-20)
ROUTE I-69
BOSSIER, CADDO, AND DESOTO PARISHES

Robert Cast
Historic Preservation Officer
Caddo Nation of Oklahoma
P.O. Box 487
Binger, Oklahoma 73009-0487

Dear Mr. Cast:

The Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA), is requesting your continued participation in the environmental and location study for the above-listed portion of I-69. FHWA is the lead federal agency and the LADOTD is the project sponsor. Michael Baker Jr., Inc. (Baker) has been retained by the LADOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

We last met with the Caddo Nation on November 2, 2001 to discuss the project. Since that time, numerous agency, local officials and public meetings were held present the results of the original and additional corridor studies for the proposed I-69 project. A Preferred Corridor was announced on December 31, 2002. The next phase of the project, the Alignment Phase, involves the development of several highway alignment locations within the Preferred Corridor, and in-depth field investigations.

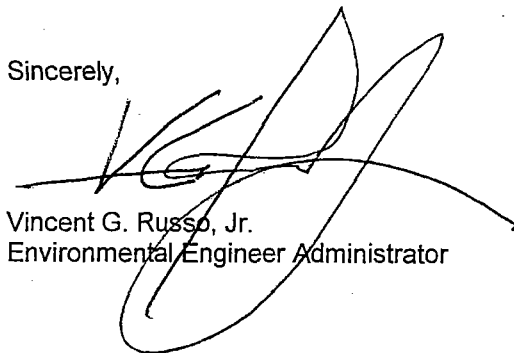
An alignment studies review meeting will be held at **10:30 a.m. on July 23, 2003 at Baker's Shreveport Office**, 1324 N. Hearne Avenue, Suite 255, Shreveport, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the preliminary highway alignments, approximately 300 feet in width, that have been developed within the Preferred Corridor. This meeting is being held in conjunction with public outreach meetings on July 22 and July 23, 2003 in Stonewall and Haughton, respectively.

Robert Cast, Historic Preservation Officer
July 8, 2003
Page 2

An Alignment Studies Report and Alignment and Environmental Resource maps will be sent to you shortly, directly from the consultant, Michael Baker Jr., Inc., so you can become familiar with the alignments prior to the meeting.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. If you would like to attend the July 23, 2003 coordination meeting, we can take care of your travel needs. If you prefer, we can arrange to meet at your office again to discuss the alignment studies efforts. If you have any questions, please contact me at (225) 248-4190. We look forward to your continued participation in this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'VGR', is written over a horizontal line. The signature is stylized and somewhat abstract.

Vincent G. Russo, Jr.
Environmental Engineer Administrator

cc: Mr. William Farr, FHWA
Mr. Chris Gesing, Michael Baker, Jr., Inc.

Michael Baker Jr., Inc.
 Airside Business Park
 100 Airside Drive
 Moon Township, PA 15108
 (412) 269 - 4600

Letter of Transmittal

To: Robert Cast
Caddo Tribe of Oklahoma
P.O. Box 487
Attn: Robert Cast
Binger OK 73009

S.O. 24999
 Project: High Priority Corridor No. 18
Route I-69, US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
 Date: July 17, 2003

We are forwarding the following: Attached Under Separate Cover

DWG. NO.	NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
	1	Alignment Report	
	1	Study Process	
	1	Study Area and Alignment Locations	
	1 set	Alignments and Environmental Resource Plots (7 sheets)	

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|---|---|
| <input type="checkbox"/> As requested | <input type="checkbox"/> No exception taken | <input type="checkbox"/> Revise and resubmit |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> Rejected - See remarks | <input type="checkbox"/> Submit specified items |
| <input checked="" type="checkbox"/> For your information | <input type="checkbox"/> Proceed subject to corrections noted | <input type="checkbox"/> _____ |

GENERAL COMMENTS:

Michael Baker Jr., Inc.

By: Christopher G. Gesing, P.E.

Title: Project Manager

Page 1 of 1

cc: Wayne Nguyen – DOT

Baker

Michael Baker Jr., Inc.
 Airside Business Park
 100 Airside Drive
 Moon Township, PA 15108
 (412) 269 - 4600

Letter of Transmittal

To: LaRue Martin Parker, Chairperson
Caddo Tribe of Oklahoma
P.O. Box 487
Attn: Robert Cast
Binger OK 73009

S.O. 24999
 Project: High Priority Corridor No. 18
Route I-69, US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
 Date: September 29, 2003

We are forwarding the following: Attached Under Separate Cover

DWG. NO.	NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
	1	Agency Coordination Meeting Minutes held July 22, 2003	

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|---|---|
| <input type="checkbox"/> As requested | <input type="checkbox"/> No exception taken | <input type="checkbox"/> Revise and resubmit |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> Rejected - See remarks | <input type="checkbox"/> Submit specified items |
| <input checked="" type="checkbox"/> For your information | <input type="checkbox"/> Proceed subject to corrections noted | <input type="checkbox"/> _____ |

GENERAL COMMENTS:

Michael Baker Jr., Inc.

By: Christopher G. Gesing, P.E.

Title: Project Manager

Page 1 of 1

cc: Wayne Nguyen – DOTD

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Agency Coordination Meeting

Attendees: See Attached List

Time and Place: July 23, 2003, 10:30 a.m.
Baker's Shreveport Office

Purpose: To Present the Results of the Alignment Location Study

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation.

Chris Gesing provided an overview of the four main phases of the highway study which include: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, 4) Environmental Documentation. Scoping involved the identification of Federal, State, regional, local and public stakeholders. Scoping sessions identified the Federal, State, regional, and local issues that defined the framework for the environmental information to be considered during the project. In concert, a Purpose and Need Statement was prepared that provided the justification for the project. The national, regional, and local purpose and need was identified. All Federal cooperating agencies responding to date concurred with the Purpose and Need. The Vicksburg District COE had not yet responded.

Corridor Studies were discussed. The purpose of this phase was to develop an environmental inventory of the study area to develop a constraints map. The constraints map was used to guide corridor development. Some of the identified constraints included features such as wetlands, wetland reserve program areas, floodplains, hazardous waste sites, residences, and businesses. In December 2001, four corridors (Corridors A, B, C, and D) 1 mile in width were presented within the study area. In response to comments received from local elected officials and the public following the December meetings, additional corridors were developed and evaluated. The additional corridor studies focused on two issues: 1) Avoiding the Williamson Road/Stacey Lane area and the Old Port Petroleum Facility along U.S. 171 while maintaining a southern route around Stonewall and 2) A corridor location closer to the cities of Shreveport and Bossier City that could pass through the Port of Shreveport-Bossier to enhance intermodal connectivity. Additionally, these studies included the expansion of the study area northward to evaluate the I-69 Inner Loop Extension Corridor from earlier studies. An expanded GIS environmental inventory was developed to cover the northern expansion of the study area.

In April 2002, the initial four corridors (Corridors A, B, C, and D) and three additional one mile wide corridors (Corridors E, F, and G) were presented. Subsequently, Corridors F and G were revised to pass through the Port property south of and adjacent to their original corridor locations in order to avoid the largest contiguous of property owned by the Port. The Port expressed their desire to retain this tract for potential future development. These revised corridors were designated as Corridors F_s and G_s. The study area was divided into three general geographic regions for comparison and evaluation. The Northern Region extends from the northern terminus at I-20 to approximately Johnson-Koran Road, the Middle Region from Johnson-Koran Road to approximately the Kansas City Southern Railroad line east of

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Friendship Road, and the Southern Region from the KCS Railroad line to the southern terminus at U.S. 171. A Preferred Corridor consisting of Corridor G, in its entirety along with a segment of Corridor B through the Red River Alluvial Valley was recommended and submitted to the MPO and resource agencies for review and comment in November 2002. The Preferred Corridor was announced on December 31, 2002.

Alignment Studies were discussed. Digital orthophotography was used to provide greater detail of environmental features within the Preferred Corridor and used as the base map for this phase of the project. Property boundaries from Parish tax maps were collected and identified on the base map within the Preferred Corridor. Letters were sent to property owners within the Preferred Corridor that requested permission to access land for detailed field studies. Detailed field studies focused on wetland delineations and a historic structures survey. A DTM model was used to estimate horizontal and vertical controls. The project GIS was expanded to include additional environmental information such as water well and oil and gas well locations. It was stressed that oil and gas well development was a dynamic data set and it would not be possible to contain real time mapping of these facilities, we can only provide a snapshot in time. The review of this data, including engineering design standards and engineering considerations regarding the crossing of the Red River, existing roadway crossings, grades, and navigation at the Red River, resulted in the development of four alignments approximately 300 feet wide and conceptual interchange locations.

Chris discussed the alignment and environmental resources from U.S. 171 to I-20. All alignments start at the same location at U.S. 171. Constraints in this area to the east of U.S. 171 include the North Desoto Parish Elementary, Middle, and High Schools, residences along Red Bluff Road, floodplains associated with Brushy Bayou, and moderately probable archaeological areas. All alignments avoid schools and residences in this area and minimize impacts to floodplains and archaeological areas.

The Preferred Corridor splits into two segments just west of Wallace Bayou. Lines 1 and 3 veer to the north and follow the northern segment through Port property while Line 2 and 4 continue into the southern segment and pass through the Lucas Sludge Disposal Site. All alignment locations reduce the number of bridge crossings. Shreveport city officials stated that there are no problems with passing through the disposal site.

Beth Guynes asked if all wetland areas would be bridged. It was noted that anticipated bridge locations are shown on the Alignment and Resource Location Plans.

Mike Jansky expressed concern that all lines impact a wetland along Brushy Bayou and another near the proposed interchange along I-49. He also stated that all lines would miss the residential area along Red Bluff Road.

All lines would miss the Bethlehem Baptist Church and about 30 residences along Oliver Road east of LA 157.

Concern was expressed about wetland impacts at Station 1830+00 and Station 1960+00. The preliminary alignments would be further evaluated to determine if impacts could be further minimized.

After all exhibits were reviewed Chris asked if anyone had comments on the alignments. Pat Owen had no comments, but asked if Baker had looked to the west of U.S. 171 for any show stoppers. Chris

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

responded that environmental constraints were gathered 2 miles to the west of U.S 171 and evaluated during the Corridor Studies phase. Vince Russo added that HDR needed to coordinate the logical termini at U.S. 171 with DOTD.

Mike Jansky stated that a successful meeting was conducted and stated that we needed public input on the alignments.

Chris added that the alignment report would be updated and revised shortly after the public meetings. Currently, no decision has been made on the Preferred Alignment that will be identified in the DEIS.

The Environmental Documentation phase will begin after concurrence of a Preferred Alignment. The completion of the Draft Environmental Impact Statement (EIS) is anticipated by the end of 2003. A Phase 1 ESA and archeological survey will begin once a Preferred Alignment has been identified.

Meeting adjourned at 12:00 p.m.

*High Priority Corridor No. 18, Route I-69
US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)*

**Agency Coordination Meeting
July 23, 2003
Baker's Shreveport Office
10:30 AM**

AGENDA

Introduction of Attendees & Agenda Review	10 min
Study Process Review	10 min
Alignment Review and Preliminary Impact Analysis.....	60 min
Discussion of Issues of Concern	30 min
Wrap Up.....	10 min

**High Priority Corridor No. 18, Route I-69
Environmental and Location Study
Agency Alignment Meeting
July 23, 2003**

NAME	ORGANIZATION	TELEPHONE
DEREK HAMILTON	USFWS	337-291-3138
VINCENT G. RUSSO, JR	LA DOTD	225-248-4190
WAYNE NGUYEN	"	225-248-4193
VIRGIL PAGE	FHWA	225-757-7622
SCOTT NELSON	"	225-757-7619
BILL FARR	"	225-757-7615
CHRIS GESING	MICHAEL BAKER JR	412-269-4636
LAMAR SMITH	"	601-933-6224
DAVE BEDNAR	"	318-222-8110
BILL McAbee	"	318-222-8110
VIA PHONE CONFERENCE		
ELIZABETH GUYNES	COOPS OF ENGINEERS ^(vicksburg)	601 631 5276
MIKE JANSKY	EPA	214 665 7451
Phillip Johnson	US COAST GUARD	504 589 2965
PAT OWEN	TX DOT	512 314 1732
RYAN HILL	"	↓ ↓ ↓
ANN COBY	TX DOT	
MIKE SPEIGEL	TX DOT	

Baker

Michael Baker Jr., Inc.

September 13, 2004

P. O. Box 12259
Pittsburgh, Pennsylvania 15231-0259
(412) 269-6300
FAX (412) 375-3989

Robert Cast
Historic Preservation Officer
Caddo Nation of Oklahoma
P.O. Box 487
Binger, OK 73009

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Alignment Studies Report and Preferred Alignment Recommendation

Dear Mr. Cast:

On behalf of the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration – Louisiana Division (FHWA-LA), we are submitting the Alignment Studies Report and Preferred Alignment Recommendation for Interstate Highway 69, Section of Independent Utility (SIU) 15 (Project).

As a result of the comprehensive involvement by the public, local officials, and federal and state resource agencies, two additional alignments, Line 5 and Line 6 (following the southern and northern routes of the Preferred Corridor, respectively), were developed by combining portions of the four preliminary alignments previously sent to you on July 17, 2004.

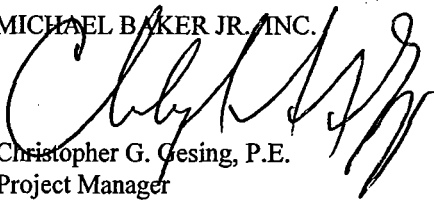
We believe that Line 6 best balances the expected project benefits with the overall impacts and recommend identifying it in the Draft Environmental Impact Statement (EIS) as the Preferred Alignment. In addition, the Northwest Louisiana Council of Governments, the regional Metropolitan Planning Organization (MPO), concurs with this recommendation and adopted a January 20, 2004 resolution supporting Line 6 as the Preferred Alignment.

Line 6, the recommended Preferred Alignment, and the other five preliminary alignments will be subject to public, local officials, federal and state resource agency, and Native American tribe review during the public hearings and comment period on the Draft EIS.

Your input in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. If you have any comments on the Alignment Studies Report and Preferred Alignment Recommendation we would appreciate your written response by October 18, 2004. If you have any questions, please contact DOTD's Vince Russo at (225) 242-4502 or FHWA-LA's Bill Farr at (225) 757-7615. We look forward to your continued participation in this project.

Sincerely,

MICHAEL BAKER JR., INC.


Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Vince Russo – DOTD

Challenge Us.



CHITIMACHA
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

July 20, 2005

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
LA-DOTD
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No.: 700-94-0003
F.A.P. No.: HPI-69-1 (001)
High Priority Corridor No. 18
I-69 SIU 15 (JCT. US 171 to JCT. I-20)
Bossier, Caddo, and Desoto Parishes

Dear Mr. Russo:

We are in receipt of your letter, dated July 11, 2005, concerning the above-referenced project. Bossier, Caddo, and Desoto Parishes are not part of the Chitimacha Tribe of Louisiana's aboriginal homeland; therefore, we defer comment to the Caddo Nation, Alabama-Coushatta Tribe of Texas, Coushatta Tribe of Louisiana and the Jena Band of Choctaw Indians who can provide you with any information necessary.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state law concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

Kimberly S. Walden,
Cultural Director

KW:JE

Michael Baker Jr., Inc.

2600 CitiPlace Drive
Suite 450
Baton Rouge, Louisiana 70808
(225) 923-8380
FAX (225) 923-8381

July 16, 2010

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker has been investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A Preferred Alignment Revisions meeting will be held at **1:00 p.m. on August 3, 2010 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana**. A meeting agenda is enclosed. The purpose of this meeting is to review revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) distributed in June, 2005. This meeting is being held in conjunction with public outreach meetings on August 2 and 3, 2010. An invitational flyer distributed to individuals on the project mailing list is enclosed for your information.

Your participation in providing current, relevant information will insure the development of a comprehensive Environmental Impact Statement. If you would like to attend the August 3, 2010 meeting, we can arrange for your travel needs. If you prefer, we can arrange to meet at your office to discuss the project. If you have any questions, please contact me at (866) I-69-DOTD or cgesing@mbakercorp.com. We look forward to your participation in this project.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
TRIBAL MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Tribal					
Philip Martin, Chairman	Mississippi Band of Choctaw Indians	101 Industrial Road			Philadelphia MS 39350
Ed Rogers, Chairman	Quapaw Tribe of Oklahoma	P O Box 765			Quapaw OK 74363-0765
Kimberly S. Walden, Cultural	Chitimacha Tribe of Louisiana	155 Chitimacha Loop			Charenton, LA 70523
LaRue Martin Parker, Chair	Caddo Tribe of Oklahoma	P.O. Box 487	Attn: Robert Cast		Binger OK 73009



Michael Baker Jr., Inc.

August 11, 2010

2600 ChilPlace Drive
Suite 450
Baton Rouge, Louisiana 70808
(225) 923-8380
FAX (225) 923-8381

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Follow-up to Agency Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker has been investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A Preferred Alignment Revisions meeting was held at 1:00 p.m. on August 3, 2010 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana. The purpose of this meeting was to review revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) distributed in June, 2005. This meeting was held in conjunction with public meetings on August 2 and 3, 2010. Regretfully, your agency was unable to attend.

Your participation in providing current, relevant information will insure the development of a comprehensive Final EIS. Enclosed are the public meeting handouts and transcript of a narrated PowerPoint presentation that was played at the public meetings. The PowerPoint presentation provides an overview of the project and the alignment revisions considered feasible. It can also be viewed at www.i69dotd.com/handouts/handouts.htm. We would appreciate your review of this information and provide us with any comments you may have by September 13, 2010. We look forward to your continued input throughout the duration of this project.

If you would like to contact us, please do so at (866) I-69-DOTD or cgesing@mbakercorp.com.

Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Preferred Alignment Revisions
 Agency Coordination Meeting
 DOTD's District 04 Office
 August 3, 2010, 1:00 PM

NAME	AGENCY / DIVISION	PHONE NUMBER EMAIL
Doug Burgin	BAKER	225-923-8386 wburgin@mbakercorp.com
Chris Gising	BAKER	412-269-4636 cgising@mbakercorp.com
Ryan Reviere	DOTD	225-379-1071 ryan.reviere@la.gov
Daang Nguyen	DOTD - Environmental	225-242-4573 quang.nguyen@la.gov
Lismary Gavillan	FHWA - LA	225-757-7604 Lismary.Gavillan@dot.gov
BOB MAHONEY	FHWA - LA	225-757-7624 robert.mahoney@dot.gov
CARL M. HIGHTSMITH	FHWA - LA	225-757-7615 CARL.HIGHTSMITH@DOT.GOV

APPENDIX F
Local Officials Coordination

**RESOLUTION ADOPTED BY THE
NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS
and the
TRANSPORTATION POLICY COMMITTEE**

By a special vote of the Northwest Louisiana Council of Governments and the Transportation Policy Committee, the following resolution was duly adopted:

WHEREAS, In July 1991, the City of Shreveport contracted with NTB, Inc. to provide professional services for developing a corridor study for the extension of Louisiana Highway 3132 (Inner Loop) from its present termination at Louisiana Highway 526 (Bert Kouns Industrial Loop) to a future termination point at Interstate 20 east of Barksdale Air Force Base; *and*.

WHEREAS, by supplemental agreement to the above contract, NTB, Inc. was instructed to further report on the potential alignments and interaction between the future extension of Louisiana Highway 3132 and the proposed Interstate 69 transportation facility from Indianapolis, Indiana to Houston, Texas, as it traverses the Shreveport-Bossier City, Louisiana area; and

WHEREAS, The *Intermodal Surface Transportation Efficiency Act of 1991* authorized \$27.5 million for preliminary engineering and location and design studies to extend Interstate 69 from Indianapolis, Indiana to Houston, Texas through Memphis, Tennessee and Shreveport – Bossier City, Louisiana.; and

WHEREAS, the results of the NTB, Inc supplemental agreement found in summary, the proposed Interstate 69 corridor through the Shreveport – Bossier area is highly compatible with the proposed alternative alignments of the Louisiana Highway 3132 extension between I-20 and Louisiana Highway 1.; and

WHEREAS, The *Transportation Equity Act for the 21st Century (TEA-21)* authorized funding for the further development of the Interstate 69 Corridor through a Special Environmental Study for the Development of Sections of Independent Utility which identified three Sections of Independent Utility (SIU) in Louisiana being SIU 14 – El Dorado, AR to Shreveport, LA, SIU 15 – Shreveport/Bossier City Urban Area, and SIU 16 Louisiana/Texas Alignment; and

WHEREAS, The Louisiana Department of Transportation and Development has contracted with Michael Baker, Jr., Inc for development of an Environmental Impact Study for SIU 15 – Shreveport/Bossier City Urban Area.

BE IT RESOLVED, That the Northwest Louisiana Council of Governments and the Transportation Policy Committee do hereby approve the development of the *Environmental Impact Study for SIU 15 – Shreveport/Bossier City Urban Area* and fully supports the build alternative as the best possible solution to meet the transportation needs identified by the Louisiana Highway 3132 Extension studies and the Special Environmental Study for the Development of Sections of Independent Utility.

CERTIFICATION

I, J. Kent Rogers, Secretary to the Northwest Louisiana Council of Governments and the Transportation Policy Committee, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted by special vote of said Committees.

Shreveport, Louisiana, this 27th day of April 2001.



J. Kent Rogers, Secretary
Council of Governments & Transportation Policy Committee
Executive Director, Northwest Louisiana Council of Governments

cc: Wayne Nguyen, DOTD

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Metropolitan Planning Organization (MPO) Pre-Scoping Meeting

Attendees: See Attached List

Time and Place: May 4, 2001: 11:00 A.M.
DOTD District 4 Office
Bossier City, Louisiana

Purpose: Discuss the Project Study Process

Discussions:

Mr. Ken Perret of DOTD opened the meeting and welcomed everyone in attendance. He stated that the purpose of the meeting was to advise the Northwest Louisiana Council of Governments (NLCOG), the Regional Metropolitan Planning Organization (MPO), of the study process for the I-69 project. Local coordination with the MPO is a key component of the study process and is necessary in building consensus for the project. The I-69 corridor length was described in detail. Eight states formed a committee and divided the corridor into sections of independent utility (SIU). Three sections are located within Louisiana, one from I-20 into Arkansas, which will be sponsored by the DOTD in cooperation with the Arkansas Highway and Transportation Department (AHTD), the current project from I-20 to U.S. 171, and one from U.S. 171 into Texas, which will be sponsored by TXDOT in cooperation with DOTD.

Mr. Vince Russo of DOTD stated that projects of this magnitude begin with good planning to insure that sound decisions are made. Sound planning begins with the involvement of local governments, the public, and state and federal agencies to build project consensus. This is the key step to completing the project in the 24 month schedule. The project team was introduced which included DOTD and Baker staff. Mr. Tim Smith was identified as the local Baker contact for the project and can be contacted at Baker's Shreveport Office.

Chris Gesing of Baker provided a summary of the study process. The NEPA study process adopted for the project consists of four major phases: Scoping & Purpose and Need; Corridor Studies; Alignments Studies; and Environmental Documentation leading to a Record of Decision (ROD). Federal, State (LA and TX), regional, local, and public stakeholders will be identified. Today's meeting represents the kick-off of scoping meetings with additional meetings with Federal and state agencies to occur at a later date. Following the scoping meetings, a project Purpose and Need statement will be prepared that documents the justification for the project.

During the Corridor Studies phase of the project, environmental data will be collected and entered into a GIS database for the 300 square mile study area. A constraints map will be developed that is used for analysis and screening to identify environmental "show stoppers." One-mile wide corridors will be developed within the study area and presented to the stakeholders for review and comment. A

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

“Preferred” corridor will be identified for further detailed study. The corridor review is scheduled for the Fall of 2001. The Preferred Corridor will provide the greatest opportunity to avoid and minimize environmental impacts during alignment development.

The Alignment Studies phase will incorporate additional data to assist in the avoidance and minimization of environmental and social impacts. Detailed field studies will be conducted to identify the location of wetlands, residences, and businesses. Fieldwork is anticipated to be conducted from late 2001 to early 2002. Alignments will be presented to stakeholders in the Spring of 2002. Alignments will then be carried forward into the Draft Environmental Impact Statement (DEIS). The DEIS documents the alternatives development and discloses all project impacts and benefits.

Project outreach will be provided through several mediums. A mailing list will be used to inform Federal, State, and local agencies and the public of upcoming meetings and to disseminate project information. Advertisements will be placed in local newspapers of meetings. Questions about the project can be answered by contacting the local Baker office (318-222-8110) as well as through the use of a toll free hotline, 866-I69-DOTD (866-469-3683). Special meetings will be held on an as needed basis. Exhibits from public meetings will be displayed at the DOTD District 4 office, the Baker office, and two other locations within the study area.

Project milestones were discussed. Results from the Corridor Studies are anticipated in the Fall of 2001. Selection of a Preferred Alignment is scheduled for the Spring of 2002 followed by the completion of the DEIS sometime in the Fall. The Final Environmental Impact Statement (FEIS) and the ROD are anticipated to be completed by the Winter and Spring of 2003, respectively.

The project will consider a broad range of alternatives that would include transportation systems management, a mass transit alternative, the no-build, and build alternatives. Kent Rogers, Executive Director - NLCOG, stressed that the only feasible alternative that meets the project purpose and need is the build alternative.

Ken Peret stated that project costs will be developed for this study and will be presented for public review later in the project.

A question was asked about SIU 14 and 16, /the adjacent SIUs to this project. Ken Peret stated that DOTD is developing a joint state agreement with Arkansas for the I-20 to El Dorado, AR section of I-69 (SIU 14). DOTD will be lead state on this and it is anticipated that the advertisement to conduct this study will be this summer. A joint state agreement is also being developed for SIU 16, from U.S. 171 to Nacogdoches, TX, with TXDOT being the lead agency. This study will be underway shortly.

A question was asked about the flexibility of the boundaries of the study area. The boundaries of the study area will not change. They have been developed to allow a range of alternative’s development that will meet the purpose and need of I-69 and that will logically tie to adjacent SIUs.

Mayor Dement of Bossier City asked about the possibility of accommodating rail and I-69 on the same bridge crossing the Red River. Rail feasibility will be considered as part of the current study.

Meeting adjourned at 11:50 A.M.

I-69 Briefing NLCOG Policy Committee Meeting

May 4, 2001

NAME	AGENCY / DIVISION	PHONE NUMBER
Bob Fisher	Alliance Inc.	318-221-7501
Bill Bailey	Alliance, Inc.	318-221-7501
JOHN L K HILL	N. WEBSTER INDUSTRIAL DISTRICT	318-539-2015
GRADY C. GOLDEN	BUILDERS SUPPLY CO INC	318-222-5721
MAX LECOMTE	CDC, INC	318/632-2022
Holly Innes	NLCOG	318-841-5900
Hewitt Strange	Senator Landriev's Office	318.676.3085
JOE KANE	LAMAR ADVERTISING	318-221-6115
JERRY HARRIS	CABDO/Possier Port	318-752-9214
Ed Powell	" " "	318-869-3172
Morris Bruce	Mansfield	318/872-4320
State Representative Beverly Bruce	House of Rep. - D. Soto + Padgett	318/872-1666
NEVA GRIGGS	GSEC - Board member	318 424-9748
JERON ROGERS	CADDO PARISH COMMISSIONER	318-226-6934
RASOUL NAZEMALEK	ALLIANCE, INC.	318-221-7501
Steve G. Kirikiris	Shreveport, LA	318-861-1582
Ly Swaine	City of Shreveport Mayor's office	318-673-5084
Dick BREWER	Shv. Chamber of Commerce	677-2523
GARD WAYT	Northwest LA Partnership	222-6952
MARKA Jusselin	NTB Associates, Inc	226-9199

Drew Smith Cong. Jim McCrory 798-2254
 John Hubbard, AEP Southwestern Electric Power 673-3431

I-69 Briefing NLCOG Policy Committee Meeting

May 4, 2001

NAME	AGENCY / DIVISION	PHONE NUMBER
VINCENT Russo, Jr	DOTD	225-248-4190
J. Kent Rogers	NLCOG	318 841-5950
Richard L. Savoie	DOTD / Road Design	225-379-1384
Kam Morassoghi	DOTD	225-379-1200
JOHN D. CARUTHERS	I-69 COALITION	318-222-0285
ARTHUR L. WALKER	BUS	318-424-0166
LINDY BRODEUR	SHREVEPORT CHAMBER & I-69 COALITION	318-677-2500
Tony Sussmann	FHWA-LA	225-757-7600
Curtis M. CURR	TOWN of Stonewall	318-925-9338
DAVID BEDNAR	MICHAEL BAKER	222-8110
CHRIS DEMOPULOS	Demopolos & Ferguson Assoc.	821-1117
Bill Robertson	City of Minden	377-2144
GEORGE DEMENT	BOSSIER CITY	741-8501
Percy A Sharp	Aillet, Fenner, Tally & McCalland	425 7452
Ken Perret	DOTD P&T	225 379 1248
ARNIE FRANKEL	AEP-Southwestern Electric ^{Power}	318.673.3170
LORANZ WALKER	Bossier City CAO	741-8501
KEN ANTEE	SHREVEPORT CAO	
WAYNE WADDELL	LA. STATE REP. DISTRICT 5	219-9000
Tim Goeders -	Riverwalk	393-6291
John Paine	Times	459-3249
Roy Miller	Airport Authority	673-5370
CHRIS GESING	MICHAEL BAKER	412-269-4636



Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

May 18, 2001

P.O. Box 12259
Pittsburgh, PA 15231-0259

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«City_State_Zip»

Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Local Officials Scoping Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. is pleased to invite you to participate in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary NEPA documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local needs and with the Congressional designation of the corridor.

We are beginning our work on this project by conducting a series of meetings with various state and federal resource agencies and local officials within the study area. The purpose of the meeting is to provide information on previous work, outline plans for future work and obtain your input on important issues as they relate to the construction of a new facility. We request your attendance at a meeting of local officials scheduled for 9:30 a.m. on June 7, 2001 at DOTD's District 04 office, 3339 Industrial Drive, Bossier City, Louisiana.

We look forward to meeting with you and to your continued involvement in this project. If you would like to contact us in advance, please do so at (412) 269-4636.

Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable Jim McCreey	U S House Of Representatives	6425 Youree Dr. #350		Shreveport LA 71101-4600	
The Honorable W J "Billy" Tauzin	U S House Of Representatives	107 Federal Building		Houma LA 70360	
The Honorable David Vitter	U S House Of Representatives	2800 Veterans Memorial Blvd. #201		Metairie LA 70002-6130	
The Honorable William J Jefferson	U S House Of Representatives	501 Magazine Street	Suite 1012	New Orleans LA 70130	
The Honorable Richard H Baker	U S House Of Representatives	5757 Corporate Blvd. Suite 104		Baton Rouge LA 70808	
The Honorable Chris Johnson	U S House Of Representatives	800 Lafayette Street Suite 1400		Lafayette LA 70501	
The Honorable John Cooksey	U S House Of Representatives	1101 Hudson Lane, Suite B		Monroe LA 71201	
The Honorable John B Breaux	United States Senate	501 Magazine St, Suite 1005		New Orleans LA 70130	
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 326	707 Florida Boulevard	Baton Rouge LA 70801	
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624	Bossier City LA 71172	
The Honorable Roy "Hoppy" Hopkins	LA House Of Representatives	District 1	P O Box 63	Oil City LA 71061	
The Honorable Lydia P Jackson	LA House Of Representatives	District 2	610 Texas Street, Suite 201	Shreveport LA 71101	
The Honorable Joe R. Salter	LA House Of Representatives	District 24	P O Box 250	Florien, LA 71429	
The Honorable Ernest Baylor Jr	LA House Of Representatives	District 3	2835 Hollywood Ave, Suite 270	Shreveport LA 71108	
The Honorable Cedric B Glover	LA House Of Representatives	District 4	401 Edwards St, Suite 219	Shreveport LA 71101	
The Honorable Wayne Waddell	LA House Of Representatives	District 5	9260 Ellerbe Rd	Shreveport LA 71106	
The Honorable Beverly Gourdon Bruc	LA House Of Representatives	District 7	P O Box 884	Mansfield, LA 71052	
The Honorable Billy Montgomery	LA House Of Representatives	District 9	4326 Parkway Drive	Bossier City LA 71112-4200	
The Honorable B L Shaw	LA House Of Representatives	District 6	3825 Gilbert, Suite 131	Shreveport, LA 71104	
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	731 Main Street	Minden LA 71055	
The Honorable Max Tatum Malone	The Senate Of Louisiana	District 37	610 Marshall St, Suite 722	Shreveport LA 71101	
The Honorable Gregory Tarver	The Senate Of Louisiana	District 39	1024 Pierre Avenue	Shreveport LA 71103	
The Honorable Ronald Bean	The Senate Of Louisiana	District 38	2520 Bert Koums Suite 100	Shreveport LA 71118	
The Honorable Kenneth "Mike" Smith	The Senate Of Louisiana	District 31	P O Box 1381	Winnfield, LA 71483	
The Honorable Foster Campbell Jr	The Senate Of Louisiana	District 36	1800 Jimmie Davis Hwy. Suite A	Bossier City LA 71112	
Lorenz Walker	Caddo-Bossier Port Commission	P O Box 52071		Shreveport LA 71135-2071	
The Honorable Joseph Nichols	City Of Bossier	P O Box 5337		Bossier City LA 71171-5337	
J. Kent Rogers	Mayor Of Mooringsport	P O Box 577		Mooringsport LA 71060	
Keith Hightower	Northwest Louisiana	Council Of Governments	Suite 1000	Shreveport LA 71101	
George Dement	Mayor Of Shreveport	P O Box 31109		Shreveport LA 71130	
Bill Maxey	Mayor Of Bossier City	620 Benton Road		Bossier City LA 71111	
Bill Robertson	Mayor Of Haughton	P O Box 729		Haughton LA 71037	
Curtis McCune	Mayor Of Minden	P O Box 580		Minden LA 71058	
Lynn Mascagni	Mayor Of Stonewall	P O Box 92		Stonewall LA 71078	
Bill Hanna	Mayor Of Benton	P O Box 336		Benton LA 71006	
Shirley Bryd	Caddo Parish Administrator	525 Marshall		Shreveport LA 71101	
Dennis Woodward	Webster Parish Sec/Treasurer	P O Box 389		Minden LA 71058	
Donald Edgington	Bossier Parish Administrator	P O Box 70		Benton LA 71006	
John Holt, Jr.	Desoto Parish Administrator	P O Box 898		Mansfield LA 71052	
S. Bruce Easterly	Executive Director	Port Of Shreveport-Bossier	P O Box 52071	Shreveport LA 71135	
Tommy Clark	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive	Bossier LA 71112	
John D. Caruthers	Director Of Public Affairs	KCS Railway Co	4601 Shreveport-Barksdale Blvd.	Shreveport LA 71107	
Roy Miller	1-69 Coalition	400 Travis St., Suite 1510		Shreveport LA 71101	
Murry Viser	Airport Authority	5103 Hollywood Avenue, Suite 300		Shreveport LA 71109	
	Executive Director	Shreveport-Bossier Military Affairs Council	P.O. Box 1931	Barksdale Air Force Base	Shreveport LA 71156-1931

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Scoping Meeting

Attendees: See Attached List

Time and Place: June 7, 2001, 9:30 a.m.
DOTD District 4 Office
Bossier City, Louisiana

Purpose: Discuss the Project Study Process and Identify Community Concerns

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. Baker has been contracted by DOTD to complete the environmental and location study for SIU 15 of the I-69 Corridor. A Notice of Intent to prepare an Environmental Impact Statement has been published in the Federal Register. Vince stated that the consultant team, Baker and Gulf South Research Corporation (GSRC) is the same team that successfully completed the North-South Expressway project. Tony Sussmann stated that SIU 15 is the main section of I-69 in Louisiana and is important in that it could function as an integral and independent component of the area transportation system, connecting I-20 and U.S. 171, should the development of the adjacent SIUs be delayed.

Chris Gesing presented an overview of the I-69 corridor from Indianapolis, IN to the Mexican border near McAllen/Brownsville, TX. The development of this corridor has been a multi-state effort initially led by the Arkansas Highway and Transportation Department (AHTD). This corridor has subsequently been divided into 26 Sections of Independent Utility (SIU) to facilitate project development. Three SIUs are located within Louisiana, SIU 14 from I-20 to El Dorado, AR where DOTD will be the lead agency in cooperation with the AHTD, SIU 15 from I-20 to U.S. 171, SIU 16 from U.S. 171 to Nacogdoches, TX where TXDOT will be the lead agency in cooperation with DOTD.

Four main phases of a highway project were discussed and include: 1) the Environmental Process, 2) Engineering Design, 3) Right of Way Acquisition, and 4) Construction. The I-69 project is in the first phase of this 4 step process. The National Environmental Policy Act (NEPA) requires that federally funded projects document and disclose project affects on the environment. This project will use the Environmental Impact Statement (EIS) to fulfill the NEPA requirements.

The 24 month project study process was discussed. A handout was distributed that outlined this process (attached). Four main phases of work will be completed: 1) Scoping & Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, and 4) Environmental Documentation. Although there are no joint hearings planned, this project is being developed using the NEPA 404 integrated process. As such, federal agency concurrence is required at specific points in the study process, which include the Purpose and Need, the identification of the Preferred Corridor, and the identification of the Preferred Alignment.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

The Scoping Process & Purpose and Need were discussed. It was emphasized that the purpose of the Scoping Meetings was to identify specific issues of concern at the onset of the project and to determine at which step in the study process various environmental issues would be considered. Early identification of key environmental issues will insure that these concerns are adequately considered and addressed at the appropriate place in the study process and with the appropriate level of detail. Meetings have been held with state and federal resource agencies and meetings with the public are continuing to obtain input on local purpose and need and to identify specific community and individual concerns. Following the scoping meetings, a project Purpose and Need statement will be prepared documenting the justification for the project.

The project study area was presented (attached). The study area is about 30 miles long and encompasses a 300 square mile area. The study area extends beyond U.S. 171 and I-20 to consider potential environmental issues that may preclude future extension of this project in the adjacent SIUs. Baker will use a Geographic Information System (GIS) to build an environmental inventory of the study area, primarily using secondary source, or readily available, information from state and federal resource agencies. A constraints map will be developed that is used for analysis and screening to identify environmental "show stoppers."

Corridor Studies were discussed. Three corridors 1 mile in width will be developed within the study area. The constraints map will be used to guide corridor development. An inventory of environmental resources within each corridor will be calculated. The corridors will be presented to the public, local elected officials, state and federal agencies, and participating Native American Tribes for review and comment. A Preferred Corridor will be identified that allows the greatest opportunity to further avoid and minimize environmental impacts during the Alignment Studies.

Alignment Studies were discussed. Three alignments approximately 300 feet in width will be developed with the Preferred Corridor. Detailed field studies will be conducted within the Preferred Corridor to delineate wetlands, identify the built environment, identify hazardous materials sites, and conduct noise measurements. Tax map property boundary information will be collected within the Preferred Corridor. This phase of study will also include the development of interchange schematics and a Point of Access Study for I-20 and I-49. The alignments will be presented to the public, local elected officials, state and federal agencies, and participating Native American Tribes for review and comment. A Preferred Alignment will be identified and will be carried into the Draft Environmental Impact Statement (DEIS).

The Environmental Documentation phase of the project will include preparation of the Draft and Final EISs, public hearings on the DEIS, a Phase I cultural resources survey of the Preferred Alignment and a Phase I Environmental Site Assessment of the Preferred Alignment. Environmental commitments will be finalized and a Record of Decision will be issued.

Project outreach will be provided through several mediums. A mailing list will be used to inform federal, state, and local agencies, Native American Tribes, and the public of upcoming meetings and updated project information. Advertisements will be placed in local newspapers of meetings. A toll free project hotline has been established, 866-I69-DOTD (866-469-3683), and a project Website is under construction. Special meetings will be held on an as needed basis. Exhibits from public meetings will be displayed at the DOTD District 4 office, the Baker office, and two other locations within the study area, likely Haughton and Stonewall.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Project milestones were discussed. Results from the Corridor Studies are anticipated in the Fall of 2001. Selection of a Preferred Alignment is scheduled for the Spring of 2002 followed by the completion of the DEIS in the Fall of 2002. The Final Environmental Impact Statement (FEIS) and the ROD should be completed by the Winter and Spring of 2003, respectively.

Tony Sussmann asked if a combination of corridors were possible. Combinations of corridors as well as alignments are possible and likely given past experience on similar projects.

Tommy Clark asked if considerations for rail were being incorporated into this study. Kansas City Southern rail is studying the possibility of moving its main rail yard from Bossier City eastward towards Haughton and discontinuing the use of its rail line along US 71 into Bossier. Tommy stated that the I-69 study should look for opportunities to incorporate rail into the transportation corridor. Vince stated that that a rail compatibility study would be conducted in conjunction with the alignment studies, but that the highway would dictate the location of the alignment alternatives. The compatibility study will identify areas where both rail and highway are compatible and areas where they would need to be on separate alignments. Bruce Easterly stated that the interchange with LA 1 and the rail connection to the Port may not be compatible with the highway due to engineering constraints of the rail. This issue will be addressed in the compatibility study.

Eric England stated that the Port was interested in the inter-modal opportunities of highway, rail, and the Port. The navigation channel of the Red River is 200 feet. Vince stated that the crossing location of the Red River would be an important consideration in developing corridors and alignments. . Vince stated that a meeting would be held with the Coast Guard, COE, and the local river pilot's association to determine acceptable river crossing locations. Eric stated that there was not a pilot's association in this area.

Mayor McCune stated that the city of Stonewall and DeSoto Parish would benefit from the proposed I-69. Stonewall and DeSoto Parish are experiencing residential and business growth and improvements to the transportation system are welcome.

Mayor Maxey stated that Haughton would benefit from the proposed interstate and asked that consideration be given to minimizing residential and business impacts in this area.

Meeting adjourned at 10:50 a.m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Scoping Meeting
 June 7, 2001

NAME	ORGANIZATION	TELEPHONE
VINCENT Russo, Jr	DOTD	225-248-4190
Tim Smith	Baker	318 222 8100
CHRIS PETRO	NLCOG	318-841-5957
Kenneth "Ken" D. Lee	KCS	816-983-1186 fax 816-983-1260 office
TOMMY CLARK	KCS / I-49NTB	318-221-2938 off 318-424-7981 fax
DAVID BEDASAR, JR.	Baker	318-222-8110
J.B. EASTERLY	LA DOTD	318-549-8301
Billy J. MAREY	Town of Natchitoches	318-949-9401
DREW Smith	Cong. McCrory	318-798-2254
Curtis McCune	Stonewall	318-925-9338
ERIC ENGLAND	LADDO-BOSSIER PORT COMMISSION	318 524 2272
GEORGE DEMENT	BOSSIER CITY	318-741-8501
Bill Robertson	MINDEN	318 377 2144
Richard L. Savoie	LADOTD- Road Design	325 379-1384
Tony Sussmann	FHWA-LA.	225-757-7600
JOHN D. CARUTHERS	I-69 COALITION	318-222-0285
Bill Farr	FHWA-LA	225-757-7615
Scott Nelson	FHWA-LA	225-757-7619
WAYNE GATHER	NLCOG	318 841 5950
WAYNE NGUYEN	DOTD	225-248-4193
Chris Gering	Baker	412 269 4636



Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

November 20, 2001

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Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Local Officials Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A corridor studies review meeting will be held at 10:00 a.m. on December 12, 2001 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the environmental resource information collected following the June 2001 Scoping Meetings and to review the corridors developed. Outreach meetings have also been scheduled for December 11 and December 12, 2001 to present this information to the public. An invitational flyer distributed to individuals on the project mailing list is also enclosed for your information.

We look forward to meeting with you and to your continued involvement in this project. If you would like to contact us in advance, please do so at (318) 222-8110 or (866) I-69-DOTD.

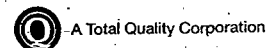
Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD



**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable Jim McCreey	U S House Of Representatives	6425 Youree Dr #350			Shreveport LA 71101-4600
Drw E. Smith	District Representative	6425 Youree Dr #350			Shreveport LA 71101-4600
The Honorable W J "Billy" Tauzin	U S House Of Representatives	107 Federal Building			Houma LA 70360
The Honorable David Vitter	U S House Of Representatives	2800 Veterans Memorial Blvd, #201			Metairie LA 70002-6130
The Honorable William J Jefferson	U S House Of Representatives	501 Magazine Street	Suite 1012		New Orleans LA 70130
The Honorable Richard H Baker	U S House Of Representatives	5757 Corporate Blvd, Suite 104			Baton Rouge LA 70808
The Honorable Chris John	U S House Of Representatives	800 Lafayette Street Suite 1400			Lafayette LA 70501
The Honorable John Cooksey	U S House Of Representatives	1101 Hudson Lane, Suite B			Monroe LA 71201
The Honorable John B Breaux	United States Senate	501 Magazine St, Suite 1005			New Orleans LA 70130
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 328	707 Florida Boulevard		Baton Rouge LA 70801
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624		Bossier City LA 71172
The Honorable Roy "Hoppy" Hopkins	LA House Of Representatives	District 1	P O Box 63		Oil City LA 71061
The Honorable Lydia P Jackson	LA House Of Representatives	District 2	610 Texas Street, Suite 201		Shreveport LA 71101
The Honorable Joe R. Salter	LA House Of Representatives	District 24	P O Box 250		Florien, LA 71429
The Honorable Ernest Baylor Jr	LA House Of Representatives	District 3	2835 Hollywod Ave, Suite 270		Shreveport LA 71108
The Honorable Cedric B Glover	LA House Of Representatives	District 4	401 Edwards St, Suite 219		Shreveport LA 71101
The Honorable Wayne Maddell	LA House Of Representatives	District 5	9260 Ellenbe Rd		Shreveport LA 71106
The Honorable Beverly Gourdon Bruce	LA House Of Representatives	District 7	P O Box 884		Mansfield, LA 71052
The Honorable Billy Montgomery	LA House Of Representatives	District 9	4326 Parkway Drive		Bossier City LA 71112-4200
The Honorable B L Shaw	LA House Of Representatives	District 6	3825 Gilbert, Suite 131		Shreveport, LA 71104
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	731 Main Street		Minden LA 71055
The Honorable Max Tatum Malone	The Senate Of Louisiana	District 37	610 Marshall St, Suite 722		Shreveport LA 71101
The Honorable Gregory Tarver	The Senate Of Louisiana	District 39	1024 Pierre Avenue		Shreveport LA 71103
The Honorable Ronald Bean	The Senate Of Louisiana	District 38	2520 Bert Kouns Suite 100		Shreveport LA 71118
The Honorable Kenneth "Mike" Smith	The Senate Of Louisiana	District 31	P O Box 1381		Winnfield, LA 71483
The Honorable Foster Campbell Jr	The Senate Of Louisiana	District 36	1800 Jimmie Davis Hwy, Suite A		Bossier City LA 71112
Eric England	Caddo-Bossier Port Commission	P O Box 52071			Shreveport LA 71135-2071
Lorenz Walker	City Of Bossier	P O Box 5937			Bossier City LA 71171-5337
The Honorable Joseph Nichols	Mayor Of Mooringsport	P O Box 577			Mooringsport LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
Bill Maxey	Mayor Of Haughton	P O Box 729			Haughton LA 71037
Bill Robertson	Mayor Of Minden	P O Box 580			Minden LA 71058
Curtis McCune	Mayor Of Stonewall	P O Box 92			Stonewall LA 71078
Lynn Mascogni	Mayor Of Benton	P O Box 336			Benton LA 71006
Bill Hanna	Caddo Parish Administrator	505 Travis, Suite 800			Shreveport LA 71101
Shirley Byrd	Webster Parish Sec/Treasure	P O Box 389			Minden LA 71058
Dennis Woodward	Bossier Parish Administrator	P O Box 70			Benton LA 71006
Donald Edington	Desoto Parish Administrator	P O Box 698			Mansfield LA 71052
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
S. Bruce Easterly	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive		Bossier LA 71112
Tommy Clark	Clark & Associates, LLC	400 Travis Street, Suite 318			Shreveport LA 71101
John D. Caruthers	I-69 Coalition	400 Travis St, Suite 1510			Shreveport LA 71101
Roy Miller	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport LA 71109
Murry Viser	Executive Director	Shreveport-Bossier Military Affairs Council	P.O. Box 1931	Barksdale Air Force Base	Shreveport LA 71166-1931

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: December 12, 2001, 10:00 a.m.
DOTD District 4 Office
Bossier City, Louisiana

Purpose: Discuss the Preliminary Corridor Development

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. Vince stated that a resource agency coordination meeting and a Haughton public meeting were held yesterday. No issues of concern were identified at either meeting. A public meeting will be held in Stonewall tonight to present the corridor study information.

Chris Gesing presented and reviewed the study process flowchart. A handout was distributed that outlined this process (attached). Four main phases of work will be completed: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, 4) Environmental Documentation. Project efforts are currently focused on the Corridor Studies phase of the study process. The Final Environmental Impact Statement (FEIS) and the ROD are intended to be completed by the winter and spring of 2003, respectively.

The corridor study efforts were discussed. Four corridors 1 mile in width have been developed within the Study Area. In some areas, the corridors overlap due to specific engineering or environmental issues. An attempt was made to utilize as much of the Study Area as possible for the corridor development. Environmental resources and corridor location maps were reviewed. The corridors were plotted on an aerial mosaic of the Study Area based on 1999 aerial photography. Constraints at the northern end of the Study Area including Barksdale Air Force Base, the Louisiana Army Ammunition Plant, and residential development near the community of Haughton limited corridor development to a narrow area. The location of each corridor (Corridors A, B, C, and D) were reviewed on the display boards.

The preliminary corridor inventory comparison was discussed (attached). It was emphasized that the information shown was an inventory of resources within the entire 1 mile wide corridor and that actual highway impacts would be substantially less. The Study Area contains a number of state and federally listed threatened or endangered species. Corridors C and D contain a nesting location of the endangered least tern on the Red River. No known location of red-cockaded woodpecker colonies are within the developed corridors. Oil and gas well information was obtained from the LA Department of Natural Resources database and are scattered throughout the Study Area. A field survey of the built environment was conducted within the developed corridors to verify the locations of cemeteries, churches, schools, residences, businesses, and other public facilities. One Wetland Reserve Program property was identified and falls within Corridor D. This likely would prohibit further development of Corridor D in this area. Known locations of prehistoric and historic cultural resource sites listed on the National Register of

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Historic Places, potentially eligible for listing, or recorded but not eligible were obtained from the LA Department of Culture, Recreation and Tourism, Division of Archaeology. In addition, sites with a Caddo Indian component were further identified. Known hazardous materials sites were obtained from state and federal database searches.

Engineering issues were discussed. The crossing of the Red River and the bridge location was a critical engineering issue. The crossing location had to consider vertical and horizontal clearances from a river navigation standpoint, but also had to consider how the bridge would tie into interchanges proposed at LA 1 and US 71.

Ron Norwood asked if project costs were considered. Project costs have not been considered at this point in the study. Detailed cost estimates will be prepared for each highway alignment developed during the next phase of more detailed study. Ron asked if development was considered. Existing development was considered using 1999 aerial photography and field investigation of the entire Study Area.

Railroad compatibility was discussed. A railroad compatibility study will be performed as part of the Alignment Studies phase and that railroad compatibility is not a corridor issue. The report will focus on the alignment studies. It was noted that railroad compatibility would not dictate highway alignment development.

Ron Norwood asked if right-of-way could be preserved at this point in time. This would not be possible until the Record of Decision (ROD) is obtained and more detailed engineering work has been completed. Whole parcel takes may be possible once the ROD is obtained.

Mayor McCune asked if the preferred corridor selection was a weighted average. The preferred corridor identification is not a weighted average.

A question was asked if the Port of Shreveport-Bossier had been contacted. The Port is part of the Local Officials group and was invited to participate in today's meeting. Previous correspondence from the Port stated that they preferred the highway be developed in the middle of the Study Area.

I-69 studies to the north and west of this project were discussed. Texas Department of Transportation (TXDOT) will be the lead agency for I-69 from US 171 west into Texas. TXDOT wants the option to have a Carthage connection therefore the US 171 terminus does not preclude either a Carthage or Logansport direction. DOTD will be the lead agency for I-69 from I-20 to US 167 near El Dorado, Arkansas.

A Preferred Corridor should be identified by late January/early February and will be announced to the public. This decision will consider all public comments as well as potential environmental impacts and engineering issues.

Meeting adjourned at 11:00 a. m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Coordination Meeting
 December 12, 2001

NAME	ORGANIZATION	TELEPHONE
CHRIS GESING	BAKER	412-269-4636
VINCENT G. RUSSO, JR	LA DOTD	225-248-4190
Tommy CLARK	KCS Rwy Co / AFJMC	318-425-7452
GEORGE DENIENT	BOSSIER CITY	318-741-8501
Curtis McCune	StoneWall	318-925-9338
J. Kent Rogers	NLCOG	318 841 5950
S. Bruce EASTERLY	LA DOTD	318-549-8301
Bill Farr	FAW 4	225-757-7615
Richard L. Savoie	LA DOTD	225-379-1384
LAMAR SMITH	BAKER	(601) 933-6224
WAYNE NGUYEN	LA DOTD	225-248-4493
CHRIS PETRO	NLCOG	318-841-5957
WAYNE GAITHER	NLCOG	318 841 5954
Tim Smith	Baker	318 222 8110
DAVID BODWEN, JR.	Baker	318-222-8100
Jean Saery	Rep. Webster Parish	(318) 371-3092
B. L. Shaw	Rep. Dist 6	(318) 861-5924
Ron Norwood	CO5	673-6000



CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 ~ SHREVEPORT, LOUISIANA 71135-2071

(318) 524-2272 ~ FAX (318) 524-2273

December 6, 2002

Mr. Christopher G. Gesing, P.E.
Michael Baker Jr., Inc.
Airport Office Park, Bldg. 3
420 Rouser Road
Coraopolis, Pennsylvania 15108

RE: Corridor Gs, I-69 SIU 15

Dear Mr. Gesing:

Based on your detailed environmental data and evaluation of related development and transportation impacts, the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee recently adopted a resolution in support of Corridor Gs as the preferred corridor for the I-69 SIU 15. The Caddo-Bossier Port Commission is in full support of this resolution and of Corridor Gs.

As you know, completion of the mid-continent Interstate 69 as part of the nation's system of highways, ports, railroads and airfields can help ease freight congestion that is negatively impacting our nation's economy.

Corridor Gs will run through the Port of Shreveport-Bossier just south of the northern entrance, greatly enhancing the connectivity of our location and strengthening our role as a multi-modal transportation and distribution center.

We are pleased that transportation policy players in our community have carefully evaluated all data and are in agreement about the preferred corridor. If we can be of further assistance as this vital project moves forward, please contact our office.

Sincerely,

cc: MRP/GJK/Cfile, CGG/Pfile
Shreveport Office, AGC/DND
24999 - I-69(15)


John W. Holt, Jr., CED, PPM
Executive Port Director

JWH: haa

cc: Commissioner Michael H. Wainwright, President
Mr. Kent Rogers, Northwest Louisiana Council of Governments

*MEMBERS: Michael H. Wainwright, President; Steve Watkins, Vice President; Frank R. Pernici, Secretary-Treasurer;
Lynn Austin; A.K. Busada; Duncan McRae; Maxine E. Sarpy; Lorenz J. Walker*

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: January 30, 2002, 1:00 p.m.
City of Shreveport, Mayor's Office

Purpose: Discuss the Preliminary Corridor Development presented at the
December 2001 Public Meetings

Discussions:

Chris Gesing opened the meeting and all in attendance identified themselves and their agency/affiliation.

Chris presented and reviewed the corridor study efforts. Environmental resources and corridor location maps were reviewed. The corridors were plotted on an aerial mosaic of the Study Area based on 1999 aerial photography. Constraints at the northern end of the Study Area including Barksdale Air Force Base, the Louisiana Army Ammunition Plant, and residential development near the community of Haughton limited corridor development to a narrow area. The location of the four 1-mile wide corridors (Corridors A, B, C, and D) were reviewed. In some areas, the corridors overlap due to specific engineering or environmental issues. It was noted that an attempt was made to utilize as much of the Study Area as possible for the corridor development.

The preliminary corridor inventory comparison was discussed (attached). It was emphasized that the information shown was an inventory of resources within the entire 1-mile wide corridor and that actual highway impacts would be substantially less. The environmental resources within the Study Area were reviewed. It was noted that a Wetland Reserve Program property was identified and falls within Corridor D, which likely would prohibit further development of Corridor D in this area. It was also noted that the Lucas Sludge Disposal Site falls within Corridor A and Corridor B.

Engineering issues were discussed. The crossing of the Red River and the bridge location was a critical engineering issue. The crossing location had to consider vertical and horizontal clearances from a river navigation standpoint, and also had to consider how the bridge would tie into interchanges proposed at LA 1 and US 71. The interchanges must be located entirely on developable land between the river and these existing highways so as to not impact the Union Pacific rail line west of LA 1 or the Kansas City Southern rail line east of US 71.

Both Mayors, the Port and the Chamber of Commerce representatives requested that Corridor A be revised or a new corridor developed that would locate the project closer to Shreveport, Bossier City and the Port than those currently developed. Mayor Hightower and the Chamber expressed concern about economic development and the loss of economic opportunities if the roadway was too far away.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Mayor Hightower indicated that at 9 miles from the Shreveport City limits, that it may be too costly to provide city services to the area (and therefore, the City would not be in a position to annex the area and the economic benefits of highway development.)

Chris explained that there were limited opportunities to develop a corridor close to the Port due to the Red River meandering in the area. It was also noted that there needed to be sufficient land between the river and LA 1 because the interchange at LA 1 would need to be located on the river side of the existing highway, so as not to impact the existing Union Pacific rail line. All understood the challenge.

All understood the significance of Wallace Lake and the associated wetlands and floodplains, the Sligo Oil & Gas wells and the residential areas that would need to be avoided in south Shreveport.

The Port indicated that the highway could be located through their property (cut it in half if need be) to get I-69 closer to the City of Shreveport. Chris requested that the Port provide a map of their existing infrastructure and a Master Plan for future development.

Mayor Hightower indicated that the Lucas Sludge Disposal Site could be relocated, if necessary, to accommodate a highway corridor, but that Mike Strong should be contacted to discuss this.

All were satisfied that the existing Study Area limits were adequate and appropriate but requested that a corridor alignment be investigated at or north of the Port, similar to that alignment shown in the Inter Loop Extension Study. It was also suggested that another Local Officials meeting be held to present the results.

It was agreed, as suggested by Bruce Easterly, that the feasibility of developing a corridor that is closer to the Port would be evaluated.

When asked to rank the corridors, the Cities of Shreveport and Bossier City, the Port and the Chamber all indicated that a corridor closer to the Port was preferred, then Corridor A/B as developed. Corridor C and Corridor D ranked last.

The meeting adjourned at 1:45 p.m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Coordination Meeting
 January 30, 2002

NAME	ORGANIZATION	TELEPHONE
Michael Wainwright	PORT	318 470-9375
Tim Smith	Baker	318 222 8110
DON PIERSON	GREATER BOSSIER ECONOMIC DEV'DN	(318) 746-0252
GEORGE DEMENT	BOSSIER CITY	(318) 741-8501
J. Kent Rogers	NLCOG	(318) 841-5950
KATH HIGHTOWER	Mayor, Shreveport	" 673 5050
Charles Coyle	Bossier	746-8987
Mark A. Jusselin	NTB Associates, Inc. Shreveport Chamber	226-9199
JOHN HOLT	PORT	318 (534-7272)
SB EAST	LA DARD	318 549-8301
MIKE GIBSON	AGC	318 222 2197
Charles Tuttle	Port	968-6633
CHRIS GESING	BAKER	412-269-4636



CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 ~ SHREVEPORT, LOUISIANA 71135-2071

(318) 524-2272 ~ FAX (318) 524-2273

February 13, 2002

Mr. Christopher G. Gesing, P.E.
Project Manager, I-69
Michael Baker Jr., Inc.
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108

RE: I-69 Routing Alternates

Dear Mr. Gesing:

On behalf of the Caddo-Bossier Parishes Port Commission we would like to go on record preferring the Corridors A or B for the proposed routing of I-69, with the continued potential of other routes which you might recommend even further north of these two proposed routes.

Our preference has always been to have the routing for I-69 be as close to not only our Port of Shreveport-Bossier, but to have a route that would be as close to the city limits of both Bossier City and Shreveport as possible. This is so that accessibility is not only for our Port, but also for the communities of which our transportation interaction is so vital to our customer base.

As an evolving port we do know that highway access is critical to our continued growth for the customers we strive to serve, not only on our developing 2,000 plus industrial area, but the cargo movements, both inbound and outbound. This Port continues to always look at additional lands to keep us expanding; as you realize, ports usually work off both sides of a waterway and it is our desire to someday achieve operating in this manner.

We have provided further development information to you per our transmittal of February 8, 2002, so that you can best determine if any other routing north is feasible, and it would be our Port's contention that would be preferable to our evolution.

Please do continue to advise us of what your research determines regarding any routes that can be further north towards the city limits of both Bossier City and Shreveport.

(Cont.)

Caddo-Bossier Port Commission


Mr. Christopher G. Gesing, P. E.

February 13, 2002

Page 2 of 2

On Behalf of the Board of Commissioners,

**CADDO-BOSSIER PARISHES PORT
COMMISSION**


Michael H. Wainwright
President

MHW/haa

cc: The Honorable George Dement, Mayor
City of Bossier City

The Honorable Keith Hightower, Mayor
City of Shreveport

Commissioner Steve Watkins, Vice President, Bossier Parish Representative
Commissioner Artis Terrell, Jr., Secretary Treasurer, City of Shreveport Representative
Commissioner Lynn Austin, City of Bossier City Representative
Commissioner A. K. "Abe" Busada, Caddo Parish Representative
Commissioner Duncan McRae, City of Shreveport Representative
Commissioner Frank R. Pernici, City of Shreveport Representative
Commissioner Maxine E. Sarpy, City of Shreveport Representative
Commissioner Lorenz J. "Lo" Walker, City of Bossier City Representative
Mr. Charles G. Tutt, General Counsel
Mr. John W. Holt, Jr., Executive Port Director

March 14, 2002

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Local Officials Coordination Meeting

Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

P.O. Box 12259
Pittsburgh, PA 15231-0259

(412) 269-4600
FAX (412) 269-2048 or
FAX (412) 269-4647

*Office Location:
Airport Office Park, Building 3
420 Rouser Road
Coraopolis, PA 15108*

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A series of agency, local officials and public meetings were held December 11 and December 12, 2001, to present the results of the corridor location studies for the proposed I-69 project. In response to comments received from local elected officials and the public, three (3) additional corridors have been developed.

A second corridor studies review meeting will be held at **10:00 a.m. on April 2, 2002 at DOTD's District 04 Office**, 3365 Industrial Drive, Bossier City, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review the environmental resource information and the additional corridors developed. Outreach meetings have also been scheduled for April 2 and April 3, 2002 to present this information to the public. An invitational flyer distributed to individuals on the project mailing list is also enclosed for your information.

Baker

«Name»

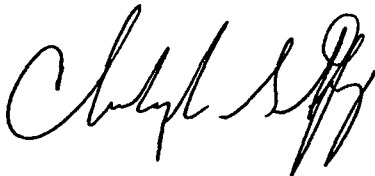
March 14, 2002

Page 2

We look forward to meeting with you and to your continued involvement in this project. If you would like to contact us in advance, please do so at (318) 222-8110 or (866) I-69-DOTD.

Sincerely,

MICHAEL BAKER JR., INC.

A handwritten signature in black ink, appearing to read "Chris Gesing". The signature is fluid and cursive, with a large initial "C" and "G".

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable Jim McCreey	U S House Of Representatives	6425 Youree Dr #350			Shreveport LA 71101-4600
Drew E. Smith	District Representative	6425 Youree Dr #350			Shreveport LA 71101-4600
The Honorable W J "Billy" Tauzin	U S House Of Representatives	107 Federal Building			Houma LA 70360
The Honorable David Vitter	U S House Of Representatives	2800 Veterans Memorial Blvd, #201			Metairie LA 70002-6130
The Honorable William J Jefferson	U S House Of Representatives	501 Magazine Street	Suite 1012		New Orleans LA 70130
The Honorable Richard H Baker	U S House Of Representatives	5757 Corporate Blvd, Suite 104			Baton Rouge LA 70808
The Honorable Chris John	U S House Of Representatives	800 Lafayette Street Suite 1400			Lafayette LA 70501
The Honorable John Cooksey	U S House Of Representatives	1101 Hudson Lane, Suite B			Monroe LA 71201
The Honorable John B Breaux	United States Senate	501 Magazine St, Suite 1005			New Orleans LA 70130
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 326	707 Florida Boulevard		Baton Rouge LA 70801
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624		Bossier City LA 71172
The Honorable Roy "Hoppy" Hopkins	LA House Of Representatives	District 1	P O Box 63		Oil City LA 71061
The Honorable Lydia P Jackson	LA House Of Representatives	District 2	610 Texas Street, Suite 201		Shreveport LA 71101
The Honorable Joe R. Salter	LA House Of Representatives	District 24	P O Box 250		Florien, LA 71429
The Honorable Ernest Baylor Jr	LA House Of Representatives	District 3	2835 Hollywood Ave, Suite 270		Shreveport LA 71108
The Honorable Cedric B Glover	LA House Of Representatives	District 4	401 Edwards St, Suite 219		Shreveport LA 71101
The Honorable Wayne Waddell	LA House Of Representatives	District 5	9260 Ellerbe Rd		Shreveport LA 71106
The Honorable Beverly Gourdon Bruce	LA House Of Representatives	District 7	P O Box 884		Mansfield, LA 71052
The Honorable Billy Montgomery	LA House Of Representatives	District 9	4326 Parkway Drive		Bossier City LA 71112-4200
The Honorable B L Shaw	LA House Of Representatives	District 6	3825 Gilbert, Suite 131		Shreveport, LA 71104
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	731 Main Street		Minden LA 71055
The Honorable Max Tatum Malone	The Senate Of Louisiana	District 37	610 Marshall St, Suite 722		Shreveport LA 71101
The Honorable Gregory Tarver	The Senate Of Louisiana	District 39	1024 Piere Avenue		Shreveport LA 71103
The Honorable Ronald Bean	The Senate Of Louisiana	District 38	2520 Bert Kouns Suite 100		Shreveport LA 71118
The Honorable Kenneth "Mike" Smith	The Senate Of Louisiana	District 31	P O Box 1381		Winfield, LA 71483
The Honorable Foster Campbell Jr	The Senate Of Louisiana	District 36	1800 Jimmie Davis Hwy, Suite A		Bossier City LA 71112
Eric England	Caddo-Bossier Port Commission	P O Box 52071			Shreveport LA 71135-2071
Lorenz Walker	City Of Bossier	P O Box 5337			Bossier City LA 71171-5337
The Honorable Joseph Nichols	Mayor Of Mooringsport	P O Box 577			Mooringsport LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
Bill Maxey	Mayor Of Haughton	P O Box 729			Haughton LA 71037
Bill Robertson	Mayor Of Minden	P O Box 580			Minden LA 71058
Curtis McCune	Mayor Of Stonewall	P O Box 92			Stonewall LA 71078
Lynn Mascagni	Mayor Of Benton	P O Box 336			Benton LA 71006
Dennis Freeman	Mayor Of Logansport	P O Box 639	Sabine Insurance Co.		Logansport LA 71049
Bill Hanna	Caddo Parish Administrator	505 Travis, Suite 800			Shreveport LA 71101
Shirley Byrd	Webster Parish Sec/Treasure	P O Box 389			Minden LA 71058
Dennis Woodward	Bossier Parish Administrator	P O Box 70			Benton LA 71006
Donald Edgington	Desoto Parish Administrator	P O Box 898			Mansfield LA 71052
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
S. Bruce Easterly	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive		Bossier LA 71112
Tommy Clark	Clark & Associates, LLC	400 Travis Street, Suite 318			Shreveport LA 71101
John D. Caruthers	I-69 Coalition	400 Travis St., Suite 1510			Shreveport LA 71101
Roy Miller	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport LA 71109
Murry Viser	Executive Director	Shreveport-Bossier Military Affairs Council	P.O. Box 1931		Shreveport LA 71135-2071
Michael Wainwright	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Charles Tutt	Port Of Shreveport-Bossier	P O Box 52071			Bossier City LA 71111
Donald M. Pierson	Greater Bossier Economic Develo	710 Benton Road			Bossier City LA 71111
Charles Coyle	Greater Bossier Economic Develo	710 Benton Road			Bossier City LA 71111
Mike Gibson	Associated General Contractors	2025 Southern Avenue			Shreveport LA 71104-2016
Mark Jussein	Shreveport Chamber of Commerce	400 Edwards Street			Shreveport LA 71120
Phillip Arthur	Battalion Commander	HQ 165th QM Bn. (POL)	4156 Military Drive		Bossier City LA 71111

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: April 2, 2002, 10:00 a.m.
DOTD District 04 Office
Bossier City, Louisiana

Purpose: To discuss Additional Corridor Development

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. Vince stated that this meeting was to discuss additional corridors that were developed in response to comments received at the December 2001 public, agency, and local official meetings. These additional corridors will be presented and discussed with the resource agencies and with the public at Haughton and Stonewall.

Chris Gesing presented an overview of the history of the project to date. Four original corridors were developed and presented at a series of meetings in December 2001. Three additional corridors have been developed in response to local official and public comments. A handout was distributed that outlined the revised study process flowchart (attached). Four main phases of work will be completed: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, and 4) Environmental Documentation. The Record of Decision will complete this environmental process and will allow the project to move forward with engineering design, right-of-way acquisition, and construction.

The corridor study efforts were discussed. A project specific GIS was developed, based on agency input, that included natural, cultural, and social information for the Study Area. Four corridors 1 mile in width were originally developed within the Study Area that considered a number of engineering and environmental issues. These corridors were presented at a series of public, agency, and local official meetings in December 2001. Based on comments received at these meetings, 3 additional corridors (Corridors E, F, and G) were developed to: 1) avoid residential development at Williamson Road/Stacey Lane, 2) locate the facility closer to Shreveport and Bossier City, 3) locate the facility closer to the Port of Shreveport-Bossier. A handout was distributed illustrating the additional corridor locations. The location of each corridor was described to the group and shown on the display boards. All new corridors begin at I-20 east of Haughton. Corridor E generally follows the route identified in the Inner Loop Study completed several years ago, crosses the Red River north of the Port, and then merges with Corridors A and B ending just north of Stonewall at US 171. Corridor F and G cross the Red River using Port property. This issue was discussed with Port and city officials who stated that this was an acceptable crossing location. Original corridor development had avoided this property. Corridors F and G merge with Corridor C west of the river. Corridor F follows Corridor C to US 171, while Corridor G turns south to merge with Corridor D avoiding the Williamson Road/Stacey Lane area.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

The revised corridor inventory comparison was discussed, focusing on the additional Corridors E, F, and G (attached). It was emphasized that the information shown was an inventory of resources within the entire 1 mile wide corridor and that actual highway impacts would be substantially less. Corridor E has the highest inventory of wetlands and prehistoric archaeology probability areas while Corridors F and G have the highest inventory of potentially eligible archaeological sites.

Engineering issues were discussed. The crossing of the Red River and the bridge location was a critical engineering issue. The crossing location had to consider vertical and horizontal clearances from a river navigation standpoint, but also had to consider how the bridge would tie into interchanges proposed at LA 1 and US 71. Corridors C, F and G had the highest ranking for the Red River crossing engineering issues.

Chris stated that following this series of meetings, any necessary corridor revisions would be made based on the comments received and that a Preferred Corridor would be identified. Following the identification of the Preferred Corridor, work will begin on developing specific highway alignments.

Tommy Clark asked when rail compatibility would be addressed. Vince stated that the railroad compatibility study will be performed as part of the Alignment Studies phase. It was noted that railroad compatibility would not dictate highway alignment development.

Mayor Dement stated that corridors closer to Shreveport and Bossier City were preferred.

Tony Sussmann asked if the residences found in the Study Area were clustered or dispersed throughout. Chris Gesing stated that they were generally dispersed throughout, although more residences were found closer to Shreveport and Bossier City.

John Holt stated that the Port preferred Corridor E, but Corridor F and G would also be acceptable.

Mayor McCune stated that he preferred Corridor A west of the Red River. It would affect fewer people and there is currently no development in Corridor A. Corridors A, B and E all go north of Stonewall.

Mayor Hightower stated that he preferred Corridor E, but that Corridors F or G were acceptable. He also stated that he preferred the route to be north of Stonewall.

Mayor of Minden stated that he believed it would be beneficial to be east of Haughton and could spur development of the ordinance property.

Charles Kirkland stated that Corridor E appeared to best fit the Shreveport Metropolitan Planning Commission plans.

Vince stated that following the December 2001 meetings that Corridor C looked to be the most favorable for further study, particularly with respect to engineering issues. Corridors E, F, and G still need to be discussed with the resource agencies and the public prior to making any decisions.

Meeting adjourned at 11:00 am.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Coordination Meeting
 April 2, 2002

NAME	ORGANIZATION	TELEPHONE
VINCENT RUSSO, Jr	LA DOTD	225-248-4190
GEORGE DEMENT	Bossier City	741-8501
Lorenz Walker	"	4
JOHN D. CARUTHERS	I-69 MC Coalition	318-222-0225
JOHN HOLT	PORT	524-2272
MARK A. Jusselin	Shreveport Chamber	226-9199
Dennis Woodward	Bossier Police Jury	318 965-2329
Joe Blaise	FHWA-LA	225-757-7603
Richard L. Savoie	LA DOTD	225-379-1384
Scott Nelson	FHWA	225-757-7619
Tony Sussmann	FHWA	225-757-7606
DREW SMITH	Long. McLeary	318/198-2254
LAMAR SMITH	BAKER ENGR.	(401) 933-6224
BILL SMITH	De Soto Parish Police Jury	(318) 872-0738
KEITH H. HATTOWEN	City of Shreveport	318 673 5050
Charles Coyle	Great-Bossier Econ Dev	318-746-8987
RICHARD STEWART	CADDO 9-1-1	318-675-2212
Beth Ann Carter	Caddo 9-1-1	318-675-2218
ERK ENGLAND	PORT	524 2272
KEITH TINDEN	DOTD OA	549-8305
CHRIS PETRO	NLCOG	841-5950

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Coordination Meeting
 April 2, 2002

NAME	ORGANIZATION	TELEPHONE
<i>Charles Kirkland</i>	<i>Shreveport, M.P.C.</i>	318-673-6474
ROY JAMPOR, AIA	SPORT MPC	(318) 673-6464
WAYNE GATHER	NLCOG	(318) 841-5954
WANDA BENNETT	Chamber VP - <i>Government Affairs</i> BOSSIER 9-1-1	(318) 945-2911
TOMMY CLARK	AILET, FENNER REP. KCS Rwy Co	(318) 425-7452
PICK NANCE	CADDO-BOSSIER PORT	(318) (524-2272)
BRUCE EASTERLY	LA DOTD	(318) 549-8301
<i>Dennis Freeman</i>	<i>Logansport</i>	697-5321
Mayor Hightower	City of Sport	
Ken Antec	" " "	
Tim Smith	Baker	318-222-8110
BOB MAHONEY	FITWA	225-757-7624
Chris Gesing	Baker	412-269-4636

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: June 5, 2002, 1:00 p.m.
DOTD District 04 Office
Bossier City, Louisiana

Purpose: To discuss the Corridor Development, Screening and a Corridor Recommendation

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation. Vince stated that this meeting was to discuss the corridor analysis and screening for the seven (7) developed corridors. This analysis was prepared following the agency, local officials and public outreach meetings in April 2002. A Preferred Corridor recommendation is being prepared for Federal cooperating agency concurrence. The Preferred Corridor will be advanced for further study.

Chris Gesing reviewed the three additional corridors that were developed and presented at the April 2002 outreach meetings. These additional corridors were developed as a result of a January 30, 2002 meeting with the Mayor of Shreveport, Mayor of Bossier City, Port of Shreveport-Bossier and the Shreveport Chamber of Commerce. They requested that routes closer to the metropolitan area be considered. Exhibits from the April 2002 outreach meetings, including an exhibit showing Corridor F & G through the Port of Shreveport-Bossier and the environmental inventory were used for the presentation.

Chris Gesing summarized the work efforts since the April 2002 meetings. The 4 original and 3 additional corridors were analyzed and screened with respect to engineering issues, environmental inventory and comments received from the resource agencies, local officials and the public. A Draft Corridor Studies report was submitted for DOTD/FHWA consideration. All developed corridors satisfy the project purpose and need, but Baker identified Corridor G as the corridor it believed best balanced the benefits expected from the project with the potential impacts. Upon DOTD/FHWA approval, the Corridor Studies report would be submitted to the cooperating federal resource agencies and Native American tribes for concurrence. Chris added that this meeting, and the discussion of these work efforts was necessary because of a future steel mill which is to be located on the Port property within Corridors F and G. This information was not included with existing and planned infrastructure improvements provided by the Port following the January 30, 2002 meeting and was not mentioned during discussion of the additional corridors at the April 2002 local officials meeting (see attached map).

Chris Gesing presented the findings of the Draft Corridor Studies Report and a number of handouts were presented (listed below). An initial corridor screening eliminated 3 corridors (Corridors A, D, and F) from further consideration. Corridor A was eliminated because of increased potential residential and business impacts at the northern terminus and into SIU 14. Corridor B is identical to Corridor A except for the northern terminus location. Corridor D was eliminated because it would involve a wetland reserve

**High Priority Corridor No. 18, Route I-69
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program area. Corridor F would impact the Williamson Road/Stacey Lane residential area. Corridor G is identical to Corridor F except for this residential area. Although Corridor C also passes through the Williamson Road/Stacey Lane residential area, it was retained for further consideration because the corridor fared favorably during initial screening of the 4 original corridors. Of the four remaining corridors (Corridors B, C, E, and G), the following information analyses were presented to and discussed with the local officials in attendance.

- Engineering Considerations Matrix – identified the project’s engineering issues/challenges, ranked by importance, and evaluated each corridor against those issues
- Preliminary Cost Comparison Matrix – identified, between common points, each corridor’s length, levee to levee length and Red River bridge length and a preliminary estimated cost. The Red River Bridge crossing and adjacent interchanges at LA 1 and US 71 was identified as the project’s most significant engineering challenge.
- Environmental Considerations Matrix – identified the project’s environmental inventory considerations and evaluated each corridor against those issues. The Preliminary Corridor Inventory Comparison from the April 2002 meetings was also distributed.
- Corridor Evaluation and Screening – itemized the rationale for eliminating Corridors A through F from further consideration and, based on the available information, recommended Corridor G to DOTD/FHWA for further consideration.

The remainder of the meeting focused on corridor development near the Port of Shreveport-Bossier, particularly Corridor E and a southward shift in Corridor G, limiting it to a 1,000-foot location through the Port. The issues discussed included proximity to the Port and the metropolitan limits, navigation concerns/bridge length and skew angle, necessary room to construct a two-quadrant interchange at LA 1 and US 71 due to adjacent rail, and the grade needed to achieve the necessary clearance over the flood levee.

Vince asked what assurances DOTD would have that the Port would not develop areas of their property in the future that would effect the location of the highway. John Holt indicated that the Port could dedicate the property for I-69 and that existing infrastructure could be relocated to accommodate I-69. John Holt also indicated that the Port prefers Corridor E.

Mayor Hightower noted that an alignment north of the Port (what became Corridor E) was favored by the local officials in attendance at the January 30, 2002 meeting.

Vince Russo indicated that Corridor E would be the most difficult corridor to advance for further study based on the environmental inventory and engineering concerns. Vince further explained that Corridor E has substantial wetland and cultural resource issues and that convincing resource agencies that this is the “least damaging and practicable alternative” as required by Section 404 permitting process could be difficult.

Rick Nance of the Port questioned whether the levee could be relocated or fill placed behind the levee as part of highway/interchange design. Vince Russo indicated that Section 404 permitting issues would most likely exclude these methods.

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Vince Russo emphasized that the EIS and Clean Water Act Section 404(b)1 alternatives analysis requires consideration of a full range of alternatives and that restricting the Preferred Corridor to a narrow (1,000 foot) corridor within the Port property would limit alignment studies to a single alignment in this area. The alternatives analysis needs to quantitatively demonstrate that the least damaging practicable alternative is being selected, especially through the Red River area which has many environmental resources (e.g. wetlands, archaeological high probability areas) to consider.

Vince Russo also added that the Caddo Tribe has not provided any input on the corridors to date. Section 106 of the National Historic Preservation Act requires nation to nation coordination for federally funded projects. The Caddo Tribe must have the opportunity to review and comment on the alternatives developed before moving forward.

Mayor Hightower reiterated that Corridors A, B, C, and D won't benefit Shreveport and that he still supports Corridor E.

Vince Russo added that of all the corridors developed, Corridor E would be the *least* compatible with a future rail line or rail relocation and that there could be problems with locating a rail line near the expanding residential areas in the south Shreveport area.

Vince Russo closed the meeting, indicating that DOTD and FHWA will be meeting with the Caddo Nation and the Federal cooperating agencies to discuss the corridors developed and to solicit comments. Once those meetings are completed and comments received, a Preferred Corridor Recommendation will be prepared for formal review and concurrence by the Caddo Tribe and the Federal cooperating agencies. Vince suggested that the attending local officials write to the DOTD expressing their preference for a particular corridor and their reasons for their preference.

Meeting adjourned at 2:30 pm.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Coordination Meeting
 June 5, 2002

NAME	ORGANIZATION	TELEPHONE
VINCENT G. Russo, Jr	DOTD	225-248-4190
WAYNE NGUYEN	DOTD	225-248-4193
Scott Nelson	FHWA	225-757-7619
Richard L. Savoie	DOTD	225 379 1384
CHRIS PETRO	NLCOG	811-5950
LAMAR SMITH	BAKER	(601) 9336224
BRUCE EASTERLY	LA DOTD	318-549-8301
Jim Smith	Baker	318 222 8110
Bill McAbee	Baker	318 222 8110
DAVID BEDNAR, JR.	Baker	318. 222. 8110
RICK NANCE	PORT OF S-B	318-524-2272
Hugh McGinnell	"	"
GEORGE DEMENT	BOSSIER CITY	741-8501
JOHN HOLT	PORT OF S-B	318/524-2272
Charles Tuttle	Port of S-B	318 868-6633
Mark Natabe	City of Bossier City	741-8662
J. Kent Rogers	NLCOG	811-5950
KATH HIGGINS	City of Shreveport	673-5050
CHRIS GESINK	BAKER	412-269-4636 318

HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
June 5, 2002 LOCAL OFFICIALS MEETING ATTENDEES

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Mark Natale	City Of Bossier	P O Box 5337			Bossier City LA 71171-5337
George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
J. Kent Rogers	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Chris Petro	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
Hugh McConnell	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Charles Tuff	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Rick Nance	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071



Northwest Louisiana Council Of Governments

509 Market Street, Suite 1000
Shreveport, Louisiana 71101
Phone: (318) 841-5950
Fax: (318) 841-5952
www.nlcog.org

June 13, 2002

Vincent Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: High Priority Corridor No. 18, Route I-69
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)

Dear Mr. Russo:

The Northwest Louisiana Council of Governments on April 2, 2002 reviewed the seven feasible one-mile wide corridors listed A through G, for Interstate Highway 69 from US 171 to I-20 and unanimously supported Corridor E. Corridor E passes just north of the Port of Shreveport Bossier and lies closest to the cities of Bossier City and Shreveport. Corridor E will provide for growth and development of the cities of Shreveport, Bossier City, Haughton and Stonewall, and also provide enhanced access to the Port of Shreveport Bossier.

On June 5, 2002, the firm of Michael Baker Jr., Inc. and the Louisiana Department of Transportation and Development presented to us a series of potential river crossing alignments within each of these corridors. Following an extensive discussion and review of these alignments we would like to continue to express our support for Corridor E. However, we also see merit in the alignment discussed for Corridor G. This alignment would pass through the southern portion of the Port of Shreveport Bossier and still provide for growth and development for the cities for Shreveport and Bossier City.

As the Environmental Impact Study continues we would like for you to keep in mind the Corridor and Alignments supported by the local governing authorities. We would also ask that you continue to provide us with timely and meaningful information with regards to this project.

Sincerely,

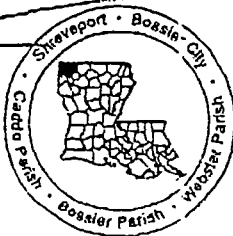
Mayor Kerth Hightower
City of Shreveport

Mayor George Dement
City of Bossier City

Commissioner Michael H. Wainwright
President, Caddo/Bossier Port Commission

J. Kent Rogers
Executive Director

cc: Christopher Gesing, Michael Baker Jr., Inc



**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Meeting

Attendees: See Attached List

Time and Place: October 30, 2002, 9:30 a.m.
DOTD District 04 Office
Bossier City, Louisiana

Purpose: To Discuss the Revised Additional Corridor Development, Evaluation and Screening

Discussions:

Vince Russo opened and stated the purpose of the meeting was to discuss the additional work performed since the last local officials meeting held on June 5, 2002. This analysis was prepared in response to local official concern that a corridor be identified for further study that would best utilize the Port of Shreveport-Bossier and be in close proximity to the metropolitan limits of Shreveport. A Preferred Corridor recommendation is being prepared for Federal cooperating agency concurrence.

Chris Gesing summarized the work efforts that were conducted prior to the June 2002 meeting. This included 4 original (Corridors A, B, C, and D) and 3 additional corridors (Corridors E, F, and G) that were analyzed and screened with respect to engineering and environmental issues. Chris added that work efforts following the June 2002 meeting were necessary to provide a more detailed evaluation of Corridor E regarding engineering issues associated with the river, levee, and interchanges at LA 1 and U.S. 71 and to address the location of a future steel mill on Port property within Corridors F and G. This information was not included in existing and planned infrastructure improvements provided by the Port following the January 20, 2002 meeting and was not mentioned during any discussion of the additional corridors at the April 2002 local officials meeting.

Chris Gesing reviewed the additional work efforts since the June 2002 meeting. The additional corridor study efforts included: 1) Federal cooperating agency and Native American tribal coordination, 2) evaluation of additional environmental and engineering considerations, and 3) corridor/corridor segment development, inventory comparison and screening.

Following the June 2002 meeting, Federal cooperating agencies and the Caddo Tribe of Oklahoma were contacted to solicit comments on the additional corridors presented at the April 2002 meetings. No additional comments were received from the U.S. Fish and Wildlife Service. The U.S. Corps of Engineers (COE) stressed minimization of wetland, oil and gas field, and archeological impacts. The COE further stressed that development in Corridors A, B, and E near Wallace Lake would be problematic. The U.S. Coast Guard stressed that if river piers are used, the crossing location and angle, and pier locations are important considerations. EPA stated that Corridor C was the most favorable and

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
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that Corridors C, F, and G have the least engineering issues. EPA further emphasized that Corridor E has the higher likelihood for potential noise, neighborhood disruption, environmental justice, hazardous materials and relocation issues.

Additional corridor revisions were discussed. Corridors F and G were revised to pass through the Port property to avoid the future steel mill and were designated as Corridors F_s and G_s, respectively. To facilitate a corridor/corridor segment comparison, the project area was divided into three regions:

- The Northern Region, northern terminus to approximately LA 612.
- The Middle Region, LA 612 and Kansas City Southern (KCS) Railroad east of Friendship Road.
- The Southern Region, from the KCS Railroad line to the southern terminus.

Results from the comparative region analysis demonstrated that of the corridors developed, a Preferred Corridor comprised of Corridors G_s in its entirety along with a segment Corridor B through the Red River Alluvial Valley, best balances the social, natural, cultural resources, and engineering considerations with the national, regional, and local benefits expected from the project. The Preferred Corridor provides the opportunity for economic development and intermodal connectivity identified by local officials.

John Holt stated that the Port was in favor of the Preferred Corridor recommendation and suggested that the Mayor of Shreveport submit a letter in favor of this decision.

Bruce Easterly stressed that a project update be provided to the public as soon as possible. It was agreed that after the Mayor of Shreveport and local officials provide official concurrence regarding the location of the Preferred Corridor, a press release would be provided to the public and that specific details about the project would be forthcoming.

Vince Russo stated that after local official concurrence a Corridor Studies Report documenting the study efforts and rationale for the Preferred Corridor recommendation would be submitted to the Federal cooperating agencies for review. Upon agency concurrence another press release would be distributed announcing the Preferred Corridor decision and information on upcoming public meetings. Vince added that the agency review would take approximately 30 days, making the Preferred Corridor announcement near the end of the year.

Meeting adjourned at 11:00 a. m.

**High Priority Corridor No. 18, Route I-69
Environmental and Location Study
Local Officials Coordination Meeting
October 30, 2002**

NAME	ORGANIZATION	TELEPHONE
VINCENT G. RUSSO, JR	LA DOTD	225-248-4190
J. Kent Rogers	NL COG	318-841-5950
JOHN HOLT	PORT	318/524-2272
CHRIS PETRO	NL COG	318-841-5950
RICK NANCE	PORT	318-524-2272
SPERSTERLY	DOTD	318-549-8301
Joe Pawzik	FHWA-LA	225-757-7609
Bill Farrv	FHWA	225-757-7615
Scott Nelson	FHWA	225-757-7619
WAYNE NGUYEN	DOTD	225-248-4193
DAVID BEDWICK, JR	Bulkee	38-222-8110
Virgil Page	FHWA	225-757-7622
Bill Altman	Bossier Parish	318-965-2329
Chris Johnson	SPORT MPC	
Robert Allen	Caddo Parish	318-226-6934
KANDY CUCKY	✓	226-6900
CHRIS GESING	BALKER	412-269-4636

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
October 30, 2002 Attendees MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
John Holt, Jr.	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
J. Kent Rogers	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Chris Petro	Northwest Louisiana	Council Of Governments	509 Market Street	Suite 1000	Shreveport LA 71101
Rick Nance	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Robert Glenn	Caddo Parish	505 Travis, Suite 800			Shreveport LA 71101
Randy Lucky	Caddo Parish	505 Travis, Suite 800			Shreveport LA 71101
Bill Altman	Bossier Parish	P O Box 70			Benton LA 71006
Chris Johnson	Shreveport Metropolitan	Planning Commission	P O Box 1109		Shreveport LA 71130

*High Priority Corridor No. 18, Route I-69
US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)*

**Local Officials Coordination Meeting
October 30, 2002
DOTD District 04 Office
9:30 AM**

AGENDA

Summary of Additional Studies Efforts since June 5, 2002 Meeting..... 20 min
Preferred Corridor Recommendation Discussions..... 30 min
Wrap Up..... 10 min

High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes

Revised Additional Corridor Studies Evaluation and Screening

Federal Cooperating Agency and Native American Tribal Coordination

Following the June 5, 2002 local officials meeting, federal cooperating agencies and the Caddo Tribe of Oklahoma were contacted to solicit additional comments on the additional corridors developed and presented at the April 2002 outreach meetings. Comments received are summarized below.

U.S. Fish and Wildlife Service – No additional comments beyond what has already been provided through previous project coordination.

U.S. Coast Guard – Concerns are with navigation. If the Red River crossing is constructed with no piers in the water, then there are no concerns with the crossing location. If river piers are used, then the crossing location and angle, the pier locations, and fendering are important considerations.

U.S. Corps of Engineers – A preferred corridor should minimize wetland impacts. Corridors A, B and E are too close to Wallace Lake and development of those corridors could be problematic. Cultural resource impacts should also be minimized and the Elm Grove Oil and Gas Field should be avoided, if possible.

U.S. Environmental Protection Agency – A preferred corridor should avoid or minimize wetland impacts consistent with Section 404 b(1). Potential secondary development impacts, particularly in wetlands and floodplains should be considered and that project cost is a valid evaluation criterion in identifying a preferred corridor. Corridor C appeared most favorable at the December 2001 outreach meetings and Corridor C is still a good selection. Corridors C, F and G have the least engineering issues. Corridor E has a higher likelihood for potential noise, neighborhood disruption, environmental justice, hazardous materials and relocation issues that could all be avoided by locating the highway further from the metropolitan area. A connector road could be provided for Port access. If a preferred corridor cannot be clearly identified, several corridors may need to be advanced for further study in order to quantify and qualify project impacts.

Caddo Tribe of Oklahoma – Avoid, if at all possible, any corridor that contains or has the potential to contain Caddoan archaeological sites. If not avoided, develop a plan in cooperation with the Caddo Tribe to minimize and mitigate adverse effects to the sites and develop a Memorandum of Agreement stipulating the process for minimizing those effects.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20**

Bossier, Caddo, and Desoto Parishes

Revised Additional Corridor Studies Evaluation and Screening

Additional Engineering Studies

Additional engineering studies were conducted following the June 5, 2002 local officials meeting to further ascertain the feasibility of developing an engineered alignment within Corridor E and within the area of Port property south of the proposed steel mill. The corridor south of the proposed steel mill is designated Corridor Gs.

The following tables reflect the additional engineering studies.

REVISED CORRIDOR COMPARISON					
Engineering Considerations (Ranked by Importance)	Revised Corridor (lowest value is best)				
	B	C	E	Gs	
Red River Crossing Location (Navigation)	4	1	2	3	
Distance Between Levees	1	3	4	2	
Interchange Location (LA 1 & US 71)	3	1	4	2	
Preliminary Cost	1	3	4	2	
Proximity to Shreveport/Bossier City	3	4	1	2	
Proximity to Port of Shreveport-Bossier	3	4	2	1	
Highway Length (Corridors to Common Point)	1	3	4	2	
Railroad Corridor Location	2	1	4	3	
Totals	18	20	25	17	

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US 171 to I-20
Bossier, Caddo, and Desoto Parishes**

Revised Additional Corridor Studies Evaluation and Screening

REVISED CORRIDOR COMPARISON						
Preliminary Cost Comparison (Corridors between Common Points)	Corridor					
	B	C	E	E*	G_s	G_s
Corridor Length (mi)	17.85	20.57	21.13	21.13	21.13	18.25
Levee to Levee Length (mi)	1.11	1.60	1.75	1.63	1.63	1.42
Red River Bridge Length (mi)	1.37	1.66	1.79	1.67	1.67	1.61
Preliminary Estimated Cost (in \$ Million)						
Roadway @ \$4.5M /mi	70.97	81.18	83.79	84.33	84.33	71.82
3 Interchanges @ \$4.5M ea	13.50	13.50	13.50	13.50	13.50	13.50
Red River Bridge @ \$85 /sf	53.06	63.89	68.90	64.51	64.51	62.13
Other Bridges @ \$60 /sf	19.40	23.97	23.73	20.72	20.72	18.55
Subtotal	156.93	182.54	189.92	183.06	183.06	166.01
15% E&C	23.54	27.38	28.49	27.46	27.46	24.90
Subtotal	180.47	209.92	218.41	210.52	210.52	190.91
ROW @ \$1.0M / mi and 40% Contingency	24.99	28.80	29.59	30.34*	30.34*	25.55
Totals	205.46	238.72	248.00	240.86	240.86	216.46

* - Includes \$750,000 for West Levee Relocation

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US 171 to I-20
Bossier, Caddo, and Desoto Parishes**

Revised Additional Corridor Studies Evaluation and Screening

REVISED CORRIDOR COMPARISON						
Environmental Considerations¹	Corridor (lowest value has least inventory)					
	B	C	E	G_s²	E	G_s²
Wetlands	1	2	4	3		
Prehistoric Archaeology Probability Areas						
Red River Alluvial Valley (high and medium probability areas)	2	1	4	3		
Upland Areas (high and medium probability areas)	3	1	4	2		
Structures	2	1	3	4		
Floodplains	3	4	2	1		
Producing Oil & Gas Wells	3	4	1	2		
Lucas Sludge Disposal Site Involvement	4	1	1	1		
Totals	18	14	19	16		

¹ – See Preliminary Corridor Inventory Comparison, April 2002 for Values

² – Assumed comparable to Corridor G

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes**

Revised Additional Corridor Studies Evaluation and Screening

Category		Corridor Segment				Gs ¹
		B	C	E		
CORRIDOR SEGMENT INVENTORY COMPARISON – MIDDLE REGION						
<i>(Values Shown Are An Inventory of Resources Within The Entire 1-Mile Wide Corridor Actual Highway Impacts Would Be Substantially Less)</i>						
Structures						
	Residences	87	42	90	81	
	Mobile Homes	71	26	85	112	
	Apartment Buildings	-	-	-	-	
	Businesses	6	2	6	8	
	Churches	2	-	1	2	
	Public Facilities	1	-	-	1	
	Total Structures	167	70	182	204	
Cemeteries		-	2	-	-	
Natural Resources						
	Wetlands (acres)	777	940	1,098	548	
	100-Year Floodplain (acres)	5,694	6,144	4,886	3,919	
Prehistoric Archaeology Probability Areas						
	Red River Alluvial Valley					3,304
	High (acres)	515	540	1,098	646	
	Medium (acres)	3,240	2,758	4,640	2,658	
	Low (acres)	2,147	3,038	1,835	1,429	
	Upland Areas					722
	High (acres)	277	212	235	261	
	Medium (acres)	517	400	444	461	
	Low (acres)	5,033	6,320	5,071	4,946	

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes**

Revised Additional Corridor Studies Evaluation and Screening

Category	Corridor Segment				Gs ¹
	B	C	E		
	(Values Shown Are An Inventory of Resources Within The Entire 1-Mile Wide Corridor Actual Highway Impacts Would Be Substantially Less)				
Oil and (Gas) Wells	0 (29)	0 (27)	0 (8)	0 (10)	
Producing	0 (1)	0 (5)	1 (5)	0 (1)	
Shut In	0 (1)	0 (0)	0 (0)	0 (0)	
Active Injection					

¹ - Corridor Segment width reduced through Port area

Engineering Consideration (Listed by importance)	Corridor Segment Ranking (Ranked 1 through 4 with 1 being the best)				Gs ¹
	B	C	E		
	CORRIDOR SEGMENT ENGINEERING COMPARISON - MIDDLE REGION				
Red River Crossing Location (Navigation)	4	1	2	3	
Distance Between Levees	1	3	4	2	
Interchange Location (LA 1 & US 71)	3	1	4	2	
Preliminary Cost	1	3	4	2	
Proximity to Shreveport/Bossier City	3	4	1	2	
Proximity to Port of Shreveport-Bossier	3	4	2	1	
Corridor Segment Length (To Common Point)	1	3	4	2	
Potential for Future Railroad Corridor	2	1	4	3	
Totals	18	20	25	17	

¹ - Corridor Segment width reduced through Port area

**RESOLUTION ADOPTED BY THE
NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS**

**Metropolitan Planning Organization
Transportation Policy Committee**

At a regular meeting of the Northwest Louisiana Council of Governments Metropolitan Planning Organization, Transportation Policy Committee held on October 30, 2002 pursuant to due notice, a quorum being present, the following resolution was duly adopted:

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) have authorized funding for the development of the Interstate 69 Corridor from Indianapolis, Indiana to Houston, Texas through Memphis, Tennessee and Shreveport – Bossier City, Louisiana; and,

WHEREAS, The Louisiana Department of Transportation and Development has contracted with Michael Baker, Jr. Inc for the development of an Environmental Impact Study for SIU 15 Shreveport – Bossier Urban Area Segment (I-20 to US 171); and

WHEREAS, The Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee on April 27, 201 passed a resolution in support of the development of said Environmental Impact Study for SIU 15 as it related to the development of the transportation needs for the urban area of Shreveport and Bossier City; and

WHEREAS, Michael Baker, Jr. Inc had developed and presented detailed environmental data for the study area and seven corridors within the study area; and

WHEREAS, the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee has reviewed the corridors and environmental detailed provided by Michael Baker, Jr. Inc.

BE IT RESOLVED, that the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee recommends the further development of Corridor Gs in its entirety along with a segment of Corridor B through the Red River Alluvial Valley and to identify such as the preferred corridor for the I-69 SIU 15.

CERTIFICATION

I, J. Kent Rogers, Secretary to the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted by the committee.

Shreveport, Louisiana, the 30th day of October 2002.



J. Kent Rogers, Secretary

The Northwest Louisiana Council of Governments
Metropolitan Planning Organization Transportation Policy Committee



May 2, 2003

J. Kent Rogers
Northwest Louisiana
Council of Governments
401 Market Street
Suite 460
Shreveport LA 71101

Michael Baker Jr., Inc.

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Pittsburgh, Pennsylvania 15231-0259
(412) 269-4600
FAX (412) 375-3989

*Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108*

RE: State Job No. 700-94-0003
F.A.P. No. HPI-69-1(001)
Interstate Highway 69 – SIU 15
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Purpose and Need Statement

Dear Mr. Rogers:

On behalf of the Louisiana Department of Transportation and Development (DOTD) we are submitting, for your information, the Purpose and Need Statement for Interstate Highway 69, Section of Independent Utility (SIU) 15.

In accordance with the merged NEPA/Section 404 process adopted for this project, only the Federal cooperating agencies are required to comment on the document. However, should you wish to comment, please provide your written response by June 10, 2003. If you have any questions or need additional information, please contact me at (412) 269-4636. We look forward to your continued input throughout the duration of this project.

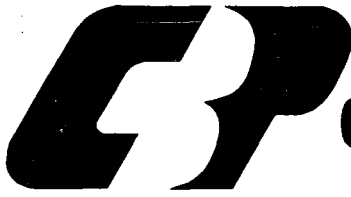
Sincerely,

MICHAEL BAKER JR., INC.

Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

Challenge Us. *Vincent Russo* – DOTD



CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 ~ SHREVEPORT, LOUISIANA 71135-2071

(318) 524-2272 ~ FAX (318) 524-2273

February 17, 2003

Mr. Christopher Gesing, P.E.
Project Manager, High Priority Corridor 18, Route I-69
Michael Baker Jr., Inc.
Airport Office Park – Bldg. 3
420 Rouser Road
Coraopolis, PA 15108

Subject: Alignment Development, Red River Crossing

Dear Chris:

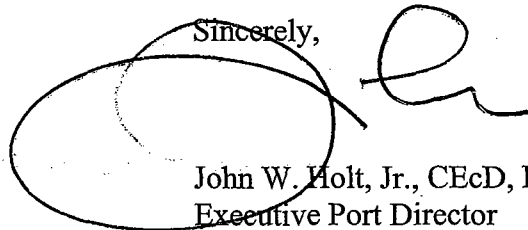
It is our understanding that the enhanced GIS Environmental Inventory, alignment development and field studies are proceeding satisfactorily. We also understand that no “show stoppers” have been identified on either alternative and in particular Alternative F_s & G_s.

As you know, the Port has done extensive archeological and environmental review on its property with only two sites being identified for safeguarding. Neither are inside Alternate F_s & G_s, and are thus totally avoided. These studies can be provided to speed the review should the need exist.

Therefore, in light of no evidence to the contrary so far, the Port continues to advise that Alternative G_s is the desired path to cross the Red River and pass the Port.

If the Port can be of assistance, please let us know.

Sincerely,



John W. Holt, Jr., CEcD, PPM
Executive Port Director

JWH: haa

cc: Commissioner Steve Watkins, President
Mr. Kent Rogers, NLCOG

cc: Wayne Nguyen, DOTD

MEMBERS: Michael H. Wainwright, President; Steve Watkins, Vice President; Frank R. Pernici, Secretary-Treasurer; Lynn Austin; A.K. Busada; Duncan McRae; Maxine E. Sarpy; Lorenz J. Walker

Baker

July 7, 2003

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Local Officials Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

An alignment studies review meeting will be held at **1:00 p.m. on July 22, 2003 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana.** A meeting agenda is enclosed. The purpose of this meeting is to review the preliminary highway alignments, approximately 300 feet in width, that have been developed within the Preferred Corridor. Outreach meetings have also been scheduled for July 22 and July 23, 2003 to present this information to the public. An invitational flyer distributed to individuals on the project mailing list is also enclosed for your information.

We look forward to meeting with you and to your continued involvement in this project. If you would like to contact us in advance, please do so at (318) 222-8110 or (866) I-69-DOTD.

Sincerely,

MICHAEL BAKER JR., INC.



Christopher G. Gesing, P.E.
Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD
Challenge Us.

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable Jim McCrery	U S House Of Representatives	6425 Youree Dr #350			Shreveport LA 71101-4600
Drew E. Smith	District Representative	6425 Youree Dr #350			Shreveport LA 71101-4600
The Honorable W J "Billy" Tauzin	U S House Of Representatives	107 Federal Building			Houma LA 70360
The Honorable David Vitter	U S House Of Representatives	2800 Veterans Memorial Blvd, #201			Metairie LA 70002-6130
The Honorable William J Jefferson	U S House Of Representatives	501 Magazine Street	Suite 1012		New Orleans LA 70130
The Honorable Richard H Baker	U S House Of Representatives	5757 Corporate Blvd, Suite 104			Baton Rouge LA 70808
The Honorable Chris John	U S House Of Representatives	800 Lafayette Street Suite 1400			Lafayette LA 70501
The Honorable John Cooksey	U S House Of Representatives	1101 Hudson Lane, Suite B			Monroe LA 71201
The Honorable John B Breaux	U S House Of Representatives	501 Magazine St, Suite 1005			New Orleans LA 70801
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 326	707 Florida Boulevard		Baton Rouge LA 70801
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624		Bossier City LA 71172
The Honorable Roy "Hoppy" Hopkins	LA House Of Representatives	District 1	P O Box 63		Oil City LA 71061
The Honorable Lydia P Jackson	LA House Of Representatives	District 2	610 Texas Street, Suite 201		Shreveport LA 71101
The Honorable Joe R. Sailer	LA House Of Representatives	District 24	P O Box 250		Florien, LA 71429
The Honorable Ernest Baylor Jr	LA House Of Representatives	District 3	2835 Hollywood Ave, Suite 270		Shreveport LA 71108
The Honorable Cedric B Glover	LA House Of Representatives	District 4	401 Edwards St, Suite 219		Shreveport LA 71101
The Honorable Wayne Waddell	LA House Of Representatives	District 5	9260 Ellerbe Rd		Shreveport LA 71106
The Honorable Beverly Gourdon Bruce	LA House Of Representatives	District 7	P O Box 884		Mansfield, LA 71052
The Honorable Billy Montgomery	LA House Of Representatives	District 9	4326 Parkway Drive		Bossier City LA 71112-4200
The Honorable B L Shaw	LA House Of Representatives	District 6	3825 Gilbert, Suite 131		Shreveport, LA 71104
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	731 Main Street		Minden LA 71055
The Honorable Max Tatum Malone	The Senate Of Louisiana	District 37	610 Marshall St, Suite 722		Shreveport LA 71101
The Honorable Gregory Tarver	The Senate Of Louisiana	District 39	1024 Pierre Avenue		Shreveport LA 71103
The Honorable Ronald Bean	The Senate Of Louisiana	District 38	2520 Bert Kouns Suite 100		Shreveport LA 71118
The Honorable Kenneth "Mike" Smith	The Senate Of Louisiana	District 31	P O Box 1381		Winfield, LA 71483
The Honorable Foster Campbell Jr	The Senate Of Louisiana	District 36	1800 Jimmie Davis Hwy, Suite A		Bossier City LA 71112
Eric England	Caddo-Bossier Port Commission	P O Box 52071			Shreveport LA 71135-2071
Lorenz Walker	City Of Bossier	P O Box 6337			Bossier City LA 71171-5337
The Honorable Lynn Porter	Mayor Of Mooringsport	P O Box 577			Mooringsport LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments	401 Market Street	Suite 460	Shreveport LA 71101
The Honorable Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
The Honorable George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
The Honorable Bill Maxey	Mayor Of Haughton	P O Box 729			Haughton LA 71037
The Honorable Bill Robertson	Mayor Of Minden	P O Box 580			Minden LA 71058
The Honorable Curtis McCune	Mayor Of Stonewall	P O Box 92			Stonewall LA 71078
The Honorable Lynn Mascogni	Mayor Of Benton	P O Box 336			Benton LA 71006
The Honorable Dennis Freeman	Mayor Of Logansport	P O Box 639	Sabine Insurance Co.		Logansport LA 71049
Bill Hanna	Caddo Parish Administrator	505 Travis, Suite 800			Shreveport LA 71101
Shirley Bryd	Webster Parish Sec/Treasurer	P O Box 389			Minden LA 71058
Dennis Woodward	Bossier Parish Administrator	P O Box 70			Benton LA 71006
Donald Edington	Desoto Parish Administrator	P O Box 898			Mansfield LA 71052
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
S. Bruce Easterly	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive		Bossier LA 71112
Tommy Clark	Clark & Associates, LLC	1055 Louisiana Avenue			Shreveport LA 71101
John D. Caruthers	I-69 Coalition	400 Travis St, Suite 1510			Shreveport LA 71101
Roy Miller	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport LA 71109
Murry Viser	Executive Director	Shreveport-Bossier Military Affairs Council	P O Box 1931	Barksdale Air Force Base	Shreveport LA 71166-1931
Michael Wainwright	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Charles Tutt	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
Donald M. Pierson	Greater Bossier Economic Development	710 Benton Road			Bossier City LA 71111
Charles Coyle	Greater Bossier Economic Development	710 Benton Road			Bossier City LA 71111
Mike Gibson	Associated General Contractors	2025 Southern Avenue			Shreveport LA 71104-2016
Mark Jusellin	Shreveport Chamber of Commerce	400 Edwards Street			Shreveport LA 71120
LTC Carl V. Thompson	Facility Manager	LA Army National Guard			Minden LA 71055-7794
Phillip Arthur	Battalion Commander	HQ 165th QM Bn. (POL)	4166 Military Drive		Bossier City LA 71111

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: July 22, 2003, 1:00 p.m.
DOTD District 04 Office

Purpose: To Present the Results of the Alignment Location Study

Discussions:

Vince Russo opened the meeting and all in attendance identified themselves and their agency/affiliation.

Chris Gesing provided a brief discussion of events since the last meeting held in April 2002. A Preferred Corridor for the I-69 project was announced on December 31, 2002. This decision reduced the area of study from an initial 300 square mile to a single corridor approximately one mile wide. The purpose of the meeting is to present the results of the alignment location study.

The four main phases of the highway project were discussed: 1) Scoping and Purpose and Need, 2) Corridor Studies, 3) Alignment Studies, 4) Environmental Documentation. Scoping involved the identification of Federal, State, regional, local and public stakeholders. Scoping sessions identified the Federal, State, regional, and local issues that defined the framework for the collection of environmental information to be considered during the project. In concert, a Purpose and Need Statement was prepared that provided the justification for the project. All Federal cooperating agencies responding to date concurred with the Purpose and Need.

Corridor Studies were discussed. The purpose of this phase was to develop an environmental inventory of the study area to develop a constraints map. The constraints map was used to guide corridor development. Some of the identified constraints included features such as wetlands, wetland reserve program areas, floodplains, hazardous waste sites, residences, and businesses. In December 2001, four corridors (Corridors A, B, C, and D) 1 mile in width were presented within the study area. In response to comments received from local elected officials and the public following the December meetings, additional corridors were developed and evaluated. The additional corridor studies focused on two issues: 1) Avoiding the Williamson Road/Stacey Lane area and the Old Port Petroleum Facility along U.S. 171 while maintaining a southern route around Stonewall and 2) The proximity of a corridor near the cities of Shreveport, Bossier City, and the Port of Shreveport-Bossier. Additionally, these studies included the expansion of the study area northward to evaluate the I-69 Inner Loop Extension Corridor from earlier studies. An expanded GIS environmental inventory was developed to cover the northern expansion of the study area.

In April 2002, three additional one mile wide corridors (Corridors E, F, and G) were presented. Subsequently, Corridors F and G were revised to pass through the Port property south of and adjacent to their original corridor locations in order to avoid the largest contiguous of property owned by the Port. The Port expressed their desire to retain this tract for potential future development. These revised

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

corridors were designated as Corridors F_s and G_s. Corridor screening was then evaluated and the study area was divided into three general geographic regions: the Northern, Middle, and Southern Regions. The Northern Region extends from the northern terminus at I-20 to approximately Johnson-Koran Road, the Middle Region from Johnson-Koran Road to approximately the Kansas City Southern Railroad line east of Friendship Road, and the Southern from the KCS Railroad line to the southern terminus at U.S. 171. A Preferred Corridor consisting of Corridor G_s in its entirety along with a segment of Corridor B through the Red River Alluvial Valley was recommended and submitted to the MPO and resource agencies for review and comment in November 2002. The Preferred Corridor was announced on December 31, 2002.

Alignment Studies were discussed. Digital orthophotography was used as the base map for this phase of the project. Property boundaries from Parish tax maps were collected and identified on the base map within the Preferred Corridor. Letters were sent to property owners within the Preferred Corridor that requested permission to access land for detailed field studies. Detailed field studies focused on wetland delineations and a historic structures survey. The project GIS was expanded to include additional environmental information such as water well and oil and gas well locations. It was stressed that oil and gas well development was a dynamic data set and it would not be possible to contain real time mapping of these facilities. The review of this data, including engineering design standards and engineering considerations regarding the crossing of the Red River, existing roadway crossings, grades, and navigation at the Red River, resulted in the development of four alignments approximately 300 feet wide and conceptual interchange locations. Alignment revisions would be considered as appropriate after the public meetings based on input received from Federal and State agencies, local elected officials, and the public. Subsequently, an alignment recommendation will be prepared for agency concurrence.

The Environmental Documentation phase will begin after concurrence of a Preferred Alignment. The completion of the Draft Environmental Impact Statement (EIS) is anticipated by the end of 2003 followed by the Final EIS in the second quarter of 2004.

Public Outreach was discussed and has been provided through several mediums. The project website located at www.i69dotd.com provides notices of public meetings and copies of handouts distributed at the public meetings. Locations that display project related information is also provided. Citizens are welcome to stop by Baker's Shreveport office by appointment. For those who cannot visit the office, a hotline has been provided (1-866-I69-DOTD). A new useful feature has been added to the website. An interaction map allows users to locate any area within the Preferred Corridor on an orthophotographic background. Additionally, environmental features are shown as seen on display boards at the public meetings.

Mayor Dement asked about the location of the highway in relation to the levees. All alignments would be bridged over levees.

State Representative Jane Smith stated that alignment shifts cost money and time.

Rick Nance read a letter written by Dr. James Willis of Elm Grove. Dr. Willis owns a farm bounded by Red Chute Bayou on the east and the Flat River on the west. He prefers the use of Corridor F or Corridor G.

Meeting adjourned at 2:00 p.m.

High Priority Corridor No. 18, Route I-69
 Environmental and Location Study
 Local Officials Coordination Meeting
 July 22, 2003

NAME	ORGANIZATION	TELEPHONE
Bill McAbee	M. BAKER JR.	318 222 8110
DAVID BEDWAL	M. BAKER, JR	318-222-8110
LAMAR SMITH	M. BAKER, JR	(601) 933-6224
WAYNE NGUYEN	DOTD/ENVI	225-248-4193
BRILLE EASTERLY	DOTD DIST 04	318-549-8301
Bill Robertson	City of Minden	318 377-2144
GEORGE DEMENT	CITY OF BOSSIER	318-741-8501
Jane SMITH	State Representative	741-2825
JOHN HOLT	PORT	524-2272
Stephen Gilmartin	Port	524-2272
Larry Walker	City of BC	741-8501
Butch Ford	Bossier Parish	965-2329
Bob Jones	Kado Parish Comm	226-6932
Peter Ylan	Cadeo Parish	226-6931
Curtis McEune	Stonewall	925-9943
LISA Schalls	NLCOG	841-5950
LIZA Long	NLCOG	841-5950
S. Kent Rogers	NLCOG	841-5950
VINCENT G. RUSSO, JR	LA DOTD	225-248-4190
Tommy Clark	AFSMc	(318) 425-7452
Chris Johnson	Sport MPC	318 673-6480



Northwest Louisiana Council Of Governments

401 Market Street, Suite 460
Shreveport, LA 71101
Phone: (318) 841-5950
Fax: (318) 841-5952
www.nlcog.org

NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS

Transportation Policy Committee

2:30 PM

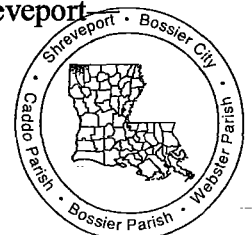
January 20, 2004

Mayor Dement called the meeting to order at 2:30 p.m. with the following members present:

- Mayor Dement, City of Bossier City*
- Mr. Lorenz Walker, City of Bossier City
- Mayor Keith Hightower, City of Shreveport*
- Mayor Curtis McCune, Town of Stonewall*
- Mr. Bob Church, DeSoto Parish Chamber of Commerce*
- Mr. Randy Lucky, Caddo Parish Commission*
- Mr. Jeron Rogers, Caddo Parish Commission
- Mr. Bill Altimus, Bossier Parish*
- Mr. Butch Ford, Bossier Parish
- Mr. L. Chris Johnson, Shreveport Metropolitan Planning Commission*
- Mr. John Holt, Port of Shreveport—Bossier*
- Mrs. Stephanie Edmiston, Port of Shreveport—Bossier
- Mr. Richard Nance, Port of Shreveport—Bossier
- Mr. Michael Wainwright, Port of Shreveport—Bossier
- Mr. Bruce Easterly, LaDOTD*
- Mr. Ken Perret, LaDOTD
- Mr. Vince Russo, LaDOTD
- Mr. Scott Nelson, FHWA
- Mr. Bill Farr, FHWA
- J. Kent Rogers, NLCOG
- Chris Petro, NLCOG
- Lisa Schales, NLCOG

** Voting member*

The first order of business was a discussion of the merits for alignments one through five in Interstate 69 SIU 15. Both Mayor Hightower and Mayor Dement stated there was a necessity for the Interstate to utilize the northern alignment which travels through the Port of Shreveport

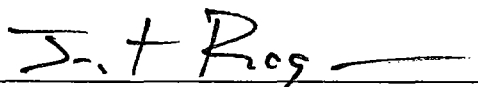


Bossier and to run as close as possible to both the cities for the economic benefit the road would bring. Mr. Holt agreed with the two mayors and further stated that the Port would enter into an agreement with the Louisiana Department of Transportation and Development for the properties that would need to be acquired from the Port for the construction of I-69.

Stated as a possible factor to not recommend the northern alignment was the newly built Elm Grove Baptist Church. After consulting with Christopher Gessing and the maps provided by Michael Baker, Jr., Inc., the members discussed the fact that in the northern corridor the newly built church would need to be taken for the construction of the road and also in the southern corridor the older Elm Grove Baptist Church building would have to be taken for the interstate. Also discussed was the need for the Metropolitan Planning Commissions in both parishes to take steps to begin corridor preservation by preventing new businesses and subdivisions from building in the potential right of way for the northern corridor. Mr. Russo stated that LaDOTD has no basis from keeping the proposed route of the interstate from developing. Most of the members agreed that this was a subject that needed to be brought to the attention of the Metropolitan Planning Commissions and that some type of agreement would need to be made that to the best ability of the Metropolitan Planning Commissions, they would discourage the development of businesses and subdivisions in the path of the interstate.

After much discussion, the attached resolution was adopted by the MPO Transportation Policy Committee with a vote of 8 Yeas, 0 Neas and 1 Abstention to recommend Alignment 5 in Section 1, Alignment 3 in Section 2, and Alignment 5 in Section 3.

Because of time constraints, the meeting was adjourned with a reminder from Mr. Rogers for the members to review the enclosed RFP for Extended Service Hours study.



Mr. J. Kent Rogers, Secretary

**RESOLUTION ADOPTED BY THE
NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS**

**Metropolitan Planning Organization
Transportation Policy Committee**

At a regular meeting of the Metropolitan Planning Organization Transportation Policy Committee, held on **January 20, 2004** pursuant to due notice, a quorum being present, the following resolution was duly adopted:

WHEREAS, the *Transportation Equity Act of the 21st Century (TEA-21)* authorized funding for the further development of the Interstate 69 Corridor through a Special Environmental Study for the Development of Section of Independent Utility which identified three Sections of Independent Utility (SIU) in Louisiana being SIU 14 – El Dorado, AR to Shreveport, LA, SIU – 15 Shreveport/Bossier City Urban Area, and SIU 16 Louisiana/Texas Alignment; and

WHEREAS, the Louisiana Department of Transportation and Development has contracted with Michael Baker, Jr. Inc. for development of an Environmental Impact Study for SIU 15 – Shreveport/Bossier City Urban Area US 171 to I-20; and

WHEREAS, Michael Baker, Jr., Inc. has developed and presented detailed environmental data for the study area and seven (7) corridors within the study area; and

WHEREAS, the Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee has recommended the development of Corridor Gs and a portion of Corridor B as it passes through the Red River Alluvial Valley, as the preferred corridor for the I-69 SIU 15; and

WHEREAS, Michael Baker, Jr. Inc. has presented detailed environmental data and developed five (5) alignments within the recommended Corridor; and

WHEREAS, the Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee has reviewed the environmental data and alignments provided by Michael Baker, Jr., Inc.

BE IT RESOLVED, that the Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee does hereby approve and recommend an Alignment resembling the following:

Within project section one – alignment 5
Within project section two – alignment 3
Within project section three – alignment 5

as the preferred alignment for the I-69 SIU 15 and fully supports the development and refinement of this alignment.

BE IT FURTHER RESOLVED, that the Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee does hereby approve and recommend the above based partially on the following considerations:

Control or Right-of-Way Cost with in the Port area due to Port Ownership of said property;
Controlling Urban Sprawl and the cost of other local infrastructure needs to meet the facility;
Local governments and planning commission ability to preserve the corridor through local development review processes (Corridor Preservation); and
The need for an additional bridge crossing in the southern portions of the parish and the proximity of this bridge to current development.

CERTIFICATION

I, J. Kent Rogers, Secretary to the Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted by the committee.

Shreveport, Louisiana, this 20th day of **January 2004**.



J. Kent Rogers, Secretary
Northwest Louisiana Council of Governments' Metropolitan Planning Organization Transportation Policy Committee
Executive Director, Northwest Louisiana Council of Governments

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
JANUARY 20, 2004 MEETING MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
Richard Nance	Caddo-Bossier Port Commission	P O Box 52071			Shreveport LA 71135-2071
Lorenz Walker	City Of Bossier	P O Box 5337			Bossier City LA 71171-5337
Lisa Schales	Northwest Louisiana	Council Of Governments	401 Market Street	Suite 460	Shreveport LA 71101
J. Kent Rogers	Northwest Louisiana	Council Of Governments	401 Market Street	Suite 460	Shreveport LA 71101
Chris Petro	Northwest Louisiana	Council Of Governments	401 Market Street	Suite 460	Shreveport LA 71101
The Honorable Curtis McCune	Mayor Of Stonewall	P O Box 92			Stonewall LA 71078
Randy Lucky	Caddo Parish	505 Travis, Suite 800			Shreveport LA 71101
Jerome Rogers	Caddo Parish	505 Travis, Suite 800			Shreveport LA 71101
Bill Altmus	Bossier Parish	P O Box 70			Benton LA 71006
Butch Ford	Bossier Parish	P O Box 70			Benton LA 71006
John Holt, Jr.	Executive Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport LA 71135
S. Bruce Easterly	District Engineer Administrator	Department Of Transportation & Development	3339 Industrial Drive		Bossier LA 71112
Robert Church	Desoto Parish Chamber of Commerce	101 N Washington Ave			Mansfield LA 71052
Chris Johnson	Shreveport Metropolitan Planning	2416 Travis, S-1100			Shreveport LA 71101
The Honorable George Dement	Mayor Of Bossier City	620 Benton Road			Bossier City LA 71111
The Honorable Keith Hightower	Mayor Of Shreveport	P O Box 31109			Shreveport LA 71130
Michael Wainwright	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See Attached List

Time and Place: January 20, 2004 1:00 p.m.
DOTD District 04 Office

Purpose: To discuss the Preferred Alignment Recommendation

Discussions:

Ken Perret opened the meeting and indicated that the purpose of the meeting was to discuss the consultant's recommendation of a preferred alignment to be presented in the Draft Environmental Impact Statement (DEIS). Ken noted that a preferred alignment need not be identified in the DEIS, but that this was not the best approach. Ken introduced key members from DOTD, FHWA-LA and Baker, and then turned the meeting over to the Consultant.

Chris Gesing explained the project study efforts since the July 2003 meetings, which focused on addressing comments received from the public, local officials and the agencies. The resource agencies requested that the wetlands boundaries be expanded beyond their current limits of study, to further demonstrate that the preliminary alignments minimize potential wetland impacts. This was particularly true in Section 1. Several residents indicated that their houses were not shown on the exhibits. Residences along the preliminary alignments were verified. A previously unidentified family cemetery was also located. Chris also noted that follow the public meetings, we learned that the Elm Grove Baptist Church, which would be impacted by Lines 2 and 4, was building a new church that would now be impacted by Lines 1 & 3. Chris noted that because of the narrowed corridor through the Port property, the new church could not be avoided.

Chris indicated that a new preliminary alignment (Line 5) was developed based on a combination of the previously developed lines and the enhanced environmental information. Line 5 further reduced impacts to certain resources, such as residences. A revised preliminary alignment impact summary was reviewed.

The preliminary alignment impact summary presents potential length, cost, and potential impacts for each line developed. The information is divided into three sections, Section 1 from US 171 to the KSC Railway at Frierson, Section 2 from the KSC Railway at Frierson to LA 157, and Section 3 from LA 157 to I-20. The project was divided into these three sections to better ascertain what impacts could occur and where, especially those impacts associated with a northern or southern crossing of the Red River.

Chris noted that oil and gas wells are a very dynamic data set and the potential impacts are based on the most up to date that could be acquired.

Chris reviewed the merits of Line 5. In Section 1, Line 5 minimizes impacts to wetlands associated with Brushy Bayou and minimizes residential impacts near Frierson Road. In Section 2, Line 5 avoids the new Elm Grove Baptist Church, which could not be avoided with the narrow Preferred Corridor segment

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

through the Port of Shreveport-Bossier. Line 5 also avoids impacts to lands owned by the Port, which could be utilized for other development opportunities. In Section 2, Line 5 also provides the shortest Red River Bridge crossing length and cost, and minimizes residential and community impacts to the neighborhood at Goat Hill and Pine Hill roads. In Section 3, Line 5 minimizes impacts to wetlands associated with Foxskin Bayou and minimizes residential and business impacts along LA 164.

Chris indicated that Line 5 impacted the fewest residences, minimized wetland impacts, avoided the Elm Grove Baptist Church and minimized community impacts along Goat Hill and Pine Hill roads, minimized involvement with areas of high/medium probability for prehistoric archaeological resources, and did not have the greatest impact to any other identified environmental resource. Based on additional environmental and engineering analysis, Baker recommended Line 5 as the preferred alignment because it best balanced project benefits with the overall impacts.

Mayor Hightower inquired as to how far along construction was on the new Elm Grove Baptist Church. It was reported that the church would be completed in approximately one month and that the old church and outbuildings would be leveled. The Mayor asked if this was a "show-stopper". Vince Russo indicated that it was not.

Chris added that an interchange of LA 1 with I-69 would be less than 3-miles from the Port and that LA 1 could be widened, if warranted, to handle increased traffic. Bruce Easterly indicated that the cost would be approximately \$1-2 million to widen LA 1.

Project costs were discussed. It was noted that the engineering studies to date were preliminary and conceptual, and that construction costs were based on costs per mile for roadway, cost per square foot for bridges, and reasonable costs for right-of-way acquisition, oil/gas well relocations and other project costs.

John Holt indicated that a preferred alignment through the Port was preferred because the City of Shreveport already extended public utilities to the Port area.

Ken Perret indicated that DOTD would want a Memorandum of Understanding (MOU) with the Port of Shreveport-Bossier agreeing to preserve the alignment corridor through the Port from further development. Bill Farr inquired as to when the MOU would be enacted. Ken Perret responded that the MOU would need to be in place before DOTD would agree to a preferred alignment that utilized Port property.

There was a discussion regarding corridor preservation. Vince Russo noted that right-of-way is potentially the most volatile cost. Development within the selected alignment could significantly change right-of-way costs. Vince added that once a Record of Decision (ROD) is signed, other phases of work could begin, such as design of the Red River Bridge, or corridor preservation, provided funding is available. Currently, funding is only available to complete the EIS and secure the ROD.

Vince Russo also added that if an alignment through the Port was selected, that the area around the Port could develop and leapfrog I-69 before it can be constructed.

The question was raised as to whether the municipal planning agencies could enact ordinances to preserve the selected alignment corridor. Kent Rogers indicated that they could. The Caddo Planning Commission indicated they were not sure that they could.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Vince Russo indicated that if the City and the other municipalities prefer an alignment through the Port property, they should inform DOTD in writing.

Mayor Hightower indicated that a preferred alignment through the Port would provide a higher economic benefit to the communities. Ken Perret requested that NLCOG prepare supporting documentation, substantiating the economic benefit. The Consultant will incorporate the NLCOG information into the Preferred Alignment recommendation. NLCOG indicated that it would.

Railroad compatibility with the new highway was discussed. Chris indicated that the preliminary alignments were developed to locate the highway so that it satisfies the project purpose and need while minimizing environmental impacts. The location of the preliminary alignments was not driven by parallel railway corridor considerations or rail compatibility. A rail compatibility study will be conducted on the Preferred Alignment and will consider horizontal and vertical geometry, road crossing and interchanges, and noise and vibration impacts. Chris indicated that servicing the Port from a rail line parallel to the alignment through the Port was probably unlikely due to the necessary geometry, clearances and existing development. Vince Russo agreed that it would be almost impossible to accommodate rail on a parallel alignment through the Port, and that providing spurs to service the Port from a parallel alignment would be extremely difficult.

Kent Rogers also indicated that NLCOG's Transportation Policy Committee would put its preference in writing and submit it to DOTD.

The meeting adjourned at 3:15 p.m.

High Priority Corridor No. 18, Route I-69
Environmental and Location Study
Local Officials Coordination Meeting
 January 20, 2004

NAME	ORGANIZATION	TELEPHONE
VINCENT RUSSO, JR	DOTD-ENVI.	225-248-4190
WAYNE NGUYEN	DOTD-ENVI	225-248-4193
GEORGE DEMENT	BOSSIER CITY	741-8501
Lorenz Walker	City of BC	"
KANDY LUCKY	Parish of Caddo	226-6900
Robert [unclear]	East of [unclear]	872-1310
Curtis McKeen	town of Stonewall	925-9338
[unclear] H. [unclear]	Shreveport	673-5050
RICHARD NANCE	C-B Ports	524-2272
Bruce Easterly	LA DOTD	549-8301
Ken Perret	DOTD	(225) 579-1248
Chris Johnson	Spot/caddo MPC	318/222-6652
TERON ROGERS	Caddo Parish Comm	318-226-6931
Scott Nelson	FHWA	225-757-7619
Bill Farr	FHWA	225-757-7615
Don [unclear]	Boone Parish	318 965-2329
Butch Ford	Boone Parish	318-265-2322
Bill McAbee	BAKER	318-426-7354
J. [unclear] Rogers	NLCOG	318 841-5950
USA SCHAFES	NLCOG	318-841-5950



CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 - SHREVEPORT, LOUISIANA 71135-2071

(318) 524-2272 - FAX (318) 524-2273

E-mail: port@portsb.com Website: www.portsb.com

February 17, 2004

cc: Vincent Russo - DOTD

Mr. Christopher G. Gesing, P.E., Project Manager
Michael Baker Jr., Inc.
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

Re: High Priority Corridor No. 18, Route I-69, US 171 to I-20

Dear Chris:

Thank you for providing an update on the above referenced project to area officials last month. On behalf of the Caddo-Bossier Port Commission, we want to again reiterate our support of the northern alignment route (alignment 3) within project section two crossing the Red River that would run through the Port of Shreveport-Bossier just south of our north entrance.

This route would greatly enhance the connectivity of our location and continue to strengthen the Port's role as a multi-modal transportation and distribution center. Both Shreveport and Bossier Mayors have stated that this alignment best enhances economic impacts to the area associated with this project. This path also gives local government enhanced ability to preserve the corridor through the local development review processes and affords greater control of the right-of-way costs based on port ownership of the property.

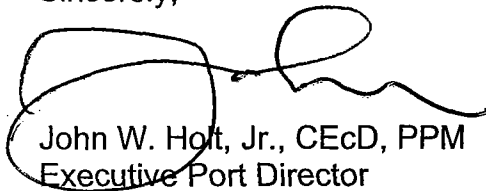
Concern about the preservation of right-of-way in general and, in particular, in a developing port was stated as a potential negative for the northern alignment through the Port during your presentation. Based on the strengthened connectivity that would be created with this alignment for marketing of our evolving Port, we do not agree. Therefore, as it relates to the Port-owned portion of this route, please consider this to be formal notice that we are prepared to work with LADOTD to execute a Memorandum of Understanding (MOU) that would exclude property required to accommodate the I-69 alignment through the Port from further development.

MEMBERS: Steve Watkins, President; Frank R. Pernici, Vice President; Lynn Austin, Secretary-Treasurer; A. K. Busada; James L. Pannell; Maxine E. Sarpy; Michael H. Wainwright; Lorenz J. Walker; Milton L. Williams

I-69 Alignment
Page Two

We believe it is critical for this project to be ready to move forward to the design stage as soon as additional funding becomes available. If can be of further assistance as this vital project progresses, please contact our office.

Sincerely,



John W. Holt, Jr., CEcD, PPM
Executive Port Director

JWH/haa

cc: The Honorable Keith Hightower, Mayor of Shreveport
The Honorable George Dement, Mayor of Bossier City
Dr. Kam K. Movassaghi, Ph.D., P.E., Secretary, Department of Transportation & Development
Mr. Kenneth Perret, Assistant Secretary, Office of Planning & Programming, Department of Transportation & Development
Commissioner Steve Watkins, President
Commissioner Michael Wainwright, Chairman, Intergovernmental Committee
Mr. Kent Rogers, Northwest Louisiana Council of Governments

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Corridor Preservation MOA Coordination Meeting

Attendees: Bruce Easterly – DOTD
Vince Russo – DOTD
Bill Farr – FHWA
Scott Nelson – FHWA
John Holt – Port of Shreveport-Bossier
Chris Gesing - Baker

Time and Place: July 14, 2004, 3:00 p.m.
Via Conference Call

Purpose: To discuss the Port's Comments on the Corridor Preservation Memorandum of Agreement (MOA)

Discussions:

Chris Gesing opened the meeting indicating that the purpose of the meeting was to discuss the comments raised in the Port's June 24, 2004 letter to the DOTD in advance of the Caddo-Bossier Parishes Port Commission Board of Commissioner's meeting on July 15, 2004.

John Holt indicated that the Commission was amenable to "transferring" ownership to DOTD, but they requested that the State to get "credit" against the State match for project funding for the fair market value of the land. Bill Farr indicated that he did not think that receiving "credit" for the land transfer would be a problem.

John expressed the Commission's desire to obtain approval to use the land under the elevated portions of I-69 once the project was constructed for ingress, egress, storage of sand, gravel, and other non-hazardous uses. Vince Russo indicated that the DOTD routinely enters into joint use agreements such as this, and indicated that the Port would submit a request to DOTD once the project is completed through the Port area. It was agreed not to include specific language in the MOA regarding joint use.

Vince also explained that the preliminary highway alternatives currently under consideration, including the alignments through the Port are subject to public scrutiny as part of the NEPA process. All of the alternatives satisfy the purpose and need and are feasible. If an alignment through the Port is ultimately selected at the conclusion of the NEPA process, then the MOA will remain in tact. In the event that the selected alignment does not pass through Commission property, the MOA would terminate upon execution of the ROD.

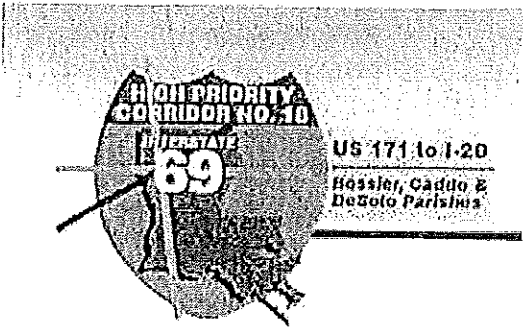
It was agreed to eliminate the 60-day timeline for transferring the Port lands upon executing the Record of Decision.

John indicated that the Commission would be voting on a resolution at the July 15, 2004 meeting giving him the authority to enter into a Corridor Preservation MOA with the DOTD and FHWA.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Baker will prepare a revised Draft MOA for DOTD, FHWA and Commission review.

Meeting adjourned at 3:25 p.m.



Interstate 69 – SIU No. 15
US 171 to I-20
Bossier, Caddo & DeSoto Parishes

State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
<http://www.i69dotd.com>
1-866-469-3683

Comment Form

PLEASE PRINT NAME AND ADDRESS (*Anonymous comments cannot be fully considered*)

Date: 7/28/05

Name: William C. Smith

Address: 101 Franklin St.

Street Address

Mansfield, La 71052

City, State, Zip

If you attended the Public Hearings, check which one: Houghton – July 20th Stonewall – July 21st

Comments: _____

Please find enclosed a copy of the resolution adopted by the DeSoto Parish Police Jury in a special meeting held on
Wednesday, July 27, 2005 supporting the grade separations at the intersections of I-69 with Linwood Avenue, Bethel
Road, and Stonewall-Frierson Road, and also an access road to run from the Bloxom Road to Efferbe Road (in Caddo).

(Use additional sheets if necessary)

Written Comments can be left in the comment box at this Hearing or
fold, stamp, and mail to the DOTD (address on the reverse side).

In order to be included in the public record,
comments must be received or post-marked no later than August 1, 2005.



Parish of DeSoto
In the Name and By the Authority of The Police
Jury of DeSoto Parish

RESOLUTION

A Resolution stating the DeSoto Parish Police Jury's endorsement of the following project proposed by the Louisiana Department of Transportation and Development (LADOTD) given due consideration of the items outlined herein

State Project No. 700-94-0003
Federal Aid Project No. HPI-69-1 (001)
FHWA-LA-EIS-05-02-D
Interstate 69, Section of Independent Utility (SIU) 15
U.S. Highway 171 to Interstate Highway 20

According to LADOTD, the stated benefits of constructing the project include: improving international and interstate movement of freight and people; facilitating economic development and enhancing economic growth opportunities domestically and internationally; and improving the intermodal connectivity of existing truck, rail and port transportation modes, including the Port of Shreveport-Bossier.

WHEREAS, LADOTD is proposing to construct a portion of I-69, SIU 15 within DeSoto Parish in order to achieve the benefits stated herein; and WHEREAS, construction of these improvements will have direct, secondary and cumulative impacts on properties and residents within DeSoto Parish; and WHEREAS the preferred alignment for this route will bisect parish roads causing disruption to existing traffic circulation within the parish and disruption to existing access for certain properties and residents;

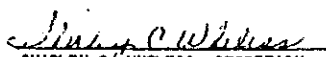
NOW THEREFORE BE IT RESOLVED that the DeSoto Parish Police Jury proposes to LADOTD that grade separations be provided along the preferred I-69 alignment at parish roads bisected by the preferred I-69 alignment, including Linwood Avenue, Bethel Road, and Stonewall-Frierson Road so that existing traffic circulation and access is maintained;

BE IT FURTHER RESOLVED that the DeSoto Parish Police Jury proposes to LADOTD that a frontage/access road be constructed between Bloxom Road and Ellerbe Road (in Caddo Parish), in lieu of a grade separation either on I-69 or Old Church Road, to maintain access to properties and residents along Old Church Road bisected by the preferred alignment of I-69 and to other properties bounded by KCS Railroad to the west, Wallace Lake to the north, Wallace Bayou to the east, and the preferred I-69 alignment to the south, construction of the frontage/access road will, in doing so, create a more regional benefit by providing a connector between portions of DeSoto Parish with portions of Caddo Parish north of I-69;

BE IT FURTHER RESOLVED that the DeSoto Parish Police Jury proposes to LADOTD that an interchange be constructed at the crossing of the preferred I-69 alignment with Ellerbe Road in order to maximize the availability, utilization and efficiency of I-69 for freight and people destined into and out of the northeast portion of DeSoto Parish;

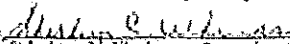
MOTION TO ADOPT the above resolution was made by Mr. Richard Burford; seconded by Mr. A.W. McDonald. Motion carried. WHEREUPON the resolution was declared duly adopted on the 27th day of July, 2005.


B.D. MITCHELL, PRESIDENT
DESOTO PARISH POLICE JURY


SHIRLEY C. WHELESS, SECRETARY
DESOTO PARISH POLICE JURY

CERTIFICATE

I, Shirley C. Wheless, Recording Secretary of the DeSoto Parish Police Jury, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted by said body at its meeting of July 27, 2005, at which meeting a majority of the members were present and voting.


Shirley C. Wheless, Secretary



KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.louisiana.gov
(225) 242-4502



JOHNNY B. BRADBERRY
SECRETARY

October 27, 2005

STATE PROJECT NO. 700-94-0003
F.A.P. NO. HPI-69-1(001)
HIGH PRIORITY CORRIDOR NO. 18
I-69 SIU 15 (JCT. US 171 TO JCT. I-20)
BOSSIER, CADDO, AND DESOTO PARISHES

DeWayne Mitchell
President
DeSoto Parish Police Jury
P.O. Box 898
Mansfield, LA 71052

RE: Response to Draft EIS Comments

Dear Mr. Mitchell:

The Louisiana Department of Transportation and Development (DOTD) appreciates your comments on the Draft Environmental Impact Statement (EIS) for the Interstate 69, SIU 15 project (Project). We have reviewed the Police Jury's July 27, 2005 Resolution regarding the Project, and offer the following responses.

Grade Separation at Parish Roads

Line 1 through 5 and Line 6 (Preferred Alignment) presented in the Draft EIS provide grade separations at Linwood Avenue, Bethel Road, and Stonewall-Frierson Road. Linwood Avenue and Bethel Road would cross over, while Stonewall-Frierson Road would cross under the Interstate.

Frontage/Access Road

The DOTD reviewed the Police Jury's request for a frontage/access road between Bloxom Road and Ellerbe Road with the Federal Highway Administration – Louisiana Division (FHWA-LA) and the Northwest Louisiana Council of Governments (NLCOG), the designated Metropolitan Planning Organization for transportation planning in the region. The NLCOG is responsible for both long- and short-range roadway and transportation plans, selecting and approving projects for federal funding based on regional priorities, and developing ways to reduce traffic congestion in the Shreveport-Bossier metropolitan area.

Mr. DeWayne Mitchell

October 14, 2005

Page 2 of 2

The DOTD, FHWA-LA and the NLCOG agreed that a frontage/access road would be provided between the Frierson area and Ellerbe Road. The proposed connection at Bloxom Road would be evaluated as part of the engineering studies. After construction, the frontage/access road would be turned over to the local municipalities. Since Line 6 has been identified as the Draft EIS Preferred Alignment, the frontage/access road will only be added to that alternative and will be included in the Final EIS.

Agency, local officials and public meetings will be held prior to distributing the Final EIS to obtain comments on the frontage/access road.

Ellerbe Road Interchange

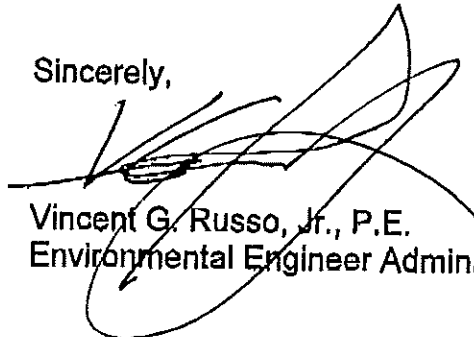
The DOTD reviewed the Police Jury's request for an interchange at Ellerbe Road with the FHWA-LA and the NLCOG. The DOTD, FHWA-LA and the NLCOG agreed that an interchange would not be provided, because adding an interchange at Ellerbe Road would conflict with the long-term transportation plan for the region.

The Shreveport-Bossier Metropolitan Area Transportation Plan Update 2001-2025 identified the Inner Loop Extension (LA 3132) from Flourney-Lucas to I-69 as a long-range improvement to the regional transportation system. The Inner Loop Extension will be a 4-lane highway connecting to I-69 via an interchange located between Ellerbe Road and LA 1. If an Ellerbe Road interchange were added there would be insufficient room to add the Inner Loop Extension interchange while satisfying highway design standards.

If determined necessary by the NLCOG for the regional transportation needs, indirect access from Ellerbe Road to I-69 might be accomplished via a future connection to the Inner Loop Extension.

Thank you for input on the I-69 SIU 15 project.

Sincerely,



Vincent G. Russo, Jr., P.E.
Environmental Engineer Administrator

cc: J. Kent Rogers – NLCOG



OFFICE OF THE CHANCELLOR
101 J. Norman Efferson Hall - LSU
Baton Rouge, LA 70803
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Baton Rouge, LA 70894
(225)578-4161
Fax: (225)578-4143
Web site: www.lsuagcenter.com

June 15, 2007

The Honorable Mary L. Landrieu
U.S. Senator
724 Hart Senate Office Bldg.
Washington, DC 20510

Dear Senator Landrieu:

The LSU Agricultural Center needs your help to divert the proposed route of Interstate 69. As you were made aware during visits from representatives of the Louisiana Farm Bureau last week, the current plan calls for I-69 to pass through and have an interchange on the site of the LSU AgCenter Pecan Research and Extension Station located south of Shreveport, Louisiana just off of LA Highway 1.

This route would result in closure of this facility, which contains several research orchards and 15 offices and buildings, and virtually eliminate the pecan research program. Even though a monetary settlement would be paid for relocation, it is unlikely that reestablishment would occur because of the time involved in development of new research orchards. It takes approximately 10 years to establish new orchards to the point where meaningful research can commence. The life span of pecan orchards is measured in decades, and research orchards are generally replanted once in a lifetime.

The research station has been in continuous operation since 1930 (USDA) and under the management of the AgCenter since 1973. It represents the only land grant university research station devoted solely to pecan research and extension programming to support the pecan industry, not only in Louisiana but in the mid-South states and the entire southeastern pecan growing region. The research and extension activities conducted by the scientists at the station have made significant contributions to maintaining the sustainability and profitability of a \$300 million industry in United States, before value-added effects. Pecans are grown in 39 Louisiana parishes and are commonly found in the home-owner landscape.

If I-69 maintains its proposed route through the research station, it will drastically impact, and probably end, a nationally recognized agricultural research and outreach program that has been in existence for decades. We respectfully request that the decision to route I-69 through the LSU AgCenter Pecan Research and Extension Station be reconsidered because loss of this facility would have a negative effect on commercial pecan production in Louisiana and the southeastern states. Thanks in advance for your cooperation, and please contact my office if you have any questions.

Sincerely,

William B. Richardson
William B. Richardson, Chancellor
and Chalkley Family Endowed Chair

William Jenkins
David Boethel
David Morrison

Paul Coreil
Jere McBride
Reading File

The LSU Agricultural Center is a statewide campus of the LSU System and provides equal opportunities to all.

06/15/2007 11:05AM

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EXTENSION
(225)578-4141

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(225)578-4648
(225)578-0735

Corporate Relations and
Public Service
(225)578-4238

Facilities Planning
(225)578-0731
Fax: (225)578-7351

Human Resource Management
(225)578-2259
Fax: (225)578-8284

Multicultural Diversity
(225)578-4640

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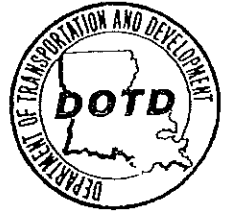
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KATHLEEN BABINEAUX BLANCO
GOVERNOR

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JOHNNY B. BRADBERRY
SECRETARY

July 31, 2007

The Honorable Mary Landrieu
United States Senator
724 Hart Senate Office Building
Washington, DC 20510

Re: Landrieu Project No. 114907

Dear Senator Landrieu:

This is in response to your letter dated June 20, 2007, to LADOTD (see enclosure) expressing concern about the proposed route for Interstate 69 impacting the LSU AgCenter Pecan Research Station. This station is located on the west side of LA 1, across from the Port of Shreveport/Bossier.

The above project is currently in the NEPA process and a Draft Environmental Impact Statement has been prepared (see enclosure). The Preferred Alignment impacting the Pecan Research Station was chosen after considering public input from numerous Public Meetings during the Corridor Studies and subsequent Alignment Studies. The current Preferred Alignment is supported by the Port of Shreveport/Bossier, the Mayor of Shreveport, the Mayor of Bossier, the Northwest Louisiana Council of Governments (NLCOG), and many local elected officials. In addition, the federal and state regulatory and natural resources agencies agreed that the Preferred Alignment best balanced the impacts of the project with the benefits of the project while meeting the project's purpose and need.

LADOTD minimized, to the extent possible, impacts to the LSU AgCenter Pecan Research property. LADOTD will negotiate with the Pecan Research Station for the appraised value of the property and its research value during the acquisition phase and will try to minimize impact to their pecan research.

If you need further information, please call Mr. Wayne Nguyen of the Environmental office at 225-242-4513.

Sincerely,

For Johnny B. Bradberry
Secretary

Enclosures

cc: Dr. Eric Kalivoda
Mr. Richard L. Savoie
FHWA
CSR NO. 2515



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 Web site: www.lsuagcenter.com

October 15, 2007

Jim Yates, P. E.
 Assistant Environmental Engineer
 Department of Transportation and Development
 P. O. Box 94245
 Baton Rouge, Louisiana 90804-9245

Associate Vice Chancellor
 and Associate Director
 (225)578-4182

J. Kent Rogers, Executive Director
 Northwest Louisiana Council of Governments
 401 Market Street, Suite 460
 Shreveport, Louisiana 71101

Office of Intellectual Property
 Post Office Box 25071
 Baton Rouge, Louisiana 70894-5071
 104 J. Norman Efferson Hall - LSU
 Baton Rouge, LA 70803
 (225)578-6030
 Fax: (225)578-6032

Christopher G. Gesing, P. E.
 Michael Baker Jr. Inc.
 2600 Citi Place Drive, Suite 450
 Baton Rouge, Louisiana 70808

RE: LSU AgCenter Pecan Station and Interstate 69

Gentlemen:

Thank you for organizing the meeting to discuss the concerns that the LSU AgCenter has about the proposed route for Interstate 69, which would pass through our Pecan Research and Extension Station. I was pleased to learn that two other routes (approximately 1.5 to 3 miles south of the Pecan Station) are being considered. We urge you to select one of those routes which would allow us to continue to operate our pecan research activities. As we explained, the Pecan Station program serves not only Louisiana but the surrounding states of Arkansas, Texas, and Mississippi, also.

It appeared from our discussion that the routes south of the Pecan Station might offer some advantages—the currently proposed route would pass through the Port of Shreveport-Bossier which could present problems relative to terrorist activity; the move further south would not be excessive but would provide for further expansion of the city; and, the construction of a bridge over the Red River further south has already been considered, and a suitable site is available. Obviously, moving the I-69 route further south would alleviate our concerns.

Again, we appreciate the opportunity for this discussion. It was unfortunate we could not have met with you earlier, but the correspondence was not sent to our offices. However, more desirable routes from our perspective remain available, and we hope we have convinced you of the need to adopt those. We would welcome providing any further evidence in support of our position, and we look forward to hearing from you. Best regards.

Sincerely,

David Boethel
 Vice Chancellor and Director

DJB:sbp

c:	Dr. John Lombardi	Mr. Hank Gowen	Mr. Ronnie Anderson
	Dr. William Richardson	Rep. James McCrery	Mr. Brian Breaux
	Dr. Jere McBride	Sen. Mary Landrieu	Sen. Sherri Cheek
	Dr. Randy Sanderlin	Sen. David Vitter	Rep. Billy Montgomery

The LSU Agricultural Center is a statewide campus of the LSU System and provides equal opportunities in programs and employment.

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>13-Mar-2007</u>
CONTRACT NO.:	
To: <u>Ken Guidry</u>	From: <u>Chris Gesing</u>
Repres.: <u>Red River Waterway Commission</u>	Repres.: <u>Baker</u>
Phone No.: <u>(318) 352-7446</u>	Phone No.: <u>(412) 269-4636</u>
Subject: <u>Navigable Waterways in Northwest Louisiana</u>	

I called Ken to discuss navigable waters in northwest Louisiana.

I explained to Ken that we are reviewing the watercourses crossed by the project to make a preliminary determination as to whether US Coast Guard bridge permits will be required. I asked Ken whether any of the other watercourses in the Study area, besides the Red River, are being used for navigation/commerce. Perennial watercourses crossed by I-69 SIU 15 include:

- Wallace Bayou
- Chico Bayou
- Bayou Pierre
- Flat River
- Red Chute Bayou
- Foxskin Bayou
- Clarke Bayou

Ken indicated that none of the named watercourses are used for commerce/commercial purposes. He did add that Bayou Pierre is used for recreational purposes.

Prepared by Chris Gesing Title Project Manager Page 1 of 1

cc: Wayne Nguyen - DOTD

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: I-69 SIU 15 S.O.No.: B24999
US 171 to I-20 DATE: 13-Mar-2007
CONTRACT NO.:

To: Rich Brantolo From: Chris Gesing
Repres.: Red River Valley Authority Repres.: Baker
Phone No.: (318) 221-5233 Phone No.: (412) 269-4636
Subject: Navigable Waterways in Northwest Louisiana

I called Rich to discuss navigable waters in northwest Louisiana.

I explained to Rich that we are reviewing the watercourses crossed by the project to make a preliminary determination as to whether US Coast Guard bridge permits will be required. I asked Rich whether any of the other watercourses in the Study area, besides the Red River, are being used for navigation/commerce. Perennial watercourses crossed by I-69 SIU 15 include:

- Wallace Bayou
- Chico Bayou
- Bayou Pierre
- Flat River
- Red Chute Bayou
- Foxskin Bayou
- Clarke Bayou

Rich indicated that the named watercourses are all drainage and that none are being used for navigation/commercial use. The watercourses may be used for recreation when water depths are adequate.

Prepared by Chris Gesing Title Project Manager Page 1 of 1

cc: Wayne Nguyen - DOTD

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>15-Mar-2007</u>
	CONTRACT NO.:

To: <u>Eric England</u>	From: <u>Chris Gesing</u>
Repres.: <u>Port of Shreveport-Bossier</u>	Repres.: <u>Baker</u>
Phone No.: <u>(318) 524-2272</u>	Phone No.: <u>(412) 269-4636</u>
Subject: <u>Navigable Waterways in Northwest Louisiana</u>	

I called Eric to discuss navigable waters in northwest Louisiana.

I explained to Eric that we are reviewing the watercourses crossed by the project to make a preliminary determination as to whether US Coast Guard bridge permits will be required. I asked Eric whether any of the other watercourses in the Study area, besides the Red River, are being used for navigation/commerce. Perennial watercourses crossed by I-69 SIU 15 include:

- Wallace Bayou
- Chico Bayou
- Bayou Pierre
- Flat River
- Red Chute Bayou
- Foxskin Bayou
- Clarke Bayou

Eric indicated the Red River is the only watercourse in the Study area that is being used for navigation/commerce.

Prepared by Chris Gesing Title Project Manager Page 1 of 1

cc: Wayne Nguyen - DOTD



Michael Baker Jr., Inc.

March 19, 2007

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

«Name»
«Affiliation»
«Address_1»
«Address_2»

(412) 269-6300
FAX (412) 375-3995

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Dear «Salutation»:

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Federal Highway Administration – Louisiana Division (FHWA-LA), is proposing to construct a four-lane controlled access highway on new location between U.S. 171 near Stonewall, Louisiana and I-20 near Houghton, Louisiana. The proposed project is a portion of the planned improvements to Congressionally designated Interstate 69 linking Indianapolis, Indiana to the lower Rio Grande Valley in Texas. Michael Baker Jr., Inc. (Baker) has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the I-69 SIU 15 project.

As part of our efforts, Baker is contacting local fire departments that serve the Study Area to identify areas of potential site contamination based on local knowledge of major fires and hazardous waste spills incidents, etc. Attached, to assist you in responding to this request for information, are the following:

- A response form,
- A map showing the Study Area, and
- A self-addressed stamped return envelope to assist you in responding to this request for information.

Please complete the attached response form and return the form and map in the self-addressed stamped envelope provided. If you have any questions, please contact me at 866-469-3683 or "rmaginness@mbakercorp.com".

Sincerely,

MICHAEL BAKER JR., INC.

Ray Maginness
Environmental Manager

Attachment
RM/mew

cc: Wayne Nguyen - DOTD

Rmaginness
Pfile

**High Priority Corridor No. 18, Route I-69
Fire Department Mail List**

Affiliation	Name	Address_1	Address_2	Salutation
Barksdale Air Force Base Fire Dept.	Chief Ralph D. McHenry	2d Civil Engineering Sq./DEFT	Barksdale AFB, LA 71110-5000	Chief McHenry
Bossier City Fire Dept.	Samuel J. Halphen	P.O. Box 5337	Bossier City, LA 71171	Mr. Halphen
South Bossier Volunteer Fire Dept.	Chief Ron Schindall	3551 Hwy 527	Elm Grove, LA 71051	Chief Schindall
Haughton Volunteer Fire Dept.	Chief Jerry Worley	P.O. Box 729	Haughton, LA 71037	Chief Worley
E. Central Bossier Parish Dist. 1	Chief Grady Lee, Jr.	4494 Hwy 80 East	Haughton, LA 71037	Chief Lee, Jr.
Caddo Fire District 5	Chief Grayson Boucher	P.O. Box 52985	Shreveport, LA 71135	Chief Boucher
Caddo Fire District 6	Chief Damon Johnson	P.O. Box 292	Keithville, LA 71047	Chief Johnson
DeSoto Fire District 9	Chief Bobby Hayes	P.O. Box 124	Frierson, LA 71027	Chief Hayes
DeSoto Fire District 3	Chief David Jenkins	P.O. Box 329	Stonewall, LA 71078	Chief Jenkins

State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: _____

Person Completing Form (Name) _____ (Title) _____

Y N

- a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?
- b) If yes, please highlight approximate service area on the attached Study Area map.

Y N

- a) Does your fire department provide services within the Study Area under mutual aid agreements?
- b) If yes, please list the fire department(s) with which you have mutual aid agreements.

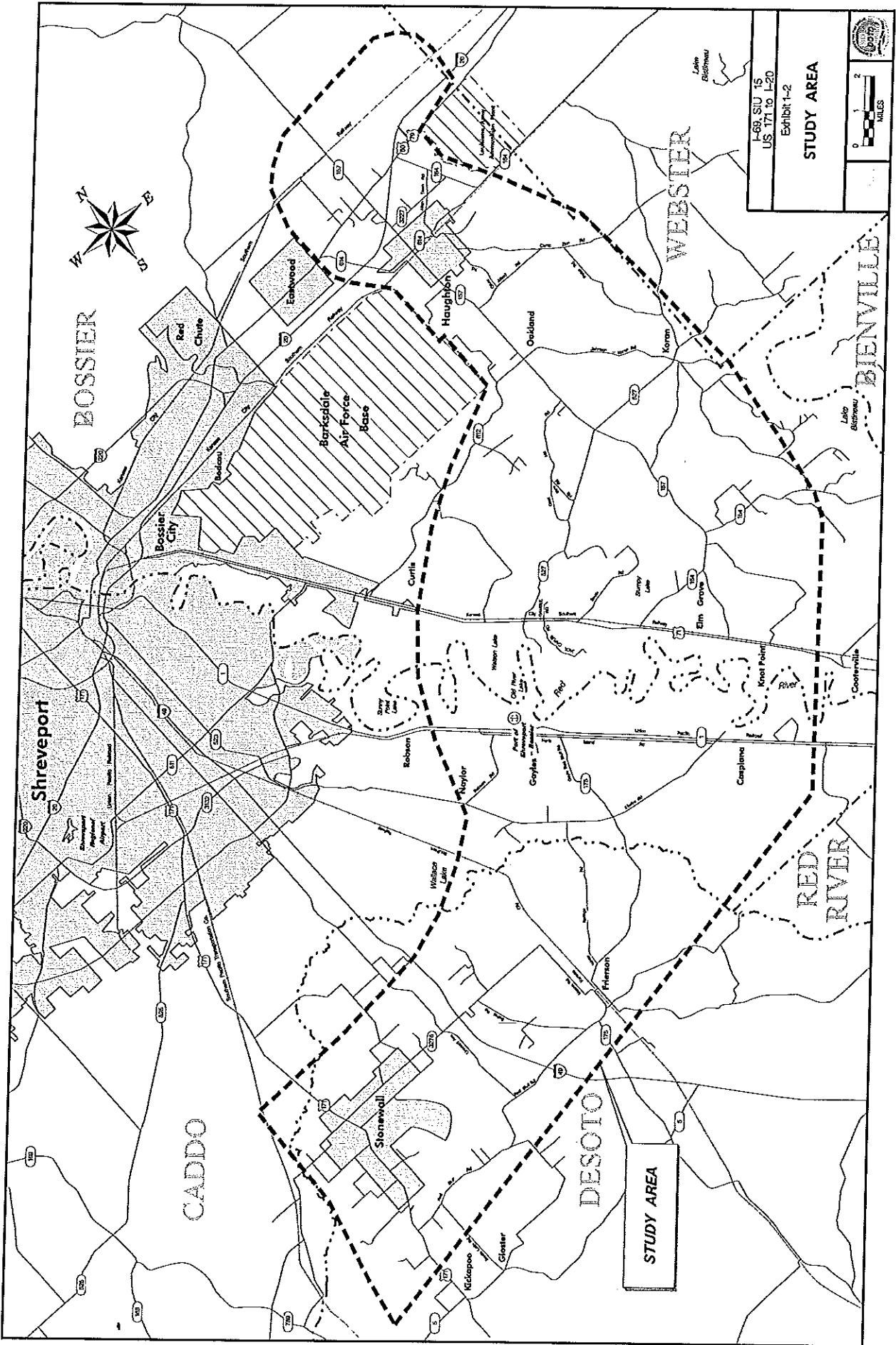
1.	4.
_____	_____
2.	5.
_____	_____
3.	6.
_____	_____

Y N

- a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?
- b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments



L-69, SIU 15
 US 171 to I-20
 Exhibit 1-2

STUDY AREA

0 1 2
 MILES

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: Caddo Parish Fire District #5

Person Completing Form (Name) Brian E. Florsheim, Jr. (Title) Lieutenant

Y N
a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N
a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

- 1. South Bossier Fire District 2
- 2. DeSoto Fire District 9
- 3. _____
- 4. _____
- 5. _____
- 6. _____

Y N
a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

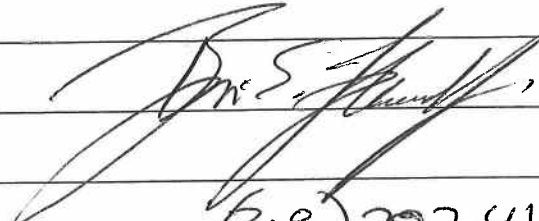
If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments

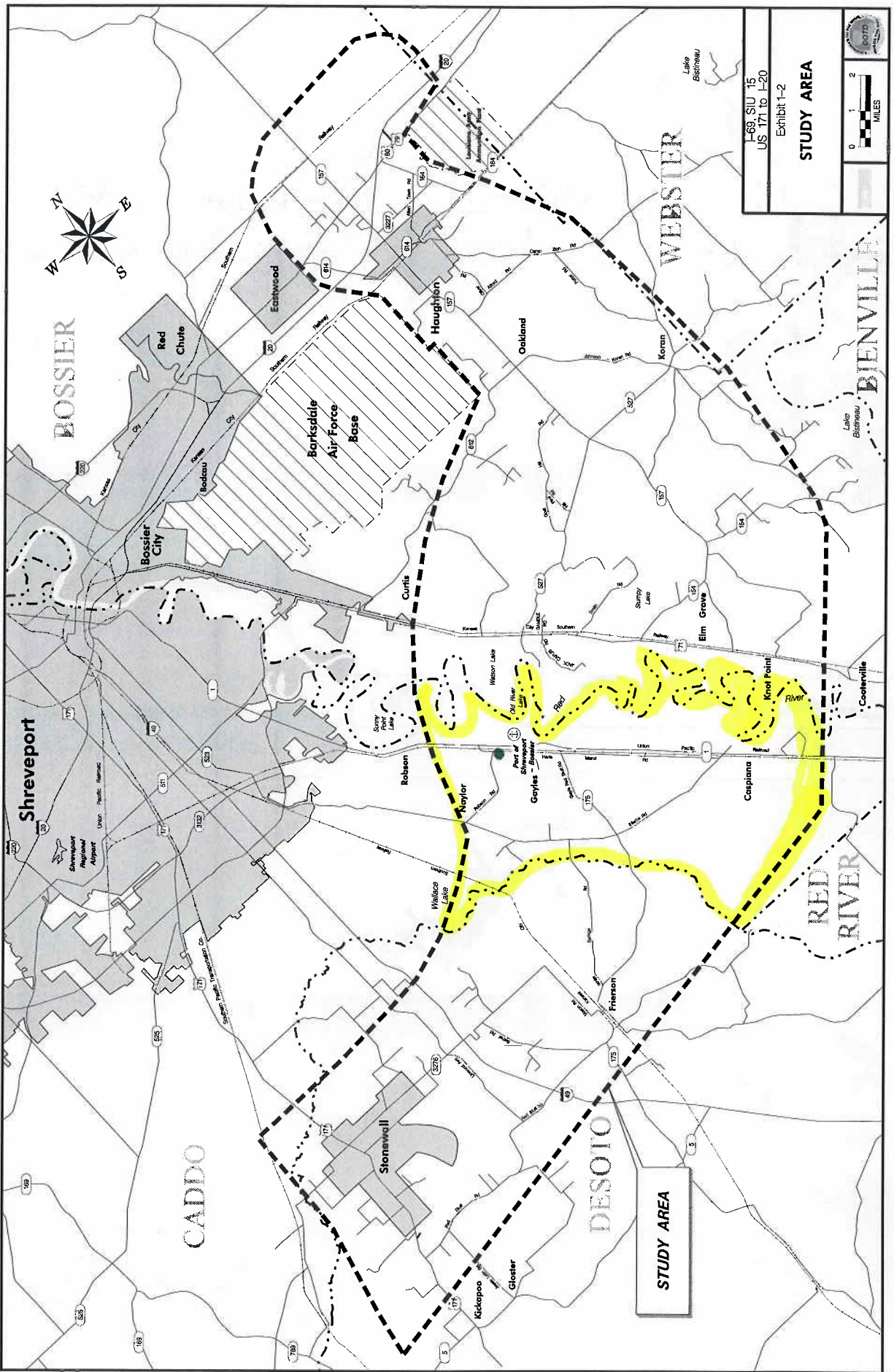
In June 2002 there was a train derailment at the approximate location of the green mark, some tank cars leaked. Please contact Union Pacific

Comments (continued)

Railroad for specifics. The agencies involved were: Caddo Fire District 5, Caddo Fire District 6, Caddo Fire District 9, Louisiana State Police, Caddo Sheriff's Office, & Department of Environmental Quality. If you need any other information, please do not hesitate to contact me.


(318) 797-4111 -

Please return the completed Response Form and Study Area map in the self-addressed stamped envelope provided. Thank you for your cooperation in responding to this request. If you have any questions, please do not hesitate to contact me at the toll-free hotline 866-469-3683 or "rmaginness@mbakercorp.com".



L-69, SU 15
 US 171 to F-20
 Exhibit 1-2

STUDY AREA

0 1 2
 MILES

State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: CADDO FIRE DISTRICT No. 6
Person Completing Form (Name) ANN M. STUCKEY (Title) ADMINISTRATIVE ASSISTANT TO CHIEF DAMON JOHNSON

Y N a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

- | | |
|------------------------------------|----------|
| 1. <u>DE SOTO FIRE DISTRICT #3</u> | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

Y N a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments

Ann M. Stuckey
3/23/07

State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: DeSoto Fire Dist #3

Person Completing Form (Name) Carolyn Thomas (Title) Secretary

Y N

a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N

a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

- | | |
|-------------------|----------|
| 1. <u>Dist 9</u> | 4. _____ |
| 2. <u>Dist 2</u> | 5. _____ |
| 3. <u>Caddo 6</u> | 6. _____ |

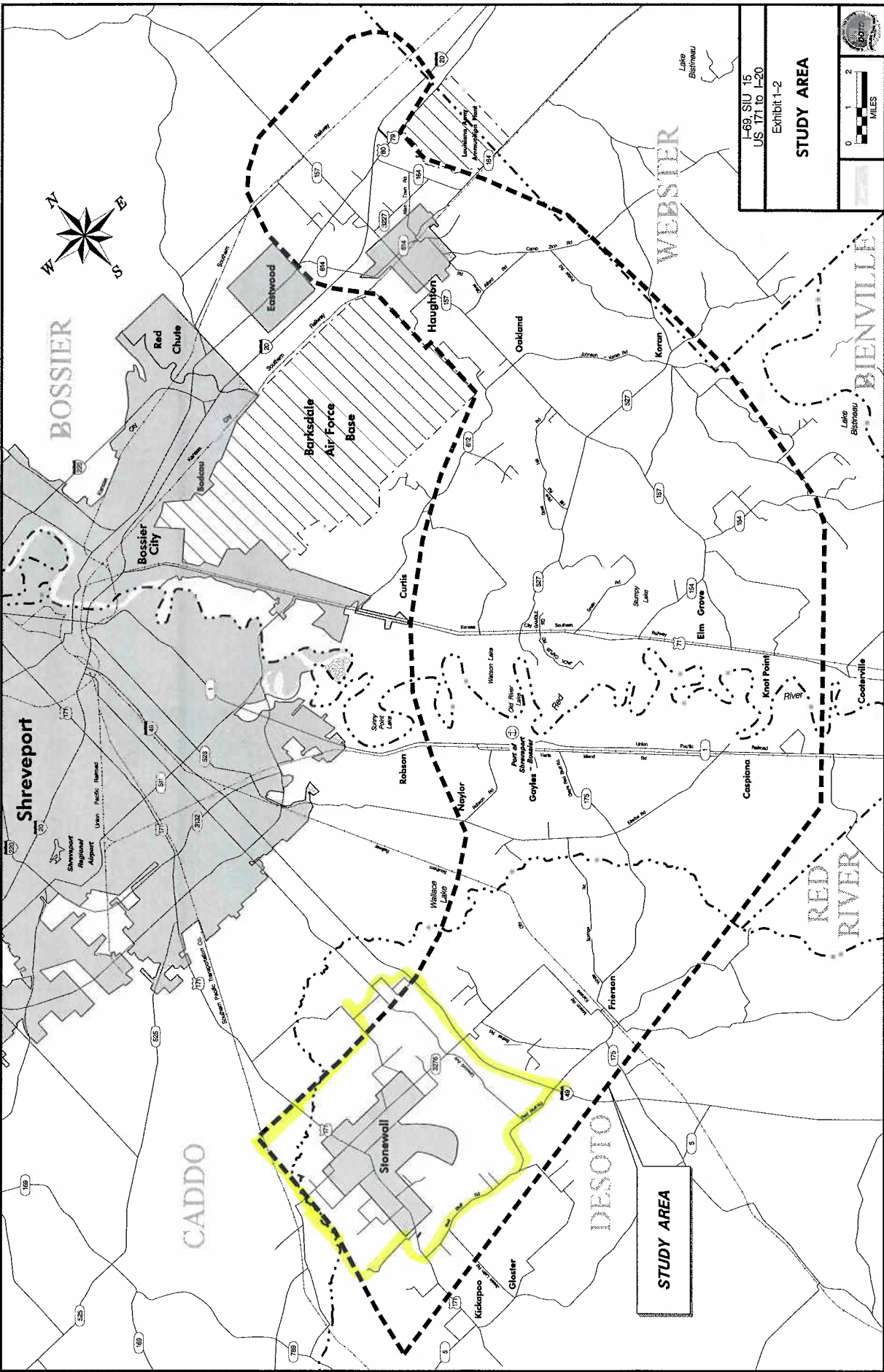
Y N

a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments



State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: Desoto Fire District #9

Person Completing Form (Name) Bobby Hayes (Title) Fire Chief

Y N

a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N

a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

- | | |
|-----------------------------------|----------|
| 1. <u>Desoto Fire District #3</u> | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

Y N

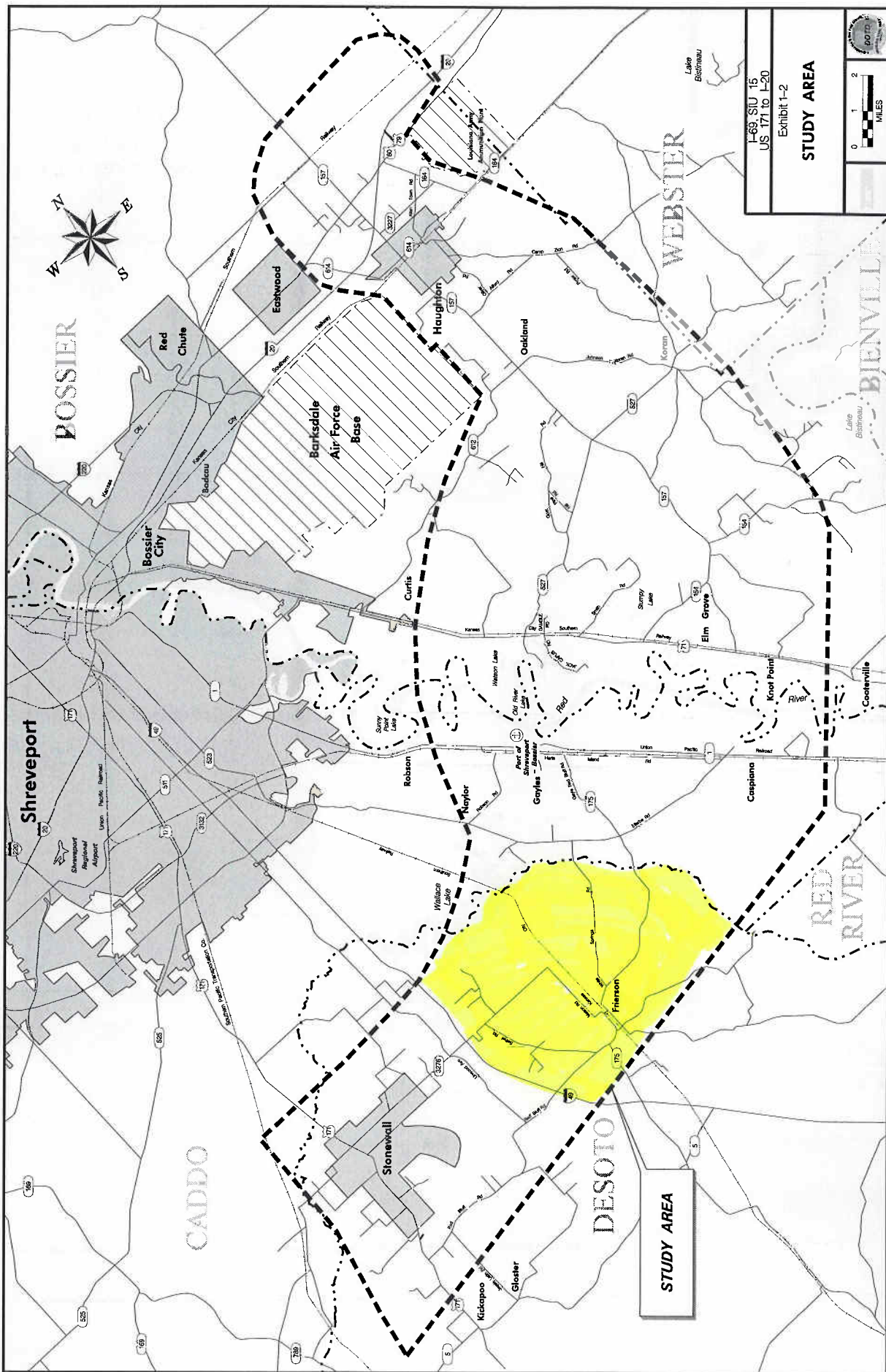
a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments

Not aware of any spill incidents, or major fires, however there are numerous oil & gas wells located within this zone, and more are planned, and/or being drilled.



State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 – I-69 SIU 15
(Junction US 171 – Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment – Local Fire Department Survey

Name of Fire Department: HAUGHTON FIRE DEPT.

Person Completing Form (Name) Jerry Worley (Title) Fire Chief

Y N
a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N
a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

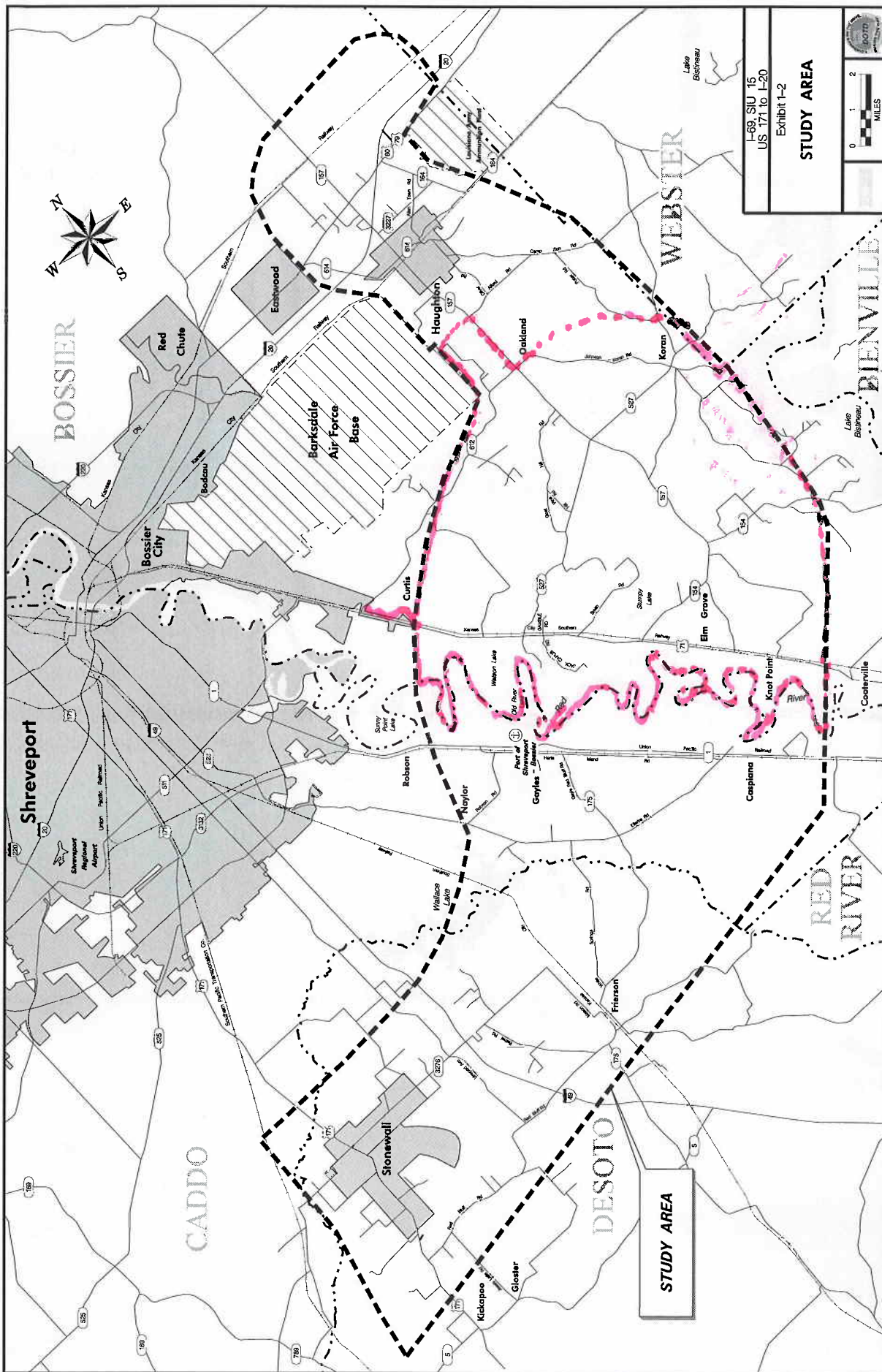
- 1. Bossier Parish Fire Dist #1 4. _____
- 2. Bossier Parish Fire Dist #2 5. _____
- 3. Bossier Parish Fire Dist #6 6. _____

Y N
a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments



State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18 - I-69 SIU 15
(Junction US 171 - Junction I-20)
Bossier, Caddo, DeSoto Parishes

Phase I Environmental Site Assessment - Local Fire Department Survey

Name of Fire Department: SOUTH BOSSIER VOLUNTEER FIRE DEPT

Person Completing Form (Name) RON SCHINDALL (Title) CHIEF

Y N
a) Does your fire department provide primary fire protection service with the Study Area shown on the attached map?

b) If yes, please highlight approximate service area on the attached Study Area map.

Y N
a) Does your fire department provide services within the Study Area under mutual aid agreements?

b) If yes, please list the fire department(s) with which you have mutual aid agreements.

- | | |
|---------------------------|---------------------------|
| 1. <u>HAUGHTON FD</u> | 4. <u>CADDO FIRE-FD 9</u> |
| 2. <u>FIRE DISTRICT 6</u> | 5. <u>DOYLING FD</u> |
| 3. <u>CADDO FIRE-FD 5</u> | 6. _____ |

Y N
a) Are you aware of any major fires, spill incidents, etc... that could potentially have resulted in site contamination within the Study Area?

b) If yes, please mark their approximate location on the attached Study Area map and provide comments in the following section, including date of the incident, potential contaminants, nature of incident (fire, industrial spill, transportation accident, derailment, etc...), parties involved, etc...

If you are indicating multiple incidents, please number them on the map and in the comments for clarity. Feel free to attach additional comment sheets.

Comments

MICHAEL BAKER JR., INC.
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>09-Oct-2009</u>
CONTRACT NO.:	
<hr/>	
To: <u>Rick Nance</u>	From: <u>Chris Gesing</u>
Repres.: <u>Port of Shreveport-Bossier</u>	Repres.: <u>Baker</u>
Phone No.: <u>318.524.2722</u>	Phone No.: <u>412.269.4636</u>
Subject: <u>LSU Pecan Research Station Avoidance Alternatives</u>	
<hr/>	

Rick Nance is the Port's Director of Engineering and Planning Manager. On October 1, 2009 I e-mailed Rick PDFs of the LSU Pecan Research Station avoidance alternatives. I talked with him briefly that afternoon about the alternatives and that we were looking for the Port's input as to how well the alternatives under consideration "meshed" with the Port's Master Plan. I followed up with Rick by phone on October 9, 2009.

Rick indicated that the alternatives under consideration present some difficulties to the Port. Rick forwarded the drawings to Burk-Kleinpeter (BKI) for evaluation. BKI is under contract to the Port for master planning services. Rick indicated that BKI was instructed that the alternatives are under development and should be considered confidential at this time. Rick asked BKI to provide him with an assessment of the alternatives on the Port's planned expansion activities.

Rick did indicate that there were things they would like to see changed, and that "red-lined" PDFs and a conference call between all parties would be acceptable. Rick will give me a call once he gets the assessment from BKI.

ACTION: I will give Rick another call in 10 days if I don't hear from him first. Field work is on hold pending discussion of the alternatives developed.

Prepared by Chris Gesing Title Project Manager Page 1 of 1

cc: Wayne Nguyen – DOTD (via e-mail)



CADDO/BOSSIER PORT COMMISSION

P.O. BOX 52071 - SHREVEPORT, LOUISIANA 71135-2071
(318) 524-2272 - FAX (318) 524-2273

E-mail: port@portsb.com Website: www.portsb.com

December 22, 2009

Mr. Christopher G. Gesing, P.E.
Senior Project Manager
Michael Baker Jr., Inc.
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

**Re: Proposed I-69 (SIU 15)
Stonewall (US 171) to Haughton (I-20)
Bossier, Caddo, and DeSoto Parishes, LA**

Dear Mr. Gesing:

The Port has reviewed the four (4) alternatives (1A, 1B, 1C, and 2) for revising the proposed I-69 preferred alignment and configuration of its proposed interchange with Louisiana Highway No. 1 (LA 1) at The Port of Shreveport-Bossier (Port). We recognize your proposed alternatives have been developed in an effort to avoid conflict with the existing LSU Pecan Research Station at LA 1 while at the same time remaining in the general corridor alignment desired by the local governments.

We appreciate the opportunity to review the alternatives and raise the following concerns:

1. The abandonment and relocation of a portion of Doug Attaway Boulevard is undesirable to the Port. [Disinvestment of existing infrastructure].
2. There is too much undeveloped Port property consumed on either side of Doug Attaway Boulevard. We would like to minimize the horizontal footprint on our property.
3. The proposed I-69 is too close to our proposed Regional Commerce Center (RCC). The RCC is to the East of the intersection of John W. Holt, Jr. Boulevard with Doug Attaway Boulevard. This project is expected to be completed in the next two years.
4. A perpendicular crossing of the Red River is preferred and minimizes the impact to river navigation.

Therefore, we respectfully submit for your consideration the attached drawings of our proposed avoidance concept that we feel accomplishes the goal of avoiding conflict with the Research Station while being better suited for the Port with respect to existing facilities and our planned future growth.

"The Caddo-Bossier Port Commission is an equal opportunity provider."

MEMBERS: James L. Pannell, *President*; James D. Hall, *Vice President*; Ronald J. Miciotto, *Secretary-Treasurer*;
Lynn Austin; Ernest Baylor; Erica R. Bryant; Capt. Thomas F. Murphy; Michael H. Wainwright; Steve Watkins

Mr. Christopher G. Gesing, P.E.
December 22, 2009
Page 2

Please note that on the Southwest corner of the Couples property, property recently purchased by the Port and immediately North of Robson Road, a cemetery was found and might affect every alternative.

We also recognize our avoidance concept requires the use of some lands owned by Chemtrade Logistics which you have identified as having environmental issues. We are confident that further research will find that the issues are further South on the property in the area of the cooling ponds or are now encapsulated under the Port's own concrete hardstand near the Port docks and will not be an issue for the future highway.

Once you have had an opportunity to review, please contact me to discuss.

Sincerely,



Eric England
Executive Port Director

EDE: haa

Attachments

cc: Commissioner James L. Pannell, President
Mr. Richard A. Nance, Director of Engineering & Planning
Mr. Robert F. Vinet, P.E., Vice President, Burk-Kleinpeter, Inc.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: NLCOG Transportation Policy Committee Briefing
Research Station

Attendees: See attached

Time and Place: March 25, 2010, 10:00 a.m.
NLCOG Office

Purpose: To brief the NLCOG Transportation Policy Committee (TPC) on the status of the I-69 SIU 15 project

Summary:

Chris Gesing made a presentation of the I-69 SIU 15 project, including a brief history of activities since the Draft Environmental Impact Statement (EIS) was distributed; LSU Pecan Research Station discussions and minimization/avoidance alternatives development; and anticipated steps forward to complete the project. A copy of the presentation is attached.

Chris emphasized that the alternatives presented were not yet reviewed or approved by the DOTD and FHWA and that they should not be shared with the public. That being said, Chris added that DOTD did authorize that the materials could be presented to the TPC.

Kent Rogers added that DOTD has monies for rights-of-way acquisition and design on the Red River Bridge, which can begin once the NEPA study is completed and the Record of Decision (ROD) issued.

The TPC inquired as to how much traffic would be diverted from the Jimmie Davis Bridge once the I-69 Red River Bridge was completed. Chris indicated that he did not know that answer, but Baker was doing the modeling for the project and would find out that answer and inform NLCOG.

(NOTE: Subsequent to the briefing, the TransCAD model was executed to forecast the traffic volume change on the Jimmie Davis Bridge. Constructing the SIU 15 Red River Bridge between LA 1 and US 71 will result in a reduction in Year 2015 average daily traffic volumes on the Jimmie Davis Bridge of 3,660 vehicles per day, which equates to a 9% decrease. See attached.)

There was a motion made and seconded recommending that the "Draft EIS Preferred Alignment – Shift with Walls" be carried forward as a only alternative to the Draft EIS Preferred Alignment to minimize Pecan Research Station impacts. NLCOG will prepare a letter to DOTD and FHWA stating this preference.

The meeting adjourned at 11:30 a.m.



401 Market Street, Suite 460
 Shreveport, LA 71101
 Phone: (318) 841-5950
 Fax: (318) 841-5952
 www.nlcog.org

**Metropolitan Planning Organization
 Transportation Policy Committee**

Thursday March 25, 2010 10:00 am

At a meeting of the Northwest Louisiana Council of Governments (NLCOG) Metropolitan Planning Organization, Transportation Policy Committee held on March 25, 2010 pursuant to due notice, a quorum being present, the following resolution was duly adopted:

BE IT RESOLVED that Northwest Louisiana Council of Governments (NLCOG) Metropolitan Planning Organization, Transportation Policy Committee (MPO) has long been in support of the development of Interstate Highway 69; and

WHEREAS, the MPO has previously recommended adoption of a Preferred Alignment for SIU 15 which passes directly through the Port of Shreveport Bossier in order to support their missions; and

WHEREAS, the MPO has reviewed alternative alignments within this area as a result of request from the Louisiana State University Pecan Research Station located in close proximity to the Port of Shreveport Bossier.

THEREFORE BE IT RESOLVED that the MPO does hereby continue to recommend an alignment which passes directly through the Port of Shreveport Bossier; and

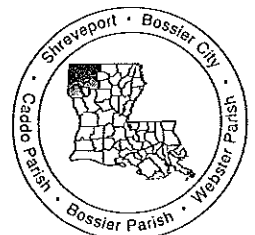
BE IT FURTHER RESOLVED that the MPO does hereby recommend the alternative alignment referred to as the Shift with Walls Alignment presented during the meeting of Thursday, March 25, 2010 by Michael Baker Corporation

CERTIFICATION

I, J. Kent Rogers, Secretary to the Council of Governments, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said Committee on March 25, 2010.

Shreveport, Louisiana, this 25th day of March 2010

J. Kent Rogers, Secretary
 Northwest Louisiana Council of Governments
 NLCOG





Michael Baker Jr., Inc.

2600 CitiPlace Drive
Suite 450
Baton Rouge, Louisiana 70808
(225) 923-8380
FAX (225) 923-8381

July 16, 2010

«Name»
«Affiliation»
«Address_1»
«Address_2»
«Address_3»
«City_State_Zip»

RE: State Project No. 700-94-0003
F.A.P. No. HPI-69-1(001)
High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo and DeSoto Parishes
Local Officials Coordination Meeting

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (DOTD), Michael Baker Jr., Inc. (Baker) is requesting your continued participation in the environmental and location study for the I-69 SIU 15 project. Baker has been retained by DOTD to perform comprehensive environmental and engineering studies and to prepare the necessary environmental documentation for the proposed highway facility between US 171 and I-20.

The proposed highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The proposed project will improve international and interstate trade in accordance with national and state goals and facilitate economic development in accordance with state, regional, and local policies, plans, and surface transportation consistent with national, state, regional, and local need and with the Congressional designation of the corridor. As part of this study, Baker has been investigating the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

A Preferred Alignment Revisions meeting will be held at 1:00 p.m. on August 2, 2010 at DOTD's District 04 Office, 3365 Industrial Drive, Bossier City, Louisiana. A meeting agenda is enclosed. The purpose of this meeting is to review revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) distributed in June, 2005. Outreach meetings have also been scheduled for August 2 and August 3, 2010 to present this information to the public. An invitational flyer distributed to individuals on the project mailing list is also enclosed for your information.

We look forward to meeting with you and to your continued involvement in this project. If you would like to contact us in advance, please do so at (866) I-69-DOTD or cgesing@mbakercorp.com.

Sincerely,

MICHAEL BAKER JR., INC.

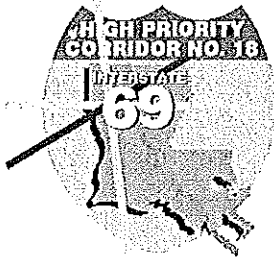
Christopher G. Gesing, P.E.
Senior Project Manager

Attachment
CGG/mew

cc: Wayne Nguyen - DOTD

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address_1	Address_2	Address_3	City, State, Zip
The Honorable Joseph Cao	U S House Of Representatives	4640 So. Carrollton Ave, Suite 120			New Orleans, LA 70119
The Honorable Steve Scalise	U S House Of Representatives	110 Veterans Boulevard, Suite 900			Metairie, LA 70005
The Honorable Charlie Melancon	U S House Of Representatives	428 Lafayette Street	Suite 107		Houma, LA 70360
The Honorable John C. Fleming, M.D.	U S House Of Representatives	6425 Youree Drive	Suite 350		Shreveport, LA 71105
The Honorable Bill Cassidy	U S House Of Representatives	5555 Hilton Avenue	Suite 100		Baton Rouge, LA 70802
The Honorable Charles W. Boustany Jr.	U S House Of Representatives	800 Lafayette Street, Suite 1400	Suite 1400		Lafayette, LA 70501
The Honorable Rodney Alexander	U S House Of Representatives	1500 Subba Avenue	Suite B		Monroe, LA 71201
The Honorable David Vitor	United States Senate	2800 Veterans Memorial Blvd.	Suite 201		Metairie, LA 70002
The Honorable Mary Landrau	United States Senate	Federal Building, Room 328	707 Florida Boulevard		Baton Rouge, LA 70801
The Honorable Jane H Smith	LA House Of Representatives	District 08	P O Box 72624		Bossier City, LA 71172
The Honorable James H. Morris	LA House Of Representatives	District 01	P O Box 217		Bossier City, LA 71172
The Honorable Roy A. Burrell	LA House Of Representatives	District 2	820 Jordan Street	Suite 315A	Shreveport, LA 71101
The Honorable Frank A. Howard	LA House Of Representatives	District 24	1501 Texas Highway		Mary, LA 71449
The Honorable Barbara M. Norton	LA House Of Representatives	District 3	3245 Hollywood Avenue		Shreveport, LA 71109
The Honorable Patrick Williams	LA House Of Representatives	District 4	409 Texas Street	1st Floor	Shreveport, LA 71101
The Honorable Wayne Woodall	LA House Of Representatives	District 5	671 Hwy. 171	Suite E	Shreveport, LA 71101
The Honorable Richard T. Burford	LA House Of Representatives	District 7	954 Hwy 30	Suite 400	Stonewall, LA 71078
The Honorable Henry L. Burns	LA House Of Representatives	District 9	5916 Fairfield Avenue		Haughton, LA 71037
The Honorable Thomas G. Carmody, Jr.	LA House Of Representatives	District 6	732 Main Street		Minden, LA 71055
The Honorable Jean M. Doerge	LA House Of Representatives	District 10	3825 Gilbert		Shreveport, LA 71104-2016
The Honorable B.L. "Bucky" Shaw	The Senate Of Louisiana	District 37	330 Marshall St, Suite 706		Shreveport, LA 71101
The Honorable Lydia P. Jackson	The Senate Of Louisiana	District 39	9973 Mansfield Road		Winnfield, LA 71047
The Honorable Storm Smith Cheek	The Senate Of Louisiana	District 36	P.O. Box 151		Winnfield, LA 71489
The Honorable Gerald Long	The Senate Of Louisiana	District 31	611 Jessio Jones Drive		Benton, LA 71008
The Honorable Robert Adley	The Senate Of Louisiana	District 36			Benton, LA 71008
Lynn Austin, CAO	City Of Bossier	620 Benton Road			Bossier City, LA 71171-5337
The Honorable Joseph B. Nichols	Mayor Of Mooningsport	122 Croom Street			Mooningsport, LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments	401 Market Street	Suite 480	Shreveport, LA 71101
The Honorable Cedric B. Glover	Mayor Of Shreveport	505 Travis Street			Shreveport, LA 71130
The Honorable Lorenz "Lo" Walker	Mayor Of Bossier City	820 Benton Road			Bossier City, LA 71111
The Honorable Carl Anderson	Mayor Of Haughton	118 W. McKinley			Haughton, LA 71037-0729
The Honorable Bill Robertson	Mayor Of Minden	P O Box 580			Minden, LA 71058
The Honorable Albert Daughy	Mayor Of Stonewall	P O Box 92			Stonewall, LA 71078
The Honorable Katherine Freeman	Mayor Of Benton	105 Sibley Street			Benton, LA 71008
Woody Wilson	Mayor Of Logansport	309 Main Street			Logansport, LA 71049
Ronda Carnahan	Corde Parish Administrator	P.O. Box 1127			Shreveport, LA 71163-1127
Bill Allimus	Webster Parish Sec/Treasurer	P O Box 389			Minden, LA 71058
	Bossier Parish Administrator	P O Box 70			Benton, LA 71008
	Desoto Police Jury	P O Box 898			Mansfield, LA 71052
Shirley C. Wheelers	Executive Port Director	Port Of Shreveport-Bossier	P O Box 52071		Mansfield, LA 71052
Eric England	Executive Port Director	Port Of Shreveport-Bossier	P O Box 52071		Shreveport, LA 71135
Michael Walnwright	Port Of Shreveport-Bossier	P O Box 52071			Shreveport, LA 71135-2071
Charles Tuff	District Engineer Administrator	Department Of Transportation & Development	3539 Industrial Drive		Shreveport, LA 71112
John Sanders	Clark & Associates, LLC	7055 Louisiana Avenue			Bossier City, LA 71111
Tommy Clark	I-69 Coalition	400 Travis St, Suite 151J			Shreveport, LA 71101
John D. Caruthers	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport, LA 71109
Roy Miller	Executive Director	Shreveport-Bossier Military Affairs Council	P.O. Box 1931		Shreveport, LA 71166-1931
Blurry Viser	Greater Bossier Economic Developer	710 Benton Road			Bossier City, LA 71111
Donald M. Pierson	Greater Bossier Economic Developer	710 Benton Road			Shreveport, LA 71104-2016
Charles Coyne	Associated General Contractors	2025 Southern Avenue			Bossier City, LA 71111
Mike Gibson	Shreveport Chamber of Commerce	400 Edwards Street			Shreveport, LA 71120
Markey W. Pierre	Facility Manager	LA Army National Guard	Camp Minden Training Site		Minden, LA 71055-7784
LTC Carl V. Thompson	Battalion Commander	HQ 165th QM Bn, (POL)	4156 Military Drive		Bossier City, LA 71111
Added for August 2010 Meeting					
Ken Gaudry	Red River Waterway Commission	5941 Hwy. 1 Bypass			Natchitoches, LA 71458
Jerre McBride, Ph.D.	LSU AgCenter Research & Extension	262 Research Station Drive			Bossier City, LA 71113-855
William B. Richardson	LSU AgCenter Research & Extension	101 J. Norman Efferson Hqtl			Baton Rouge, LA 70894



US 171 to I-20
Bossier, Caddo &
DeSoto Parishes

July 16, 2010

ANNOUNCING PREFERRED ALIGNMENT REVISIONS PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will hold two open-forum public meetings to present revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) for the I-69 Section of Independent Utility (SIU) 15 Project between U.S. Highway 171 near Stonewall in DeSoto Parish, Louisiana and Interstate 20 near Haughton in Bossier Parish, Louisiana. The public meetings will be held from 4:30 to 7:30 PM in the following communities. All interested parties are invited and encouraged to attend.

- Monday, August 2, 2010 Haughton, Louisiana Haughton Middle School, 395 South Elm Street
- Tuesday, August 3, 2010 Stonewall, Louisiana North DeSoto Parish High School, 2571 Hwy 171

The public meetings will include a video presentation summarizing the National I-69 Corridor; the environmental and location study and alternatives development efforts; the identification of a Preferred Alignment in the Draft EIS; and the revisions to the Preferred Alignment developed in response to comments received. The Draft EIS was distributed in June 2005 and Public Hearings held in July 2005.

The Draft EIS is still 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 Haughton and Bossier City, and at the DOTD District 04 Headquarters in Bossier City.

All interested parties are encouraged to express their views regarding the Preferred Alignment revisions developed. Verbal comments will be recorded at these meetings. All comments received during the public meetings and written comments mailed to the following address and will be considered if postmarked within ten (10) calendar days following the meetings. If you are unable to attend the meetings, you may mail your comments to the address listed below.

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

Beginning August 5, 2010, the public meeting exhibits will be available for review during regular business hours at the Stonewall and Haughton Town Halls and the DOTD District 04 Headquarters. Information concerning the Project can also be viewed on the Project website at www.i69dotd.com.

These public meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions regarding these public meetings, please contact the I-69 SIU 15 Toll-Free Hotline at 866-469-3683, or the DOTD at Environmental Engineer Administrator, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, LA 70804-9245. Should anyone require special assistance due to a disability, to participate in the public meetings, please contact the DOTD at least five working days prior to the public meetings dates.



Michael Baker Jr., Inc.
 Airside Business Park
 100 Airside Drive
 Moon Township, PA 15108
 (412) 269-6300

Letter of Transmittal

To: Project Local Officials Mailing List and all
meeting attendees

S.O. 24999
 Project: High Priority Corridor No. 18, Route I-69
US 171 to I-20
State Project No. 700-94-0003
F.A.P. No. HPI-69-01(001)

Attn. _____

Date: September 29, 2010

We are forwarding the following: Attached Under Separate Cover

DWG. NO.	NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
	1	Meeting Minutes of Local Officials Meeting held on August 2, 2010	

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|---|---|
| <input type="checkbox"/> As requested | <input type="checkbox"/> No exception taken | <input type="checkbox"/> Revise and resubmit |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> Rejected - See remarks | <input type="checkbox"/> Submit specified items |
| <input checked="" type="checkbox"/> For your information | <input type="checkbox"/> Proceed subject to corrections noted | <input type="checkbox"/> _____ |

GENERAL COMMENTS:

CC: Wayne Nguyen - DOTD

Michael Baker Jr., Inc.

By: Christopher G. Gesing, P.E.

Title: Senior Project Manager

Page 1 of 1

**HIGH PRIORITY CORRIDOR NO. 18, ROUTE I-69
LOCAL OFFICIALS MAILING LIST**

Name	Affiliation	Address 1	Address 2	Address 3	City, State, Zip
The Honorable Joseph Cao	U S House Of Representatives	4640 So. Carrollton Ave, Suite 120			New Orleans, LA 70119
The Honorable Steve Scalise	U S House Of Representatives	110 Veterans Boulevard, Suite 500			Metairie LA 70005
The Honorable Charlie Melanson	U S House Of Representatives	423 Lafayette Street			Houma LA 70360
The Honorable John C. Fleming, M.D.	U S House Of Representatives	6425 Youree Drive		Suite 107	Shreveport, PA 71105
The Honorable Bill Cassidy	U S House Of Representatives	5655 Hilton Avenue		Suite 350	Baton Rouge LA 70802
The Honorable Charles W. Boustany Jr.	U S House Of Representatives	800 Lafayette Street Suite 1400		Suite 100	Lafayette LA 70501
The Honorable Rodney Alexander	U S House Of Representatives	1900 Stubbs Avenue		Suite 1400	Monroe LA 71201
The Honorable David Vitter	United States Senate	2800 Veterans Memorial Blvd.		Suite B	Metairie LA 70002
The Honorable Mary Landrieu	United States Senate	Federal Building, Room 325			Baton Rouge LA 70801
Teri T. Bradford	Deputy State Director	Senator Landrieu's Office			Shreveport LA 71101
The Honorable James H. Smith	LA House Of Representatives	District 08			Shreveport LA 71101
The Honorable James H. Morris	LA House Of Representatives	District 01			Bossier City LA 71172
The Honorable Roy A. Burrell	LA House Of Representatives	District 2			Shreveport LA 71101
The Honorable Frank A. Howard	LA House Of Representatives	District 24			Shreveport LA 71101
The Honorable Barbara M. Norton	LA House Of Representatives	District 3			Shreveport LA 71101
The Honorable Patrick Williams	LA House Of Representatives	District 4			Shreveport LA 71101
The Honorable Wayne Waddell	LA House Of Representatives	District 5			Shreveport LA 71106
The Honorable Richard T. Burford	LA House Of Representatives	District 7			Shreveport LA 71107
The Honorable Henry L. Burns	LA House Of Representatives	District 9			Shreveport LA 71107
The Honorable Thomas G. Carmody, Jr.	LA House Of Representatives	District 6			Shreveport LA 71107
The Honorable Jean M. Doerge	LA House Of Representatives	District 10			Shreveport LA 71107
The Honorable B. L. "Buddy" Shaw	The Senate Of Louisiana	District 37			Shreveport LA 71107
The Honorable Lydia P. Jackson	The Senate Of Louisiana	District 39			Shreveport LA 71107
The Honorable Sherri Smith Cheek	The Senate Of Louisiana	District 38			Shreveport LA 71107
The Honorable Gerald Long	The Senate Of Louisiana	District 31			Shreveport LA 71107
The Honorable Robert Audley	The Senate Of Louisiana	District 36			Shreveport LA 71107
Lynn Austin, CAO	City Of Bossier	520 Benton Road			Bossier City LA 71106
The Honorable Joseph B. Nichols	Mayor Of Mooringsport	122 Croom Street			Mooringsport LA 71060
J. Kent Rogers	Northwest Louisiana	Council Of Governments			Shreveport LA 71101
The Honorable Cedric B. Glover	Mayor Of Shreveport	505 Travis Street		Suite 460	Shreveport LA 71101
The Honorable Lorez "L" Walker	Mayor Of Bossier City	620 Benton Road			Shreveport LA 71130
The Honorable Carl Anderson	Mayor Of Haughton	118 W. McKinley			Bossier City LA 71111
The Honorable Bill Robertson	Mayor Of Minden	P O Box 580			Haughton LA 71037-0729
The Honorable Charles Waldon	Mayor Of Leesport	105 Sibley Street			Minden LA 71068
The Honorable Albert Doughty	Mayor Of Leesport	309 Main Street			Benton LA 71008
The Honorable Katharine Freeman	Caddo Parish Administrator	P O Box 1127			Shreveport LA 71155-1127
Ronda Garabhan	Wester Parish Sec/Treasurer	P O Box 989			Minden LA 71058
Bill Altimus	Bossier Parish Administrator	P O Box 70			Benton LA 71008
Shirley C. Wheless	Desoto Parish Administrator	P O Box 898			Mansfield LA 71052
Eric England	Desoto Police Jury	P O Box 898			Mansfield LA 71052
Michael Walmsworth	Executive Port Director	Port Of Shreveport-Bossier		P O Box 52071	Shreveport LA 71135
Charles Tuit	Port Of Shreveport-Bossier	P O Box 52071			Shreveport LA 71135-2071
John Sanders	District Engineer Administrator	Department Of Transportation & Development			Shreveport LA 71135-2071
John D. Caruthers	I-69 Coalition	400 Travis St., Suite 1510			Bossier City LA 71112
Roy Miller	Airport Authority	5103 Hollywood Avenue, Suite 300			Shreveport LA 71101
Murry Viser	Executive Director	Shreveport-Bossier Military Affairs Council			Shreveport LA 71109
Donald M. Pierson	Greater Bossier Economic Development	710 Benton Road		Barksdale Air Force Base	Shreveport LA 71166-1931
Charles Coyle	Greater Bossier Economic Development	2025 Southern Avenue			Bossier City LA 71111
Mike Gilson	Associated General Contractors	400 Edwards Street			Bossier City LA 71111
Murkey W. Piene	Shreveport Chamber of Commerce	LA Army National Guard			Shreveport LA 71104-2016
LTC Carl V. Thompson	Facility Manager	HQ 165th QM Bn. (POL)			Shreveport LA 71055-7784
Adedot for August 2010 Meeting	Battalion Commander			100 Louisiana Boulevard	Bossier City LA 71111
Kent Guiry	Red River Waterway Commission	5941 Hwy. 1 Bypass			Natchitoches, LA 71458
Patrick Colyer	LSU AgCenter Research & Extension	262 Research Station Drive			Bossier City, LA 71113-855
William B. Richardson	LSU AgCenter Research & Extension	701 J. Norman Jefferson Hall			Baton Rouge, LA 70804

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: Local Officials Coordination Meeting

Attendees: See attached list

Time and Place: August 2, 2010, 1:00 PM
DOTD District 04 Office
Bossier City, Louisiana

Purpose: Discuss alignment revisions made in response to comments received on the Preferred Alignment identified in the Draft EIS

Discussions:

- Wayne Nguyen opened the meeting and asked the attendees for self-introductions.
- Chris Gesing provided an overview of the project and the Draft EIS Preferred Alignment revisions considered feasible. Using the Study Process flowchart, Chris outlined the following timeline:
 - Project started in May 2001, immediately following FHWA signing the Record of Decision (ROD) for the North-South Expressway (aka I-49 North)
 - The Purpose & Need (P&N) of the project is to complete a portion of the Congressionally-mandated I-69; improve international and interstate movement of freight and people; facilitate economic development; and improve intermodal connectivity of truck, rail, and port transportation modes, including the Port of Shreveport-Bossier
 - Seven corridors were evaluated within a 300-square mile Study Area. After and a Preferred Corridor was announced in December 2002. The Preferred Corridor had both a northern route and a southern route between Frierson and LA 157.
 - Six alignments were developed within the Preferred Corridor (Lines 1, 3 and 6 following the Northern Route; Lines 2, 4 and 5 following the 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 Draft EIS was distributed for public review in June 2005 and two Public Hearings were held in July 2005. Over 300 people attended the Hearings. Line 6 (Draft EIS Preferred Alignment) was the publically-preferred alignment.
 - The Draft EIS comment period closed August 1, 2005. Comments were evaluated, and two revisions were requested that warranted further consideration:
 - Avoid the Elm Grove Baptist Church @ the US 71 Interchange
 - Add a Frontage Road between Bloxom Road in Desoto Parish and Ellerbe Road in Caddo Parish
 - Line 6 (Draft EIS Preferred Alignment) was revised for the above revisions; field studies conducted; and work started on the Final EIS. The numerous supporting technical reports were finalized and approved by the DOTD.
 - In June 2007, LSU wrote Senator Mary Landrieu to have the Preferred Alignment, which passes through the LSU Pecan Research Station, reconsidered. Subsequent meetings

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

were held with LSU and LSU's position was that total avoidance was the only acceptable alternative.

- The last 2 ½ years have focused on evaluating alignments to avoid the LSU Pecan Research Station. CCS Midstream, and ChemTrade Logistics are identified hazmat sites. These sites, existing Port tenants, and current and planned Port master planning made an avoidance alternative within the Preferred Corridor's Northern Route unfeasible.
- Chris continued, indicating that two revisions to the Draft EIS Preferred Alignment have been developed and are being presented for discussion.
- Line 6R shifts the Draft EIS Preferred Alignment within the Preferred Corridor's Northern Route. It avoids the Elm Grove Baptist Church and adds a frontage road between Frierson and Ellerbe Road. Line 6R minimizes, but cannot avoid impacts to the LSU Pecan Research Station.
- Line 6-2-6 follows the Draft EIS Preferred Alignment between US 171 and Frierson, and again from LA 157 and I-20. Between Frierson and LA 157 Line 6-2-6 follows Line 2 as identified in the Draft EIS. Line 2 was selected because it had the least environmental impacts of the alignments developed within the Preferred Corridor's Southern Route. Chris added that Line 6-2-6 impacts the Lucas Sludge Disposal Facility, and that the relocation of that facility is estimated at over \$1Million. Chris also stated that Line 6-2-6 crosses LA 1 and US 71 approximately 3 miles south of the DRAFT EIS Preferred Alignment location and that improvements to widen LA 1 and US 71 to 4-lane to Line 6-2-6 were estimated at \$32Million. Chris added that The LA 3132 Inner Loop Extension would require further study to provide a revised connection with Line 6-2-6. The added length is estimated to add an additional \$36Million to the Inner Loop Extension project costs.
- Rick Seaton asked about the timing of the Draft EIS. Chris responded that Public Hearings were held in July 2005 the comment period closed on August 1, 2005.
- Mayor Walker commented that this entire process is taking way too long to complete. He stated that he contacted LSU officials 2 years ago concerning the avoidance issue and never received a response. Mayor Walker suggested going with the preferred route where the Interstate would clip a small portion of the LSU property, but would miss the old growth completely. He also expressed his opinion that the southern route was too expensive. The Mayor went on to say that any affected trees would be young trees and could become part of the mitigation process to make LSU whole again.
- Randy Sanderlin stated that when letters were first sent to LSU they went to the LSU Medical Center and not to the pecan farm. (NOTE: Correspondence was sent to the LSU Agriculture & Mechanical College, Board of Supervisors, 1501 Kings Highway, Shreveport, LA 71103, who is listed as the owner of record on the property information obtained from Caddo Parish).
- Kent Rogers responded that he is in possession of a letter from LSU that gives permission to access the property.
- Kent asked if LSU would now be open to mitigation discussions. Patrick Colyer commented that while he might be open for these discussions, he couldn't speak for the Chancellor.
- Bob Mahoney asked if LSU would be agreeable to have another meeting to address mitigation. Patrick responded that he would check with the LSU Chancellor and get back with Chris with that information. He also remarked that if adjacent land could be acquired as part of the mitigation, LSU might be agreeable.
- Randy stated that the original option presented to LSU would shut the research station down completely. If, however, only 7 acres of young-growth trees are involved and adjacent land is

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

acquired through mitigation, then “perhaps” 6R might be a good option. Randy also added that the LSU Chancellor would have final approval authority.

- Kent asked if the property could be purchased before a ROD is reached. Bob Mahoney responded that mitigation planning should be done before the ROD, but actual acquisition of the property must be done after the ROD takes place.
- Kent asked if enough detailed information could be included in the mitigation agreement that would adequately describe the piece of property. Bob stating that putting too much detail into the agreement could be problematic. He mentioned requiring the purchased land to have specific soil types as an example. Bob recommended that there should be enough detail in the agreement to satisfy the stakeholders. He reiterated that the ROD must be final before federal money can be spent.
- Randy inquired about how binding these types of agreements would be. He stated that he has a letter from DOTD stating the station would be avoided. He questioned whether that letter would now be meaningless.
- Patrick Colyer expressed his opinion that the LSU Chancellor would be open-minded if there are good alternatives. Bob asked Patrick who would contact LSU to see if they would be open to participating in another meeting and Patrick stated that he would do that.
- Bob stressed it will take several years before construction begins and a lot of advanced mitigation could be accomplished prior to the construction.
- Patrick indicated that even with the Chancellor’s approval, the LSU Board of Regents would have final Authority over any decisions made by LSU.
- Mayor Walker commented that as long as suitable land can be purchased LSU should go along with this mitigation. He added that I-69 is very important to the State and the Nation.
- Randy Sanderlin stated that the LSU Agricultural Center was left out of the process. Bob Mahoney suggested that we should avoid finger-pointing and back fighting and start working together to find solutions that are equitable to all concerned.
- Mayor Walker commented that as President of the I-69 Coalition he wanted to go on record as supporting the Line 6R, which only impacts 7 acres of LSU property.
- Rick Seaton questioned the \$1M cost to relocate the Lucas Sludge Facility and indicated that the cost would be \$12-\$15Million. He also asked how much the overall project cost had increased. Chris responded that the project cost identified in the Draft EIS was approximately \$600Million and that the new estimates were closer to \$900Million.
- Bob asked the group whether the door is opening for a solution of 6R. Bob also commented he is unclear about the reaction to 6-2-6. Bob followed that by asking if a consensus exists for the northern route and 6R in particular. A clear majority of attendees commented in the affirmative.
- Representative Barbara Norton asked if the impacts of each alignment could be identified. Chris indicated that in addition to the Elm Grove Church and the LSU Pecan Research Station, the impacts to the social, natural and cultural environments were identified, by Line and Section, in the Impact Summary.
- Tari Bradford, representing Senator Landrieu, suggested that we should leave the meeting today all on the same page. She stated that she was not convinced that progress was being made concerning the LSU property.
- A question was raised concerning whether the information presented at the public meetings would be available following the meetings. Chris indicated that the information would be on display at the Haughton and Stonewall Town halls and at DOTD’s District 04 Office. Bob

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
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Meeting Minutes**

Mahoney added that comments from the meeting, tomorrow's Agency meeting and both public meetings will be evaluated and that this information will be included in the Final EIS.

- As part of the mitigation, the LSU representatives asked if money could be provided to grow the LSU Pecan Farm. Bob responded that the request could be considered.

The meeting adjourned at 2:20 PM

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Preferred Alignment Revisions
 Local Officials Coordination Meeting
 DOTD's District 04 Office
 August 2, 2010, 1:00 PM

NAME	ORGANIZATION	PHONE NUMBER
		EMAIL
Doug Burgin	Baker	wburgin@mbakercorp.com
Chris Gesing	Baker	cgesing@mbakercorp.com
Walter Lyons	Baker	wlyons@mbakercorp.com
CHRIS PETRO	NLCOG	Chris.petro@nlcog.org
Shent Rogers	NLCOG	shent.rogers@Dwleby.org
Charles Waldon	STONEWALL	925 3160 townofstonewall@conest.net
Richard Burford	state Rep DIST 7	925 9588
Lorenz Walker	City of Bossier City	741-8501 WALKERL@bossiercity.org
RICK SEATON	CITY OF SHREVEPORT	318-673-5061 RICK.SEATON@SHREVEPORTLA.GOV
Rick NANCE	THE PORT	318-524-2272 Rick@portsb.com
Randy Walters	Red River Waterway Comm.	318-352-7446 Randywalters@RedRiverWaterway.com
ERIC ENGLAND	CADDO BOSSIER PORT	318 524 2272 eric.e@portsb.com
Bill Attman	Bossier Parish	318 965 2329 williamatt@apf.com

High Priority Corridor No. 18, Route I-69
 US 171 to I-20
 State Project No. 700-94-0003
 F.A.P. No. HPI-69-01(001)

Preferred Alignment Revisions
 Local Officials Coordination Meeting
 DOTD's District 04 Office
 August 2, 2010, 1:00 PM

NAME	ORGANIZATION	PHONE NUMBER
		EMAIL
Butch Ford	Bossier Parish Parish	318-965-2329 Jef.Boss@pca.la.gov
Bruce Easterly	Bossier Parish Parish	318-518-8273 beasterly@kublink.net
Katherine Freeman	Town of Logansport	town.of.logansport@bellsouth.net Freeman2411@bellsouth.net
Angela Tappe	Shreveport Airport Authority	318-673-5370 angela.tappe@shreveportla.gov
Randy Sanderson	LSU Ag Center Pecan Research Station	318-797-8034 Ext 2311 rsanderson@agcenter.lsu.edu
Patrick Colyer	LSU Ag Center NW Region	318-741-7435 ext 1108 pcolyer@agcenter.lsu.edu
Rep. Barbara Anton	7109 3245 Hollywood Ave	318-632-5887
Quang Nguyen	DOTD - Environmental	225-242-4513 quang.nguyen@la.gov
Tari T. Bradford	Sen Landrieu's office	318.676.3085 tari-bradford@landrieu.senate.gov
Glenn Berta	Bossier Parish Parish	318 949-0851 Glenn.Berta@Att.net

From: [Quang Nguyen](#)
To: [Gesing, Chris](#)
Cc: [Richard Savoie](#); [Ryan Reviere](#)
Subject: FW: I-69 SIU 15 - Pecan Grower Comments
Date: Wednesday, August 11, 2010 10:10:20 AM
Attachments: [08-06-10 I69 Letters.pdf](#)
[08-09-10 I69 Letters.pdf](#)
[08-10-10 I69 Letters.pdf](#)

DOTD and FHWA met with Mr. David Boethol, LSU Ag Center Chancellor and Commissioner Mike Strain yesterday. The result of the meeting was that they were amenable to an agreeable mitigation agreement/MOU. He stated he should be contacted directly to discuss the mitigation plan. Just make sure that you have good detailed property map of the area around the Shreveport Pecan Station when you contact him.

You can contact him directly in Baton Rouge at:
225-578-4181 Phone
dboethol@agcenter.lsu.edu

Wayne

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Subject: LSU Pecan Research Station Mitigation Meeting

Attendees
Bill Richardson – LSU
Kent Rogers – NLCOG
Randy Sanderlin – LSU
Richard Savoie – DOTD
Chris Gesing – BAKER
Nick Kalivoda – DOTD
David Boethel – LSU
Noel Ardoin – DOTD
Bob Mahoney – FHWA
Eric England – Port of Shreveport Bossier
Wayne Nguyen – DOTD
Lismary Gavillan – FHWA
Robert Lott – DOTD
Ryan Reviere – DOTD

Time and Place: Wednesday, November 10, 2010, 1:00 p.m.
DOTD Headquarters

Purpose: Discuss mitigation measures to offset potential LSU Pecan Research Station impacts

Discussions:

Bill Richardson indicated that there was no agreement at this time and that LSU was here to listen. He also added that there were to be no meetings with LSU unless he was present and that he first read about this meeting in the newspaper.

Kent Rogers explained the rationale of Port-owned property north of Robson Road as possible mitigation to offset LSU Pecan Research Station (Station) impacts

Bill indicated that Line 6R (shifted with walls) would destroy part of three research blocks and that the three blocks would need to be replaced in their entirety if the alignment changed. Randy Sanderlin added that each research block is 12 acres.

Richard Savoie asked Chris Gesing about the possibility of tightening up the geometry. Chris indicated that numerous alignments were considered, but none proved feasible based on the DOTD criteria specified by Nick Kalivoda.

David Boethel added that the Station would lose self-generated income.

Noel Ardoin noted that with early mitigation, LSU would benefit from use of both the existing and mitigated lands.

Bill indicated that any action would require the LSU Boards of Supervisors and legal advisor's approvals.

**High Priority Corridor No. 18, Route I-69
US 171 to I-20
Bossier, Caddo, and Desoto Parishes
Meeting Minutes**

Richard briefly discussed the appraisal/real estate acquisition process. He indicated that the DOTD could not put a mitigation package together until after the Record of Decision (ROD) was executed. Chris indicated that this could be late-2011.

Randy Sanderlin added that the appraisal would need to include all items – land, plants, irrigation, labor, access, etc.

Kent inquired as to what could be investigated/advanced that wouldn't bias the project decision-making process.

Bill Richardson indicated needing a proposal in writing to present to the Board of Supervisors

Bob Mahoney reiterated that FHWA cannot authorize ROW acquisitions at this time.

Richard offered to ask LSU in writing what they need for Board of Supervisor's approval.

Bob indicated that a Memorandum of Agreement (MOA) was preferable. Bob also added that if an agreement could be reached for the three research blocks, then perhaps the retaining wall could be eliminated, reducing project costs.

Eric England stated that he was under the impression that a minimal amount of Port land would be required (five to seven acres). Thirty-six acres is a game changer because that would significantly impact the Port's master planning for the tracts.

Richard indicated that, at this time, there are no monies allocated for construction, but there are monies earmarked for design.

Randy Sanderlin indicated that more than 36 acres (possibly 40 acres) would be required due to other necessary improvements such as roadways.

Richard indicated that DOTD cannot "quick take" properties prior to construction. They can only purchase properties from willing sellers.

Bob asked if a total relocation of the Station (functional replacement) was a possibility. This would entail over 100 acres. Bill indicated that total replacement may be a possibility.

David Boethel inquired as to the possibility of selecting an alignment following the Preferred Corridor Southern Route. Bob indicated that the southern route is "still on the table", but a route within the Preferred Corridor Northern Route was supported by the NLCOG and the Mayors.

Bob added that if a total (functional) replacement for the Station is ultimately agreed upon, then the alignment selected through the Station could revert back to the Draft EIS Preferred Alignment.

Two Action Items were identified: 1) Kent will inform the MPO Transportation Policy Committee of the meeting discussions and solicit further recommendation, and 2) LSU will prepared an estimate the total (functional) replacement of the Station and submit same to DOTD.

The meeting adjourned at 2:05 p.m.

MICHAEL BAKER, JR., INC
PHONE CALL REPORT

PROJECT/LOCATION: <u>I-69 SIU 15</u>	S.O.No.: <u>B24999</u>
<u>US 171 to I-20</u>	DATE: <u>March 1, 2011</u>
<u>Bossier, Caddo & DeSoto Parishes</u>	CONTRACT NO.:

To: <u>Ron Norwood</u>	From: <u>Chris Gesing</u>
Repres.: <u>Shreveport – City Engineer</u>	Repres.: <u>Baker</u>
Phone No.: <u>318.673.6000</u>	Phone No.: <u>412.269.4636</u>

Subject: Lucas Sludge Disposal Facility and Line 6-2-6

I talked with Ron Norwood about the Lucas Sludge Disposal Facility and Line 6-2-6. Ron had given Kent Rogers a \$15M estimate to relocate the existing facility, in its entirety (not including the land costs).

Ron indicated that the current process uses lime stabilization and requires a lot of land for getting the solids processed to a Class A classified sludge. We talked about the project history and Line 6-2-6 (see attached PDF). The City owns two parcels (458 ac and 115 ac = 573 ac total). We discussed the Line 6-2-6 impacts (30 ac) and the remainder (106 ac), and whether the facility could be relocated within the remaining property and adjacent acreage purchased to get back to the 573 ac total. Ron said he would check to see how much acreage the facility actually needed (there might be excess). He indicated that he would try to get back to me later today.

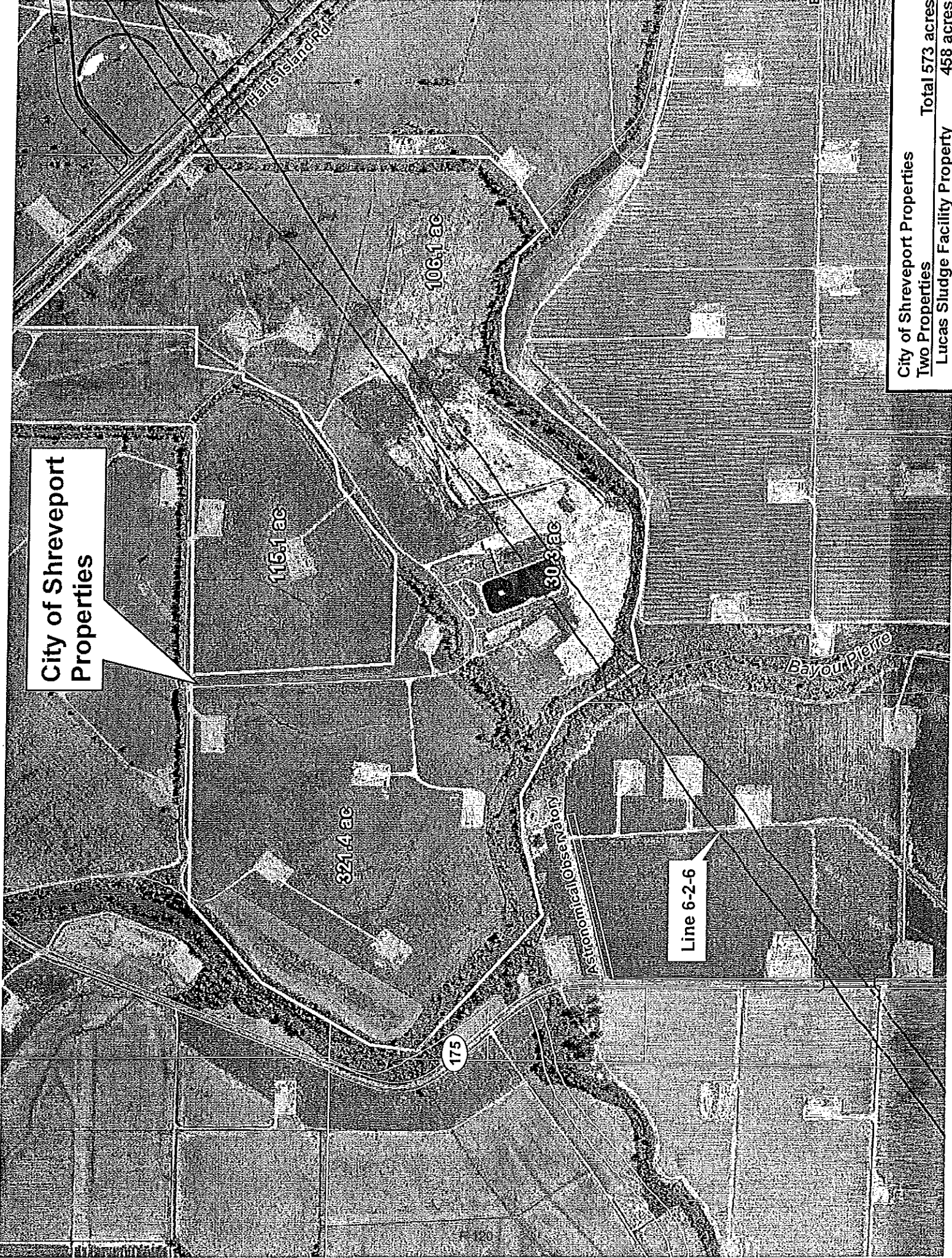
Ron also mentioned that there is a heat drying process that might allow them to process the sludge at the sewage treatment plant and not utilize a separate sludge disposal facility. Ron indicated that this process required a lot less land. I got the impression that this must be a new technology because Ron indicated that its use depended on when the property would be needed for ROW. I told Ron that this might be a viable option because the highway would be constructed in segments between interchanges and the section between I-49 and LA 1 would be one of the last constructed. I added that funding would enter into the construction schedule.

Ron said he would try to also estimate the cost for this heat drying process.

Attachment

Prepared by <u>Chris Gesing</u>	Title <u>Senior Project Manager</u>	Page <u>1</u> of <u>1</u>
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cc: Wayne Nguyen - DOTD



City of Shreveport
Properties

Line 6-2-6

City of Shreveport Properties
Two Properties

Lucas Sludge Facility Property 458 acres
Total 573 acres



Office of the Chancellor

101 J. Norman Efferson Hall - LSU
Baton Rouge, LA 70803
Post Office Box 25203
Baton Rouge, LA 70894-5203
(225) 578-4161
Fax: (225) 578-4143

Accounting Services
(225) 578-4648
(225) 578-0735

Corporate Relations and
Public Service Activities
(225) 578-4238

Facilities Planning
(225) 578-8731
Fax: (225) 578-6032

Human Resource Management
(225) 578-2258
Fax: (225) 578-8284

Diversity
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Fax: (225) 578-4225

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Baton Rouge, LA 70894-5100
(225) 578-2263
Fax: (225) 578-4524

Information Technology
118 Knapp Hall - LSU
Baton Rouge, LA 70803
(225) 578-4020
Fax: (225) 578-3629

International Programs
International Programs Bldg.
South Stadium Road
Baton Rouge, LA 70803
Post Office Box 16090
Baton Rouge, LA 70893
(225) 578-6963
Fax: (225) 578-6775

September 6, 2011

Secretary Sherri LeBas
Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804

Re: I-69 route, LSU AgCenter Pecan Research and Extension Station (Caddo Parish)

Dear Secretary LaBas:

This letter is a parish correction regarding President's Lombardi's letter to you dated August 16, 2011.

The LSU AgCenter, a unit of the LSU System, has restructured programs and operations as a result of a continuing decline in state appropriations. One result of this process related to your office has been the decision to phase out the Pecan Research Station located in Caddo Parish over the next few years, resulting in its closure. There is no current timetable in place for that closure. In light of the future closure, there will no longer be a direct issue in the routing of the proposed new Southern Loop of Interstate 69. Chancellor Richardson has relayed that message to Mayor Lo Walker chair of the North Louisiana Highway Alliance.

We do expect, however, that the LSU System will be fully compensated in accordance with the law for the damages related to loss of land and improvements when the right to have the Interstate constructed through the property is either voluntarily granted through written agreement or, if such cannot be accomplished, through judicial action.

This notice, of course, does not constitute a waiver of any rights of the LSU System in regard to the process of the taking of the required land and improvements and its impact.

We look forward to working with your office to meet our mutual goals in the public interest.

Sincerely,

William B. Richardson, Chancellor
And Chalkley Family Endowed Chair

/sk

Cc: Lorenzo Walker

For the latest
research-based information
on just about anything,
visit our website:
www.LSUAgCenter.com



401 Market Street, Suite 460
 Shreveport, Louisiana 71101
 Phone: (318) 841-5950
 Fax: (318) 841-5952
 www.nlcog.org

**Metropolitan Planning Organization
 Transportation Policy Committee**

Minutes

**Thursday, November 17, 2011 (10:00 a.m.)
 Government Chamber
 First Floor, Government Plaza
 505 Travis Street
 Shreveport, LA 71101**

Members Present

- Mr. Bill Altimus – Bossier Parish
- Mr. Woody Wilson – Caddo Parish
- Mayor Lo Walker – Bossier City
- Mr. Sam Marsiglia – Bossier MPC
- Mr. Charles Kirkland – Shreveport MPC
- Mr. Eric England – Port of Shreveport Bossier
- Mr. John Sanders – LaDOTD
- Mayor Cedric Glover – City of Shreveport

Others Present

- Mr. Dan Broussard – LaDOTD
- Mr. Dennis Decker – LADOTD
- Jim McMichael
- Elliott Stonecipher
- W. Ryan Smith
- Riley W. Waddell
- J. Darrell Rebouche
- G. Bruce ?
- Charles A. Cavell
- Willie Bradford
- Lorrie Nunley
- Margaret Elrod
- Kent Rogers – NLCOG
- Chris Petro – NLCOG
- Lisa Frazier – NLCOG
- Rita Barnette – NLCOG

With due notice, Mr. Altimus called the meeting to order. A quorum was present.

I. Call to Order

Mr. Altimus welcomed the members of the public and of the committee to the meeting. He clarified for the public that the reason the meeting was held at a location other than government plaza was to allow the different member agencies to host the committee meeting.

II. Roll Call

Members present: Mr. Bill Altimus – Bossier Parish; Mr. Woody Wilson – Caddo Parish; Mayor Lo Walker – Bossier City; Mr. Sam Marsiglia – Bossier MPC; Mr. Charles Kirkland – Shreveport MPC; Mr. Eric England – Port of Shreveport Bossier; Mr. John Sanders – LaDOTD; Mayor Cedric Glover, City of Shreveport (arrived late)

III. Amend Agenda

No need to amend the agenda.

IV. Executive Directors Report

Mr. Rogers stated there was no new information to discuss in the executive director's report.

V. Public Comments (Agenda Items)

Mr. Stonecipher questioned the committee members regarding some changes he and others noted in the area of LA 3132 and Flournoy Lucas. He stated there appears to be a road being built at Mr. Tim Larkin's land. Mr. Stonecipher also discussed rumors surrounding developers and/or others planning to build a private road that could become LA 3132 extension in the future. Mr. Kirkland stated an offer was made to the state, but the state backed off approving any road. He further stated any ingress or egress onto Mr. Larkin's property must be off the alignment that is being protected; there was no approval from the MPC for a road to be built. Mr. Stonecipher stated he had personally seen, and was notified by others, of what appeared to be a road being built on Mr. Larkin's land between the 16 acres owned by the city and The Glen. Mr. Sanders stated Mr. Larkin applied for a temporary entrance onto his property along the 127 feet frontage with a right-in and right-out privilege. Mr. Sanders also stated that as a condition of the permit, Mr. Larkin had to delineate the median with plastic paddles to prevent construction trucks from crossing the median. Mr. Sanders stated Mr. Larkin does have a permit for his own 127 feet providing he puts medians to block illegal movements across the island; it is temporary until control of access is extended and a new route then connected to his property in the future. Mr. Stonecipher asked was this right-in, right-out is that Mr. Sanders discussed part of the MPC meeting. Mr. Kirkland stated Mr. Larkin holds the continued right to the temporary construction entrance and nothing has disturbed that right, but that is all it is there is no permanent roadway. Mr. Stonecipher questioned if the right-in, right-out is a two-lane roadway. Mr. Kirkland stated it is a construction entrance road; that a right-in, right-out is all it can be. Mr. Sanders clarified he would not call it two-ways, but the driver must make a right in or right out. Mr. Stonecipher asked if it could be the width of two lanes and Mr. Kirkland stated yes.

Mr. McMichael said he was speaking on behalf of Willis Knighton Medical Center (WKHS), and as their attorney he would like to formally propose to the committee to remove the Proposed Route A of the LA 3132 Extension. He stated the residents of The Oaks have experienced disruption to their lives. Mr. McMichael stated he had been told that continuing with this route could mean repaying the federal government moneys used on the previous and WKHS believes that this Proposed Route A was originally proposed as retaliation for WKHS objections to and actions to correct the April motion. He further stated WKHS experienced continuous and on-going economic damage in developing and marketing The Oaks of Louisiana due to the proposed route. Mr. Altimus asked Mr. Sanders his comments regarding Mr. McMichael's proposal. Mr. Altimus stated his understanding was that everything is on the table until the consultant rules out alignments that are not reasonable or feasible and comes up with recommendations for a corridor and/or alignment. Mr. Sanders stated he agreed with Mr. McMichael's position that the route is not feasible or reasonable, but the project must move forward with the hiring of the consultant and allowing them to move through the various alignments. Mr. Sanders stated he logically sees this route being eliminated. He said he doesn't understand the ramifications of this being changed at this late point. Mr. McMichael stated it has created uncertainty for residents as to whether they should expect LA 3132 to be extended into their homes. Mr. Altimus said anyone could make that claim on any route because logically is a road is going to affect someone somewhere. Mr. McMichael said nobody else has made that claim and WKHS had; they can show economic impact. Mr. Kirkland said that unless the consultant employed for this Stage 0 is stupid, this route should only be briefly considered before being disqualified due to the obvious unreasonableness of it. Mr. Jones asked if Mr. McMichael was representing to the committee today that WKHS is today incurring economic harm because of this proposed route. Mr. McMichael stated WKHS is today and has since the route was proposed, experienced economic harm. He said they did not realize at the time that it would happen, and they felt it will continue to happen until a final decision that the route is no longer a consideration. Mr. Jones asked for specific economic harm

WKHS experienced. Mr. McMichael said it is a commercial development and it depends on the ability to attract residents to the retirement community. He said the residents want stability and peace and quiet. He said it is difficult to convince someone that this is what they are receiving when the possibility exists that they could have LA 3132 through their bedroom at some point. He stated it is a real issue that WKHS has to deal with on a regular basis. Mr. England stated the over the summer NLCOG was shooting for a completion date at the end of the year; it is three months behind. He asked what would be the ramifications to amend the Stage 0 to remove Proposed Route A. Mr. Rogers introduced Mr. Decker and stated they had just discussed the possibility of doing a preliminary checklist to kick this route off the list. This could be done at the kick-off meeting Tuesday. He stated because the Notice to Proceed had already been given to the consultant, it would be better to continue down the proper channels and attending to this at the meeting next week. Mr. Kirkland requested the council convene for the purpose of letting the public know the result of that assessment. Mr. McMichael stated he would like to amend his request to include Mr. Kirkland's proposal. Mr. Altimus stated with that information he suggested no action at this time to let the process unfold and the committee could reconvene at the proper time. Mayor Walker said he believed the committee would be willing to convene when necessary.

VI. Old Business

Mr. Rogers discussed the LA 3132 Inner Loop Extension update (please see attached). He asked the committee to recommend the number of consultants they would like shortlisted to present their proposals for the Stage 1 Environmental Assessment. Mr. Marsiglia asked Mr. Rogers how many consultants presented for the I-49 Inner City Connector. Mr. Rogers said four companies submitted and three were recommended by the technical committee to present their proposals. Mr. Kirkland stated the MPC receives all proposals and then the staff/technical committee recommends three to five firms. He suggested no more than five consultants be shortlisted to present. Mr. England asked if the proposals would flow through the technical committee prior to the presentations, then to this committee and then on to the executive committee. Mr. Rogers said yes the technical committee would receive all proposals and determine the shortlist, if needed. Then this committee would view the presentations and vote on a firm to complete the Stage 1; the executive committee would approve the contract with the selected firm. Mr. Kirkland clarified that the committee wants to make sure this process stays open for the public to view the presentations and comment as they would like. Mayor Walker suggested the committee wait until the proposals are received to see how many firms submit. Mr. Altimus and Mr. England agreed with this suggestion.

Mr. Rogers updated the committee on the progress of I-69. He reviewed the three different Sections of Independent Utility (SIUs) within Louisiana. He stated two of those are under the direction of the state of Louisiana (SIUs 14 and 15) and one is under the direction of the state of Texas (SIU 16). Mr. Rogers discussed the ROD for SIU 14 is expected by the end of 2011 or early 2012. The SIU 15 (Haughton to Stonewall) issues with the Pecan Research Station have been resolved. The ROD is expected sometime during the summer of 2012. A project management plan (PMP) was required by FHWA. Mr. Rogers reviewed the previous PMP from six years ago and the recommendation from the Technical Advisory Committee (TAC) from their November 7, 2011 meeting. The TAC recommended the sections be built in this order (please see attached map): 3 (bridge crossing the Red River), 2 (connection to I-49), 4, 5, 1. These recommendations were based on traffic counts, as well as the prevailing agreement to build the Red River Bridge first to help "lockdown" the roadway. There is also an earmark for \$18 million for the Red River Bridge crossing. Mayor Walker stated that if there were no objects that the Policy Committee concur with these recommendations. Mr. Rogers stated he attended a meeting with TXDOT regarding the concerns along SIU 16 in Texas and the spur from Tenaha to I-30 in Texarkana. He stated TXDOT seemed to say in that meeting that their priority was the area from Tenaha to Joaquin/Logansport. Mr. England stated Rich Brontoli with the Red River Valley Association forwarded to the Port a bridge span plan. The Port raised some issues with the clearance and piling placements. Mr. England said he would provide to Mr. Rogers the comments they sent.

Mr. Rogers updated the committee on the I-49 ICC public meetings scheduled for December 13-15, 2011. He stated Providence would continue with blanketing the community with information regarding the meetings. He also stated Providence Engineering would like to add a firm, T. Linn to

their contract for context sensitive designs. The contract cost would not increase; Providence would absorb the cost of the new firm. Mr. Rogers stated that because this firm was not on the original contract, this committee would need to amend the contract. Mayor Walker clarified that Mr. Rogers was recommending the addition of this firm. Mr. Rogers confirmed. Mayor Walker motioned to approve the addition of this company. Mr. Wilson seconded. The motion passed with no further discussion and no opposition.

Ayes: Mr. Bill Altimus – Bossier Parish; Mr. Woody Wilson – Caddo Parish; Mayor Lo Walker – Bossier City; Mr. Sam Marsiglia – Bossier MPC; Mr. Charles Kirkland – Shreveport MPC; Mr. Eric England – Port of Shreveport Bossier; Mr. John Sanders – LaDOTD; Mayor Cedric Glover – City of Shreveport

VII. New Business

Mr. Altimus directed the committee to the item under new business. Mr. Wilson moved to accept the minutes of the meeting of September 15, 2011. Mayor Walker seconded. The motion passed with no discussion, no corrections and no opposition.

Ayes: Mr. Bill Altimus – Bossier Parish; Mr. Woody Wilson – Caddo Parish; Mayor Lo Walker – Bossier City; Mr. Sam Marsiglia – Bossier MPC; Mr. Charles Kirkland – Shreveport MPC; Mr. Eric England – Port of Shreveport Bossier; Mr. John Sanders – LaDOTD; Mayor Cedric Glover – City of Shreveport

VIII. Public Comments (Non-agenda Items)

Mr. Stonecipher stated the coalition is continuing to read about NLCOG, its history, and housekeeping. He stated he does not understand what the law is regarding how soon before the various committees' meeting should be posted on the website. Mr. Jones stated the open meetings law requires 24 hour notice and does not require posting on a website, only on the door of the meeting place. Mr. Stonecipher asked if there was a less formal way of notifying the public before the 24 hour notice. Mr. Rogers stated NLCOG has a meeting schedule; it also sends notice to the paper, though it is not guaranteed to be printed unless you pay for a formal advertisement. Mr. Kirkland suggested a list of interested parties be compiled after formal notification by each person and entity that they would like to receive notice of upcoming meetings. Mr. Rogers stated this should not be a problem. Mr. Stonecipher stated he has noticed NLCOG requests e-mail addresses of people who sign in at meetings. He also stated he is struggling with the issue that there is a website paid for by the taxpayers, maintained by the taxpayers that is there and they all know to use it. He doesn't understand why they should only believe it is necessary to meet the exact wording of the open meetings law. Mr. Rogers stated staff would notify those on the NLCOG distribution list when the committee is notified of the next meeting. Mr. Stonecipher agreed this would work. Mr. Stonecipher then stated that in all of the research they have done, the mention of Webster and DeSoto Parishes and they do not understand why they are "in the mix" of the things that are going on. Mr. Kirkland stated this body deals with Caddo, Bossier, Webster and DeSoto parishes. Mr. Rogers stated that neither DeSoto nor Webster parishes have taken an active stance. Mr. Rogers clarified the designation of MPO as defined by FHWA. Mr. Rogers stated there is a possibility that the Stonewall area of DeSoto parish may be included in the Urbanized Area Boundary with the 2010 Census. He said staff approached Webster parish after the last Census about their lack of participation; Mr. Rogers said Webster wanted to remain a member of the Council just in case they need the assistance. Mr. Stonecipher followed up by asking Mr. Jones if a lot of the constitution and by-laws are in error. Mr. Jones said he did not know if that would be a correct assumption. Mr. Stonecipher asked if the constitution and by-laws are up to date. Mr. Jones stated the parishes are included, but not involved. He stated involvement would be attending meetings. Mr. Stonecipher stated he was concerned who would have a say in policy, and if any action was taken against the COG and those parties are not a part of COG as that happens, is that going to be an issue. Mr. Stonecipher stated that COG is a federal government agency, and he is trying to understand who is running it and funding it. Mr. Jones stated an MPO is an urbanized area that does not include most of Webster and DeSoto. Mr. Rogers concurred. Mr. Jones stated that area is determined by a federal formula. NLCOG itself does include

Webster and DeSoto Parishes. Mr. Jones stated that if they opted in, then they are part of NLCOG whether they determine to become involved or not. Mr. Stonecipher stated it seems to be a circular argument because in the real world, that the federal government included parishes that are not participating, so what legally is the NLCOG. He questioned what makes actions that NLCOG takes legal and enforceable and who has to be in on those actions. Mr. Stonecipher stated it seems to him there is a disconnect. Mr. Jones stated he cannot provide that answer off the top of his head and would look into it. Mr. Kirkland asked if the state is the agency that makes the MPO designation. Mr. Rogers stated it is outlined within the federal transportation bill and the governor who makes the formal designation as to what agency carries out those aspects. Membership is outlined in the federal designation along with boundaries. Mr. Rogers also stated that within the federal law it is provided for the MPO area to adopt the entire MSA area as the MPO area. Some of the funding still may not be spent in the entire area. He stated the MPO deals with the urbanized over 200K funds, the Census-designated urbanized boundary. Mr. Kirkland stated the COG function would provide planning services to the wider area. Mr. Rogers concurred. He said staff had discussions with DeSoto and Stonewall, mostly as it deals with I-69. Mr. Kirkland stated the federal regulations mandate that planning be incorporated within that process, to get away from the old, backroom decision making. He stated there is dual function because of the MPO and the COG. Mr. Rogers stated he feels some of Mr. Stonecipher's frustrations mimic those of the staff in that the federal transportation bill outlines the functions of the MPO, their boundaries do not always coincide with the Census. He stated there are timeframes where things don't exactly line up. Mr. Stonecipher stated the reading he has done points out that in the beginning there was a mandate for parishes to be included, they are not involved and what differences can it make when a project goes into a parish that may not be involved or present. Mr. Stonecipher stated he also cannot understand the executive committee of NLCOG, specifically the make-up of the committee. He stated he does not understand if it is properly comprised, legally and enforceable over the activities of the COG. Mr. Stonecipher questioned when the executive committee meets, is it legally comprised of members, is the action enforceable. He asked how the lowly public can get lined up with making a presentation to that committee. He stated it is difficult to establish accountability when there is no clear and concise process; they can't find it. He asked again when the executive committee meets, who comprises the committee; is it legally comprised; is it a public meeting. Mr. Altimus stated Mr. Jones would look into finding this information. Mr. Stonecipher asked for a timeline of when to expect a response. Mr. Jones stated it would not be in the next 14 days. Mr. Stonecipher asked when the next executive committee meeting is scheduled. Mr. Rogers stated staff would work to divide out and clarify information on the website. He also stated the executive committee meets in the even-numbered months. Mr. Stonecipher stated in his research he has noted citizens as members of the committees. He stated it may be that the citizens need to make their case to their member of Congress. Mr. Rogers expressed to the committee that he and Mr. Jones have begun the process of updating the constitution and by-laws, as well as conversations with FHWA. He stated it's been difficult to make headway with no transportation bill outlined or approved. Mr. Altimus stated he knows FHWA provides most of the funding and they do review the functions and activities of staff and NLCOG. As far as he knows, there have not been violations noted by FHWA. Mr. Rogers stated there has been the recommendation to look at agreements and update as necessary, but without a transportation bill it is difficult to reconcile the different boundaries required of each agency. Mr. Decker stated he would be willing to work with Mr. Jones to clarify information. He stated the boundaries are not arbitrary; they usually follow an already identified boundary such as parish lines. Mr. Jones stated he appreciated the offer. He stated that he and Mr. Rogers had been working toward bringing to the board new documents that are clear and concise in detailing obligations and required activities. Mayor Walker stated in the early 1990s Webster Parish was sending a representative and for whatever reason, they dropped out of participating. Mr. Kirkland stated he believes NLCOG and this committee has evolved and is now more representative than it used to be.

IX. Adjourn

With no further discussions, comments or business, Mr. Altimus motioned to adjourn. Mayor Walker seconded.

From: [Kent Rogers](#)
To: [Gesing, Chris](#)
Subject: RE: NLCOG - 17-Nov-2011 TPC Meeting Minutes
Date: Thursday, April 19, 2012 8:50:50 AM

There were no objections.

Kent

pray & believe

From: Gesing, Chris
Sent: Thursday, April 19, 2012 8:41 AM
To: Kent Rogers
Cc: 'Chris Petro'
Subject: NLCOG - 17-Nov-2011 TPC Meeting Minutes

Hi Kent,

I see that the 17-Nov-2011 TPC meeting minutes are no longer draft and that the I-69 SIU 15 discussion was revised to state "Mayor Walker stated that if there were no objections that the Policy Committee concur with these recommendations" (see highlighted text in attachment).

Were there objections, or was Mayor Walker's motion carried?

Thanks.

C

February 27th, 2012

Ms. Sherry LeBas, Secretary
 Louisiana Department of Transportation and Development
 PO Box 94245
 Baton Rouge, Louisiana 70804-9245

Re: 2010 TIP Amendment #02272012-02: **Administratively Amend** the 2010 Transportation Improvement Program (TIP) to request Engineering/Design Phase funding for project H.005184, High Priority Corridor No. 18, I-69, SIU-15 (Jct. US 171 to Jct. I-20) – Bossier, Caddo, and Desoto Parishes for FY 2012.

Dear Secretary LeBas,

Please be advised that the Northwest Louisiana Council of Governments (NLCOG) will **Administratively Amend** The Northwest Louisiana Metropolitan Planning Area 2010 Transportation Improvement Program (TIP) for Fiscal Year 2012 for the improvement project specified below.

Local Sponsor:	LADOTD
Federal Funding Classification / Code:	DEMO (NCIIP) / LY50
F.A.P. No.:	HPI-69-1(001)
State Project No.:	H.005184
Federal Request (Sponsor Reimbursed):	80% DEMO
Local Match Support:	20%

Project Requests	Environ. Clearance (Outcome / Date)	Final Eng. Plans (Date)	R-O-W Acquisition (N/A or Date)	Const. Cost Estimate Revised [Initial]	Reason for the Request
LADOTD: High Priority Corridor No. 18, I-69, SIU-15 (Jct. US 171 to Jct. I-20) – Bossier, Caddo, and Desoto Parishes; Engineering Phase	Anticipated ROD Issued (4-2012)	(Not Undertaken until Prelim. Eng. is Complete)	(Not Undertaken until ROW maps are Complete)	[\$1,000,000]	Initiate Engineering/Design
Total MPO Funding Request:					\$1,000,000

Through staff consultation with LADOTD Planning and Programming representatives the **Administrative Amendment**, as outlined in the aforementioned request, is reflected in the MPO's 2010 Transportation Improvement Program (TIP effective 10/01/2010).

In order to enhance public involvement in the MPO's transportation planning process, an electronic copy of the current TIP, as well as, the listing of amendments brought before the MPO Transportation Policy Committee can be tracked through NLCOG's online presence:
http://www.nlcog.org/office_info/mpo/tip.htm

If you have any further questions, regarding this TIP amendment, feel free to contact me at your convenience.

Sincerely,

J. Kent Rogers
Secretary - MPO Transportation Policy Committee

STATE OF LOUISIANA

STIP

STIP Date 10/01/2010 STIP Version 2011 (Approved)

SHREVEPORT

Project: H.000397 UNION PACIFIC RR O/P NEAR BENTON

Route: LA 3 Cntrl Section: 000-08 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: BOSSIER Off-System Road: LA 3 UP RR NEAR BENTON
 LA 3 044-02 0.48 1.49 BOSSIER

Urbanized Area: SHREVEPORT

Status	Type Improvement	Work Type
044-02-0017,;	BRIDGE REPLACEMENT	PRESERVATION, BRIDGE (ON SYSTEM)

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$710,000.00	\$710,000.00	\$568,000.00	FBR-ON/OFF	2012	
Construction	\$13,190,909.09	\$14,510,000.00	\$11,608,000.00	FBR-ON/OFF	2012	
Total Cost	\$13,900,909.09	\$15,220,000.00	\$12,176,000.00			

Project: H.001156 LA 3 ACCELERATION LANE

Route: LA 3 Cntrl Section: 044-01 Beg. Log Mile: 2.80 End Log Mile: 2.90 Parish: BOSSIER Off-System Road:

Urbanized Area: SHREVEPORT

Status	Type Improvement	Work Type
044-01-0053,;	ADDING AN ACCELERATION LANE	SAFETY,

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$75,000.00	\$75,000.00	\$0.00	HSIP	2012	DOTD
Construction	\$353,636.36	\$389,000.00	\$0.00	HSIP	2013	
Total Cost	\$428,636.36	\$464,000.00	\$0.00			

Project: H.003855 BOSSIER PAR CONG RELIEF WINFIELD RD

Route: Cntrl Section: 000-08 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: BOSSIER Off-System Road: WINFIELD ROAD

Urbanized Area: SHREVEPORT

Status	Type Improvement	Work Type
700-08-0130;STAGE 0,	ROADWAY EXT (WINFIELD RD) STUDY	DEMO / HIGH PRIORITY,

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$2,000,000.00	\$2,000,000.00	\$1,600,000.00	DEMO	2012	
Total Cost	\$2,000,000.00	\$2,000,000.00	\$1,600,000.00			

Project: H.005184 HIGH PRIORITY CORRIDOR NO. 18

Route: Cntrl Section: 000-08 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: BOSSIER Off-System Road: I-69 PROP; HP CORRIDOR NO. 18
 000-09 0.00 0.00 CADD O I-69 PROPOSED

Urbanized Area: SHREVEPORT

Status	Type Improvement	Work Type
700-94-0003;NCPD FUNDS, ADDED FOR ENGR FY 1999	ENVIRONMENTAL IMPACT STATEMENT	DEMO / HIGH PRIORITY,

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$1,000,000.00	\$1,000,000.00	\$800,000.00	DEMO	2012	
Total Cost	\$1,000,000.00	\$1,000,000.00	\$800,000.00			

APPENDIX G
Public Flyers



US 171 to I-20
Bossier, Caddo & DeSoto Parishes



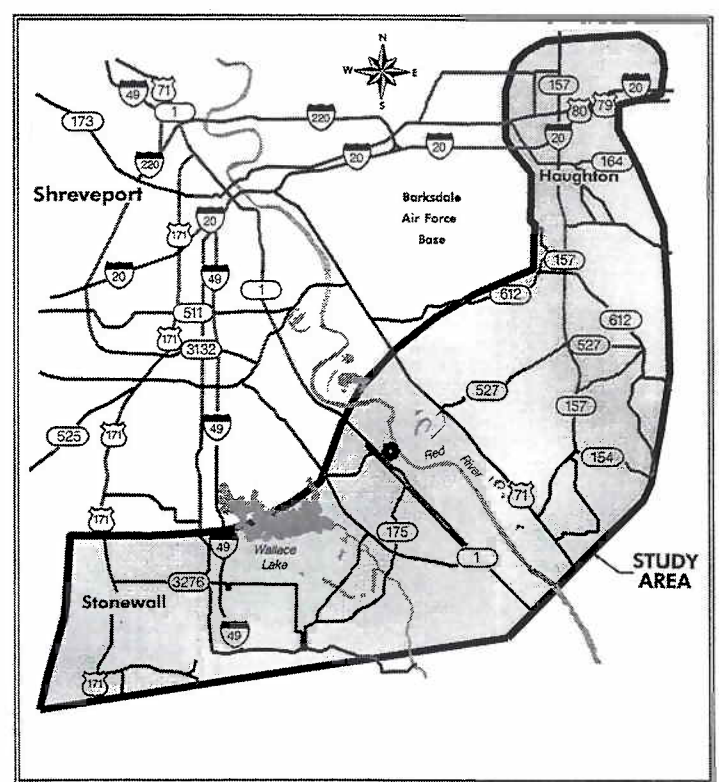
May 25, 2001

DOTD KICKS OFF INTERSTATE HIGHWAY 69 STUDY

The Louisiana Department of Transportation and Development (DOTD) has initiated an environmental and location study to construct a segment of the proposed Interstate Highway 69 (I-69) in Bossier, Caddo, and DeSoto Parishes, Louisiana. This project will provide a divided four-lane, limited access highway on new location between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, a distance of approximately 30 miles.

The proposed new highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Number 18, which will link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. This study will provide the detailed and comprehensive environmental and engineering information necessary to develop specific highway alternatives.

The DOTD has retained the firm of Michael Baker Jr., Inc. (Baker) to conduct this study. A series of public meetings will be held as the study progresses to distribute project information and obtain public comment. The first of these meetings will be held June 6th and 7th from 6:00 to 9:00 PM and will present the study process and obtain initial public comment. This meeting will include an open forum session from 6 - 7 PM where you will have an opportunity to talk with representatives from DOTD and Baker. This will be followed by a short technical presentation and a question and answer period. Comment forms will be distributed to obtain public input. The meetings will be held in the following locations:



Haughton Area

Wednesday, June 6, 2001
Haughton Middle School
395 South Elm
Haughton, LA 71037

Stonewall Area

Thursday, June 7, 2001
North DeSoto Parish High School
2571 Highway 171
Stonewall, LA 71078

These meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions or concerns regarding these meetings, contact Michael Baker Jr., Inc., Petroleum Square II, 1324 North Hearne Avenue, Suite 255, Shreveport, LA 71107, or call (318) 222-8110.



November 20, 2001

ANNOUNCING PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will be holding two public meetings to present the results of the corridor location studies for the proposed Interstate Highway 69 (I-69) between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. The public meetings will be held in the following communities:

Haughton Area

Tuesday, December 11, 2001
Haughton Middle School
395 South Elm Street
Haughton, LA

Stonewall Area

Wednesday, December 12, 2001
North DeSoto Parish High School
2571 Highway 171
Stonewall, LA

The meetings will begin at **6:00 PM** with a short technical presentation. Following a brief intermission, interested persons will then have the opportunity to make a statement for the public record. Representatives from DOTD and Michael Baker Jr., Inc. will be available following the meeting to informally discuss the project. Comment forms will also be available to provide written comments on the corridors presented and to obtain additional environmental information.

These meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions or concerns regarding these meetings, please contact Michael Baker Jr., Inc., Petroleum Square II, 1324 North Hearne Avenue, Suite 255, Shreveport, LA 71107, or call (318) 222-8110 or (866) I-69-DOTD.

Thank you!



March 14, 2002

ANNOUNCING PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will be holding two public meetings to present the results of additional corridor location studies for the proposed Interstate Highway 69 (I-69) between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. Additional corridors have been developed in response to comments received from local elected officials and the public. The public meetings will be held in the following communities:

Haughton Area

Tuesday, April 2, 2002
Haughton Middle School
395 South Elm Street
Haughton, LA

Stonewall Area

Wednesday, April 3, 2002
North DeSoto Parish High School
2571 Highway 171
Stonewall, LA

The meetings will begin at 6:30 PM with a short technical presentation. Following a brief intermission, interested persons will then have the opportunity to make a statement for the public record. Representatives from DOTD and Michael Baker Jr., Inc. will be available following the meeting to informally discuss the project. Comment forms will also be available to provide written comments on the corridors presented and to obtain additional environmental information.

These meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions or concerns regarding these meetings, please contact Michael Baker Jr., Inc., Petroleum Square II, 1324 North Hearne Avenue, Suite 255, Shreveport, LA 71107, or call (318) 222-8110 or (866) I-69-DOTD.

Thank you!



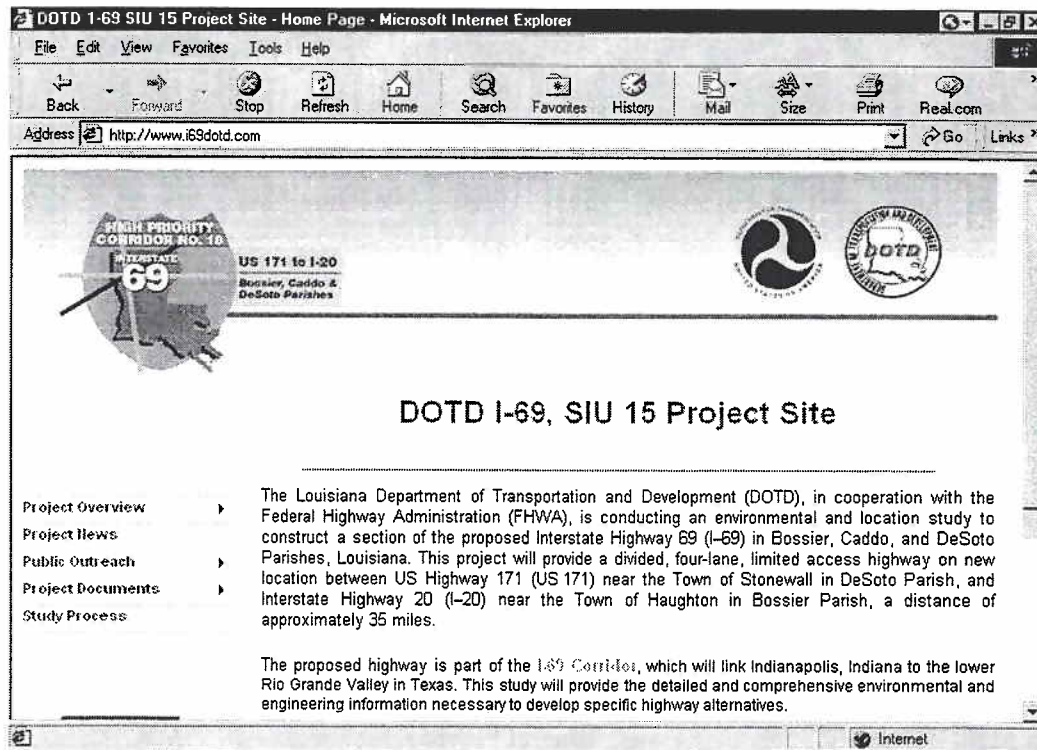
US 171 to I-20
Bossier, Caddo & DeSoto Parishes



April 2, 2002

DOTD LAUNCHES I-69 PROJECT WEBSITE

The Louisiana Department of Transportation and Development (DOTD) announced the creation of an Interstate Highway 69 (I-69) project website at the April 2002 public meetings for the proposed section of I-69 between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, and Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. This section of I-69 is known nationally as Section of Independent Utility (SIU) 15. The I-69 SIU 15 project website is **www.I69DOTD.com**.



Public outreach is an important part of the transportation decision-making process. This web site is part of DOTD's ongoing efforts to inform the public of project developments and to solicit public comment. In addition to project mailings, public meetings, exhibit viewing locations, and toll-free [(866)I-69-DOTD] and local telephone numbers, you can now keep abreast of project developments and provide comments to the Study Team via the Internet.

Your participation is encouraged and appreciated.



December 16, 2002

CORRIDOR STUDIES PHASE NEARING COMPLETION

This is to update you on the status of the Corridor Studies efforts and the designation of a Preferred Corridor for the proposed Interstate Highway 69 (I-69), Section of Independent Utility (SIU) No. 15, between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. Public outreach meetings were last held on April 2 and April 3, 2002 to present additional corridors that were developed in response to comments received from local officials and the public.

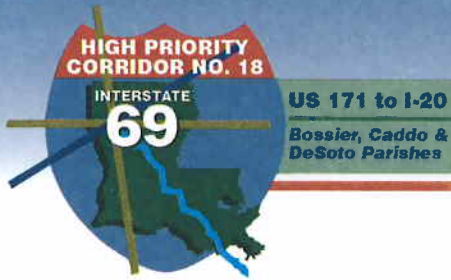
Following the April 2002 public meetings, the Port of Shreveport-Bossier informed the Louisiana Department of Transportation and Development (DOTD) of a proposed steel mill that is to be located on Port property within Corridors F and G, which necessitated additional analyses of the corridors in the vicinity of the Port property.

The bridge crossing the Red River and the adjacent proposed interchanges at US 71 and LA 1 are the project's most significant challenge and costly feature. Issues include navigation, river width and crossing angle, and the ability to develop a two-quadrant interchange on the riverside of LA 1 and US 71 while satisfying highway design criteria, avoiding impacts to the adjacent rail lines and avoiding/minimizing potential impacts to environmental resources.

These additional studies have been completed and a Corridor Studies Report has been submitted to Federal regulatory and resource agencies for review. After reviewing the comments received from the Federal regulatory and resource agencies, a Preferred Corridor decision will be announced via flyers and the project's Internet website (www.i69dotd.com). **We anticipate making a Preferred Corridor announcement by December 31, 2002.** At that time, exhibits showing the location of the Preferred Corridor will be available for public review at the Haughton Town Hall, Stonewall Town Hall, DOTD District 04 Headquarters, and Michael Baker Jr., Inc. The project website lists the addresses and viewing times for these locations.

Public participation is an important part of the transportation decision-making process and your involvement is encouraged and appreciated. We appreciated your patience as we completed our additional studies. If you have any questions or concerns, please contact the DOTD I-69 SIU 15 Hotline at (866) I-69-DOTD.

Thank you!



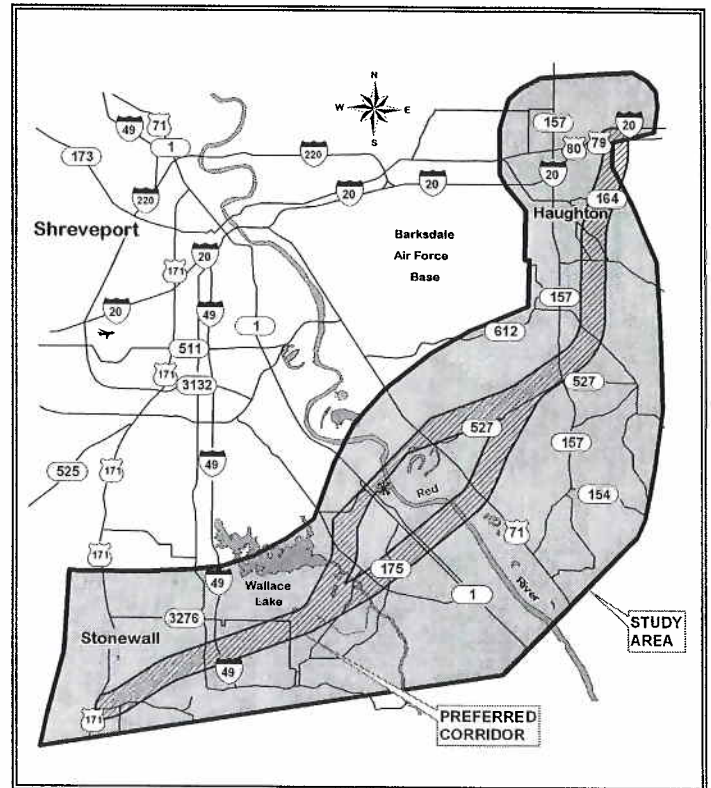
December 31, 2002

DOTD ANNOUNCES THE INTERSTATE HIGHWAY 69, SIU 15 PREFERRED CORRIDOR

The Louisiana Department of Transportation and Development (DOTD) is pleased to announce the Preferred Corridor to be studied in detail for the proposed Interstate Highway 69 (I-69), Section of Independent Utility (SIU) No. 15, between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish.

The original and additional corridors presented at previous public outreach meetings reflect public, local officials and federal and state resource agency concerns. The Preferred Corridor provides the greatest opportunity to ultimately develop a highway alignment that best balances the expected project benefits with the overall impacts.

The Preferred Corridor shown in the diagram is 1-mile in width and will allow room to minimize residential displacements as well as avoid or minimize impacts to important natural resources when locating the highway. The next phase of the project involves detailed studies within the Preferred Corridor that will begin in early 2003 and continue for several months. These studies will consist of the development of several highway alignment locations (approximately 300 feet in width) and in-depth field investigations. Public involvement meetings will be held in the spring of 2003 to solicit public comment on the alignments.



Baker personnel will be evaluating resources throughout the Preferred Corridor and will be requesting access to private property. Your cooperation with this effort will ensure that all resources on your property are thoroughly considered during this phase of study. Exhibits showing the Preferred Corridor can be viewed at the Haughton Town Hall, Stonewall Town Hall, DOTD District 04 Headquarters, and Michael Baker Jr., Inc. The project website (www.I69DOTD.com) lists the addresses and viewing times for these locations.

For additional information, please contact the DOTD I-69 SIU 15 Hotline at (866) I-69-DOTD.



US 171 to I-20
Bossier, Caddo & DeSoto Parishes



July 7, 2003

ANNOUNCING ALIGNMENT STUDIES PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will be holding two public meetings to present the results of the alignment location studies for the proposed Interstate Highway 69 (I-69), Section of Independent Utility (SIU) No. 15, between US Highway 171 (US 171) near the Town of Stonewall in DeSoto Parish, to Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish. During the alignment studies phase, highway alignments, approximately 300 feet in width, were developed within the Preferred Corridor. The public meetings will be held in the following communities:

Stonewall Area

Tuesday, July 22, 2003
North DeSoto Parish High School
2571 Highway 171
Stonewall, LA

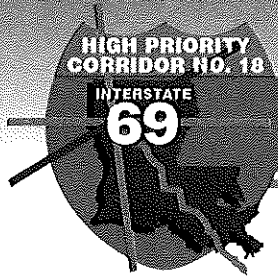
Haughton Area

Wednesday, July 23, 2003
Haughton Middle School
395 South Elm Street
Haughton, LA

The meetings will begin at **6:30 PM** with a short technical presentation. Following a brief intermission, interested persons will then have the opportunity to make a statement for the public record. Representatives from DOTD and Michael Baker Jr., Inc. will be available prior to, and following the meeting to informally discuss the project. Comment forms will also be available to provide written comments on the alignments presented and to obtain additional environmental information.

These meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions or concerns regarding these meetings, please contact Michael Baker Jr., Inc., Petroleum Square II, 1324 North Hearne Avenue, Suite 255, Shreveport, LA 71107, or call (318) 222-8110 or (866) I-69-DOTD.

Thank you!



US 171 to I-20
Bossier, Caddo &
DeSoto Parishes



June 29, 2005

ANNOUNCING PUBLIC HEARINGS

The Louisiana Department of Transportation and Development (DOTD) will hold two open-forum Public Hearings to present the Draft Environmental Impact Statement (EIS) for the I-69 Section of Independent Utility (SIU) 15 Project between U.S. Highway 171 near Stonewall in DeSoto Parish, Louisiana and Interstate 20 near Haughton in Bossier Parish, Louisiana. The **Public Hearings will be held from 4:00 to 7:00 PM** in the following communities. All interested parties are invited and encouraged to attend.

- Wednesday, July 20, 2005 Haughton, Louisiana Haughton Middle School, 395 South Elm Street
- Thursday, July 21, 2005 Stonewall, Louisiana North DeSoto Parish High School, 2571 Hwy 171

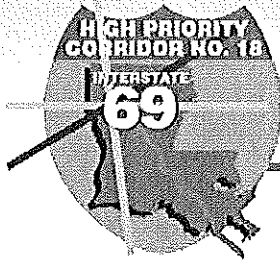
The Public Hearings will include a video presentation summarizing the effects of the Build and No-Action alternatives and will provide an opportunity for all interested parties to express their views regarding the environmental and location study and the alternatives developed. Information on the DOTD right-of-way appraisal and acquisition process will also be available. A transcriber will be available to record verbal comments provided at these Hearings. All comments received during the Public Hearings and written comments post-marked by the end of the comment period will become part of the official public record for the Project. If you are unable to attend the Hearings, you may mail you comments to the address listed below. **The official project Draft EIS comment period ends on August 1, 2005.**

The Draft EIS for this Project is available 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 Haughton and Bossier City, and at the DOTD District 04 Headquarters in Bossier City. The Draft EIS is also available for public viewing at the Earl K. Long Library at the University of New Orleans, the library at the University of Louisiana at Lafayette, LA, and the Louisiana State Library in Baton Rouge, LA. Copies of the Draft EIS can also be purchased for the cost of reproduction.

Beginning July 25, 2005, the Draft EIS Public Hearing exhibits will be available for review during regular business hours at the Stonewall and Haughton Town Halls and the DOTD District 04 Headquarters. Information concerning the Project can also be viewed on the Project website at www.i69dotd.com.

These Public Hearings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions regarding these Public Hearings, please contact the I-69 SIU 15 Toll-Free Hotline at 866-469-3683, or the DOTD at the address listed below. Should anyone require special assistance due to a disability, to participate in the Public Hearings, please contact the DOTD at least five working days prior to the Public Hearing dates.

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245



US 171 to I-20
Bossier, Caddo &
DeSoto Parishes



November 04, 2005

TRAVEL SURVEYS PLANNED

The Louisiana Department of Transportation and Development (DOTD), in cooperation with the Northwest Louisiana Council of Governments (NLCOG), will be conducting travel surveys in DeSoto Parish, Louisiana. The travel surveys are part of the ongoing environmental and location study efforts for Interstate 69 (I-69) Section of Independent Utility (SIU) 15 between US 171 near Stonewall and Interstate 20 near Haughton.

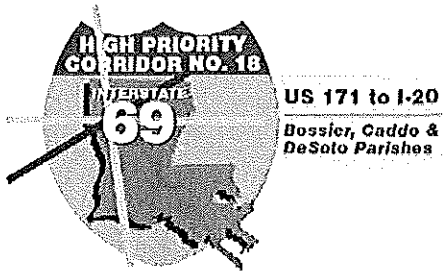
The travel surveys will be conducted at the following locations on November 15, 16, and 17, 2005 respectively, weather permitting.

- US 171 southbound near the DeSoto/Sabine Parish line
- US 84 eastbound near the DeSoto/Red River Parish line
- US 84 westbound near the DeSoto Parish/Shelby County, Texas line

Traffic control will be implemented at each survey location. Law enforcement officers and traffic maintenance crews will direct travelers either into the survey station or through the survey site. Only vehicles selected for sampling will be directed into the survey station. All other traffic will be allowed to continue through the survey site without stopping. To ensure the safety of both travelers and survey crews, travelers are advised to slow down when approaching the survey location.

Travelers directed into the survey station will be asked to answer a few questions about the trip that they are taking. For example, travelers will be asked where they started their trip, what purpose this trip serves, and which highway was taken if coming from outside DeSoto Parish. *Travelers' answers will be confidential and used only for this study. The survey will only take a few minutes.* Travelers' answers will help transportation planners understand travel characteristics and travel patterns in DeSoto Parish and adjacent areas.

These travel surveys are an important part of the I-69 study efforts and the traveling public's cooperation is highly appreciated. Questions regarding the travel survey should be directed to the I-69 SIU 15 Hotline at (866) 469-3683, or the DOTD District 04 Office at (318) 549-8300.



July 16, 2010

ANNOUNCING PREFERRED ALIGNMENT REVISIONS PUBLIC MEETINGS

The Louisiana Department of Transportation and Development (DOTD) will hold two open-forum public meetings to present revisions based on comments received to the Preferred Alignment identified in the Draft Environmental Impact Statement (EIS) for the I-69 Section of Independent Utility (SIU) 15 Project between U.S. Highway 171 near Stonewall in DeSoto Parish, Louisiana and Interstate 20 near Haughton in Bossier Parish, Louisiana. The public meetings will be held from 4:30 to 7:30 PM in the following communities. All interested parties are invited and encouraged to attend.

- Monday, August 2, 2010 Haughton, Louisiana Haughton Middle School, 395 South Elm Street
- Tuesday, August 3, 2010 Stonewall, Louisiana North DeSoto Parish High School, 2571 Hwy 171

The public meetings will include a video presentation summarizing the National I-69 Corridor; the environmental and location study and alternatives development efforts; the identification of a Preferred Alignment in the Draft EIS; and the revisions to the Preferred Alignment developed in response to comments received. The Draft EIS was distributed in June 2005 and Public Hearings held in July 2005.

The Draft EIS is still 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 Haughton and Bossier City, and at the DOTD District 04 Headquarters in Bossier City.

All interested parties are encouraged to express their views regarding the Preferred Alignment revisions developed. Verbal comments will be recorded at these meetings. All comments received during the public meetings and written comments mailed to the following address and will be considered if postmarked within ten (10) calendar days following the meetings. If you are unable to attend the meetings, you may mail your comments to the address listed below.

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

Beginning August 5, 2010, the public meeting exhibits will be available for review during regular business hours at the Stonewall and Haughton Town Halls and the DOTD District 04 Headquarters. Information concerning the Project can also be viewed on the Project website at www.i69dotd.com.

These public meetings are an important part of the transportation decision-making process and your involvement is encouraged and appreciated. If you have any questions regarding these public meetings, please contact the I-69 SIU 15 Toll-Free Hotline at 866-469-3683, or the DOTD at Environmental Engineer Administrator, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, LA 70804-9245. Should anyone require special assistance due to a disability, to participate in the public meetings, please contact the DOTD at least five working days prior to the public meetings dates.

APPENDIX H
Farmland Impact Rating Forms

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/9/04	4. Sheet 1 of 2
1. Name of Project Interstate Highway 69-51015		5. Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION	
2. Type of Project CONSTRUCTION OF HIGHWAY		6. County and State BOSSIER PARISH, LOUISIANA	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/15/04 & 1-12-05	2. Person Completing Form Rick Adams / Charles Guillory
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 0 303 AC	
5. Major Crops(s) Soybeans, Cotton, Corn	6. Farmable Land in Government Jurisdiction Acres: 366,877 % 67	7. Amount of Farmland As Defined in FPPA Acres: 363,157 % 66	
8. Name of Land Evaluation System Used Bossier Parish LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 1-14-05	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Line 1	Line 2	Line 3	Line 4
A. Total Acres To Be Converted Directly	833.3	785.8	832.7	794.2
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	833.3	785.8	832.7	794.2

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	537.71	455.02	541.21	469.25
B. Total Acres Statewide And Local Important Farmland	75.13	94.35	63.10	96.54
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.15	0.12	0.15	0.15
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	25%	25%	25%	25%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative Value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	65	65	64	65
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15	15	15	15
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	8	8	8	8
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	5	5	5	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	10	10	10	10
9. Effects Of Conversion On Farm Support Services	25	5	5	5	5
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	73	73	73	73

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	65	64	65
Total Corridor Assessment (From Part VI above or a local site assessment)	160	73	73	73
TOTAL POINTS (Total of above 2 lines)	260	138	137	138

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet <u>2</u> of <u>2</u>
1. Name of Project <u>Interstate Highway 69-51015</u>		5. Federal Agency Involved <u>Federal Highway Administration</u>	
2. Type of Project <u>Construction of Highway</u>		6. County and State <u>Bossier Parish, Louisiana</u>	
PART II (To be completed by NRCS)			
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form)		1. Date Request Received by NRCS <u>11/15/04 / 1-12-05</u>	2. Person Completing Form <u>Rick Adams / Charles Guillot</u>
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <u>0</u>	Average Farm Size <u>303 Ac</u>
5. Major Crop(s) <u>Soybeans, Cotton, corn</u>	6. Farmable Land in Government Jurisdiction Acres: <u>366,877</u> % <u>67</u>	7. Amount of Farmland As Defined in FPPA Acres: <u>363,157</u> % <u>66</u>	
8. Name of Land Evaluation System Used <u>Bossier LESA</u>	9. Name of Local Site Assessment System <u>None</u>	10. Date Land Evaluation Returned by NRCS <u>1-14-05</u>	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment _____		
	Line 5	Line 6	
	A. Total Acres To Be Converted Directly <u>780.8</u>	<u>818</u>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services			
C. Total Acres In Corridor	<u>780.8</u>	<u>818</u>	

PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland	<u>449.21</u>	<u>532.72</u>	
B. Total Acres Statewide And Local Important Farmland	<u>90.44</u>	<u>67.90</u>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<u>0.15</u>	<u>0.15</u>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<u>25%</u>	<u>25%</u>	

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	<u>64</u>	<u>65</u>	
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points		
1. Area in Nonurban Use	15	<u>15</u>	<u>15</u>
2. Perimeter in Nonurban Use	10	<u>10</u>	<u>10</u>
3. Percent Of Corridor Being Farmed	20	<u>0</u>	<u>0</u>
4. Protection Provided By State And Local Government	20	<u>0</u>	<u>0</u>
5. Size of Present Farm Unit Compared To Average	10	<u>10</u>	<u>10</u>
6. Creation Of Nonfarmable Farmland	25	<u>5</u>	<u>5</u>
7. Availability Of Farm Support Services	5	<u>5</u>	<u>5</u>
8. On-Farm Investments	20	<u>10</u>	<u>10</u>
9. Effects Of Conversion On Farm Support Services	25	<u>5</u>	<u>5</u>
10. Compatibility With Existing Agricultural Use	10	<u>5</u>	<u>5</u>
TOTAL CORRIDOR ASSESSMENT POINTS	160	<u>73</u>	<u>73</u>

PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)	100	<u>64</u>	<u>65</u>
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<u>73</u>	<u>73</u>
TOTAL POINTS (Total of above 2 lines)	260	<u>137</u>	<u>138</u>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/19/04	4. Sheet 1 of 2
1. Name of Project Interstate Highway 69-51015		5. Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION	
2. Type of Project CONSTRUCTED OF HIGHWAY		6. County and State DeSoto PARISH, LOUISIANA	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/23/04	2. Person Completing Form Marc J. Bordelon
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated / Average Farm Size - / 289 ac.
5. Major Crop(s) Corn Sorghum Cotton Soybeans	6. Farmable Land in Government Jurisdiction Acres: 370,906 % 66	7. Amount of Farmland As Defined in FPPA Acres: 301,695 % 53	
8. Name of Land Evaluation System Used DeSoto Parish LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 12/29/04	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Line 1	Line 2	Line 3	Line 4
A. Total Acres To Be Converted Directly	653	641.5	673.5	641.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	653	641.5	673.5	641.8

PART IV (To be completed by NRCS) Land Evaluation Information	Line 1	Line 2	Line 3	Line 4
A. Total Acres Prime And Unique Farmland	305	329	303	328
B. Total Acres Statewide And Local Important Farmland	103	125	103	124
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.14 %	0.15 %	0.139 %	0.15 %
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	30.7 %	30.7 %	30.7 %	30.7 %

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative Value of Farmland to Be Serviced or Converted (Scale of 0-100 Points)	Line 1	Line 2	Line 3	Line 4
	50	51	51	50

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Line 1	Line 2	Line 3	Line 4
1. Area in Nonurban Use	15	15	15	15	15
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	9	8	9	8
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	5	5	5	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	3	3	3	3
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	62	61	62	61

PART VII (To be completed by Federal Agency)	Maximum Points	Line 1	Line 2	Line 3	Line 4
Relative Value Of Farmland (From Part V)	100	50	51	51	50
Total Corridor Assessment (From Part VI above or a local site assessment)	160	62	61	62	61
TOTAL POINTS (Total of above 2 lines)	260	112	112	113	111

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/9/04	4. Sheet of 2
1. Name of Project Interstate Highway 69 - SUIVIS		5. Federal Agency Involved FEDERAL Highway Administration	
2. Type of Project CONSTRUCTION OF HIGHWAY		6. County and State DeSoto Parish, Louisiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/23/04	2. Person Completing Form Marc Boudin
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated / Average Farm Size 289 ac.	
5. Major Crop(s) Corn, Sorghum, Cotton, Soybeans	6. Farmable Land in Government Jurisdiction Acres: 370,906 % 66	7. Amount of Farmland As Defined in FPPA Acres: 301,695 % 53	
8. Name of Land Evaluation System Used DeSoto Parish LESA	9. Name of Local Site Assessment System NONE	10. Date Land Evaluation Returned by NRCS 12/29/04	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment	
	Line 5	Line 6
A. Total Acres To Be Converted Directly	650.5	664.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services		
C. Total Acres In Corridor	650.5	664.8

PART IV (To be completed by NRCS) Land Evaluation Information		
A. Total Acres Prime And Unique Farmland	335	301
B. Total Acres Statewide And Local Important Farmland	118	125
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.15 %	0.14 %
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	30.7 %	30.7 %
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	51	51

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points		
1. Area in Nonurban Use	15	15	15
2. Perimeter in Nonurban Use	10	10	10
3. Percent Of Corridor Being Farmed	20	8	9
4. Protection Provided By State And Local Government	20	0	0
5. Size of Present Farm Unit Compared To Average	10	10	10
6. Creation Of Nonfarmable Farmland	25	5	5
7. Availability Of Farm Support Services	5	5	5
8. On-Farm Investments	20	0	0
9. Effects Of Conversion On Farm Support Services	25	3	3
10. Compatibility With Existing Agricultural Use	10	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	61	62

PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)	100	51	51
Total Corridor Assessment (From Part VI above or a local site assessment)	160	61	62
TOTAL POINTS (Total of above 2 lines)	260	112	113

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/9/84	Sheet 1 of 2
1. Name of Project Interstate Highway 49-SIUIS	5. Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION		
2. Type of Project Construction of Highway	6. County and State Caddo Parish, Louisiana		
PART II (To be completed by NRCS)		7. Date Request Received by NRCS	8. Person Completing Form
3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply. Do not complete additional parts of this form.)		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	4. Acres Irrigated Average Farm Size
5. Major Crop(s) Cotton, Corn, Soybeans, Wheat	6. Farmable Land in Government Jurisdiction Acres: 454,441 % 75.3	7. Amount of Farmland As Defined in FPPA Acres: 454,043 % 75	
8. Name Of Land Evaluation System Used Caddo Parish EESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Line 1	Line 2	Line 3	Line 4
A. Total Acres To Be Converted Directly	193.1	204.8	181.0	204.9
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	193.1	204.8	181.0	204.9

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	136	154	151	155
B. Total Acres Statewide And Local Important Farmland	3	3	2	3
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0307%	0.0347%	0.0337%	0.0347%
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	9.27%	9.27%	9.27%	9.27%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	93	88	94	88

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	15	15	15	15
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	17	18	17	18
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	5	5	5	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	10	10	10	10
9. Effects Of Conversion On Farm Support Services	25	5	5	5	5
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	82	83	82	83

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	93	88	94	88
Total Corridor Assessment (From Part VI above or a local site assessment)	160	82	83	82	83
TOTAL POINTS (Total of above 2 lines)	260	175	171	176	171

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)

3. Date of Land Evaluation Request: 11/9/04
4. Sheet of: 2

1. Name of Project: Interstate Highway 67 - SIOUIS
5. Federal Agency Involved: FEDERAL Highway Administration
2. Type of Project: CONSTRUCTION OF HIGHWAY
6. County and State: CADDOPARISH, LOUISIANA

PART II (To be completed by NRCS)

1. Date Request Received by NRCS: _____
2. Person Completing Form: _____

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES NO

4. Acres Irrigated: _____ Average Farm Size: _____

5. Major Crop(s): Cotton, Corn, Soybeans, Wheat
6. Farmable Land in Government Jurisdiction: Acres: 454,441 % 75.3
7. Amount of Farmland As Defined in FPPA: Acres: 454,043 % 75

8. Name Of Land Evaluation System Used: Caddo Parish LESA
9. Name of Local Site Assessment System: _____
10. Date Land Evaluation Returned by NRCS: _____

PART III (To be completed by Federal Agency)

	Alternative Corridor For Segment	
	Line 5	Line 6
A. Total Acres To Be Converted Directly	204.8	178.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services		
C. Total Acres In Corridor	204.8	178.8

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland	154	151
B. Total Acres Statewide And Local Important Farmland	3	2
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.034%	0.033%
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	9.2%	9.2%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative Value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

	88	94
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))

Assessment Criteria	Maximum Points	Line 5	Line 6
1. Area in Nonurban Use	15	15	15
2. Perimeter in Nonurban Use	10	10	10
3. Percent Of Corridor Being Farmed	20	18	17
4. Protection Provided By State And Local Government	20	0	0
5. Size of Present Farm Unit Compared To Average	10	10	10
6. Creation Of Nonfarmable Farmland	25	5	5
7. Availability Of Farm Support Services	5	5	5
8. On-Farm Investments	20	10	10
9. Effects Of Conversion On Farm Support Services	25	5	5
10. Compatibility With Existing Agricultural Use	10	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	83	82

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	88	94
Total Corridor Assessment (From Part VI above or a local site assessment)	160	83	82
TOTAL POINTS (Total of above 2 lines)	260	171	176

1. Corridor Selected: _____
2. Total Acres of Farmlands to be Converted by Project: _____
3. Date Of Selection: _____
4. Was A Local Site Assessment Used? YES NO

5. Reason For Selection: _____

Signature of Person Completing this Part: _____ DATE: _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 8/8/11	4. Sheet 1 of 1
1. Name of Project Interstate Highway 69 SIU 15		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Construction of Highway		6. County and State Bossier Parish, LA	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 8/9/11	2. Person Completing Form Charles Guillory
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 0 303	
5. Major Crop(s) Cotton, Corn, Soybeans	6. Farmable Land in Government Jurisdiction Acres: 366,877 % 67	7. Amount of Farmland As Defined in FPPA Acres: 363,157 % 66	
8. Name Of Land Evaluation System Used Bossier Parish LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 8/29/11	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment				
	Selected				
A. Total Acres To Be Converted Directly	811.6				
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0				
C. Total Acres In Corridor	811.6				

PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland	594				
B. Total Acres Statewide And Local Important Farmland	-				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	76				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	25				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)					
	63				

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area In Nonurban Use	16	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	8			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	5			
10. Compatibility With Existing Agricultural Use	10	5			
TOTAL CORRIDOR ASSESSMENT POINTS	160	73	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	X 63	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	73	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	76 136	0	0	0

1. Corridor Selected: Selected	2. Total Acres of Farmlands to be Converted by Project: 594.3	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 8/8/11	4. Sheet 1 of 1
1. Name of Project Interstate Highway 69 SIU 15		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Construction of Highway		6. County and State Caddo Parish, LA	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 8/9/11	2. Person Completing Form Charles Guillory
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 386 ac.	
5. Major Crop(s) Cotton, Corn, Soybeans	6. Farmable Land in Government Jurisdiction Acres: 454,441 % 75	7. Amount of Farmland As Defined in FPPA Acres: 454,043 % 75	
8. Name Of Land Evaluation System Used Caddo Parish LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 8/29/11	

PART III (To be completed by Federal Agency)		Alternative Corridor For Segment _____			
		Selected			
A. Total Acres To Be Converted Directly	190.8				
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0				
C. Total Acres In Corridor	190.8				

PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland	184				
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.04				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	99%				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	17			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	5			
10. Compatibility With Existing Agricultural Use	10	5			
TOTAL CORRIDOR ASSESSMENT POINTS	160	82	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	X 74	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	82	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	X 156	0	0	0

1. Corridor Selected: Selected	2. Total Acres of Farmlands to be Converted by Project: 184.3	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 8/8/11	4. Sheet 1 of 1
1. Name of Project Interstate Highway 69 SIU 15		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Construction of Highway		6. County and State DeSoto Parish, LA	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 8/9/11	2. Person Completing Form Charles Guillory
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size - 289	
5. Major Crop(s) Corn, Soybeans	6. Farmable Land In Government Jurisdiction Acres: 370,906 % 66	7. Amount of Farmland As Defined in FPPA Acres: 301,695 % 53	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment _____			
	Selected			
A. Total Acres To Be Converted Directly	771.9			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	771.9			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	465			
B. Total Acres Statewide And Local Important Farmland	-			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.13			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	24%			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	54			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	9			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	3			
10. Compatibility With Existing Agricultural Use	10	5			
TOTAL CORRIDOR ASSESSMENT POINTS	160	62	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	X 54	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	62	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	X 116	0	0	0

1. Corridor Selected: Selected	2. Total Acres of Farmlands to be Converted by Project: 465.3	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX I
Existing and Predicted Sound Levels

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
1	Residential	54.4	55.6	56.7	56.7	56.7	56.7	56.7	56.7	56.7	
2	Public School	47.8	49.0	51.2	51.2	51.2	51.2	51.2	51.2	51.2	
3	Residential	51.9	54.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	
4	Residential	50.3	53.2	55.6	55.6	55.6	55.6	55.6	55.6	55.6	
5	Residential	50.3	53.2	54.0	54.0	54.0	54.0	54.0	54.0	54.0	
6	Residential	43.3	46.0	72.7	72.7	72.7	72.7	72.7	72.7	72.7	
7	3 Residential	50.1	53.0	61.6	61.6	61.6	61.6	61.6	61.6	61.6	
8	Residential	54.0	57.0	58.1	58.1	58.1	58.1	58.1	58.1	58.1	
9	Residential	52.6	55.6	57.0	57.0	57.0	57.0	57.0	57.0	57.0	
10	Residential	47.1	50.1	54.3	54.3	54.3	54.3	54.3	54.3	54.3	
11	Residential	43.0	45.0	57.8	57.8	57.8	57.8	57.8	57.8	57.8	
12	Residential	44.2	47.2	52.7	53.1	53.1	53.1	52.7	52.7	52.7	
13	Residential	42.0	43.5	43.5	43.5	43.5	43.5	43.5	43.5	43.5	
14	Residential	42.0	42.5	Take	62.8	43.6	62.8	62.8	62.8	62.8	
15	Residential	42.1	43.3	43.3	43.3	Take	43.3	43.3	43.3	43.3	
16	Residential	46.6	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	
17	Residential	51.1	54.1	54.1	54.1	54.1	54.1	54.1	54.1	54.1	
18	Residential	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	
19	Residential	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	
20	Residential	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	43.3	
21	Residential	45.7	45.7	65.4	61.8	Take	61.8	65.4	65.5	65.5	
22	Residential	45.7	45.7	54.4	52.5	65.4	52.5	54.5	54.5	54.5	
23	Residential	45.7	45.7	62.8	Take	56.2	Take	62.9	62.9	62.9	
24	Residential	45.7	45.7	49.6	48.6	53.9	48.6	49.6	49.6	49.6	
25	Residential	45.7	45.7	72.1	63.1	Take	63.1	Take	Take	Take	
26	3 Residential	45.7	45.7	54.5	52.2	60.1	52.2	54.5	54.5	54.5	
27	Residential	45.7	45.7	59.5	56.0	70.8	56.0	59.5	59.5	59.5	
28	Residential	45.7	45.7	55.4	52.8	61.4	52.8	55.4	55.4	55.4	
29	Residential	45.7	45.7	54.0	58.4	50.2	58.4	54.0	54.0	54.0	
30	Residential	45.7	45.7	49.3	52.9	47.6	52.9	49.3	49.3	49.3	
31	Residential	47.0	48.0	53.2	58.5	51.6	58.5	53.2	53.2	53.2	
32	2 Residential	45.7	45.7	Take	Take	62.9	Take	Take	Take	Take	
33	Residential	45.7	45.7	67.4	59.8	Take	56.0	67.7	67.4	67.4	
34	3 Residential	45.7	45.7	61.6	56.1	Take	58.5	61.7	61.6	61.6	
35	Residential	45.7	45.7	50.9	47.9	56.5	53.0	50.9	50.9	50.9	
36	Residential	45.7	45.7	47.4	45.7	51.6	50.9	47.4	47.4	47.4	
37	Residential	45.7	45.7	47.9	46.2	50.8	46.2	48.0	47.9	47.9	

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
38	Residential	45.7	45.7	46.5	45.7	49.8	45.7	46.5	46.5	46.5	
39	Residential	45.7	45.7	46.3	45.7	49.1	45.7	46.2	46.2	46.2	
40	28 Apartments	50.0	51.0	55.4	58.7	54.6	58.7	55.4	55.4	55.4	
41	Residential	51.5	52.5	58.6	69.3	56.6	69.3	58.6	58.6	58.6	
42	Residential	51.5	52.5	Take	Take	62.5	Take	Take	Take	Take	
43	Residential	45.7	45.7	Take	60.1	Take	60.1	Take	Take	Take	
44	Residential	45.7	45.7	53.2	49.7	58.8	53.9	53.2	53.2	53.2	
45	Residential	45.7	45.7	45.9	45.7	47.3	45.7	45.7	45.8	45.8	
46	Residential	45.7	45.7	45.9	45.7	47.3	45.7	45.8	45.9	45.9	
47	2 Residential	51.5	52.5	53.5	52.5	54.3	52.5	53.4	53.5	53.5	
48	Residential	51.5	52.5	57.4	57.2	57.5	57.2	57.4	57.4	57.4	
49	Residential	45.0	46.0	60.0	53.9	62.1	53.9	60.0	60.0	60.0	
50	Residential	45.0	46.0	55.4	51.5	56.7	51.5	55.3	55.4	55.4	
51	Residential	46.0	47.0	52.0	49.2	53.0	49.2	51.9	51.9	51.9	
52	Residential	44.0	45.0	50.4	48.0	51.2	48.0	50.3	50.3	50.3	
53	Residential	51.5	52.5	62.0	Take	59.8	Take	62.0	62.0	Take	
54	Residential	43.0	44.0	52.9	Take	52.1	Take	52.9	52.9	52.9	
55	Residential	48.6	48.6	Take	58.1	Take	58.0	Take	Take	Take	
56	2 Residential	48.6	48.6	61.7	48.6	55.7	48.6	62.1	61.9	61.9	
57	Residential	48.6	48.6	48.6	48.6	48.6	48.6	48.6	48.6	48.6	
58	Residential	48.6	48.6	48.6	55.3	48.6	67.2	61.6	48.6	48.6	
59	Residential	48.6	48.6	48.6	Take	48.6	57.2	62.4	48.6	48.6	
60	2 Residential	48.6	48.6	48.6	58.3	48.6	52.1	55.0	48.6	48.6	
61	2 Residential	48.6	48.6	48.6	52.2	48.6	48.9	50.6	48.6	48.6	
62	Residential	48.6	48.6	48.6	52.5	48.6	48.6	51.1	48.6	48.6	
63	Residential	51.3	51.3	51.3	51.3	51.3	58.5	53.1	51.3	51.3	
64	Residential	51.3	51.3	51.3	51.3	51.3	54.4	51.3	51.3	51.3	
65	Residential	51.3	51.3	51.3	52.4	51.3	56.8	52.5	51.3	51.3	
66	Residential	51.3	51.3	51.3	51.3	51.3	51.8	51.3	51.3	51.3	
67	Residential	43.6	43.6	55.3	43.6	50.7	43.6	43.6	50.7	50.7	
68	2 Residential	43.6	43.6	63.3	43.6	Take	43.6	43.6	Take	Take	
69	2 Residential	43.6	43.6	48.7	43.6	51.2	43.6	43.6	51.2	51.2	
70	Residential	51.3	51.3	51.3	59.4	51.3	56.1	59.4	51.3	51.3	
71	Residential	48.1	48.1	49.2	48.1	50.3	48.1	48.1	50.4	Take	
72	Residential	48.1	48.1	50.6	48.1	51.9	48.1	48.1	52.0	52.0	
73	Residential	48.1	48.1	54.2	48.1	61.2	48.1	48.1	61.2	61.2	
74	Residential	48.1	48.1	61.7	48.1	62.0	48.1	48.1	62.6	62.6	

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
75	Residential	44.1	44.1	66.8	44.1	66.8	44.1	44.1	66.8	66.8	
76	Residential	50.5	50.5	55.0	50.5	55.0	50.5	50.5	55.0	55.0	
77	2 Residential	46.0	48.7	59.2	48.7	59.3	48.7	48.7	59.2	59.2	
78	Residential	50.5	50.5	56.8	50.5	56.8	50.5	50.5	56.8	56.8	
79	Residential	53.0	56.2	Take	56.2	Take	56.2	56.2	Take	55.0	
80	Church	53.0	56.2	Take	56.2	Take	56.2	56.2	Take	56.2	
81	Residential	53.0	56.2	Take	56.2	Take	56.2	56.2	Take	Take	
82	2 Residential	53.0	56.2	Take	56.2	Take	56.2	56.2	Take	Take	
83	Residential	44.4	44.4	50.5	44.4	53.9	44.4	44.4	49.7	49.7	
84	Residential	44.4	44.4	57.2	44.4	67.5	44.4	44.4	56.0	56.0	
85	Residential	44.4	44.4	59.3	44.4	71.1	44.4	44.4	58.3	58.3	
86	Residential	44.4	44.4	62.0	44.4	Take	44.4	44.4	61.5	61.5	
87	Residential	44.4	44.4	50.1	44.4	47.1	44.4	44.4	51.8	51.8	
88	Residential	44.4	44.4	Take	44.4	66.1	44.4	44.4	Take	66.1	
89	Residential	44.4	44.4	Take	44.4	61.2	44.4	44.4	Take	Take	
90	2 Residential	44.4	44.4	61.0	44.4	55.0	44.4	44.4	62.7	62.7	
91	Residential	44.4	44.4	61.4	44.4	56.1	44.4	44.4	61.9	61.9	
92	Residential	44.4	44.4	Take	44.4	68.3	44.4	44.4	Take	Take	
93	Residential	44.4	44.4	49.0	44.4	47.5	44.4	44.4	49.1	49.1	
94	Residential	44.4	44.4	62.6	44.4	49.9	44.4	44.4	62.6	62.6	
95	Residential	44.4	45.2	45.9	45.2	59.8	45.2	45.2	46.6	46.6	
96	Residential	48.2	48.2	48.2	49.1	48.2	Take	49.1	48.2	48.2	
97	Residential	48.2	48.2	48.2	48.2	48.2	55.3	48.2	48.2	48.2	
98	Residential	48.2	48.2	48.2	48.2	48.2	50.7	48.2	48.2	48.2	
99	Residential	48.2	48.2	48.2	51.7	48.2	Take	51.7	48.2	48.2	
100	Residential	48.2	48.2	48.2	48.2	48.2	52.0	48.2	48.2	48.2	
101	Residential	48.2	48.2	48.2	48.2	48.2	50.0	48.2	48.2	48.2	
102	Residential	48.2	48.2	48.2	48.2	48.2	49.8	48.2	48.2	48.2	
103	Residential	48.2	48.4	48.4	51.8	48.4	Take	51.8	48.4	48.4	
104	Residential	48.2	48.4	48.4	48.4	48.4	55.6	48.4	48.4	48.4	
105	Residential	55.1	58.2	58.2	62.2	58.2	59.7	62.2	58.2	58.2	
106	Residential	55.1	58.2	58.2	63.3	58.2	Take	63.3	58.2	58.2	
107	Residential	55.1	58.2	58.2	59.6	58.2	61.3	59.6	58.2	58.2	
108	Residential	52.2	55.3	55.3	55.9	55.3	57.6	55.9	55.3	55.3	
109	Residential	52.2	55.3	55.3	55.3	55.3	55.3	55.3	55.3	55.3	
110	Residential	48.2	48.2	48.2	48.2	48.2	50.0	48.2	48.2	48.2	
111	Residential	52.2	55.3	55.3	55.3	55.3	58.3	55.3	55.3	55.3	

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
112	Residential	44.4	44.4	44.4	52.4	44.4	64.3	52.4	44.4	44.4	
113	Residential	44.4	44.4	44.4	67.1	44.4	54.9	67.1	44.4	44.4	
114	Residential	44.4	44.4	44.4	Take	44.4	50.0	Take	44.4	44.4	
115	Residential	44.4	44.4	44.4	51.5	44.4	44.4	51.5	44.4	44.4	
116	Residential	44.4	45.2	45.2	45.2	45.2	45.2	45.2	47.6	47.6	
117	Residential	44.4	45.2	47.8	45.2	46.8	45.2	45.2	67.0	67.0	
118	2 Residential	44.4	45.2	45.2	45.2	45.2	45.2	45.2	57.6	57.6	
119	Residential	44.4	45.2	54.3	45.2	53.3	45.2	45.2	Take	Take	
120	Residential	44.4	45.2	55.2	45.2	54.5	45.2	45.2	Take	Take	
121	2 Residential	44.4	45.2	46.9	45.2	46.3	45.2	45.2	Take	Take	
122	Residential	44.4	45.2	60.6	45.2	58.9	45.2	45.2	67.4	67.4	
123	Residential	44.4	45.2	61.5	45.2	60.0	45.2	45.2	63.6	63.6	
124	3 Residential	44.4	45.2	Take	45.2	64.7	45.2	45.2	56.2	56.2	
125	2 Residential	44.4	44.4	Take	44.4	Take	44.4	44.4	53.9	53.9	
126	2 Residential	44.4	45.2	Take	45.2	62.8	45.2	45.2	57.0	57.0	
127	Residential	44.4	45.2	55.8	45.2	59.7	45.2	45.2	46.7	46.7	
128	Residential	44.4	45.2	58.3	48.6	62.2	50.0	48.6	45.9	45.9	
129	Residential	44.4	45.2	Take	47.1	Take	48.2	47.1	47.2	47.2	
130	2 Residential	44.4	45.2	64.3	45.2	Take	45.2	45.2	45.2	45.2	
131	Residential	50.1	50.1	50.1	62.6	50.1	62.7	62.6	50.1	50.1	
132	Residential	50.1	50.1	50.1	64.4	50.1	64.4	64.4	50.1	50.1	
133	Residential	50.1	50.1	50.1	55.6	50.1	55.6	55.6	50.1	50.1	
134	Residential	50.1	50.1	50.1	51.0	50.1	51.3	51.0	50.1	50.1	
135	Residential	50.1	50.1	50.1	51.5	50.1	52.0	51.5	50.1	50.1	
136	3 Residential	50.1	50.1	50.1	50.1	50.1	50.1	50.1	50.1	50.1	
137	Residential	44.4	45.2	50.1	49.0	48.0	49.2	49.0	48.0	48.0	
138	Residential	50.1	50.1	50.1	50.1	50.1	51.1	50.1	50.1	50.1	
139	Residential	50.1	50.1	50.1	62.0	50.1	62.4	62.0	50.1	50.1	
140	Residential	50.1	50.1	50.1	Take	50.1	Take	Take	50.1	50.1	
141	Residential	50.1	50.1	50.1	52.5	50.1	54.5	52.5	50.1	50.1	
142	Residential	49.0	50.0	50.0	50.0	51.1	50.0	50.0	50.0	50.0	
143	Residential	46.0	46.0	46.0	46.0	46.0	52.5	46.0	46.0	46.0	
144	Residential	46.0	46.0	46.0	46.0	46.0	55.8	46.0	46.0	46.0	
145	Residential	51.5	51.5	62.0	53.1	Take	66.7	53.1	51.5	51.5	
146	Residential	51.5	51.5	68.4	55.2	74.2	Take	55.2	51.5	51.5	
147	Residential	51.5	51.5	Take	57.0	68.2	Take	57.0	52.3	52.3	
148	Residential	51.5	51.5	Take	57.8	62.8	Take	57.8	54.0	54.0	

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
149	Residential	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	
150	Residential	44.4	45.2	63.9	69.9	56.1	55.2	69.6	55.9	55.9	
151	2 Residential	51.5	51.5	63.5	66.9	54.4	60.2	66.9	59.9	59.9	
152	Residential	44.5	44.5	49.5	54.6	47.0	47.5	54.6	64.6	64.6	
153	Residential	44.5	44.5	45.8	49.4	44.5	44.5	49.4	53.7	53.7	
154	Residential	44.5	44.5	45.0	49.2	44.5	44.5	49.2	52.8	52.8	
155	Residential	44.5	44.5	44.5	44.5	44.5	44.5	44.5	46.0	46.0	
156	Residential	44.5	44.5	48.0	52.2	45.6	44.5	52.2	58.5	58.5	
157	Residential	44.5	44.5	44.5	54.2	44.5	44.5	54.2	54.4	54.4	
158	2 Residential	44.5	44.5	44.5	47.4	44.5	44.5	47.4	46.7	46.7	
159	Residential	51.5	51.5	51.5	51.5	Take	51.5	51.5	51.5	51.5	
160	2 Residential	50.4	50.4	51.6	50.4	50.4	51.5	51.6	52.3	52.3	
161	Residential	50.4	50.4	50.4	50.4	51.0	50.4	50.4	50.4	50.4	
162	Residential	42.6	42.6	56.1	Take	51.2	60.3	56.1	56.1	56.1	
163	Residential	42.6	42.6	48.6	45.1	52.2	42.6	48.6	48.6	48.6	
164	Residential	51.1	51.1	51.1	51.1	51.1	55.0	51.1	51.1	51.1	
165	Residential	51.1	51.1	51.1	52.3	51.1	59.7	51.1	51.1	51.1	
166	Residential	51.1	51.1	51.1	54.6	51.1	64.4	51.1	51.1	51.1	
167	Residential	42.6	44.0	Take	53.2	57.1	49.7	Take	Take	Take	
168	2 Residential	49.4	52.9	64.2	52.9	Take	52.9	62.8	64.2	64.2	
169	Residential	49.4	52.9	55.1	52.9	56.4	52.9	55.1	55.1	55.1	
170	2 Residential	51.1	54.6	54.6	59.5	54.6	54.6	54.6	54.6	54.6	
171	2 Residential	48.5	51.9	55.7	53.8	53.6	51.9	55.8	55.9	55.9	
172	Removed from analysis										
173	Residential	53.6	57.1	58.2	57.1	57.1	57.1	58.3	58.3	58.3	
174	Residential	42.6	42.6	61.4	42.6	Take	42.6	61.9	61.9	61.9	
175	Residential	42.6	42.6	62.6	42.6	Take	42.6	64.5	64.5	64.5	
176	Residential	51.1	51.1	51.1	51.1	51.1	51.1	51.1	51.1	51.1	
177	Residential	51.1	51.1	51.1	61.7	51.1	53.9	51.1	51.1	51.1	
178	Residential	51.1	51.1	51.1	Take	51.1	59.2	51.1	51.1	51.1	
179	Residential	51.1	51.1	51.1	58.7	51.1	53.2	51.1	51.1	51.1	
180	Residential	51.1	51.1	51.1	66.0	51.1	55.3	51.1	51.1	51.1	
181	Residential	51.1	51.1	51.1	Take	51.1	60.6	51.1	51.1	51.1	
182	Residential	51.1	51.1	51.1	Take	51.1	66.2	51.1	51.1	51.1	
183	Residential	51.1	51.1	51.1	51.1	51.1	51.1	51.1	51.1	51.1	
184	Residential	51.1	51.1	51.1	53.4	51.1	51.1	51.1	51.1	51.1	
185	Residential	51.1	51.1	51.1	56.8	51.1	51.8	51.1	51.1	51.1	

EXISTING AND PREDICTED SOUND LEVELS											
Receptor ID	Land Use	Predicted L _{eq} (h) dBA									
		Existing	No-Action	Line							Selected*
				1	2	3	4	5	6 (DEIS Preferred)		
186	Residential	51.1	51.1	51.1	59.8	51.1	60.8	51.1	51.1	51.1	
187	Residential	51.1	51.1	51.1	60.7	51.1	60.7	51.1	51.1	51.1	
188	Residential	51.1	51.1	51.1	59.4	51.1	65.4	51.1	51.1	51.1	
189	Residential	51.1	51.1	51.1	62.0	51.1	62.3	51.1	51.1	51.1	
190	Residential	42.6	42.6	42.6	42.6	42.6	46.3	42.6	42.6	42.6	
191	Residential	55.8	59.6	59.6	59.6	59.6	59.6	59.6	59.6	59.6	
192	Residential	56.1	59.8	59.8	59.8	59.8	60.4	59.8	59.8	59.8	
193	Residential	56.1	59.9	60.6	59.9	59.9	61.7	59.9	59.9	59.9	
194	Residential	54.1	57.8	Take	57.8	57.8	Take	57.8	57.8	57.8	
195	Residential	57.8	61.5	Take	61.5	61.5	Take	61.5	61.5	61.5	
196	Residential	55.9	59.6	59.6	Take	Take	59.6	Take	Take	Take	
197	Residential	53.7	57.4	57.4	58.4	57.6	57.4	58.3	58.3	58.3	
198	Residential	53.8	57.5	57.5	58.6	57.5	57.5	58.5	58.5	58.5	
199	3 Residential	48.5	51.7	51.7	51.7	51.7	51.7	51.7	51.7	51.7	
200	Residential	48.4	51.6	53.0	51.6	51.6	53.0	51.6	51.6	51.6	
201	Residential	49.9	53.0	53.4	53.0	53.0	53.9	53.0	53.0	53.0	
202	Residential	48.5	51.6	Take	51.6	51.6	Take	51.6	51.6	51.6	
203	Residential	50.2	53.3	Take	53.3	53.3	Take	53.3	53.3	53.3	

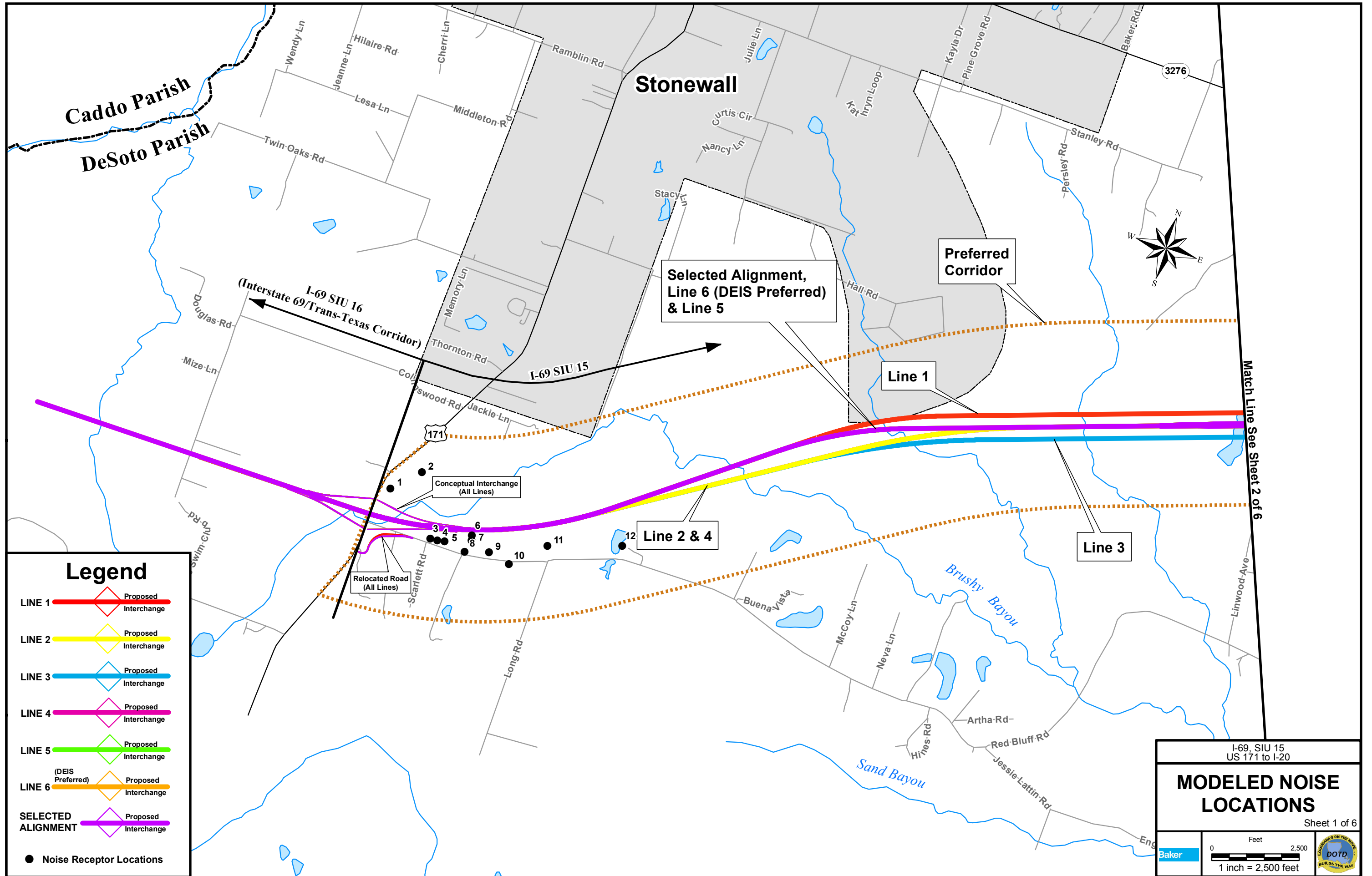
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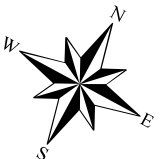
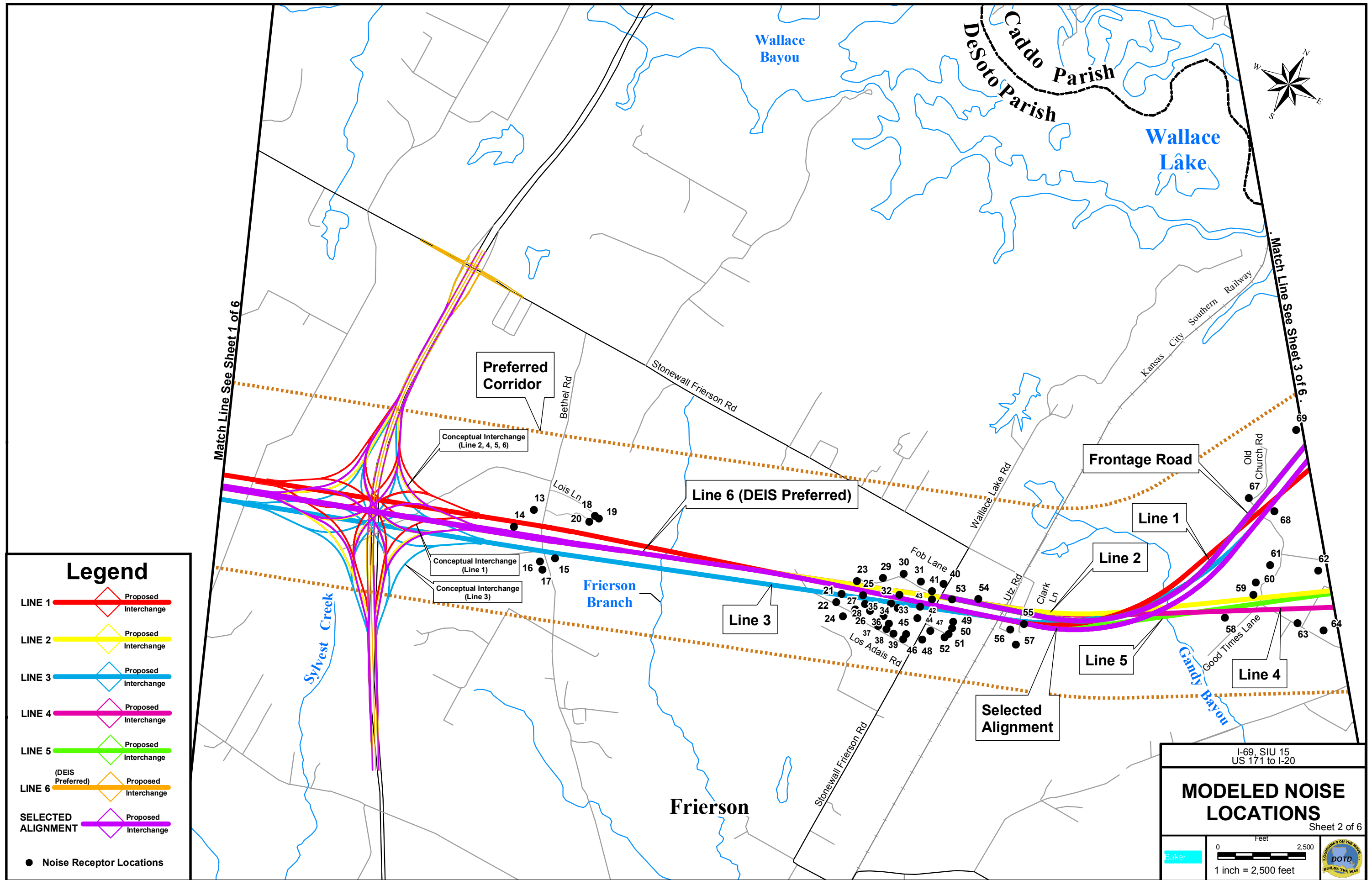
* The addition of the Frontage Road does not change the predicted sound levels for the Selected Alignment.

Note 1: Shaded areas indicate noise impacts according to DOTD Noise Policy.

Note 2: Receptors that were too far away to be affected by predicted highway traffic noise from a specific Line were assigned sound levels equal to the predicted design year No-Action alternative.

Note 3: Receptors identified as takes were not analyzed.





Legend

- LINE 1 Proposed Interchange
- LINE 2 Proposed Interchange
- LINE 3 Proposed Interchange
- LINE 4 Proposed Interchange
- LINE 5 Proposed Interchange
- LINE 6 (DEIS Preferred) Proposed Interchange
- SELECTED ALIGNMENT Proposed Interchange
- Noise Receptor Locations

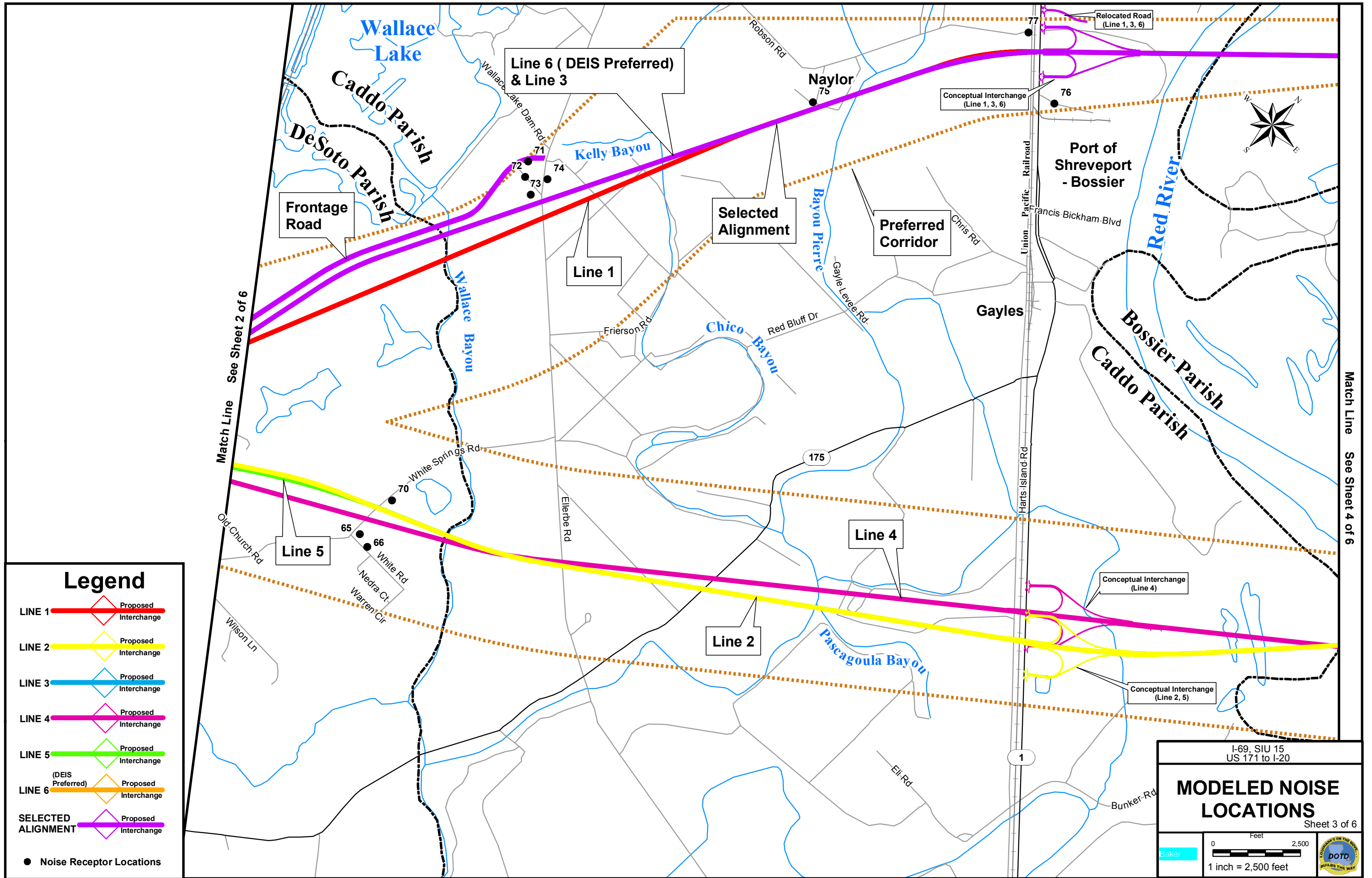
I-69, SIU 15
US 171 to I-20

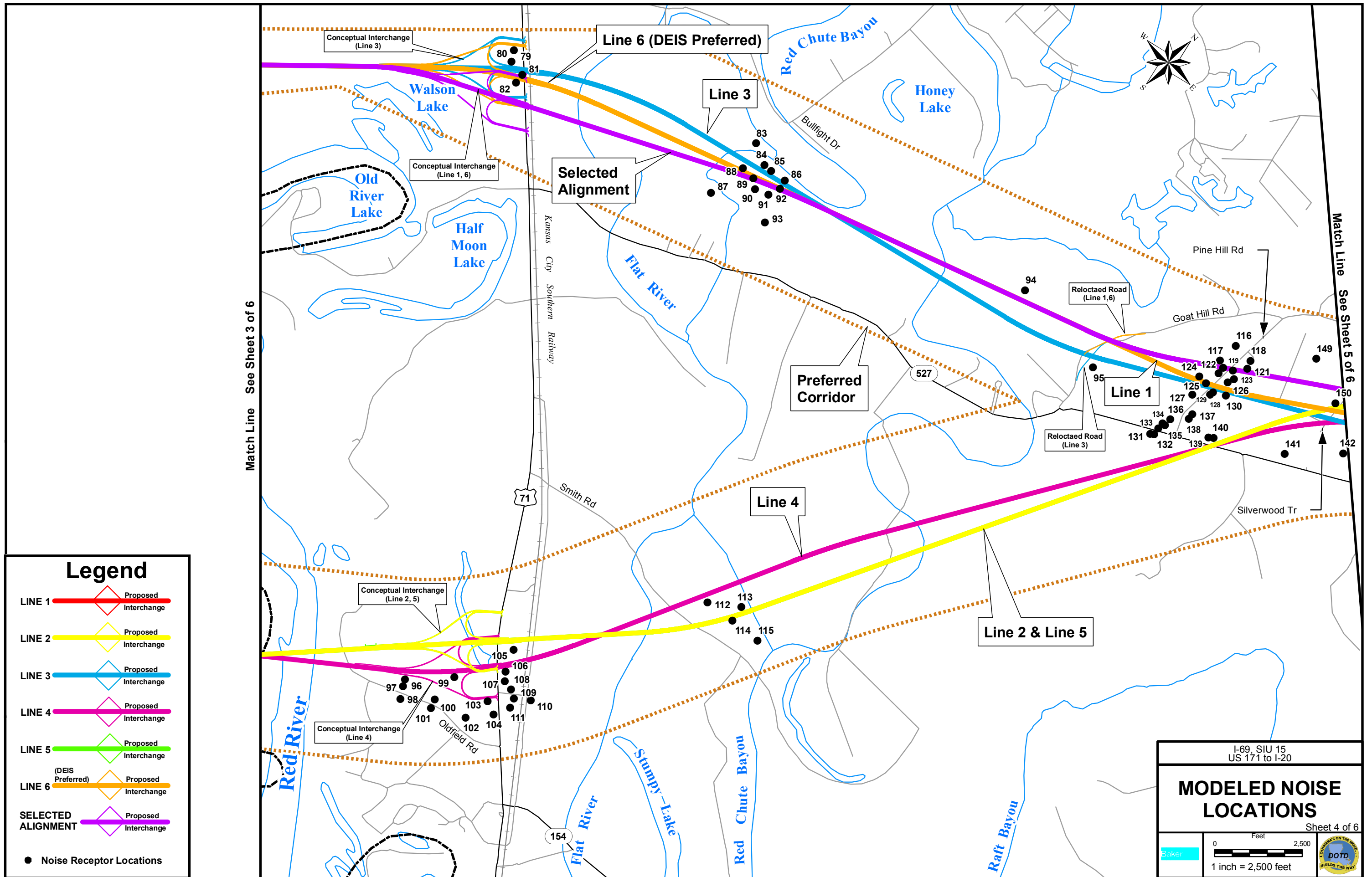
MODELED NOISE LOCATIONS

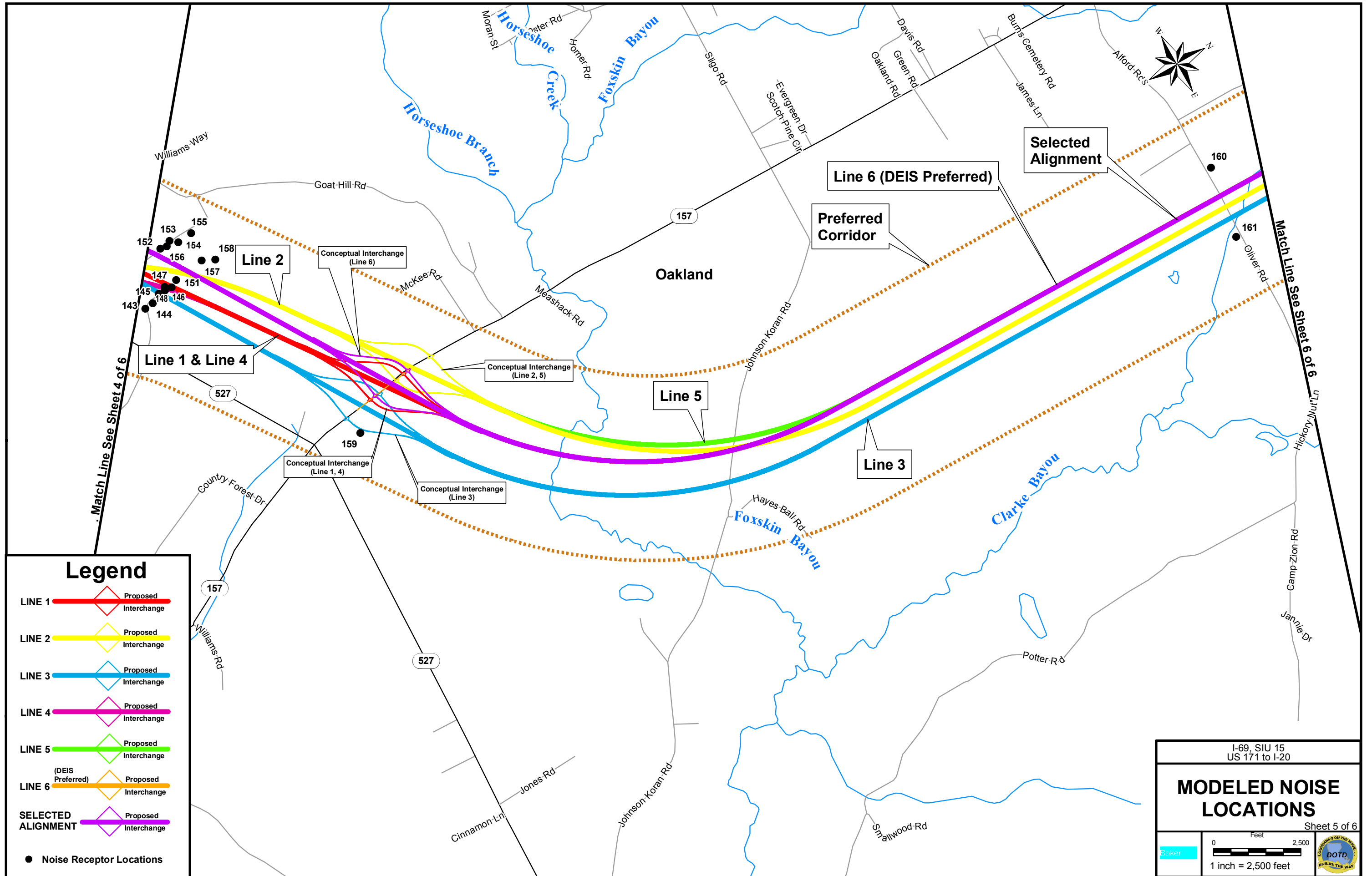
Sheet 2 of 6

0 2,500
Feet








1 inch = 2,500 feet







Legend

- LINE 1  Proposed Interchange
- LINE 2  Proposed Interchange
- LINE 3  Proposed Interchange
- LINE 4  Proposed Interchange
- LINE 5  Proposed Interchange
- LINE 6 (DEIS Preferred)  Proposed Interchange
- SELECTED ALIGNMENT  Proposed Interchange
- Noise Receptor Locations

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

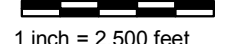
MODELED NOISE LOCATIONS


Sheet 5 of 6

Baker

1 inch = 2,500 feet

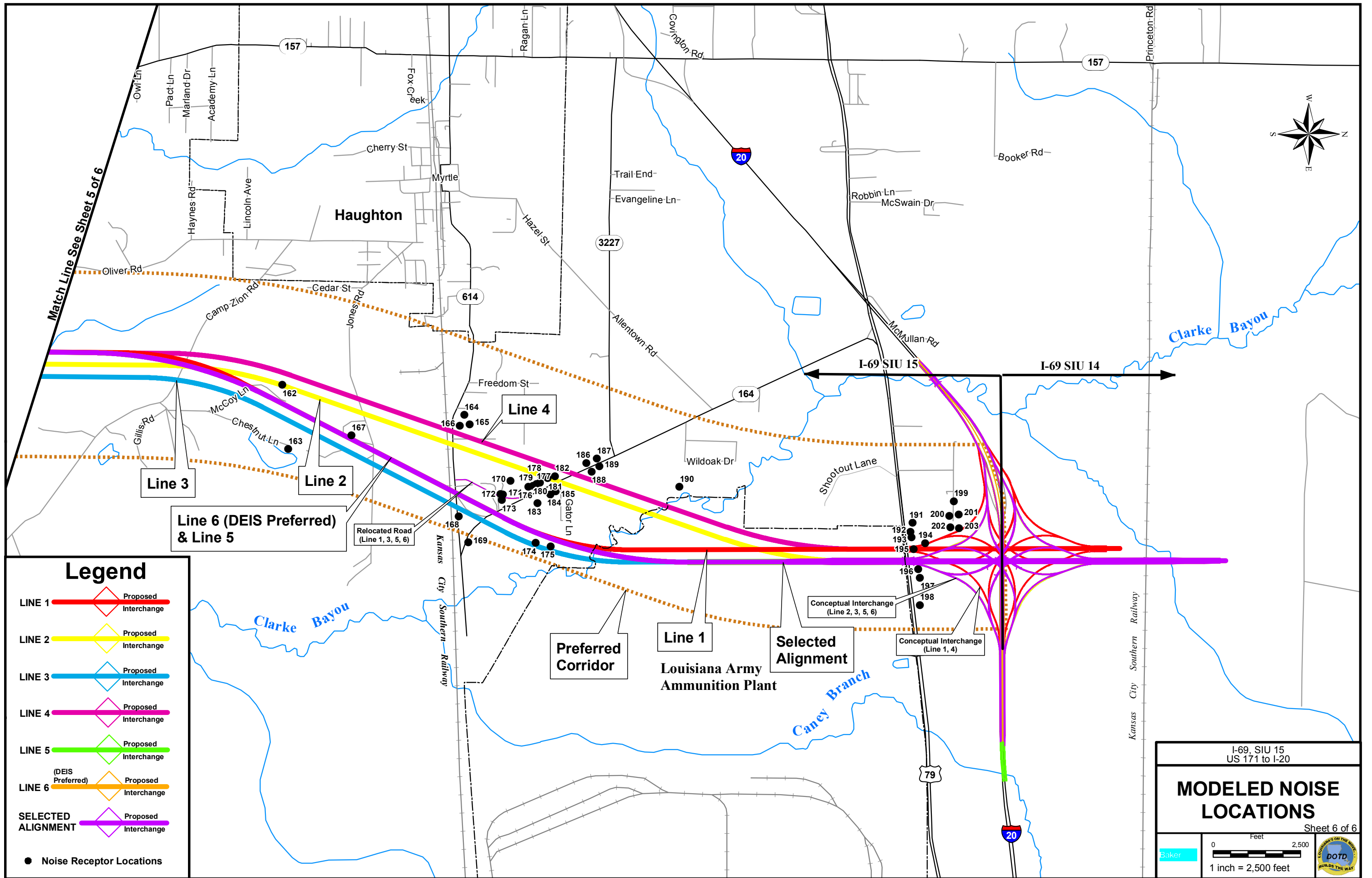
0 2,500





DOTD

BUILDS THE WAY



APPENDIX J
DOTD Highway Traffic Noise Policy

STATE OF LOUISIANA



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT



HIGHWAY TRAFFIC NOISE POLICY

July 2011

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INTRODUCTION

This document contains the Louisiana Department of Transportation and Development's (DOTD) policy on highway traffic noise. This policy describes the implementation of the requirements of the Federal Highway Administration (FHWA) noise regulations for Federal-aid projects found in 23 Code of Federal Regulations Part 772 (23 CFR Part 772).¹ DOTD developed this policy in accordance with FHWA regulations and guidance, and FHWA reviewed and approved this policy for implementation.

In the 1972 Federal-aid Highway Act, Congress required FHWA to develop a noise standard for new Federal-aid highway projects. In accordance with 23 United States Code section 109(i) (23 USC 109(i)), FHWA promulgated noise regulations which applied to Federal-aid projects. In June 1995, FHWA mandated that state transportation agencies adopt a written Highway Traffic Noise Policy consistent with the regulations and their June 1995 guidance. DOTD complied, with its first written policy approved by FHWA in August 1996. Since its initial approval, the DOTD highway traffic noise policy has been revised three times, in 1997, 2004 and 2009. Each revision required FHWA review and approval prior to implementation. On July 13, 2010, FHWA published their new noise regulations in the Federal Register² and mandated that state transportation agencies rewrite their noise policies to be consistent with the new regulations. The states were given until January 2011 to submit proposed policies for FHWA review. To assist states in rewriting their policies, FHWA published guidance dated June 2010 and revised January 2011 which can be found on FHWA's web site.³ The effective date of the new regulations is July 13, 2011.

The policy herein contains information on how highway traffic noise impacts are defined, how noise abatement is evaluated, and how noise abatement decisions are made in Louisiana. **This policy as written assumes that the noise analyst is familiar with the provisions of the Federal regulation on which this policy is based.** If you need further information regarding the policy, contact the DOTD Environmental Section at (225) 242-4502.

PURPOSE

The purpose of this written policy is to outline DOTD's policy and procedures for compliance with the FHWA Noise regulations found at 23 CFR 772.

¹ Access CFR regulations from <http://www.gpoaccess.gov/cfr/retrieve.html>

² Access Federal Register, Vol. 75, page 39820 from FR Main page at <http://www.gpoaccess.gov/fr/index.html>

³ Access FHWA noise guidance, regulations, and related material from <http://www.fhwa.dot.gov/environment/noise/>

DEFINITIONS

Reference is made to the definitions contained in the regulations (23 CFR 772.5). Defined below are some of the terms specifically referenced in the policy or which require additional refinement.

Benefited Receptor - a recipient of an abatement measure, whether impacted or not, receiving 5 dBA or more reduction in the noise level as a result of the proposed abatement.

Common Noise Environment – a group of receptors within the same Activity Category in Table 1 that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features.

Date of Public Knowledge - the date of approval of the Record of Decision, Finding of No Significant Impact, or Categorical Exclusion. The date of public knowledge is the date at which the DOTD will no longer be responsible for providing noise abatement for new development which occurs adjacent to the proposed project. Provision of such abatement measures becomes the responsibility of the local communities or private developers.

Design Year – the future year used to estimate the probable traffic volume for which a highway is designed. The design year will normally be 20 years from the projected start of project construction.

Existing Noise Levels – the worst noise hour, resulting from the natural and mechanical sources and human activity, usually present in a particular area.

Leq – the equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as a time-varying sound level during the same period.

Leq(h) – the hourly value of Leq.

Multifamily Dwelling – A residential structure containing more than one residence. Each residence in a multifamily dwelling shall be counted as one receptor when determining impacted and benefited receptors.

Noise Reduction Design Goal – the optimum desired noise reduction determined from calculating the difference between future build noise levels with abatement to future build noise levels without abatement. The noise reduction design goal in Louisiana is 8 dBA.

Permitted – A definite commitment to develop land with an approved specific design of land use activities as evidenced by the issuance of a building permit.

Property Owner – an individual or group of individuals that hold a title, deed, or other legal documentation of ownership of a property or a residence.

Receptor – A discrete or representative location of a noise sensitive area(s), for any of the land uses listed in Table 1.

Residence – a dwelling unit. Either a single family residence or each dwelling unit in a multifamily dwelling.

Statement of Likelihood – A statement provided in an environmental document based on the feasibility and reasonableness analysis at the time the document is being approved.

Traffic Noise Impacts – design year build condition noise levels that *approach* or exceed the FHWA Noise Abatement Criteria for the future build condition, or design year build condition noise levels that exceed the existing noise levels by 10 dBA. (*Approach* is defined as 1 dBA less than the FHWA Noise Abatement Criteria.)

Type I Project –

- (1) The construction of a highway on new location; or
- (2) The physical alteration of an existing highway where there is either:
 - (a) Substantial Horizontal Alteration (a project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition), or
 - (b) Substantial Vertical Alteration (a project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source by altering the vertical alignment of the highway or by altering the topography); or
- (3) The addition of a through-traffic lane. This includes the addition of a through-traffic lane that functions as a HOV, HOT, bus, or truck climbing lane; or
- (4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or
- (5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or
- (6) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or
- (7) The addition of a new or substantial alteration of a weight station, rest stop, ride-share lot or toll plaza.

*Note that if a project is determined to be a Type I project, then the entire project area as defined in the environmental document is a Type I project.

Type II Project – a proposed project to provide noise abatement on an existing highway. DOTD does not have a Type II program.

Type III Project – a proposed project that does not meet the classification of a Type I or Type II project. Type III projects do not require a noise analysis.

APPLICABILITY

This policy applies to all Federal highway projects in the State of Louisiana; that is, any projects that receive Federal-aid funds or are otherwise subject to FHWA approval.

This policy also applies to the construction of new control of access highways that are funded through DOTD with no FHWA involvement.

Type II programs to provide noise abatement along existing highways are voluntary. DOTD does not have a Type II program; therefore, DOTD will not consider Type II projects.

DOTD will consider and construct barriers when sufficient funds (Federal or State) are appropriated by either State or Federal legislature specific to the construction of a barrier. These legislative mandated barriers may or may not be part of a Type I project. These barriers will be designed in accordance with the legislation as to location, height, and other parameters. If the design parameters are not specified in the legislation, the barrier will be designed to achieve a reasonable noise reduction in accordance with this policy.

This policy shall not prohibit the application of visual screens or security fences. Visual screens and security fences are not eligible for Federal-aid funding as noise abatement.

TRAFFIC NOISE ANALYSIS

The traffic noise analysis will include the steps listed below for each alternative under detailed study. Note that if any segment or component of an alternative meets the definition of a Type I project, then the entire alternative is considered to be Type I and is subject to the noise analysis requirements below.

1. **Identification of Existing Land Uses Affected by Noise:** The following types of activities and land uses affected by noise from the highway will be identified for analysis:
 - a. Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose;
 - b. Category B: residential;
 - c. Category C: active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings;
 - d. Category D: auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios;
 - e. Category E: hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F;
 - f. Category F: agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing; and
 - g. Category G: undeveloped lands that are not permitted.

Justification for the designation of lands as Category A must be submitted to FHWA on a case-by-case basis for concurrence. Justifications will be submitted through the FHWA Division Office to FHWA Headquarters.

2. **Determination of Existing Noise Levels:** The determination of existing noise levels will be made utilizing field measurements of actual noise levels. A log will be kept noting the time of day, meteorological conditions, calibration results, and any unusual ambient noise sources experienced during each measurement.

Noise measurements will be taken utilizing ANSI Type 1 or Type 2 Sound Level Meters used in accordance with the manufacturer's operations manual. Meters are to be calibrated before and after each measurement. Meters should have valid factory calibration certification. Measurements should be done in accordance with the FHWA publication entitled, "Measurement of Highway – Related Noise," dated May 1996.⁴

Noise measurements will be taken in time intervals no shorter than 15 minutes and no longer than one hour unless alternate intervals are given prior approval by DOTD.

Actual traffic counts will be made during each field measurement. These traffic counts will be categorized according to the following vehicle classes:

Automobiles (A) – all vehicles with two axles and four wheels designed primarily for transportation of nine or less passengers or transportation of cargo.

Medium Trucks (MT) – all vehicles with two axles and six wheels designed for the transportation of cargo.

Heavy Trucks (HT) – all vehicles having three or more axles designed for the transportation of cargo.

Buses (B) – all vehicles designed to carry more than nine passengers.

Motorcycles (M) – all vehicles with two or three wheels and an open-air driver/passenger compartment.

Sites selected for field measurements will receive prior approval of DOTD. These sites will represent noise sensitive receptors in each Activity Category which are likely to be affected by the project. Sites outside of the immediate vicinity of the project may also be chosen to determine the ambient noise levels unaffected by the roadway. For proposed highways on new alignments where no highway currently exists, measurements must be taken at representative receptor locations. Unless specifically approved by DOTD, field measurements will be taken to represent exterior activities only.

Field measurements will be taken at approved sites at peak and off-peak times. Peak hour noise levels will be the hour with the highest noise levels, not necessarily the hour with the highest traffic volumes.

Upon the consent of the Environmental Engineer Administrator, existing noise levels may be determined by utilizing other methodology, including computer models consistent with the current FHWA highway traffic noise prediction model. Traffic characteristics, data, selection of receptor locations, and other input parameters utilized will be at the discretion of DOTD.

⁴ Located on web at <http://www.fhwa.dot.gov/environment/noise/measurement/measure.cfm>

3. **Prediction of Traffic Noise Levels:** Any traffic noise prediction methodology is approved for use in any traffic noise analysis required by this policy if the methodology used at the time the noise study is consistent with the requirements of 23 CFR 772.9.⁵

Report predicted noise levels in the noise report and related documents in the same format as reported by the model used.⁶

To validate model results, it is necessary to compare the noise levels measured in the field to the noise levels predicted by the model using the roadway parameters and traffic data collected in the field. If the modeled results are within 3 dBA of the measured noise levels, no further action is required, and the model can be used to determine future noise levels. If the modeled results are not within 3 dBA of the measured noise levels, then further investigation is warranted into the reason(s) for the discrepancy prior to using the model to determine future noise levels.

In predicting noise levels and assessing noise impacts, traffic characteristics that will yield the worst hourly traffic noise impact on a regular basis for the design year will be used. The period with the highest sound levels may not be at the peak traffic hour but instead, during some period when traffic volumes are lower but the truck mix or vehicle speeds are higher.

Future noise levels will be based on modeling results utilizing data for the design year. This data, including traffic volumes, composition and speed, other reasonably foreseeable development, and the implementation of other transportation projects, will be based on accepted engineering practice and local planning assumptions.

4. **Determination of Traffic Noise Impacts:** Traffic noise impacts occur when the future (predicted, design year, build condition) noise levels *approach or exceed* the FHWA Noise Abatement Criteria, or when the future (predicted, design year, build condition) noise levels exceed the existing noise levels at any sensitive receptor by 10 dBA. FHWA requires that the States define *approach* as at least 1 dBA below their Noise Abatement Criteria.

⁵ The approved model in effect on July 13, 2011, the effective date of the regulations, is FHWA TNM version 2.5. When running the TNM 2.5 model, average pavement type must be used for prediction of future noise levels unless FHWA approves use of another type.

⁶ The current approved model, TNM, reports results in tenths, a decimal format (##.#).

**FHWA Noise Abatement Criteria
Hourly A-weighted Sound Level decibels (dBA)**

ACTIVITY CATEGORY	ACTIVITY LEQ (H)	EVALUATION LOCATION	ACTIVITY DESCRIPTION	IN LOUISIANA, IMPACT OCCURS WHEN NOISE LEVEL <u>IS EQUAL TO OR GREATER THAN</u> THE VALUES BELOW*
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	56
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	66
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities).	66
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	51
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).	71
F	-----	-----	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.	n/a
G	-----	-----	Undeveloped lands that are not permitted.	n/a

*These values are consistent with the FHWA's requirement for consideration of traffic noise impacts 1 dBA below their noise abatement criteria.

The noise analysis must include analysis for each type of receptor present in the study area. Noise contour lines shall not be used to determine noise impacts, but noise contour lines can be used for project alternative screening or for land use planning purposes.

In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas of frequent human use. Examples of possible receptor locations for residential receivers are patios, courtyards, front or back yard, pool areas, etc. Generally, the receptor location which lies between the noise source and the receiver is chosen as the location to model. If the circumstances of a particular receiver are atypical, contact the DOTD Environmental Section Coordinator for guidance.

In determining the number of receptors impacted/benefited, the number will include all dwelling units (i.e., owner-occupied, rental units, mobile homes, etc.). Each unit in a multifamily building is counted as one receptor.

For hotels, motels, offices, and other developed lands, receptor locations will be sited at outdoor areas of frequent human use such as patios, courtyards, pool areas, locations of outdoor seating, etc.

For parks and recreational areas, model each designated use area as a receptor location. For example, the park may have ball fields, basketball courts, playground equipment, tennis courts, picnic area, pool, etc. Each of these specific activity areas would be modeled to determine noise impact at each of these locations.

In those situations where there are no exterior activities to be affected by the traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the interior criterion, Activity Category D, shall be used as the basis of determining noise impacts. An indoor analysis shall only be done after exhausting all outdoor analysis options. Interior noise level predictions may be estimated by using the information in Table 6 of FHWA's guidance document entitled, "Highway Traffic Noise: Analysis and Abatement Guidance," dated June 2010 and revised January 2011.⁷

When applying the interior criterion, consideration is given to the impact and abatement of interior rooms facing the roadway that are occupied frequently with a use that would benefit from a reduction in noise. For example, a classroom, prayer room, or meeting room would benefit from a reduction in noise, but a storage room or boiler room would not. When determining the cost for reasonableness, one building is one receptor, although multiple rooms may be insulated or provided noise reduction windows.

For Category F, no highway noise analysis is required under 23 CFR 772.

For Category G, if the undeveloped land is not permitted for development by the date of public knowledge, the noise levels are determined in accordance with 23 CFR 772.17(a) and results are documented in the environmental document.

⁷ On-line guidance available at FHWA website, http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/

5. **Evaluation of Noise Abatement:** When traffic noise impacts are identified, noise abatement shall be considered and evaluated for *feasibility* and *reasonableness*. Traffic noise impacts will be determined and alternative noise abatement measures analyzed by giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental impacts.

In abating traffic noise impacts, primary consideration is given to exterior areas where frequent human use occurs and a lowered noise level would be of benefit.

The noise abatement measures listed below may be incorporated into Type I Federal or Federal-aid projects to reduce traffic noise impacts.

- (1) Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way. Landscaping is not a viable noise barrier;
- (2) Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations);
- (3) Alteration of horizontal and vertical alignments;
- (4) Acquisition of property rights (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise;
- (5) Noise insulation of Activity Category D land use facilities listed in Table 1. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding.

Feasibility:

For a noise barrier to be considered acoustically feasible, 75% of the first row of impacted receptors adjacent to the barrier must achieve at least a 5 dBA reduction in highway traffic noise.

Other feasibility factors that will be considered are safety, barrier height, topography, drainage, utilities, maintenance of the abatement measure, and access to adjacent properties.

DOTD will not build noise barriers that it considers unsafe to the traveling public or adjacent properties. Topography and drainage may impact the design of the barrier or make the barrier unfeasible to construct. Utilities may render a barrier unfeasible when a conflict between the utility and barrier exists and the utility cannot be moved or cannot be moved without creating other insurmountable problems. (Note that the cost to relocate a utility will be added to the cost of the barrier when the relocation is necessary for the construction of the barrier. If this relocation cost is large, the barrier, although feasible, may become unreasonable due to cost.) DOTD must be able to access the barrier for maintenance purposes. If access cannot be obtained, the barrier is unfeasible. When access to adjacent properties must be maintained, a barrier may be unfeasible if it cannot be designed to provide the needed access. Noise barriers

that block existing driveways are considered unfeasible; however, there may be situations whereby the property owners agree in writing to forfeit their access eliminating this concern. Situations may arise whereby access is needed for seasonal activities such as maintenance or management of adjacent properties. These situations will be considered on case by case basis.

Noise barriers on bridges are limited to a maximum height of 14 feet, measured from top of noise barrier to bridge slab. Costs associated with mounting the barrier to the bridge, including the cost to modify the bridge structure to support the barrier, will be added to the cost of the barrier for determining reasonableness.

Reasonableness:

For abatement measure to be considered reasonable all of the following three criteria must be met: (a) achievement of the noise reduction design goal, (b) cost effectiveness, and (c) concurrence of benefited receptors.

- (a) Noise Reduction Design Goal: When noise abatement measures are being considered, every effort will be made to obtain a substantial noise reduction of at least 8 dBA. At a minimum, at least one receptor must receive an 8 dBA reduction for the noise abatement system to be reasonable. For noise barriers meeting the abovementioned criteria, the height and length of the barrier will be optimized using the cost/benefited receptor ratio.
- (b) Cost Effectiveness: The cost estimate of the noise abatement measure (including but not limited to the costs of real estate acquisition, construction servitude or utility relocation) should be equal to or less than \$35,000 per benefited receptor. The unit cost used to estimate the cost of likely barriers will be updated regularly (at least every five years) and published on DOTD's web site. *The final analysis regarding cost effectiveness will occur during design when more detail information is available regarding the cost of the barrier system, and*
- (c) Consideration of Viewpoints: As part of the NEPA public involvement process, viewpoints from the community, including benefited receptors, will be solicited for all aspects of the project, including noise impacts and abatement. Public Involvement will be tailored to the project. If no relevant objections to the proposed noise abatement are made at this level of public involvement, this criterion is deemed met and abatement considered reasonable from the viewpoint of benefited receptors. If relevant objections are identified, a follow-up solicitation will occur with property owners and residents of the benefited receptors. The abatement measure will be considered reasonable from the viewpoint of benefitting receptors if 50% or more of the responses received are positive. *Follow-up coordination with benefited receptors may occur during the design stage when more detail information is available regarding barrier design.*

Follow-up Coordination with Benefited Receptors during Final Design

For noise barriers, the most common type of abatement, the Department will contact benefited receptors when the barrier design changes substantially from what was

presented in the NEPA document. The abatement measure will be considered reasonable from the viewpoint of benefitting receptors if 50% or more of the responses received are positive.

To ascertain desires, property owners and residents may be invited to attend a meeting specifically to discuss the proposed barrier, or they may be asked to complete a survey (paper, electronic, phone, etc.). Contact may be made through a variety of means such as in person, letters, flyers left at the receptor site, public notices, web sites, phone calls, emails or other reliable means or combination of means. Names and/or addresses may be obtained from the tax assessor’s roll, clerk of court records, neighborhood associations, local government databases, reliable internet sources, or other reliable sources or combination of sources. Those who do not respond as requested will be deemed as not interested in the barrier. DOTD will give more weight to the desire of the property owner than to the desire of the lessee. (When conflicting responses are received, DOTD will consider the property owner’s response over that of the lessee’s.)

The criteria above must be met collectively for a noise abatement measure to be deemed reasonable. Failure to achieve all criteria collectively will result in the noise abatement measure being deemed not reasonable. **During stage 1 of project development (NEPA stage), the analysis will identify noise abatement measures that are likely to be incorporated into the project’s design. The final determination of any proposed noise abatement measure will be made during the design stage.** During the design stage, only abatement measures identified in stage 1 as likely will be reevaluated for reasonableness. If the decision to provide an abatement measure changes during final design, the Department will inform the public.

The following optional factors are considered when determining justification for additional cost allowances to an already determined reasonable barrier:

- date of development (implementation requires public outreach), Favorable consideration will be given to residential developments that existed prior to the initial construction of the highway. (This factor applies to projects along existing highways and not to new alignments.)

Residential development existed prior to the original construction of the highway	Added to Reasonableness Criteria (b)
No	\$0
Yes	\$2,000

- changes between existing and future build-conditions, Favorable consideration will be given to impacted receptors that experience future build noise levels that are 30 dBA more than future no-build noise levels.

Incremental Increase in Noise Level Between the Future No-build and the Future Build Noise Levels Before Noise Abatement	Added to Reasonableness Criteria (b)
Less than 30 dBA	\$0
30 dBA or greater	\$2,000

- exposure to higher absolute highway traffic noise levels, Favorable consideration will be given to impacted receptors that have predicted future noise levels above 76 dBA

Predicted Future Build Noise Level Before Noise Abatement	Added to Reasonableness Criteria (b)
66-75 dBA	\$0
76-79 dBA	\$1,000
80 dBA or greater	\$2,000

and

- use of noise compatible planning concepts by the local government, Favorable consideration will be given to areas that have noise compatible (relevant to highway noise) zoning requirements in place that include the project area.

Noise compatible zoning in place for study area	Added to Reasonableness Criteria (b)
No	\$0
Yes, in place for 1 to 2 years	\$1,000
Yes, in place for 2 or more years	\$1,500

DOCUMENTATION

The noise study report will document the results of the noise study. This report may be a standalone document incorporated into the NEPA document by reference, or it may be included in the appendix of the NEPA document.

Before adoption of a Final Environmental Impact Statement, Finding of No Significant Impact, or Categorical Exclusion, for Federal-aid projects, the DOTD will identify noise abatement measures which

are both reasonable and feasible and likely to be incorporated in the project. The statement of likelihood included in the environmental document will give the locations and physical description of the noise abatement measures as well as explain that the final recommendation will be determined during final design with input from benefited receptors. The DOTD will also identify noise impacts for which no apparent solution is available.

MISCELLANEOUS PROVISIONS

Third party funding is not allowed if the funding is required to make the abatement measure feasible or reasonable. Third party funding is acceptable to make functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements to a noise abatement measure already determined to be both reasonable and feasible.

DOTD allows the use of either absorptive or reflective barriers. DOTD generally assumes reflective barriers in its noise analyses. This does not preclude the use of absorptive barriers or absorptive treatments. For example, a contractor may be given the option of using any barrier system on the Qualified Products List (QPL)⁸ for construction. The QPL includes both reflective and absorptive systems. Therefore, the contract may choose either an absorptive or a reflective system as long as the system is on the QPL. Using an absorptive barrier when a reflective barrier was assumed for modeling purposes is not considered a substantial change in design for the purposes of soliciting viewpoints of benefited receptors. Note that decorative features often requested for visual enhancements may preclude use of absorptive treatments or some QPL barrier systems. If separate absorptive treatments are requested, the cost for the treatment will be added to the cost of the barrier system to determine reasonableness. If the additional absorptive treatment increases the cost above the maximum cost/benefited receptor value, it will not be considered for implementation unless the optional reasonableness factors apply. Use of absorptive barriers or treatments on a project is discretionary.

Cost averaging is used when a common noise environment exists. Common noise environments occur when the traffic mix and speeds are the same. For instance, a common noise environment could occur along a road segment between interchanges on a controlled access highway if the traffic speed is constant. Application requires that no single common noise environment exceeds \$70,000/benefited receptor and that collectively all common noise environments being averaged do not exceed \$35,000/benefited receptor.

Information for Local Officials: In an effort to prevent future traffic noise impacts on currently undeveloped lands, DOTD will inform local officials, within whose jurisdiction the highway project is located, of the best estimation of future noise levels for both developed and undeveloped lands or properties in the immediate vicinity of the project and information that may be useful to local communities to limit future land development to that which will be compatible with anticipated highway noise levels.

A copy of the environmental document (with included noise study) and/or noise study report (if one is prepared) will be provided to local officials upon approval of the environmental document. Local

⁸ QPL 69, Noise Reduction Systems (Noise Barriers), can be found at <http://www.dotd.la.gov/highways/construction/lab/qpl/tableofcontents.shtml>

officials or agencies, which may have jurisdiction, include the Mayor's office, city/town/parish council, parish police jury, and metropolitan planning organization, as applicable.

Construction Noise: The following general steps are to be performed for all Type I projects:

- a. Identify land uses or activities that may be affected by noise from the construction of the project. The identification is to be performed during the project development studies.
- b. Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community including alternate designs to keep noise levels to a minimum (e.g. the use of drilled shafts vs. driven piles in noise sensitive areas).⁹ This determination will include a weighing of benefits achieved and the overall adverse social, economic, and environmental effects and costs of abatement measures.
- c. Incorporate the needed abatement measures in the plans and specifications, as appropriate.

When practicable, DOTD will construct any permanent noise abatement measures as the first phase of a highway construction project to abate construction noise impacts of subsequent phases of the same project.

Revision: DOTD may revise this policy as necessary to keep current with the state-of-the-art technology, legislation, regulation, and guidance, as well as construction cost indices in the fields of highway traffic noise prediction, impact, and abatement.

The unit cost used in the noise analysis for determining reasonableness of noise abatement measures will be updated regularly at least every five years. It is the responsibility of the analyst to ensure that they are using the correct unit cost. Contact the DOTD Environmental Coordinator for more information.

Revisions to this policy affecting Federal or Federal-aid projects must be concurred with by the FHWA prior to adoption.

DOTD and FHWA are not responsible for notification of revisions to this policy. Inquiries as to the latest revision that may be applicable should be made in writing to:

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Implementation Plan: This policy will become effective July 13, 2011. It will apply to all projects started on or after the above effective date, and to all projects currently being evaluated pursuant to NEPA that do not have a completed noise study. A noise study is deemed completed if it was reviewed and commented on by DOTD and/or FHWA and considered final.

⁹ The FHWA Roadway Construction Noise Model (FHWA RCNM) may be used to model construction noise at a sensitive receptor. For highly complex and controversial projects in urban areas, the "Highway Construction Noise: Measurement, Prediction and Mitigation" (HICNOM) method may be used, but requires specific input.

For noise studies performed under past policies: If, during later stages of project development, changes occur that affect only a portion of the project requiring a reevaluation of the noise study for that portion, the policy in effect at the time of the original study will be applicable. When these situations arise, DOTD will consult with FHWA Division office on the project specific issues to ensure that FHWA is in agreement.

APPENDIX K
DOTD Acquisition of Right of Way
and Relocation Assistance

**ACQUISITION OF RIGHT OF WAY
AND
RELOCATION ASSISTANCE**

Revised: February 23, 2010

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INTRODUCTION

Government programs designed to benefit the public as a whole often result in acquisition of private property and, sometimes, in the displacement of people from their residences, businesses or farms. Acquisition of this kind has long been recognized as a right of government and is known as the power of eminent domain. The Fifth Amendment of the Constitution requires that private property shall not be taken for public use without payment of just compensation.

To provide uniform and equitable treatment for persons whose property is acquired for public use, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law, called the Uniform Act, is the foundation for the information discussed in this brochure. This brochure explains your rights under the Uniform Act as an owner of real property that is being acquired for a state or federally funded project. It also provides information about Relocation Assistance benefits and advisory services that are available for displaced residences, businesses, farms, and nonprofit organizations.

If you are required to move as a result of a state or federally funded project, a representative of the acquiring Agency will contact you. The representative will answer your specific questions and provide any additional information you may need. If you have a disability that prevents you from reading or understanding this brochure, you will be provided appropriate assistance. You should notify the sponsoring Agency if you have special requirements for assistance.

*****NOTICE*****

RELOCATION BENEFITS CANNOT BE PAID UNTIL THE PROPERTY IS ACQUIRED BY THE DEPARTMENT. IF YOU MOVE OR PURCHASE REPLACEMENT HOUSING BEFORE YOU HAVE BEEN AUTHORIZED TO DO SO BY THE DEPARTMENT, YOU COULD LOSE ALL POSSIBLE BENEFITS PROVIDED BY THE RELOCATION ASSISTANCE PROGRAM

IMPORTANT TERMS USED IN THIS BROCHURE

- Acquisition** Acquisition is the process of acquiring real property (real estate) or some interest therein.
- Agency** An agency can be a government organization (Federal, State, or local), a non-government organization (such as a utility company), or a private person using Federal financial assistance for a program or project that acquires real property or displaces a person.
- Alien Not Lawfully Present** The law provides that if a displaced person is an alien not lawfully present in the United States such person is not eligible for relocation payments under the Uniform Act, unless ineligibility would result in exceptional and extremely unusual hardship to the alien's spouse, parent or child, and such spouse, parent or child is a citizen or an alien lawfully admitted for permanent residence.
- Appraisal** An appraisal is a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of the value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.
- Business** Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal or real property; or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property; or for the sale of services to the public; or solely for the purpose of the Uniform Relocation Assistance Act, an outdoor advertising display or displays, when the display(s) must be moved as a result of the project.
- Displaced Person** Any person (individual, family, partnership, association or corporation) who moves from real property, or moves personal property from real property as a direct result of (1) the acquisition of the real property, in whole or in part, (2) a written notice from the Agency of its intent to acquire, (3) the initiation of negotiations for the purchase of the real property by the Agency, or (4) a written notice requiring a person to vacate real property for the purpose of rehabilitation or demolition of improvements, provided the displacement is permanent and the property is needed for a Federal or federally assisted program or project.
- Eminent Domain** Eminent domain is the right of government to take private property for public use. In the United States, just compensation must be paid for private property acquired for federally-funded projects
- Expropriation** Expropriation is the legal process of acquiring private property for public use or purpose through the Agency's power of eminent domain. Expropriation is usually not used until all attempts to reach a mutually satisfactory agreement through negotiations have failed. An agency then goes to court to acquire the needed property.

IMPORTANT TERMS USED IN THIS BROCHURE (continued)

Farm	Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.
Interest	An interest is a right, title, or legal share in something. People who share in ownership of real property have an interest in the property.
Just Compensation	Just compensation is the price an agency must pay to acquire real property. An agency official must make the estimate of just compensation to be offered to you for the property needed. That amount may not be less than the amount established in the approved appraisal report as the value for your property. If you and the agency cannot agree on the amount to be paid for the property needed, and it becomes necessary for the agency to use the expropriation process, the amount determined by the court will be the just compensation for your property.
Lien	A lien is a charge against a property in which the property is the security for payment of a debt. A mortgage is a lien. So are taxes. Customarily, liens must be paid in full when the property is sold.
Market Value	Market value is the sale price that a willing and informed seller and a willing and informed buyer agree to for a particular property.
Negotiation	Negotiation is the process used by an agency to reach an amicable agreement with a property owner for the acquisition of needed property. An offer is made for the purchase of property in person, or by mail, and the offer is discussed with the owner.
Nonprofit Organization	A public or private entity that has established its nonprofit status under applicable Federal or State law.
Person	A person is an individual, partnership, corporation, or association.
Personal Property	In general, personal property is property that can be moved. It is not permanently attached to, or a part of, the real property. Personal property is not included or valued in the appraisal.
Program or Project	A program or project is any activity or series of activities undertaken by an agency where Federal financial assistance is used in any phase of the activity.
Servitude	In general, a servitude is the right of one person to use all or part of the property of another person for some specific purpose. A servitude can be permanent or temporary.

IMPORTANT TERMS USED IN THIS BROCHURE (continued)

Small Business A business having not more than 500 employees working at a site which is the location of economic activity and which will be acquired for a program or project, or is displaced by a program or project. A site occupied solely by an outdoor advertising sign(s) does not qualify for purposes of the reestablishment expense benefit.

Waiver Valuation A waiver valuation is an administrative process for estimating value for low-value, non-complex acquisitions. In those instances, a waiver valuation is prepared in lieu of an appraisal.

PROPERTY APPRAISAL

An agency determines what specific property needs to be acquired for a public program or project after the project has been planned and government requirements are met.

If your property, or a portion of it, needs to be acquired, you will be notified as soon as possible of (1) the agency's interest in acquiring your property, (2) the agency's obligation to secure any necessary appraisals, and (3) any other useful information. When an agency begins the acquisition process, the first personal contact with you, the property owner, should be no later than during the appraisal of the property.

An appraiser will contact you to make an appointment to inspect your property. The appraiser is responsible for determining the initial value of the property. The agency will have a review appraiser study and accept the appraisal report to establish the just compensation to be offered to you for the property needed.

You, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You can point out any unusual or hidden features of the property that the appraiser could overlook. At this time, you should advise the appraiser if any of these conditions exist:

- There are other persons who have ownership or interest in the property.
- There are tenants on the property.
- Items of real or personal property that belong to others located on your property.
- The presence of hazardous material, underground storage or utilities.

This is your opportunity to tell the appraiser about anything relevant to your property, including other properties in your area that have recently sold. The appraiser will inspect your property and note its physical characteristics. He or she will review sales of properties similar to yours to compare the facts of those sales with the facts about your property. The appraiser will analyze all elements that affect value.

The appraiser must consider normal depreciation and physical deterioration that has taken place. By law, the appraiser must disregard the influence of the future public project on the value of the property. The appraisal report will describe your property and the agency will

determine a value based on the condition of the property on the day that the appraiser last inspected it.

EXCEPTIONS TO THE APPRAISAL REQUIREMENT

The Uniform Act requires that all real property to be acquired must be appraised, but it also authorizes waiving that requirement for low value acquisitions.

Regulations provide that the appraisal may be waived:

- If you elect to donate the property and release the agency from the obligation of performing an appraisal, or
- If the agency believes the acquisition of your property is uncomplicated and a review of available data supports a value likely to be \$10,000 or less, the agency may prepare a waiver valuation to estimate your property's value.

If the agency believes the acquisition of your property is uncomplicated and a review of available data supports a value likely to be over \$10,000 but less than \$25,000, the agency may prepare a waiver valuation rather than an appraisal to estimate your property's value, however, if you elect to have the agency appraise your property, an appraisal will be obtained.

JUST COMPENSATION

Once the appraisal is complete, a review appraiser will review the report(s) to ensure that all applicable appraisal standards and requirements are met. When they are, the review appraiser will give the agency the approved appraisal to use in determining the amount of just compensation to be offered for your real property. This amount will never be less than the value established by the approved appraisal.

If the agency is only acquiring a part of your property, there may be damages or benefits to your remaining property. Any allowable damages or benefits will be reflected in the just compensation amount. The agency will prepare a written offer of just compensation for you when negotiations begin.

Buildings, Structures and Improvements

Sometimes buildings, structures, or other improvements are located on the property to be acquired. If they are real property, the agency must offer to acquire at least an equal interest in them if they must be removed or if the agency determines that the improvements will be adversely affected by the public program or project. An improvement will be valued as real property regardless of who owns it.

Tenant-Owned Buildings, Structures and Improvements

Sometimes tenants lease real property and build or add improvements for their use. Frequently, they have the right or obligation to remove the improvements at the expiration of the lease term. If, under State law, the improvements are considered to be real property, the agency must make an offer to the tenants to acquire these improvements as real property. In

order to be paid for these improvements, the tenant-owner must assign, transfer, and release to the agency all right, title, and interest in the improvements. Also, the owner of the real property on which the improvements are located must disclaim all interest in the improvements.

For an improvement, just compensation is the amount that the improvement contributes to the value of the whole property, or its value for removal from the property (salvage value), whichever amount is greater.

A tenant-owner can reject payment for the tenant-owned improvements and obtain payment for his or her property interests in accordance with other applicable laws. The agency cannot pay for tenant-owned improvements if such payment would result in the duplication of any other compensation otherwise authorized by law.

If improvements are considered personal property under State law, the tenant-owner may be reimbursed for moving them via the relocation assistance program. The agency will contact the tenant-owner of improvements to explain the procedures to be followed. All payments must be in accordance with Federal rules and applicable State laws.

THE WRITTEN OFFER

After the agency approves the just compensation offer they will begin negotiations with you or your designated representative by delivering the written offer of just compensation for the purchase of the real property. If practical, this offer will be delivered in person by a representative of the agency. Otherwise, the offer will be made by mail and followed up with a contact in person or by telephone. All owners of the property with known addresses will be contacted unless they collectively have designated one person to represent their interests.

An agency representative will explain agency acquisition policies and procedures in writing, either by use of an informational brochure, such as this one, or in person.

The agency's written offer will consist of a written summary statement that includes all of the following information:

- The amount offered as just compensation.
- The description and location of the property and the interest to be acquired.
- The identification of the buildings and other improvements that are considered to be part of the real property.

The offer may list items of real property that you may retain and remove from the property and their retention values. If you decide to retain any or all of these items, the offer will be reduced by the value of the items retained. You are responsible for removing the items from the property in a timely manner. The agency may elect to withhold a portion of the remaining offer until the retained items are removed.

Any separately held ownership interests in the property, such as tenant-owned improvements, will be identified by the agency. The agency may negotiate with each person who holds a separate ownership interest, or, may negotiate with the primary owner and prepare a check payable jointly to all owners.

The agency will give you a reasonable amount of time to consider the written offer and ask questions or seek clarification of anything that is not understood. If you believe that all relevant material was not considered during the appraisal, you may present such information at this time. Modifications in the proposed terms and conditions of the purchase may be requested. The agency will consider any reasonable requests that are made during negotiations.

Partial Acquisition

Often an agency does not need all the property you own. The agency will usually purchase only what it needs. If the agency intends to acquire a portion of the property, the agency must state the amount to be paid for the part to be acquired. An amount will be stated separately for damages, if any, to the portion of the property you will keep.

If the agency determines that the remainder property will have little or no value or use to you, the agency will consider this remainder to be an uneconomic remnant and will offer to purchase it. You have the option of accepting the offer for purchase of the uneconomic remnant or keeping the property.

Agreement Between You And The Agency

When you reach agreement with the agency on the offer, you will be asked to sign a deed prepared by the agency. Your signature will affirm that you and the agency are in agreement concerning the acquisition of the property, including terms and conditions.

If you do not reach an agreement with the agency because of some important point connected with the acquisition offer, the agency may suggest mediation as a means of coming to agreement. If the agency thinks that a settlement cannot be reached, it will initiate expropriation proceedings.

The agency may not take any action to force you into accepting its offer. Prohibited actions include:

- Advancing the expropriation process.
- Deferring negotiations.
- Deferring expropriation.
- Delaying the deposit of funds with the court when expropriation is initiated.
- Any other coercive action designed to force an agreement regarding the price to be paid for your property.

ACQUISITIONS WHERE EXPROPRIATION WILL NOT BE USED

An agency may not possess the power of eminent domain. Or an agency elects not to use eminent domain for a program or project. If this is the case, you will be informed in writing, before negotiations begin, that the agency will not expropriate your property if you and the agency fail to reach agreement. Before making you an offer, the agency will inform you, in writing, of what it believes to be the value for the property it would like to acquire. An owner, in

this situation, is not eligible for relocation assistance benefits. Tenants on the property may be eligible for relocation benefits.

PAYMENT

The next step in the acquisition process is payment for your property. As soon as all the necessary paperwork is completed for transferring title of the property, the agency will pay any liens that exist against the property and pay your equity to you. Your incidental expenses will also be paid or reimbursed. Incidental expenses are reasonable expenses incurred as a result of transferring title to the agency, such as:

- Recording fees and transfer taxes.
- Documentary stamps.
- Evidence of title, however, the agency is not required to pay costs solely to perfect your title or to assure that title to the real property is without defect.
- Surveys and legal descriptions of the real property.
- Other similar expenses necessary to convey the property to the agency.

Penalty costs and other charges for prepaying preexisting recorded mortgages entered into in good faith encumbering the real property will be reimbursed. If possible, the agency will pay these costs directly so that you will not need to pay the costs and then claim reimbursement. Property taxes will be pro rated to the time when the agency obtains title to the property or takes possession of it.

POSSESSION

The agency may not take possession of your property unless:

- You have been paid the agreed purchase price, or
- In the case of expropriation, the agency has deposited with the court an amount for your benefit and use that is at least the amount of the agency's approved appraisal of the value of your property, or
- The agency has paid the amount of the court award of compensation in the expropriation proceeding.

If the agency takes possession while persons still occupy the property:

- All persons occupying the property must receive a written notice to move at least 30 days in advance of the required date to move. In this context, the term person includes residential occupants, homeowners, tenants, businesses, non-profit organizations, and farms.
- An occupant of a residence cannot be required to move until at least 90 days after a comparable replacement dwelling has been made available for occupancy. Only in unusual circumstances, such as when continued occupancy would constitute a substantial danger to the health or safety of the occupants, can vacation of the property be required in less than 90 days.

SETTLEMENT

The agency will make every effort to reach agreement with you during negotiations. You may provide additional information, and make reasonable counter offers for the agency to consider. When it is in the public interest, most agencies use the information provided as a basis for administrative or legal settlements, as appropriate.

EXPROPRIATION

If an agreement cannot be reached, the agency can acquire the property by exercising its power of eminent domain. It will do this by instituting formal expropriation proceedings with the appropriate State court and the procedures will follow State law. The court will set the final amount of just compensation after it has heard all arguments.

Litigation Expense

Normally, the agency does not reimburse you for costs you incur as a result of expropriation proceedings. The agency will reimburse you, however, under any of the following conditions:

- The court determines that the agency cannot acquire your property by expropriation.
- The expropriation proceedings are abandoned by the agency without an agreed-upon settlement.
- You initiate an inverse expropriation action and the court agrees with you that the agency has taken your real property rights without the payment of just compensation, or the agency elects to settle the case without further legal action.
- The agency is subject to State laws that require reimbursement for these or other expropriation costs.
- If ordered by the Court to pay these expenses.

RELOCATION ASSISTANCE BENEFITS

SECTION 1 - RELOCATION ADVISORY SERVICES

Any individual, family, business or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by the Agency. It is their goal and desire to be of service to you, and assist in any way possible to help you successfully relocate. Remember, the Agency's representative is there to **help** and **advise** you, so please be sure to make full use of their services. Ask questions and be sure you understand all your rights and benefits.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify the Agency of any special requirements for assistance.

Residential Assistance

An agency representative will contact and interview you to find out your needs. Relocation services and payments will be explained in accordance with your eligibility. During the initial interview your housing needs and desires will be determined as well as your need for assistance.

Later, the agency representative will offer assistance and provide a current listing of comparable properties. You will be provided a written determination of the amount of replacement housing payment for which you qualify. The agency representative can supply information on other Federal and State programs in your area. Transportation will be offered to inspect housing referrals. The Agency will provide counseling or help you get assistance from other sources as a means of minimizing hardships in adjusting to your new location.

You cannot be required to move unless at least one comparable decent, safe, and sanitary (DSS) replacement dwelling is made available to you. Please let the agency representative know if you locate a replacement dwelling so that it can be inspected to assure that it meets DSS standards.

Business, Farm, and Nonprofit Organization Assistance

An agency representative will contact and interview you to find out your needs and replacement site requirements and estimate the time needed to accomplish the move. Relocation services and payments will be explained in accordance with your eligibility. It is important to explain to the agency representative any anticipated problems. During the initial interview the agency representative will ask many questions to determine your financial ability to accomplish the move, including lease terms and other obligations.

The counselor will help determine the need for outside specialists to plan, move, and reinstall personal property. The agency representative will identify and resolve any issues regarding what is real estate and what is personal property to be relocated. The agency representative will explore and provide advice as to possible sources of funding and assistance from other local, State, and Federal agencies. In addition, as needed, the agency representative will maintain listings of commercial properties and farms. The goal is to achieve a successful relocation back into the community.

Social Services Provided By Other Agencies

The agency representative will be familiar with the services provided by other public and private agencies in your community. If you have special problems, the agency representative will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you. Make your needs known in order that you may receive the help you need.

SECTION 2 - INDIVIDUALS AND FAMILIES

Moving Costs

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related moving expenses. Displaced individuals and families may choose to be paid either on the basis of actual, reasonable, and necessary moving costs and related expenses, **or** according to a fixed moving cost schedule. If you elect to be moved by a professional mover, the agency will secure bids and provide you with an eligibility letter for the amount of the selected bid.

Actual, Reasonable Moving Costs

You may be paid for your actual, reasonable moving costs by a professional mover plus related expenses, **or** you may move yourself. Reimbursement will be limited to a 50-mile distance in most cases. Related expenses involved in the move may include:

- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.
- Transfer of telephone service and other similar utility reconnections.
- Other expenses considered eligible by the Agency.

Remember, all expenses must be approved and considered necessary and reasonable by the Agency and supported by paid receipts or other evidence of expenses incurred.

Moving Costs For Mobile Homes

If you are the owner of a displaced mobile home, you may be entitled to a payment for the cost of moving the mobile home to a replacement site on an actual cost basis. Displaced mobile home occupants may also be eligible for a payment for moving personal property from the mobile home such as furniture, appliances and clothing on an actual cost basis, or on the basis of a moving cost schedule. For a complete explanation of all moving cost options involving a mobile home, please discuss the matter with the agency representative.

LOUISIANA RESIDENTIAL MOVING COST SCHEDULE

A. UNFURNISHED UNITS (Furniture Owned by Occupant)

1 Room	2 Rooms	3 Rooms	4 Rooms	5 Rooms	6 Rooms	7 Rooms	8 Rooms	Each Extra
\$500	\$700	\$900	\$1100	\$1300	\$1500	\$1700	\$1900	\$200

B. FURNISHED UNITS (Furniture Not Owned by Occupant)

1 Room	2 Rooms	3 Rooms	4 Rooms	5 Rooms	6 Rooms	7 Rooms	8 Rooms	Each Extra
\$375	\$435	\$555	\$675	\$735	\$795	\$855	\$915	\$60

EXCEPTIONS:

- a. A person displaced from a residential dwelling, including a mobile home, is eligible for a moving payment regardless of whether they move into DSS or NON-DSS housing.
- b. Payment for moving expenses shall be processed in accordance with Section 6.22.
- c. The payment to a person with minimal personal possessions who's in occupancy of a seasonal residence, dormitory style room, or a person whose residential move is performed by an Agency at no cost to them shall be limited to the amount stated in the Fixed Residential Moving Cost Schedule, Section B.
- d. Move of Mobile Home: Actual costs, plus a payment for packing and securing personal property on the basis of \$60.00 for the first room and \$30.00 for each additional room.

Replacement Housing

There are three types of replacement housing payments: purchase supplement, rental assistance, and down payment. To understand replacement housing payments you first need to become familiar with the terms **Comparable; Financial Means; Decent, Safe, and Sanitary (DSS); and Last Resort Housing**.

Comparable

A **comparable** replacement dwelling must be DSS and functionally equivalent to your present dwelling. While not necessarily identical to your present dwelling, a comparable replacement dwelling should provide the same utility and function as the dwelling from which you are displaced. In addition, a comparable replacement dwelling should be:

- Adequate in size to accommodate the occupants (e.g., you and your family).
- Located in an area that is not subject to unreasonable adverse environmental conditions.
- Located in an area that is not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Reasonably accessible to your place of employment.
- Located on a site that is typical in size for residential development with normal site improvements.
- Currently available on the private market.
- Within your **financial means**.

Financial Means

For a homeowner, if a purchase supplement is needed and provided, in addition to the acquisition price for your dwelling, then the replacement dwelling is considered to be within your financial means.

For a tenant, the monthly rent and estimated average monthly utility (electricity, gas, other heating and cooking fuels, water and sewer) cost for a comparable replacement dwelling is considered to be within financial means if, after receiving rental assistance, this amount does not exceed the base monthly rent (including average monthly utility cost) for the dwelling from which the tenant is displaced. The Agency may need to calculate the base monthly rent using 30% of the displaced tenant's total monthly gross household income, if that income qualifies as low income in accordance with established low income amounts determined by the U.S. Department of Housing and Urban Development (HUD). The Agency will also evaluate the amounts designated for shelter and utilities for a tenant that receives government assistance.

The rental assistance payment will be computed using the lesser of the three (rent and average monthly utility cost; 30% of the total monthly gross household income for a qualified low income tenant; or the total amount designated for shelter and utilities for a tenant receiving government assistance). To ensure the maximum benefit, it is important to provide the Agency appropriate evidence of total monthly household income when asked. There are some amounts that are not included as monthly household income, including income earned by dependents. The Agency will explain this procedure in greater detail.

Decent, Safe, and Sanitary

The DSS standard means the replacement dwelling meets the minimum requirements established by Federal regulations and conforms to applicable local housing and occupancy codes. The dwelling shall:

- Be structurally sound, weather tight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and other devices.
- Contain a heating system capable of sustaining a healthful temperature (approximately 70 degrees Fahrenheit) except in those areas where local climatic conditions do not require such a system.
- Be adequate in size with respect to the number of rooms and area of living space to accommodate the displaced person.
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and sewage drainage system.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.
- Be free of any barriers which prevent reasonable ingress, egress or, in the case of a handicapped displaced person, use of the dwelling.

IMPORTANT NOTICE

Please understand that the replacement dwelling inspection for decent, safe, and sanitary requirements is conducted by the agency representative for the sole purpose of determining your eligibility for a relocation payment. Therefore, you must not interpret the Agency's approval of a dwelling to provide any assurance or guarantee that there are no deficiencies in the dwelling or in its fixtures and equipment that may be discovered at a later date. It is your responsibility to protect your best interest and investment in the purchase or rental of your replacement property and you must clearly understand that the Agency will assume no responsibility if structural, mechanical, legal, or other unforeseen problems are discovered after the inspection has been conducted.

Last Resort Housing

The term Last Resort Housing is an administrative procedure authorized by law to address those times when comparable replacement housing is not available under statutory limits specified in law. The law and regulation allow the Agency to provide a replacement housing payment in excess of the statutory maximums of \$5,250 and \$22,500. Because this provision is commonly used, the statutory maximums will not be restated throughout this brochure.

The Agency must provide comparable replacement housing, that is DSS and within your financial means, before you are required to move. The Agency may provide the necessary housing in a number of ways, such as:

- Making a replacement housing payment in excess of the maximum \$5,250 or \$22,500 statutory limits.
- Purchasing an existing comparable residential dwelling and making it available to you in exchange for your dwelling.
- Moving and rehabilitating a dwelling and making it available to you in exchange for your property.
- Purchasing, rehabilitating or reconstructing an existing dwelling to make it comparable to your property.
- Purchasing land and constructing a new replacement dwelling comparable to your dwelling when comparables are not otherwise available.
- Purchasing an existing dwelling, removing barriers or rehabilitating the structure to accommodate a handicapped displaced person when a suitable comparable replacement dwelling is not available.
- Providing a direct loan which will enable you to construct or contract for the construction of a decent, safe, and sanitary replacement dwelling.

Freedom of Choice

All eligible displaced persons have the freedom of choice in the selection of a replacement dwelling. The Agency will not require you, without your written consent, to accept a replacement dwelling provided by the Agency. If you decide not to accept the replacement

housing offered by the Agency, you may secure a replacement dwelling of your choice but it must meet the DSS standard. If you are eligible for Last Resort Housing, the agency representative will thoroughly explain the program to you.

Length of Occupancy - Basic Occupancy Requirements

The type of payment you are eligible for depends on whether you are an owner or a tenant, and how long you have lived in the property being acquired prior to the initiation of negotiations. "Length of occupancy" simply means counting the number of days that you occupied the dwelling before the date of initiation of negotiations by the Agency for the purchase of the property.

The term "initiation of negotiations" is usually the date the Agency makes the first personal contact with the owner of real property, or his/her representative, to provide a written offer to purchase the property being acquired.

Owners who were in occupancy 180 days or more prior to the initiation of negotiations may be eligible for a purchase supplement or a rental assistance payment.

Tenants who were in occupancy 90 days or more prior to the initiation of negotiations may be eligible for a rental assistance payment or a down payment.

Owners who were in occupancy 90 days to 179 days prior to the initiation of negotiations, may be eligible for a rental assistance payment or a down payment, however, the down payment cannot exceed the amount you would have received if you had been a 180-day owner.

If you were in occupancy at the time of the initiation of negotiations, but less than 90 days prior to that date, you are considered a displaced person entitled to relocation assistance advisory services and moving payments. You may be entitled to a rental assistance payment if comparable replacement rental housing is not available within your financial means. The Agency will use the financial means test described earlier in this brochure. You should meet with the agency representative for an explanation of the relocation benefits that you may be eligible to receive.

Replacement Housing - Purchase Supplement For Owner Occupants of 180 Days or More

If you are an owner and occupied your home for 180 days or more immediately prior to the initiation of negotiations for your property, you may be eligible – in addition to the value of your property – for a supplemental payment for costs necessary to purchase a comparable DSS replacement dwelling. The Agency will compute the maximum payment you are eligible to receive. You must purchase and occupy a DSS replacement dwelling within one year. A purchase supplement has three components: a price differential, an amount for increased mortgage interest and incidental expenses. The purchase supplement is in addition to the acquisition price paid for your property.

The price differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. You may also be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds that of

your present mortgage. To be eligible your acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations. Finally, you may be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees, and certain other closing costs, but not for prepaid expenses such as real estate taxes and property insurance.

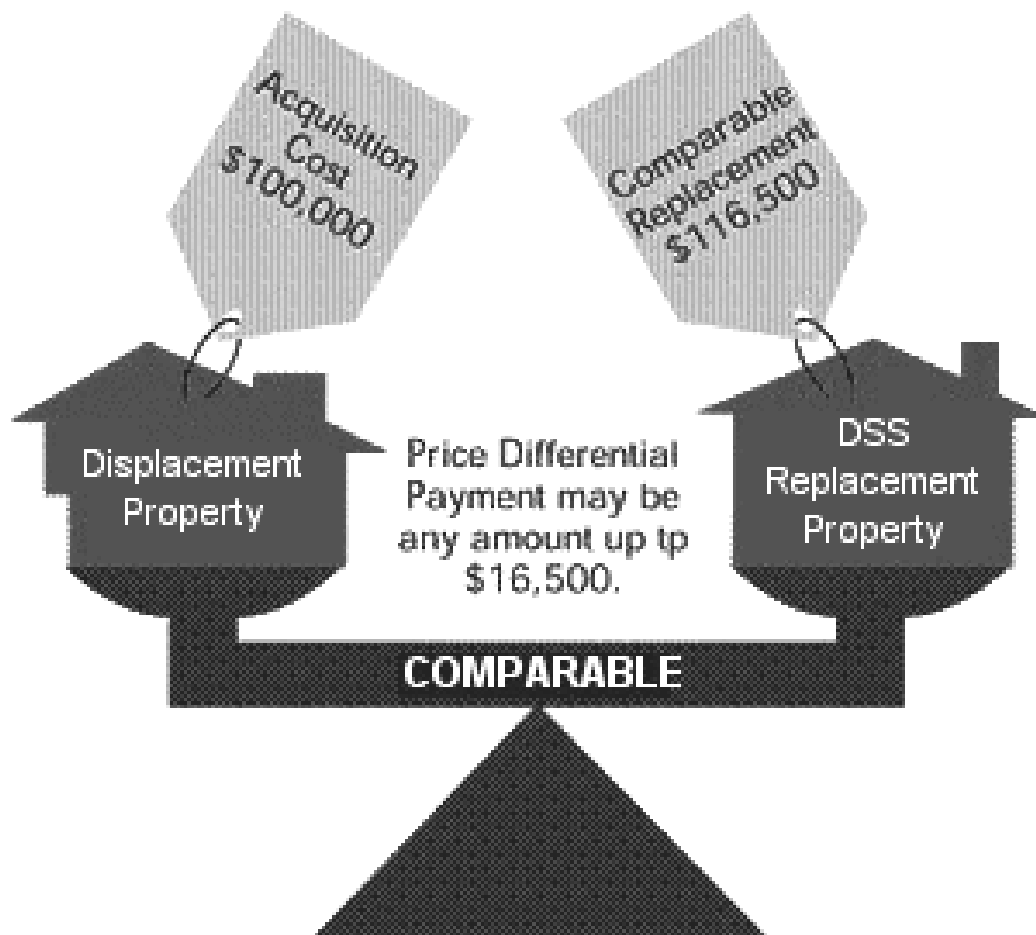
Example of a Price Differential Computation

Example A: Assume the Agency purchases your property for \$100,000. After a thorough study of available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost \$116,500. If you purchase a DSS replacement property for \$116,500, you will be eligible for a price differential payment of \$16,500.

Example B: If you purchase a DSS replacement property costing more than \$116,500, you pay the difference as shown in Example B.

Example C: If your purchase price is less than \$116,500, the price differential payment will be based on your actual cost.

Agency Computation of Maximum Price Differential Payment	Cost of Comparable Replacement Acquisition Price of Your Property Maximum Price Differential Payment	\$ 116,500 - 100,000 \$ 16,500
Example A	Actual Cost of Replacement Property (Same Purchase Price as Comparable) Acquisition Price of Your Property Price Differential Payment	\$116,500 - 100,000 \$ 16,500
Example B	Actual Cost of Replacement Property Acquisition Price of Your Property Difference Price Differential Payment You Are Responsible for This Amount	\$ 125,000 - 100,000 \$ 25,000 \$ 16,500 \$ 8,500
Example C	Actual Cost of Replacement Property Acquisition Price of Your Property Price Differential Payment Payment is Based on Actual Cost	\$ 114,000 - 100,000 \$ 14,000



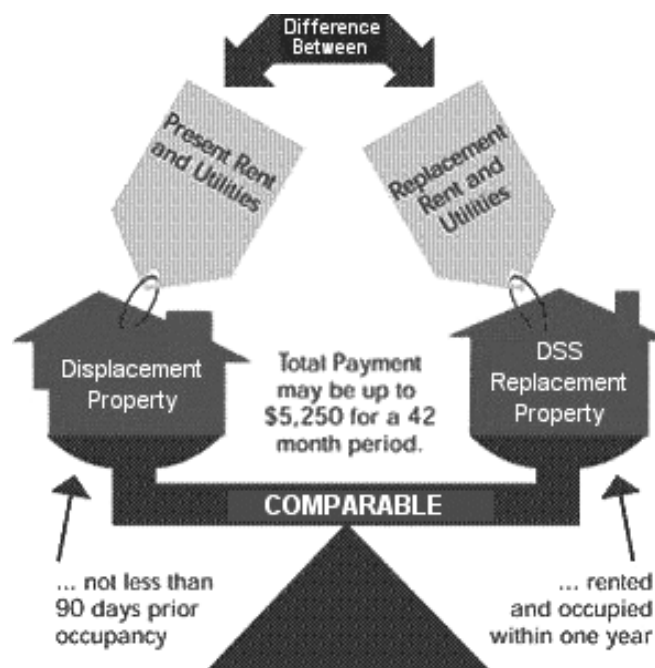
Replacement Housing - Rental Assistance
180-Day Owners Who Elect to Rent

A rental computation will be computed based on a determination of the fair market rent for the acquired dwelling compared to a comparable rental dwelling available on the market. The difference will be multiplied by 42. In no instance will the rental assistance payment exceed the amount the owner would have received as a price differential.

For Owner Occupants and Tenants of 90 Days or More

Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment. To be eligible for a rental assistance payment, tenants and owners must have been in occupancy at least 90 days immediately preceding initiation of negotiations for the property. This payment is designed to enable you to rent a comparable DS&S replacement dwelling for a 42-month period. If you choose to rent a replacement dwelling and the cost of rent and utilities are higher than you were paying, you may be eligible for a rental assistance payment. The Agency will determine the maximum payment you may be eligible to receive in accordance with established procedures. The rental assistance payment is paid in a lump sum unless the Agency determines that the payment should be in installments. You must rent and occupy a DSS replacement dwelling within one year to be eligible.

Example: Assume you have been paying \$500 per month rent for the dwelling unit occupied by you and purchased by the Agency. You also pay \$150 per month for utilities (electricity, gas, other heating and cooking fuels, water, and sewer). The rental assistance payment computation always includes the cost of basic utilities (electricity, gas, other heating and cooking fuels, water, and sewer), as well as the cost of rent. If rent includes utilities, a separate computation is not necessary. After a study of the rental market, the Agency determines that a replacement rental unit, that is DSS and comparable to your unit, is available for \$600 per month. It is estimated that average monthly utility costs for the replacement unit will be \$175 per month. The maximum rental assistance payment you can receive is \$125 per month for a 42-month period, or a total of \$5,250.



Example A: If you select a DSS replacement dwelling unit that rents for \$650 per month plus \$175 for utilities, despite the availability of comparable DSS replacement rental units that rent for \$600 per month plus \$175 for utilities, you will receive the maximum amount computed by the Agency, or \$5,250. You will be required to pay the additional \$50 per month yourself.

Example B: If you select a DSS replacement dwelling unit that rents for more than your present unit, but less than the amount determined by the Agency as necessary to rent a comparable unit, your payment will be based on actual cost. For example, assume you select a replacement dwelling unit that rents for \$575 per month plus \$165 for utilities. On the basis of actual cost, you will be eligible for a payment of \$90 per month for 42 months, or \$3,780.

Agency Computation of Maximum Rental Assistance Payment	Rent You are Currently Paying	\$ 500
	Plus Cost for Utilities You are Paying	+ 150
		<u>\$ 650</u>
	Rent for a Comparable DSS Dwelling	\$ 600
	Estimated Cost for Utilities	+ 175
		<u>\$ 775</u>
	Difference (\$775-650=\$125) x 42 months	\$ 5250
	Maximum Rental Assistance Payment	\$ 5250
Example A	Actual Rent for DSS Replacement Property	\$ 650
	Plus Estimated Cost for Utilities	+ 175
		<u>\$ 825</u>
	Difference (\$825-650=\$175) x 42 months	\$ 7350
	Rental Assistance Payment	\$ 5250
Example B	Actual Rent for DSS Replacement Property	\$ 575
	Plus Estimated Cost for Utilities	+ 165
		<u>\$ 740</u>
	Difference (\$740-650=\$90) x 42 months	\$ 3780
	Rental Assistance Payment	\$ 3780

Replacement Housing - Down Payment **Owner Occupants of 90 to 179 Days and Tenants of 90 Days or More**

Owner occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a down payment and incidental expenses. The Agency will determine the maximum down payment you may be eligible to receive based on its computation for a rental assistance payment. However, the payment for a displaced owner occupant shall not exceed the amount they would receive as a 180-day owner for the same property.

To be eligible for the full amount of the down payment assistance payment, the entire payment must be used to purchase a DSS replacement dwelling. The payment may be utilized for a down payment toward the purchase price and/or eligible incidental expenses. Incidental expenses include the reasonable costs of title search, recording fees, and certain other closing costs but do not include prepaid expenses such as real estate taxes and property insurance. You may be eligible for the reimbursement of loan origination or loan assumption fees if such fees are normal to real estate transactions in your area and do not represent prepaid interest. The combined amount of the down payment and incidental expenses cannot exceed the amount the Agency computed as your maximum rental assistance payment. The agency representative will explain how the Agency determines the maximum down payment assistance payment.

DSS REMINDER

It is very important to remember that the replacement dwelling you select must meet the basic DSS standard. Do not execute a sales contract or a lease agreement until a representative from the Agency has inspected and certified in writing that the dwelling you propose to purchase or rent meets the DSS standard. Please do not jeopardize your replacement housing payment by moving into a substandard dwelling.

Fair Housing Laws

Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968 set forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. These Acts and Executive Order 11063 make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin. Whenever possible, a minority person shall be given reasonable opportunity to relocate to a DSS replacement dwelling which is not located in an area of minority concentration that is within their financial means. This does not require an Agency to provide a displaced person with a larger payment than is necessary to enable the person to relocate to a comparable replacement dwelling.

SECTION 3 - BUSINESS, FARMS, AND NONPROFIT ORGANIZATIONS

Moving Cost Reimbursement

Owners or tenants may be paid on the basis of actual, reasonable moving costs and related expenses or, under certain circumstances, a fixed payment. Actual, reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself. Related expenses, such as personal property losses, expenses in finding a replacement site, and reestablishment expenses may also be reimbursable.

You must provide the Agency with an inventory of the personal property to be moved and advance notice of the approximate date of the move, unless the Agency specifically tells you these notices are not necessary. If you elect to be moved by a professional mover, the agency will secure bids and provide you with an eligibility letter for the amount of the selected bid. The Agency has the right to inspect the personal property at the displacement and replacement sites, and to monitor the move.

Actual Cost Move

You may be paid the actual, reasonable and necessary cost of your move when the move is performed by a professional mover or when you elect to move yourself, however, all your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment and other personal property. Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may be reimbursable. The agency representative will provide you with a complete explanation of reimbursable expenses.

Estimated Cost Move

If you agree to take full responsibility for all or part of the move of your operation, the Agency may approve a payment not to exceed the lower of two acceptable bids or estimates obtained by the Agency from qualified moving firms, moving consultants, or a qualified Agency staff employee. A low cost or uncomplicated move may be based on a single bid or estimate at the Agency's discretion. The advantage of this moving option is that it relieves you from documenting all moving expenses because the payment is limited to the amount of the lowest acceptable bid or estimate.

Direct Loss of Tangible Personal Property

Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment is based on the lesser of the value of the item for continued use at the displacement site less the proceeds from its sale, or the estimated cost of moving the item. The agency representative will explain this procedure in detail if this is a consideration for you.

Low Value High Bulk Property

If an Agency considers a personal property item to be of low value and high bulk, and moving costs are disproportionate to its value (such as minerals, metals, rock, or topsoil), the allowable moving cost payment shall not exceed the lesser of the amount which would be received if the property were sold at the site, or, the replacement cost of a comparable quantity delivered to the new business location.

Searching Expenses for Replacement Property

Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual, reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; and other expenses determined to be reasonable and necessary by the Agency.

Fees paid to real estate agents or brokers to locate a replacement site may be reimbursed, exclusive of any commissions or fees related to the purchase of the site. Commissions and fees related to the purchase of a replacement site are not eligible relocation expenses and will not be reimbursed.

Related Eligible Expenses

In addition to the moving expenses listed above, costs for these items may be reimbursed if the Agency determines they are actual, reasonable, and necessary

- Connection to available nearby utilities from the right-of-way to improvements at the replacement site.

- Professional services to determine a sites' suitability for the displaced person's operation.
- Impact fees or one time assessments for heavy utility usage as determined necessary by the Agency.

Please discuss this with your agency representative before incurring these costs to assure that they are reimbursable.

Reestablishment Expenses

A small business, farm, or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site. To qualify, the business, farm, or nonprofit organization must not have more than 500 employees working at the site who will be displaced by a program or project. Reestablishment expenses may include, but are not limited to:

- Repairs or improvements to the replacement real property required by Federal, State, and local laws, codes or ordinances.
- Modifications to the replacement real property to make the structure(s) suitable for the operation.
- Construction and installation costs of exterior advertising signs.
- Redecoration or replacement such as painting, wallpapering, paneling, and carpeting when required by the condition of the replacement site.
- Advertising the replacement location.
- Estimated increased costs of operation at the replacement site during the first two years for items such as: lease or rental charges; personal or real property taxes; insurance premiums; utility charges (excluding impact fees).
- Other items that the Agency considers essential for reestablishment.

Fixed Payment For Actual Moving Expenses (In Lieu Payment)

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 nor more than \$20,000. For a business to be eligible for a fixed payment, the Agency must determine the following:

- Business owns or rents personal property that must be moved due to the displacement.
- Business cannot be relocated without a substantial loss of its existing patronage.
- Business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity which are under the same ownership and are not being displaced by the Agency.
- Business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified. If you are interested in a fixed payment, please consult your agency representative for additional information.

Computation of Your Fixed Payment

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it was displaced, or a two-year period deemed more representative by the Agency. You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

Fixed Payment Example

2003	2004	2005
Annual Net Earnings \$16,500	Annual Net Earnings \$18,500	Year Displaced
Average annual net earnings $\$16,500 + \$18,500 = \$35,000 / 2 = \$17,500$ Fixed Payment = \$17,500		

Project Office

The Agency may establish a relocation office near the project. Project relocation offices are usually open during hours convenient to persons being displaced, including evening hours when necessary. If the Agency opens a project office, the staff will be happy to assist you, answer questions, and will maintain various types of information.

Relocation Payments Are Not Considered To Be Income

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code. No relocation payment received will be considered income for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

Right To Appeal

Any aggrieved person may file a written appeal with the head of the Agency if the person believes the Agency has failed to properly determine his or her eligibility for relocation assistance advisory services, or the amount of a relocation payment. If you have a grievance, you will be given a prompt and full opportunity to be heard. You will also have the right to be represented by legal counsel or other representative in connection with the appeal, but solely at your own expense.

The Agency will promptly review your appeal and consider all pertinent justification and information available to ensure a fair and full review. The Agency will provide you with a written determination as well as an explanation of the decision. If you are still dissatisfied with the relief granted, the Agency will advise you of your right to seek judicial review of the Agency decision.

An alien not lawfully present in the United States shall not be eligible to receive relocation payments or any other assistance provided under 49 CFR Part 24.

The information is provided to assist you in understanding the requirements that must be met by agencies, and your rights and obligations. If you have any questions, contact your agency representative.

NOTICE: Relocation Assistance payments cannot be made until the property is acquired by the Agency.*

*In rare cases a Notice of Intent to Acquire may be issued which would allow payment of relocation benefits in advance of acquisition.

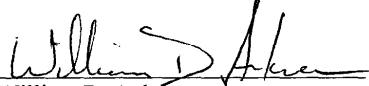
Title VI Plan

Policy Statement

The Louisiana Department of Transportation and Development (LADOTD) assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. LADOTD assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event LADOTD distributes federal aid funds to another governmental entity, LADOTD will include Title VI language in all written agreements and will monitor for compliance.

LADOTD will be responsible for initiating and monitoring Title VI activities, preparing required reports and other LADOTD responsibilities as required by 23 Code of Federal Regulation, (CFR), 200 and 49 Code of Federal Regulation 21.

 3/17/08
Date
William D. Ankner
Secretary, Louisiana Department of
Transportation and Development

Authorities

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (please refer to 23 CFR 200.9 and 49 CFR 21).

Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, subrecipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S. 557] March 22, 1988).

Additional Authorities and Citations Include:

Title VI of the Civil Rights Act of 1964, 42 United States Code 2000d to 2000-4; 42 United States Code 4601 to 4655; 23 United States Code 109(h); 23 United States Code 324; Department of Transportation Order 1050.2; Executive Order 12250; Executive Order 12898; 28 Code of Federal Regulations 50.3

LADOTD Title VI Notice to Public

LADOTD hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, national origin or disability/handicap be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which LADOTD receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the LADOTD. Any such complaint must be in writing and filed with the LADOTD Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the Compliance Programs Office by calling (225) 379-1382

Non-discrimination Complaint Procedures for Federally Assisted Programs or Activities

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by LADOTD as to sub-recipients, consultants, and contractors.

Intimidation or retaliation of any kind is prohibited by law. The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel for complaints alleging discrimination.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Specialist may be utilized for resolution.

Procedure

1. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the LADOTD's Compliance Programs Office. A formal complaint must be filed within 180 calendar days of the alleged occurrence.
2. Upon receipt of the complaint, CPO will determine its jurisdiction, acceptability, need for additional information, and investigative merit of the complaint. In cases where the complaint is against one of LADOTD's sub-recipients of federal highway funds, the Department will assume the jurisdiction and will investigate and adjudicate the case.
3. Once CPO decides to accept the complaint for investigation, the complainant and the respondent will be notified in writing of such determination within five calendar days. The complaint will then be logged in CPO's records identifying its basis, the race, color, national origin and gender of the complainant.

4. In cases where LADOTD assumes the investigation of the complaint, CPO will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days to furnish CPO his/her response to the allegations.
5. Within 50 calendar days of receipt of the complaint, the LADOTD's investigator* will prepare an investigative report for the Compliance Programs Director. The report shall include a narrative description of the incident, identification of persons interviewed, findings and recommendations for disposition. *This can be the Program Area Title VI Liaison or LADOTD's Title VI Specialist.
6. Once LADOTD investigative report becomes final, the parties will be properly notified of the outcome and appeal rights.
7. LADOTD's investigative report and a copy of the complaint will be forwarded to FHWA, within 60 calendar days of the receipt of the complaint.
8. If the complainant is not satisfied with the results of the investigation, s/he shall be advised of their rights to appeal LADOTD's determination to the FHWA — Louisiana Regional Office, USDOT or USDOJ. Appeals must be filed within 180 days after LADOTD's final resolution. Unless new facts not previously considered come to light, reconsideration of LADOTD's determination will not be available.
9. LADOTD will serve as appealing forum to a complainant that is not satisfied with the outcome of an investigation conducted by a LADOTD sub-recipient. LADOTD will analyze the facts of the case and will issue its conclusion to the appellant within 60 days of the receipt of the appeal.

Louisiana Department of Transportation and Development

Title VI Discrimination Complaint Form

Name	Phone	Name of Person(s) Who Discriminated Against you.
Address (Street No., P.O. Box, Etc.)		Location and Position of Person (If known)
City, State, Zip		City, State, Zip
Discrimination Because Of: <input type="checkbox"/> Race/Color <input type="checkbox"/> Sex <input type="checkbox"/> Disability <input type="checkbox"/> Age <input type="checkbox"/> National Origin <input type="checkbox"/> Retaliation		Date of Alleged Incident
<p>Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved and witnessed the discrimination. Be sure to include how other persons were treated differently than you. Attach any written material pertaining to your case.</p>		
Signature		Date

Please return this form to: **Compliance Programs Office**
P.O. Box 94245
Baton Rouge, LA 70804-9245

Telephone Number: (225) 379-1382
Fax Number: (225) 379-1865

APPENDIX L
Conceptual Stage Relocation Plan

November 22, 2011

CONCEPTUAL STAGE RELOCATION PLAN

STATE PROJECT NO. 700-94-0003
F.A.P. NO. HPI-69-01(001)
US 171 – I-20
ROUTE I-69
Desoto, Caddo & Bossier PARISHES

The proposed project will displace an estimated thirty (30) families with an average number of four (4) members. Indications are that all displaced families are of low-medium to medium income range and that no displaced families are of a minority race. It is believed that all families estimated to be displaced, with the exception of possibly two (2), are owner- occupants. Estimated values of the residences range from \$40,000 to \$ 700,000 with the average being \$150,000. Twenty (21) of the thirty (30) families occupy mobile homes of which fourteen 14 are double wides and only replacement sites should be required. Four (4) residences are of wood frame construction while five (5) are brick veneer. All except two residences appear to be well maintained and it is believed that all meet decent, safe, and sanitary standards. It is believed that at least 2 of the mobile home may not be movable at this time. It is estimated that one ranch/farm business will be displaced.

The proposed project will be new alignment and there should be no divisive or disruptive effect on the community. There should be no impact on the neighborhoods or housing where the relocations are likely to take place, as historically the majority of displacees in rural or semi-rural areas choose to relocate on their remainder properties or in the general area displacement.

There is no replacement housing available in the general area. However, as some of owner-occupants will relocate on their remainders or in the general area of displacement. It is estimated that at least 10% of the residential owner-occupants have remainders of sufficient size on which to relocate. Also note that in this rural setting all displacees have out building most of which can be moved at a cost. Several have large barns with substantial contents. Nearly all mobile homes have large porches and carports that will also need to be moved. A recent survey in nearby areas along the project revealed that mobile home lots are averaging \$15,000 to \$20,000 per acre. A recent survey in nearby areas revealed three (3) homes for sale in the \$75,000 to \$150,000 range and three (3) homes for sale in the \$150,000 to \$200,000 range. Consultations with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$100 to \$125 range.

Special or unusual conditions that have been identified include the Haynesville Shale Boom which has caused property values in this region to increase greatly in the past 2 years. No discussions have been held with local officials or community groups

regarding potential displacements, but none are anticipated at this time. As stated above, replacement housing is non-existent in the areas of displacement. However, we are quite certain, based on past experiences, that the great majority of owner-occupants being displaced will relocate on their remainder properties (retain and move back or construct new). Also, owner-occupants without sufficient sized remainders on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under our normal procedures. However, if it should become necessary, we would employ housing of last resort.

The estimated cost for relocation assistance is \$1,600,000.00.

There are no facilities which shall qualify for functional replacement.

ATTACHMENTS: Conceptual Stage Relocation Inventory
Conceptual Stage Replacement Property Inventory

APPENDIX M
Corridor Preservation
Memorandum of Agreement

MEMORANDUM OF AGREEMENT
for
CORRIDOR PRESERVATION
between the
FEDERAL HIGHWAY ADMINISTRATION,
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT,
and the
CADDO-BOSSIER PARISHES PORT COMMISSION

Whereas, the Federal Highway Administration (FHWA) has determined that the construction of a section of proposed Interstate Highway 69 (I-69) between US Highway 171 and Interstate 20, hereby referred to as the Project, is necessary to improve international and interstate trade in accordance with national and state goals; facilitate economic development in accordance with state, regional, and local policies; and extend the Interstate highway system consistent with national, state, regional, and local needs; and

Whereas, the FHWA is responsible for compliance with the National Environmental Policy Act (NEPA) and its implementing regulations (23 CFR §771) for Federal-Aid transportation projects throughout the State of Louisiana along with other authorities such as Executive Orders; and

Whereas, the Louisiana Department of Transportation and Development (DOTD) administers federally assisted transportation projects throughout the State of Louisiana as authorized by Title 23 U.S.C.; and

Whereas, the FHWA has determined that federal-aid highway transportation projects it funds within the State of Louisiana are components of a federally assisted state highway program carried out by the DOTD; and

Whereas, the Project is identified as Federal Aid Project No. HPI-69-1(001) and State Project No. 700-94-0003; and

Whereas, the Caddo-Bossier Parishes Port Commission (Commission) was created by constitutional amendment by Act 504 of 1962, Louisiana Constitution Article VI, §32 (1921) which was continued as a statute, Louisiana Revised Statute 34:3158 through 3165 after the 1974 Constitution was adopted; and

Whereas, the Commission has the authority to sell, lease, or otherwise dispose of all or any part of property owned by the Commission; and

Whereas, the representatives of the FHWA and the DOTD have engaged in discussions with the Northwest Louisiana Council of Governments, Transportation Policy Committee, the decision-making body for all Metropolitan Planning Organization (MPO) matters, of which the Commission is a member, as part of the NEPA process, to identify a preliminary highway alignment that best balances the Project's stated purpose and need with the anticipated overall environmental impacts; and

Whereas, the MPO unanimously passed a January 20, 2004 resolution supporting a preliminary highway alignment through the Port of Shreveport-Bossier as providing for growth and development of the cities of Shreveport, Bossier City, Haughton, and Stonewall, Louisiana, and also providing enhanced access to the Port of Shreveport-Bossier; and

Whereas, the FHWA and the DOTD must acquire rights-of-way for the Project; and

Whereas, the Commission understands that the use of unimproved land is more desirable than improved land; and

Whereas, the Commission understands the importance of corridor preservation in providing for Project rights-of-way; and

Whereas, the Commission understands that funds exist to complete the NEPA process, and that, at this time, neither Federal nor State funds have been allocated for final design, rights-of-way acquisition, or construction of the Project.

Therefore, the FHWA, the DOTD, and the Commission do hereby acknowledge that preserving the Commission land, in an unimproved state, along the route of the alignment ultimately selected is important to the Project and agree to the following:

1. The FHWA and the DOTD will submit a Preferred Alignment recommendation for an alignment passing through lands owned by the Commission to the Federal cooperating agencies involved in the project for their review and concurrence. These agencies include the US Army Corps of Engineers, Vicksburg District, the US Environmental Protection Agency, the US Fish and Wildlife Service, and the US Coast Guard, Eighth Coast Guard District.
2. Upon Federal cooperating agency concurrence, the DOTD will prepare a Draft Environmental Impact Statement (EIS) identifying the Preferred Alignment.
3. The Preferred Alignment will be subject to public, local officials, resource agency, and Native American tribe review during the public hearing and comment period on the Draft EIS.
4. The DOTD will revise the Draft EIS Preferred Alignment, if appropriate, based on the comments received. The DOTD will prepare a Final EIS, identifying the revised alignment as the Selected Alignment.
5. The Selected Alignment will be subject to public, local officials, resource agency, and Native American tribe review during the comment period on the Final EIS.
6. The DOTD will revise the Final EIS Selected Alignment, if appropriate, based on the comments received. The DOTD will prepare a Record of Decision (ROD) for FHWA execution, identifying the revised alignment as the Selected Alignment. FHWA will execute the ROD finalizing alignment selection and completing the NEPA process.

7. The Commission shall neither develop nor improve Commission property within the anticipated rights-of-way limits of the Preferred or Selected Alignment.
8. Until such time that the DOTD acquires Project rights-of-way, the Commission shall coordinate all development within 100 feet of the construction limits of the Preferred or Selected Alignment with the DOTD to prevent unintentional encroachments.
9. Rights-of-way acquisition shall be made in accordance with the Uniform Relocation Assistance Act and Real Property Acquisition Policies Act of 1970, as amended (42 USC §4601 et seq.). The DOTD will acquire the required rights-of-way from the Commission upon completion of approved right-of-way plans, allocation of Federal and State funds for rights-of-way acquisition, and the advancement of a staged construction sequence that includes the Commission lands.
10. This Memorandum of Agreement shall bind future Commission land acquisitions along the route of the Preferred or Selected Alignment as if the Commission had previously owned the land.

Public Purpose. The parties hereby stipulate and agree that the benefits to be provided under the terms of this Memorandum of Agreement are provided solely for the public purposes set forth herein and that such public purposes are in accordance with provisions of applicable Local, State, and Federal law.

Amendments and Termination. Any party to this Memorandum of Agreement may request that it be amended, whereupon the parties shall consult to consider such amendment.

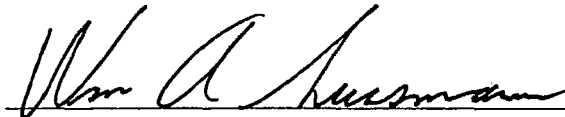
Neither the FHWA nor the DOTD can guarantee that the preliminary highway alignment preferred by the public, local officials, resource agency, and Native American tribes and ultimately selected by the FHWA at the conclusion of the NEPA process will pass through Commission property. In the event that the Selected Alignment does not pass through Commission property, the Memorandum of Agreement shall terminate upon execution of the ROD.

In the event of termination, or the development/improvement of Commission property within the anticipated right-of-way limits of the Preferred or Selected Alignment, the FHWA may decide to select another preliminary highway alignment that was fully evaluated in the approved Final Environmental Impact Statement for the Project, but not identified as the Selected Alignment, consistent with 23 CFR §771 Parts 127(b) and 130(b)(2).

Severability. In the event any one or more of the provisions contained in this agreement shall for any reason, be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not effect any other provision thereof and this agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

Signatory Warranty. The undersigned signatories represent and warrant that each has full and complete authority to enter into this Memorandum of Agreement on behalf of their organizations. These representations and warranties are made for the purpose of inducing the parties to enter into this agreement.

FEDERAL HIGHWAY ADMINISTRATION

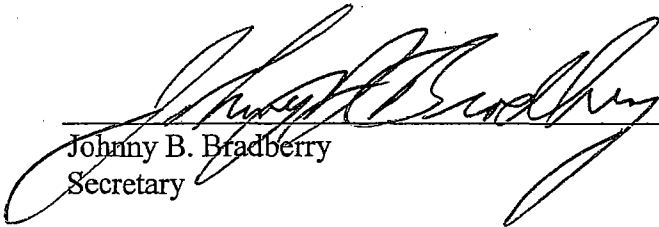


William A. Sussmann
Division Administrator

3/25/04

Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

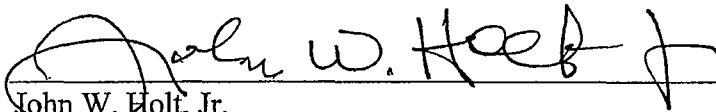


Johnny B. Bradberry
Secretary

3/20/04

Date

CADDO-BOSSIER PARISHES PORT COMMISSION



John W. Holt, Jr.
Executive Port Director

3/10/04

Date

**RESOLUTION ADOPTED BY THE
CADDO-BOSSIER PARISHES PORT COMMISSION**

At a regular meeting of the Caddo-Bossier Parishes Port Commission d/b/a the Port of Shreveport-Bossier (hereinafter referred to as the "Port"), held on the 15th day of July, 2004 in Caddo Parish, Louisiana, duly called and convened, a quorum being present, the following Resolution was offered and unanimously adopted by the Commissioners representing at least two-thirds of the total membership of the Commission:

WHEREAS, the Louisiana Department of Transportation and Development (LA DOTD) in working with the Federal Highway Administration (FHWA) has requested that the Caddo-Bossier Parishes Port Commission enter into a Memorandum of Agreement (MOA) regarding the preferred I-69 Corridor preservation and transfer; and

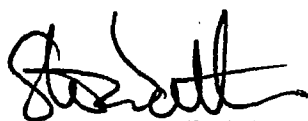
WHEREAS, the Northwest Louisiana Council of Government, with the Port as a member, has endorsed and supported the preferred I-69 alignment through the Port of Shreveport-Bossier; and

WHEREAS, LA DOTD has encouraged the Port to enter into a Memorandum of Agreement (MOA) with the LA DOTD and FHWA for the preferred alignment for I-69 for corridor preservation; and

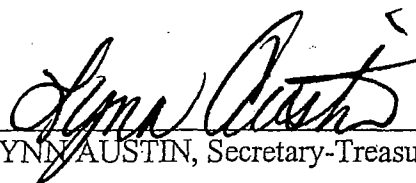
WHEREAS, the Caddo Parish Commission is in agreement with the MOA for the preferred alignment for I-69 corridor preservation; and

WHEREAS, the Port only makes one request that with our transfer of land at the appropriate time for this I-69 preferred alignment corridor preservation to LA DOTD that fair market value consideration be given to the State of Louisiana, DOTD, as local match dollars applicable to the federal dollar match for road construction.

NOW, THEREFORE, BE IT RESOLVED that the Caddo-Bossier Parishes Port Commission does hereby authorize their Executive Port Director to enter into a Memorandum of Agreement with LA DOTD and FHWA for the preferred alignment for I-69 corridor preservation.



STEVE WATKINS, President




LYNN AUSTIN, Secretary-Treasurer

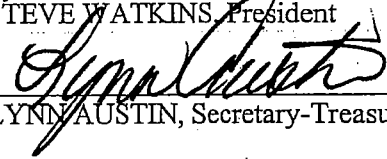
I HEREBY CERTIFY that the above and foregoing is a true and correct copy of the aforesaid Resolution, unanimously adopted by the members of the Caddo-Bossier Parishes Port Commission, d/b/a The Port of Shreveport-Bossier at a meeting duly and legally called, convened and held in Shreveport, Caddo Parish, Louisiana on the 15th day of July 2004 and the same has not been revoked or rescinded.

WITNESS MY SIGNATURE at Shreveport, Louisiana on this 15th day of July, 2004.

[SEAL]



STEVE WATKINS, President



LYNN AUSTIN, Secretary-Treasurer

APPENDIX N
COE Preliminary Jurisdictional Determination



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS

4155 CLAY STREET

VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

February 23, 2012

Operations Division

SUBJECT: Preliminary Jurisdictional Determination - Proposed I-69 Corridor (SIU-15), Bossier, Caddo, and DeSoto Parishes, Louisiana

Mr. Christopher G. Gesing, P.E.
Michael Baker Jr., Incorporated
Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108

Dear Mr. Gesing:

I refer to the additional information you submitted on November 3, 2011, in regards to completing a preliminary jurisdictional determination for the subject road alignment located in Bossier, Caddo, and DeSoto Parishes, Louisiana (enclosure 1).

Based upon the information provided, we have determined that there appears to be jurisdictional waters of the United States located on the property subject to regulation pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. The approximate extent of potential wetlands and other waters of the United States within the boundary of the subject property is depicted on the enclosed preliminary maps (enclosure 2). Please note that this determination is preliminary and does not constitute an approved jurisdictional determination. For your information, I am including a copy of our appeals form (enclosure 3).

Any work involving the discharge of dredged or fill material (land clearing, ditching, filling, leveeing, etc.) within jurisdictional waters, including wetlands, will require a Department of the Army Section 404 permit prior to beginning work. In addition, any work within the ordinary high water elevation of a navigable water of the United States (Red River and Bayou Pierre) will require a Department of the Army Section 10 permit. For your convenience, an application packet with instructions may be obtained at our official Regulatory Program webpage: <http://www.mvk.usace.army.mil/offices/od/odf/main.htm>. An application for the subject work should be submitted at least 90 to 120 days in advance of the proposed starting date. In order to expedite the evaluation process, please refer to identification no. MVK-2003-587 when submitting the application.

The Vicksburg District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete the Customer Service Survey found on our web site at <http://per2.nwp.usace.army.mil/survey.html>. If it is more convenient for you, please complete and return the enclosed postage-paid post card (enclosure 4).

If you have any questions, please contact Mr. Jared Everitt of this office, telephone (601) 631-7104, fax (601) 631-5459, or e-mail address: regulatory@usace.army.mil.

I am also furnishing a copy of this letter to Mr. Wayne Nguyen, Louisiana Department of Transportation and Development, 1201 Capitol Access Road, Room 504D, Baton Rouge, Louisiana 70802.


Sincerely,



Charles R. Allred, Jr.
Chief, Enforcement Section
Regulatory Branch

Enclosures

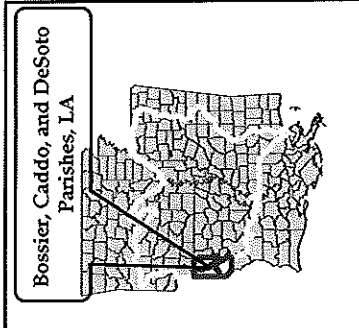
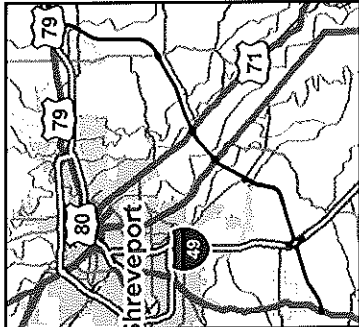
Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA

**US Army Corps
of Engineers**

**Regulatory
Branch**

**Enforcement
Section**



February 22, 2012

MVK-2003-587

Michael Baker Jr., Inc. and LDOT
Propose A Section of The I-69 Corridor,
Connect U.S. 171 to I-20. Project in
Bossier, Caddo, and DeSoto Parishes, LA

General
Location Map
Aerial Imagery: NAIP 2010
Map By Jared Everitt

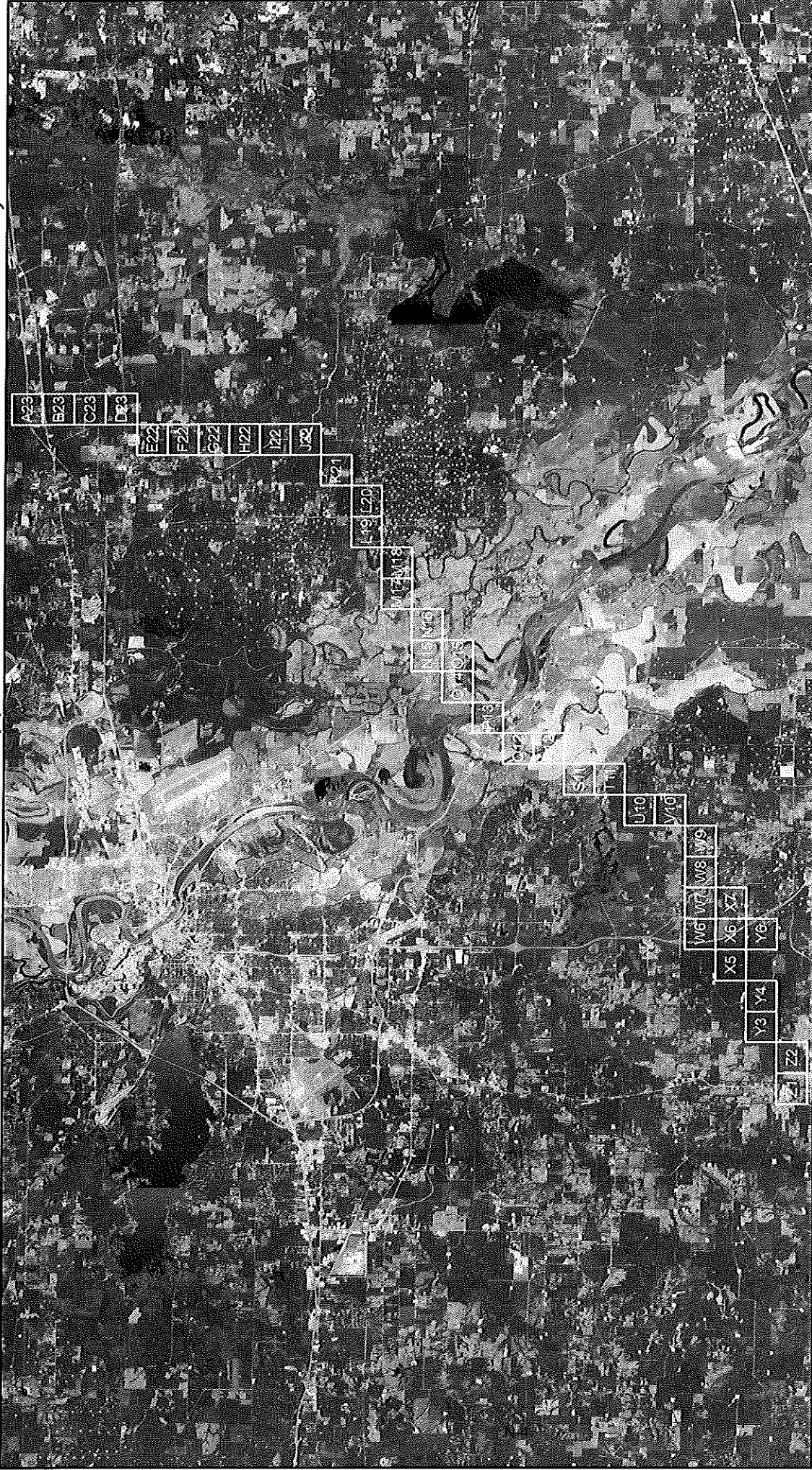
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□ Map References/Location

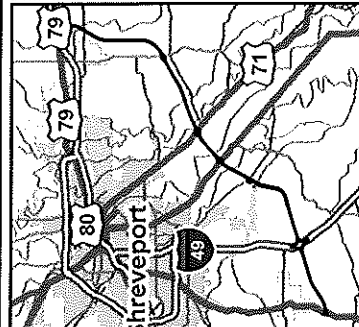
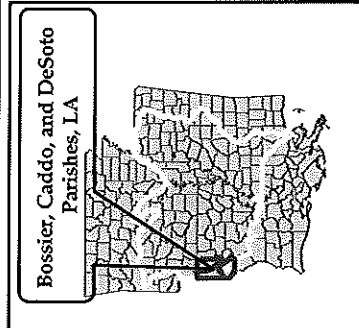
Enclosure 1

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



Legend
 Map References/Location

February 22, 2012
MVK-2003-587
 Michael Baker Jr., Inc. and LDOOT
 Propose A Section of The I-69 Corridor,
 Connect U.S. 171 to I-20. Project in
 Bossier, Caddo, and DeSoto Parishes, LA
 General
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 Aerial Imagery: NAIP 2010
 Map By Jared Everitt



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 Enforcement Section

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



Legend

- Project Boundary
- Wetlands
- Red River
- Other Waters

Enclosure 2

Site is Jurisdictional

February 23, 2012
MVK-2003-587

Michael Baker Jr., Inc. and LDOT
 Propose A Section of The I-69 Corridor,
 Connect U.S. 171 to I-20. Project in
 Bossier, Caddo, and DeSoto Parishes, LA

Preliminary
 Jurisdictional Determination
 Aerial Imagery: NAIP 2010
 Map By Jared Everitt

Bossier, Caddo, and DeSoto
 Parishes, LA

Legend

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US Army Corps of Engineers
 Regulatory Branch
 Enforcement Section

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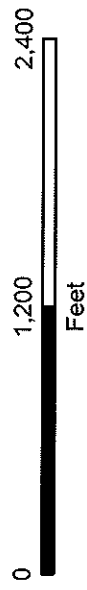
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Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



B23

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Legend

Project Boundary

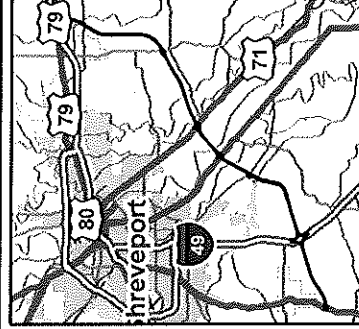
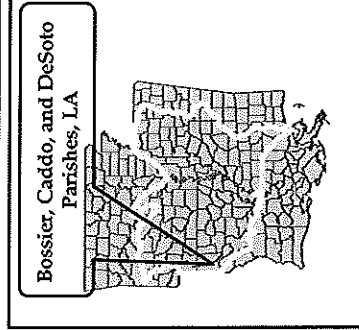
Wetlands

Red River

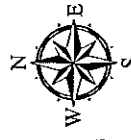
Other Waters

Enclosure 2

February 23, 2012
MVK-2003-587
 Michael Baker Jr., Inc. and LDOT
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Section**

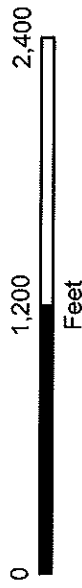
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Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA







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Legend

-  Project Boundary
-  Wetlands
-  Red River
-  Other Waters

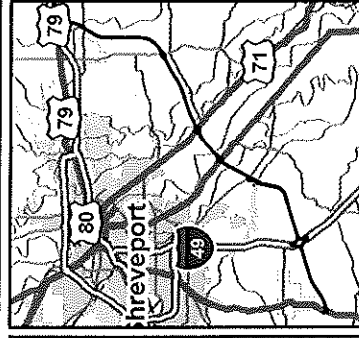
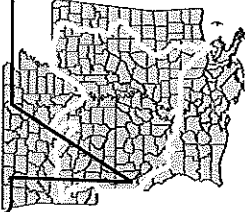
Enclosure 2

Site is Jurisdictional

February 23, 2012
MVK-2003-587

Michael Baker Jr., Inc. and LDOT
Propose A Section of The I-69 Corridor,
Connect U.S. 171 to I-20. Project in
Bossier, Caddo, and DeSoto Parishes, LA
Preliminary
Jurisdictional Determination
Aerial Imagery: NAIP 2010
Map By Jared Everitt

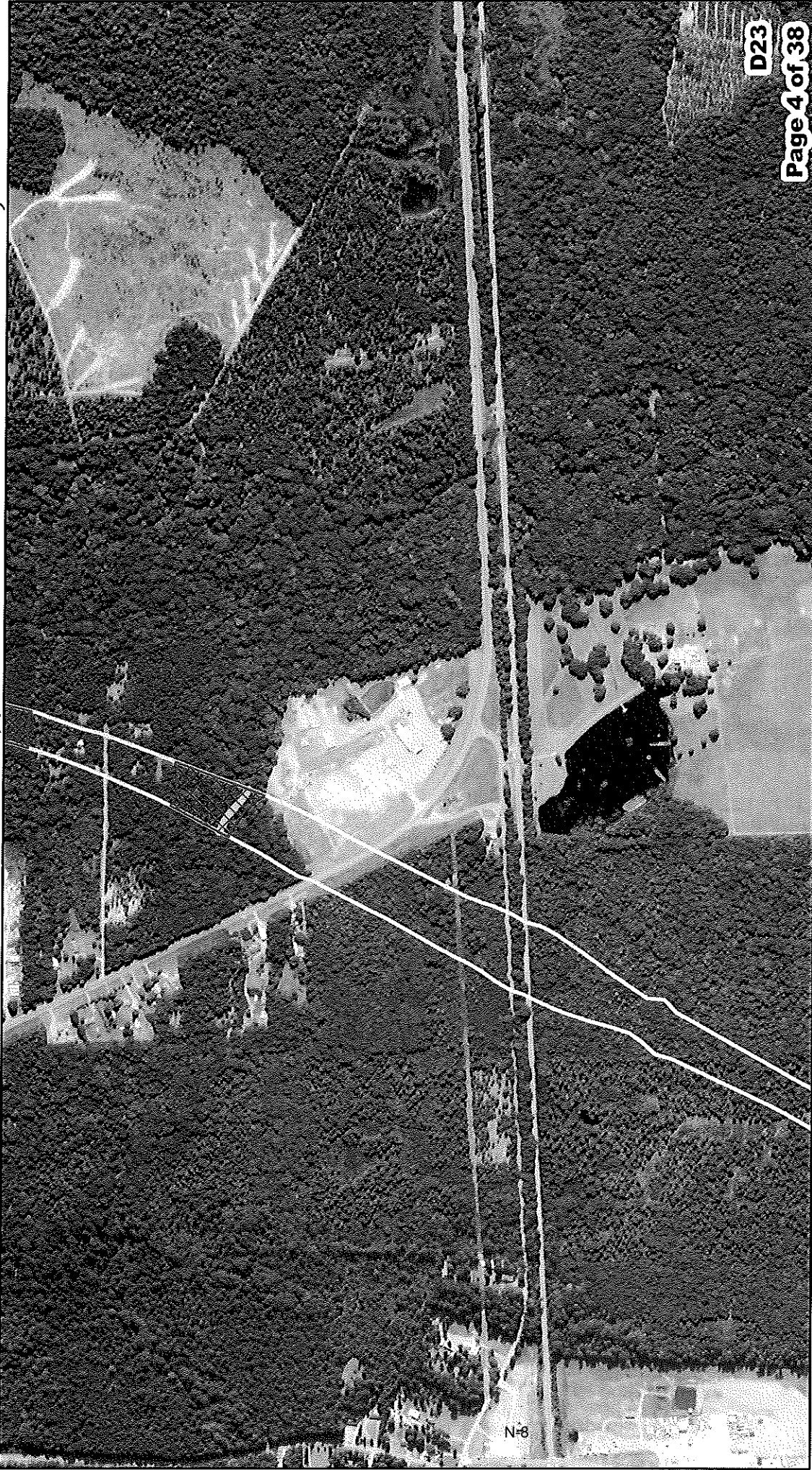
Bossier, Caddo, and DeSoto
Parishes, LA



**US Army Corps
of Engineers®**

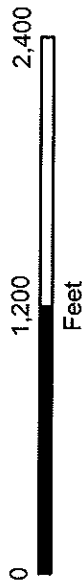
**Regulatory
Branch
Enforcement
Section**

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



D23

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Legend

-  Project Boundary
-  Wetlands
-  Red River
-  Other Waters

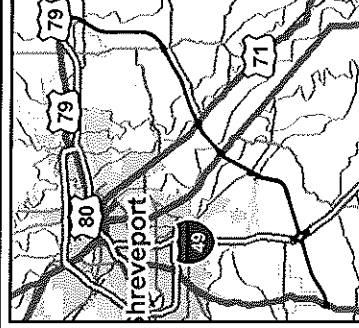
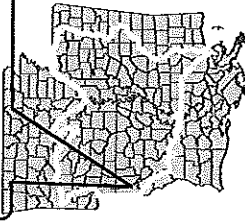
Enclosure 2

Site is Jurisdictional

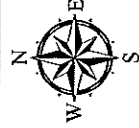
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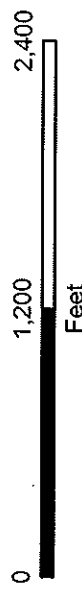
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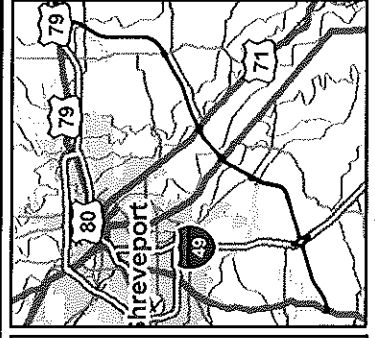
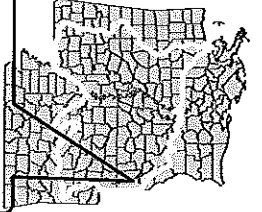
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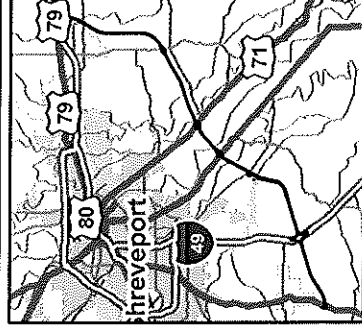
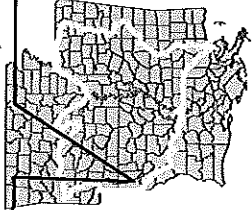
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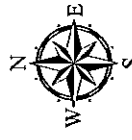
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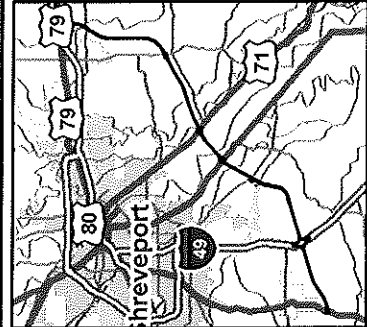
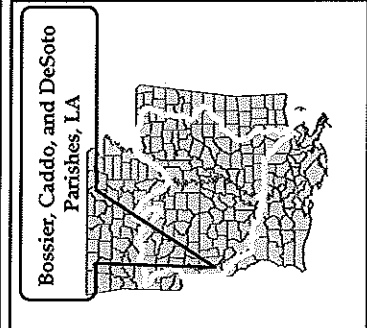
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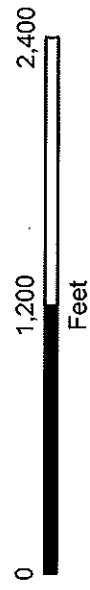
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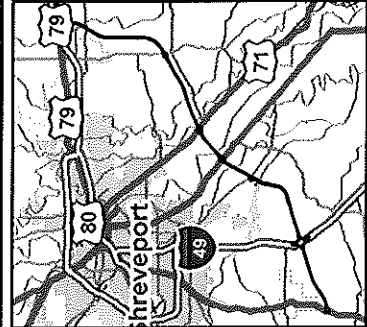
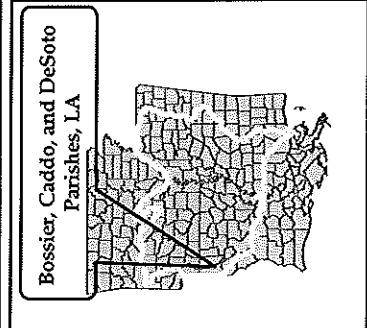
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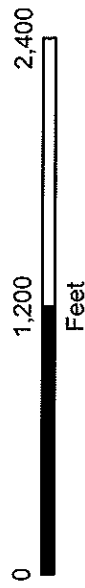
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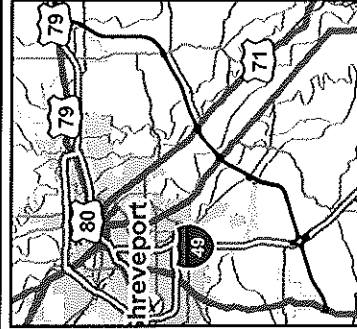
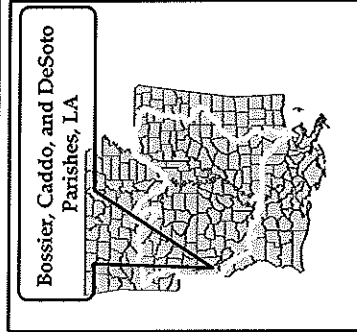
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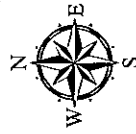
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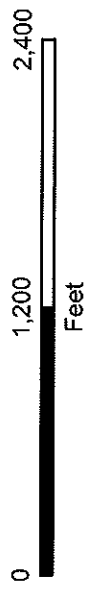
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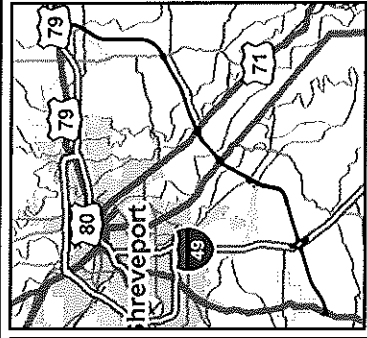
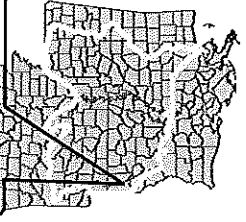
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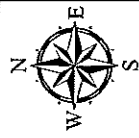
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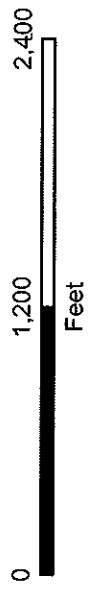


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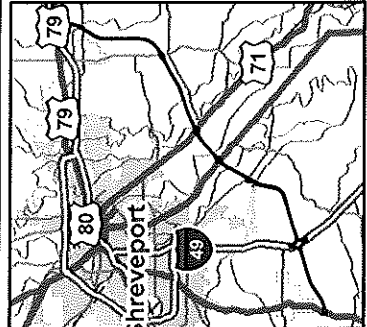
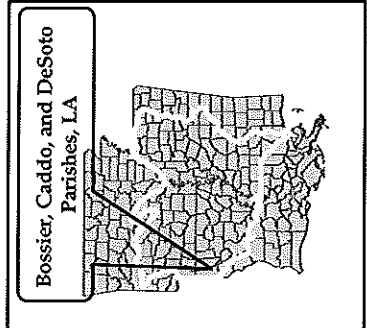


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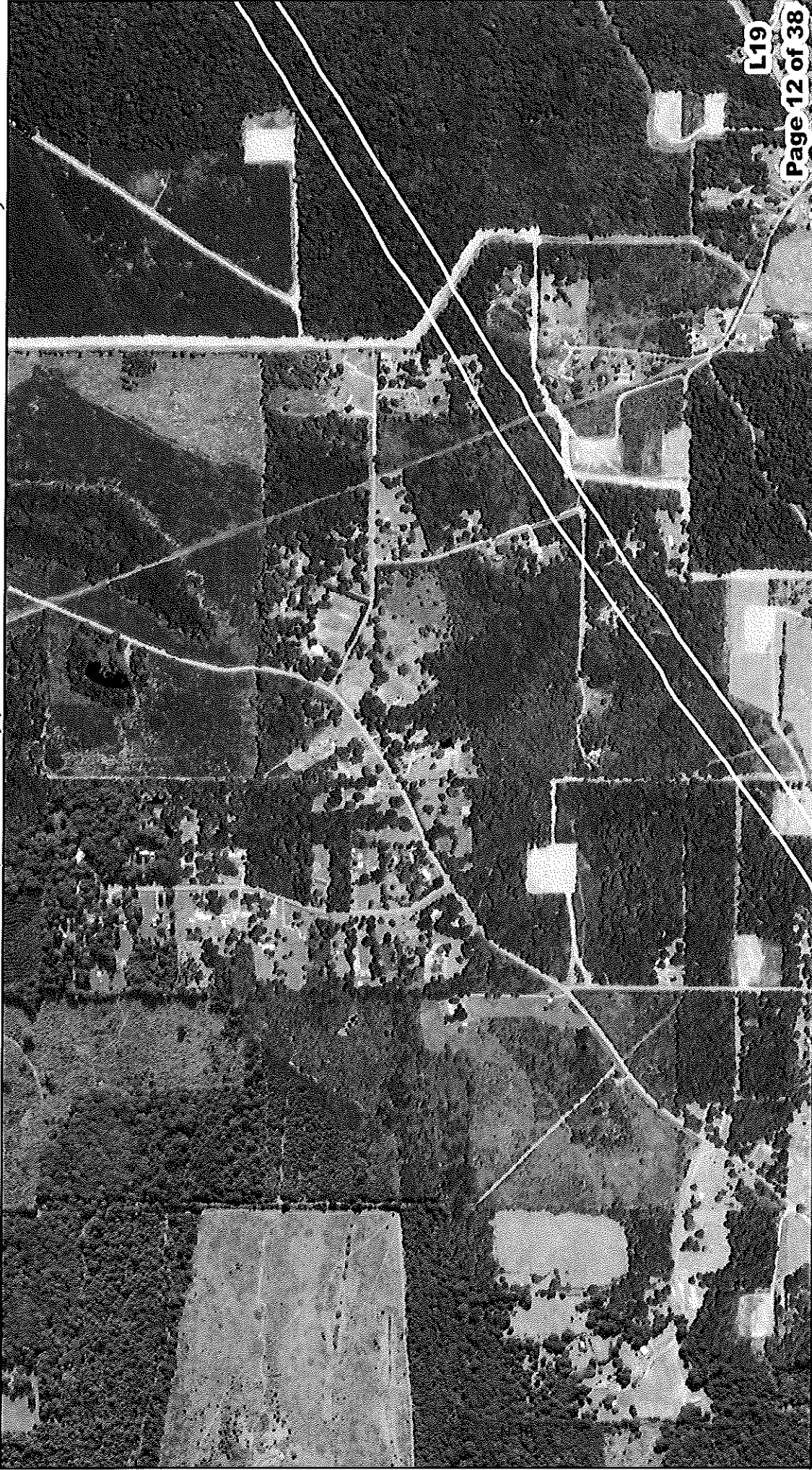
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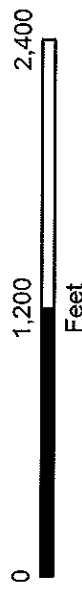
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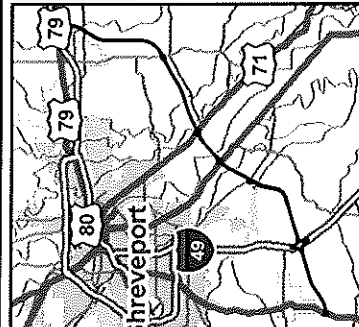
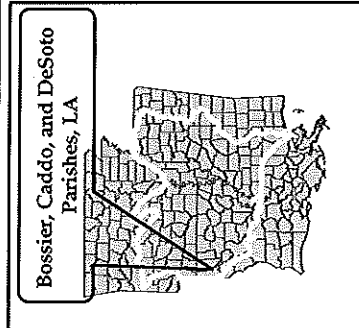

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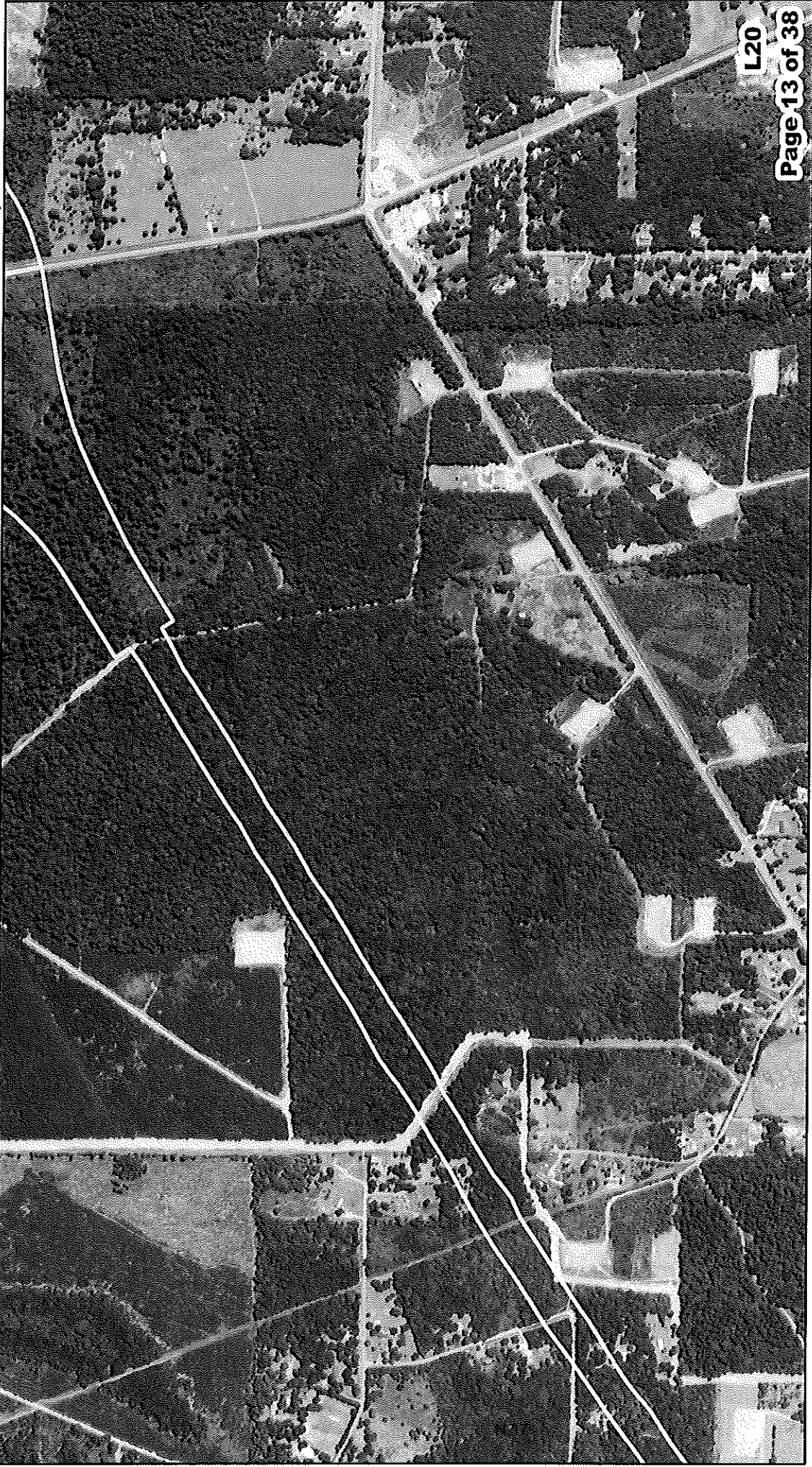



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



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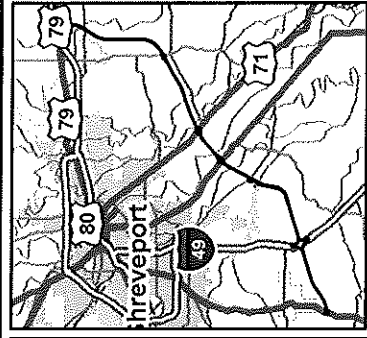
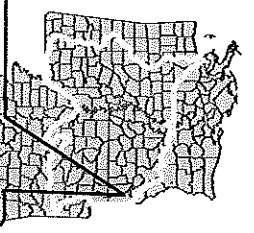
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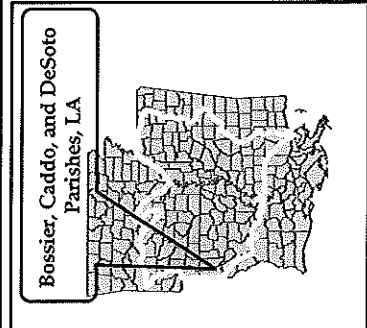
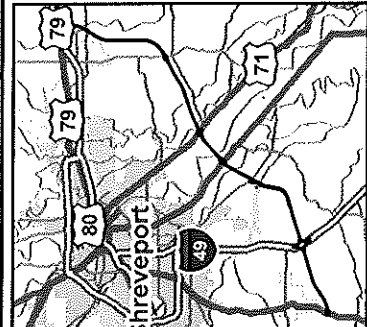


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0 1,200 2,400
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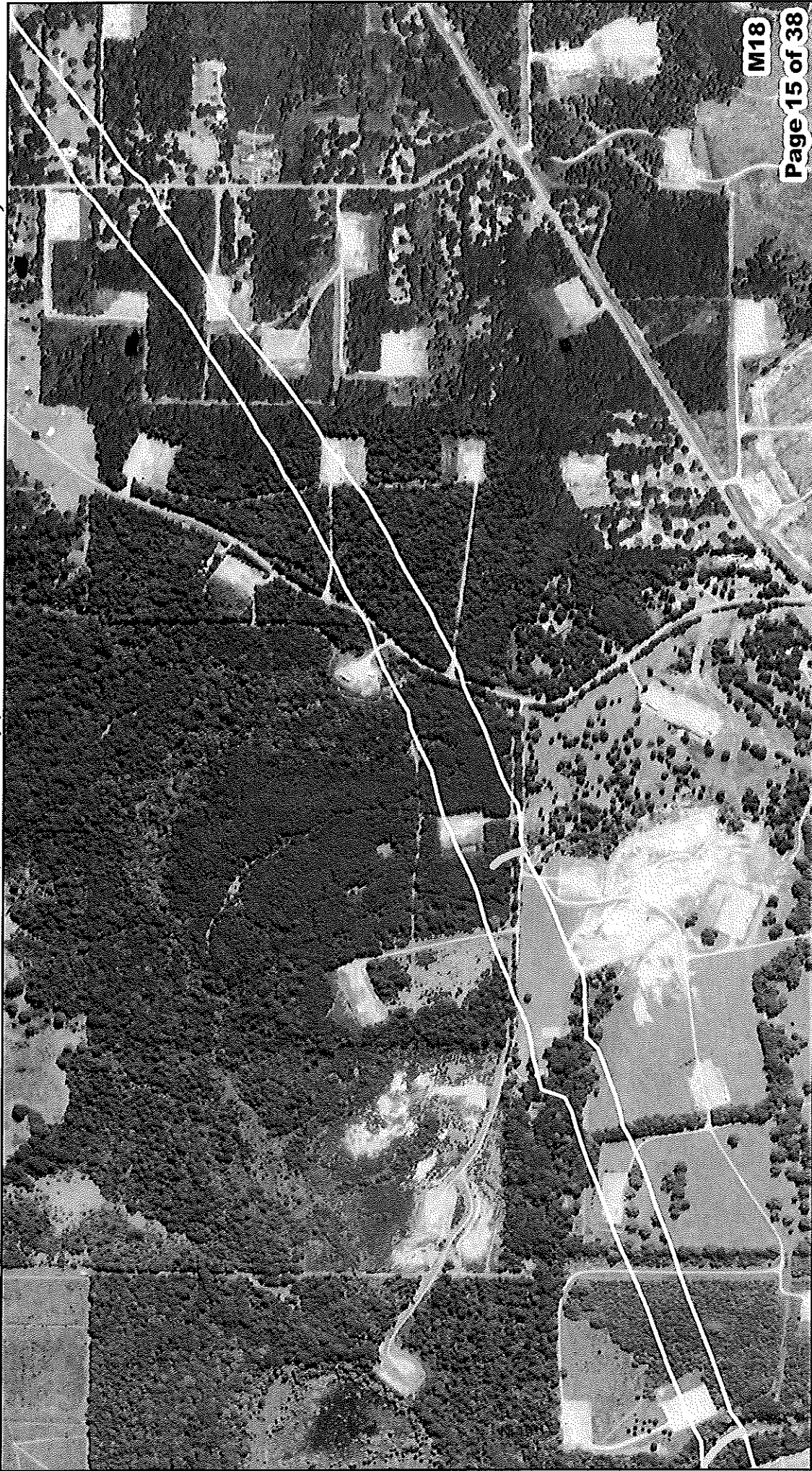
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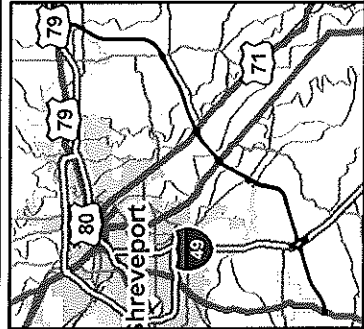
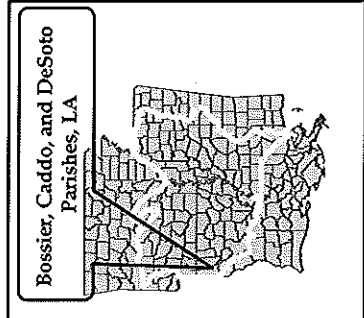
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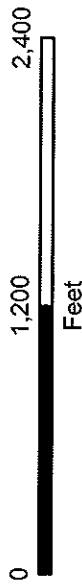
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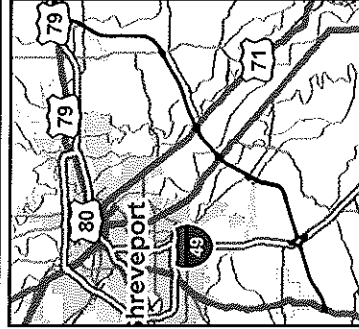
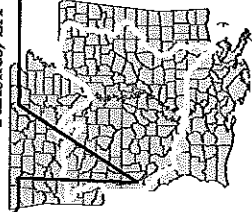
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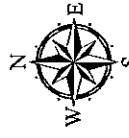
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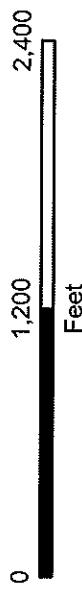
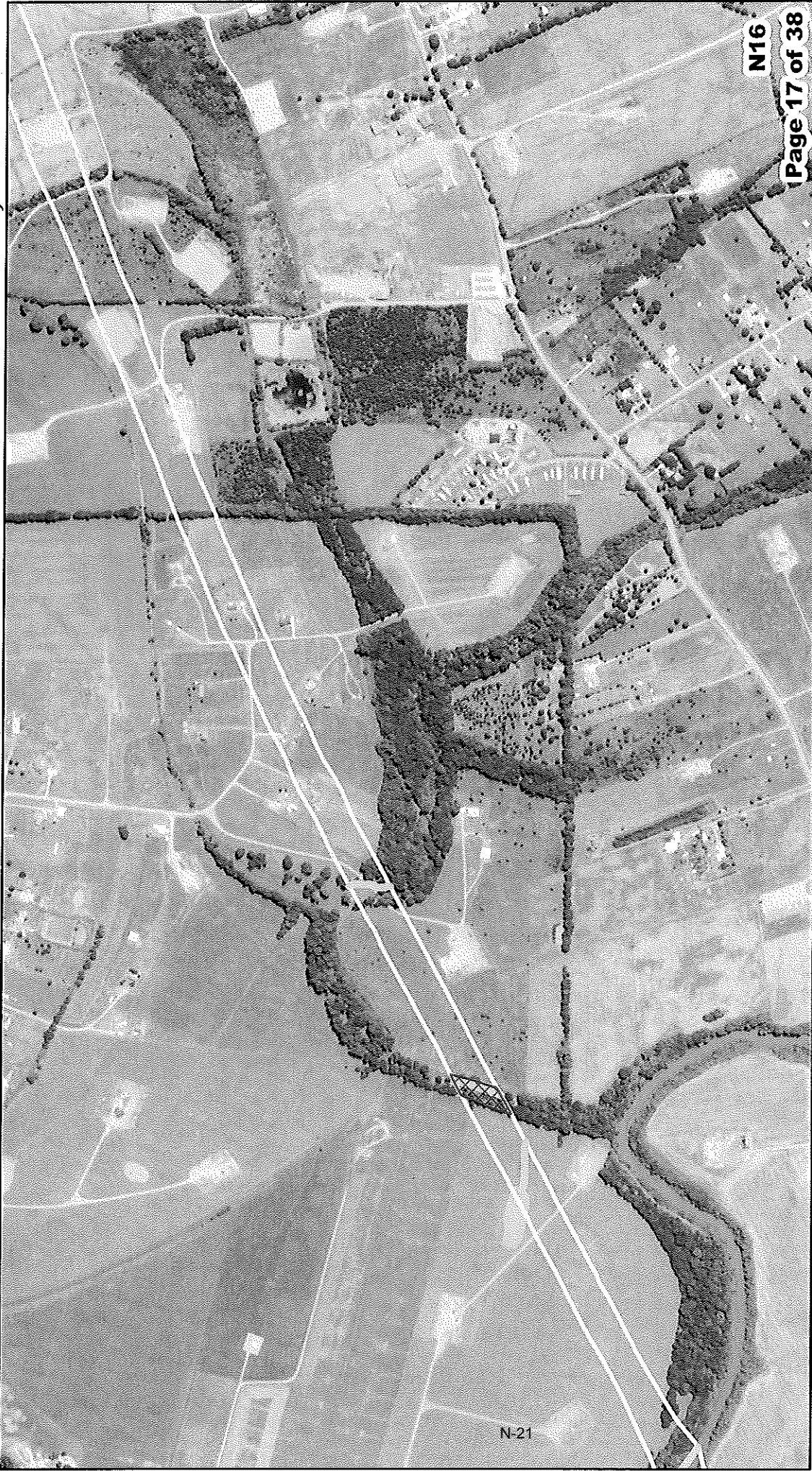


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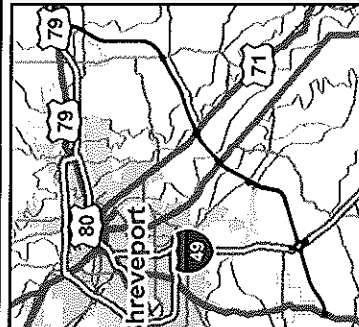
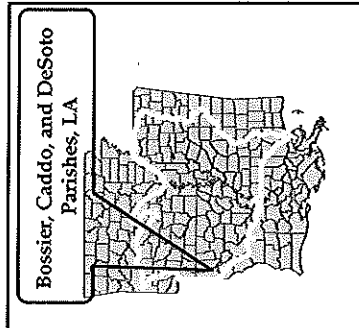


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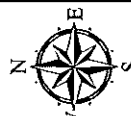
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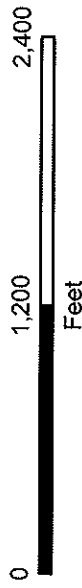


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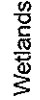
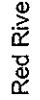
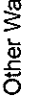


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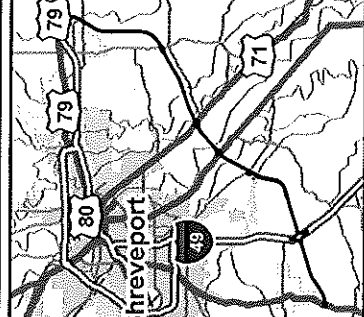
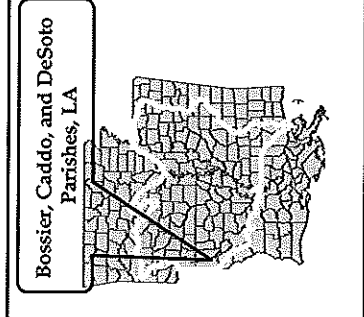
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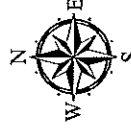
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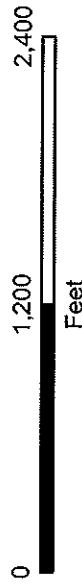
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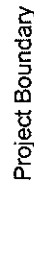
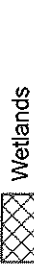
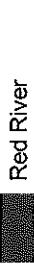
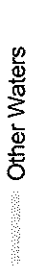


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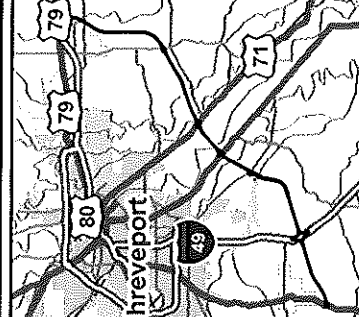
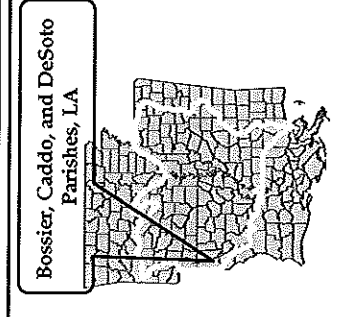

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Site is Jurisdictional

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




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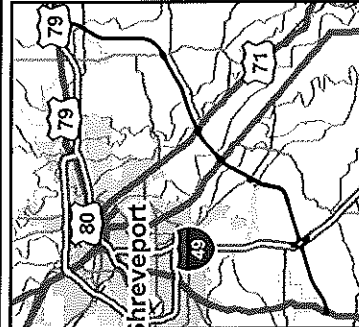
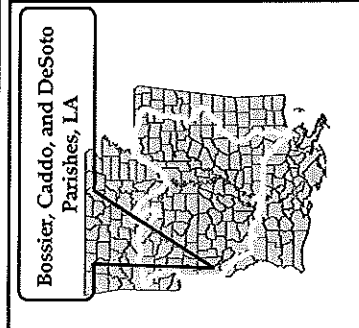
Legend

-  Project Boundary
-  Wetlands
-  Red River
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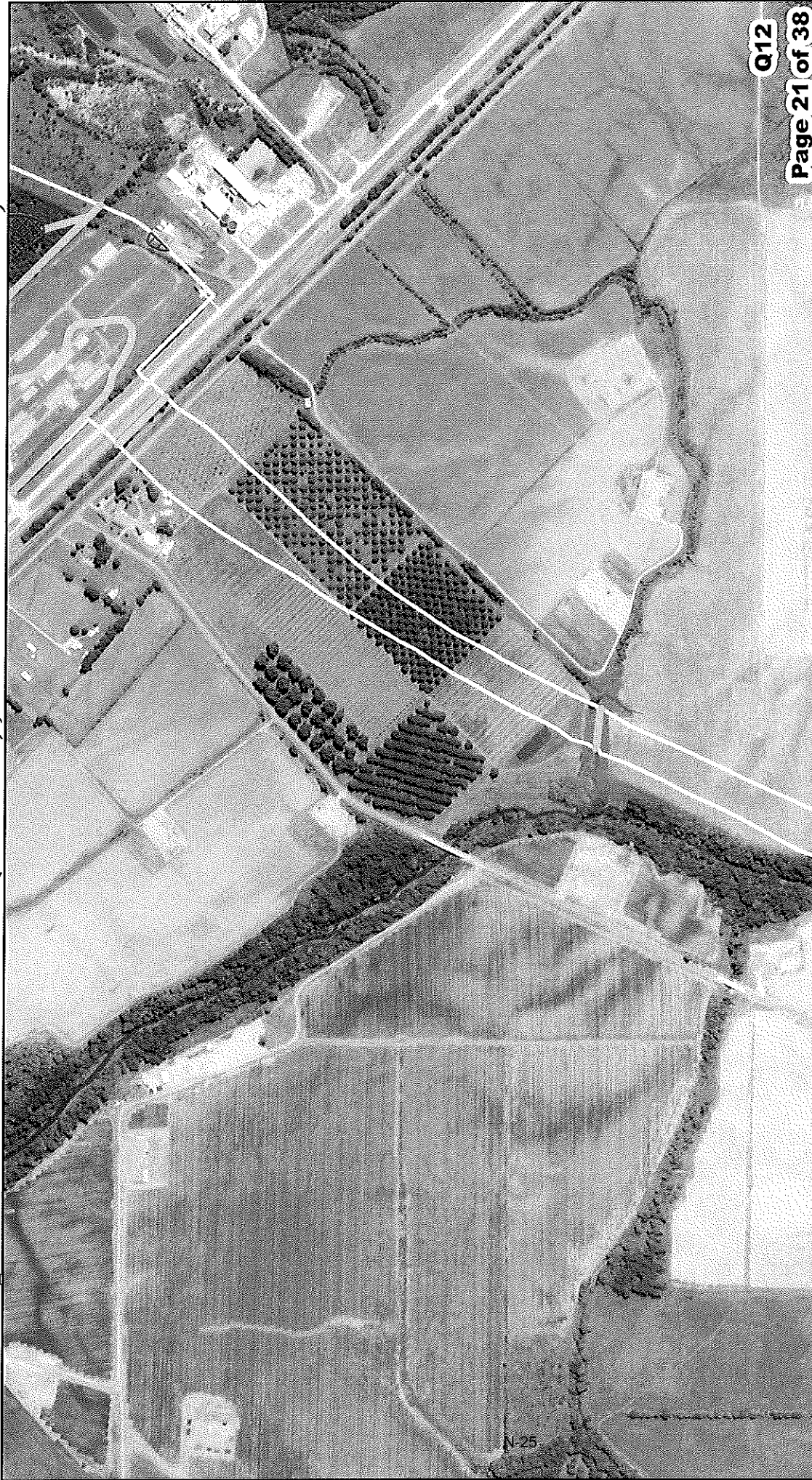
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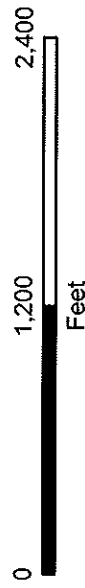
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Project Boundary

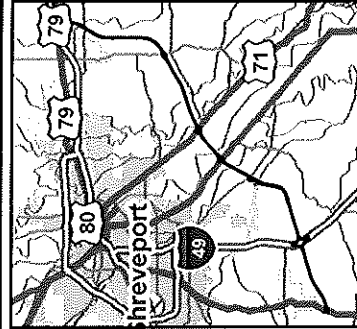
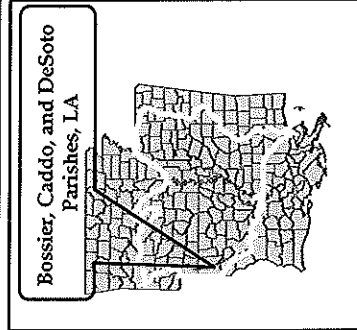
Wetlands

Red River

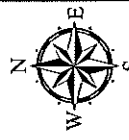
Other Waters

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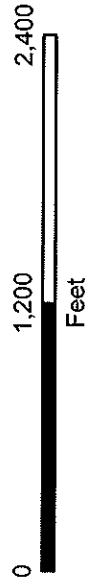
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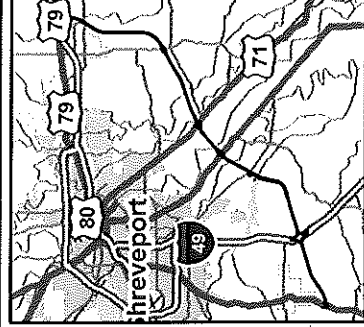
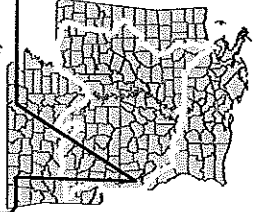
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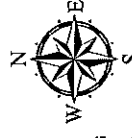
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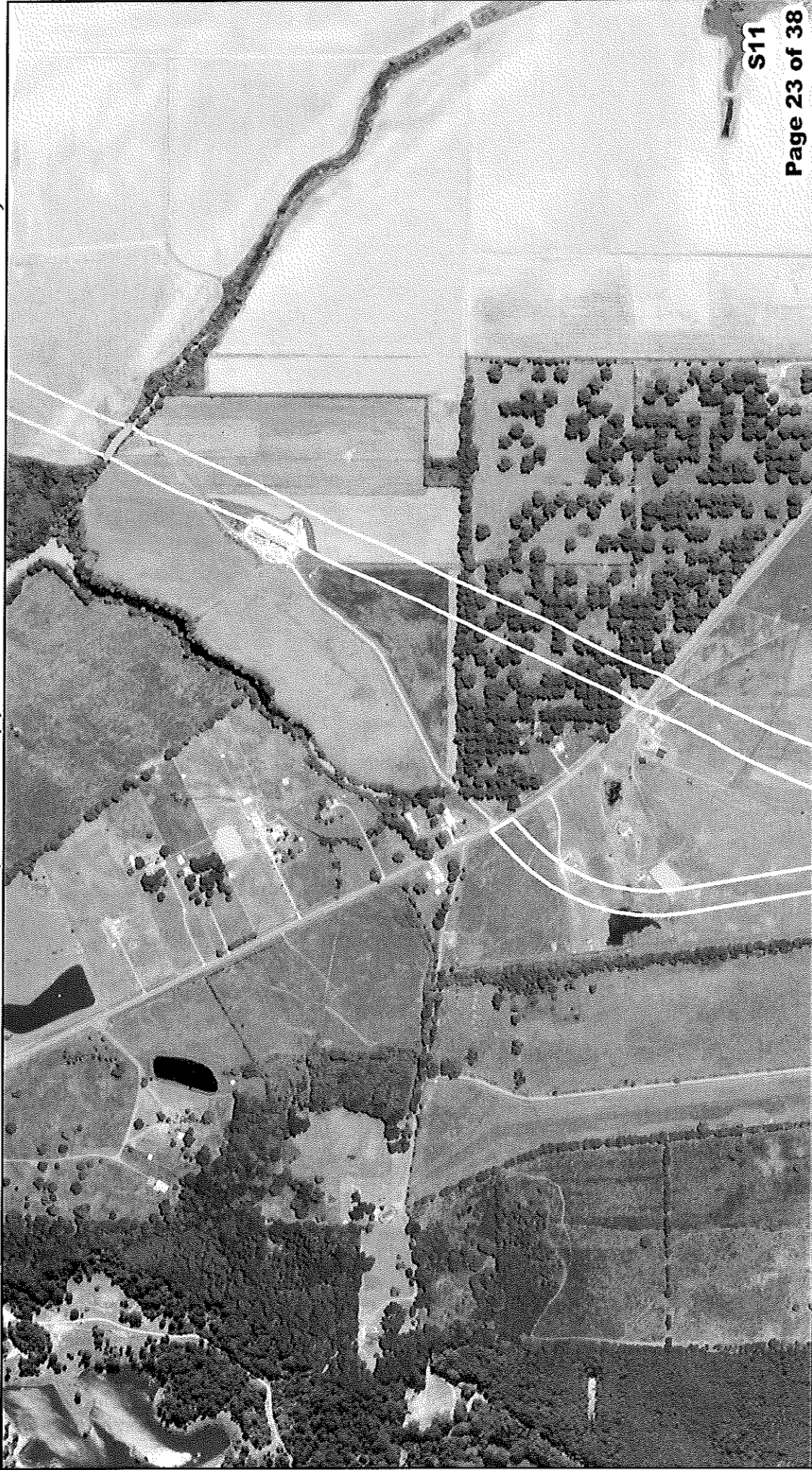


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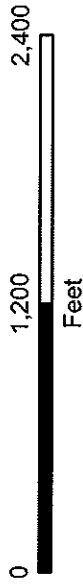
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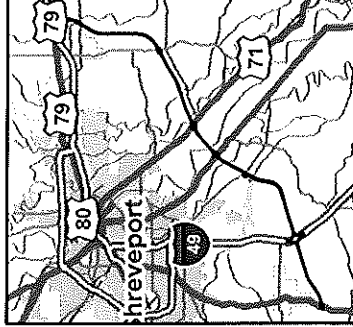
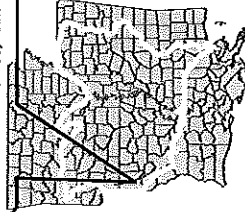
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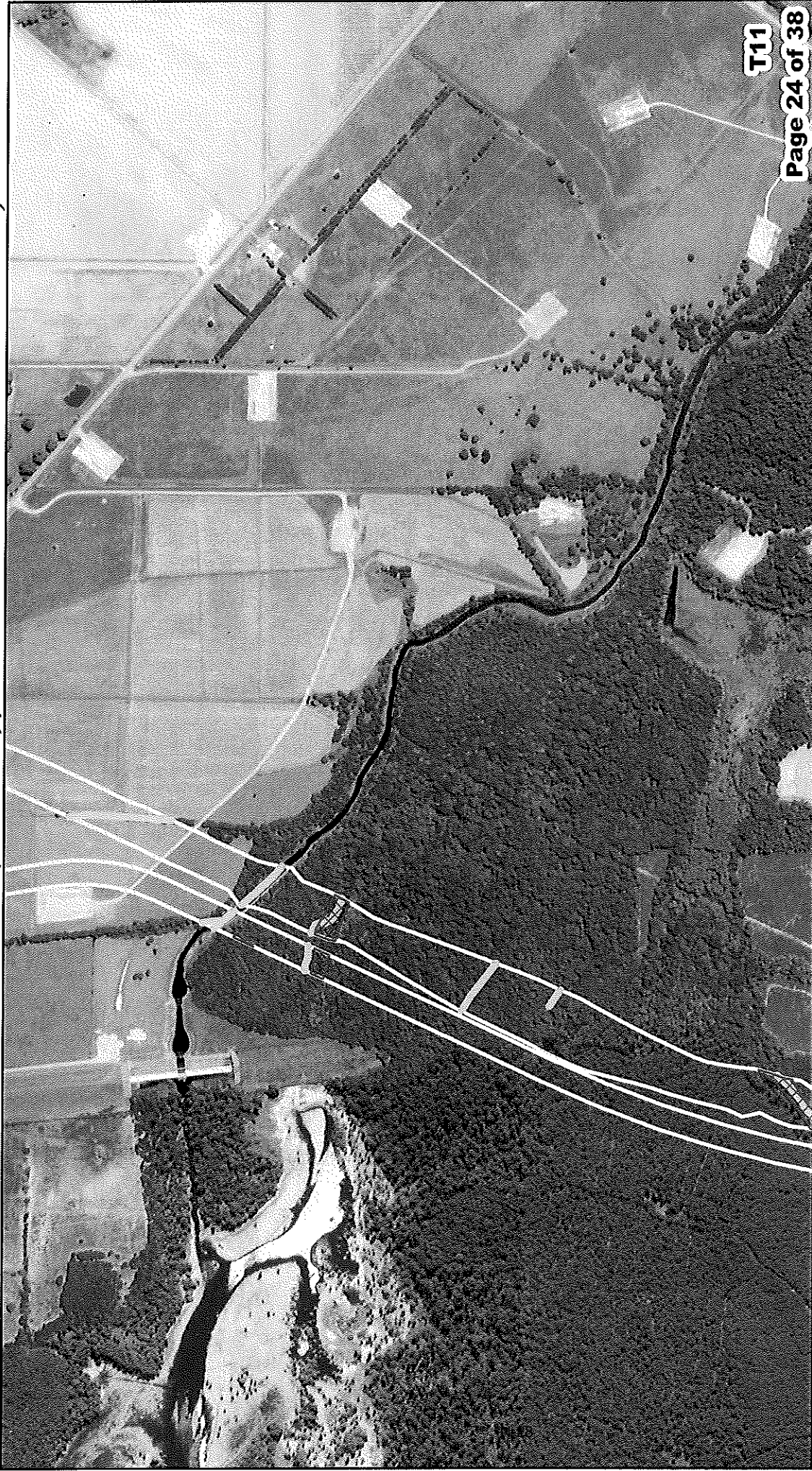
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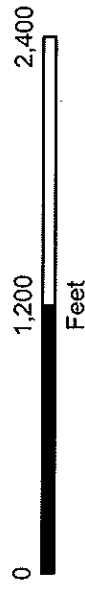
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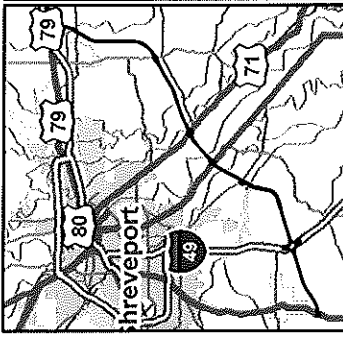
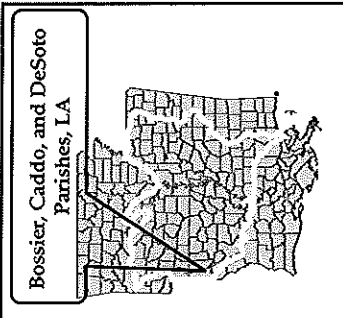
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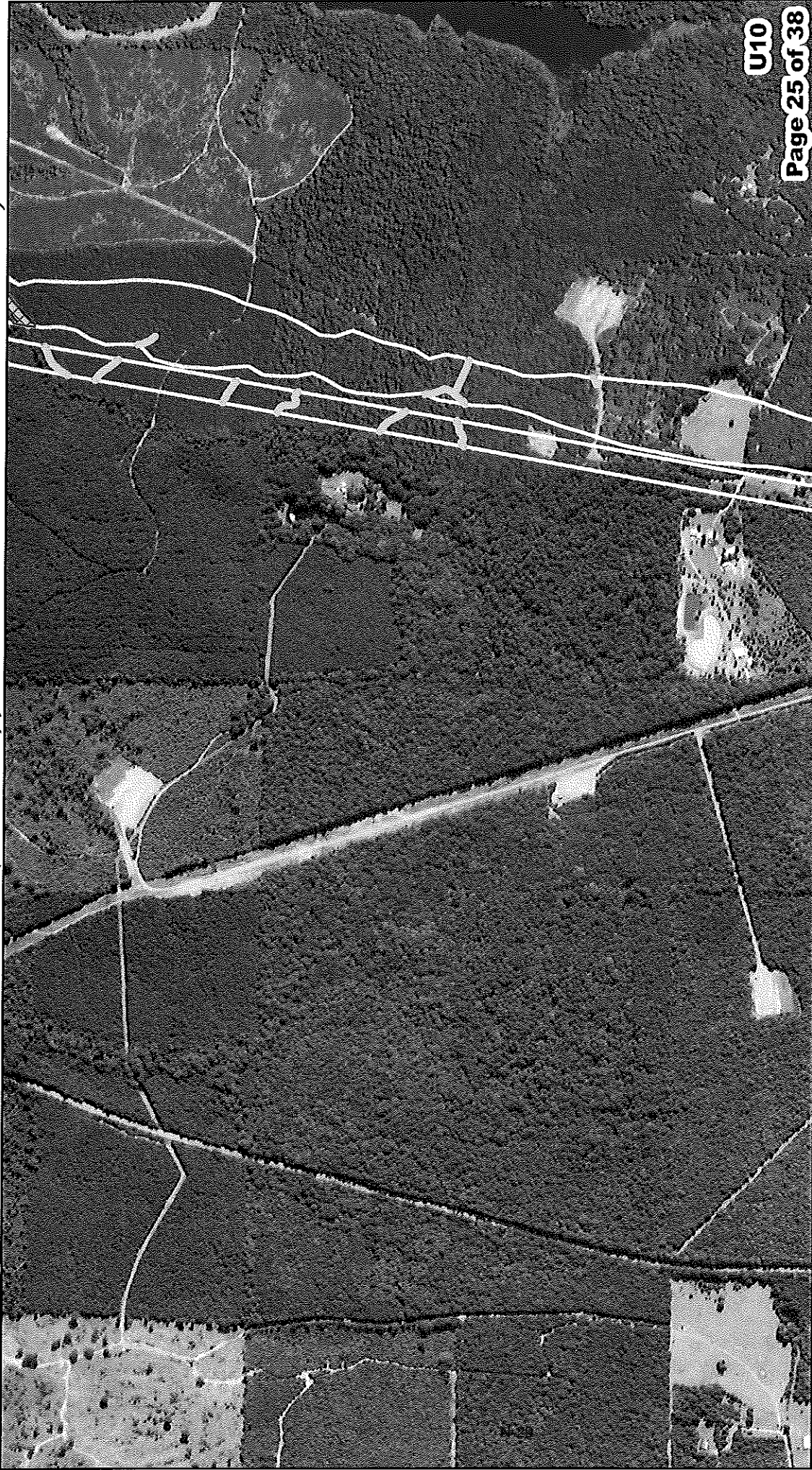
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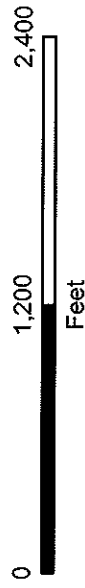
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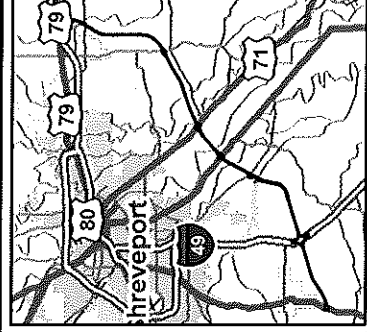
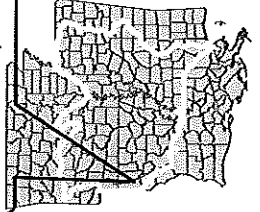
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Bossier, Caddo, and DeSoto
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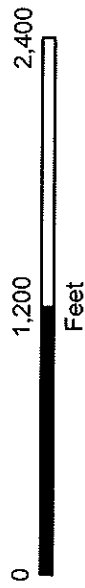
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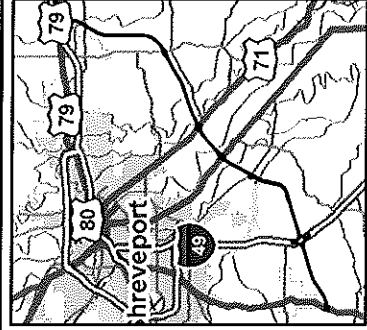
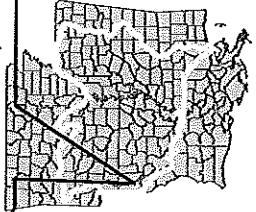
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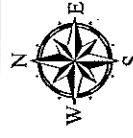
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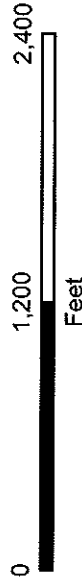
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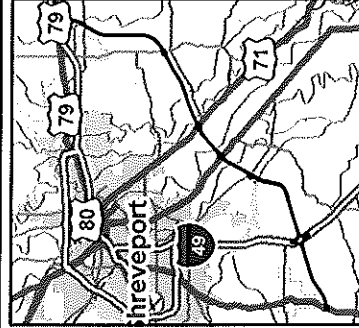
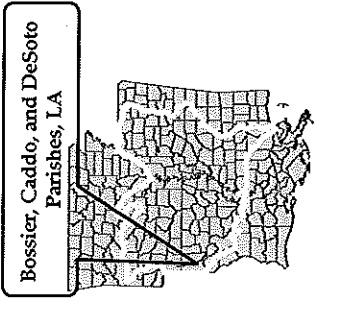
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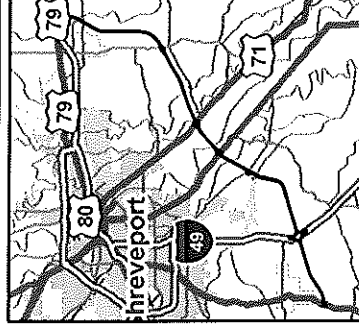
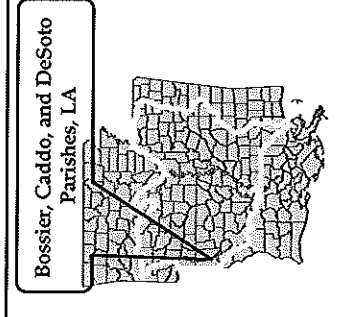


- Legend**
- Project Boundary
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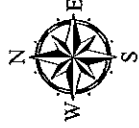
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0 1,200 2,400 Feet

Legend

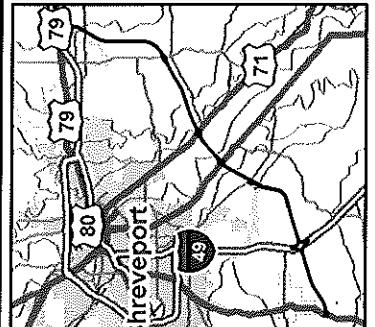
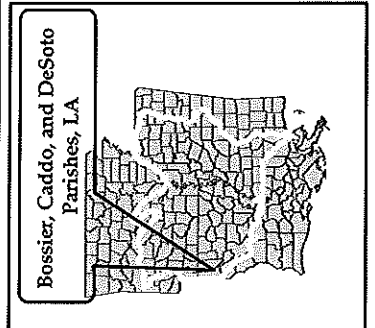

-  Project Boundary
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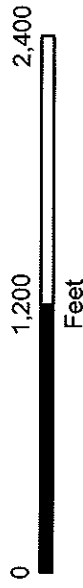
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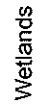




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Legend

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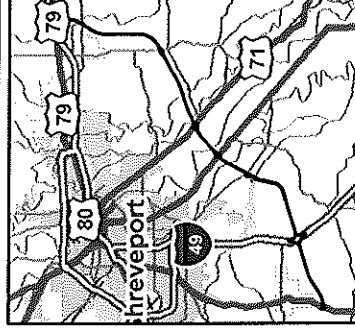
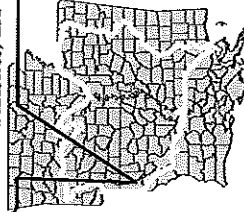
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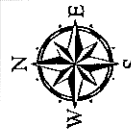
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


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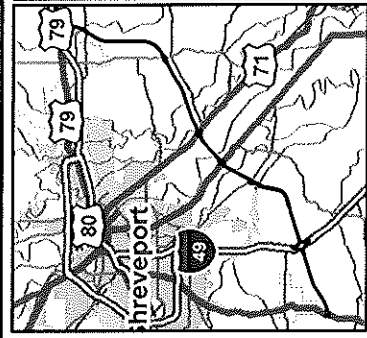
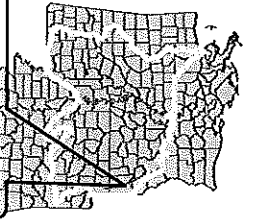
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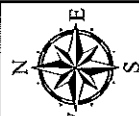
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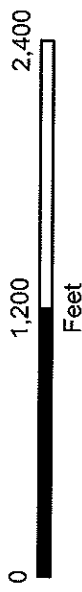
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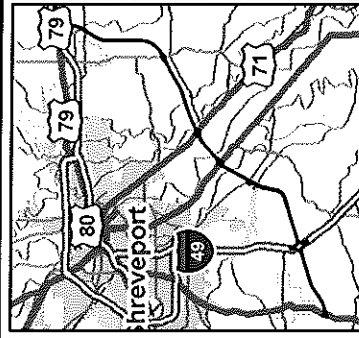
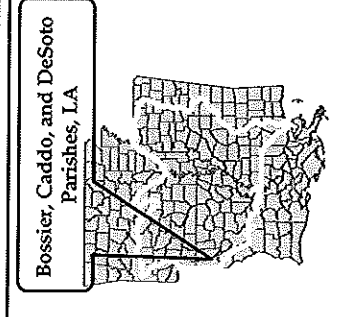


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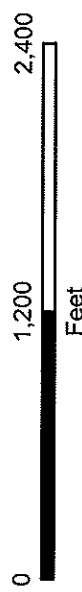
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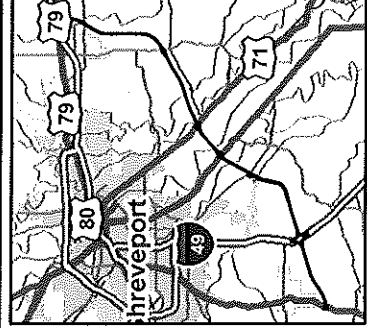
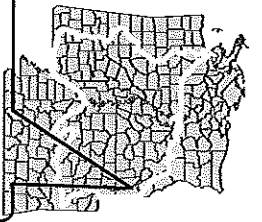
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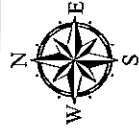
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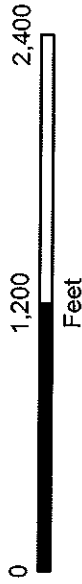
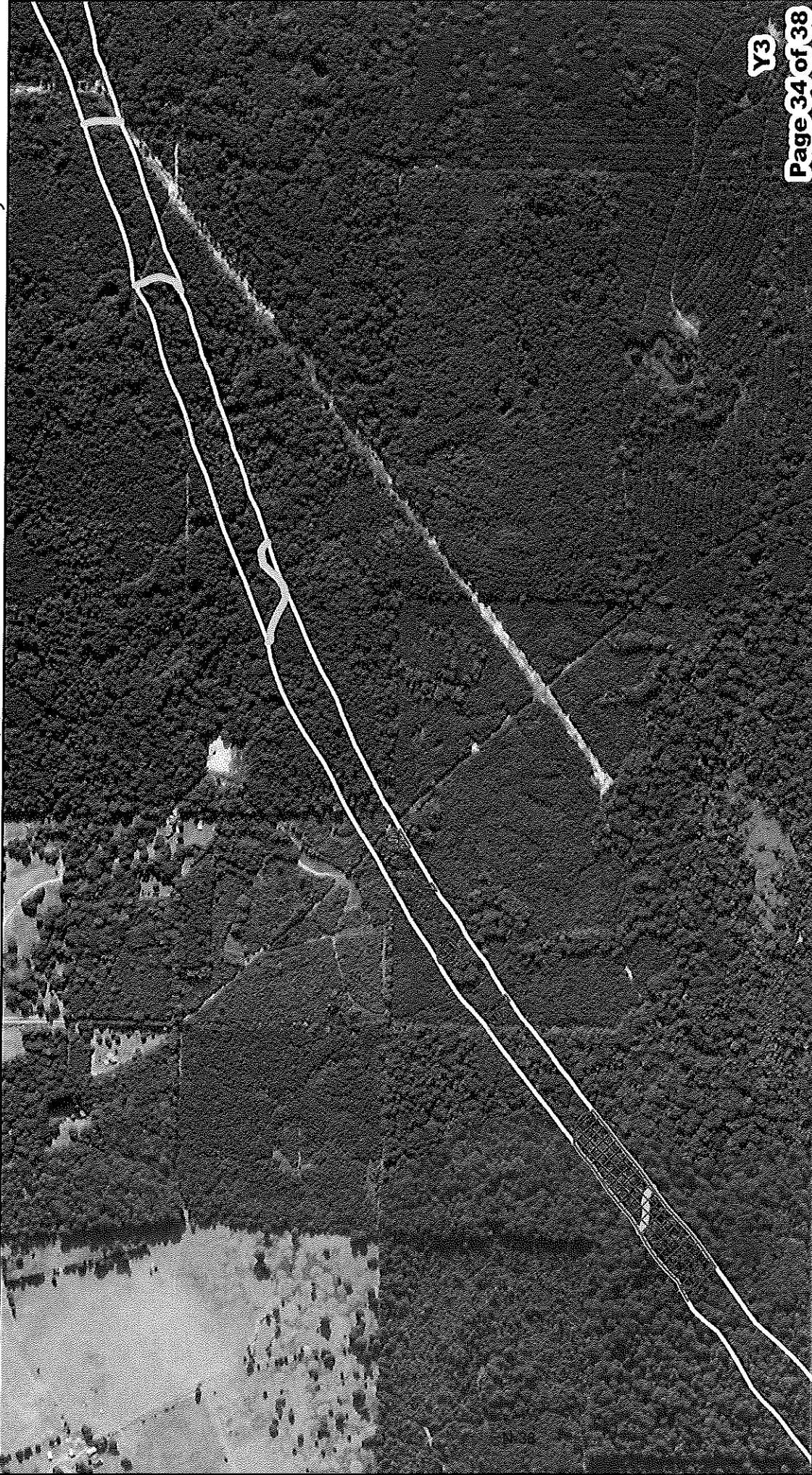


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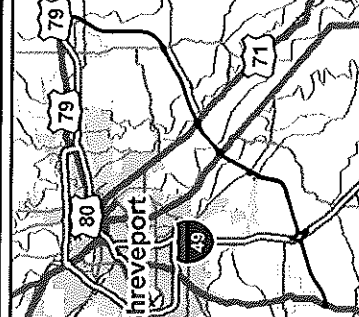
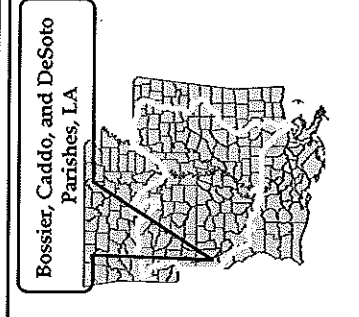
Legend

- Project Boundary
- Wetlands
- Red River
- Other Waters

Enclosure 2

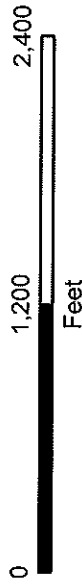
Site is Jurisdictional

February 23, 2012
MVK-2003-587
 Michael Baker Jr., Inc. and LDOT
 Propose A Section of The I-69 Corridor,
 Connect U.S. 171 to I-20. Project in
 Bossier, Caddo, and DeSoto Parishes, LA
 Preliminary
 Jurisdictional Determination
 Aerial Imagery: NAIP 2010
 Map By Jared Everitt



Regulatory Branch
Enforcement Section

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA

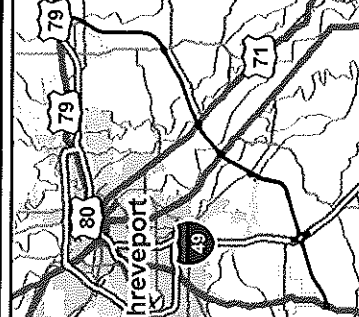
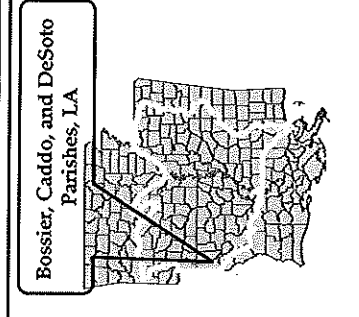


- Legend**
- Project Boundary
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 - Red River
 - Other Waters

Enclosure 2

Site is Jurisdictional

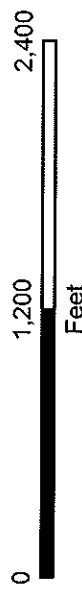
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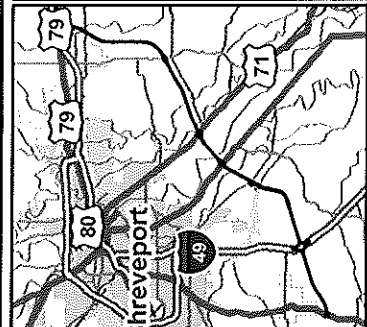
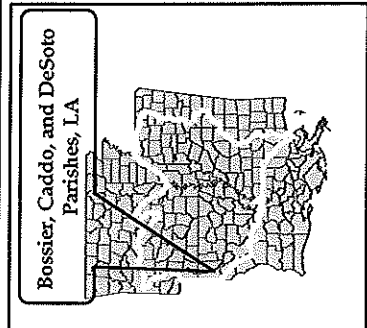
Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



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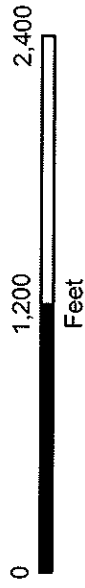
US Army Corps of Engineers
 Regulatory Branch
 Enforcement Section

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA



Z1

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Legend

Project Boundary

Wetlands

Red River

Other Waters

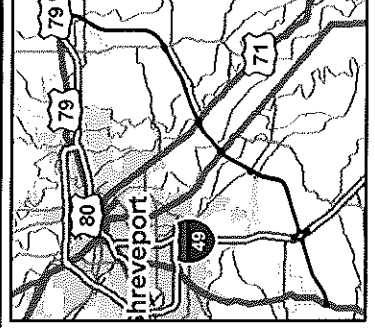
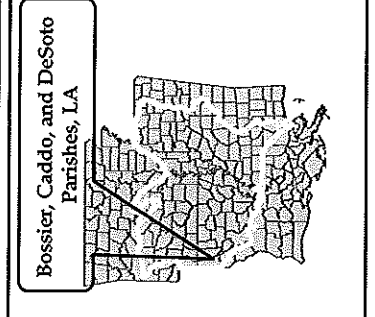
Enclosure 2

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February 23, 2012
MVK-2003-587

Michael Baker Jr., Inc. and LDOT
Propose A Section of The I-69 Corridor,
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**US Army Corps
of Engineers**



**Regulatory
Branch
Enforcement
Section**

Proposed I-69 Corridor (SIU 15), Connects U.S. 171 to I-20, LA







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Legend

-  Project Boundary
-  Wetlands
-  Red River
-  Other Waters

Enclosure 2

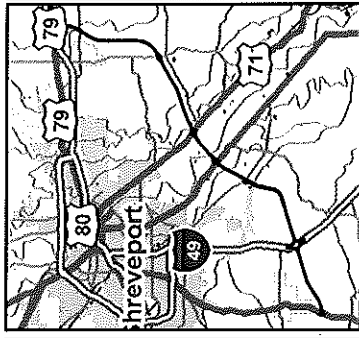
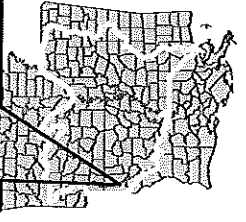
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February 23, 2012
MVK-2003-587

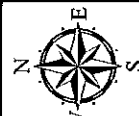
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Map By Jared Everitt

Bossier, Caddo, and DeSoto
Parishes, LA



**Regulatory
Branch
Enforcement
Section**



**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant: Michael Baker Jr. Incorporated		File Number: MVK-2003-587	Date: 2-23-2012
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL		C
	APPROVED JURISDICTIONAL DETERMINATION		D
X	PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: U.S. Army Corps of Engineers
Attn: Jared Everitt
Regulatory Branch
4155 Clay Street
Vicksburg, MS 39183-3435
(601) 631-7104

If you only have questions regarding the appeal process you may also contact: Ms. Beth Guynes
U.S. Army Corps of Engineers
Mississippi Valley Division
P.O. Box 80
Vicksburg, MS 39181-0080
(601) 634-5821

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:
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NAP/RFA Explanatory Comments

The enclosed letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 C.F.R. part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this determination, you must submit a completed RFA form to the Mississippi Valley Division office at the following address:

Division Engineer
Attn: Appeals Review Officer
Mississippi Valley Division
Post Office Box 80
Vicksburg, MS 39181-0080
(601) 634-5820

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets criteria for appeal under 33 C.F.R. part 331.5, and that it has been received by the Division office within 60 days of the date of the NAP. Should you decide to submit a RFA form, it must be received at the above address by April 23, 2012.

It is not necessary to submit an RFA form to the Division office if you do not object to the determination in the enclosed letter.

Enclosure 3

APPENDIX O
Draft Section 404 Permit Application

**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)**

**OMB APPROVAL NO. 0710-0003
EXPIRES: 31 August 2012**

Public reporting burden for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please **DO NOT RETURN** your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This Information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME: First - Middle - Last - Company - E-mail Address -			8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required) First - Middle - Last - Company - E-mail Address -		
6. APPLICANT'S ADDRESS. Address - City - State - Zip - Country -			9. AGENT'S ADDRESS Address - City - State - Zip - Country -		
7. APPLICANT'S PHONE NOS. W/AREA CODE. a. Residence b. Business c. Fax			10. AGENT'S PHONE NOS. W/AREA CODE a. Residence b. Business c. Fax		

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE

DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) Interstate 69, SIU 15	
13. NAME OF WATERBODY, IF KNOWN (if applicable) See Attachment 1, Table 1	14. PROJECT STREET ADDRESS (if applicable) Address City - State - Zip -
15. LOCATION OF PROJECT Latitude: °N See Attachment 1, Table 2 Longitude: °W	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID Municipality Section - Township - Range -	

17. DIRECTIONS TO THE SITE
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. See Exhibit 1, Project Location

18. Nature of Activity (Description of project, include all features)

See Attachment 1 and Final EIS, Summary

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

See Attachment 1 and Final EIS, Section 1- Purpose and Need

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

See Attachment 1

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
Information to be developed during Final Design		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 45.5 acres of wetlands and ponds, 2.0 acres of other waters. See Attachment 1, Table 2

Or

Liner Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

See Attachment 1

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list).

Address – See Attachment 1

City –

State –

Zip –

26. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
See Attachment 1					

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

Attachment 1

Block 13. Name of Waterbody

The Selected Alignment crosses perennial and intermittent streams or bayous, and man-made ponds primarily associated with agricultural activities. Perennial streams crossed by the Selected Alignment from include Wallace Bayou, Chico Bayou, Bayou Pierre, Red River, Flat River, Red Chute Bayou, Foxskin Bayou, and Clarke Bayou. Intermittent streams crossed include Brushy Bayou, Frierson Branch, Gandy Bayou and associated stream tributaries.

Table 1 SURFACE WATER IMPACTS SUMMARY							
Map Sheet	Stream ID	Name	Station			Selected Alignment	
			Stream Classification	Start	End	Area Impacted (acres)	Bridge / Culvert
1	BB-1b-2	Unnamed tributary to Brushy Bayou	Intermittent	200+57	200+57	0.002	Culvert
1	BB-1b	Unnamed tributary to Brushy Bayou	Intermittent	200+88	208+20	0.366	Culvert
1	BB-1b-1	Unnamed tributary to Brushy Bayou	Intermittent	204+38	206+67	0.032	Culvert
1	BB-1a	Unnamed tributary to Brushy Bayou	Intermittent	223+08	225+22	0.024	Culvert
2	BB	Brushy Bayou	Intermittent	306+92	308+57	0.138	Culvert
3	BB-2a	Unnamed tributary to Brushy Bayou	Intermittent	349+96	355+75	0.165	Culvert
3	BB-2a-1	Unnamed tributary to Brushy Bayou	Intermittent	372+23	373+63	0.015	Culvert
3	BB-2	Unnamed tributary to Brushy Bayou	Intermittent	382+37	384+03	0.079	Culvert
4	BB-3	Unnamed tributary to Brushy Bayou	Intermittent	409+27	409+89	0.099	Culvert
4	BB-3a	Unnamed tributary to Brushy Bayou	Intermittent	420+75	422+34	0.094	Culvert
5	BB-3b	Unnamed tributary to Brushy Bayou	Intermittent	452+25	452+49	0.016	Culvert
6	SC	Sylvest Creek	Intermittent	486+18	489+61	0.766	Culvert
7	FB-1a-1	Unnamed tributary to Frierson Branch	Intermittent	552+97	553+67	0.051	Culvert

Table 1 (cont.) SURFACE WATER IMPACTS SUMMARY							
Map Sheet	Stream ID	Name	Station			Selected Alignment	
			Stream Classification	Start	End	Area Impacted (acres)	Bridge / Culvert
7	FB-1a	Unnamed tributary to Frierson Branch	Intermittent	559+54	566+06	0.221	Culvert
7	FB-1	Unnamed tributary to Frierson Branch	Intermittent	574+57	574+84	0.066	Culvert
7	FB	Frierson Branch	Intermittent	583+75	584+04	0.107	Culvert
8	FB-2	Unnamed tributary to Frierson Branch	Intermittent	620+77	621+18	0.042	Culvert
8	FB-2a	Unnamed tributary to Frierson Branch	Intermittent	621+12	621+44	0.010	Culvert
9	FB-3a	Unnamed tributary to Frierson Branch	Intermittent	677+08	679+04	0.000	Bridge
10	GB-3a	Unnamed tributary to Gandy Bayou	Intermittent	703+73	708+17	0.024	Culvert
10	GB-3a-1	Unnamed tributary to Gandy Bayou	Intermittent	710+07	710+90	0.012	Culvert
10	GB-3	Unnamed tributary to Gandy Bayou	Intermittent	724+23	727+79	0.122	Culvert
10	GB	Gandy Bayou	Intermittent	728+85	730+97	0.058	Culvert
10	GB-2	Unnamed tributary to Gandy Bayou	Intermittent	731+29	732+16	0.031	Culvert
10	GB-2a	Unnamed tributary to Gandy Bayou	Intermittent	732+91	735+43	0.029	Culvert
11	GB-1b	Unnamed tributary to Gandy Bayou	Intermittent	742+54	754+74	0.056	Culvert
11	GB-1	Unnamed tributary to Gandy Bayou	Intermittent	756+05	758+54	0.082	Culvert
11	GB-1a	Unnamed tributary to Gandy Bayou	Intermittent	754+47	760+02	0.041	Culvert
12	KB-2a	Unnamed tributary to Kervin Branch	Intermittent	774+25	774+66	0.007	Culvert
12	KB-2b	Unnamed tributary to Kervin Branch	Intermittent	781+88	783+04	0.040	Culvert
12	KB-2	Unnamed tributary to Kervin Branch	Intermittent	782+43	782+82	0.053	Culvert
12	KB-2c	Unnamed tributary to Kervin Branch	Intermittent	782+82	787+14	0.076	Culvert

Table 1 (cont.) SURFACE WATER IMPACTS SUMMARY							
Map Sheet	Stream ID	Name	Station			Selected Alignment	
			Stream Classification	Start	End	Area Impacted (acres)	Bridge / Culvert
12	KB-1a-3	Unnamed tributary to Kervin Branch	Intermittent	792+08	793+67	0.015	Culvert
12	KB-1a-2	Unnamed tributary to Kervin Branch	Intermittent	796+25	797+12	0.015	Culvert
12	KB-1a-1	Unnamed tributary to Kervin Branch	Intermittent	802+06	805+16	0.029	Culvert
12	KB-1a	Unnamed tributary to Kervin Branch	Intermittent	807+22	813+93	0.080	Culvert
13	KB-1b	Unnamed tributary to Kervin Branch	Intermittent	828+31	828+63	0.026	Culvert
13	KB-1c	Unnamed tributary to Kervin Branch	Intermittent	832+71	833+54	0.042	Culvert
13	WB-3	Unnamed tributary to Wallace Bayou	Intermittent	843+22	844+11	0.216	Culvert
13	WB	Wallace Bayou	Perennial	847+40	849+64	0	Bridge
13	WB-1	Unnamed tributary to Wallace Bayou	Intermittent	849+39	850+28	0.019	Culvert
13	WB-2	Unnamed tributary to Wallace Bayou	Intermittent	854+50	860+43	0.088	Culvert
14	ChB	Chico Bayou	Perennial	913+02	913+54	0	Bridge
14	ChB-2	Unnamed tributary to Chico Bayou	Intermittent	920+94	922+04	0.091	Culvert
14	ChB-1	Unnamed tributary to Chico Bayou	Intermittent	940+22	941+21	0.109	Culvert
15	BP	Bayou Pierre	Perennial	968+91	972+90	0	Bridge
15	BP-1	Unnamed tributary to Bayou Pierre	Intermittent	990+32	990+95	0.171	Culvert
16	BP-1	Unnamed tributary to Bayou Pierre	Intermittent	1024+95	1024+95	0	Bridge
16	BP-1a-1a	Unnamed tributary to Bayou Pierre	Intermittent	1027+67	1035+04	0.638	Culvert
16	BP-1a-1	Unnamed tributary to Bayou Pierre	Intermittent	1036+22	1036+66	0.143	Culvert
16	BP-1a-1b	Unnamed tributary to Bayou Pierre	Intermittent	1036+63	1037+87	0.020	Culvert

Table 1 (cont.) SURFACE WATER IMPACTS SUMMARY							
Map Sheet	Stream ID	Name	Station			Selected Alignment	
			Stream Classification	Start	End	Area Impacted (acres)	Bridge / Culvert
16	BP-1a-2	Unnamed tributary to Bayou Pierre	Intermittent	1046+23	1046+50	0.073	Culvert
16	BP-1a	Unnamed tributary to Bayou Pierre	Intermittent	1050+41	1051+06	0.145	Culvert
17	RR	Red River	Perennial	1069+28 1084+00	1079+19 1090+82	0.050 0.025	Bridge
18	FR-3a-2	Unnamed tributary to Flat River	Intermittent	1151+32	1162+87	0.176	Culvert
18	FR-3a-1	Unnamed tributary to Flat River	Intermittent	1164+54	1166+78	0.053	Culvert
19	FR-3	Unnamed tributary to Flat River	Intermittent	1176+87	1192+30	0.339	Culvert
19	FR-1	Unnamed tributary to Flat River	Intermittent	1201+34	1203+45	0.021	Culvert
19	FR-1	Unnamed tributary to Flat River	Intermittent	1203+45	1203+97	0	Bridge
19	FR	Flat River	Perennial	1203+30	1204+95	0	Bridge
20	FR-2	Unnamed tributary to Flat River	Intermittent	1229+89	1232+09	0.014	Culvert
20	FR-4	Unnamed tributary to Flat River	Intermittent	1244+69	1245+99	0.037	Culvert
21	RB	Red Chute Bayou	Perennial	1317+35	1318+33	0	Bridge
22	RB-1a	Unnamed tributary to Red Chute Bayou	Intermittent	1356+69	1357+04	0.020	Culvert
23	FoxB-1a	Unnamed tributary to Fox Skin Bayou	Intermittent	1529+81	1556+41	0.153	Culvert
24	FoxB	Fox Skin Bayou	Perennial	1570+29	1571+10	0	Bridge
25	FoxB-2	Unnamed tributary to Fox Skin Bayou	Intermittent	1602+37	1603+89	0.040	Culvert
26	CB-1	Unnamed tributary to Clarke Bayou	Intermittent	1655+15	1658+64	0.091	Culvert
28	CB-2a	Unnamed tributary to Clarke Bayou	Intermittent	1770+11	1771+44	0.086	Culvert
28	CB-2	Unnamed tributary to Clarke Bayou	Intermittent	1787+13	1790+13	0.088	Culvert

Table 1 (cont.) SURFACE WATER IMPACTS SUMMARY							
Map Sheet	Stream ID	Name	Station			Selected Alignment	
			Stream Classification	Start	End	Area Impacted (acres)	Bridge / Culvert
29	CB-2b-1	Unnamed tributary to Clarke Bayou	Intermittent	1798+57	1799+04	0.025	Culvert
29	CB-2b	Unnamed tributary to Clarke Bayou	Intermittent	1799+47	1833+13	0.279	Culvert
30	CB-3a	Unnamed tributary to Clarke Bayou	Intermittent	1854+31	1855+11	0.056	Culvert
30	CB-3	Unnamed tributary to Clarke Bayou	Intermittent	1878+50	1878+75	0.095	Culvert
31	CB-4	Unnamed tributary to Clarke Bayou	Intermittent	1935+80	1936+36	0.089	Culvert
31	CB	Clarke Bayou	Perennial	1961+12	1965+20	0.567	Culvert
31	CB-6	Unnamed tributary to Clarke Bayou	Intermittent	1962+41	1966+05	0.317	Culvert
Total Impacts (acres)						7.465	
# Crossings						77	

Source: Michael Baker Jr., Inc.

Note: Culvert impacts are based on watercourse length and approximate width between construction limits. The streams that are bridged will have no impact, except for the Red River which is based on presumed pier locations.

Block 18. Nature of Activity (Description of project, include all features)

The Project is proposed as the construction of a divided four-lane, limited access highway on new location between US Highway 171 (US 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.

Included in the project will be the placement of pipes or box culverts in perennial and intermittent streams. Bridges will be constructed to span larger watercourses including Wallace Bayou, Chico Bayou, Bayou Pierre, the Red River, the Flat River, Red Chute Bayou, Foxskin Bayou and Clarke Bayou.

Approximately 45.6 acres of wetlands will be impacted along the length of the proposed highway. Wetland impacts for the Interstate 69 – SIU 15 Selected Alignment are summarized in Table 2.

Block 19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The Project is a portion of the planned improvements to congressionally designated High Priority Corridor Number 18 (Corridor 18) which would link Indianapolis, Indiana to the lower Rio Grande Valley in Texas. The purpose of the Corridor 18 is to improve international and interstate trade in accordance with national and state goals; facilitate economic development in accordance with state, regional, and local policies and plans and to improve surface transportation consistent with national, state, regional, and local needs and with Congressional designation of the corridor. This project will serve to function as a critical link in the Interstate system that will serve travel, economic development, and commercial demands of the south-central United States as well as serve the local and regional needs of northwest Louisiana.

Block 20. Reason(s) for Discharge

Material will be removed or placed at approximately sixty-eight (68) identified sites along the alignment to support the construction of the proposed roadway or installation of drainage structures or bridges. The identified sites are primarily palustrine forested wetlands. A summary of the wetland impacts by location are identified in Table 2.

Block 23. Description of Avoidance, Minimization, and Compensation

The development of alternatives for the Project followed a systematic, interdisciplinary approach to first identify, then avoid, and if not practicable, minimize impacts to human, cultural and natural resources, including wetlands. Of the alignments developed, the Selected Alignment identified in the Final Environmental Impact Statement has the least impact on wetland resources and best balances the expected benefits with the overall impacts.

Information maintained by the NRCS on prior converted croplands is not available due to privacy laws. A review of 1939, 1950 and 1966 aerial photography and information obtained during the wetland field investigation indicates that there are no wetlands within the Selected Alignment that would be considered prior converted cropland.

Wetlands determined to be jurisdictional by the COE and lost due to roadway construction would be replaced through mitigation activities. Final compensatory mitigation ratios and requirements for impacted jurisdictional wetlands will be determined by the COE.

**Table 2
WETLAND DELINEATION SITE SUMMARY TABLE
SELECTED ALIGNMENT**

Map Sheet	Wetland ID	STATION		LOCATION		TOTAL IMPACTS (Acres)		TYPE
		Start	End	Latitude	Longitude	Wetlands	Other Waters	
1	PEM 4	200+50	200+50	32.228	-93.832	0.23		PEM
1	PSS 3	201+50	201+98	32.228	-93.831	0.12		PSS
2	PFO 9-d	302+09	314+69	32.241	-93.802	6.74	0.14	PFO, IS
2	PSS 6-f	322+47	323+73	32.244	-93.798	0.26		PSS
2	PSS 6-d	327+32	328+89	32.245	-93.797	0.42		PSS
2	PSS 6-e	331+51	332+29	32.245	-93.795	0.06		PSS
2	PSS 7	334+71	335+96	32.246	-93.794	0.11		PSS
5	POND 12	451+19	453+69	32.257	-93.759	1.02	0.02	POW, IS
5	PSS 13	451+87	453+71	32.258	-93.759	0.33		PSS
6	PFO 70-e	488+31	497+17	32.256	-93.743	0.70		PFO
7	POND 16	550+83	552+16	32.266	-93.729	0.15		POW
7	PFO 19-b	574+45	575+46	32.269	-93.722	0.54	0.07	PFO, IS
7	PFO 19-c	583+22	585+10	32.270	-93.719	1.04	0.11	PFO, IS
9	POND 18	665+08	665+52	32.278	-93.695	0.05		POW
9	POND 20	669+09	670+07	32.277	-93.693	0.18		POW
10	PSS 73	726+09	728+80	32.285	-93.677	0.21	0.12	PSS, IS
10	PFO 19-a	728+27	731+50	32.286	-93.677	1.04	0.06	PFO, IS
10	PSS 74	731+65	732+38	32.287	-93.677	0.22		PSS
12	PFO 19-d	810+01	814+75	32.308	-93.671	0.88	0.08	PFO, IS
13	PFO 19	842+28	844+00	32.316	-93.667	1.03	0.22	PFO, IS
13	PFO 75	847+03	848+53	32.318	-93.668	0.05		PFO
15	PFO 25	967+56	970+84	32.348	-93.650	0.59		PFO
16	PFO 44-a	1031+28	1033+07	32.361	-93.638	0.14		PFO
16	PFO 41	1039+82	1041+91	32.364	-93.638	5.11		PFO
16	PFO 44	1050+34	1051+57	32.366	-93.635	0.73	0.15	PFO
17	PFO 80-a	1063+43	1064+32	32.369	-93.632	<0.01		PFO
17	PFO 80-c	1078+11	1084+12	32.372	-93.629	0.02		PFO
17	PFO 80-d	1090+15	1100+17	32.375	-93.626	0.03		PFO
17	POND 81-a	1095+37	1096+68	32.375	-93.625	<0.01		POW
17	POND 81-b	1100+17	1102+49	32.376	-93.624	0.01		POW
17	PFO 80-e	1102+49	1103+58	32.376	-93.624	<0.01		PFO
17	PEM 82-a	1111+72	1112+23	32.378	-93.622	<0.01		PEM
17	PEM 82-b	1132+16	1134+13	32.382	-93.617	0.01		PEM
17	PFO 80-f	1134+93	1137+00	32.383	-93.616	0.01		PEM
19	POND 57	1176+71	1178+90	32.391	-93.606	0.38	0.34	POW
20	PFO 60	1228+90	1232+93	32.397	-93.590	0.90	0.01	PFO
24	PFO 70-f	1567+36	1573+31	32.443	-93.496	3.65		PFO
27	PFO 70-d	1724+27	1729+27	32.484	-93.487	2.81		PFO
30	PFO 70-c	1853+76	1855+11	32.519	-93.484	0.63	0.06	PFO

31	PFO 70	1935+15	1940+38	32.539	-93.472	3.15	0.09	PFO, IS
		1949+90	1978+35	32.544	-93.470	12.06	0.57	PFO, PS
TOTALS						45.60	2.04	

Source: Michael Baker Jr., Inc.

Legend: PEM-Palustrine Emergent Wetland, PSS-Palustrine Scrub Shrub, PFO-Palustrine Forested Wetland, POW-Palustrine Open Water, PS-Perennial Stream, IS-Intermittent Stream

Block 25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody

Map Sheet	Parish	Owner Name	Mailing Address 1	Mailing Address 2
1	DeSoto	WILLIAM N. WILLIAMSON SR.	P.O. BOX 312	STONEWALL LA 71078
	DeSoto	LONNIE J. DELATIN	2761 HWY 171	STONEWALL LA 71078
2	DeSoto	JOHN M. GILMER	127 E. 5 th ST.	NATCHITOCHES LA 71457
	DeSoto	GILMER PROPERTIES L.L.C. C/O VAN C. JOFFRION	P.O. BOX 1712	BLOWING ROCK NC 28605
3	DeSoto	JACKSON B. DAVIS, JR.	920 PIERREMONT RD. SUITE 100	SHREVEPORT LA 71106
4	DeSoto	JACKSON B. DAVIS, JR.	920 PIERREMONT RD. SUITE 100	SHREVEPORT LA 71106
	DeSoto	AJAX REALTY CO., INC.	920 PIERREMONT RD. SUITE 100	SHREVEPORT LA 71106
5	DeSoto	SUSAN DAVIS FLANAGAN	920 PIERREMONT RD. SUITE 100	SHREVEPORT LA 71106
	DeSoto	ROSEMARY DAVIS LASSITER	P.O. BOX 330	STONEWALL LA 71078
6	DeSoto	JACKSON B. DAVIS, JR.	920 PIERREMONT RD. SUITE 100	SHREVEPORT LA 71106
	DeSoto	SUSTAINABLE FORESTS, L.L.C.	P.O. BOX 1560	MANSFIELD LA 71052
7	DeSoto	RICHARD RAY LUTZ	781 BETHEL RD.	FRIERSON LA 71027
	DeSoto	RUSSELL BARROW PEACOCK	6920 EAST RIDGE DR.	SHREVEPORT LA 71106
	DeSoto	CECIL THOMAS & ANNIE THOMAS FARRIS	247 LOIS LANE	FRIERSON LA 71027
8	DeSoto	HORNE, FANNIE LOUISE MAXIE	120 BARROW PLACE, APT 23-F	BRONX NY 10475
	DeSoto	PRESLEY, ANNIE L. WRIGHT	1699 STONEWALL FRIERSON RD.	FRIERSON LA 71027
	DeSoto	GILES SR., HENRY	1820 BA YOUNG DR.	BOSSIER CITY LA 71111
9	DeSoto	RUSSELL MAXIE JR.	2419 S. CARMONA AVE.	LOS ANGELES CA 90016
	DeSoto	PAUL MAXIE	1186 STONEWALL-FRIERSON RD.	FRIERSON LA 71027
	DeSoto	RUSSELL BARROW PEACOCK	6920 EAST RIDGE DR.	SHREVEPORT LA 71106
	DeSoto	RALPH D. WILLIAMS JR.	3417 SHREVEPORT DIXIE RD	SHREVEPORT LA 71107
10	DeSoto	WAYNE L. & EMMA J. SMITH	7443 SUFFOLK PLACE	FONTANA CA 92336
	DeSoto	PARSONS, JAMES WILSON & JOAN F.	2224 CHARBONEAU	WACO TEXAS 76710
	DeSoto	ROBERT L. & CATHY D. ZAHN	9811 NEESONWOOD DR	SHREVEPORT LA 71106
11	DeSoto	LESLIE DIANNE HYDE KOCHRAN	3728 CARLON	HOUSTON TX 77005
	DeSoto	HEBERT, JEROME	16703 SCHOONERS WAY	FRIENDSWOOD TX 77546
	DeSoto	PATRICK H. CAVANAUGH	760 OLD CHURCH RD.	FRIERSON LA 71027
12	DeSoto	PARSONS, JAMES WILSON & JOAN F.	2224 CHARBONEAU	WACO TEXAS 76710
	DeSoto	FRIERSON, CLARENCE N.	10985 HARTS ISLAND ROAD	SHREVEPORT LA 71115
13	DeSoto	BUCKLEY, CARO & DANIEL B.	109 DANA WOOD LN.	VICKSBURG MS 39180
	DeSoto	WILSON COMPANIES, L.L.C.	1700 OLD MINDEN RD. SUITE 104	BOSSIER CITY LA 71111
	DeSoto	LEROY KIRBY	240 SYMPHONEY LANE	SHREVEPORT LA 71105
	DeSoto	VICKSBURG DISTRICT CORP OF ENGINEERS	4155 CLAY ST	VICKSBURG MS 39183
	Caddo	FITZGERALD, TIMOTHY	12086 ELLERBE RD	SHREVEPORT LA 71115-9568

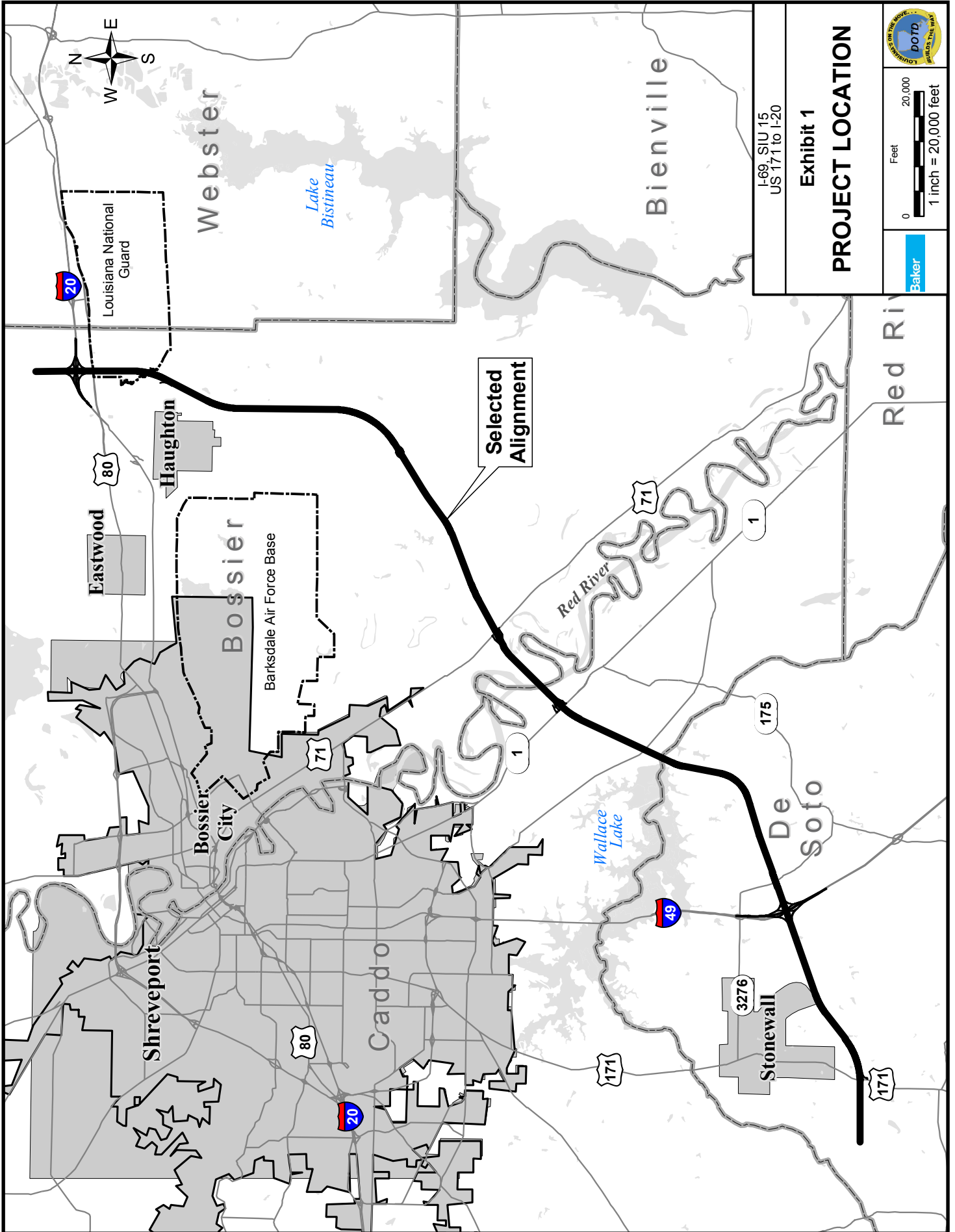
Map Sheet	Parish	Owner Name	Mailing Address 1	Mailing Address 2
		COLLINS AND LAURA ANN MANDRAPILIAS FITZGERALD		
14	Caddo	GRASS FARMS, L.L.C.	425 GOLDSBERRY CIR	SHREVEPORT LA 71106-8346
	Caddo	MFE PROPERTIES, LP	2441 FRIERSON RD	SHREVEPORT LA 71115-9506
	Caddo	SORENSEN-NAYLOR, LTD.	2604 SARATOGA	MC KINNEY TX 75070-4528
15	Caddo	SORENSEN-NAYLOR, LTD.	2604 SARATOGA	MC KINNEY TX 75070-4528
	Caddo	ROBSON FARMS, L.L.C.	P.O. BOX 52105	SHREVEPORT LA 71135-2105
16	Caddo	ROBSON FARMS, L.L.C.	P.O. BOX 52105	SHREVEPORT LA 71135-2105
	Caddo	CADDO-BOSSIER PARISHES PORT COMMISSION	P.O. BOX 1983	SHREVEPORT LA 71166-1983
	Caddo	PEAK SULFUR, INC.	P.O. BOX 52147	SHREVEPORT LA 71135-2147
17	Caddo	CADDO-BOSSIER PARISHES PORT COMMISSION	P.O. BOX 1983	SHREVEPORT LA 71166-1983
	Caddo / Bossier	RED RIVER WATERWAY DISTRICT	701 HIGHWAY 504	NATCHITOCHE LA 71457
	Bossier	SANDERS, NANCY PARKER	2409 N WAVERLY DR	BOSSIER CITY LA 71111
	Bossier	TAYLORTOWN COMPANY LLC	8548 BARKSDALE BLVD	BOSSIER CITY LA 71112
18	Bossier	MERCER, JAMES H II	P.O. BOX 410522	SAN FRANCISCO CA 94114
	Bossier	COHORT ENERGY CO	P.O. BOX 1807	HENDERSON TX 75653-1807
	Bossier	L M A LAND CO L.L.C.	P.O. BOX 29323	SHREVEPORT LA 71149-9323
19	Bossier	MCDADE, BETSY HUDSON	1060 HILL CIR	COLORADO SPRINGS CO 80904
	Bossier	ELM GROVE BAPTIST CHURCH	8188 HWY 71	ELM GROVE LA 71051
	Bossier	L M A LAND CO L.L.C.	P.O. BOX 29323	SHREVEPORT LA 71149-9323
	Bossier	MICIOTTO PROPERTIES LP	206 CLAREMORE CIR	BOSSIER CITY LA 71111
	Bossier	CAPLIS JR, JOSEPH E & MARGARET L CAPLIS TRUSTEES	576 CAPLIS SLIGO RD	BOSSIER CITY LA 71112
20	Bossier	CAPLIS JR, JOSEPH E & MARGARET L CAPLIS TRUSTEES	576 CAPLIS SLIGO RD	BOSSIER CITY LA 71112
	Bossier	PETERSON, WILLIAM	P.O. BOX 276	PORT ALLEN LA 70767
	Bossier	LUCKY FAMILY TRUST	412 LAKEFRONT DR	WEST MONROE LA 71291
	Bossier	RAINS, LUCAS SETH	520 BULLFIGHT DR	BOSSIER CITY LA 71112
	Bossier	FREDERICK, JOHNNY DEAN	534 BULLFIGHT DR	BOSSIER CITY LA 71112
21	Bossier	TOMPKINS, HOYT L III	677 PICKETT MILL	SHREVEPORT LA 71115
	Bossier	ROGERS, PAUL CARTER	6121 FERN AVE #68	SHREVEPORT LA 71105
22	Bossier	NORTON, FLOYD L III	4107 BRADLEY LN	CHEVY CHASE MD 20815
	Bossier	KILLEN, JACK LANE JR	123 GOATHILL RD	ELM GROVE LA 71051
23	Bossier	COOPER, GRACIE M	P.O. BOX 72	PRINCETON LA 71067
	Bossier	MORRIS, MICHAEL A	P.O. BOX 969	HAUGHTON LA 71037
	Bossier	BARR LAND & TIMBER L.L.C.	748 LIVINGSTON AVE	SHREVEPORT LA 71107
	Bossier	JOLLY FAMILY L.L.C.	P.O. BOX 6589	BOSSIER CITY LA 71171
	Bossier	CLAY, HENRY ET AL	4324 CHICORA ST	COLUMBIA SC 29206
24	Bossier	MITCHELL, FLOYD ENYART	RT 2 BOX 296	COUSHATTA LA 71019
	Bossier	CLAY, HENRY ET AL	4324 CHICORA ST	COLUMBIA SC 29206
25	Bossier	GRAY, ROBERT	P.O. BOX 335	GREENWOOD LA 71033
26	Bossier	NORTH CENTRAL OIL CORP	700 LOUISIANA STE 925	HOUSTON TX 77002
	Bossier	CORINNE KELLY CALDER, REV TRUST	4237 SOUTHWESTERN	DALLAS TX 75225
27	Bossier	COLEMAN, BEN ESSIG JR	328 RATCLIFF ST	SHREVEPORT LA 71104
27	Bossier	MITCHELL, ROBERT EUGENE IV	1040 PEARL DR	BOSSIER CITY LA 71111
28	Bossier	MCCORMICK, JULIA ELSTON	P.O. BOX 244	HAUGHTON LA 71037

Map Sheet	Parish	Owner Name	Mailing Address 1	Mailing Address 2
29	Bossier	MCCORMICK, JULIA ELSTON	P.O. BOX 244	HAUGHTON LA 71037
	Bossier	PIRKLE L.L.C.	2641 VILLAGE LN	BOSSIER CITY LA 71112
	Bossier	GRAY LP INVESTMENTS ET AL,	529 CUMBERLAND DR	SHREVEPORT LA 71106
30	Bossier	SHOWERS, MARTHA LOYE R	P.O. BOX 268	HAUGHTON LA 71037
	Bossier	DODSON, LOYD WADE	490 JONES RD	HAUGHTON LA 71037
31	Bossier	LYRSE, GREGORY WAYNE	2939 MILTON ST	SHREVEPORT LA 71109
	Bossier	DODSON, PATRICIA D	490 JONES RD	HAUGHTON LA 71037
	Bossier	MATTHEWS, GLORIA JEAN	820 HARRIS ST	MINDEN LA 71005
	Bossier	KIRBY, MARVIN J	355 GATOR LN	HAUGHTON LA 71037
	Bossier	MONDELLO, KERRY V	5445 BOBBIE LN	BOSSIER CITY LA 71112
	Bossier	LOUGHNER, FREDERICK LUSTER JR	354 GATOR LN	HAUGHTON LA 71037
	Bossier	BELLEVUE TIMBERLANDS L.L.C.	P.O. BOX 660	HAUGHTON LA 71037
	Bossier	LOUISIANA NATIONAL GUARD CAMP MINDEN	200 LOUISIANA BLVD	MINDEN LA 71055

Source: Michael Baker Jr., Inc.

Block 26. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
LA DEPT OF ENV QUALITY	SEC 401 WATER QUALITY CERT				
LA DEPT OF ENV QUALITY	LPDES				
BOSSIER LEVEE DISTRICT	LEVEE CROSSING PERMIT				
CADDO LEVEE DISTRICT	LEVEE CROSSING PERMIT				
U.S. COAST GUARD	BRIDGE PERMIT				



Louisiana National Guard

Webster

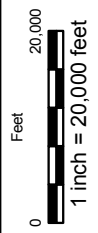
Lake Bistineau

Bienville

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

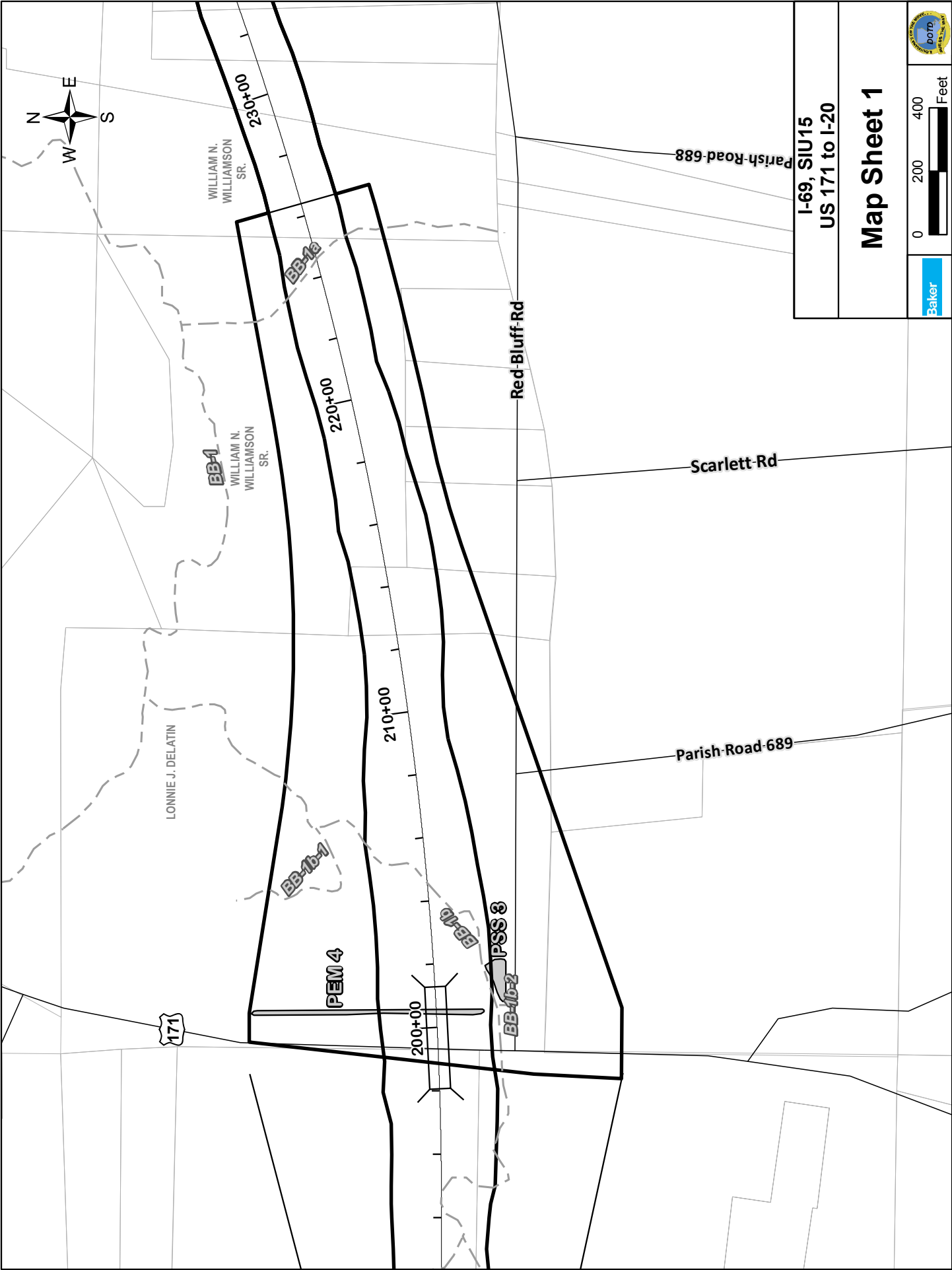
Exhibit 1

PROJECT LOCATION



Baker

Selected Alignment

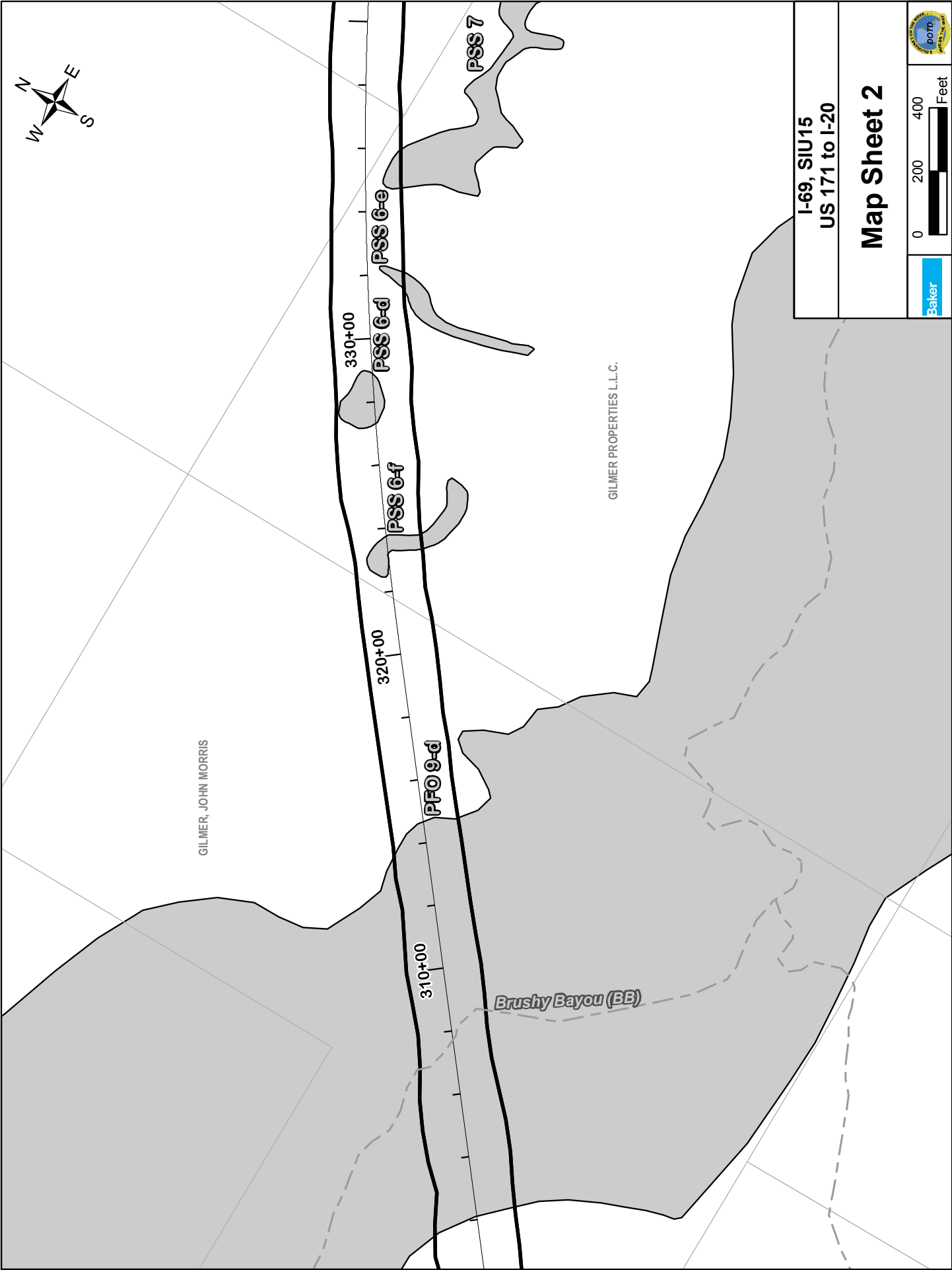


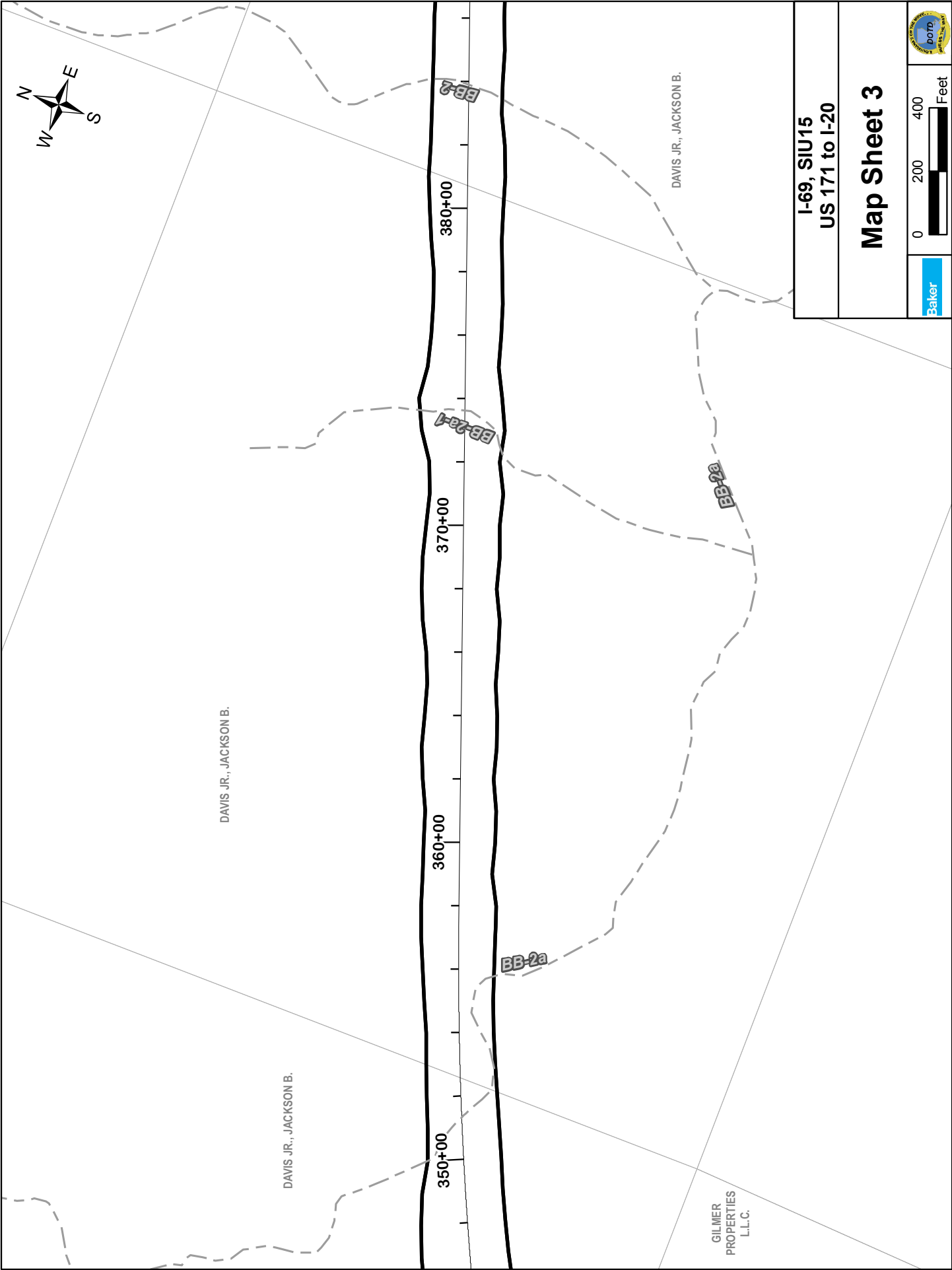
I-69, SIU15
US 171 to I-20

Map Sheet 1



Baker



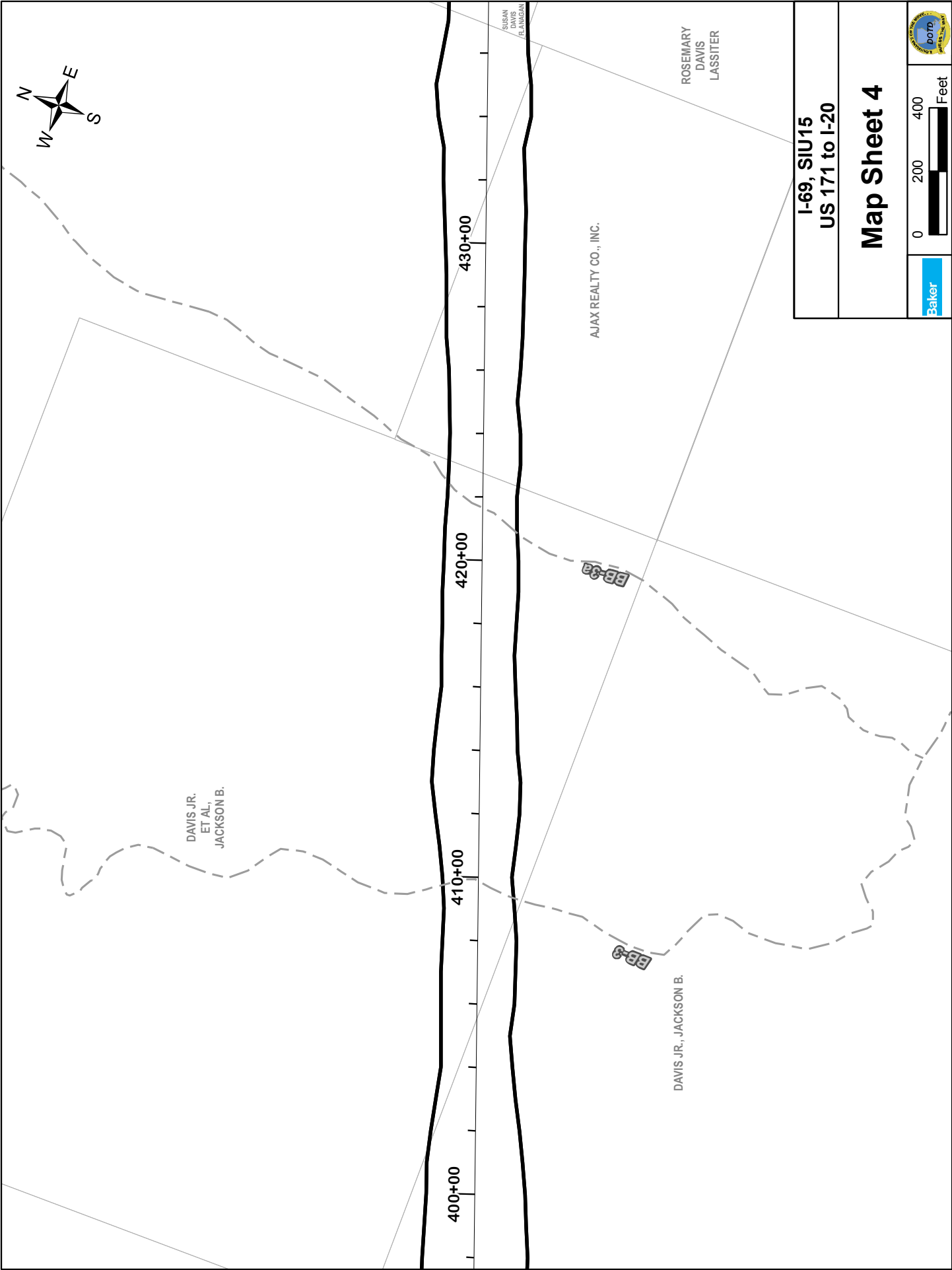


I-69, SIU15
US 171 to I-20

Map Sheet 3

Baker

0 200 400 Feet



I-69, SIU15
US 171 to I-20

Map Sheet 4

Baker

0 200 400 Feet



DAVIS JR.
RSDL,
JACKSON B.

BB-3b

PSS 13

BB-3b
I-69

POND 12

ROSEMARY DAVIS LASSITER

SUSAN DAVIS FLANAGAN

440+00

450+00

460+00

470+00

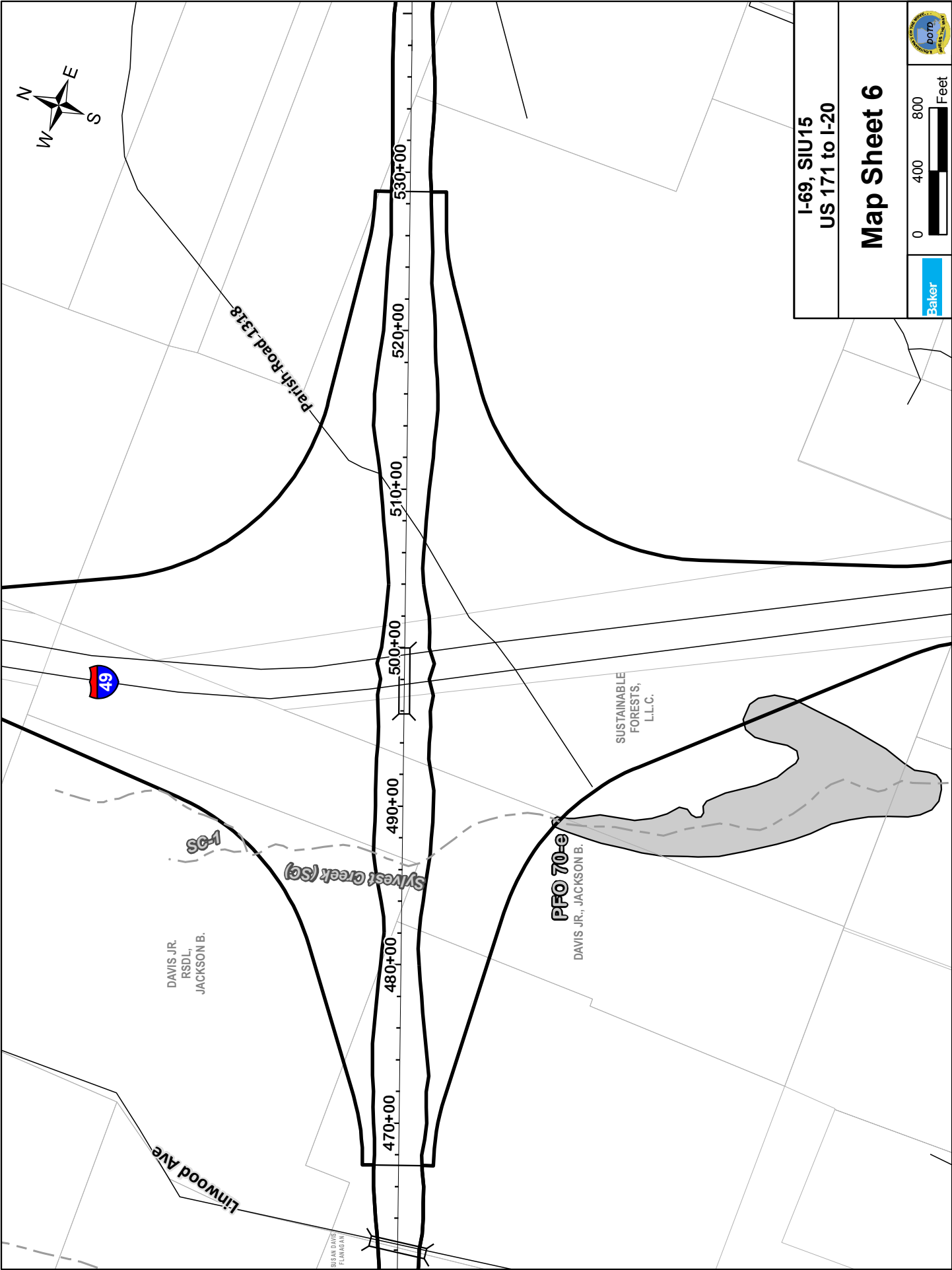
Linwood Ave

I-69, SIU15
US 171 to I-20

Map Sheet 5

Baker



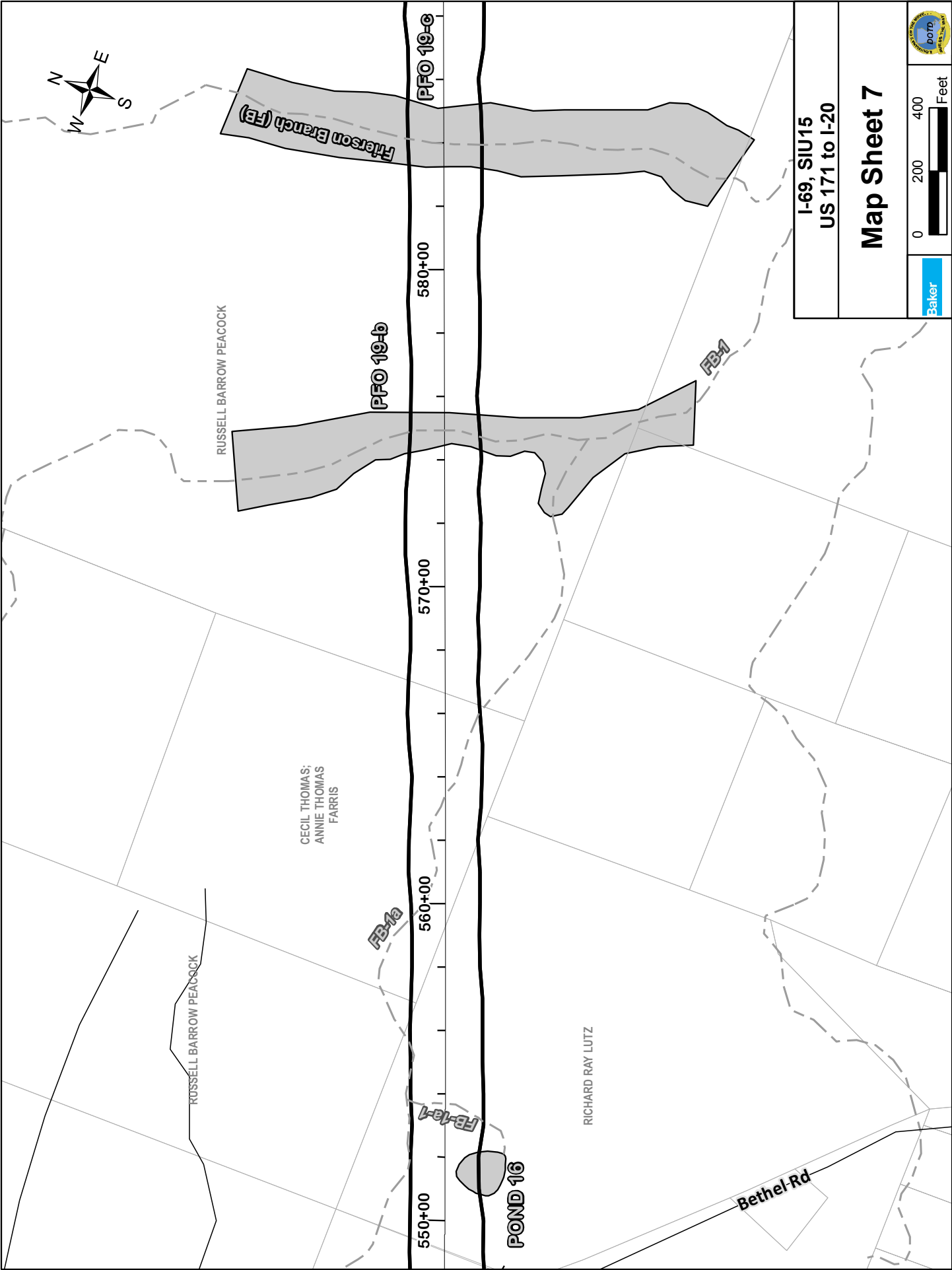


I-69, SIU15
US 171 to I-20

Map Sheet 6

Baker

0 400 800 Feet



RUSSELL BARROW PEACOCK

CECIL THOMAS;
ANNIE THOMAS
FARRIS

RUSSELL BARROW PEACOCK

RICHARD RAY LUTZ

PFO 19-c

PFO 19-b

FB-1a

FB-1a-1

FB-1

550+00

560+00

570+00

580+00

POND 16

Bethel Rd

I-69, SIU15
US 171 to I-20

Map Sheet 7



Baker



Fob Ln

640+00

630+00

620+00

610+00

PRESLEY, ANNIE L. WRIGHT

FB-2

FB-2

Los Adais Rd

HORNE, FANNIE
LOUISE MAXIE

FB-2

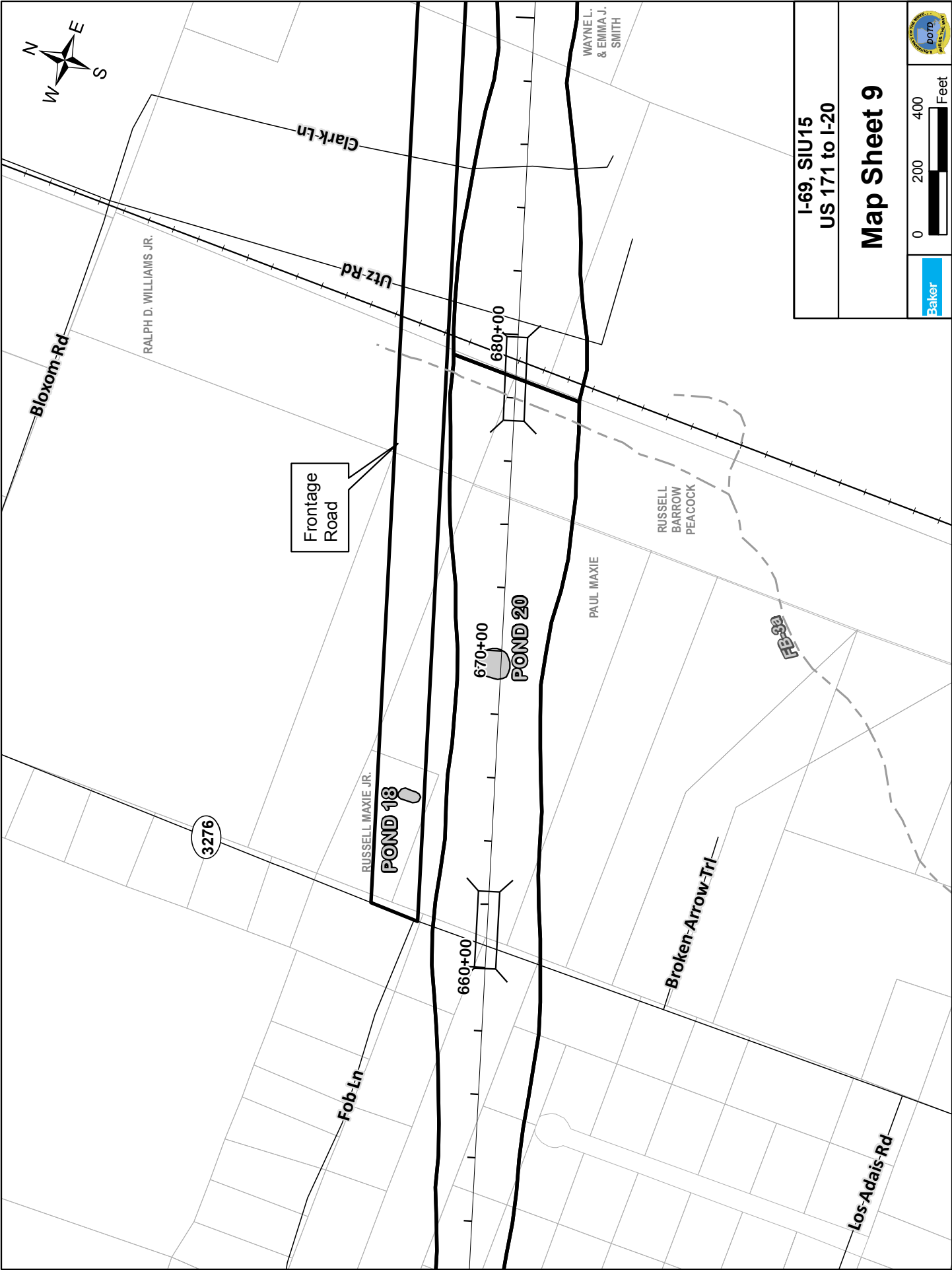
GILES SR., HENRY

I-69, SIU15
US 171 to I-20

Map Sheet 8



Baker



I-69, SIU15
US 171 to I-20

Map Sheet 9

Baker

0 200 400 Feet

LESLIE
DIANNE HYDE
KOCHRAN



PSS 74

GB-2a

GB-2

730+00

PSS 73

PFO 19-a

GB-4

720+00

710+00

700+00

ROBERT L.
& CATHY
D. ZAHN

GoodTimes Ln

Candy Bayou (CB)

GB-3

PARSONS,
JAMES WILSON
& JOAN F.

GB-3a

GB-3a-1

Frontage Road

WAYNE L. & EMMA J. SMITH

I-69, SIU15
US 171 to I-20

Map Sheet 10

Baker

0 200 400 Feet



PARSONS,
JAMES WILSON
& JOAN F.

FRIERSON,
CLARENCE N.

HEBERT,
JEROME

PATRICK H. CAVANAUGH

LESLIE
DIANNE HYDE
KOCHRAN

ROBERT L.
& CATHY
D. ZAHN

770+00

760+00

750+00

740+00

Old Church Rd

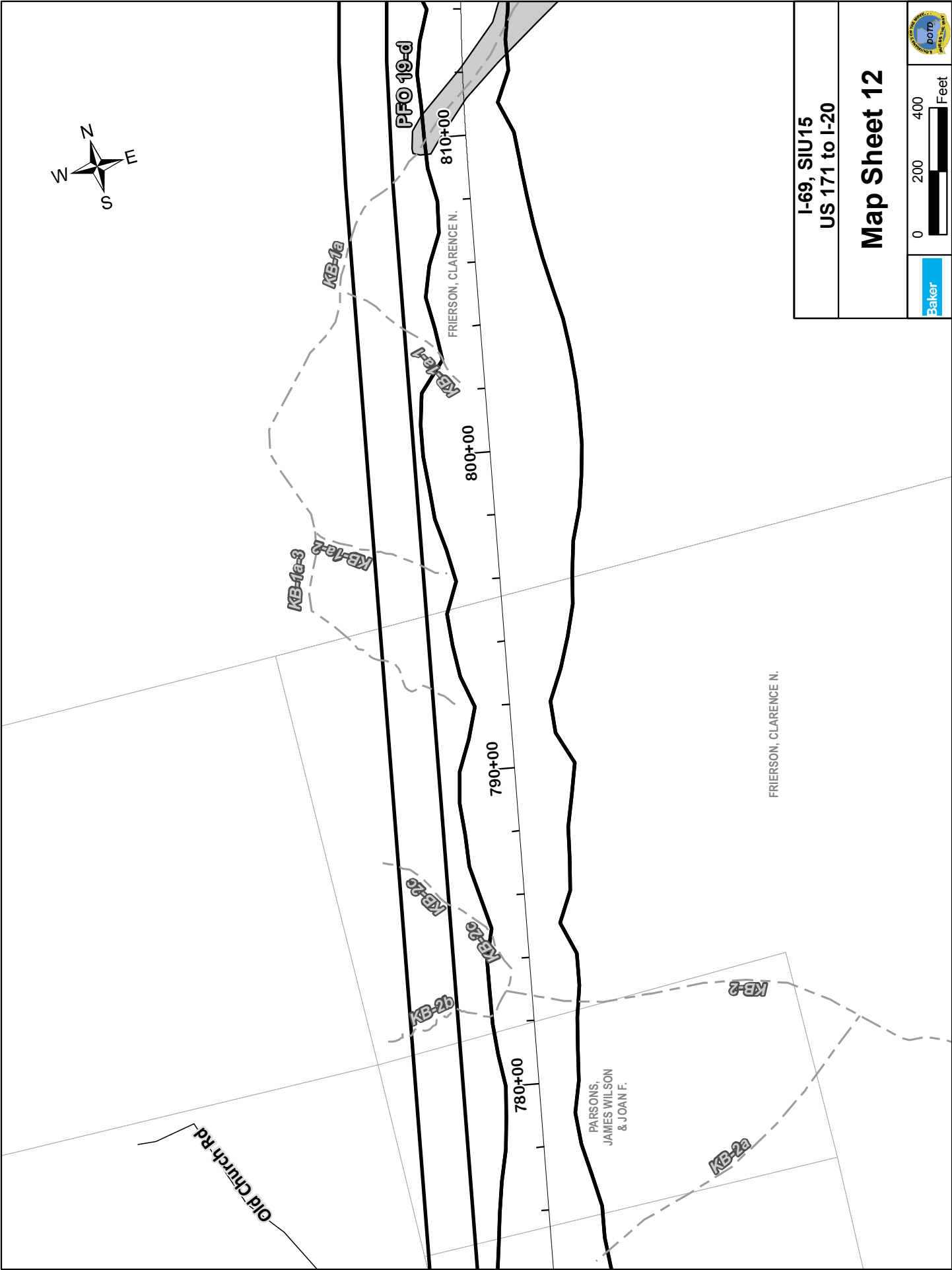
Miles Ln

I-69, SIU15
US 171 to I-20

Map Sheet 11



Baker

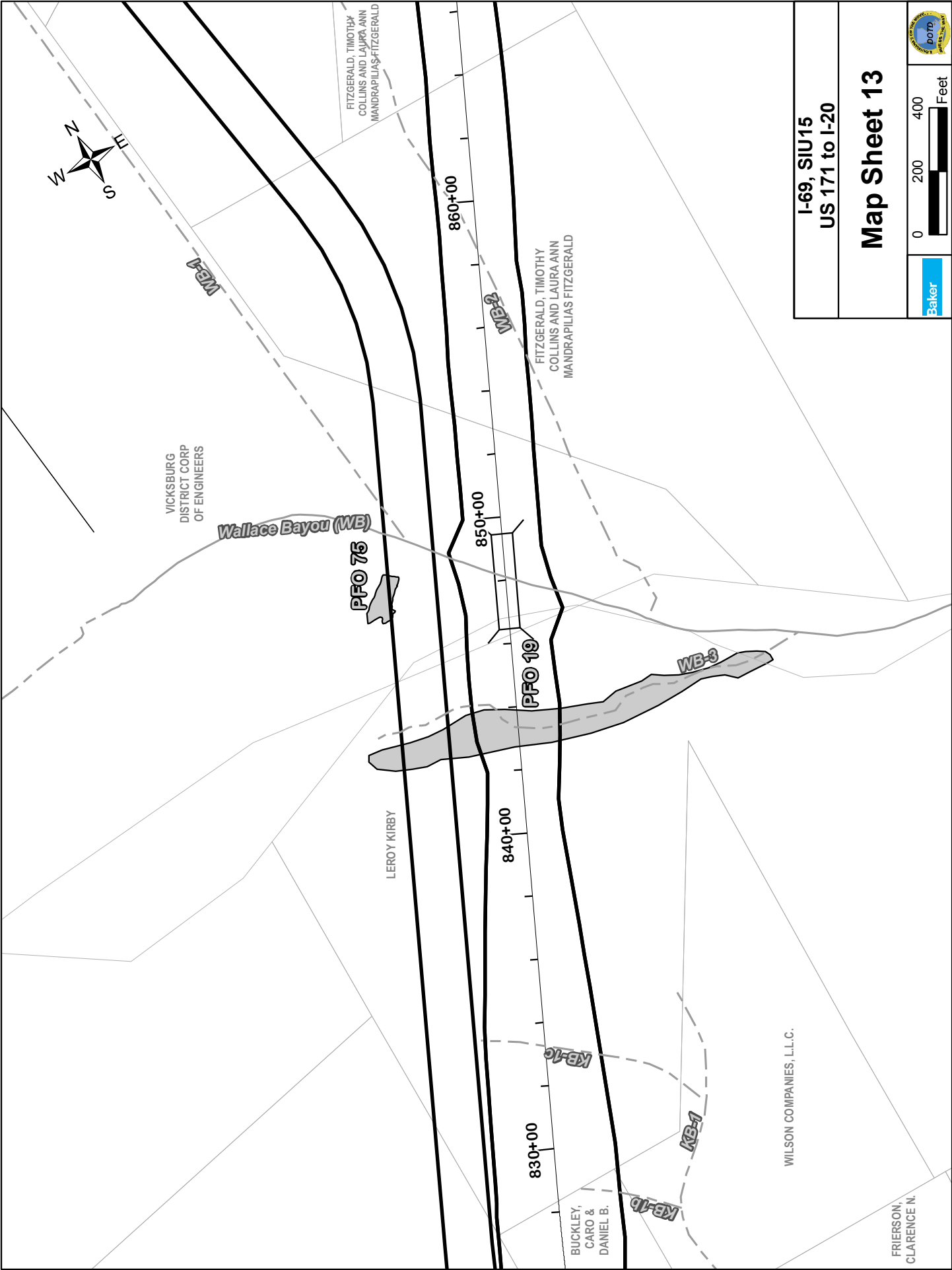


I-69, SIU15
US 171 to I-20

Map Sheet 12

Baker

0 200 400 Feet



VICKSBURG
DISTRICT CORP
OF ENGINEERS

Wallace Bayou (WB)

PFO 75

PFO 19

LEROY KIRBY

WILSON COMPANIES, L.L.C.

BUCKLEY,
CARO &
DANIEL B.

FITZGERALD, TIMOTHY
COLLINS AND LAURA ANN
MANDRAPILLAS-FITZGERALD

FITZGERALD, TIMOTHY
COLLINS AND LAURA ANN
MANDRAPILLAS-FITZGERALD

FRIERSON,
CLARENCE N.

I-69, SIU15
US 171 to I-20

Map Sheet 13

Baker

0 200 400 Feet



SORENSEN-NAYLOR, LTD.

ChB-1

940+00

930+00

920+00

910+00

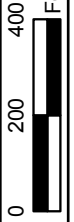
ChB-2

MFE PROPERTIES, LP

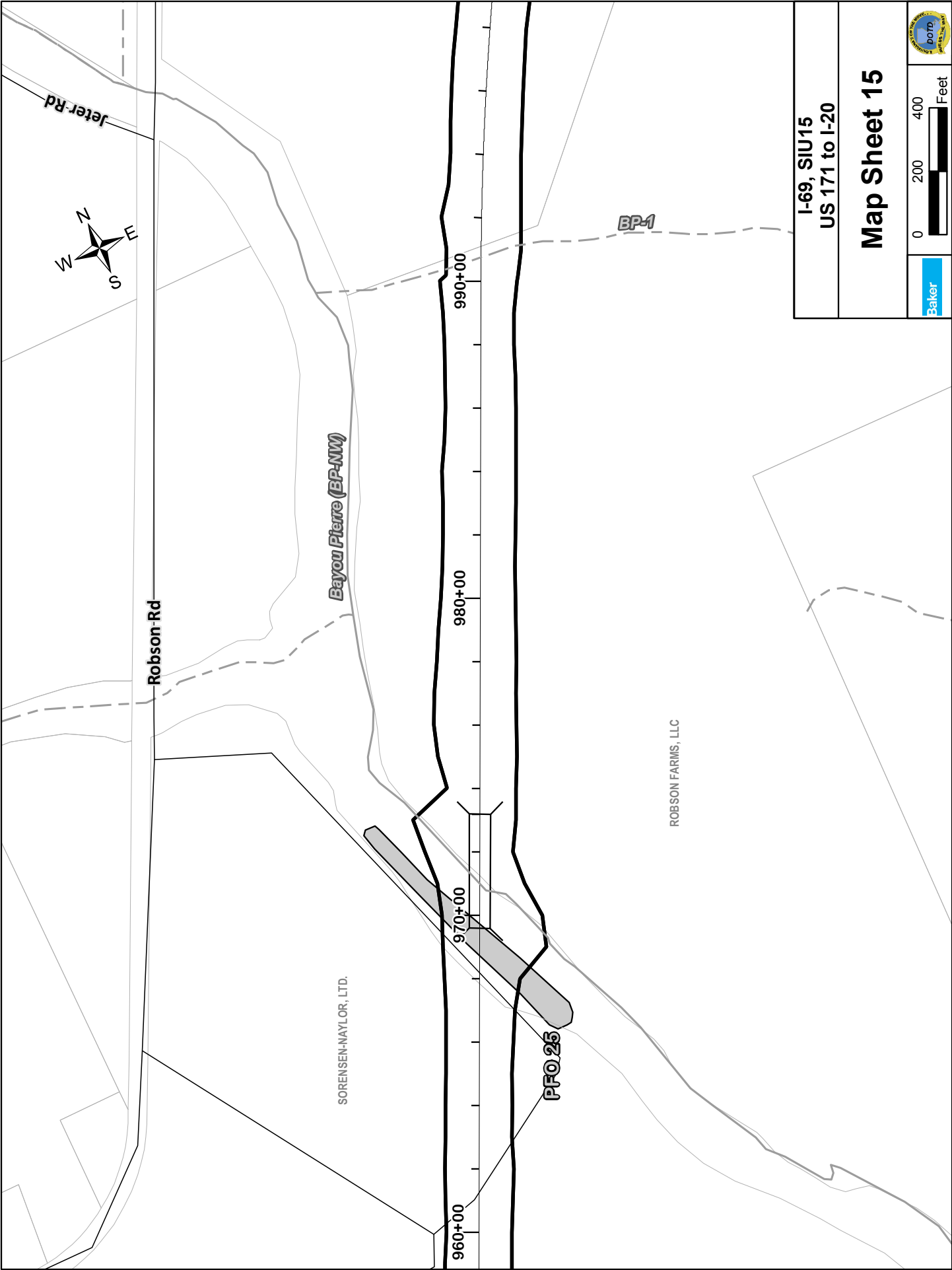
Chico Bayou (ChB)

I-69, SIU15
US 171 to I-20

Map Sheet 14



Baker



I-69, SIU15
US 171 to I-20

Map Sheet 15

Baker

0 200 400 Feet



CADDO-BOSSIER
PARISHES PORT
COMMISSION

Doug-Attaway-Blvd

Harts-Island-Rd

Robson-Rd

PFO 41

PFO 44

1040+00

1030+00

1020+00

1050+00

BP-1a-2

BP-1a-1

BP-1a-1a

BP-1a-1b

BP-1a

1

PEAK SULFUR, INC.

PFO 44-a

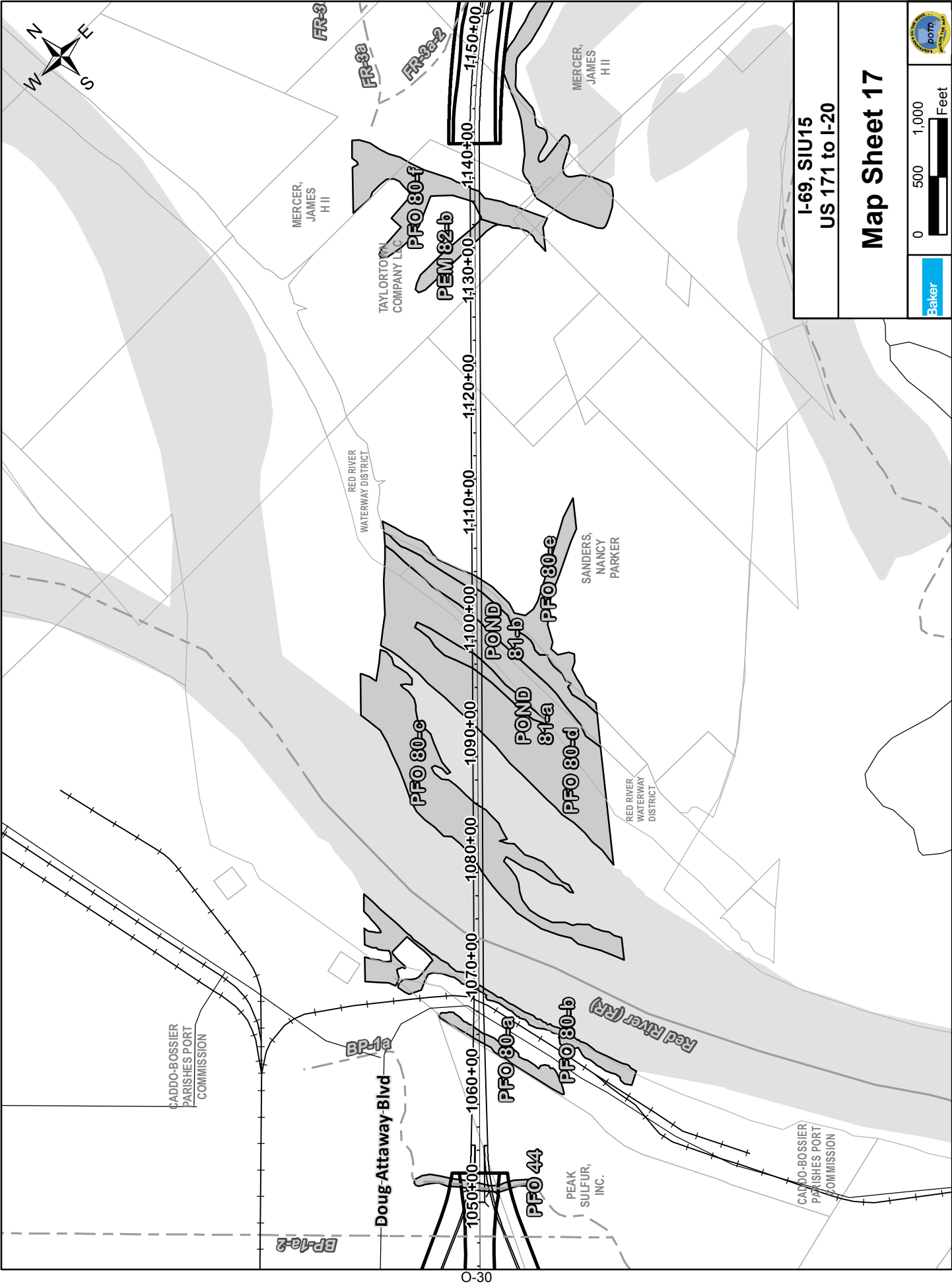
CADDO-BOSSIER
PARISHES PORT
COMMISSION

I-69, SIU15
US 171 to I-20

Map Sheet 16



Baker



I-69, SIU15
US 171 to I-20

Map Sheet 17

Baker

0 500 1,000 Feet

0-30



ELM GROVE
BAPTIST
CHURCH

MCDADE,
BETSY
HUDSON

FR-3a-1

LMA LAND
COLLCC

1170+00

FR-3

COHORT
ENERGY CO.

1160+00

FR-3a

FR-3a-2

1150+00

MERCER,
JAMES
H II

MERCER,
JAMES
H II

PFO 80-f

TAYLORTOWN
COMPANY LLC

1140+00

I-69, SIU15
US 171 to I-20

Map Sheet 18



Baker



Flat River NW (FR)

CAPLIS JR, JOSEPH E &

1210+00

1200+00

MICIOTTO PROPERTIES LP

1190+00

FR-S

1180+00

POND 57

MCDONALD,
BETSY HUDSON

ELM GROVE
BAPTIST
CHURCH

MERCER, JAMES H II

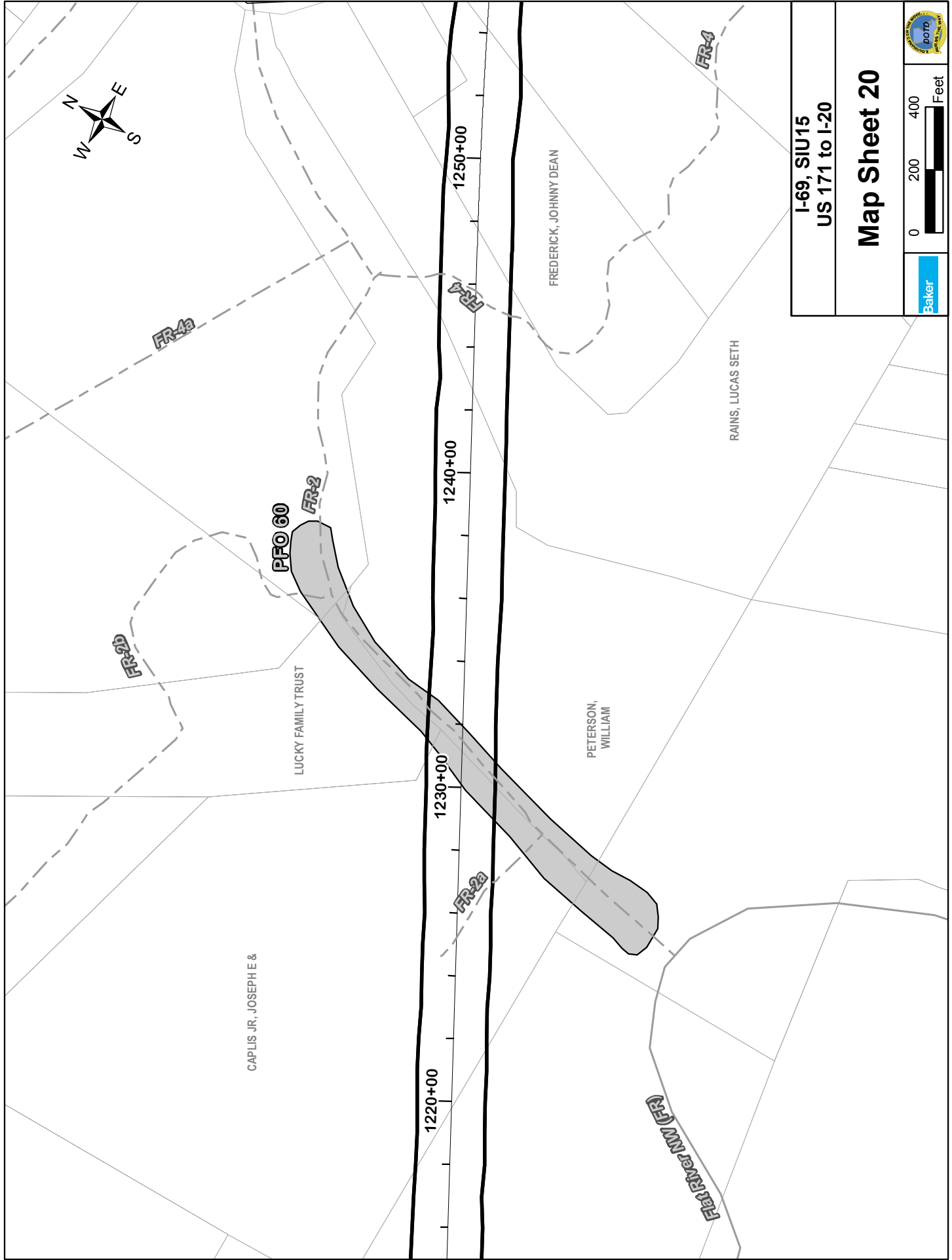
LMA LAND CO LLC

I-69, SIU15
US 171 to I-20

Map Sheet 19

Baker

0 200 400 Feet

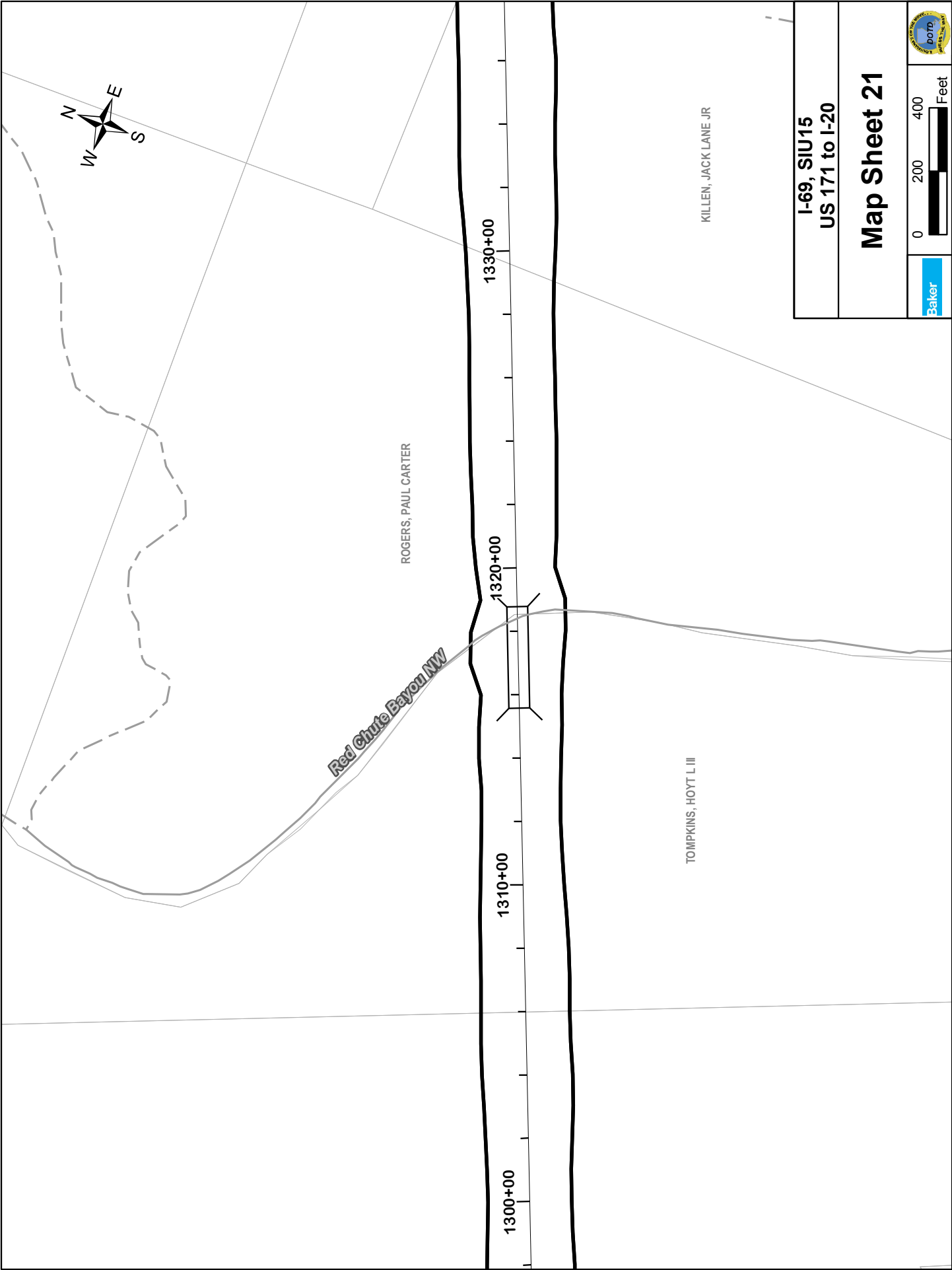


I-69, SIU15
US 171 to I-20

Map Sheet 20

0 200 400 Feet

Baker

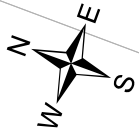


I-69, SIU15
US 171 to I-20

Map Sheet 21

Baker

0 200 400 Feet



Goat-Hill Rd

NORTON, FLOYD L III

1370+00

1360+00

1350+00

RB-1a1

RB-1a

KILLEN, JACK LANE JR

RB-1

I-69, SIU15
US 171 to I-20

Map Sheet 22

Baker

0 200 400 Feet

MITCHELL, FLOYD ENYART



CLAY, HENRY ET AL

PFO 70'f

FoxB-1

I-69, SIU15
US 171 to I-20

Map Sheet 23

Baker

0 200 400 Feet

1560+00

FoxB-1a

1550+00

FoxB-1a1

JOLLY FAMILY LLC

1540+00

BARR LAND & TIMBER LLC

FoxB-1a2

COOPER, GRACIE M

1530+00

MORRIS, MICHAEL A



GRAY,
ROBERT

GRAY, ROBERT

Foxskin Bayou (FoxB)

MITCHELL, FLOYD ENYART

1539+00

1580+00

1570+00

FoxB-1

CLAY, HENRY ET AL

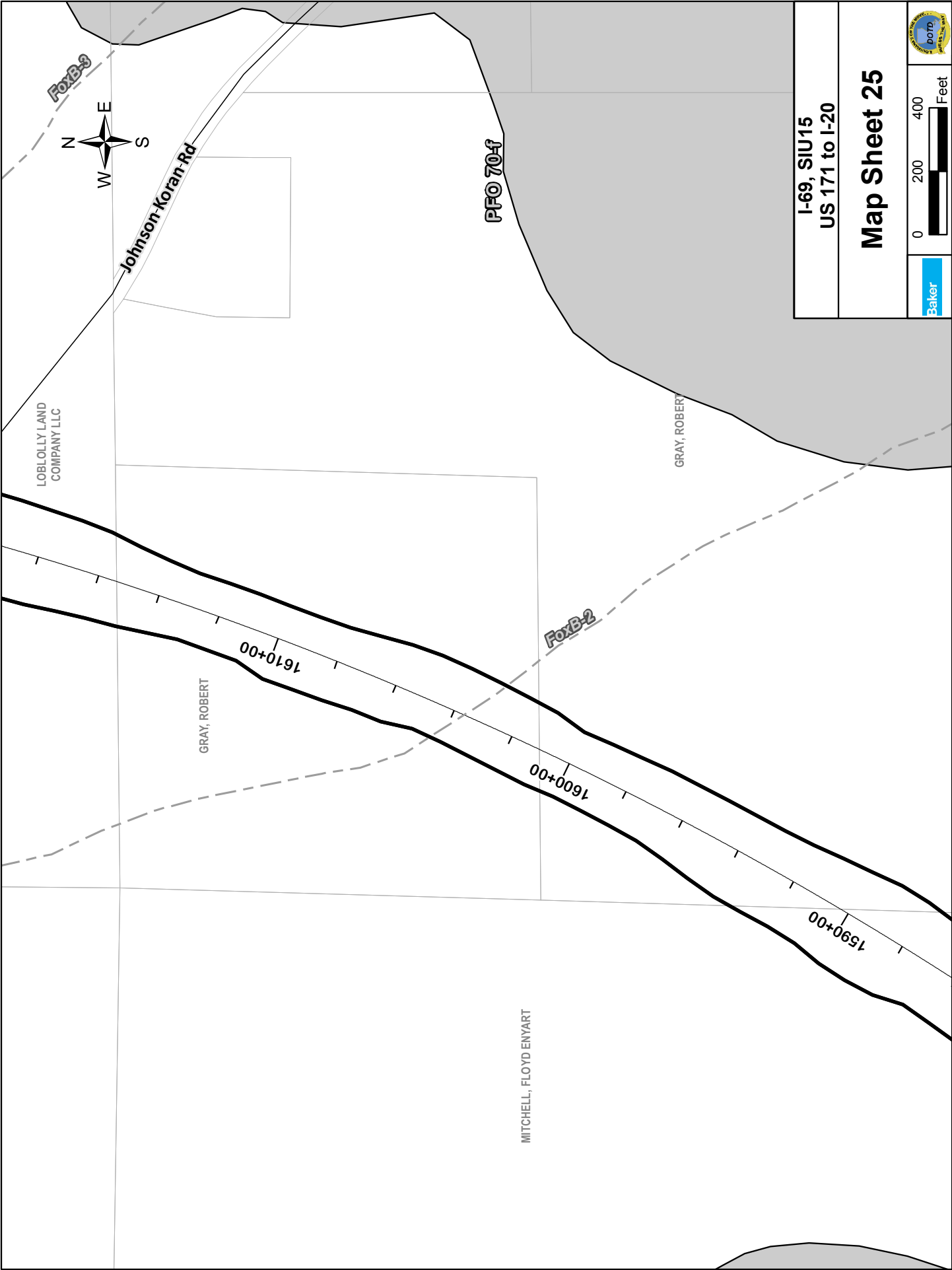
1560+00

PFO 70-f

I-69, SIU15
US 171 to I-20

Map Sheet 24



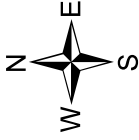


I-69, SIU15
US 171 to I-20

Map Sheet 25

Baker

0 200 400 Feet



CORINNE KELLY
CALDER, REV
TRUST

NORTH CENTRAL OIL CORP

CB-1

1670+00

1660+00

1650+00

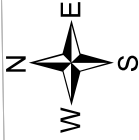
Hayes Ball Rd

I-69, SIU15
US 171 to I-20

Map Sheet 26

Baker

0 200 400 Feet



MITCHELL,
ROBERT
EUGENE IV

PFO 70-d

COLEMAN, BEN ESIG JR

1730+00

1720+00

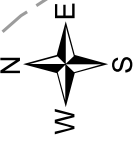
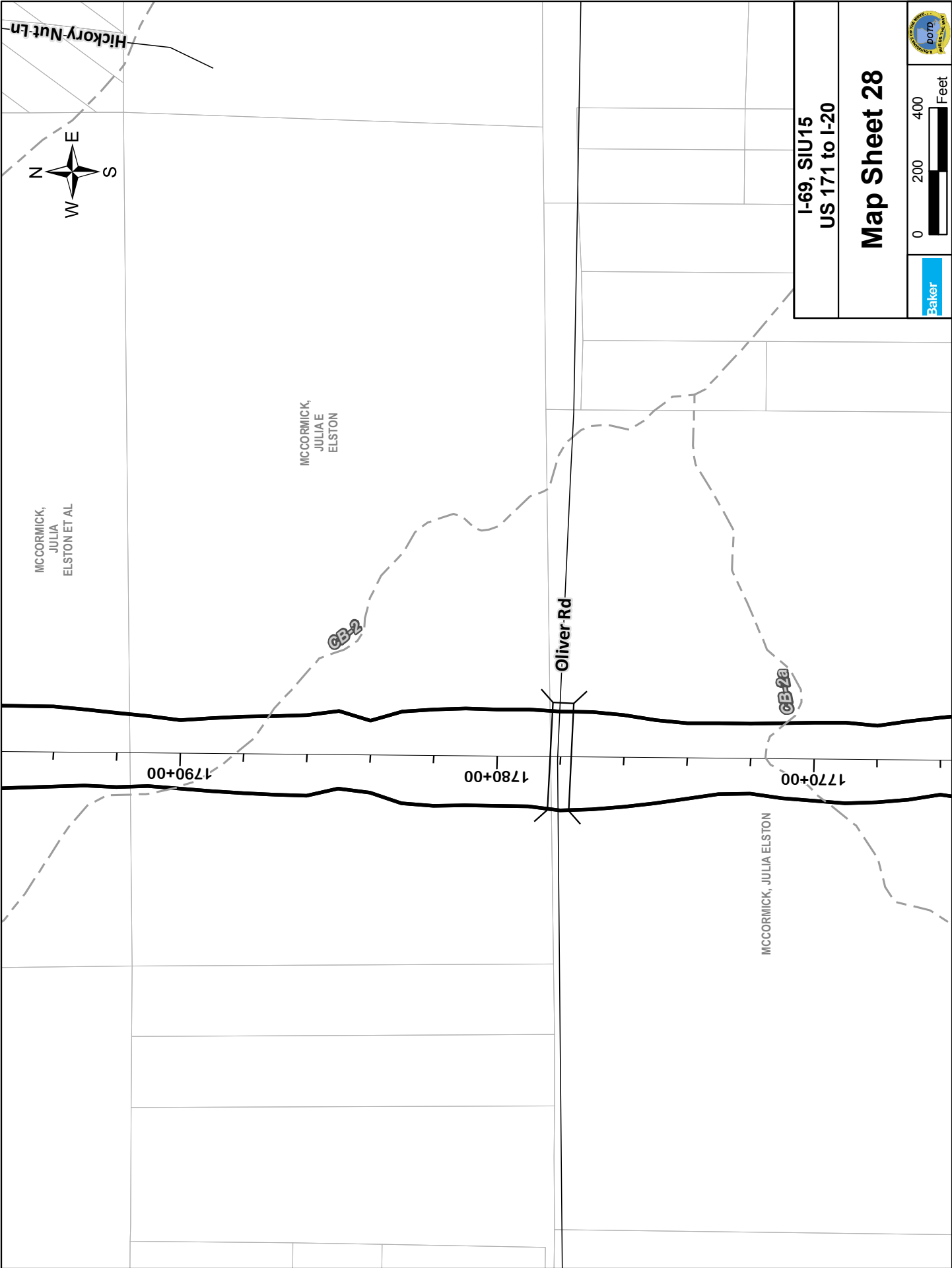
CB-2a

I-69, SIU15
US 171 to I-20

Map Sheet 27

Baker

0 200 400 Feet



Hickory-Nut Ln

MCCORMICK,
JULIA
ELSTON ET AL

MCCORMICK,
JULIAE
ELSTON

Oliver Rd

CB-2

CB-2a

1790+00

1780+00

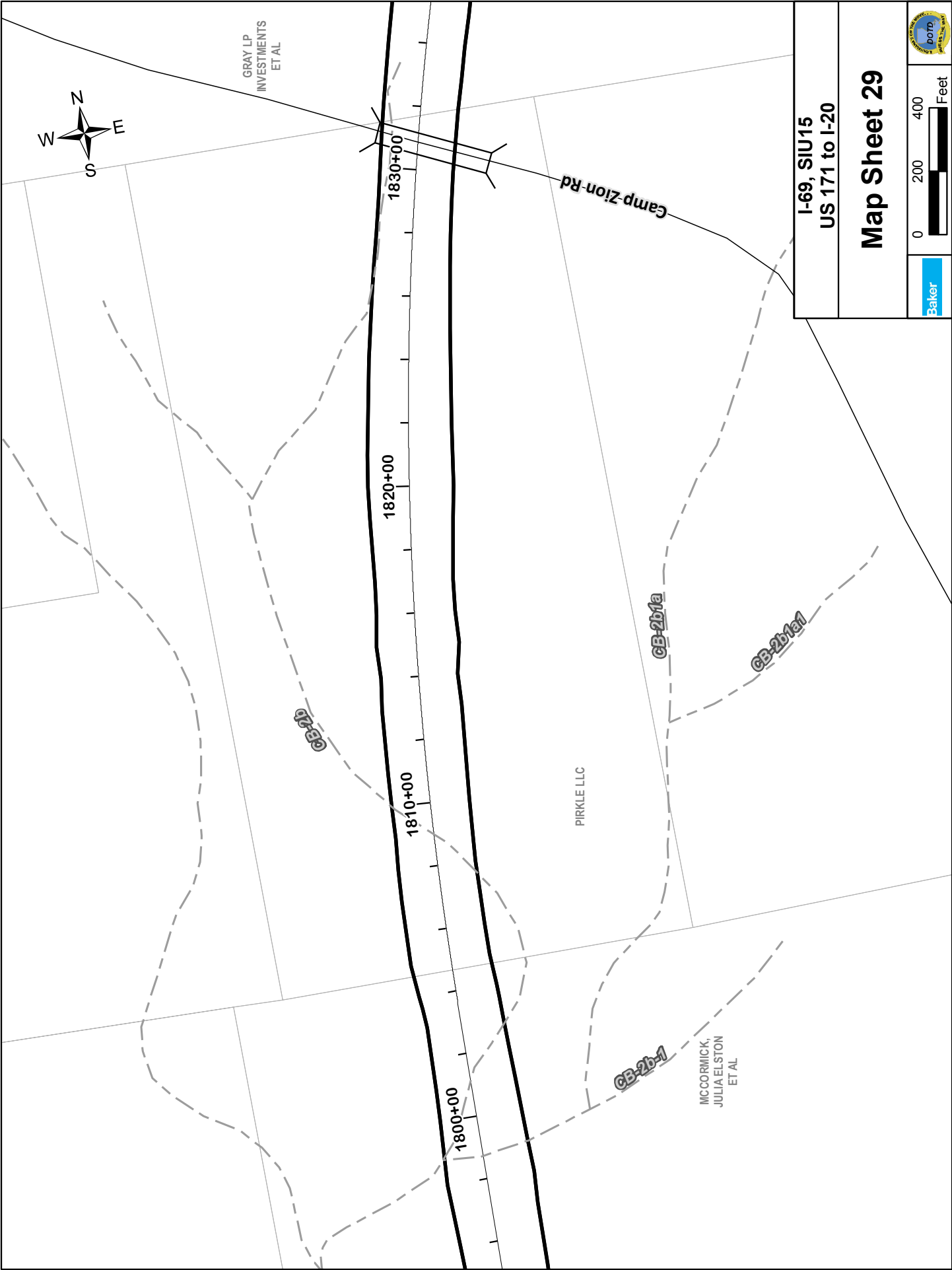
1770+00

MCCORMICK, JULIA ELSTON

I-69, SIU15
US 171 to I-20

Map Sheet 28

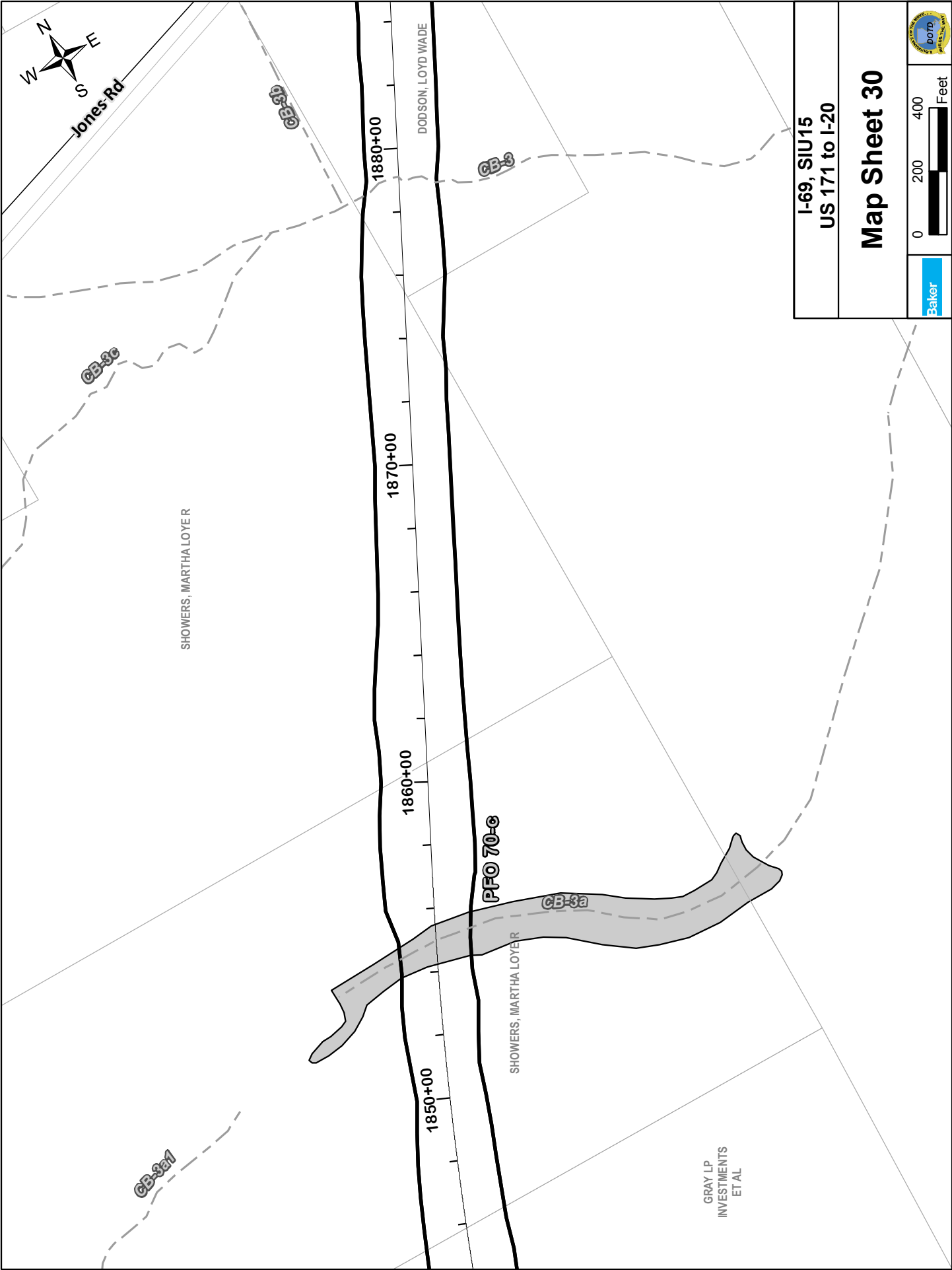




I-69, SIU15
US 171 to I-20

Map Sheet 29

Baker



Jones Rd

SHOWERS, MARTHA LOYER R

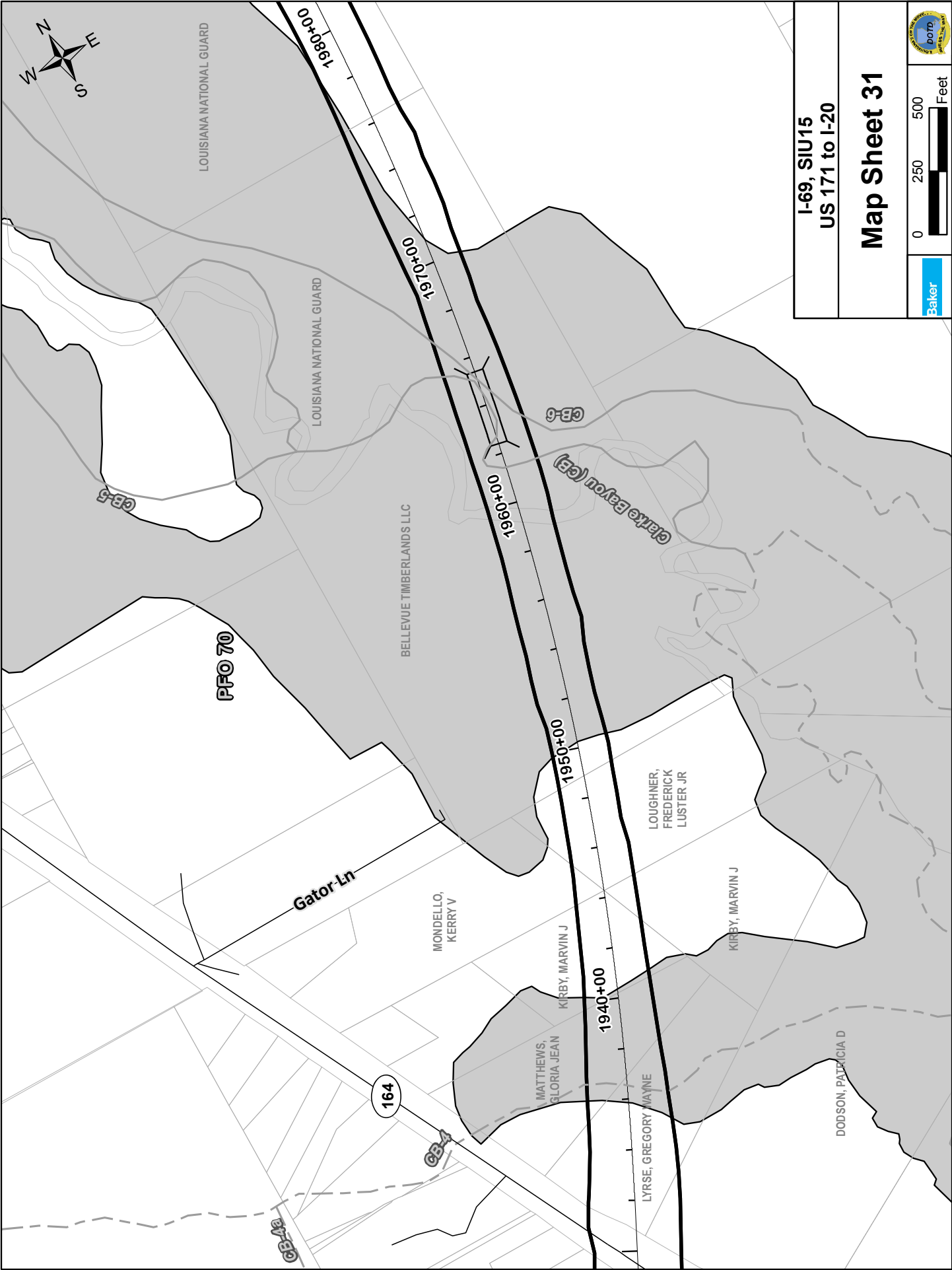
DODSON, LOYD WADE

GRAY LP
INVESTMENTS
ET AL

I-69, SIU15
US 171 to I-20

Map Sheet 30





I-69, SIU15
US 171 to I-20

Map Sheet 31

0 250 500 Feet

164

PFO 70

Gator Ln

BELLEVUE TIMBERLANDS LLC

MONDELLO,
KERRY V

MATTHEWS,
GLORIA JEAN

KIRBY, MARVIN J

LOUGHNER,
FREDERICK
LUSTER JR

KIRBY, MARVIN J

DODSON, PATRICIA D

LYRSE, GREGORY WAYNE

CB-5

CB-6

Orlake Bayou (CB)

CB-7a

CB-7