

# I-49 North Inner City Connector

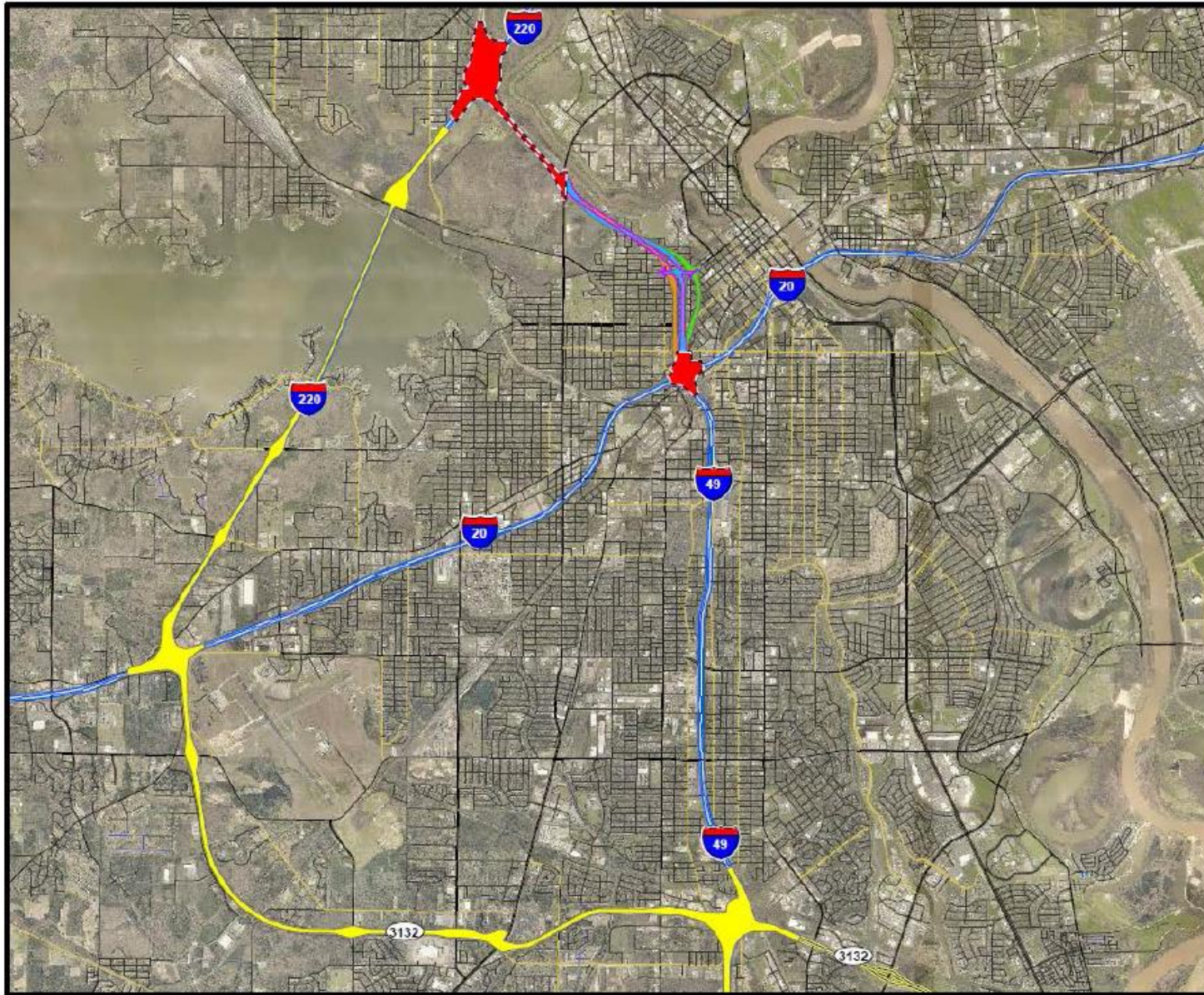
May 12, 2023



# Project History

- Original I-49 plan in the 1970's included the segment from I-20 to I-220
- This segment was dropped from the plan due to concerns over impacts to the inner city community
- The inner city community declined severely over next three decades
- A feasibility study for the Connector was completed in 2009
- An environmental document began in 2011
  - Started with four inner city alternatives (Alternatives 1– 4)
  - Alternative 5, using I-220 and LA 3132 (i.e., as suggested by Loop-It), was added later





#### Legend

- Build Alternative 1 ROW
- Build Alternative 2 ROW
- Build Alternative 3 ROW
- Build Alternative 4 ROW
- Build Alternatives 1-4 ROW Overlap
- Build Alternative 5 ROW

#### Reference

Base map comprised of client provided aerial photograph, dated 04/2020.



### I-49 Build Alternatives

Alternatives Analysis Summary  
Shreveport, Caddo Parish, Louisiana

Northwest Louisiana  
Council of Governments



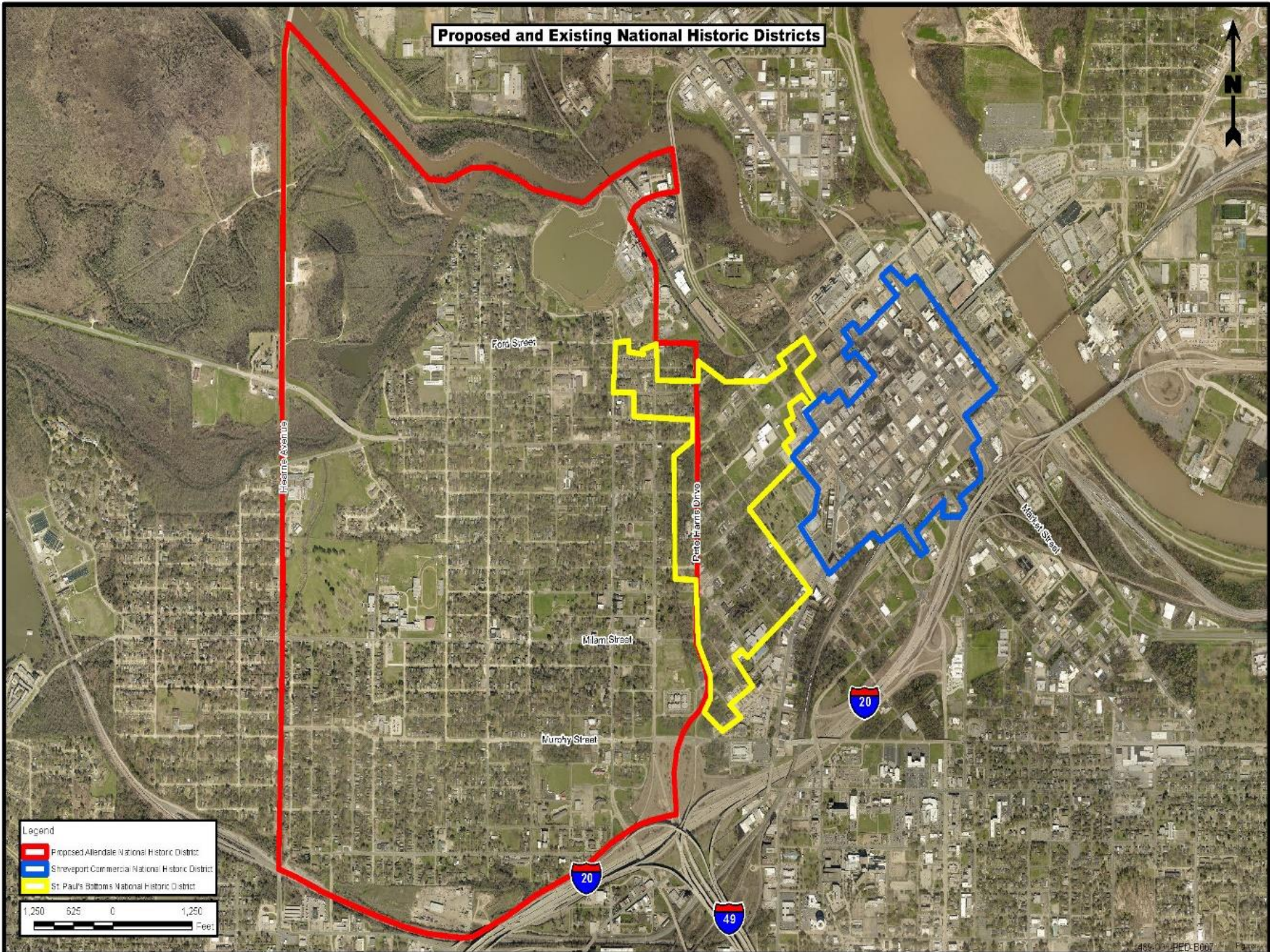
Drawn By	UJA	09/03/20
Checked By	UJA	09/03/20
Approved By	KD	09/03/20
Project Number	489-001-FED	
Drawing Number	489-001-FED-8000	
		<b>2</b> Figure

# Project History (continued)

- Alternative 4 was eliminated due to impacts to known historic properties
- Cultural resource surveys were undertaken for the remaining alternatives
- Over 1000 properties were inventoried
- The State Historic Preservation Office indicated that Allendale is a potential National Historic District (NHD)



# Proposed and Existing National Historic Districts





# Project History (continued)

- In January 2023, the Federal Highway Administration (FHWA) notified DOTD that a civil rights complaint had been filed concerning the I-49 North Connector in Shreveport and a separate complaint on the I-49 South Connector in Lafayette.
- For the I-49 North Connector, the FHWA will investigate:
  - “Whether the Shreveport I-49 Inner City Connector Project creates potential disparate, adverse impacts to the predominately African American community of Allendale in Shreveport, Louisiana.”
  - “Whether the Shreveport I-49 Inner City Connector Project creates disproportionate impacts to residents based on race, color, or national origin in relocations and other right-of-way impacts within and adjacent to the project area.”

DOTD provided numerous documents requested by the FHWA

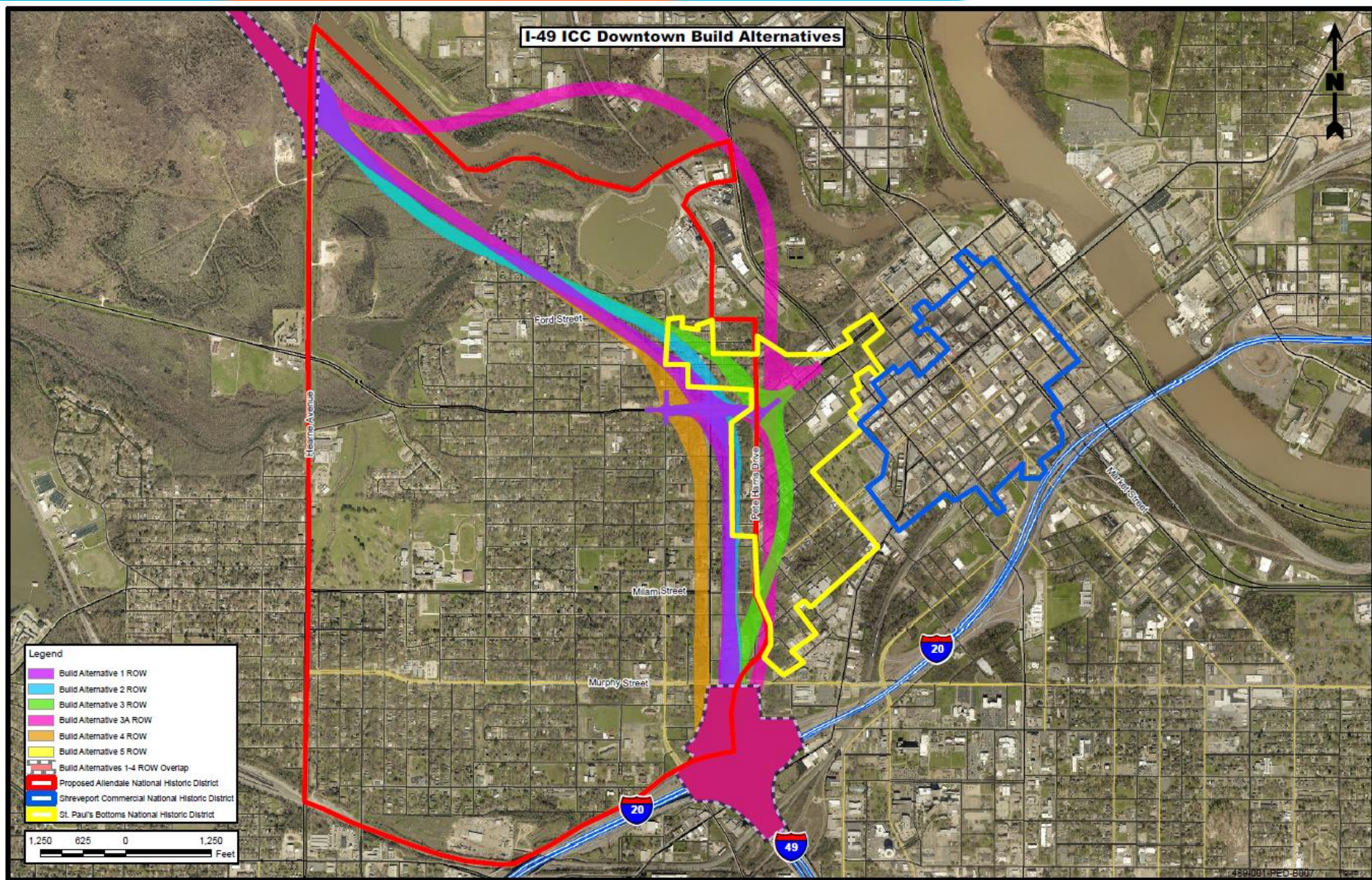
# Project Status

- Alternatives 1, 2, and 3 would impact the potential Allendale NHD
- Alternative 5 impacts a recreation area
- Alternatives 1, 2, 3, and 5 all impact “Section 4(f)” properties
- Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.

# Alternative 3A

- Under federal environmental regulations, if a project impacts Section 4(f) properties, an alternative to avoid or lessen the impacts must be considered if such an alternative can be developed.
- Alternative 3A was developed for this purpose. If Alternative 3A is determined to be feasible:
  - It would avoid impacts to the Cross Lake recreation area which is also the City water supply (Alt 5).
  - It would lessen direct and indirect impacts to historic properties, particularly in the potential Allendale NHD (Alts 1-3)





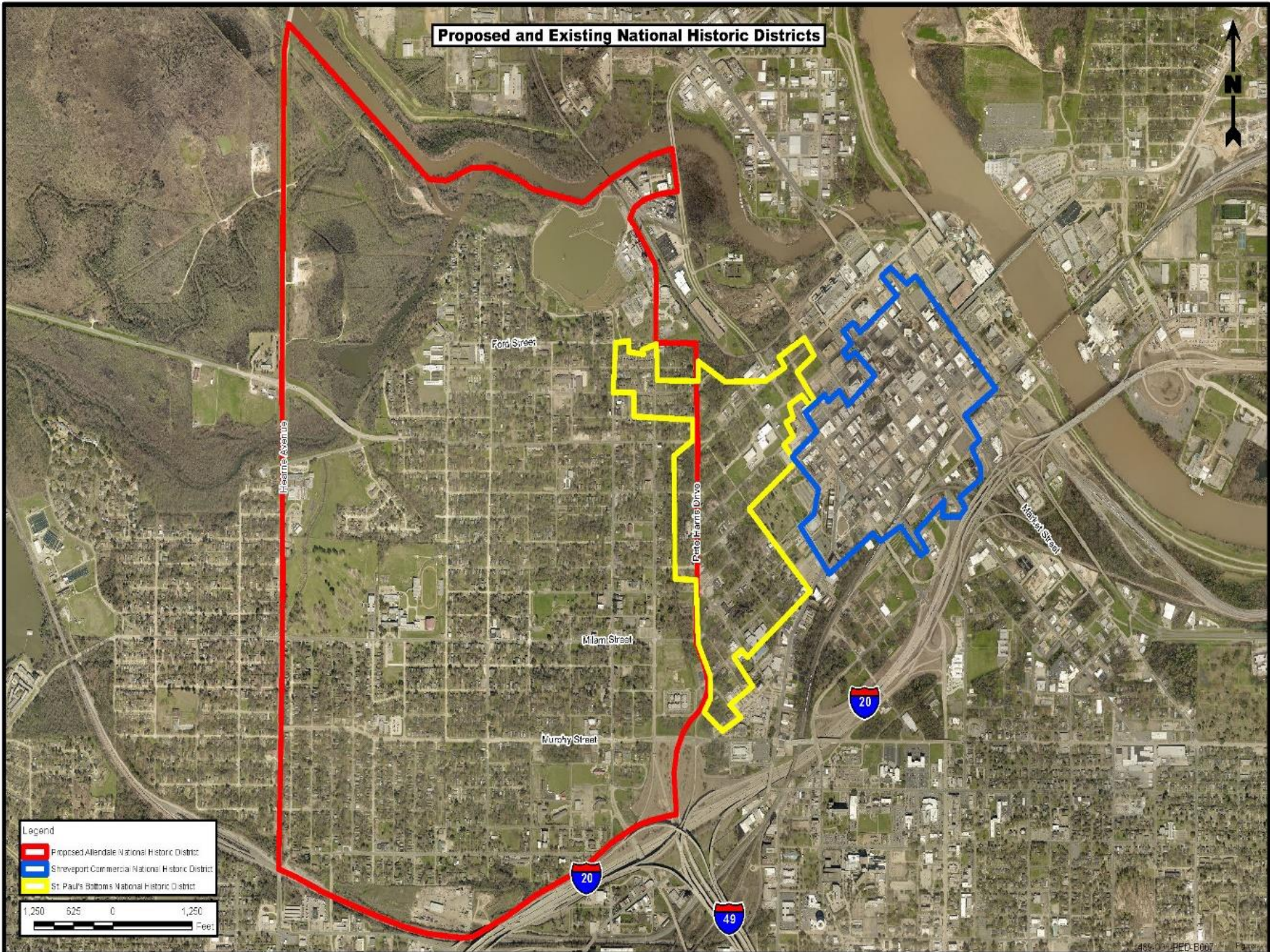


# Alternative 3A (continued)

- Alternative 3A passes through the St. Paul's Bottoms NHD
  - In May 2014, only 12 percent of the original contributing structures remained
  - From 2014 to present, decay and fires have removed even more
- The State Historic Preservation Office has indicated the potential for de-listing or reducing the boundary of St. Paul's Bottoms NHD due to loss of density of historic properties.
- Most of the remaining historic structures are on piers and can be moved as mitigation for adverse impacts.



# Proposed and Existing National Historic Districts



Legend

- Proposed Allendale National Historic District
- Shreveport Commercial National Historic District
- St. Paul's Bolinas National Historic District

1,250 625 0 1,250  
Feet



# Where do we go from here?

- The feasibility of Alternative 3A must be determined.
- If feasible, then environmental evaluation needs to be undertaken to bring it to the same level of detail as the other alternatives.
  - Including inventory of historic properties north of St. Paul's Bottoms
- A public meeting will be needed to provide the opportunity for citizens to review Alternative 3A and make suggestions and offer comments.
- A fair comparison among the alternatives can then be made and we can begin developing a draft Environmental Impact Statement with a preferred alternative.

# Project Schedule

- 3<sup>rd</sup> Quarter 2023 – Complete Feasibility Study on Alternative 3A
- 3<sup>rd</sup> Quarter 2023 – Environmental evaluation of Alternative 3A
  - Evaluation to same level of detail as other alternatives
- 3<sup>rd</sup> Quarter 2023 – Public Meeting on all Alternatives including 3A

# Project Schedule (continued)

- 2<sup>nd</sup> Quarter 2024 – Develop draft Environmental Impact Statement
  - Will include a “preferred alternative”
  - Will include more detailed environmental evaluation
- 3<sup>rd</sup> Quarter 2024 – Legal Sufficiency Review by FHWA
  - 60-day review time by FHWA
- 3<sup>rd</sup> Quarter 2024 – Publish draft Environmental Impact Statement
  - Assumes 30 days to address comments from Legal Sufficiency Review
  - Must notice public and provide a minimum 30-day review period prior to Public Hearing



# Project Schedule (continued)

- 3<sup>rd</sup> Quarter 2024 – Public Hearing
  - Public can make comments up to 10 days following the Hearing
  - Responses to public comments must be included in final EIS
- 4<sup>th</sup> Quarter 2024 – Submit final EIS and draft Record of Decision (ROD) to FHWA
- 4<sup>th</sup> Quarter 2024 – ROD approval by FHWA

# Closing Comments

- Everyone is frustrated with the duration of the environmental process:
  - Duration is not uncommon for major projects
  - I-10 in Lake Charles - 20+ years
  - I-10 in Baton Rouge - 20+ years
  - I-49 Connector in Lafayette – 30 years
- Working through the process takes considerable time, but we have a path forward.

# Closing Comments

- For the inner-city alternatives, the intent has always been to work with local officials and citizens to use the project as a catalyst for community revitalization.
- If one of the inner-city alternatives is selected as the preferred alternative, we will need and expect the business sector to step forward, not to fund the infrastructure, but rather to invest in the community even if that investment does not show a near-term return.



# Questions?