EXECUTIVE SUMMARY

The purpose of this Environmental Inventory (EI) is to identify resources associated with the natural and human environment within reasonable and feasible alternative routes to connect the existing Interstate 49 (I-49)/Interstate 20 (I-20) interchange to the proposed I-49/Interstate-220 (I-220) interchange within the city of Shreveport in Caddo Parish, Louisiana. As part of the I-49 Corridor which runs from Winnipeg, Manitoba, Canada to New Orleans, Louisiana, the 3.8 mile corridor intersects Shreveport, Louisiana through the urban area adjacent to the center of downtown.

This segment was a portion of the Draft Environmental Impact Statement (DEIS) developed in 1976, but was removed in the Final Environmental Impact Statement (FEIS). This section was “designated a Priority Primary Route, but because of lack of funding it was not developed further.”

For this study, three Build Corridors, Build Corridor 1 (Elevated), Build Corridor 2 (At-grade), Build Corridor 3 (Combination), and the No-Build were analyzed. The three Build Corridors are shown on Figure 1. The No-Build provides a baseline for comparing the impacts of the three Build Corridors and is the projected future condition that would exist if the proposed project were not constructed.

The three Build Corridors were developed with input from the public, local officials, state and federal agencies, and other interested parties. A traffic analysis was conducted in the study area to evaluate existing traffic operations and future traffic projections for all alternatives, and an environmental inventory was prepared to compare how the various alternatives would impact the natural and human environment.

While the community has voiced concerns about community disruption and safety associated with Build Corridor 2, the cheaper cost and comparable footprint continue to make this a feasible alternative. Therefore, all three corridors were determined to be feasible by the North Louisiana Council of Governments (NLCOG) and the Louisiana Department of Transportation and Development. During the next step, a Stage 1 analysis, multiple build alternatives and a No-Build alternative will be studied within the corridors. This document has been designed to be incorporated into the Environmental Assessment (EA) or Environmental Impact Statement (EIS) report required for the proposed project to advance.
# TABLE OF CONTENTS

EXECUTIVE SUMMARY ........................................................................................................................................... ES-1

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION................................................................. 1-1
  1.1 Description of the Proposed Action .................................................................................. 1-1
  1.2 Project Purpose and Need ........................................................................................... 1-1

2.0 ALTERNATIVES ........................................................................................................................................ 2-1

3.0 EXISTING CONDITIONS ............................................................................................................ 3-1
  3.1 Natural and Physical Environment .............................................................................. 3-1
    3.1.1 Prime and Unique Farmland ............................................................................... 3-1
    3.1.2 Threatened and Endangered Species .................................................................. 3-1
    3.1.3 Wetlands and Waters Resources ........................................................................ 3-1
    3.1.4 Floodplains ........................................................................................................ 3-4
    3.1.5 Natural and Scenic Streams ............................................................................... 3-4
    3.1.6 Unique and Environmentally Sensitive Areas .................................................. 3-5
    3.1.7 Noise .................................................................................................................. 3-5
    3.1.8 Air Quality ......................................................................................................... 3-5
    3.1.9 Cultural Resources ............................................................................................ 3-6
    3.1.10 Hazardous and Solid Waste ........................................................................... 3-8
  3.2 Human Environment .......................................................................................................... 3-12
    3.2.1 Land Use ........................................................................................................... 3-12
    3.2.2 Socioeconomics ............................................................................................... 3-12

4.0 ENVIRONMENTAL CONSEQUENCES ....................................................................................... 4-1

5.0 COMMENTS AND COORDINATION ...................................................................................... 5-1
  5.1 Coordination Letters ..................................................................................................... 5-1
  5.2 Public Involvement ....................................................................................................... 5-1

6.0 LIST OF PREPARERS ...................................................................................................................... 6-1

7.0 REFERENCES ...................................................................................................................................... 7-1

## LIST OF TABLES

<table>
<thead>
<tr>
<th>Table</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS (Continued)

LIST OF FIGURES

**Figure**

1. Study Area Map
2. Soils and Prime Farmland
3. Potential Wetlands/Hydrick Soils
4. Water Resources Map
5. Louisiana Aquifer and Recharge Potential Map
6. Flood Zone Map
7. Potential Environmental Liability Sites
8. Land Use Map
9. Demographics
10. Economic Levels

LIST OF APPENDICES

**Appendix**

A. Agency Correspondence
B. Cultural Resources Report
C. EDR Radius Report
1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 Description of the Proposed Action

The proposed action is to define a corridor within which to design and ultimately construct a controlled access highway to connect the existing Interstate 49 (I-49)/Interstate 20 (I-20) interchange to the proposed I-49/Interstate 220 (I-220) interchange in Shreveport, Caddo Parish, Louisiana. This corridor is approximately 3.8 miles long. The I-49 Inner City Connector Project is part of the I-49 Corridor which runs from Winnipeg, Manitoba, Canada to New Orleans, Louisiana.

1.2 Project Purpose and Need

The purpose and need of the proposed connector route between the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange are:

1. To provide connectivity between the existing I-49 and the future presently designated I-49 North that is proposed to terminate at I-220 in Shreveport

2. To improve the safety of present routes (I-20 at I-49) and to provide an alternate route for hazardous materials currently being transported across Cross Lake, the designated water supply for the City of Shreveport

3. To provide for economic development by providing improved access to downtown from the west and a continuous I-49 route through Shreveport-Bossier to encourage development throughout Louisiana, Arkansas, and Texas

As a result of its construction, the I-49 Inner City Connector will accommodate future potential development and promote orderly growth.
2.0 ALTERNATIVES

In addition to the No-Build, three Build Corridors to connect the existing I-49/I-20 interchange in downtown Shreveport to the proposed I-49/I-220 interchange were developed and evaluated. These Build Corridors are shown on Figure 1.

The three Build Corridors were analyzed against the attributes of each corridor and potentially impacted resources in a comparison matrix. A detailed assessment of all three Build Corridors, the comparison matrix, and reasons for selection can be found in Chapter 4 of this document.

Design year (2035) traffic data revealed that regardless of the Build Corridor, the average daily traffic (ADT) would be approximately 62,000 vehicles per day.

No-Build
The No-Build Alternative is being considered in this analysis because it provides a baseline condition for comparing the impacts of the Build Corridors. Additionally, the No-Build Alternative is the projected future condition that would exist if the proposed project were not constructed.

Build Corridor 1 - Elevated
Build Corridor 1 was selected for further study for the following reasons:
- An elevated highway should require the least amount of additional ROW
- An elevated highway would result in lower impacts to wetlands than an at-grade highway
- Less disruption to community cohesion than an at-grade highway

Build Corridor 2 – At-Grade
Build Corridor 2 was selected for further study for the following reasons:
- Lowest anticipated construction cost
- Ability to fund community impact mitigation and remain less than half the cost of the other Build Corridors
- ROW not significantly higher than the other two Build Corridors

Build Corridor 3 – Combination of Elevated and At-Grade
Build Corridor 3 was selected for further study for the following reasons:
- Should require less additional ROW than Build Corridor 2
- The elevated design through potential wetlands would result in lower impacts than an at-grade highway
- Less disruption to community cohesion than an entirely at-grade highway
3.0 EXISTING CONDITIONS

The study area boundary shown in Figure 1 defines the geographic area of the affected environment associated with the I-49 Inner City Connector. The proposed study area extends from the general vicinity of I-49 at the I-20 Interchange in downtown Shreveport to the interchange of Louisiana Highway 71 (LA 71) and I-220. It is bound on the southeast to north by I-20 and LA 71, on the south by Kansas City Southern Railroad, and to the west by I-220.

3.1 Natural and Physical Environment

3.1.1 Prime and Unique Farmland

Prime and other important farmlands have been identified by the U.S. Department of Agriculture (USDA) because they are of major importance in meeting the nation’s short and long range needs for food and fiber. Prime farmland, as defined by the USDA, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. Prime farmland soils have properties that are favorable for the economy and produce the highest yields with minimal inputs of energy and other economic resources.

Approximately 996 acres of prime farmland are in the study area. Only four of the soils identified in the project study area are considered prime farmland soils: Moreland clay, Norwood silt loam, Ruston fine sandy loam, and Severn very fine sandy loam (Figure 2).

3.1.2 Threatened and Endangered Species

There are no threatened or endangered species or protected habitats listed for the study area. This information has been confirmed through correspondence with the U.S. Fish and Wildlife Service (USFWS) and the Louisiana Department of Wildlife and Fisheries (LDWF) contained in Appendix A.

3.1.3 Wetlands and Waters Resources

Wetlands are defined jointly by the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) as “those areas that are inundated or saturated by surface or groundwater, at a frequency and duration sufficient to support, and that under normal circumstances, do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (40 CFR 230.3 and 33 CFR 328.3). Executive Order (EO) 11990 of May 1977 was enacted to slow the loss of the nation’s wetlands.
This EO established a policy “...to avoid to the extent possible, the long-term and short-term adverse impacts associated with the destruction or modification of wetlands...”

A preliminary desktop wetland investigation was conducted on the proposed study area using soils data and local knowledge. Figure 3 is a map demonstrating the location of hydric soils in the project study area. Wetlands are potentially present where hydric soils exist. Wetlands, as defined through the desktop research, appear to be located between Corporate Drive and Cross Bayou to I-220 in the northwestern portion of the study area and to some degree within a triangular area between I-220, LA 173, Hearne Avenue, and Cross Bayou.

These wetlands are believed to be primarily comprised of:

- Bottomland hardwood forested wetlands
- Other waters of the U.S. (canals, bayous, and other waterways)

Surface water exists in the study area in rivers, bayous, canals, and other drainageways, and occasionally, wetlands. Figure 4 shows area water resources. Water quality in the study area is affected by both point source and nonpoint source discharges. Point sources include mainly industrial, municipal, and sewer discharges. Nonpoint sources include storm water runoff, industrial discharges, landscape maintenance activities, forestry, agriculture, and natural sources (LDEQ 2008).

Subsegments 100101, 100310, and 100305 of the Red River Water Quality Management Basin drain the study area. Waterbodies within the study area include Cross Bayou, Cross Lake, Middle Bayou, and McCain Creek. The project study area eastern border is Market Street, which is just west of the Red River. Since the Red River accepts drainage from the study area, water quality within the river is included in the following discussion of study area surface water quality.

The 2008 Louisiana Water Quality Inventory: Integrated Report - Fulfilling the Requirements of the Federal Clean Water Act Sections 305(b) and 303(d) (LDEQ, 2008) identifies the following waterway segments as not fulfilling all designated uses:

- Red River in segment 100101 is not supporting drinking water standards.

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify waterbodies that are not meeting water quality standards (WQS) and to develop total maximum daily loads
(TMDLs) for those pollutants suspected of preventing the waterbodies from meeting their WQS. TMDLs are the maximum amount of a given pollutant that can be discharged into a water body from all natural and anthropogenic sources including both point and nonpoint source discharges. TMDLs can be assimilated in the water body and not result in instream violations of ambient numerical criteria, narrative criteria, or impairment of designated uses.

In accordance with Section 303(d) of the CWA, the USEPA and the Louisiana Department of Environmental Quality (LDEQ) identified suspected cause of water quality impairment in this segment of the Red River as color. No TMDL schedule for achieving the color standard has been established.

Caddo Parish obtains its drinking water from Cross Lake, the second most utilized surface water body for public supply water (second only to the Mississippi River) in Louisiana. Cross Lake is in subsegment 100310 and is listed as meeting all designated uses. Caddo Parish withdraws approximately 50 million gallons per day (MGD) of water from Cross Lake for public supply.

There are no sole source aquifers in the project area. The U.S. Geological Survey (USGS) *Ground Water Atlas of the United States* indicates that there are two major aquifer systems in the study area: the Red River Alluvial aquifer system and the Carrizo-Wilcox aquifer system. *Figure 5* demonstrates the limits of area aquifers and aquifer recharge potential.

According to the USGS’s year 2005 publication of *Water Use in Louisiana*, daily groundwater withdrawals amounted to 7.70 MGD in Caddo Parish. The largest use of groundwater in the parish is for general irrigation, which accounted for 2.94 MGD of the total withdrawal.

A search was performed for federal and state water well databases for Public Water System (PWS) wells located within the study area. A PWS is any water system that provides water to at least 25 people for at least 60 days annually. A review of water wells registered with the Water Resources Section of LDOTD showed that approximately 292 wells are located in the study area. The water well registration data file contains only wells registered with LDOTD (*Table 1*). It is possible that in the study area additional wells have been drilled but not registered. All water wells are shown on *Figure 4* and are detailed in *Table 1*. 
### TABLE 1
LDOTD WELL TYPE AND DISTRIBUTION

<table>
<thead>
<tr>
<th>WELL TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abandoned</td>
<td>5</td>
</tr>
<tr>
<td>Bore Hole</td>
<td>1</td>
</tr>
<tr>
<td>Destroyed</td>
<td>1</td>
</tr>
<tr>
<td>Domestic</td>
<td>5</td>
</tr>
<tr>
<td>Excavated</td>
<td>4</td>
</tr>
<tr>
<td>Heat Pump</td>
<td>3</td>
</tr>
<tr>
<td>Industrial</td>
<td>5</td>
</tr>
<tr>
<td>Monitor</td>
<td>91</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
<tr>
<td>Piezometer</td>
<td>9</td>
</tr>
<tr>
<td>Plugged</td>
<td>153</td>
</tr>
<tr>
<td>Public Supply</td>
<td>4</td>
</tr>
<tr>
<td>Recovery</td>
<td>5</td>
</tr>
<tr>
<td>Rig Supply</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>292</strong></td>
</tr>
</tbody>
</table>

#### 3.1.4 Floodplains

**Figure 6** shows the 100-year flood plain consisting of 2,241 acres within the proposed study area. Cross Bayou, Cross Lake, and the undeveloped oil and gas field are the primary areas located within the 100-year flood plain.

#### 3.1.5 Natural and Scenic Streams

There are no federal designated Wild or Scenic Rivers in the project area. The Louisiana Natural and Scenic River Act of 1970 established the Louisiana Natural and Scenic River System, a state river protection initiative to limit impacts to those rivers, streams, and bayous afforded protection through the Act. To be included in the Act, a river, stream, or bayou would have to meet a set of requirements or be considered an “instantaneous scenic stream” that could be included in the system immediately. Louisiana’s scenic river system is one of the oldest in the nation, with 51 streams or stream segments receiving protection (LDWF 2000). The LDWF was charged with regulatory authority over the program.

Currently, there are no Louisiana designated scenic streams in Caddo Parish. A letter from the LDWF regarding the lack of scenic streams in the project study area is located in Appendix A.
3.1.6 Unique and Environmentally Sensitive Areas

There are several significant trees located in the project study area. The LDOTD Office of Engineering in the Engineering Directives and Standards Manual (EDSM No: I.1.1.21) Treatment of Significant Trees in DOTD Right-of-Way defines for the purposes of this policy, a significant tree as a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18 inches or greater in diameter at breast height (four to six feet above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. Additionally, significant trees must be in good health and not in a declining condition.

There are significant oak trees, primarily live oak trees in and near downtown Shreveport and scattered in the residential area of Allendale/Ledbetter Heights.

No other Unique and/or Environmentally Sensitive Areas exist near the build alternatives.

3.1.7 Noise

In general, noise is considered the “sound pressure level” people perceive as pressure on the ear. The range of sounds is often expressed as 0 to 120 decibels (dB) to logarithmically compress the range of numerical values assigned to sounds. Sound frequency, measured in hertz (Hz), is the rate at which a complete cycle of high and low pressure regions is produced by a noise source. For highway traffic and other noises, high and low pitch sounds are weighted to approximate the manner in which an average individual hears sound. These adjusted sounds are referred to as “A-weighted levels” or dBA. The dBA scale begins at 0, which is the faintest sound an individual with very good hearing can hear. There are no precise measurements of loudness, but it is widely accepted that a sound level of 70 dB is considered twice as loud as a sound level of 60 dB. Existing ambient noise levels in the project area will be addressed in the EA. A noise study may be required.

3.1.8 Air Quality

The proposed project is in Caddo Parish, which is in an air quality attainment area (http://www.epa.gov/region6/air). The potential impact of the I-49 Inner City Connector project on air quality must be assessed to be in conformance with the State Implementation Plan (SIP) for attaining and maintaining National Ambient Air Quality Standards (NAAQS). A more thorough assessment of the air quality impacts will be made in the EA.
3.1.9 Cultural Resources

As part of the EI, a preliminary assessment of cultural resources formerly documented in the study area was conducted. Data reviewed included previously recorded archaeological sites, cultural resources investigations, standing structures greater than 50 years of age, and properties listed on the National Register of Historic Places (NRHP). Additionally, a reconnaissance/windshield survey of the proposed corridors was also performed to identify previously undocumented historic-era structures and to confirm the existing conditions of previously recorded buildings. The complete cultural resources report is located in Appendix B. The following table provides an overall listing of all properties listed on the NRHP within the bounds of the study area. There are many other listed sites in Shreveport, Louisiana; however, as these sites would not be relevant to the study, they are not included.
### TABLE 2
NATIONAL REGISTER OF HISTORIC PLACES LISTINGS
WITHIN THE STUDY AREA

<table>
<thead>
<tr>
<th>Historic Name</th>
<th>Address</th>
<th>Other Names</th>
<th>Date Placed on Register</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antioch Baptist Church</td>
<td>1057 Texas Avenue</td>
<td></td>
<td>11/1/1982</td>
</tr>
<tr>
<td>Antoine, C. C. House</td>
<td>1941 Perrin Street</td>
<td></td>
<td>8/20/1999</td>
</tr>
<tr>
<td>B’Nai Zion Temple</td>
<td>802 Cotton Street</td>
<td></td>
<td>1/21/1994</td>
</tr>
<tr>
<td>Central Fire Station</td>
<td>801 Crockett Street (relocated-building remains)</td>
<td></td>
<td>5/28/1991</td>
</tr>
<tr>
<td>Central High School</td>
<td>1627 Weinstock</td>
<td>Central Elementary School</td>
<td>5/16/1991</td>
</tr>
<tr>
<td>Central Railroad Station</td>
<td>1025 Marshall Street</td>
<td></td>
<td>5/28/1991</td>
</tr>
<tr>
<td>Crystal Grocery</td>
<td>1124 Fairfield</td>
<td>Fertitta’s Delicatessen</td>
<td>3/5/1998</td>
</tr>
<tr>
<td>Fairfield Historic District</td>
<td>Fairfield Avenue and adjacent streets between King’s Highway and Sheridan Street</td>
<td></td>
<td>2/19/1987</td>
</tr>
<tr>
<td>Holy Trinity Catholic Church</td>
<td>315 Marshall Street</td>
<td></td>
<td>9/27/1984</td>
</tr>
<tr>
<td>Jefferson Hotel</td>
<td>907 Louisiana Avenue</td>
<td></td>
<td>7/27/1989</td>
</tr>
<tr>
<td>Lakeside Municipal Golf Course</td>
<td>2200 Milam</td>
<td></td>
<td>6/1/2005</td>
</tr>
<tr>
<td>Oakland Cemetery</td>
<td>Block bounded by Milam St., Christian St., Sprague St., and Baker St.</td>
<td></td>
<td>7/23/1977</td>
</tr>
<tr>
<td>Ogilvie Hardware Company Building</td>
<td>217 Jones Street</td>
<td></td>
<td>10/12/2000</td>
</tr>
<tr>
<td>Scottish Rite Cathedral</td>
<td>725 Cotton Street</td>
<td></td>
<td>11/6/1986</td>
</tr>
<tr>
<td>Shreveport Municipal Building</td>
<td>724 McNeil</td>
<td></td>
<td>5/5/1982</td>
</tr>
<tr>
<td>Shreveport Municipal Memorial Auditorium</td>
<td>705 Grand Avenue</td>
<td></td>
<td>5/28/1991</td>
</tr>
<tr>
<td>Shreveport Water Works, Pump Station</td>
<td>On Cross Bayou off Common Street Extension</td>
<td>McNeil Street Pump Station</td>
<td>12/17/1982</td>
</tr>
<tr>
<td>Historic Name</td>
<td>Address</td>
<td>Other Names</td>
<td>Date Placed on Register</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Shreveport Woman’s Department Club Building</td>
<td>802 Margaret Place</td>
<td></td>
<td>7/18/1985</td>
</tr>
<tr>
<td>Sprague Street Houses</td>
<td>1100-1118 Sprague Street</td>
<td></td>
<td>10/3/1983</td>
</tr>
<tr>
<td>St. Mark’s Episcopal Church</td>
<td>875 Cotton Street</td>
<td>Church of the Holy Cross</td>
<td>6/11/1991</td>
</tr>
<tr>
<td>St. Paul’s Bottoms</td>
<td>1127 Milam (16 blgs)</td>
<td>Labeled Heights</td>
<td>10/11/1984</td>
</tr>
<tr>
<td>Star Cemetery</td>
<td>Off 2100 block of Texas Avenue</td>
<td></td>
<td>1/17/2002</td>
</tr>
<tr>
<td>Strand Theatre</td>
<td>630 Crockett</td>
<td></td>
<td>5/26/1977</td>
</tr>
<tr>
<td>Tally’s Bank</td>
<td>525 Spring Street</td>
<td>Spring Street Museum</td>
<td>7/14/1976</td>
</tr>
<tr>
<td>Texas Avenue Buildings - 800 Block, Shreveport</td>
<td>824-864 Texas Avenue</td>
<td></td>
<td>5/25/1979</td>
</tr>
<tr>
<td>U.S. Post Office and Court House</td>
<td>Marshall and Texas Streets</td>
<td></td>
<td>9/12/1974</td>
</tr>
<tr>
<td>Wray-Dickinson Building</td>
<td>308 Market Street</td>
<td></td>
<td>3/24/1983</td>
</tr>
<tr>
<td>YMCA, Downtown Branch</td>
<td>400 McNeil Street</td>
<td></td>
<td>5/28/1991</td>
</tr>
</tbody>
</table>

3.1.10 Hazardous and Solid Waste

A survey of the study area was conducted to identify sites that contain or potentially contain hazardous or toxic materials and/or wastes. Environmental Data Resource, Inc. (EDR) was contracted to provide a three mile radius search around the center point of the study area, using the standard American Society for Testing and Materials (ASTM) format for Phase I Environmental Site Assessments. Their report included regulatory agency record reviews, including a search of federal and state environmental compliance databases. A copy of the EDR report is provided in Appendix C. Providence also conducted site reconnaissance to confirm reported information.

The database search and regulatory agency records review were conducted to determine what, if any, information, release reporting, or registrations exist, or have been applied for, which might reveal a potential for contamination, indicate the possible presence of contamination, or assist in identifying recognized environmental conditions in connection with the study area. This procedure includes the examination of standard environmental record sources identified within Section 7.2.1.1 of ASTM Standard Practice E 1527-00, along with other appropriate agencies as deemed necessary. The databases searched include: Federal ASTM E 1527-00 Databases, Federal ASTM E 1527-00...
Supplemental Databases, and State ASTM E 1527-00 Databases.

Two types of sites were considered to be of particular interest for this project:

- Sites containing underground storage tanks (USTs)
- Sites where hazardous materials or wastes are generated, stored, handled, or disposed

These sites, should they be contaminated, have the potential to directly impact the study area if located in the existing or proposed ROW, or indirectly through migration of contamination off site and into the project ROW.

**Hazardous Waste Sites**

Hazardous waste is defined by 42 USC § 6903 as “a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.” Federal and state databases were used to identify known hazardous waste sites. Potential hazardous waste sites are shown on Figure 7.

Within the study area, a total of 11 sites were classified as Resource Conservation and Recovery Act - Large Quantity Generators (RCRA-LQG), 63 as Small Quantity Generators (RCRA-SQG), and 168 Conditionally Exempt Small Quantity Generators (RCRA-CESQG). None of these sites were identified within the Build Corridors.

The Facility Index System (FINDS) maintained by the USEPA contains both facility information and “pointers” to other sources of information that contain more detail. The FINDS database contains information on sites listed in the RCRA system; Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); and a number of other federal databases. There were 402 sites identified in the FINDS database within the study area. None of these sites were identified within the Build Corridors.

The Emergency Response Notification System (ERNS) is a database of incidents reported to the National Response Center
including chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, and incidents where illegally dumped chemicals have been found. The ERNS list recorded 16 incidents within the study area. None of these sites were identified within the Build Corridors.

The Hazardous Materials Incident Report System (HMIRS), which contains hazardous material spill incidents reported to the U.S. Department of Transportation, revealed that there are 266 HMIRS sites in the study area. None of these sites were identified within the three Build Corridors.

The Toxic Chemical Release Inventory System (TRIS) database identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities. Two such facilities were identified in the study area. None of these sites were identified within the three Build Corridors.

The Section 7 Tracking Systems (SSTS) database contains information on facilities that produce pesticides. Two SSTS facilities were identified in the study area. None of these sites were identified within the three Build Corridors.

**Underground Storage Tanks**

USTs are defined as any one or a combination of tanks used to contain regulated substances, the volume of which, including connecting underground pipes, is 10% or more beneath the surface of the ground. The LDEQ requires by law that all USTs within the state be registered. The data search queried UST records maintained by LDEQ. There are 328 USTs in the project study area. Within the three Build Corridors, there were multiple sites identified as formerly having USTs that have since been removed. Only one site within the Build Corridors, T and T Automotive (530 Pete Harris), was listed as having existing USTs. Although this business is presently abandoned, it must be assumed that the USTs remain in the ground at this site. Further details on this site would be obtained in the Stage 1 process.

Thirteen Leaking Underground Storage Tanks (LUSTs) were identified in the study area. None of these sites were identified within the three Build Corridors.
Thirty-eight Historical Incident Leaking Underground Storage Tanks (HIST LUSTs) are present in the project study area; none of these are located near the three Build Corridors.
**Oil and Gas Wells**

To determine the location of oil and gas wells in the study area, data was obtained from the Louisiana Oil Spill Coordinator’s Office (LOSCO). Oil and gas wells within the study area are shown in Figure 7. **Table 3** provides information relative to well type and status of these wells.

**TABLE 3**  
**LDNR WELL TYPE AND DISTRIBUTION**

<table>
<thead>
<tr>
<th>WELL TYPE/STATUS</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permit Expired</td>
<td>20</td>
</tr>
<tr>
<td>Permitted Well</td>
<td>1</td>
</tr>
<tr>
<td>Active Injection</td>
<td>1</td>
</tr>
<tr>
<td>Active-Producing</td>
<td>13</td>
</tr>
<tr>
<td>Dry and Plugged</td>
<td>24</td>
</tr>
<tr>
<td>Plugged and Abandoned</td>
<td>100</td>
</tr>
<tr>
<td>Unable to Locate Well – Not Plugged and Abandoned</td>
<td>11</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>170</strong></td>
</tr>
</tbody>
</table>

One active producing oil well is within the corridor of Build Corridor 1 and another active producing oil well is on the boundary of the potential interchange area at LA 173. Multiple plugged and abandoned well sites are within the corridors of the three Build Corridors, as shown in Figure 7.

### 3.2 Human Environment

#### 3.2.1 Land Use

The study area encompasses approximately 6,779 acres in Caddo Parish (Figure 1). Current land use is represented in Figure 8. As demonstrated in the figure, more than half of the project area is urban land (commercial, residential, or industrial) and the remainder is undeveloped or water. The majority of the undeveloped area is an oil and gas field that borders on a wastewater treatment facility and a landfill.

#### 3.2.2 Socioeconomics

The demographic data presented here were taken from the U.S. Census Bureau, US Census 2000. The data obtained covers the proposed study area and is presented in tract and block groups (i.e. georeferenced subdivisions nested with the proposed study area).
Demographic data is presented in Figure 9 and economic data is presented in Figure 10.

The following subsections address various aspects of the social environment.

**Schools**

The project area supports Central Elementary School, George P. Hendrix Elementary School, Ingersoll Elementary School, J.S. Clark Middle School, and Booker T. Washington High School.

**Libraries**

There are two public libraries in the project study area: Shreve Memorial Library downtown and the Wallette Branch off of Hearne Avenue.

**Parks and Recreation**

The project study area supports numerous public parks and recreational facilities. Most notable of the parks is Lakeside Park, a National Register Historic Site, located adjacent to Booker T. Washington High School. Additionally, Antoine Park, SWEPSCO Park, the Municipal Plaza Park/Municipal Auditorium, Mount Moriah Park, the Andrew Currie Recreational Center, Princess Park, Allendale Park, and a small play area formerly referred to as Ledbetter Heights Park, are all located in the project study area.

**Houses of Worship and Cemeteries**

There are approximately 30 houses of worship located within the study area. Some of the churches attended by individuals that attended public meetings for the project include Evergreen Baptist, Antioch Baptist, Shiloh Baptist, and Mount Moriah. Antioch Baptist, Holy Trinity Catholic, St. Mark’s Episcopal, and the Scottish Rite Cathedral are all churches in the project area that are listed on the NRHP. There is one cemetery in the project area, Oakland Cemetery, listed on the NRHP. Star Cemetery, another NRHP site, is located just to the south of the project study area.

**Police and Fire**

The City of Shreveport Police Department Headquarters and the Fire Department’s Central Station are located in downtown Shreveport, off Texas Street and North Common, respectively. Fire Station Number 4 is located at 2200 Milam, adjacent to Lakeside Park.
**Hospitals**

There are several clinics in the project study area and while there are no hospitals within the limits of the study area, there are eight hospitals in close proximity to the southern boundary of the project study area. Doctor’s Hospital, located at 1130 Louisiana, is the closest hospital to the study area boundary.

**Public Transportation**

SporTran is the public transit system for Shreveport and Bossier City. The main terminal at which all 17 routes originate is located at 400 Crockett Street in downtown Shreveport. SporTran offers multiple services for the disabled, including lifeline, a curb to curb service for those who cannot get to a bus stop or cannot board a bus, even with lift service. Since the main terminal is located within the project study area, all routes run some distance within the study area. There are four primary routes that traverse the study area, the remaining 13 routes exit the study area fairly quickly into the route or involve the highways bordering the study area (such as Market and I-20). The four routes that run through the study area are: Metro Loop 1, Metro Loop 2, Allendale, and Russell Road.
4.0 ENVIRONMENTAL CONSEQUENCES

Table 4, the Build Corridor Comparison Matrix, is an impact summary of the Build Corridors. These impacts will be fully investigated if an EA is required for this project. The EA would also include a Noise Analysis, a Wetlands Technical Report, a Phase I Cultural Resources Survey, and a Phase I Environmental Site Assessment.
### Table 4: Build Corridor Comparison Matrix

<table>
<thead>
<tr>
<th>EVALUATION CRITERIA</th>
<th>BUILD CORRIDOR SCENARIOS (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Corridor 1</td>
</tr>
<tr>
<td><strong>Purpose and Need</strong></td>
<td></td>
</tr>
<tr>
<td>Meets Purpose and Need</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Engineering</strong></td>
<td></td>
</tr>
<tr>
<td>Length (in miles)</td>
<td>3.75</td>
</tr>
<tr>
<td>2030 Average Daily Traffic for Connector (ADT)</td>
<td>62,000</td>
</tr>
<tr>
<td>Anticipated Level of Service (LOS) for the Alternatives (B)</td>
<td>C/D</td>
</tr>
<tr>
<td>Anticipated LOS with Interchange at Ford</td>
<td>C/D</td>
</tr>
<tr>
<td>New At-Grade Railroad Crossing Location</td>
<td>0</td>
</tr>
<tr>
<td>New Navigable Water Crossings</td>
<td>1</td>
</tr>
<tr>
<td><strong>Conductability</strong></td>
<td></td>
</tr>
<tr>
<td>Construction Complexity (C)</td>
<td>Medium</td>
</tr>
<tr>
<td>Estimated Roadway Construction Costs (in millions) (D)</td>
<td>$281</td>
</tr>
<tr>
<td>Community Disruption/Impacts During Construction (E)</td>
<td>Low</td>
</tr>
<tr>
<td>Potential Construction Impacts to Utilities (F)</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Cultural Resources</strong></td>
<td></td>
</tr>
<tr>
<td>Potential to Impact Cultural Resources (G)</td>
<td>None</td>
</tr>
<tr>
<td>Potential Wetlands (H)</td>
<td></td>
</tr>
<tr>
<td>Potential Wetlands (acres in the corridor)</td>
<td>241.1</td>
</tr>
<tr>
<td>Open Water (acres in the corridor)</td>
<td>5.3</td>
</tr>
<tr>
<td><strong>Plant Communities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Terrestrial/Aquatic Wildlife</strong></td>
<td></td>
</tr>
<tr>
<td>Water Quality</td>
<td>Low</td>
</tr>
<tr>
<td>State Scenic Streams</td>
<td>None</td>
</tr>
<tr>
<td><strong>Threatened/Endangered/Protected Species</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Community Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>Residential Structures in the Corridor (I)</td>
<td>257</td>
</tr>
<tr>
<td>Commercial Structures in the Corridor (includes one hotel)</td>
<td>10</td>
</tr>
<tr>
<td>Abandoned Structures in the Corridor</td>
<td>19</td>
</tr>
<tr>
<td>Potential to adversely impact existing industries (J)</td>
<td>No</td>
</tr>
<tr>
<td>Community Cohesion Impact (K)</td>
<td>Low</td>
</tr>
<tr>
<td>Potential to impact Transit Routes (L)</td>
<td>Low</td>
</tr>
<tr>
<td>Potential Environmental Justice Concerns (M)</td>
<td>Low</td>
</tr>
<tr>
<td>Potential Public Facility Access Impacts (N)</td>
<td>Low</td>
</tr>
<tr>
<td>Churches in the Corridor</td>
<td>10</td>
</tr>
<tr>
<td>Parks in the Corridor</td>
<td>2</td>
</tr>
<tr>
<td>Other Community Facilities in the Corridor</td>
<td>1</td>
</tr>
<tr>
<td>Potential Impacts to Public Supply or Domestic Water Wells</td>
<td>0</td>
</tr>
<tr>
<td>Potential Impacts to Industrial or Agricultural Water Wells</td>
<td>0</td>
</tr>
<tr>
<td><strong>Environmental Quality</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Potential Visual Quality Impacts</strong></td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Air Quality and Noise Impacts</strong></td>
<td>No-Data</td>
</tr>
<tr>
<td>Potential Air Quality Impacts</td>
<td>No-Data</td>
</tr>
<tr>
<td>Potential Noise Impacts</td>
<td>No-Data</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>Prime Farmland (acres in the corridor)</td>
<td>0.0</td>
</tr>
<tr>
<td>100-yr Floodplain (acres in the corridor)</td>
<td>193.4</td>
</tr>
<tr>
<td><strong>Environmental Liability Concerns</strong></td>
<td></td>
</tr>
<tr>
<td>Potential Impacts to Hazardous Waste (O)</td>
<td>0</td>
</tr>
<tr>
<td><strong>Active Oil and Gas Well Locations</strong></td>
<td>1</td>
</tr>
</tbody>
</table>

**Notes:**

- **(A)** Analysis of the Build Corridor Scenarios is based upon the construction of at least one interchange; without an interchange, no corridor will meet the Purpose and Need.
- **(B)** LOS presented is for the Build Corridors.
- **(C)** Construction complexity estimates the general difficulty of construction based on grade adjustments, the number of railroad crossings, the number of navigable water crossings, utility relocations, and ROW.
- **(D)** Construction cost for this estimate include the labor and materials for comparison purposes only.
- **(E)** Potential wetlands were defined using National Wetlands Inventory data and minimal field verification.
- **(F)** Total number includes one townhouse complex with four units.
- **(G)** Total number includes one townhouse complex with four units and two apartment buildings, unknown number of residences.
- **(H)** Included in this category are underground and leaking underground storage tanks, small quantity generators, aboveground storage tanks, landfills, etc. as identified by an EDI database search and field observations.

49CFR 00-000-ER, Build Corridor Matrix - Table 4
5.0 COMMENTS AND COORDINATION

Public outreach and coordination with elected officials, state and federal resource agencies, local government, and local area businesses was conducted as part of the I-49 Inner City Connector project. Residents of Caddo Parish and the communities of Allendale and Ledbetter Heights were consulted throughout the process. This section presents a discussion of these activities and the outcome.

5.1 Coordination Letters

A Solicitation of Views letter was mailed to elected officials, state and federal resources agencies, local government, and other interested parties in June 2009. The letter provided a brief overview of the project and requested input from the various entities. A copy of this letter and all responses received is located in Appendix A, along with all other resource-related correspondence received relative to the project.

5.2 Public Involvement

A scoping meeting was held on March 5, 2009, to initiate the environmental process for the I-49 Inner City Connector. In May 2009, stakeholders were defined and meetings were held with 18 of the stakeholders to brief community leaders on the Stage 0 FS and EI for the I-49 Inner City Connector and to solicit these leaders’ involvement in the public participation process. Community Input Meetings were conducted shortly thereafter to involve the public as early in the process as possible. The first round of meetings (six in total) was conducted in a town hall format from June 20, 2009, through June 25, 2009, at various locations in and in near proximity to the study area. Attendees were asked to participate in an exercise whereby they sat in groups and developed and drew a corridor concept on maps that the group could support. The corridor developed by the public was presented during the second round of Community Input Meetings (three in total) held from September 24, 2009, through September 26, 2009. Attendees were asked to define build alternatives (elevated, at-grade, depressed), locations for suggested interchanges if one or two were to be included, and locations for context sensitive solutions (bike path, trails, etc.). The corridor concepts provided by the public during these meetings were converted into the three alternative Build Corridors presented in this report. One final meeting to solicit input on the draft Stage 0 study was conducted in March 2010. Comments received during this meeting and the subsequent comment period have been addressed in the final Stage 0 Feasibility Study and Environmental Inventory. A summary document detailing the extensive public outreach effort conducted under this Stage 0 study for the I-49 Inner City Connector is provided in Appendix C of the Stage 0 FS and EI.
6.0 LIST OF PREPARERS

_Providence_

Phillip Parker, P.E.  David Alford  
Kerry Oriol  Lowell Hebert  
Patricia Parmley  Lori McGuire  

_Earth Search, Inc._

Jill-Karen Yakubik, Ph.D.  Jason Kennedy  
Rhonda L. Smith  Jeanne Marquez  
Donna Greer  Jason Parrish  
Therese Guillory  David Harlan  

_Franklin Industries_

Rachel LeCompte  Risa Mueller  
Perry Franklin  

_ABMB Engineers_

Bridget Robicheaux  Steve Wallace  

_NTBA_

Tanita Gilbert Baker  

Additionally, Kent Rogers and Chris Petro of NLCOG and Shirley Wilson of EJES Incorporated assisted in the preparation of this document.
7.0 REFERENCES


Louisiana Department of Natural Resources – oil and gas well data
http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm

Louisiana Department of Transportation and Development – water well data
http://dotdgis2.dotd.louisiana.gov/website/WaterWells/viewer.htm

Louisiana Department of Wildlife and Fisheries – state rare and threatened and endangered species data - http://www.wlf.state.la.us/experience/naturalheritage/

Louisiana Department of Wildlife and Fisheries - scenic rivers program
http://www.wlf.state.la.us/experience/scenicrivers/

Natural Resource Conservation Service - soils data
http://websoilsurvey.nrcs.usda.gov/app/

Shreveport Public Assembly and Recreation (SPAR) data on local parks - http://www.shreveportla.gov/dept/spar/index.htm
And email correspondence from SPAR on 5/19/09

SporTran transit information - http://www.sportran.org/


United States Fish and Wildlife Service - Endangered Species Listing
FIGURE REFERENCES

Figure 1 – Study Area Map

Figure 2 – Soils and Prime Farmland
Base map comprised of 2007 aerial photograph. Soils data obtained from Natural Resources Conservation Service (NRCS) data-server.

Figure 3 – Potential Wetlands/Hydric Soils
Base map comprised of 2007 aerial photograph. Soils data obtained from NRCS data-server.

Figure 4 – Water Resources Map

Figure 5 – Louisiana Aquifer and Recharge Potential Map

Figure 6 – Flood Zone Map

Figure 7 – Potential Environmental Liability Sites

Figure 8 – Land Use Map
Figure 9 – Demographics

Figure 10 – Economic Levels
FIGURE 1
STUDY AREA MAP
Study Area Map
I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana Council of Governments

Legend
- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)

Tie-in to Existing Interstate
Potential Interchange Location
Potential Interchange Location
Tie-in to Existing Interstate
FIGURE 2

SOILS AND PRIME FARMLAND
Tie-in to Existing Interstate

Potential Interchange Location

Potential Interchange Location

Soils and Prime Farmland

I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana Council of Governments

Legend

- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)
- Soils Data
- Prime Farmland

Soils Data Classifications:
1 - Buxin clay, occasionally flooded
16 - Gore silt loam, 1 to 5 percent slopes
18 - Guytin soils, frequently flooded
19 - Biloxi loamy fine sand, 1 to 5 percent slopes
21 - Forbing silt loam, 1 to 3 percent slopes
24 - Moreland clay
25 - Forbing silt loam, 3 to 8 percent slopes
27 - Norwood silt loam
31 - Ruston fine sandy loam, 1 to 5 percent slopes
34 - Moreland-Urban land complex
46 - Woodtell-Urban land complex, 3 to 8 percent slopes
47 - Urban land
48 - Keithville-Urban land complex, 2 to 5 percent slopes
50 - Urban-Urban land complex
W - Water
FIGURE 3

POTENTIAL WETLANDS/HYDRIC SOILS
Potential Wetlands/Hydrinic Soils

Legend

- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)
- Potential Wetlands/Hydric Soils

I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana
Northwest Louisiana
Council of Governments

Drawn By: LMH 10/21/09
Checked By: DRA 10/21/09
Approved By: KHO 10/21/09

Project Number: 489-001
Drawing Number: 489-001-A026

Figure 3
FIGURE 4

WATER RESOURCES MAP
Legend

- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)
- Water Wells

Water Resources Map

I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana Council of Governments

Drawn By: LMH 10/21/09
Checked By: DRA 10/21/09
Approved By: KHO 10/21/09

Project Number: 489-001
Drawing Number: 489-001-A027

Figure 4
FIGURE 5

LOUISIANA AQUIFER AND RECHARGE POTENTIAL MAP
Legend
- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)
- Alluvial
- Carrizo-Wilox
- Chicot/Terraces
- Low Recharge Potential
- Moderate Recharge Potential

Louisiana Aquifer and Recharge Potential Map
I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana
Council of Governments

Drawn By: LMH 10/21/09
Checked By: DRA 10/21/09
Approved By: KHO 10/21/09
Project Number: 489-001
Drawing Number: 489-001-A028

Figure 5
FIGURE 6
FLOOD ZONE MAP
FIGURE 7

POTENTIAL ENVIRONMENTAL LIABILITY SITES
FIGURE 8

LAND USE MAP
FIGURE 9

DEMOGRAPHICS
Tie-in to Existing Interstate

Potential Interchange Location

Potential Interchange Location

Tie-in to Existing Interstate

Demographics

I-49 Inner City Connector Project
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana Council of Governments

Legend

- Project Study Area
- Corridor 1 Right-of-Way (Elevated)
- Corridor 2 Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (At Grade)
- Corridor 3 Combination Right-of-Way (Elevated)
- Census Tract

Legend

- Percent Minority

<table>
<thead>
<tr>
<th>Percent Minority</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>40% - 45%</td>
<td>Yellow</td>
</tr>
<tr>
<td>45% - 50%</td>
<td>Green</td>
</tr>
<tr>
<td>50% - 55%</td>
<td>Blue</td>
</tr>
<tr>
<td>55% - 60%</td>
<td>Purple</td>
</tr>
<tr>
<td>60% - 65%</td>
<td>Orange</td>
</tr>
<tr>
<td>65% - 70%</td>
<td>Pink</td>
</tr>
<tr>
<td>70% - 75%</td>
<td>Red</td>
</tr>
<tr>
<td>75% - 80%</td>
<td>White</td>
</tr>
<tr>
<td>80% - 85%</td>
<td>Grey</td>
</tr>
<tr>
<td>85% - 90%</td>
<td>Black</td>
</tr>
<tr>
<td>90% - 93%</td>
<td>Dark Grey</td>
</tr>
<tr>
<td>93% - 94%</td>
<td>Medium Grey</td>
</tr>
<tr>
<td>94% - 97%</td>
<td>Light Grey</td>
</tr>
<tr>
<td>97% - 98%</td>
<td>Light Blue</td>
</tr>
<tr>
<td>98% - 99%</td>
<td>Blue</td>
</tr>
<tr>
<td>99% - 95%</td>
<td>Yellow</td>
</tr>
</tbody>
</table>

SURVEY AREA
MINORITY POPULATION = 90.8%

Figure 9

PROVIDENCE

489-001
489-001-A032

Drawn By: LMH
Checked By: DRA
Approved By: KHO

Project Number
10/21/09
10/21/09
10/21/09
FIGURE 10

ECONOMIC LEVELS
APPENDIX A

AGENCY CORRESPONDENCE
Ms. Patricia Parmley  
Providence Engineering  
1201 Main Street  
Baton Rouge, LA 70817  

SUBJ: I-49 INNER CITY CONNECTOR PROJECT  

Dear Ms. Parmley:  

Please refer to the enclosed correspondence dated June 10, 2009, from the Northwest Louisiana Council of Governments regarding the subject project. A review of the information provided indicates that the proposed project will require a Coast Guard Bridge Permit for the replacement or new construction of bridges over Twelve Mile and/or Cross Bayou in the project area. A permit application pamphlet has been enclosed for your use.  

Prior to filing a bridge permit application, it is required that you coordinate with this office to determine the exact location and alignment of the proposed bridge and its bridge piers, as well as the required horizontal and vertical clearances of the navigational opening.  

We will be happy to meet with you in person to evaluate the project site and look forward to working with you on this project. The opportunity to comment on this work that could have impact on matters under jurisdiction of the Coast Guard is appreciated. You may contact Mr. Peter Sambor at the above number for additional information.  

Sincerely,  

[Signature]  
ROGER K. WIEBUSCH  
Bridge Administrator  
By direction of the District Commander  

Enclosures: (1) Application for Coast Guard Bridge Permit  
(2) Project Letter
June 10, 2009

STAGE 0 FEASIBILITY STUDY
I-49 INNER-CITY CONNECTOR
PROJECT NO. 700-09-0171
CADDOT PARISH, LOUISIANA

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Northwest Louisiana Council of Governments (NLCOG) with the identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Over the next several months, we will be conducting a Stage 0 Feasibility Study and Environmental Inventory for the I-49 Inner City Connector project and respectfully request your comments. A Stage 0 Feasibility Study and Environmental Inventory study includes identifying the initial project concept, potential alternatives and conducting a preliminary environmental review. There will be additional environmental review under the Louisiana Department of Transportation and Development (LDOTD) Stage 1: Environmental Process prior to construction of any alternative.

Limited data concerning the proposed project, I-49 Inner City Connector, exists. To assist in your review, a project description along with a map showing the project study area is attached.

It is requested that you assess the attached information and furnish your views and comments by July 9, 2009. Replies should be addressed to Patricia Parmley at Providence Engineering, 1201 Main Street, Baton Rouge, Louisiana 70817. Please reference the captioned project in your reply.

Should you have any questions regarding this request, please contact Patricia Parmley or Phillip Parker at (225) 766-7400.

Sincerely,
Northwest Louisiana Council of Governments

Kent Rogers
Executive Director

Attachments
September 25, 2009

Ms. Patricia Parmley
Providence Engineering
1201 Main Street
Baton Rouge, LA 70817

Re: I-49 Inner-City Connector
Project No. 700-09-0171
Caddo Parish, Louisiana

Dear Ms. Parmley,

I am in receipt of the solicitation of views request for the I-49 Inner City Connector project in Shreveport, Caddo Parish, Louisiana.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP was published for the period of 2009-2014.

Based on the limited information provided in your solicitation of views request, it is impossible to conclude the nature of conflict with existing recreational areas. The area detailed in the map of direct impacts includes numerous recreational facilities. Until a more defined project is identified, it is impossible to draw conclusions related to impacts to recreation. I welcome additional material when it is available to better determine these impacts.

Sincerely,

Cleve Hardman
Director of Outdoor Recreation
July 1, 2009

Patricia Parmley
Providence Engineering
1201 Main Street
Baton Rouge, Louisiana 70817

Re: I-49 Inner City Connector Project
Project No. 700-09-0171

Dear Ms. Parmley:

In response to the solicitation of views letter regarding the proposed project, I-49 Inner City Connector, we have reviewed our records. According to our available records, we have not conducted any work within the project study area.

If any additional information is needed, please contact me at 504-219-4575 or via email at kathleen.aubin@la.gov.

Sincerely,

Kathleen Aubin
Environmental Health Scientist Supervisor
Louisiana Department of Health and Hospitals
Office of Public Health
July 8, 2009

TO: Ms. Patricia Parmley
Providence Engineering and Environmental Group LLC
1201 Main Street, Baton Rouge, Louisiana 70802

RE: Stage 0 Feasibility Study
I-49 Inner-City Connector
Project No. 700-09-0171
Caddo Parish, Louisiana

Dear Ms. Parmley:

In response to Mr. Kent Rogers’ letter dated June 10, 2009, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

http://www.dnr.state.la.us/CONS/Conserv.ssi

A review of our computer records for the referenced project area indicates the existence of numerous oil and gas wells located in and adjacent to the project area. Additionally, according to the LADOTD water well database, there are several registered water wells near the project area. Due care should be taken to locate any other water wells installed in the area before registration was required.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal
business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<table>
<thead>
<tr>
<th>Division</th>
<th>Contact</th>
<th>Phone No.</th>
<th>E-mail Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td>Jeff Wells</td>
<td>225-342-5638</td>
<td><a href="mailto:JeffW@dnr.state.la.us">JeffW@dnr.state.la.us</a></td>
</tr>
<tr>
<td>Pipeline</td>
<td>Steven Giambronne</td>
<td>225-342-2989</td>
<td><a href="mailto:StevenG@dnr.state.la.us">StevenG@dnr.state.la.us</a></td>
</tr>
<tr>
<td>Injection &amp; Mining</td>
<td>Laurence Bland</td>
<td>225-342-5515</td>
<td><a href="mailto:LaurenceB@dnr.state.la.us">LaurenceB@dnr.state.la.us</a></td>
</tr>
<tr>
<td>Geological</td>
<td>Mike Kline</td>
<td>225-342-3335</td>
<td><a href="mailto:MikeKl@dnr.state.la.us">MikeKl@dnr.state.la.us</a></td>
</tr>
<tr>
<td>Ground Water</td>
<td>Tony Duplechin</td>
<td>225-342-5528</td>
<td><a href="mailto:TonyD@dnr.state.la.us">TonyD@dnr.state.la.us</a></td>
</tr>
</tbody>
</table>

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting “Help” on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

James H. Welsh
Commissioner of Conservation

JHW:MBK
June 29, 2009

STAGE 0 FEASIBILITY STUDY
I-49 INNER-CITY CONNECTOR
PROJECT NO. 700-09-0171
ROUTE: I-49
PARISH: CADDIO

Ms. Patricia Parmley
Providence Engineering
1201 Main Street
Baton Rouge, LA 70817

Subject: Solicitation of Views

Dear Ms. Parmley:

During and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function.

In order to assure compliance with Caddo Parish requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for Caddo Parish. The contact person is: Mr. James Demouchet, P.O. Box 1127, Shreveport, LA, 71163-1127 and telephone no. 318-226-6934.

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

Sincerely,

Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Mr. James Demouchet, CFM
June 16, 2009

Ms. Patricia Parmley
Providence Engineering
1201 Main St.
Baton Rouge, LA 70817

Dear Ms. Parmley:

We have received your June 9, 2009, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

STP No. 700-09-0171
I-49 Inner-City Connector
Caddo Parish, Louisiana

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 project does not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence. If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Howard Fielding, LDEQ
June 10, 2009

STAGE 0 FEASIBILITY STUDY
I-49 INNER-CITY CONNECTOR
PROJECT NO. 700-09-0171
CADDO PARISH, LOUISIANA

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Northwest Louisiana Council of Governments (NLCOG) with the identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Over the next several months, we will be conducting a Stage 0 Feasibility Study and Environmental Inventory for the I-49 Inner City Connector project and respectfully request your comments. A Stage 0 Feasibility Study and Environmental Inventory study includes identifying the initial project concept, potential alternatives and conducting a preliminary environmental review. There will be additional environmental review under the Louisiana Department of Transportation and Development (LDOTD) Stage 1: Environmental Process prior to construction of any alternative.

Limited data concerning the proposed project, I-49 Inner City Connector, exists. To assist in your review, a project description along with a map showing the project study area is attached.

It is requested that you assess the attached information and furnish your views and comments by July 9, 2009. Replies should be addressed to Patricia Parmley at Providence Engineering, 1201 Main Street, Baton Rouge, Louisiana 70817. Please reference the captioned project in your reply.

Should you have any questions regarding this request, please contact Patricia Parmley or Phillip Parker at (225) 766-7400.

Sincerely,
Northwest Louisiana Council of Governments

[Signature]
Kent Rogers
Executive Director

Attachments
STAGE 0 FEASIBILITY STUDY
I-49 INNER-CITY CONNECTOR
PROJECT NO. 700-09-0171
CADDIO PARISH, LOUISIANA

PRELIMINARY PROJECT DESCRIPTION

The I-49 Inner City Connector Project is part of the I-49 Corridor which runs from Winnipeg, Manitoba, Canada to New Orleans, Louisiana. The Connector is designed to intersect Shreveport, Louisiana through the urban area adjacent to the center of downtown. This approximately 3.6 mile long corridor connects the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange.

This segment was a portion of the Draft Environmental Impact Statement (DEIS) developed in 1976, but was removed in the Final Environmental Impact Statement (FEIS). This section was "designated a Priority Primary Route, but because of lack of funding it was not developed further." This segment of the I-49 Corridor lies within a historically minority, low-income neighborhood. Due to the historic sensitive nature of this project, public involvement and inclusion will be critical for its success.

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

SITE MAY CONTAIN WETLANDS. Contact the U.S. Army Corps of Engineers for a jurisdictional determination.

District: Vicksburg, MS
Telephone No. 601-631-5289
Date: June 12, 2009

Name: Patricia Parmley
Company: Providence Engineering
Street Address: 1201 Main Street
City, State, Zip: Baton Rouge, LA 70817

Project: I-49 Inner-City Connector
Project No. 700-09-0171
Caddo Parish, LA

Project ID: 09061212
Invoice Number: 09061212

Personnel of the Habitat Section of the Coastal & Non-Game Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed technical assistance project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana’s boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

[Signature]

Gary Lester, Coordinator
Natural Heritage Program
June 30, 2009

REPLY TO ATTENTION OF

Operations Division
Operations Manager,
Completed Works

Ms. Patricia Parmley
Providence Engineering
1201 Main Street
Baton Rouge, Louisiana 70817

Dear Ms. Parmley:

We recently received your Solicitation of Views request dated June 10, 2009, concerning the construction of an I-49 Inner City Connector around the city of Shreveport, Louisiana.

Since the proposed work will be performed in Caddo Parish, which is outside the New Orleans District’s regulatory jurisdiction, we are forwarding it to our Vicksburg District for review and comment. Please address any future inquiries in this matter to the following office:

U.S. Army Corps of Engineers, Vicksburg District
Planning, Programs, and Project Management Division
Environmental and Economic Analysis Branch
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Thank you for your patience in this matter.

Sincerely,

Karen L. Oberlies
Solicitation of Views Manager
July 2, 2009

Operations Division

SUBJECT: Northwest Louisiana Council of Governments, Stage 0 Feasibility Study, I-49 Inner-City Connector, Shreveport, Caddo Parish, Louisiana, Project Number 700-09-0171

Ms. Patricia Parmley  
Providence Engineering  
1201 Main Street  
Baton Rouge, Louisiana  70817

Ms Parmley:

We received your correspondence, subject as above, on June 30, 2009. For ease of reference, we have assigned your correspondence identification number MVK-2009-846. Please refer to this number should you write or call us about your request.

If you have any questions about the status of your request, please call this office at (601) 631-5064 or (601) 631-7071.

Sincerely,

Michael F. McNair, R.F.  
Chief, Regulatory Branch